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1927

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OF

# American and Foreign Shipping

ESTABLISHED 1867

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| **Barletta** | | |
| S. Giorgio 6 | Ruggero Deli Santi | |
| **Brindisi, Italy** | % Teodoro D'Ippolito | Edippolito |
| **Cagliari, Italy** | % Pietro Buffa | |
| **Carlofore, Italy** | % Giuseppe Rivano | |
| **Catania, Italy** | % Raimondo Salvatore Napoli | Napoli |
| **Civitavecchia, Italy** | % A. P. Bellettieri | |
| **Corfu** | Antonio Milazzi | |
| **Fiume** | | |
| Riva Cristoforo Colombo 8 | Alberto Della Ragione | Dellaragione |
| **Genoa, Italy** | | |
| Via Petrarco 2 | Registro Italiano | Registro Navale |
| **Leghorn, Italy** | | |
| Piazza Vittorio Emanuele | % Salomone Orefice | Orefice |
| **Messina, Italy** | % Giuseppe Bozzo | Bozzo |
| **Milan, Italy** | | |
| Via Manzoni 41 | Augusto Gandini | |
| **Molfetta, Italy** | % Francesco Modugno | |
| **Naples, Italy** | | |
| Via Agostino Depretis 137 | Registro Italiano | Registro Navale |
| **Palermo, Italy** | | |
| Via Roma 167 | Registro Italiano | Registro Navale |
| **Porto Empedocle** | % Vincenzo Burgio | |
| **Porto Ferraio** | % Giovanni Darmanin | Darmanin |
| **Porto Maurizio** | % Anobono E. Apzosio | |
| **Ravenna** | % Giuseppe Bazzini | Bazzin |
| **Rimini** | Odoardo Grimaldi | |
| **Riposto** | % Cav. Salvatore Castorina | |
| **Rome** | | |
| (Head Office) Via delle Convertite N. 5 | Registro Italiano | |
| **Salerno** | Enrico Moscati | |
| **Savona** | | |
| Genoa, 5 | % Giulio Vivaldi | Giulio Vivaldi |
| **Siracusa** | % Riscica fu Gaetano | Riscica |
| **Spezia** | | |
| Piazza Brin, 2-9 | Cav. Gaetano Verna | |
| **Taranto** | | |
| Via Margherita 25 | Vittorio Miloro | |
| **Terni** | Curizio Comi | |
| **Turin** | | |
| Via Massena 20 | Giovanni Boella | Amma |
| **Trapani** | | |
| Via S. Agost, 10 | Agostino Bulgarella | |
| **Trieste** | | |
| Piazza della Borsa 7 | Registro Italiano | Registro Navale |
| **Venice** | | |
| Pallazzo Levi Calle N. 3898 | Registro Italiano | Registro Navale |
| **Viareggio** | | |
| Via Cairoli, 97 | % Raffable Martinelli | |

# OTHER FOREIGN PORTS

| | | Telegraphic Address |
|---|---|---|
| **FRANCE** | | |
| **Bordeaux** | | |
| 49 Quai des Chartrous | Louis Ganot | Consult |
| District—Bordeaux and Ports on the Coast of France from La Rochelle-Pallice, South to the Border. | | |
| **Brest** | | |
| 7 Rue de la Republique | J. Jegoudez | Record |
| District—Comprising Ports on the North Coast of France between St. Malo and Lorient. | | |
| **Dunkirk** | | |
| P. O. Box 80 | P. H. Thieulin | Framership |
| District—Comprising Northern Part of France from the Border to but not including Dieppe. | | |
| **Havre** | | |
| 32 Rue du Chillon | E. C. Robinson, Dunkirk, Havre and Brest Districts | Consult |
| District—Comprising Ports on the North Coast of France from Dieppe to St. Malo both inclusive. | | |
| **Marseilles** | G. Pasquier | Amburo |
| Rue de la Republique, 26 | Gaston Frager | Amburo |
| District—Port of Marseilles. | | |
| **Nantes** | V. Le Normand | Record |
| 16 Quai Duguay-Trouin | Adolphe Caudal | |
| District—Comprising Ports of Nantes, St. Nazaire and Ports on the Coast of France from Lorient to, but not including La Pallice. | | |
| **BELGIUM** | | |
| **Antwerp** | | |
| 15 Quai Jordaens | T. R. Ions & R. H. Emmerson | Surveyor |
| **GERMANY** | | |
| **Hamburg** | | |
| 11 Steinhoft IV | H. E. Johns | |
| **Essen Ruhr** | | |
| Postfach 72 | C. Budde, Surveyor for Testing Material | Veritas |
| **Leipsig Gohlis** | Dr. L. Krupt, Surveyor for Testing Material | |
| **CZECHOSLOVAKIA** | | |
| **Praha** | | |
| II Pod'skalske nabrezi 32, II-383 | Ant. Valsik, Surveyor for Testing Material | Valsik, Praha |
| **DANZIG** | | |
| **Kohlenmarkt No. 9** | Franz Waechter | Veritas |
| **HOLLAND** | | |
| **Amsterdam** | | |
| Nassaukade 371 | C. I. Dijkhuis | Amburo |
| **Rotterdam** | I. H. Dijkhuis | Seaworthy |
| Heemraadssingel 288 | Ph. E. N. Savenije, Assistant | |
| **DENMARK** | | |
| **Copenhagen** | | |
| 37 Amaliegade-K | Hulgar Krogh | Survey |
| District—Including Denmark and the Southern Portion of Sweden between Halmstad and Kalmar. | | |
| **NORWAY** | | |
| **Bergen** | | |
| Store Markevei 3 | Andersen & Christensen | Andchri |
| District—From Moldsen to but not including Mosterhavn. | | |
| **Christiania** | Carl Conradi | Consulent |
| Prinsensgade, 2b | Trygve Swensen | |
| District—From Southern Frontier to and including Kragero. | | |
| **Christiansand, Norway** | S. Sorensen | |
| District—From Farsund to but not including Kragero. | | |
| **Stavanger** | | |
| Ovre Holmegade 22 | Tollef Olsen | Ingenior Olsen |
| District—From Mosterhavn to but not including Farsund. | | |
| **Trondhjem** | H. R. Morch | Record |
| District—From Northern Frontier to but not including Moldsen. | | |

| | | Telegraphic Address |
|---|---|---|
| **SWEDEN** | | |
| **Gothenburg**<br>Skeppsbron 4 | ALF PALMQVIST<br>HILDING SCHALIN | % Consultation<br>Schalin |
| DISTRICT—Western Portion of Sweden from the Frontier to but not including Holmstead. | | |
| **Stockholm**<br>6 Torstensonsgatan | GUSTAV BREMBERG<br>PER FORSMAN | Survey<br>——— |
| DISTRICT—Eastern Portion of Sweden South to Oscarshamn. | | |
| **FINLAND** | | |
| **Helsingfors**<br>Annegatan 29 Lok 17 | J. THURE SILANDER | Record |
| DISTRICT—Ports of Finland. | | |
| **SPAIN** | | |
| **Barcelona**<br>Paseo de Colon, 11 | JUAN SOLDEVILA<br>MANUEL LUNA | Shiprecord<br>——— |
| DISTRICT—Comprising East Coast of Spain from the Frontier to Cartagena. | | |
| **Bilbao**<br>Calle Autonomia, 27 | LUIS YZAGUIRRE<br>FRANCISCO DE YZAGUIRRE | Record<br>——— |
| DISTRICT—Comprising North Coast of Spain from Frontier to and including Esteban. | | |
| **Coruna**<br>Calle Linares Rivas 44 | JUAN G. DEL VALLE | Record |
| DISTRICT—Ports of Coruna and Ferrol. | | |
| **Ferrol** | (SEE CORUNA) | ——— |
| **Vigo**<br>Calle Arenal 14 | RAFAEL LOPEZ | Record |
| DISTRICT—Port of Vigo. | | |
| **Villagarcia** | FRANCISCO GALVAN LORONO | Captain Galvan |
| **CANARY ISLANDS** | | |
| **Las Palmas, Grand Canary**<br>% Cia Carbonera de Las Palmas | NEIL GRAHAM | % Carbonera |
| **AZORES** | | |
| **Horta, Fayal**<br>**Ponta Delgada**<br>St. Michaels | W. W. NICHOLS | Nichols<br>Ponta Delgada |
| **GIBRALTAR** | | |
| **Gibraltar**<br>28 Irish Town | GEORGE A. SCULLARD | ——— |
| DISTRICT—Southern Coast of Spain from the Frontier to Almeria. | | |
| **PORTUGAL** | | |
| **Lisbon**<br>Largo do Corpo Santo No. 13 | JAMES WEBB<br>J. T. BAILEY, Assistant | Record<br>——— |
| DISTRICT—From Averio to Southern Frontier. | | |
| **Oporto** | | |
| DISTRICT—From Averio to Northern Frontier. | | |
| **ROUMANIA** | | |
| **Braila**<br>% Archibold & Corbu | JACK CORBU | Archbold |
| **TURKEY** | | |
| **Constantinople**<br>47 Hudavendigiar Han Galata | A. W. BOND<br>E. C. SILLEY | Bond<br>——— |
| DISTRICT—Constantinople and Ports on Sea of Marmora and Dardanelles. | | |
| **GREECE** | | |
| **Athens** | (See Piraeus) | ——— |
| **Piraeus**<br>4 Rue Sotiras | TASSOS HADZIFOTIU | ——— |
| DISTRICT—Greece, and Aegean Sea Ports, including Smyrna. | | |

| | | Telegraphic Address |
|---|---|---|
| **WEST AFRICA** | | |
| **Freetown** | | |
| **Lagos, Nigeria** | R. S. Sparrow | |
| **SOUTH AFRICA** | | |
| **Capetown** | | |
| Ocheberg's Chambers, Adderley Street | T. Martin | |
| **Durban** | | |
| 51 Cato Street | Davison Riekie | Riekie |
| **Port Elizabeth** | | |
| Clan Line, Fleming Street, 32 Cuyler Crescent | W. E. Clift | Record |
| **INDIA** | | |
| **Bombay** | | |
| Navsari Building, Harnby Road | A. E. Robinson | Amlafu |
| **Calcutta** | | |
| 9 Clive Street | H. R. Stark | Bureau |
| **Karachi** | | |
| Native Jetty | J. G. Smith | Bureau |
| **Rangoon, Burma** | | |
| % Bullock Bros. & Co., Lower Poozoodaung | John McIntyre | |
| **MOROCCO** | | |
| **Casablanca** | See Gibraltar | |
| **ALGERIA** | | |
| **Algiers** | Leopold Carval | Carval Expert |
| 2 Boulevard Carnot | Jean Vidalet, Assistant | |
| **TUNIS** | | |
| **Bizerta** | | |
| Maison Hersent, Rue d'Athenes | Jean Feyton | Record |
| **MALTA** | | |
| **Malta** | | |
| Union Club, Valetta<br>100 Strada Ridolfo Silema | Harold Young | Amburo |
| **EGYPT** | | |
| **Alexandria** | | |
| P. O. Box 2084 | James A. MacDonald | Solidity |
| **Port Said** | | |
| % Wills & Co., Ltd | Hugh Armstrong | Poriphar |
| District—Port Said, Suez and all Egyptian Ports on the Red Sea. | | |
| **SINGAPORE** | | |
| **Singapore** | | |
| Hong-Kong Bank Chambers | T. J. Cokely | Record |
| **MAURITIUS** | | |
| **Mauritius** | | |
| Quay Port—Louis | M. Macdonald | Macdonald |
| **INDO-CHINA** | | |
| **Saigon** | | |
| Boite Postale 95 | Alfred Schofield | |
| **CHINA** | | |
| **Dairen** | | |
| | See Shanghai | |
| **Hong-Kong** | | |
| 16 Connaught Road Central | Anderson & Ashe | Record |
| **Shanghai** | | |
| Robert Dollar Building | Eisler, Reeves & Murphy | Record |
| District—Shanghai, Ningpo, Yangtze Kiang River Ports, Chefoo, Tien Tsin, Neuchwang and North China Ports except Dairen. | | |

| | | Telegraphic Address |
|---|---|---|
| **SIBERIA** | | |
| **Vladivostok** | | |
| Alentskaya, 21 | Howarth Lewis | Record |
| **HAWAII** | | |
| **Honolulu** | | |
| 1024 Green Street | William McKay, Surveyor | Kaylis |
| **PHILIPPINE ISLANDS** | | |
| **Manila** | | |
| Derham Building, Port Area | Morton & Ericksen, Inc. | Morteric |
| **JAPAN** | | |
| TEIKOKU KAIJI KYOKAI | | |
| The Imperial Japanese Marine Corporation | | |
| Telegraphic Address "Nautical," Tokyo | | |
| Chairman | Baron C. Shiba | |
| Chief Surveyor | M. Katayama | |
| Secretary | S. Shinohara | |
| Head Office: 444 Kaijo Building, Marunouchi, Tokyo | | |
| **Hakodate** | | |
| 18 Nishihamacho | The Imperial Japanese Marine Corporation | ---- |
| **Innoshima** | | |
| Habumachi | The Imperial Japanese Marine Corporation | ---- |
| **Kobe** | | |
| 17 Harimamachi | The Imperial Japanese Marine Corporation | Nautical |
| **Moji** | | |
| 902 Itchome, Kiyotakimachi | The Imperial Japanese Marine Corporation | ---- |
| **Nagasaki** | | |
| 4 Itchome, Sombamachi | The Imperial Japanese Marine Corporation | ---- |
| **Osaka** | | |
| 18 Kawaguchicho, Nishiku | The Imperial Japanese Marine Corporation | ---- |
| **Yokohama** | | |
| Nippon Building | The Imperial Japanese Marine Corporation | Nautical |
| **EAST INDIES** | | |
| **Batavia, Java** | A. Pander | Veritas |
| **Sourabaya** | | |
| Marine Establishment | V. D. Windt, Acting | Record |
| **AUSTRALIA** | | |
| **Brisbane** | | |
| Circular Quay | R. Douglas Taylor | Rolyat |
| **Fremantle** | J. W. W. Yates | Seaworthy |
| **Melbourne** | | |
| 59 William Street | A. C. Meek | Construction |
| **Newcastle, New South Wales** | | |
| United Chambers, Bolton Street | John G. Brisco | ---- |
| **Perth** | | ---- |
| (See Fremantle) | | |
| **Port Adelaide** | | |
| Divett Street | W. D. Ackland-Horman | Seaworthy |
| **Sydney, New South Wales** | J. Vine Hall | Vinehall |
| 24 Bond Street | William T. Howell | ---- |
| | David W. Gibson | ---- |
| **NEW ZEALAND** | | |
| **Auckland** | | |
| Customs Street East | F. W. Blakey | Blakey Engineer |
| **Dunedin** | | |
| 90 Prince Street | Robert McLintock | ---- |
| **Lyttleton** | | |
| Crown Iron Works, Christchurch | W. J. Le Cren | % Lecrenson Christchurch |
| **Wellington** | | |
| 4 Woods Buildings | William Bence | Bence, Island Bay |

## A

| | |
|---|---|
| Aetna Ins. Co. | Hartford, Conn. |
| Alabama D. D. & S. B. Co. | Mobile, Ala. |
| Alderton Dock Yards, Ltd | Brooklyn, N. Y. |
| Alexander & Baldwin (Lim.) | Honolulu, T. H. |
| Alfriend, Thos. L., & Son | Richmond, Va. |
| Alliance Assurance Co., Ltd | London, Eng. |
| American Brown Boveri Electric Corp. | Camden, N. J. |
| American Consulate General | Shanghai, China. |
| American Factors, Ltd. | Honolulu, T. H. |
| American Foreign Insurance Assn | New York, N. Y. |
| American Foreign Ins. Ass'n | Shanghi, China |
| American S.S. Owners Assn | New York, N. Y. |
| American S.S. Owners Mutual P. & I. Assn., Inc. | New York, N. Y. |
| American & Foreign Ins. Co. | New York, N. Y. |
| Appleton & Cox | New York, N. Y. |
| Army Transport Service | San Francisco, Cal. |
| Associated Oil Co. | San Francisco, Cal. |
| Associated Press (The) | New York, N. Y. |
| Assn. of Underwriters and Ins. Brokers in Glasgow | Glasgow, Scot. |
| Assurance Compagniet Baltica | Copenhagen, Den. |
| Atlantic Basin Iron Works | Brooklyn, N. Y. |
| Atlantic Mutual Insurance Co. | New York, N. Y. |
| Atlantic Refining Co. | Philadelphia, Pa. |
| Atlantic Towing Co | Savannah, Ga. |
| Atlantic Works (The) | Boston, Mass. |
| Automobile Ins. Co. | Boston, Mass. |
| Automobile Ins. Co. | Hartford, Conn. |
| Automobile Ins. Co. | San Francisco, Cal. |
| Axtell, S. B. | New York, N. Y. |

## B

| | |
|---|---|
| Baldt Anchor Chain & Forge Co. | Chester, Pa. |
| Baltimore Copper Paint Co. | New York, N. Y. |
| Barry & Vallon, Inc. | New Orleans, La. |
| Beers, Kenison & Co. | Galveston, Tex. |
| Bennett, Hvosleff & Co. | New York, N. Y. |
| Bertschmann & Maloy | New York, N. Y. |
| Berwind-White Coal Mining Co. | Newport News, Va. |
| Bethlehem S. B. Corp. (Lim.) | Bethlehem, Pa. |
| Bethlehem S. B. Corp. (Lim.) | Boston, Mass. |
| Bethlehem S. B. Corp. (Lim.) | East Boston, Mass. |
| Bethlehem S. B. Corp. (Lim.) | Terminal Island, Cal. |
| Bethlehem S. B. Corp. (Lim.) | Baltimore, Md. |
| Bethlehem S. B. Corp. (Lim.) | New York, N. Y. |
| Bethlehem S. B. Corp. (Lim.) | Quincy, Mass. |
| Bethlehem S. B. Corp. (Lim.) | San Francisco, Cal. |
| Bethlehem S. B. Corp. (Lim.) | Wilmington, Del. |
| Bigham, Englar & Jones | New York, N. Y. |
| Bishop Insurance Agency, Ltd | Honolulu, T. H. |
| Black Diamond S.S. Corp. | New York, N. Y. |
| Bliss, Dallet & Co. | New York, N. Y. |
| Board of Port Commissioners | New Orleans, La. |
| Board of Underwriters | New York, N. Y. |
| Boston American | Boston, Mass. |
| Boston Globe, The | Boston, Mass. |
| Boston Insurance Co. | Boston, Mass. |
| Boston Insurance Co. | New York, N. Y. |
| Bowring, C. T., & Co. (Lim.) | London, Eng. |
| British Admiralty | London, Eng. |
| British Corporation for the Survey & Registry of Shipping | Glasgow, Scot. |
| British Empire Steel Corp., Ltd. | Sydney, N. S. |
| British & Foreign Marine Insurance Co., Ltd. | London, Eng. |
| Brown, W. M., & Co. | Boston, Mass. |
| Bruce D. D. Co. | Pensacola, Fla. |
| Bull, A. H., & Co. | New York, N. Y. |
| Bureau Veritas | New York, N. Y. |

## C

| | |
|---|---|
| Caddell D. D. & Repair Co., Inc. | West Brighton, S. I. |
| Carolina Co. (The) | Charleston, S. C. |
| Carpinter & Baker | New York, N. Y. |
| Carr, Francis C. & Co., Inc. | New York, N. Y. |
| Castle & Cook (Lim.) | Honolulu, T. H. |
| Cheston, Eugene M. | Baltimore, Md. |
| Child, W. B. B., & Co. | Boston, Mass. |
| Chile S.S. Co | New York, N. Y. |
| Chubb & Son | New York, N. Y. |
| Clinchfield Nav. Co., Inc. | New York, N. Y. |
| Clyde Steamship Co. | New York, N. Y. |
| Coastwise Transportation Corp. | Boston, Mass. |
| Collingwood S. B. Co., Ltd. | Collingwood, Ont |
| Colonna's Shipyard, Inc. | Norfolk, Va. |
| Columbia Pacific Shipping Co. | Portland, Ore. |
| Congressional Library | Washington, D. C. |
| Cosmopolitan Shipping Co., Inc. | New York, N. Y. |
| Cotton Fire & Marine Underwriters | Columbia, S. C. |
| Cox & Stevens | New York, N. Y. |
| Coyle, W. G., & Co. | New Orleans, La. |
| Cramp, Wm., & Sons Ship & Engine Bldg. Co. | Philadelphia, Pa. |
| Crane's, Theo., Sons Co. | Brooklyn, N. Y. |
| Creighton, Edward B. | Philadelphia, Pa. |
| Crowell & Thurlow | Boston, Mass. |

Cunningham, Coale & Co. — Baltimore, Md.
Curtin & Brockie — Philadelphia, Pa.

D

Da Costa & Co. — Barbados, W. I.
Dale & Co., Ltd. — Montreal, Can.
Dearborn, D. B., & Co — New York, N. Y.
Despard & Co. — New York, N. Y.
Det Norske Veritas — New York, N. Y.
Detroit Public Library — Detroit, Mich.
Dollar Co., The Robert — San Francisco, Cal.
Dow & Bannard — Chicago, Ill.
Downer, W. E., & Co — London, England.
Duncan, O. D. — New York, N. Y.

E

Eagle Star & British Dominion Ins. Co. — London, Eng.
Eastern S.S. Lines, Inc — Boston, Mass.
E. I. du Pont de Nemours & Co — Wilmington, Del.
Elwell, Jas. W., & Co. — New York, N. Y.
Empresa Naviera de Cuba, S. A. — Havana, Cuba.
Eureka Boiler Works — San Francisco, Cal.

F

Falk Corp., The — Milwaukee, Wis.
Farley, Edw. P., & Co — New York, N. Y.
Federal Composition & Paint Co., Inc., The — New York, N. Y.
Federal Ins. Co., Ltd. — Zurich, Switzerland.
Federal S. B. & D. D. Co — Newark, N. J.
Federal Sugar Refining Co — New York, N. Y.
Field & Cowles — Boston, Mass.
Finkbine-Guild Transportation Co — Gulfport, Miss.
Fireman's Fund Insurance Co. — New York, N. Y.
Fireman's Fund Insurance Co. — San Francisco, Cal.
Fischer, Conrad — New York, N. Y.
Fletcher, W. & A., Co — Hoboken, N. J.

G

Galveston Coal Co. — Galveston, Tex.
Galveston D. D. & Construction Co. — Galveston, Tex.
Garcia Beltran Co — Sagua la Grande, Cuba
General Electric Co — Schenectady, N. Y.
General Engineering & D. D. Co. — San Francisco, Cal.
General Ins. Co. — St. Gall, Switzerland.
General Petroleum Corp — San Pedro, Cal.
Globe & Rutgers Fire Ins. Co — New York, N. Y.
Grace, John D., M. A. & Edwin H — New Orleans, La.
Grace Line — New York, N. Y.
Grace, W. R., & Co. — San Francisco, Cal.
Green, Richard T., Co. — Boston, Mass.
Gulf Refining Co — Jacksonville, Fla.

H

Hagedorn & Co. — New York, N. Y.
Haight, Smith, Griffin & Deming — New York, N. Y.
Halifax Branch Boston Ins. Co — Halifax, N. S.
Hall, Frank B., & Co. — New York, N. Y.
Hall's Sons, Wm. A. — New York, N. Y.
Hamlin, Frank — Atlanta, Ga.
Hampson, Robt., & Son — Montreal, Can.
Hanlon, F. R. — Seattle, Wash.
Hanlon S. B. & D. D. Co — San Francisco, Cal.
Home Insurance Co. — New York, N. Y.
Honolulu Iron Works Co — Honolulu, T. H.
Hunt, Hill & Betts — New York, N. Y.
Hussey, Walter R. — Boston, Mass.
Hutchinson, Rivinus & Co. — Philadelphia, Pa.
Hutchinson, Rivinus & Co. — New York, N. Y.
Hyndman & Co. (Lim.) — Charlottetown, Can.

I

Imperial Japanese Marine Corp — Tokio, Japan.
Indemnity Mutual Marine Assurance Co., Ltd. (The) — London, Eng.
Insurance Co. of North America — New York, N. Y.
Insurance Co. of North America — Philadelphia, Pa.
Insurance Co. of North America — San Francisco, Cal.
Inter-Island Steam Nav. Co., Ltd. — Honolulu, T. H.
Isherwood, Sir J. W. — London, Eng.

J

Jahncke Dry Docks, Inc — New Orleans, La.
Japan Cotton Co — Dallas, Tex.
Johnson Iron Works, D. D. & S. B. Co. — New Orleans, La.

Johnson & Higgins.....New York, N. Y.
Johnson & Higgins.....San Francisco, Cal.
Jones, H. Jason & Co.....Barbados, W. I.
Jordon, W. S., Co.....Portland, Me.

K

Kahului R.R. Co.....Honolulu, T. H.
Kanai Railroad Co.....Honolulu, T. H.
Kausler, Geo. S., Ltd.....New Orleans, La.
Ker, Bolton & Co.....London, Eng.
Ker & Co.....London, Eng.
Kiangnan Dock & Eng. Wks.....Shanghai, China.
Knowles, H. J.....San Francisco, Cal.

L

Le Messurier, H. W.....St. John's, Nfld.
"Levant" Ins. & Reinsurance Co.....Genoa, Italy.
Liverpool Underwriters Assn.....Liverpool, Eng.
Lloyds' Register of Shipping.....London, Eng.
Long, Nelson E.....Philadelphia, Pa.
Los Angeles Harbor Dep't.....San Pedro, Cal.
Los Angeles S. B. & D. D. Co.....San Pedro, Cal.
Luckenbach S.S. Co., Inc.....New York, N. Y.
Luckenbach S.S. Co., Inc.....San Francisco, Cal.
Lykes Bros.-Ripley S.S. Co., Inc.....Galveston, Texas.
Lykes Bros. Ripley S.S. Co., Inc.....New Orleans, La.

M

McCabe, Hamilton & Renny Co., Ltd.....Honolulu, T. H.
McCormick S.S. Co.....San Francisco, Cal.
McGee, Wm. H., & Co.....New York, N. Y.
McGrath, Thomas R.....St. John's, Nfld.
McNaught, Capt. W. C.....Portland, Ore.
Macomber, Frank Gair.....Boston, Mass.
Macomber Co., Inc.....New York, N. Y.
Mann, H. R., & Co.....San Francisco, Cal.
Marine Office of America.....New York, N. Y.
Marine Underwriters & Salvage Assn.....Melbourne, Aust.
Maritime Association.....New York, N. Y
Marsh & McLennan.....New York, N. Y.
Marsh & McLennan.....San Francisco, Cal.
Martin, Frank S., & Son.....New York, N. Y.
Maryland D. D. Co.....Baltimore, Md.
Mather & Co.....New York, N. Y.
Mather & Co.....Philadelphia, Pa.
Matson Navigation Co.....San Francisco, Cal.
Maury, Donnelly, Williams & Parr.....Baltimore, Md.
Merchants Marine Ins. Co., The, Ltd.....London, Eng.
Merritt–Chapman & Scott Corp.....New York, N. Y.
Mobile Ship Chandlery Co.....Mobile, Ala.
Moore D. D. Co.....Oakland, Cal.
Moore & McCormack Co., Inc.....New York, N. Y.
Morse D. D. & Repair Co.....Brooklyn, N. Y.
Munson S.S. Line.....New York, N. Y.
Musson, S. P., Son & Co.....Barbados, W. I.
Mystic S.S. Co.....Boston, Mass.

N

Naval War College.....Newport, R. I.
Navy Dept.....Washington, D. C.
New Engineering & S. B. Works, Ltd.....Shanghai, China.
New Orleans Cotton Exchange.....New Orleans, La.
New York & Cuba Mail S.S. Co.....New York, N. Y.
New York & Porto Rico S.S. Co.....New York, N. Y
New York Harbor D. D. Co., Inc.....Rosebank, S. I.
New York Marine News Co., The.....New York, N. Y.
New York Maritime Register.....New York, N. Y.
New York Produce Exchange.....New York, N. Y.
New York Public Library.....New York, N. Y.
New York Times, The.....New York, N. Y.
Newport News S. B. & D. D. Co.....Newport News, Va.
Nolan, B. T., Co., Inc.....New York, N. Y.
Norfolk S. B. & D. D. Co.....Norfolk, Va.
North British & Mercantile Ins. Co.....New York, N. Y.
Norton, Lilly & Co.....New York, N. Y.
Norton, Lilly & Co.....San Francisco, Cal.
Nutting & Wells.....Boston, Mass.

O

Ore S.S. Corp.....New York, N. Y.
Osborn & Lange, Inc.....New York, N. Y.

P

Pacific S.S. Co.....Seattle, Wash.
Panama Canal, Chief Quartermaster.....Balboa, C. Z.

Panama Mail S.S. Co. ..... San Francisco, Cal.
Patterson, Wylde & Windeler ..... Boston, Mass.
Peden Iron & Steel Co. ..... Houston, Texas
**Perth Amboy D. D. Co.** ..... **Perth Amboy, N. J.**
**Philadelphia Maritime Exchange** ..... **Philadelphia, Pa.**
Pillsbury & Curtis ..... San Francisco, Cal.
**Poor & Alexander, Inc.** ..... **Baltimore, Md.**
Porcella, Vicini, & Co., Inc. ..... New York, N. Y.
Potter S.S. Co. ..... New York, N. Y.
**Providence Washington Ins. Co.** ..... **Providence, R. I.**

## R

Reassurance Compagniet Salamandra a/s ..... Copenhagen, Den.
**Registro Italiano** ..... **Genoa, It.**
Reid, David C., Inc. ..... New York, N. Y.
**Reliance Marine Ins. Co.** ..... **Liverpool, Eng.**
Roberts, Clayton E. ..... New Orleans, La.
Roberts & Ebert, Inc. ..... New York, N. Y.
Robins D. D. & Repair Co. ..... Brooklyn, N. Y.
**Rosenthal, Louis** ..... **San Francisco, Cal.**
Roxbury Steel Casting Co. ..... Boston, Mass.
**Royal Insurance Co., Ltd.** ..... **New York, N. Y.**

## S

St. Paul Fire & Marine Ins. Co. ..... St. Paul, Minn.
Salvage Association, London ..... New York, N. Y.
San Francisco Chamber of Commerce ..... San Francisco, Cal.
Secretary Board of Trade ..... London, Eng.
Secretary of Lloyds, The ..... London, Eng.
**Sedgwick, Collins & Co., Ltd.** ..... **London, Eng.**
Sexton, Emory, & Co. ..... New York, N. Y.
**Shewan, James, & Sons, Inc.** ..... **New York, N. Y.**
Simmons Boardman Publishing Co. ..... New York, N. Y.
**Smith, Marshall J., & Co., Ltd.** ..... **New Orleans, La.**
South Atlantic S.S. Co. ..... Savannah, Ga.
Southern Pacific S.S. Lines ..... New York, N. Y.
**Standard Oil Co. of New Jersey** ..... **New York, N. Y.**
**Standard Oil Co. (Cal.)** ..... **San Francisco, Cal.**
Staten Island S. B. Co. ..... Mariners Harbor, S. I.
**Strachan, John, Co. (Lim.)** ..... **Halifax, N. S.**
**Submarine Signal Corp.** ..... **Boston, Mass.**
**Sudden & Christenson** ..... **San Francisco, Cal.**
**Sullivan, Felix R., Jr.** ..... **Baltimore, Md.**
Sun S. B. & D. D. Co. ..... Chester, Pa.
Superheater Co., The ..... New York, N. Y.
Swayne & Hoyt, Inc. ..... San Francisco, Cal.
Switzerland General Ins. Co., Ltd. ..... Zurich, Switz.

## T

Talbot, Bird & Co., Inc. ..... New York, N. Y.
Thames & Batre ..... Mobile, Ala.
**Thames & Mersey Marine Ins. Co.** ..... **New York, N. Y.**
**Tietjen & Lang D. D. Co.** ..... **Hoboken, N. J.**
Todd D. D., Engineering & Repair Corp. ..... Brooklyn, N. Y.
**Todd S. B. & D. D. Co., Inc.** ..... **Mobile, Ala.**
Todd Shipyards Corp. ..... New York, N. Y.
Tokio Marine & Fire Ins. Co., Ltd. ..... Tokio, Jap.
**Toledo S. B. Co.** ..... **Toledo, O.**
Transmarine Corp. ..... New York, N. Y.
**Tregarthen, James, & Sons Co., Inc.** ..... **New York, N. Y.**

## U

Ufficio Nautico Marconi ..... Genoa, Italy.
Union Marine Ins. Co. Ltd., The ..... New York, N. Y.
**Union Oil Co. of California** ..... **Los Angeles, Cal.**
Union Shipbuilding Co. ..... Baltimore, Md.
**Union Sulphur Co., The** ..... **New York, N. Y.**
United Engineering Co. ..... San Francisco, Cal.
United Fruit Co. ..... Boston, Mass.
United Gulf S.S. Co., Inc. ..... Galveston, Tex.
United States Dept of Commerce ..... Washington, D. C.
United States Hydrographic Office ..... Washington, D. C.
United States Salvage Assn., Inc. ..... Baltimore, Md.
United States Salvage Assn., Inc. ..... Boston, Mass.
United States Salvage Assn., Inc. ..... Galveston, Tex.
United States Salvage Assn., Inc. ..... New Orleans, La.
United States Salvage Assn., Inc. ..... New York, N. Y.
United States Salvage Assn., Inc. ..... Norfolk, Va.
United States Salvage Assn., Inc. ..... Savannah, Ga.
United States Shipping Board ..... Galveston, Texas.
United States Shipping Board ..... London, Eng.
United States Shipping Board ..... Mobile, Ala.
United States Shipping Board ..... New Orleans, La.
United States Shipping Board ..... Norfolk, Va.
United States Shipping Board ..... Philadelphia, Pa.
**United States Shipping Board** ..... **Washington, D. C.**
**U. S. Steel Products Co.** ..... **New York, N. Y.**

V

Verein Bremer, See-Versicherungs-Gesellschaften....Bremen, Germany.
Vessel Agency, Inc., The.....New York, N. Y.

W

Waddington, J.....San Francisco, Cal.
Waldron, Fred. L., Ltd.....Honolulu, T. H.
Wallace, Wm., & Co.....Boston, Mass.
War Dept.....Washington, D. C.
Ward, Jas. E., & Co.....New York, N. Y.
Waterman S.S. Corp.....Mobile, Ala.
Weed & Kennedy, Inc.....New York, N. Y.
Western Assurance Co.....Toronto, Can.
Whitney, J. F., & Co.....New York, N. Y.
Wickersham, William M.....San Pedro, Cal.
Williams S.S. Co., Inc.....New York, N. Y.
Willis, Faber & Co.....London, Eng.
Wilmore S. S. Co., Inc.....New York, N. Y.
Wood Towing Corp.....Norfolk, Va.

Y

Young Bros., Ltd.....Honolulu T. H.

# TABLE OF COMPARATIVE CLASSIFICATION (HULL)

| American Bureau of Shipping | | British Corporation | Lloyds Register | Bureau Veritas |
|---|---|---|---|---|
| Ocean | Lakes | | | |
| ✠A1Ⓔ | ✠100 | BS* | ✠100A1 | 3/3.✠1.1 |
| A1 | 100 | BS | 100A1 | 3/3. 1.1 |
| A1½ | 95 | ... | 95A1 | 5/6. 1.1 |
| .... | 90 | ... | 90A1 | 5/6. 2.1 |
| .... | 85 | ... | 85A1 | 5/6. 2.1 |
| .... | 80 | ... | 80A1 | 3/4. 2.1 |
| .... | 75 | ... | 75A1 | 3/4. 2.1 |
| .... | 70 | ... | ..... | 1/2. 2.1 |
| .... | 60 | ... | ..... | ..... |

For Machinery: ✠AMS Denotes highest classification in American Bureau of Shipping.
MBS* Denotes highest classification in The British Corporation for the Survey and Registry of Shipping.
✠LMC Denotes highest classification in Lloyds Register of Shipping.

## The Following Machines Have Been Approved by the Committee for the Testing of Anchors and Chain Cables:

| | | |
|---|---|---|
| Admiral Anchor Company | Chester, Pa. | Anchors |
| American Chain Company | Braddock, Pa. / Columbus, Ohio | Chain |
| American Steel Foundries | Thurlow, Pa. | Anchors (Dunn) |
| Baldt Anchor Chain and Forge Company | Chester, Pa. | Anchors and Chain |
| Bradlee & Company | Philadelphia, Pa. | Chain |
| Cape Ann Anchor & Forge Company | Gloucester, Mass. | Anchors |
| Carroll Chain Company | Columbus, Ohio | Chain |
| Columbus-McKinnon Chain Company | Columbus, Ohio / Lebanon, Pa. | Chain |
| Columbia Steel Company | San Francisco, Cal. | Anchors |
| Carr Chain Works, Inc. | Troy, N. Y. | Chain |
| Johnson–Weaver Chain Company | Lebanon, Pa. | Chain |
| Knoxville Iron Company | Knoxville, Tenn. | Chain |
| Lebanon Chain Works | Lebanon, Pa. | Chain |
| National Malleable and Steel Castings Co. | Sharon, Pa. | Chain |
| Osgood Bradley Car Company | Worcester, Mass. | Chain |
| Penn Steel Castings Company | Chester, Pa. | Anchors |
| S. G. Taylor Chain Company | Hammond, Ind. | Chain |
| Seattle Chain Company | Seattle, Wash. | Chain |
| Tacony Steel Company | Philadelphia, Pa. | Chain |
| U. S. Chain & Forging Company | McKees Rocks, Pa. | Chain |
| Upson, Walton Company | Cleveland, Ohio | Anchors |
| Weimer Chain Company | Lebanon, Pa. | Chain |
| Woodhouse Chain Works | Trenton, N. J. | Chain |

## The Following Machines Have Been Approved by the Committee for the Testing of Materials Other Than Anchors and Chain Cables.

| | | |
|---|---|---|
| Allan Wood Iron and Steel Company | Conshohocken, Pa. | 1 Machine |
| Alleghany Steel Company | Brackenridge, Pa. | 1 Machine |
| American Manganese Bronze Company | Holmesburg, Pa. | 1 Machine |
| American Steel Foundries | Thurlow, Pa. | 1 Machine |
| Bethlehem Shipbuilding Corporation | San Francisco, Cal. | 1 Machine |
| Bethlehem Steel Company | Lebanon, Pa. | 2 Machines |
| Bethlehem Steel Company | Reading, Pa. | 1 Machine |
| Bethlehem Steel Company | Steelton, Pa. | 2 Machines |
| Bethlehem Steel Company | Johnstown, Pa. | 4 Machines |
| Buckeye Steel Castings Company | Columbus, Ohio | 1 Machine |
| Camden Forge Company | Camden, N. J. | 1 Machine |
| Central Iron & Steel Company | Harrisburg, Pa. | 2 Machines |
| Chester Steel Castings Company | Chester, Pa. | 1 Machine |
| Eastern Steel Castings | Newark, N. J. | 1 Machine |
| Erie Forge Company | Erie, Pa. | 1 Machine |
| General Electric Company | Erie, Pa. | 1 Machine |
| Glasgow Iron Company | Pottstown, Pa. | 1 Machine |
| Heppenshall Forge and Knife Company | Pittsburgh, Pa. | 1 Machine |
| H. G. Trout Company | Buffalo, N. Y. | 1 Machine |
| Inland Steel Company | Indiana Harbor, Ind. | 3 Machines |
| Illinois Steel Company | South Chicago, Ill. | 1 Machine |
| Jones & Laughlin Steel Company | Pittsburgh, Pa. | 4 Machines |
| Lockhart Iron & Steel Company | McKees Rocks, Pa. | 1 Machine |
| Lukens Steel Company | Coatesville, Pa. | 4 Machines |
| Midvale Steel and Ordnance Company | Coatesville, Pa. | 5 Machines |
| Pacific Coast Steel Company | Seattle, Wash. | 2 Machines |
| Paul S. Reeves and Company | Philadelphia, Pa. | 1 Machine |
| Phoenixville Iron Company | Phoenixville, Pa. | 1 Machine |
| Tennessee Coal, Iron and Railroad Company | Bessemer, Ala. | 1 Machine |
| Tioga Iron and Steel Co | Philadelphia, Pa. | 1 Machine |
| Todd Dry Dock & Construction Corporation | Seattle, Wash. | 1 Machine |
| Westinghouse Electric and Manufacturing Co. | Essington, Pa. | 2 Machines |
| Worth Steel Company | Claymont, Del. | 2 Machines |
| Youngstown Sheet & Tube Co. | Youngstown, Ohio | 1 Machine |

**The Following Plants Have Been Surveyed, Processes of Manufacture Reported on by Surveyors and Approved by the Bureau.**

| | | |
|---|---|---|
| Adirondack Steel Foundries Corporation | Watervliet, N. Y. | Steel castings |
| American Machine & Manufacturing Company | Atlanta, Ga. | Steel castings |
| American Rolling Mill Co. | Ashland, Ky. | Pig iron, steel slabs, billets and sheets |
| Anniston Steel Company | Anniston, Ala. | Steel castings |
| Atlantic Steel Company | Atlanta, Ga. | Steel bars, round and square |
| Central Iron & Steel Company | Harrisburg, Pa. | Steel plates |
| Doran Manganese Bronze Company, Inc. | Brooklyn, N. Y. | Bronze and brass castings |
| Eastern Steel Castings | Newark, N. J. | Steel castings |
| Falls Hollow Staybolt Company | Cuyahoga Falls, Ohio | Iron staybolts |
| F. Ferguson & Son | Hoboken, N. J. | Iron, brass and bronze castings |
| Milwaukee Steel Foundry Company | Milwaukee, Wis. | Steel castings |
| Monarch Steel Castings Company | Detroit, Mich. | Steel castings |
| Morton Steel Casting Company | Morton, Pa. | Steel castings |
| Penn Iron & Steel Company | Creighton, Pa. | Iron bars |
| Penn Steel Castings Company | Chester, Pa. | Steel castings |
| Riverside Steel Casting Company | Newark, N. J. | Steel castings |
| S. Severance Manufacturing Company | Glassport, Pa. | Steel rivets |
| Youngstown Sheet & Tube Co. | Youngstown, Ohio | Steel plates and shapes |

**The Following Materials and Appliances Have Been Surveyed, Reported on by Surveyors and Approved by the Bureau.**

| Material or Appliance | Manufacturer |
|---|---|
| Asbestolith | Asbestolith Manufacturing Co., New York |
| "Cutless Bearings" | B. F. Goodrich Rubber Co., Akron, Ohio |
| Model "A" Unit Acetylene Generator | Blake Manufacturing Co., Mansfield, Pa. |
| Pasco Red Lead | Paint Specialties Corp., New York, N. Y. |
| Babbitt Metals | United American Metals Corp., Brooklyn, N. Y. |
| Rich System Apparatus Standard "C" Type Fire Detector and Extinguisher | Walker Kidde & Co., New York |
| Copper Brazed Steel Tanks | Wm. B. Scaife & Sons Co., Oakmont, Pa. |
| Sperry Gyro-Compass | Sperry Gyroscope Co., Brooklyn, N. Y. |
| Rotary Pumps | Northern Fire Apparatus Co., Minneapolis, Minn. |

# THE BRITISH CORPORATION FOR THE SURVEY AND REGISTRY OF SHIPPING

# REGISTRO ITALIANO

AND

# THE IMPERIAL JAPANESE MARINE CORPORATION

(Teikoku Kaiji Kyokai)

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The Board of Managers of the American Bureau of Shipping have entered into an agreement and have made arrangements with the Committees of the British Corporation for the Survey and Registry of Shipping, Registro Italiano and Imperial Japanese Marine Corporation, which provide for the mutual acceptance by the Societies of the Classification and Survey of Vessels constructed under Rules and Conditions which are equally effective. Owners are also enabled to secure and maintain more than one Classification for such vessels at a small addition to the cost of a single Classification. The organization of the Societies in the United Kingdom, Italy and Japan is thus rendered available for Vessels which are classed or are intended to be classed with the American Bureau of Shipping; the organization of this Society in the United States is available for those Vessels which are classed or are intended to be classed with the British Corporation for the Survey and Registry of Shipping, Registro Italiano or Imperial Japanese Marine Corporation. Builders and Owners are referred to the British Board of Trade, the Italian Government Regulations, and the Japanese Government Regulations for certain requirements in British, Italian and Japanese ships, which are in excess of Classification requirements.

# RECORD

OF

# AMERICAN AND FOREIGN

# SHIPPING.

# THIS RECORD

OF

# AMERICAN AND FOREIGN SHIPPING

IS ISSUED

## TO SUBSCRIBERS ONLY

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"The Bureau exercises extreme care in all matters dealt with, but it is understood and agreed that the Bureau is not, under any circumstances whatever, to be held responsible in any respect for any inaccuracy in any report, certificate or other document issued by the Bureau, its Committees, or its Surveyors, or in any entry in the Record or other publication of the Bureau, or for any error of judgment, default, negligence or want of care of its Committees, Officers, Surveyors or Agents of the Bureau."

No vessels are Classed except such as have been submitted to survey according to the prescribed rules, and the Class approved by the Committee at New York.

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## LAKE VESSELS

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NOTE.—Vessels on the inland waters of the United States, often designated as the Great Lakes, are not subject to the action of the Teredo (marine ship worm) and do not foul or accumulate marine growth; and it is therefore unnecessary to copper or dock them for examination unless required by accident or other special reason.

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## SUBMARINE SIGNALS

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The Bureau, recognizing the value of this apparatus for the preservation of life and property on the sea, will enter in the second column of the Record of Vessels the abbreviation "SUB. SIG.," denoting that such vessel is equipped with Submarine Signal Apparatus.

# ABBREVIATIONS.

## 1. RIG.

Bg.....Brig
½ B.....Half Brig or Hermaphrodite
Bk.....Bark
Bkt.....Barkentine
Brg.....Barge
C B.....Centre Board
C F.....Car Float
Ctm.....Catamaran
Drg.....Dredge
Elvr.....Elevator
F. B.....Ferry Boat
Glt.....Galliot
Kch.....Ketch
MV.....Motor Vessel
Plc.....Polacca
S.....Ship
Sch.....Schooner
Scw.....Screw Steamer
Slp.....Sloop
St W.....Stern-wheel Str.
St Ltr.....Steam Lighter
S W.....Side-wheel Str.
T.....Topsail
Trn.....Tern, or Schooner of three masts
Yct.....Yacht
Ywl.....Yawl
4 M.....Four Masts

## 2. NATION.

Alb.....Albanian
Alg.....Algerian
Am.....American or U. S.
Arg.....Argentine
Aus.....Austrian
Blg.....Belgian
Br.....British
Brz.....Brazilian
Bul.....Bulgarian
C.R.....Costa Rican
Chi.....Chinese
Chl.....Chilian
Col.....Colombian
Cz-Slv.....Czecho-Slovakian
Dan.....Danish
Dom.....Dominican
Dzg.....Danzig
Ecd.....Ecuador
Egp.....Egyptian
Est.....Esthonia
Fin.....Finnish
Fr.....French
Ger.....German
Grk.....Greek
Gtm.....Guatemalan
Hay.....Haytien
Hng.....Hungarian
Hol.....Dutch or Holland
Hon.....Honduras
It.....Italian
Jap.....Japan
Jg-Slv.....Jugo Slovakian
Ltv.....Latvian
Mex.....Mexican
Mnt.....Montenegro
N Grn.....New Granada
Nic.....Nicaragua
Nor.....Norwegian
Pan.....Panama
Par.....Paraguayan
Pol.....Polish
Prvn.....Peruvian
Psn.....Persian
Ptg.....Portuguese
Rou.....Roumanian
Rus.....Russian
S Sl.....San Salvadore
Siam.....Siam
Sp.....Spanish
Swd.....Swedish
Tah.....Tahitian
Trk.....Turkish
Urg.....Uruguay
Vnz.....Venezuelan

## 3. DECKS.

B.....Beams
P B.....Partner Beams
1 D.....1 Deck
2 D.....2 Decks
3 D.....3 Decks
4 D.....4 Decks
Pp.....Poop Deck
Lg Pp.....Long Poop
Orl.....Orlop
Sh.....Shade
Shel.....Shelter
Sp.....Spar

## CLASSIFICATION (12th Column).

B L.....British Lloyds
V.....Bureau Veritas
GL.....American Bureau Lakes Register
I.....Registro Italiano
J.....Imperial Japanese Marine Corp.
C.....British Corporation
G.....Germanischer Lloyds
LY.....Lloyds Yacht Register
N.....Norwegian Veritas

## 4. REMARKS.

**Materials, Fastening, Kind of Rigging, when and how sheathed, Number and kind of Engines and Boilers, Repairs, &c., &c., will be set forth abbreviated as follows:**

### 1. MATERIALS.

A.....Ash
B.....Beech
Bch.....Birch
C.....Cedar
Ch.....Chestnut Cps Cypress
Comp..Composite
E.....Elm
F.....Fir
Ght.....Greenheart
Hf.....Horseflesh
Hk.....Hackmatack
Hw.....Hardwood (as Beech, Birch, Elm).
I.....Iron
I B.....Iron Bark
Ifr.....Iron Framed
Jpr.....Juniper
Lch.....Larch
LO.....Live Oak
Lo.....Locust
Mhg....Mahogany
M.....Hrd & Sft woods m'xd
Mpl.....Maple
O.....Oak
Ol.....Olive
OP.....Oregon Pine
P.....Pine Sp....Spruce
Pr.....Poplar
S C.....Swamp Cypress
SftW....Soft wood (as Hazel & Hemlock).
Stl.....Steel
T.....Teak
Wd.....Wooden
WO.....White Oak
YF.....Yellow Fir
YP.....Yellow or Hard or Pitch Pine

### 2. FASTENINGS.

Cf.....Copper (or composition) Fastenings
Gicf...Galvanized and Copper Fastenings
Gif.....Galvanized Fastenings
Icf.....Iron and Copper Fastenings
If.....Iron Fastenings
✕.....Steel or Iron strapped on frames
Stl Trs..Steel Trusses

### 3. SHEATHING.

C.....Sheathed with copper
Ish.....Iron sheathed
M.....Sheathed with yellow metal
Stlsh..Steel sheathed
Wsh....Sheathed with wood
Z.....Sheathed with zinc

### 4. ENGINES, ETC.

B B P Built up Bronze Propeller
Bcip ..Built up Cast Iron Propeller
Bsp....Built up Steel Propeller
Cih B B..Cast Iron Hub, Bronze Blades
Csh B B....Cast Steel Hub, Bronze Blades
Cl.....Continuous liner
C.....Compound
Cyl....Cylinder
C B....Compound Beam
D A....Double acting
E.....Expansion
H.....Horizontal
L.....Inclined
BHP..Brake Horse Power
IHP....Indicated Horse power
O.....Oscillating
Q.....Quadruple
RHP..Registered Horse power
S B P..Solid Bronze Propeller
Scip..Solid Cast Iron Propeller
S S P..Solid Steel Propeller
SHP ..Shaft Horse power
Stm Tbns....Steam Turbines
T.....Triple
V.....Vertical direct acting
VB.....Vertical Beam
WP....Working pressure

### 5. BOILERS.

Blr....Boiler
C.....Cylindrical
D B.....Donkey boiler
DB.....Double end Scotch Boiler
SB.....Single end Scotch Boiler
F.....Flue
F B....Fire box boilers
F D....Forced draft
G S....Grate surface
H S....Heating surface
R T....Return tubular
S E....Single ended
V T....Vertical tubular
WT....Water tubular

# ABBREVIATIONS.

## 6. GENERAL.

B H — Watertight Bulkheads
B K — Bar keel
C — Equipment Numeral Diameter of chain cables in 16ths See Tables 20 and 23 in Steel Rules or Tables 126A–127 in Wood Rules
A P — After Peak Tank
F P — Fore Peak Tank
D T — Deep Tank
D B — Double Bottom
D F — Wireless Direction Finder
W T — Wing Tank
S T — Settling Tank
T T — Topside Tank
T D — Tween Deck Tank
I T — Independent Tank
f — Forward
a — Aft
m — Midship

W B — Water Ballast
F O — Fuel Oil
t — Tons (for Fuel Oil one ton is taken to equal 37.5 cu. ft.)
clk — Caulked from keel to deck
clk a — Caulked all over
clk b — Caulked bottom
clk dk — Caulked deck
clk sh — Caulked wood sheathing
s b clkg — Some bottom caulking
s t clkg — Some topsides caulking
s dk clkg — Some deck caulking
sclkg — Some bottom and topsides caulking
s clkg a — Some caulking all over
tr clkg — Tried all outside caulking
tr clkg a — Tried caulking all over
tr b clkg — Tried bottom caulking
tr t clkg — Tried topsides caulking
tr dk clkg — Tried deck caulking

clk t — Caulked topsides
dk — Deck
Dkd — Docked
d rpd — Damage repaired
E A C or E L C — Electrical apparatus certified to
E — Engine
Ⓔ — Equipment in accordance with Rules
Exmd — Examined
F P K — Flat plate keel
l — Large
lngtd — Lengthened
Long.frmg — Longitudinal framing
n — New
"n. s." — No Sparring
o — Opened
rb — Re-built
rf — Re-fasten
RMC — Refrigerating Machinery Certificate

rps — Repairs
rtnl — Re-treenail
s — Small
shnd — Shortened
shft drn — Shaft drawn
Sltd — Salted
Sub. Sig — Submarine Signals (See Note, page 26).
W. Bal — Water ballast tank
W. Blw — Windlass below deck
✠ — Built under inspection
✠AMS — Special Survey of Machinery and Boilers during construction
A. S — Annual Survey
H. T — Half Time Survey
P. S — Periodical Survey
S. Bi. S — Special Biennial Survey
S. S — Special Survey
M & B S — Machinery and Boiler Survey

# ABBREVIATIONS—SEAPORTS.

### A

Aal — Aalsund
Abn — Aberdeen
Add — Addison
Adl — Arendal
Adld — Adelaide
Ald — Aland
Alg — Algiers
Ams — Amsterdam
Antw — Antwerp
Apls — Annapolis
Ash — Ashtabula
Auck — Auckland
Avth — Avonmouth

### B

B. A — Buenos Aires
B. R — Bear River
Balt — Baltimore
Bar — Barrow
Barry — Barry
Bat — Batavia
Bath — Bath
Bby. Har — Boothbay Harbor, Me.
Bdx — Bordeaux
Ber — Bergen
Bfd — Bideford
Bflo — Buffalo
Bft — Beaufort
Bga — Borga
Bgr — Bangor
Bhm — Borneholm
Bhvn — Bremerhaven
Bil — Bilbao
Bjbg — Bjorneborg
Bksp — Bucksport
Bksv — Bucksville
Blfst — Belfast
Bfst — Belfast, Ireland
Bknhd — Birkenhead
Bma — Bermuda
Bmb — Bombay
Bmt — Beaumont
Bngk — Bangkok
Bost — Boston
Brbds — Barbados
Brc — Barcelona
Brm — Bremen
Brsd — Brahestad
Brsk — Brunswick
Brst — Bristol
Bvg — Brevig
Bwr — Brewer

### C

C. T — Cape Town
Cast — Castine
Cdz — Cadiz
Ches — Chester
Chgo — Chicago
Chrs — Christiansund
Chsa — Chelsea
Chsta — Christiania
Chstn — Charleston
Chtm — Chatham
Chtn — Charlottetown
Clao — Callao
Clct — Calcutta
Clgwd — Collingwood
Cls — Calais, Me.
Clvd — Cleveland, O.
Cmdn — Camden
Cnst — Constantinople
Col — Columbia
Col. F — Columbia Falls
Cph — Copenhagen
Crc — Curacao
Crdf — Cardiff
Crst — Cronstadt
Crstbl — Cristobal
Cvtcha — Civitavecchia

### D

Dam — Damariscotta
Dbln — Dublin
Dbn — Durban
Dgby — Digby
Dmb — Dumbarton
Dmra — Demerara
Dnd — Dundee
Dnk — Dunkirk
Drn — Dairen
Drtb — Drontheim
Dlth — Duluth
Drtmth — Dartmouth
Dun — Dunedin
Dzc — Dantzic

### E

Els — Elsinore
Elsw — Ellsworth
Ept — Eastport
Exm — Exmouth

### F

F. R — Fall River
Fal — Falmouth
Fkstd — Fredrikstad
Fme — Fiume
Frd — Frederickshald
Frk — Franklin
Frpt — Freeport
Fsk — Fiskebackskil
Fwy — Fowey

### G

Gbr — Gibraltar
Gen — Genoa
Gfl — Gefle
Glas — Glasgow
Glos — Gloucester
Gvstn — Galveston
Grnk — Greenock
Grst — Grimstad
Gstmd — Geestemunde
Gtbg — Gottenburg

### H

H. K — Hong Kong
Har — Harrington
Hbg — Hamburg
Hull — Hull
Hlfx — Halifax
Hlsbg — Helsingborg
Hmp — Hampden
Hnck — Hancock
Hnsd — Hernosand
Hnlu — Honolulu
Hrma — Harima
Htpl — Hartlepool
Htspt — Hantsport
Hvna — Havana
Hvre — Havre

### I

Insha — Innoshima

### J

Jarw — Jarrow
Jksnvl — Jacksonville
Jpt — Jonesport
Junau — Juneau

### K

K. W — Key West
Kbk — Kennebunk
Kgtn — Kingston, N. Y.
Kgtn, O — Kingston, O.
Krgo — Krageroe
Krl — Karlshamn
Krlsk — Karlskrona

### L

Lazn — Lauzon
Lbau — Libau
Lbc — Lubec
Lbg — Lunenburg
Ldn — London
Lghn — Leghorn

| | |
|---|---|
| Lisb | Lisbon |
| Lils | Lillesand |
| Lnsk | Landskrona |
| Los A | Los Angeles |
| Lrn | Lorain |
| Lth | Leith |
| Lvpl | Liverpool |
| Lvpl, N. S. | Liverpool, Nova Scotia |
| Lys | Lysekil |
| Lyt | Lyttelton, N. Z. |

### M

| | |
|---|---|
| Mal | Malmo |
| Man | Manila |
| Mars | Marseilles |
| Maur | Mauritius |
| Mbl | Mobile |
| Mbro | Maryboro |
| Mchs | Machias |
| Mchtr | Manchester |
| Mdbro | Middlesborough |
| Mes | Messina |
| Mfc | Monfalcone |
| Milb | Millbridge |
| Mlb | Melbourne |
| Mlfd | Milford |
| Mlta | Malta |
| Mnt | Montenegro |
| Mntl | Montreal |
| Mt. D | Mt. Desert |
| Mtg. R | Meteghan River |
| Mtld | Maitland |
| Mtv | Montevideo |
| Mtzs | Matanzas |
| Mtwc | Manitowoc |
| Mtr | Montrose |

### N

| | |
|---|---|
| N. B | New Bedford |
| N. H | New Haven |
| N. Ldn | New London |
| N. O | New Orleans |
| N. Syd | New Sydney |
| N. T | New Tacoma |
| N. Y | New York |
| Nas | Nassau |
| Nbg | Newburgh |
| Nbpt | Newburyport |
| Ncsl | Newcastle |
| Nflk | Norfolk |
| Npls | Naples |
| Nprt | Newport |
| Npt. N | Newport News |
| Npt. W | Newport, Wales |
| Nsaki | Nagasaki |
| Nts | Nantes |
| Nwc | Newcastle, N. S. W. |
| Nys | Nystad |

### O

| | |
|---|---|
| Oak | Oakland |
| Odns | Odense |
| Orgtn | Orrington |
| Orld | Orland |
| Osk | Oskarshamn |

### P

| | |
|---|---|
| P. A | Perth Amboy |
| P. G | Punta Gorda |
| P. R | Porto Rico |
| P. W | Passage West |
| Pas | Pascagoula |
| Pt. A | Port Arthur |
| Pt. B | Port Blakeley |
| Pt. Chlms | Port Chalmers |
| Pt. G | Port Greville |
| Pt. H | Port Hawkesbury |
| Pt. J | Port Jefferson |
| Pt. L | Port Louis |
| Pt. M | Port Medway |
| Pt. N | Port Natal |
| Pt. R | Port Republic |
| Pt. S | Port Stanley, F. I. |
| Pt. T | Port Townsend |
| Pct | Pictou |
| Phila | Philadelphia |
| Pir | Piraeus |
| Plmo | Palermo |
| Ply | Plymouth |
| Pmbk | Pembroke |
| Pncla | Pensacola |
| Pnma | Panama |
| Pnth | Penarth |
| Prm | Pernambuco |
| Prsb | Parrsboro |
| Prsg | Porsgrund |
| Pvce | Providence |
| Ptdm | Portland, Me. |
| Ptd, O | Portland, Ore. |
| Ptsm | Portsmouth |
| Pvtn | Provincetown |

### Q

| | |
|---|---|
| Qbc | Quebec |
| Qnst | Queenstown |

### R

| | |
|---|---|
| Rio J | Rio de Janeiro |
| R. Jn | River John, N. S. |
| Rbnst | Robbinston |
| Rich | Richmond, Va. |
| Riga | Riga |
| Rkld | Rockland |
| Rkpt | Rockport |
| Rstk | Rostock |
| Rtdm | Rotterdam |

### S

| | |
|---|---|
| S. D | San Diego |
| S. Ped | San Pedro |
| S. Do | San Domingo |
| S. Shl | South Shields |
| St. A | St. Andrews, N. B. |
| St. J | St. John, N. B. |
| St. Js | St. Johns, Nfld. |
| St. M | St. Martins |
| St. P | St. Pierre, Mar. |
| St. T | St. Thomas, W. I. |
| San F | San Francisco |
| Sctn | Scranton, Miss. |
| Sdny | Sydney, N. S. W. |
| Sdvl | Sundsvall |
| Seat | Seattle |
| Shai | Shanghai |
| Shdm | Shiedam |
| Shlds | Shields |
| Shptn | Southampton |
| Sing | Singapore |
| Slbn | Shelburne |
| Slvn | Sullivan |
| Smsd | Summerside |
| Snd | Sunderland |
| Sour | Sourabaya |
| Splto | Spalato |
| Spza | Spezia |
| Srspt | Searsport |
| Stkh | Stockholm |
| Stkn | Stockton |
| Stly | Stanley, F. I. |
| Stn | Stettin |
| Strs | Stralsund |
| Supr | Superior |
| Svnb | Svenborg |
| Stvg | Stavanger |
| Svna | Savona |
| Svnh | Savannah |
| Sws | Swansea |
| Syd | Sydney, C. B. |
| Syd. N. S. | Sydney, N. S. |

### T

| | |
|---|---|
| Tama | Tama |
| Tar | Taranto |
| Tbg | Tonsberg |
| Tcma | Tacoma, Wash. |
| Thstn | Thomaston |
| Tldo | Toledo |
| Tmpa | Tampa |
| Tnto | Toronto |
| Trmt | Tremont |
| Trst | Trieste |

### U

| | |
|---|---|
| Udd | Uddevalla |
| Uraga | Uraga |

### V

| | |
|---|---|
| Van | Vancouver |
| V. H | Vineyard Haven |
| Vis | Visby |
| Vldn | Vlaardingen |
| Vlp | Valparaiso |

### W

| | |
|---|---|
| W. Htpl | West Hartlepool |
| Wasa | Wasa |
| Wgtn | Wilmington |
| Wlce | Wallace |
| Wldo | Waldoboro |
| Wlsd | Wallsend |
| Wmstn | Williamstown |
| Wnsr | Windsor, N. S. |
| Wpt | Winterport |
| Wvk | Westervik |
| Wyde | Wyandotte |

### Y

| | |
|---|---|
| Ystd | Ystad |
| Yth | Yarmouth |
| Ykma | Yokohama |

# NOTICE

The Classification Committee of the American Bureau of Shipping has directed that:

In the classification of vessels built of wood, the assignment of a term of years and the "Half Time" surveys will be discontinued on and after January 1st, 1919.

After January 1st, 1919, wood vessels will be classed the same as steel vessels, namely, ✠A1Ⓔ; and Periodical Surveys will be held every four years instead of "Half Time" surveys as heretofore. Special surveys will be held as circumstances may require.

In the case, however, of wood vessels which were originally classed ✠A1Ⓔ and have lapsed from conditions warranting the continuance of Highest Class, a qualified classification of ✠A1½ will be assigned.

Subscribers are requested to note that:

Commencing January 1, 1923, the term of years heretofore in use with the symbol of class will hereafter be omitted.

The special surveys must be made every four years unless a shorter period is specified.

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After November 5th, 1919, vessels intended for a particular trade, which have been built to scantlings especially arranged and approved by the Committee for that trade, will be distinguished in the Bureau's Record Book by the symbol ✠ A1 followed by certain words indicating the necessary limitations of trade as follows:

(a) GREAT COASTWISE—indicating that the vessel is approved for the navigation of all the coastal waters of North and South America, with the exception of Cape Horn and the Straits of Magellan.

(b) COASTWISE AND WEST INDIES—indicating that the vessel is approved for the navigation of the Eastern coastal waters of North America, the West Indies, and the north coast of South America not east of Trinidad, including the Gulf of Mexico and the Caribbean Sea.

(c) GREAT LAKES SERVICE—indicating that the vessel is approved for the unlimited navigation of the Great Lakes and their tributaries to the eastern limits of fresh water.

(d) Vessels which do not qualify under any of the foregoing limitations shall be given a Special Rating by the Bureau to be determined by the Classification Committee, indicating the particular trades or purposes or the geographical limits for which the vessels are intended. For example, "River Service," "Fishing Service," "Bays and Sounds," "Dredging," "New York to Boston," etc.

| No. / Official No. / Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 165,882 | **A.** 1D | Brg | Am 100.2 | Baltimore 32 \| 7 | 194 194 | | 1909 | Baltimore, (Chas. L. Rohde & Sons Co.) [Md. | Matthew W. Adams | Wd | |
| 207,074 | **A. A. Augustus** Steel 1D;B;Mchy aft;Wireless;W. Bal 4BH | Scw Sch | Am 504 | Cleveland 54 \| 30 | 4869 6390 | | 1909 | Lorain, (American S. B. Co.) [Ohio | Pioneer S.S. Co. | 3Cyl TE23½,38,63x42; 2CRTB;WP180lbs;1760IHP. | | |
| 105,978 | **A. A. Carpenter** | Sch | Am 165.5 | Milw'ukee 32 \| 13 | 524 540 | | '81 | Manitowoc, (Burger & Burger.) [Wis. | The Milwaukee Electric Ry. & Light Co. | Wd | |
| 220,746 MBSF | **A. A. Daugherty** YP;Glf 1D;Oil fuel;Oil in bulk;Mchy aft; Wireless | Scw | Am 299.5 | Pt. Arthur 49.3 \| 31.2 | 2668 3518 | | 1920 | Orange, (National S. B. Co.) [Tex. | New National Oil Co. | 3Cyl TE19,32,56x36; 1450IHP. | | |
| NVQR | **A. Andersen** xFrank W. Benedict 1D | Sch | Dan 155.6 | Cop'hagen 35.3 \| 12.7 | 480 536 | | 1902 10 | Bath, (New England Co.) [Me. | H. Thomsen Ryhave | O,YP,Hw,Hk;Gicf | |
| 209,623 | **A. B. Carpenter** Wood 1D | MV | Am 97.8 | Seattle 23.8 \| 9 | 118 174 | | 1912 3 | Winslow, Wash. | Alexander & Allen | 6CylOilEng10x13; 180BHP | |
| 145,273 | **A. B. King** xTeutonia 1D | Brg Sch | Am 177 | Buffalo 32 \| 12.5 | 564 594 | | '81 | Marine City, (Geo. King.) [Mich. | Brady Bros. | O | 90(GL) P.S.5,26 | |
| 222,532 MFKJ | **A. B. Potter** xGeneral D. S. Stanley Steel 1D;Oil fuel;W. Bal 5BH | Scw | Am 110.9 | Jcksnville 23.2 \| 10.8 | 193 284 | | 1910 4 | Phila., (Wm. Cramp & Sons' S. & E. B. Co [Pa. | Jacksonville Forwarding Co. | 3Cyl TE12,20,34x24; 1WTB;WP180lbs;500IHP. | | |
| 216,298 | **A. B. Sheets** xSam Barnum Wood 1D | StW | Am 120.5 | Pittsbu'gh 26 \| 4 | 112 173 | | 1918 | Dravosburg, Pa. | Hillman Transp. Co. | 2-2CylC12,24x72; 3Blrs;WP213lbs;400IHP. | | |
| 211,345 LDBR | **A. Brooke Taylor** O,YP 1D;Mchy aft | Scw | Am 146 | Norfolk 23.3 \| 11 | 159 295 | | 1913 5 | Wilmington, (American Steel Foundry Co.) [Del. | Colonna's Shipyard, Inc. | 2CylC16,33x26; 1Blr;WP150lbs;500IHP. | | |
| 15,979 LJQM | **A. C. Bedford** Steel 3D;Mchy aft; 19BH Long. frmg; 1BH to Fbd dk Wireless;SUB.SIG; 14BH to 2d dk W. Bal; 4BH to 3d dk Oil fuel F. P. above 150° F C-42 W.B.—A.P.164t;D.B.a.85'379t.....D F.O.....D.B.a.17'83t;D. T.a.17' 993t;D | Scw Twin | Am 500 | Bayonne 68 \| 28 \| 38' .T.f.54'626t;F.P .T.f.54'584t | 5899 9485 14975 .200t .... | 10'11½" 27' 3" | 1918 2 | San Francisco, Cal. (Bethlehem S. B. Corp.) | Standard Oil Co. (N. J.) | 2-3Cyl TE20½,35,60x42; Union Iron Wks; 3SB;Commercial Boiler Wks; 8943HS;WP200lbs;3000IHP;EAC; DB;Dkd,d rpd8,26;s rps9,26 | A1 With Freeboard. Oil Carrier. AMS S.S.No.2,NY8,26; n Stbd shft1,25; Stbd shft drn2,25; n Pt shft7,25;M.&B.S.8,26; Clh BB;CL | |
| 11,345 | **A. C. Ingersoll, Jr** xConvoy Wood 1D | StW | Am 119 | Cincinnati 27.1 \| 5.6 | 128 128 | | 1901 | Higginsport, Ohio | Ohio River Co. | 750IHP. | | |
| 25,200 | **A. C. Jaynes** Steel 6BH 1D | StW | Am 125 | St. Louis 30 \| 4.5 | 148 148 | | 1925 | Grafton, (Mid-West Boat & Barge Co., Inc.) [Ill. | W. A. C. Jaynes | 2-2CylC12,48x48; 1Blr;WP220lbs;250IHP. | | |
| 106,518 | **A. C. Rose** Iron 1D | Scw | Am 100 | Baltimore 22 \| 9.6 | 75 150 | | '88 | Philadelphia, Pa. (Neafie & Levy.) | Balt.& Ohio R.R. Co | 2CylC20,34x26; 380IHP. | | |
| 107,406 | **A. D.** 1D | Brg Sch | Br 150 | Montreal 30.1 \| 12 | 462 473 | | '99 rb'10 | St. Thomas, Que. | Saguenay Lumber Co. | O | | |
| 154,525 | **A. D. MacBeth** xPolynesia Steel 1D;B;Mchy aft;W. Bal;Wireless 2BH | Scw | Am 375 | Fairport 46 \| 26.7 | 2596 3640 | | '97 rb'03 | Cleveland, (Globe Iron Wks. Co.) [Ohio | Forest City S.S. Co. | 3Cyl TE19,30,52x40; 2SB;WP180lbs;1150IHP. | | |
| 8,158 | **A. D. MacGill** xMargaret Wood 1D 3BH | Scw | Am 104.5 | New York 29.5 \| 8.7 | 100 193 | | 1919 5 | Milford, (McLaury Boat Bldg. Co.) [Del. | George W. Cole & Co., Inc. | 2CylC12,29x18; 1Blr;WP150lbs;28IHP. | | |
| 11,083 KPD | **A. D. Mac Tier** Steel 1D;SUB.SIG;Mchy aft;W. Bal 3BH | Scw | Am 244 | Ogdensb'g 43 \| 18.3 F38' | 1141 1899 | | 1913 4 | Wyandotte, (Detroit S. B. Co.) Mich. | Geo. Hall Corp. | 3Cyl TE18,29,48x40; 2SB;WP170lbs;1000IHP. | (★100(GL) P.S.5,25 | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 129,491 TMPD | **A. E. McKinstry** Steel 1D;Mchy aft;Deep frmg; Web frms;W. Bal (*Now Kindersley*) | Scw Sch | Br 3BH | Montreal 250.4 P43′ \| 42.7 \| 18.3 F38′ | 1190 1999 | | 1910 5 | Pt. Glasgow, (Clyde [Scot. S. B. & E. Co., Lim.) | Canada S.S. Lines (Lim.) | 3Cyl TE 17,28,46x33; 2SB;WP185lbs;150RHP. | Annual Lake Sur.4.25; shft drn7.24;M.&B.S.3.26 |
| 20 205,126 | **A. E. Nettleton** Steel 1D;Mchy aft;W. Bal | Scw Sch | Am 3BH | Oswego 525 \| 55.3 \| 32 | 5006 6286 | | 1908 5 | Wyandotte, Mich (Detroit S. B. Co.) | Great Lakes S.S. Co. | 3Cyl TE 23½,38,63x42; 2SB;WP180lbs;1800IHP. | |
| 21 127,426 xCHAS. R. VAN HISE | **A. E. R. Schneider** Steel 1D;B;sub.sig;Mchy aft;W. Bal; Wireless | Scw | Am 5BH | Cleveland 542.4 \| 50.2 \| 28.7 | 5288 6874 | | 1900 5 rb'19 | W. Superior, (Superior [Wis. S. B. Co.) | Morrow S.S. Co. | 4Cyl QE 20½,30,43½,63x42; 2SB;WP210lbs;1750IHP. | 100(GL) P.S.5.26 |
| 22 217,664 LQDS | **A. Ernest Mills** 2D | Sch | Am 4 M | Boston 190.3 \| 37.4 \| 19 | 841 946 | | 1919 | Stockton Springs, Me (Stockton Shipyards.) | New England Maritime Co., Inc. | Hw,MpBch,O;Gif | |
| 23 116,385 | **A. F. Bowman** Oak 1D | Scw | Br 76 | Pt. Arthur 22 \| 12 | 77 113 | | 1906 | Collingwood (R. J. Morrill.) [Ont. | Dominion Towing & Salvage Co. | 2CylC 18,36x26; 1SB;WP120lbs;350IHP. | |
| 24 5,734 JVKL | **A. F. Chapman** xG. D. Kennedy xDunboyne 1D;B | S | Swd 243.1 P35′ | Stockholm 37.5 \| 21.5 F26′ | 1355 1493 | | '88 3 | Whitehaven, (Whitehaven [Eng. S. B. Co., Lim.) | Kungl. Marinforvaltningen | I;1BH | |
| 25 126,017 TQVS | **A. F. Davison** 1D | Sch 4 M | Br 171 | Bridg't'wn 36 \| 12 | 503 604 | | 1909 10 o'22 | Annapolis Royal, N. S. (The F. W. Pickels Co.) | R. S. Kerr | WO,Hw,YP,Hk; Gicf(Sltd) s rf,clk,b,dk7,22; s b, dk clkg, clk t6,26 | ✠A1 S.S.No.3,Lbg7,22 |
| 26 200,338 | **A. F. Harvey** Steel xWisconsin 1D;B;W. Bal | Scw | Am 3BH | Duluth 428 \| 50 \| 28 | 3005 4111 | | 1903 11 | Superior, (Superior [Wis. S. B. Co.) | Pittsburg S.S. Co. | 3Cyl TE 22,35,58x42; 2SB;WP170lbs;1400IHP. | |
| 27 223,989 | **A. F. Warren** Wood 1D;B 2BH | MV | Am | 86.8 \| 22.9 \| 11.3 | 103 127 | | 1924 | Pensacola, (Warren [Fla. Fish Co.) | Warren Fish Co. | 6Cyl Oil Eng 8¼x11; 150BHP. | |
| 28 224,476 | **A. G. Laun** Wood 1D | MV | Am | 81.5 \| 20.8 \| 9.8 | 75 111 | | 1918 | Kingston, (Hildebrant [N. Y. D. D. Co.) | Arundel Corp. | 6Cyl Oil Eng; 375BHP. | |
| 29 218,026 LRCD | **A. G. Wells** xHukey Steel 1D;Oil fuel;Wireless 3BH | Scw | Am | San Fran. 142 \| 27.5 \| 14.6 | 190 418 | | 1919 | Superior, (Whitney [Wis. Bros. Co.) | Atchison, Topeka & Santa Fe Railway Co. | 3Cyl TE 17,25,43x30; 2SB;WP180lbs;850IHP. | |
| 30 215,737 LJDV | **A. H. Olwine** 1D | Brg Sch | Am | Wilmngtn 204.4 \| 39.8 \| 15.6 | 1051 1077 | | 1917 11 | Westlake, (Clooney Construction & Towing Co.) [La. | Eastern Transport Co. | LO,YP,Gif | ✠ — — Suspended9,23 |
| 31 107,798 | **A. H. Payson** YP;If | Scw | Am 109.5 | San Fran. 24 \| 12 | 92 163 | | 1902 | Oakland, (John Dickie) Cal. | Atchison, Topeka & Santa Fe R.R. Co. | 2CylC 20,42x—; 1Blr;800IHP. | |
| 32 138,241 | **A. H. Whitman** 1D | Sch | Br 97.6 | Lunenb'rg 25 \| 10 | 94 | | 1916 | Mahone Bay N. S. | Thomas Shane | Wd | |
| 33 223,369 | **A. I. Baker** xDan O'Sullivan Wood 2D;W. Bal | StW | Am | Evansville 125.8 \| 28 \| 5 | 140 140 | | 1923 | Mound City (Howard [Ill. Ship Yard Co.) | Russell Lord | 1Cyl 15¼x54; 3Blrs;WP175lbs;500IHP. | |
| 34 220,373 MCBR | **A. L. Kent** Steel 2D;W. Bal;Wireless; Oil fuel F. P. above 150° F. 6BH C-36 | Scw | Am 394.1 P41′ | Boston 55.1 \| 31 B117′ F38′ | 3664 5849 9600 | | 1921 1 | Bath, (Bath [Me. Iron Wks., Lim.) | Mystic S.S.Co. | 3Cyl TE 24½,41½,72x48; Bath Iron Wks., Lim; 3SB;Bath Iron Wks., Lim; 8235HS;WP180lbs;2200IHP;EAC; Dkd,d rpd11,25;Exmd1,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Bost4,25; shft drn2,24;M.&B.S.4,25; Clh BB;CL |
| | W.B.—A.P.333t;D.B.324′1718t.....<br>F.O.....D.B.297′1434t;S. | | | F.P.31 7t<br>T.40t. ..... .. | | | | | | | |

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| Official No. / Signal Letters | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. Deck / Bth. Erections / Dth. Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 218,729 LSJT | **A. L. Walker** Steel xKiron 1D;Wireless;SUB.SIG. 3BH | Scw | Am 142 | Wilmngtn 27.6 \| 14.8 187 427 | | 1919 | Superior, (Whitney Bros. Co.) [Wis. | Eastern Transportation Co. | 3CylTE17,25,43x30; 1SB;WP180lbs;850IHP. | | | |
| 6 207,504 | **A. M. Byers** Steel Sch 1D;Mchy aft;Wireless;W. Bal 2BH | Scw | Am 504 | Fairport 54 \| 30 4841 6364 | | 1910 6 | Cleveland, (American S. B. Co.) [Ohio. | Reiss S.S. Co. | 3CylTE23,38,63x42; 2SB;WP180lbs;1760IHP. | 100(GL) P.S.5,25 | | |
| 7 107,836 | **A. M. Halliday** Steel Ctm 1D 7BH | StW | Am 121 | N. Orleans 59 \| 7.7 207 207 | | 1903 | Jefferson-ville, Ind. (Howards' Ship Yard.) | Algiers Public Service, Inc. | 2-1CylHP15x72; 1Blr;WP156lbs;450IHP. | | | |
| 8 107,579 KPWS | **A. M. Nicholson** 1D | Sch | Am 105 | N.Bedford 24.6 \| 10.4 100 136 | | 1900 | Essex, (Tarr & James.) [Mass. | Manuel G. Silva | Wd | | | |
| 9 166,578 | **A. N. Abbe** 1D | Brg | Am 117.7 | N. Haven 30.7 \| 13 482 482 | | 1916 | So. Rondout (C. Hilte- brant D.D. Co.) [N. Y | Connecticut Transp'tn Corp | Wd | | | |
| 0 166,240 | **A No. 1** 1D | Brg | Am 96.1 | New York 32.3 \| 8.4 227 227 | | 1916 | Brooklyn, (Olsen & Jensen Boat Bldg. Co., Inc.) [N. Y. | R. Law- rence Smith | Wd | | | |
| 1 222,326 | **A. O. Ackard** Steel 2D | StW | Am 147.5 | Pittsbu'gh 33.4 \| 5.2 290 364 | | 1922 | Ambridge, (American Bridge Co.) [Pa. | Carnegie Steel Co. | 2CylC15,30x84; 4Blrs;WP200lbs;750IHP. | | | |
| 2 203,726 | **A. R. Budd** Wood 1D | StW | Am 145.2 | Pittsbu'gh 26.7 \| 5.2 149 149 | | 1906 | Marietta, Ohio | Hillman Transp. Co | 2-2CylC13½,26x78; 3Blrs;WP165lbs 416IHP | | | |
| 3 165,989 | **A. S. & G. Co. No. 6** 1D | Brg | Am 86.4 | Baltimore 26 \| 6.2 115 115 | | 1913 | Fairfield, Md. | Arundel Sand & Gravel Co. | Wd | | | |
| 4 165,945 | **A. S. & G. Co. No. 33** 1D | Brg | Am 111.6 | Baltimore 28 \| 9.8 279 279 | | 1912 | Fairfield, (Arundel Sand & Gravel Co.) [Md. | Arundel Sand & Gravel Co. | Concrete | | | |
| 5 204,864 | **A. T. Kinney** Steel xCaldera 1D;Mchy aft;W. Bal 3BH | Scw | Am 504 | Fairport 54 \| 26.9 4686 6328 | | 1908 | Bay City, (Bay City S. B. Co.) [Mich. | A. T. Kinney, Mgr | 3CylTE22½,36,60x42; 2SB;WP180lbs;1600IHP. | 100(GL) P.S.5.26 | | |
| 6 138,262 | **A. Tremblay** Wood 1D | Scw | Br 111.5 | Quebec 28.2 \| 10.4 147 245 | | 1916 | Matane, (G. Tremblay) [P. Q. | Cie. de Nav. Tremblay (Lim.) | 2CylC12,24x15; 1SB;WP140lbs;175IHP. | | | V |
| 7 141,698 | **A. W. Chisholm** 1D | Trn | Br 116.4 | Lunenb'rg 26.3 \| 11.4 146 175 | | 1920 | Dayspring, (F. Robar.) [N. S. | Chisholm Shipping Co. (Lim.) | Wd | | | |
| 8 222,401 MDRS | **A. W. Coburn** xDassalan 1D;B | Brg Sch | Am 267.3 | New York 46 \| 23.6 2114 2197 | | 1918 10 | Moorehead City, N. C. (North Carolina S. B. Co.) | United States Gypsum Transp. Co. | O,YP;Gif✕;2BH; n DB;rps,clk,s dk clkgS,22; d rpd,s b clkg7.25 | ✠A1 Towing Barge. Coastwise & W. I. S.S.No.1,NYS,22 | | |
| 9 107,267 | **A. W. Osborne** Steel xAndrew Carnegie 1D;B;Mchy aft;W. Bal 7BH | Scw | Am 403 | Cleveland 48 \| 24.3 2630 3826 | | '97 rb'13 | Cleveland, (Cleveland Ship Bldg. Co.) [Ohio | Wilson Transit Co. | 3CylTE23,38,64x40; 2SB;WP175lbs;1425IHP. | (★100(GL) P.S.4,25 | | |
| 0 107,635 | **A. W. Thompson** 1D;B;W. Bal | Brg | Am 300 | N. Orleans 42 \| 24 2125 2279 | | 1902 | West Bay City, Mich. (Bay City S.B. Co.) | Gulf Barge & Towing Co. | Stl | | | |
| 1 105,891 | **A. W. Wright** 1D | Sch | Am 169.7 | Pt. Huron 33.3 \| 10.8 507 530 | | '80 rb'97 | E. Saginaw, (J. Dixon.) [Mich. | H. N. Jex Co. | Wd | | | |
| 2 126,713 | **A. & W. Ogilvie** xLeonard C xAlma 1D | Trn | Br 103.7 | Parrsboro 26.5 \| 8.6 144 171 | | '72 | E. Machias, Me. | A. D. Malcolm | Wd | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 53 | **Aachen** | Scw | Ger | Bremen | 3872 | | 1923 | Weser- | Nord- | 3CylTE29,48,78x54; | | |
| | Steel | | | 431.1 \| 56.4 \| 30.3 | 6274 | | | (J. C. [munde, Ger. | deutscher Lloyd | 3Birs | | |
| QLSK | 2D;SUB.SIG;Wireless;W. Bal 7BH | | | P60' B136' F57' | | | | Tecklenborg, A. G.) | | | | |
| 54 | **Aagot** | Scw | Nor | Bergen | 2289 | | 1906 | W. Hartle- | S. M. | 3CylTE25,40,65x42; | | I |
| | Steel | Sch | 340 | 48 \| 24.5 | 3595 | | 7 | pool. Eng | Kuhnle & Son, | 2SB;WP160lbs | | |
| MGRV | 1D:B;Deep frmg:W Bal: 6BH | | P25' | B90' F32' | | | | (W Grav & Co. | Mgrs. | | | |
| | Wireless | | | | | | | Lim.) | | | | |
| 55 | **Aagtekerk** | Scw | Hol | The Hag'e | 5581 | | 1915 | Geeste- | Vereenigde | 3CylTE29,48,80x55; | | E |
| | xMalvolio xIsis | | 478 | 62.6 \| 34.8 | 8864 | | | munde, Ger. | de Nederl. | 4SB;WP206lbs | | |
| NBCK | 3D;Wireless;W. Bal Steel 8BH | | P41' | B136' F53' | | | | (J. C. Tecklenborg A. G.) | Scheep. Maats. | | | |
| 56 | **Aalsum** | Scw | Hol | Amst'dam | 3205 | | 1922 | Capelle a/d | Stoomv. | Stm Tbns; | | F |
| | Steel | Sch | 420.5 | 56.2 \| 26.4 | 5422 | | 9 | (A. [Ysel, Hol. | Maats. Oostzee | 3SB;WP200lbs | | |
| NBCM | 2D;Shel dk;Oil fuel; 8BH | | F30' | | | | | Vuijk & Zonen.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 57 | **Aba** | MV | Br | Liverpool | 4596 | | 1918 | Glasgow, | British & | 2-8CylOilEng29½x43 5/16 | | E |
| 141,887 | xGlenapp Steel | Twin | 450.5 | 55.8 \| 36.6 | 7936 | | 9 | (Barclay, [Scot. | Africa S. N. Co. | | | |
| JVHL | 2D;Shel dk;Wireless;W. Bal 8BH | | F37' | | | | | Curie & Co., Lim.) | (Lim.) | | | |
| 58 | **Abaco** | Trn | Br | Nassau | 266 | | 1918 | Abaco, | W. H. | Wd | | |
| 139,497 | | | 123.6 | 31.6 \| 10.4 | 280 | | | Bahama Is. | Sweeting | | | |
| | 1D | | | | | | | (Man o' War Co.) | | | | |
| 59 | **Abaco Bahamas** | Trn | Br | Nassau | 484 | | 1921 | Hope Town, | J. J. Roberts | Wd | | |
| 151,266 | | | 157.6 | 35.4 \| 12.8 | 501 | | | (J. J. [Bah. | | (Wrecked11,26) | | |
| | 1D | | | | | | | Roberts.) | | | | |
| 60 | **Abadesa** | Scw | Br | Liverpool | 4223 | | 1916 | Middlesbro, | Furness | 3CylTE29,49,80x54; | | B |
| 137,495 | Steel | | 420 | 53.5 \| 36.6 | 6572 | | 3 | (Sir R. [Eng. | Houlder | 4SB;WP180lbs | | |
| | 2D;Oil fuel;Shel dk;Wireless; 7BH | | | | | | | Dixon & | Argentine | | | |
| | W. Bal | | | | | | | Co., Lim.) | Lines (Lim.) | | | |
| 61 | **Abangarez** | Scw | Am | New York | 2808 | | 1909 | Belfast, | United | 3CylTE27,45,75x54; | | C |
| 212,612 | Steel | Sch | 378.8 | 50.3 \| 32.3 | 4572 | | 4 | (Workman, [Ire. | Fruit S.S. Corp | 5SB;WP190lbs;3650IHP: | 2dS.S.No.1,NO12,25; | |
| LDRJ | 3D;Wireless;W. Bal;SUB.SIG; 4BH | | B154' | F44' | 4600 | | | Clark & Co.) | | d rpd4,25;s rps12,25;Dkd8,26 | n shft7,24;M.S.12,25; | |
| | Oil fuel | | | | | | | | | | shft drn8,26;B.S.11,26 | |
| 62 | **Abaris** | Scw | Br | London | 1830 | | 1904 | Sunderland, | Gascony | 3CylTE24,38,64x42; | | B |
| 118,491 | Steel | | 331.7 | 48.1 \| 21.5 | 2892 | | 9 | (Bartram [Eng. | S. S. Co. (Lim.) | 2SB;WP180lbs | | |
| HBFV | 1D;Deep frmg;Wireless;W. Bal 6BH | | P29' | B190' F37' | | | | & Sons.) | | | | |
| 63 | **Abava** | Scw | Ltv | Riga | 864 | | 1900 | Rostock, | Govt. of | 3CylTE18,30,48x33; | | |
| | xKoholyt xMarie Horn Steel | | 245.2 | 36.1 \| 17.2 | 1414 | | 8 | (Akt. [Ger. | Latvia | 1SB;WP171lbs | | |
| | 1D;Deep frmg;Wireless;W. Bal 4BH | | P24' | B58' F26' | | | | Ges. "Neptun.") | | | | |
| 64 | **Abbassieh** | Scw | Br | London | 1708 | | '89 | Greenock, | Khedivial | 3CylTE31,50,80x54; | | V |
| 115,845 | xSicilian Prince Steel | Sch | 363.5 | 42.2 \| 25.3 | 2784 | | 11 | (Scott [Scot. | Mail S.S. & | 1SB;2DB;WP160lbs;3000IHP. | | |
| TLCM | 2D;B;Wireless;W. Bal 6BH | | P44' | B142' F51' | | | | & Co.) | Graving Dock | | | |
| | | | | | | | | | Co. (Lim.) | | | |
| 65 | **Abbie C. Stubbs** | Trn | Am | New York | 295 | | '82 | New Haven, | W. C. Reid | O,Ch,YP,Sp;Gic | ✠ — — | |
| 106,060 | | | 130 | 32.2 \| 12 | 345 | | 4 | (H. H. [Conn. | | | Suspended8,19 | |
| JVWF | 1D | | | | | | | Hanscom.) | | | | |
| 66 | **Abel W. Parker** | Trn | Am | Wilmngtn | 148 | | '73 | Boothbay, | Wm. T. | O,Hw;Gif | | |
| 105,818 | | C B | 116.1 | 32.2 \| 7.9 | 202 | | 12 | Me. | Lank | | | |
| JNPV | 1D | | | | | | | | | | | |
| 67 | **Abemama** | Trn | Br | Fremantle | 337 | | 1918 | Liverpool, | Abemama | O,Sp,Bch,Hw;Gif(Sltd) | ✠ — — | |
| 138,200 | | | 133.6 | 32.6 \| 12.2 | 394 | | 3 | (Nova [N. S. | Shipping Co. | | Cancelled2,21 | |
| TNCK | 1D | | | | | | | Scotia S. B. & | (Lim.) | | | |
| | | | | | | | | Trans. Co.) | | | | |
| 68 | **Abercos** | Scw | Am | Vancouv'r | 3729 | 8′ 2″ | 1920 | Vancouver, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 219,477 | Steel | | 401.4 | 53.2 \| 31.9 \| 34′ 6″ | 6076 | 26′ 5½″ | 1 | (G. M. [Wash | ping Board | Hooven, Owens, Rentschler Co. | ✠AMS | |
| LVHN | 2D;Long. frmg;W. Bal; 7BH | | | | 9425 | | | Standifer Const. | | 3SB;Willamette Iron & Steel Wks; | S.S.No.1,Gvstn6,24; | |
| | Wireless;SUB.SIG; C-36 | | P48' | B81' F37' | | | | Corp.) | | S112HS;WP210lbs;2800IHP;EAC; | M.S.6,24;n shft3,26;B.S.6,26; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | d rpd3,25;Dkd,s rps3,26 | Cih BB;CL | |
| | W.B.—A.P.147t;D.B.343′1288t;D | T.30′5 | 50t. | .....F.P.85t | | | | | | | | |
| | F.O.....D.B.303′1016t;D | T.30′5 | 12t; S. | T.39t..... | | | | | | | | |
| 69 | **Aberdeen** | Scw | Am | Seattle | 59 | | 1912 | Seattle, | American | 3CylTE11,18,29x18; | | |
| 209,852 | Steel | | 88 | 19 \| 11.5 | 116 | | | (Seattle [Wash. | Pacific Whaling | 1SB;WP180lbs;370IHP. | | |
| LCJS | 1D | | | | | | | Const. & D.D. Co.) | Co. | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70 220,835 MBWK | **Aberfoil** 1D;B | Brg Sch | Am 267.3 | New York 46 \| 23.6 | 2357 2416 | | 1919 | Moss Point, (Dantzler [Miss. S. B. & D. D. Co.) | John W. Sullivan | YP;Gif✕;4BH | | |
| 71 145,321 | **Aberhill** xFlora Steel 1D;Well dk;W. Bal 4BH | Scw | Br 246.8 P21′ | Methil 38.1 \| 16.3 B63′ F22′ | 888 1516 | | 1915 8 | Capelle a/d (A. [Ysel, Hol Vuijke & Zonen.) | M. Taylor | 3Cyl TE19,31,51x36; 2SB;WP180lbs | | BL |
| 72 137,388 JFWN | **Abinsi** xLeopoldville Steel 2D;Shel dk;Wireless;W. Bal 6BH | Scw Twin | Br 400.5 P57′ | Liverpool 53.3 \| 31.5 F53′ | 3914 6365 | | 1908 | Belfast, (Harland & [Ire. Wolff, Lim.) | African S.S. Co. | 2-4Cyl TE21,30,43,61x48; 4SB;WP215lbs | | BL |
| 73 106,117 JWNF | **Abner Coburn** 2D;B;Wireless | S | Am 225 | San Fran 43.2 \| 18.5 | 1878 1972 | | ′82 10 | Bath, Me. (Wm. Rogers.) | Libby, McNeill & Libby | O,YP;Icf | — Exp | |
| 74 HBCL | **Abodi Mendi** Steel 1D;Shel dk;W. Bal;Wireless; SUB.SIG. 6BH | Scw | Sp 400 F37′ | Bilbao 53 \| 32.8 | 3642 5874 | | 1921 5 | Haverton Hill, Eng (Furness S. B. Co., Lim.) | Cia. Nav. Sota y Aznar | 3Cyl TE27,45,75x51; 3SB;WP180lbs | | BL |
| 75 124,050 HKJW | **Aboukir** xSaint Michael Steel 1D;Spar dk;Deep frmg; Wireless;W. Bal 6BH | Scw | Br 361 P29′ | Glasgow 47.4 \| 17.2 B198′ F41′ | 2418 3796 | | 1907 4 | Sunderland, (W. [Eng. Pickersgill & Sons.) | Clydesdale Shipowners Co. (Lim.) | 3Cyl TE24,40,67x45; 2SB;WP180lbs | | BL |
| 76 218,801 LSPD | **Abraham Lincoln** Steel 2D;W. Bal; 7BH Long. frmg; 6BH to Fbd dk Wireless;SUB.SIG; 1BH to 2d dk Oil fuel F. P. above 150° F. C-38 | Scw | Am 439.6 P41′ | Phila. 60.2 \| 33.7 \| 36′ 8″ B134′ F46′ | 4867 7660 12980 | 8′ 5¾″ 28′ 4″ | 1919 9 | Gloucester City, N. J (Pusey & Jones S. B. Co.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox; 8706HS;WP220lbs; 3000SHP;EAC;Dkd,s rps8,21 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.Phila8,21; Clh BB;CL (Laid up) | |
| 77 217,381 LPGJ | **Abron** 2D;SUB.SIG;W. Bal; 7BH 6BH to Fbd dk 1BH to 2d dk Oil fuel F. P. above 150° F. C-35 | Scw | Am 386.8 | Wilm'gton 52,2 \| 27.4 \| 30 | 3049 4870 7500 | 6′ 8″ 23′ 6″ | 1918 12 | Arlington, (Downey [S. I S. B. Corp.) | Finkbine-Guild Transp. Co., Inc. | 3Cyl TE24,40,70x48; Downey S. B. Corp; 3SB;Staten Island S. B. Corp; WP190lbs;7200HS;25001HP;EAC; Dkd,d rpd10,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY1,23; n shft;M.S.1,23; B.S;shft drn1,26;Clh BB;CL | |
| | W.B.—A.P.48t;D.B.311′1119t;D. T.27′6 41t.....F.P.108t F.O.....D.B.268′ 854t;D. T.27′6 01t;S.T .62t..... | | | | | | | | | | | |
| 78 NQDB | **Absalon** xJoseph Merryweather Steel 1D;Deep frmg;W. Bal;Wireless 4BH | Scw | Dan 290.3 P27′ | Cop'hagen 42.1 \| 19.2 B69′ F29′ | 1353 2144 | | ′98 9 | W. Hartlepool, Eng (W. Gray & Co., Lim.) | Marius, Nielsen & Son, Mgrs | 3Cyl TE21½,35,58x39; 2SB;WP160lbs | | BL |
| 79 215,986 LJQR | **Absaroka** 2D;SUB.SIG;W. Bal;Wireless Steel 6BH C-36 | Scw | Am 409.6 P43′ | Seattle 54.1 \| 27.1 \| 29′ 9″ B115′ F47′ | 4027 5641 8800 | 5′ 10″ 24′ 1½″ | 1918 2 | Seattle, (Skinner [Wash & Eddy Corp.) | U. S. Shipping Board | 3Cyl TE25,42,72x48; Seattle Machine Wks; 3SB;Commercial Boiler Wks; WP210lbs;7500HS;2700IHP;EAC; rps2,21;s rps10,24;Dkd6,25 | ✠A1Ⓔ ✠AMS shft drn2,21;Clh BB;CL (Laid up) | |
| | W.B.—A.P.340t;D.B.356′1264t;D. P.120t | | | | | | | | | | | |
| 80 216,513 LMBJ | **Absecon** 1D;Mchy aft;W. Bal;Wireless; SUB.SIG. Steel 7BH C-34 | Scw | Am 318.5 P79′ | New York 49.5 \| 24.2 \| 27′ 6″ B18′ F31′ | 1929 3372 5500 | 5′ 4¼″ 22′ 4″ | 1918 6 | Camden, (New [N. J York S. B. Co.) | A. H. Bull S.S. Co. | 3Cyl TE21,35,59x42; American S. B. Co; 2SB;New York S. B. Co; 110GS;4642HS;WP200lbs;18001HP; Dkd,d rpd6,26 | ✠A1Ⓔ ✠AMS S.S.No.2,Balt6,26; shft drn10,25;M.&B.S.6,26; Clh BB;CL | |
| | W.B.—A.P.95t;D.B.269′1260t; D. T.13′ 4 12t; F. P.293t | | | | | | | | | | | |
| 81 167,178 | **Absecon** 1D | Brg | Am 214 | Phila. 32 \| 14.3 | 888 914 | | 1918 | Elkton, (E. Delbert [Md & Co.) | Southern Trans. Co | Wd | | |
| 82 | **Absia** xWar African Steel 1D;Oil fuel;Oil in bulk; 11BH Wireless;W. Bal | Scw | Hol 400.6 P49′ | TheHague 52.3 \| 28.5 B112′ F38′ | 3170 5218 | | 1918 5 | Glasgow, (Harland [Scot. & Wolff, Lim.) | Petroleum Maats "La Corona" | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| 83 570 NBIG | **Absirtea** Steel 1D;Wireless;W. Bal 6BH | Scw | It 370 P52′ | Trieste 51.5 \| 24.1 B & F 289′ | 2492 4170 | | 1913 10 | Stockton, (Craig,Taylor [Eng. & Co., Lim.) | Soc. Anon. di Nav. a Vap. G. L. Premuda | 3Cyl TE 26,42,69x45; 2SB;WP180lbs;2950IHP. | | I |
| 84 141,412 TPMS | **Abundance** xRichard B. Silver 1D | Trn | Br 123.3 | Lunenb'rg 27.7 \| 11.2 | 224 267 | | 1919 11 | Mahone Bay (McLean [N. S. Const. Co., Lim.) | Richard B. Silver Shipping Co. (Lim.) | B,Bch,Sp,F;Gif | ✠ — — Suspended11,24 | |
| 85 OVWJ | **Acadien** xGrebe Steel 1D;Wireless;D.F. | Scw | Fr 139.4 | S.P're Miq 25.2 \| 14.2 | 209 414 | | 1919 | Savannah, (Foundation [Ga. Co.) | D. Borotra | 3Cyl TE 12,21,35x24 | | |
| 86 132,623 HTSR | **Acajutla** Steel 1D;Oil fuel;Wireless;W. Bal 4BH | Scw | Br 215.7 F27′ | Liverpool 33.5 \| 19.4 | 654 1170 | | 1911 10 | Newcastle, (Swan, [Eng. Hunter & Wigham Richardson, Lim.) | Pacific Steam Nav. Co. (Lim.) | 3Cyl TE 17,28,46x33; 2SB;WP180lbs | | BL |
| 87 1D | **Acapulco** | Brg | Prvn 290 | Callao 40 \| 27.9 | 2209 2436 | | '73 8 | Wilmington, (Harlan [Del. & Hollingsworth Corp.) | J. K. Smith | I;2BH | ✠ — — Cancelled2,23 | |
| 88 146,054 KJLD | **Acardo** Steel 2D;Web frms;Long. frmg; Mchy aft;Oil fuel;Oil in bulk; Wireless;W. Bal 15BH | Scw | Br 412 P110′ | London 53.4 \| 30.9 B33′ F57′ | 3423 5767 | | 1921 6 | Oakland, (Union [Cal. Const. Co.) | Anglo-Saxon Petroleum Co. (Lim.) | 3Cyl TE 27,45,74x48; 3SB;WP180lbs | | BL |
| 89 142,430 JTHF | **Acasta** xWar Matron Steel 1D;Oil fuel;Oil in bulk;Wireless; W. Bal 11BH | Scw | Br 400 P49′ | London 52.4 \| 28.5 B112′ F39′ | 3213 5259 | | 1918 6 | Sunderland, (J. Laing [Eng. & Sons, Lim.) | Anglo-Saxon Petroleum Co. (Lim.) | 3Cyl TE 27,44,73x48; 3SB;WP180lbs | | BL |
| 90 216,445 LKVM | **Accomac** Steel 2D;W. Bal;Wireless;SUB.SIG; Oil fuel F. P. above 150° F. C-86 | Scw | Am 410 P44′ | Los Ang's 54.4 \| 27.2 \| 29′ 9″ B115′ F47′ | 3213 5274 8550 | 6′ 23′ 11″ | 1918 6 | San Pedro, (Los [Cal. Angeles S. B. & D. D. Co.) | U. S. Shipping Board | Stm Tbn; Westinghouse E. & Mfg. Co; 4WTB;Heine Boiler Co; 11600HS;WP200lbs;3200SHP;EAC; Dkd,s rpsl,21 | ✠A1Ⓔ ✠AMS S.S.NY10,20; shft drn10,20;Boip;CL (Laid up) | |
| W.B.—A.P.241t;D.B.356′1231t.....F.P.108t F.O.....D.B.311′ 969t;S. T.71t..... | | | | | | | | | | | | |
| 91 218,268 LRNM | **Ace** xLake Frohna Steel 1D;B;W. Bal; Wireless;SUB.SIG 4BH | Scw | Am 251 P25′ | Duluth 43.6 \| 26.2 \| 28′2″ B64′ F23′ | 1611 2616 4200 | | 1919 7 | Lorain, (American [Ohio S. B. Co.) | Ace S.S. Corp. | 3Cyl TE 20,33,54x40; 2SB;WP185lbs;1250IHP. | (★100(GL) P.S.3,25 | |
| 92 218,975 LTCD | **Ace** xFox Steel 1D 8BH | Scw | Am 141.2 | Seattle 15.4 \| 8 | 81 120 | | '99 | Portland, (Wolf & [Ore. Zwreker.) | Seaboard Fishing & Navigation Co. | 2CylC 9,21x18; 1WTB;WP150lbs;300IHP. | | |
| 93 QLTM | **Achaia** xHanna Kimme Steel 1D;SUB.SIG;Wireless;W. Bal 4BH | Scw | Ger 290.2 B179′ | Bremen 42.8 \| 19.6 F36′ | 1368 2288 | | 1923 | Einswarden, (J. Frerichs [Ger. & Co., A. G.) | Nord-deutscher Lloyd | 3Cyl TE 21,35,55x35 | | G |
| 94 151,432 THQK | **Achatina** Steel 2D;Web frms;Mchy aft; Oil in bulk; Oil fuel;Long. frmg; Wireless;W. Bal 15BH | Scw | Br 412.3 P110′ | London 53.4 \| 31.1 B33′ F57′ | 3506 5833 | | 1921 7 | Oakland, (Union [Cal. Const. Co.) | Anglo-Saxon Petroleum Co. | 3Cyl TE 27,45,74x48; 3SB;WP180lbs | | BL |
| 95 213,174 LFJP | **Achilles** Steel 1D;Web frms;Long. frmg; Mchy aft;SUB.SIG;Wireless;W. Bal 8BH | Scw Twin | Am 536 P181′ | Baltimore 65 \| 39.6 F57′ | 5970 11081 | | 1915 6 | Sparrows Point, Md. (Maryland Steel Co.) | Panama R.R. Co. | 2-3Cyl TE 27½,46,76x48; 3DB;WP200lbs;7200IHP. | | |
| 96 143,640 | **Achilles** Steel 3D;Wireless;W. Bal | Scw Twin | Br 507.4 F69′ | Liverpool 63.2 \| 41.1 | 7199 11426 | | 1920 | Greenock, (Scott's [Scot. S. B. & Eng. Co., Lim.) | Ocean S.S. Co. (Lim.) | Stm Tbns | | |
| 97 NBFW | **Achilles** Steel 2D;Wireless;W. Bal 7BH | Scw | Hol 286.9 P17′ | Amst'dam 40.2 \| 18.8 B127′ F35′ | 1129 1815 | | 1906 | Amsterdam, (Nederl. [Hol. Schps. Maats.) | Koninkl. Nederl. Stoomb. Maats. | 3Cyl TE 21,33,55x35; 2SB;WP160lbs;1000IHP. | | V |
| 98 HBMK | **Achuri** xRafael xGarton Steel 1D;Web frms;W. Bal; Wireless 6BH | Scw | Sp 306 P27′ | San Sbstn. 43 \| 18.3 | 1760 2733 | | '84 4 | W. Hartlepool, Eng. (W. Gray & Co., Lim.) | E. Cortina, Mgr. | 3Cyl TE 23,36,62x39; 2SB;WP160lbs;1100IHP. | | V |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 99 216,077 | **Ackerman Brothers** Wood 1D | Scw | Am 98.3 | New York 27.7 \| 8.1 | 100 147 | | 1918 | Tottenville, N. Y. | Metropolitan Securities Corp. | 1Cyl20x20; SB;WP100lbs;250IHP | | |
| 100 165,981 | **Acme** 1D | Brg | Am 96.4 | Duluth 28 \| 4.8 | 108 108 | | 1913 | Warroad, (Warroad [Minn. Mercantile Co.) | Warroad Mercantile Co. | Wd | | |
| 101 214,173 LGCM | **Acme** Steel 2D;Web frms; Long. frmg; Mchy aft;Oil in bulk;Oil fuel; SUB.SIG;Wireless;W. Bal 15BH | Scw | Am 435 P106′ | New York 56 \| 32 B50′ F43′ | 4304 6878 | | 1916 6 | San Fran. (Union [Cal. Iron Wks.) | Standard Trans. Co. | 3CylTE27,47,76x48; 3SB;WP215lbs;3000IHP | | BL |
| 102 164,434 | **Acme** 1D | Brg | Am 127.1 | Duluth 34.6 \| 9.3 | 357 376 | | 1911 | Duluth, (Marine [Minn. Iron & Ship Bldg. Co.) | Aimes Poliquen Co. | YP | 8OCF(GL) P.S.6,26 | |
| 103 1,132 HBLP | **Aconcagua** Steel 2D;Well dk;Oil fuel;W. Bal Twin 8BH | Scw | Chl 422.8 P & B | Valparaiso 56.2 \| 30.4 293′ F87′ | 3975 7309 | | 1922 8 | Greenock, (Scott's S. B. [Scot. & Eng. Co., Lim.) | Compania Sud Americana de Vap | Stm Tbns; 6SB;WP215lbs | | BL |
| 104 218,939 LSWF | **Active** O,F;Gff 1D 1BH | Scw | Am 95.5 | Sturg. Bay 24.7 \| 12.2 | 30 177 | | 1919 9 | Sturgeon Bay, Wis. (Leatham & Smith Towing & Wrecking Co.) | U. S. Shipping Board | 2CylC18,38x26; Marine Iron Wks; 1SB;Manitowoc Boiler Wks; 75GS;2506HS;WP155lbs;450IHP; EAC;clk dk4,23; s rf,s dk clkg,clk11,23, Dkd,s rps12,24 | ✠A1 River, Bay and Harbor Towing Service.[a] ✠AMS S.S.No.1,NY11,23; shft drn10,22;M.&B.S.11,23; Scip | |
| 105 140,541 JRNV | **Actor** Steel 2D;Oil fuel;Wireless;W. Bal 7BH | Scw | Br 410.2 P34′ | Liverpool 52.2 \| 30.2 B139′ F53′ | 3467 5548 | | 1917 10 | Glasgow, (D. & W. Henderson & Co., Lim.) [Scot. | Charente S.S. Co. (Lim.) | 3CylTE24,42,72x54; 2DB;1AuxSB;WP215lbs | | BL |
| 106 204,259 | **Actus** xHalawa Steel 1D | Scw Twin | Am 107.7 | Boston 15 \| 8.9 | 57 99 | | 1907 | Boston, (Lawley [Mass. & Son.) | Geo. W. C. Drexel | 2-3CylTE8½,13¾,23x11¼; 1WTB;1050IHP. | | |
| 107 215,023 LHCF | **Acushla** Wood;If 1D;B | MV | Am 104.1 | Gloucester 25 \| 11.6 | 70 135 | | 1917 | Essex, (Arthur [Mass. D. Story.) | Gorton-Pew Vessels Co. | 4CylGasEng12½x14; 100IHP. | | |
| 108 LBMD | **Ada** Steel 1D;Oil fuel;Wireless;W. Bal 4BH | Scw | Nor 290.2 P25′ | Tonsberg 44 \| 20.8 B88′ F35′ | 1486 2456 | | 1921 3 | Greenock, (G. Brown [Scot. & Co., Lim.) | Tonsbergs Rederi A/S | 3CylTE22,36,59x39; 2SB;WP180lbs | | N |
| 109 6,088 KBPV | **Ada Gorthon** xH. Uner xWettern Steel 1D;Wireless;SUB.SIG;W. Bal 5BH | Scw | Swd 292 P45′ | Helsngbrg 44 \| 19.9 B86′ F31′ | 1680 2339 | | 1917 8 | Bolnes, (Boeles [Hol. Scheepswerven.) | J. Gorthon, Mgr. | 3CylTE22,37,60x39; 2SB;WP180lbs;120 IHP | | V |
| 110 106,655 | **Ada J. Campbell** 1D | Sch C B | Am 91.3 | Reedville 26.5 \| 8.1 | 133 139 | | '89 8 | Westerly, R. I. | C. C. Paul & Co. | O,Ch,YP;Gif | | |
| 111 130,739 | **Ada M. Westhaver** 1D | Sch | Br 114.3 | St. Johns 26 \| 10.2 | 100 135 | | 1911 | Mahone Bay (J. Ernst [N. S. & Son.) | A. Wareham | Wd | | |
| 112 136 NBME | **Ada O** Steel 1D;Wireless;W. Bal 8BH | Scw | It 373 | Leghorn 45.8 \| 33.3 | 3186 5233 | | 1919 | Leghorn, (Fili. [It. Orlando & Co.) | Cantieri Navali Orlando Soc. Anon. | 3CylTE22,36,60x39 | | I |
| 113 133,895 JNKR | **Ada Tower** 1D | Sch 4 M | Br 175.5 | Parrsboro 36.4 \| 12.9 | 528 572 | | 1916 9 o'24 | Port Greville, N. S. (G. M. Cochrane.) | F. Hatfield | Sp,Bch,P;Gif(Sltd) s rf,s dk clkg,clk9,24;s rps10,25 | ✠A1 S.S.No.2,NY9,24 | |
| 114 RBGQ | **Adalia** Steel 2D;SUB.SIG;Wireless;W. Bal 1BH | Scw | Ger 337.6 | Hamburg 48.2 \| 20.9 B25′ F43′ | 1857 3167 | | 1921 2 | Rostock, (A. G. "Neptun.") [Ger. | Hamburg-American Line | 3CylTE23,38,62x41; 2SB;WP190lbs | | G |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 115 205,239 | **Adam E. Cornelius** Steel 1D;B;Mchy aft;Wireless;W. Bal 3BH | Scw Sch | Am 420 | Buffalo 52 \| 24 4900 | 3736 | | 1908 8 | St. Clair, (Gt. Lakes Eng. Works.) [Mich. | American S.S. Co. | 3Cyl TE 21, 34½, 57x42; 2SB;WP180lbs;1800IHP. | | |
| 116 | **Adamastor** 1D | Sch | Ptg 138.4 | Oporto 31.6 \| 12.1 385 | 325 | | 1916 | Villa-do-Conde, Port. (J. M. Novais) | Empreza de Pesca & Nav. Portugal-Americas | Wd | | |
| 117 153 NBOV | **Adamello** Steel 1D;Shel dk;Wireless;W. Bal 8BH | Scw | It 399.9 F38′ | Venice 52.9 \| 32.8 5872 | 3774 | | 1920 2 | Newcastle, (Northumberland S. B. Co., Lim.) [Eng. | Lloyd Adriatico Soc. di Nav. | 3Cyl TE 27, 45, 75x51; 3SB;WP180lbs | | I |
| 118 166,392 | **Adams** 1D | Brg | Am 113.3 | New York 28 \| 13.4 448 | 448 | | 1916 | So. Rondout, (C. Hlitebrandt D. D. Co.) [N. Y. | F. V. Chappel, Inc. | Wd | | |
| 119 201,527 KTMB | **Addison E. Bullard** 4 M 2D;B | Sch | Am 218.6 | Mobile 42.7 \| 19.9 1485 | 1223 | | 1904 11 | Rockport, (Carleton, Norwood & Co.) [Me. | Horace Turner | O,YP;Icf (Sltd) | ✠ — — Suspended1,20 | |
| 120 58,295 HSGQ | **Adelaide** ½ B 1D;B | Br | 106 | Falmouth 24.3 \| 12.7 180 | 138 | | '69 3 rb'01 | Padstow, Eng. (Tredwen.) | A. E. Benny | O,P,E;Gif | | V |
| 121 215,762 LJFQ | **Adelaide Day** xFriend Ship 1D | Sch | Am 175.9 | New Bern 36.6 \| 14.2 686 | 607 | | 1917 11 o'25 | Phippsburg, (F. S. Bowker & Sons.) [Me. | Adelaide Day | WO,IIw,Hk,YP;Gicf(Sltd) clk t4,21;clk b6,21;d rpd6,24; s rps,s clkg,clk dk7,25 | ✠A1 S.S.No.2,Bost7,25 | |
| 122 176 NBJX | **Adelina** Steel 2D;Mchy aft;W. Bal;Wireless; D. F. 8BH | Scw | It 382 P122′ | Venice 51.6 \| 28.1 B31′ F34′ | 3098 | | 1921 3 | Cornigliano, (Cantieri Officine Savoia.) [It. | Lloyd Adriatico | Stm Tbns; 3SB;WP180lbs;2500SHP. | S.S.No.1,Gen8,25;A.S.5,26; B.S.9,25;n shft2,26;M.S.5,26 | C-I |
| 123 OBFU | **Aden** Steel Twin 2D;Shel dk;Wireless;W. Bal 8BH | Scw | Fr 445 | Dunkirk 58 \| 37 8033 | 5066 | | 1918 3 | Tsurumi, (Asano S. B. Co., Lim.) [Jap. | Cia. des Chargeurs Reunis | 2-3Cyl TE 22, 36, 61x48; 4SB;WP200lbs;5511IHP. | | V |
| 124 25,467 RNMS | **Aden Maru** Steel 2D;Oil fuel;Wireless;W. Bal 6BH | Scw | Jap 385 | Kobe 51 \| 36 5860 | 4260 | | 1919 7 | Kobe, (Kawasaki Dkyd. Co., Lim.) [Jap. | Kokusai Kisen Kabushiki Kaisha | 3Cyl TE 26, 43, 72x48; 2SB;1Aux SB;WP200lbs | | BL |
| 125 QMCH | **Adige** xWar Epic Steel 1D;Shel dk;Wireless;W. Bal 8BH | Scw | Ger 412.4 F39′ | Bremen 55.8 \| 34.5 6543 | 3922 | | 1920 12 | Chepstow, (Monmouth S. B. Co.) [Eng. | Kauffahrtel, A. G. | Stm Tbns; 3WTB;2DB;WP200lbs | | BL |
| 126 145,582 KHQP | **Adjutant** xMyrtlepark Steel 2D;Wireless;W. Bal 4BH | Scw | Br 280.3 P21′ | London 41.9 \| 18.9 B68′ F29′ 1931 | 1186 | | 1922 6 | Grangemouth, Eng. (Grangemouth Dkyd. Co., Lim.) | General Steam Nav. Co. (Lim.) | 3Cyl TE 21, 35, 57x36; 2SB;WP180lbs | | BL |
| 127 221,069 MCLB | **Adler** Steel 2D;Wireless; 6BH 4BH to Fbd dk 2BH to 2d dk Oil fuel F. P. above 150° F. C-22 W.B.—A.P.47t;D.T.15′119t;F.P.3 7t F.O.....D.T.15′111t..... | Scw | Am 129.1 | N. Orleans 30.3 \| 17.2 523 | 221 | | 1921 5 | Pensacola, (Pensacola S. B. Co.) [Fla. | W. G. Coyle & Co. | 3Cyl TE 18, 30, 48x33; Hooven, Owens, Rentschler Co; 2SB;John Brennan Co; 3600HS;WP180lbs;12501HP; EAC;d rpd8,25;Dkd,s rps8,26 | ✠A1 Towing Service. ✠AMS S.S.No.1,NO8,25; M.&B.S.8,25;n shft7,26;SSP | |
| 128 NBHM | **Admiraal de Ruijter** Steel 1D;B;Mchy aft;Wireless; W. Bal 17BH | Scw | Hol 390 P77′ | Rotterd'm 58.1 \| 22.2 F29′ 5545 | 3443 | | 1907 | Sunderland, (W. Doxford & Sons, Lim.) [Eng. | W. H. Muller & Co., Mgrs. | 3Cyl TE 23, 40, 67x42; 3SB;WP180lbs;1900IHP. | | V |
| 129 105,906 | **Admiral** Wood 1D | Scw | Am 80 | New York 22.5 \| 8.2 107 | 63 | | '80 | Brooklyn, N. Y. | Ambrose Lighterage & Transp. Co. | 356IHP | | |
| 130 140,756 | **Admiral Beatty** 1D | Sch | Br 82.3 | Georget'n 24.6 \| 10 118 | 123 | | 1919 | Cayman Brac (Cay Isl.) (R. M. Tibbetts.) | Ross M. Tibbetts | Wd | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 131 / 140,327 / JQPH | **Admiral Cochrane** Steel 1D;Shel dk;Wireless;W. Bal 7BH | Scw | Br 420 | London 54 \| 26.4 | 3144 5126 | | 1917 9 | Sunderland, (W. [Eng. Doxford & Sons, Lim.) | Byron S.S. Co. (Lim.) | 3CylTE27,45,74x54; 3SB;WP180lbs | | BL |
| 132 / 142,339 / JSQM | **Admiral Codrington** Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | Br 420 | Glasgow 54 \| 34.4 | 4139 6629 | | 1918 2 | Sunderland, (W. Doxford [Eng. & Sons, Lim.) | Poverty Bay Farmers Meat Co. (Lim.) | 3CylTE27,45,75x54; 3SB;WP180lbs | | BL |
| 133 / 107,522 | **Admiral Dewey** Steel 1D | Scw | Am 95.7 | New York 21 \| 11.5 | 103 152 | | 1900 | Port Richmond, N. Y (Burlee Dry Dock Co.) | Berwind White Coal Co. | 2CylC20,42x28; 900IHP. | | |
| 134 / 107,417 / KNRS | **Admiral Dewey** Steel 2D;B;Wireless;D.F;Oil fuel; 4BH SUB.SIG;W. Bal | Scw Sch Twin | Am 280 | Seattle 36.1 \| 22.7 | 1336 2104 | | '98 10 | Philadel- (Wm. [phia, Pa. Cramp & Sons' S. & E. B. Co.) | Pacific S.S. Co. | 2-3CylTE18,28,45x30; 2SB;WP175lbs;2100IHP | ✠ — — Cancelled. | |
| 135 / 1D | **Admiral Dewey** Oak,YP;Glf | Scw | Cuban 116 | 21 \| 8.8 | 55 125 | | '98 | Jacksonville, (Geo. De [Fla. Cottis.) | | 2CylC15,26x20; 2DB;WP140lbs;150IHP. | — Exp 7,20 | |
| 136 / 138,205 / TMPG | **Admiral Drake** 1D | Trn | Br 130.8 | St. John's 32.3 \| 12.5 | 309 381 | | 1916 12 o'23 | Shelburne, (George [N. S A. Cox) | A. S. Rendell & Co. | Hw,O,Hk,Sp,Gicf(Sltd) d rpd,clk t5,23;clk b12,23; clk dk3,25;rps,s b clkg9,25 | ✠A1 S.S.No.2,NY1,23 | |
| 137 / 3,904 / KRGC | **Admiral Evans** xBuckman Steel 2D;SUB.SIG;Wireless;Oil fuel 4BH | Scw Sch | Am 253.1 | Seattle 38.4 \| 22.8 | 1278 2140 | | 1901 12 | Toledo, (Craig [Ohio S. B. Co.) | Pacific S.S. Co. | 3CylTE23,37½,63x40; 3SB;WP180lbs;2000IHP. | ✠ — — Cancelled. | |
| 138 / 107,425 / KNSW | **Admiral Farragut** Steel 2D;Oil fuel;Wireless;D.F.; 4BH SUB.SIG;W. Bal | Scw Sch Twin | Am 280 | Seattle 36.1 \| 22.7 | 1361 2141 | | '98 12 | Philadel- (Wm. [phia, Pa. Cramp & Sons, S. & E. B. Co.) | Pacific S.S. Co. | 2-3CylTE18,28,45x30; 2SB;WP160lbs;2560IHP. | ✠ — — Cancelled. | |
| 139 / 116,811 / KNJF | **Admiral Fiske** xSenator Steel 3D;Oil fuel;Wireless;D.F; 5BH W. Bal | Scw | Am 280 | Tacoma 38.1 \| 19.6 | 1450 2432 | | '98 5 | San Fran- (Union [cisco, Cal. Iron Wks.) | Pacific S.S. Co. | 3CylTE23,36,60x36; 2DB;WP165lbs;1800IHP. | ✠ — — Cancelled. | |
| 140 / 143,201 / KBHP | **Admiral Hamilton** Steel 1D;Wireless;W. Bal 5BH | Scw | Br 331.3 P33′ | London 46.8 \| 23.2 B98′ F28′ | 1872 3100 | | 1919 5 | Sunderland, (J. Priestman [Eng. & Co., Lim.) | Byron S.S. Co. (Lim.) | 3CylTE25,41,68x45; 3SB;WP180lbs | | BL |
| 141 / 143,320 / KBTM | **Admiral Hastings** Steel 1D;Wireless;W. Bal 7BH | Scw | Br 331.1 P33′ | London 46.8 \| 23.2 B100′ F29′ | 1903 3054 | | 1919 7 | W. Hartle- (W. [pool, Eng. Gray & Co., Lim.) | Byron S.S. Co. (Lim.) | 3CylTE25,41,68x45; 3SB;WP180lbs | | BL |
| 142 / 217,075 / LNHW | **Admiral Mayo** F;Glf 1D;B;Mchy aft;Wireless | MV Twin 4 M | Am 248.6 P43′ | Seattle 44.6 \| 21.5 F52′ | 1608 1934 | | 1918 | Seattle, (Puget [Wash. Sound Bridge & Dredging Co.) | R. W. Crosby | 2-4CylOilEng14 3/16x15¾; 700IHP. | | |
| 143 / 214,217 / LGDB | **Admiral Peary** xMoonlite Steel 1D;B;Mchy aft;Wireless;W. Bal 3BH | MV Twin 3 M | Am 252 P49′ | Seattle 43.7 \| 21.2 F41′ | 1144 1951 | | 1916 8 | Toledo, (Toledo [Ohio S. B. Co.) | Pacific S.S. Co. | 2-6CylOilEng16x24; 1000BHP. | | BL |
| 144 / 157,556 / KPMF | **Admiral Rodman** xDespatch Flr;Icf 1D;Oil fuel;Wireless | Scw | Am 175 | Tacoma 36 \| 14 | 837 1101 | | '99 11 | Fairhaven, (Bendixsen.) Cal. | Pacific S.S. Co. | 2CylC14,32x24; 400IHP. | | |
| 145 / 117,116 / KRLV | **Admiral Rogers** xSpokane Steel 2D;Wireless;Oil fuel;W. Bal 5BH | Scw Sch | Am 270.1 | Tacoma 40.1 \| 17.3 | 1350 2277 | | 1902 2 | San Fran- (Union [cisco, Cal. Iron Wks.) | Pacific S.S. Co. | 3CylTE23½,40,66x42; 3WTB;WP225lbs;2000IHP. | ✠ — — Cancelled. | |
| 146 / 107,423 / KNSQ | **Admiral Schley** Steel 2D;B;Oil fuel;SUB.SIG; 4BH Wireless;D.F;W. Bal | Scw Sch Twin | Am 280 | Seattle 36.1 \| 22.7 | 1336 2104 | | '98 12 | Philadel- (Wm. [phia,Pa. Cramp & Sons' S. & E. B. Co.) | Pacific S.S. Co. | 2-3CylTE18,28,45x30; 2SB;WP160lbs;2560IHP. | ✠ — — Cancelled. | |
| 147 / 203,123 / LFRV | **Admiral Sebree** Steel xOgdensburg 2D;Mchy aft;Oil fuel;W. Bal; Wireless | Scw | Am 242 F40′ | Seattle 43 \| 26.5 | 1866 2446 | | 1906 5 | Cleveland, (American [Ohio S. B. Co.) | Pacific S.S. Co. | 4CylQE17½,25½,37,54x36; 2SB;WP210lbs;1200IHP; Dkd11,25 | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 148 | **Admiral Watson** | Scw | Am | Tacoma | 1255 | | 1901 | Toledo, | Pacific S.S. | 3Cyl TE 23,37½,63x40; | ✠ — — | |
| 81,788 KRGF | xWatson Steel 2D;sub.sig;Wireless;Oil fuel; 4BH W. Bal | Sch | 253.1 | 38.4 \| 22.8 | 2009 | | 12 | (Craig [Ohio S. B. Co.) | Co. | 2SB;WP180lbs;2000IHP. | Cancelled. | |
| 149 | **Admiralen** | Scw | It | | 905 | | '69 | Sunderland, | | 2CylC 32,60x39; | | |
| | xGibraltar xAriadne Iron 2D;B;Spar dk;Wireless;W. Bal 5BH | Sch | 254 F14′ | 32.3 \| 24.9 | 1517 | | 10 | (W. [Eng. Pile & Co.) | | 2SB;WP80lbs | | |
| 150 | **Adna** | Scw | Br | London | 3156 | | 1918 | Glasgow, | Anglo- | 3Cyl TE 27,44,73x48; | | BL |
| 142,380 JSGD | xWar Patriot Steel 1D;Oil in bulk;Oil fuel; 11BH Wireless;W. Bal | | 400.5 P49′ | 52.3 \| 28.5 B112′ F38′ | 5197 | | 4 | (Fairfield [Scot. Co., Lim.) | Saxon Petroleum Co. | 3SB;WP180lbs | | |
| 151 | **Adolf Bratt** | Scw | Swd | Gothenb'g | 1068 | | 1918 | Gothenburg, | Angf. A/B. | 3Cyl TE 19,32,52x36; | | BL |
| 6,013 KDBP | xAdolf Steel 1D;Wireless;W. Bal 4BH | | 262 P26′ | 42.7 \| 18.1 B151′ F24′ | 1818 | | 6 | (Lind- [Swd. holmens, V. A.) | Adolf | 2SB;WP185lbs | | |
| 152 | **Adolf Leonhardt** | Scw | Ger | Hamburg | 1757 | | 1921 | Emden, | Leonhardt | 3Cyl TE 20,33,52x35; | | G |
| RBNP | xTheben Steel 2D;sub.sig;Wireless;W. Bal 1BH | | 339.1 F36′ | 48.1 \| 20.8 | 2990 | | 3 | (Nordsee- [Ger. werke, A. G.) | & Blumberg | 2SB | | |
| 153 | **Adolf von Bayer** | Scw | Ger | Hamburg | 3420 | | 1922 | Wilhelms- | A. G. Hugo | 3Cyl TE 25,41,66x49 | | G |
| | Steel | | 409.8 | 53.9 \| 23.7 | 5708 | | 10 | haven, Ger. | Stinnes fur | | | |
| RDGV | 2D;sub.sig;Wireless;W. Bal 1BH | | F49′ | | | | | (Marinewerft.) | Seeschiffahart u Uberseehandel | | | |
| 154 | **Adonis** | Scw | Hol | Amst'dam | 1054 | | 1905 | Rotterdam, | Koninklijke | 3Cyl TE 19,32,51x36; | | V |
| | Steel | | 251 | 34.7 \| 18.2 | 1704 | | | (Rijkee [Hol. | Nederlandsche | | | |
| NBHW | 1D;W. Bal 6BH | | B76′ | F34′ | | | | & Co.) | Stoomboot Mij | 2SB;WP180lbs;850IHP | | |
| 155 | **Adour** | Scw | Nor | Oslo | 1988 | | 1921 | Landskrona, | J. G. | Stm Tbns; | | N |
| | Steel | | 311.4 | 44.8 \| 27.8 | 3313 | | 5 | (A/B. [Nor. | Larsen, Mgr. | | | |
| LBVW | 1D;Shel dk;Oil fuel;Wireless; 4BH sub.sig;W. Bal | | F30′ | | | | | Oresundsvarvet.) | | 2SB;WP200lbs | | |
| 156 | **Adra** | Scw | Br | London | 2996 | | 1917 | Sunderland, | C. T. Bow- | 3Cyl TE 26½,44,73x48; | | C |
| 140,267 JPCQ | Steel 1D;Deep frmg;Wireless;W. Bal 6BH | | 385 P32′ | 53 \| 27.3 B120′ F36′ | 4860 | | 2 | (Short [Eng. Bros., Lim.) | ring & Co. (Lim.), Mgrs. | 3SB;WP180lbs;d,rpd3,26 | S.S.No.2,Nprt8,25;A.S.7,26; B.S.8,25;shft drn7,26;M.S.8,26 | |
| 157 | **Adria** | Scw | It | Trieste | 1942 | | 1914 | Pt. Glasgow, | Lloyd | 4Cyl QE 22,32,47,68x48; | | I |
| 222 | xFerencz Ferdinand Steel | | 335 | 46.4 \| 22.6 | 3526 | | 5 | (Clyde S. B. [Scot. | Triestino Soc. | | | |
| NBUC | 2D;Wireless;W. Bal 6BH | | P48′ | B178′ F40′ | ,, | | | & E. Co., Lim.) | di Nav. a Vap. | 4SB;WP225lbs | | |
| 158 | **Adrian Iselin** | Scw | Am | Ogdensb'g | 1229 | | 1914 | Wyandotte, | George Hall | 3Cyl TE 18,29,48x40; | (★100(GL) | |
| 212,089 | Steel | | 244 | 43 \| 20.5 | 2040 | | | (Detroit [Mich. | Corp. | | P.S.6,25 | |
| LKPF | 1D;W. Bal 3BH | | | | | | | S.B. Co.) | | 2SB;WP170lbs;1000IHP | | |
| 159 | **Adriana** | MV | It | Genoa | 3078 | | 1922 | Pietra | Societa | 2-4CylOilEng 21¼x29 15/16 | | I |
| 1,232 | Steel | Twin | 338.7 | 51.1 \| 31.3 | 4346 | | | Ligure, It. | Esercizio | | | |
| NBUF | 1D;Web frms;Mchy aft; 6BH Wireless;W. Bal | | P89′ | F36′ | | | | (Cant. Fedl.) | Armamento | | | |
| 160 | **Adriatic** | Scw | Am | Fairport | 3391 | | 1907 | Lorain, | Interlake | 3Cyl TE 22,35,58x42; | | |
| 204,726 | Steel | Sch | 420 | 52 \| 28 | 4658 | | 11 | (Ameri- [Ohio. | S.S. Co. | | | |
| | 1D;B;Mchy aft;W. Bal 3BH | | | | | | rb'21 | can S. B. Co.) | | 2SB;WP180lbs;1500IHP. | | |
| 161 | **Adriatic** | Scw | Am | Phila. | 76 | | 1907 | Phila., | Tugboat | 1Cyl 18x20; | | |
| 204,816 | Steel | | 78 | 20 \| 10 | 113 | | | (J. H. [Pa. | Adriatic Co. | | | |
| | 1D 3BH | | | | | | | Dialogue & Sons.) | | 300IHP. | | |
| 162 | **Adriatic** | Scw | Br | Liverpool | 14939 | | 1907 | Belfast, | White Star | 2-4Cyl QE 35,51,73,104x63 | | |
| 124,061 | Steel | Sch | 709.2 | 75.5 \| 52.6 | 24563 | | | (Harland [Ire. | Line | | | |
| HKNW | 4D;Shel dk;Wireless;sub.sig.;W. Bal | Twin | | | | | | & Wolff, Lim.) | | | | |
| 163 | **Adriatico** | Scw | It | Palermo | 3362 | | 1911 | Ancona, | Ferrovie | 3Cyl TE 26,42,69x48; | | I |
| 59 | Steel | | 381.9 | 50.6 \| 31.6 | 5240 | | 3 | (Cant. [It. | dello Stato | | | |
| NBUO | 1D;Shel dk;Deep frmg; 7BH Wireless;W. Bal | | | | | | | Nav. Riuniti.) | | 2SB;WP180lbs | | |
| 164 | **Adroit** | Scw | Am | Baltimore | 100 | | 1907 | City Island, | Isaac E. | 2-4Cyl TE 12,18,20,20x15; | | |
| 204,622 | xWinchester Steel | Twin | 138.8 | 15.5 \| 10.4 | 147 | | | (R. Jacob.) [N. Y. | Emerson | | | |
| KWJD | | | | | | | | | | 2WTB;2000IHP. | | |
| 165 | **Advance** | Scw | Am | Wash'ton | 113 | | 1911 | Solomons | U. S. Govt. | 3Cyl TE 13½,22,36x24; | | |
| 208,462 | Wood | | 107.5 | 22.7 \| 11.9 | 167 | | 3 | Island, Md. | | | | |
| | 1D 1BH | | | | | | | (M. M. Davis.) | | 1SB;WP175lbs;600IHP. | | |
| 166 | **Advance** | Scw | Br | Montreal | 358 | | '84 | St. Cathar- | Canada S.S. | 2CylC 20,40x40; | | |
| 88,632 | xSir S. L. Tilley Comp | | 175 | 35.3 \| 15 | 1031 | | rb'00 | (Joseph [ines, Can. | Lines (Lim.) | | | |
| | 1D 2BH | | | | | | | Shicklund.) | | 2SB;WP85lbs;400IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 167 | **Advance** | Trn | Nor | Oslo | 288 | | 1920 | Tonsberg, | Lars | Stl;4BH; | | N |
| | xNobel | Aux | 140.4 | 28.6 \| 11.3 | 371 | | 3 | (Kaldnaes [Nor. | Frederiksen | 2CylOilEng16$\frac{3}{16}$x18$\frac{7}{8}$ | | |
| MVJD | 1D;Mchy aft | | F13′ | | | | | mek. Verksted.) | | | | |
| 168 | **Aegina** | Scw | Ger | Bremen | 1421 | | 1922 | Bremen, | Nord- | 3CylTE23,36,60x39; | | G |
| | xArkadia Steel | | 315.8 | 46.1 \| 18.8 | 2447 | | 6 | (A. G. [Ger. | deutscher Lloyd | | | |
| QLPD | 2D;sub.sig;Wireless;W. Bal 1BH | | F37′ | | | | | "Weser." | | 2SB;WP192lbs | | |
| 169 | **Aegina** | Sch | Grk | | 483 | | '98 | Aberdeen, | M. Ghicas | Yf;Icf; | | |
| | xA. J. West | 4 M | 161 | 40 \| 11.6 | 544 | | 8 | Wash. | | Gas Eng | | |
| | 1D | Aux | | | | | rb '18 | | | | | |
| 170 | **Aegir** | Scw | Ger | Hamburg | 2643 | | 1924 | Hamburg, | Seereederei | 4CylQE21,32,47,69x49 | | G |
| | Steel | | 351.8 | 50.3 \| 27.7 | 4500 | | 2 | (Reiherstieg [Ger. | Frigga, A. G. | | | |
| RFDK | 1D;Wireless;W. Bal 6BH | | P & B | 233′ F32′ | | | | Schiffsw. u. Maschf.) | | | | |
| 171 | **Aeneas** | Scw | Br | Liverpool | 6256 | | 1910 | Belfast, | Ocean S.S. | 2-3CylTE24,40,68x48 | | |
| 131,305 | Steel | Twin | 493 | 6.04 \| 28.6 | 10058 | | | (Workman, [Ire. | Co. (Lim.) | | | |
| HRVJ | 3D;Wireless;W. Bal | | P46′ | B201′ F58′ | | | | Clark & Co., Lim.) | | | | |
| 172 | **Aeon** | Scw | Br | Melb'urne | 2007 | | 1913 | Middlesbro | Howard | 4CylQE24,34,48,69x45; | | BL |
| 132,440 | Steel | | 365.2 | 50.6 \| 22.1 | 3768 | | 1 | (Sir [Eng. | Smith Co. (Lim.), | 3SB;WP220lbs | | |
| THLJ | 1D;Shel dk;Wireless;W. Bal 6BH | | F31′ | | | | | Raylton Dixon & Co., Lim.) | Mgrs. | | | |
| 173 | **Aetna** | Scw | Am | Detroit | 1280 | 3′ 1″ | 1919 | Manitowoc, | Mid-West | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 217,585 | xCoperas Steel | | 250.5 | 43.7 \| 20.1 | 2153 | 20′ 1″ | 5 | (Manitowoc [Wis. | Transp. Co. | Manitowoc S. B. Co; | ✠AMS | |
| LPVM | 1D;sub.sig;W. Bal 4BH | | P27′ | B64′ F26′ | 3400 | | | S. B. Co.) | | 2SB;Manitowoc S. B. Co; | S.S.No.2,Nfik4,26; | |
| | C-28 | | | | | | | | | 8SGS;3992HS;WP190lbs; | shft drn9,25;M.&B.S.4,26; | |
| | W.B.—A.P.55t;D.B.212′626t;F.P. | 66t | | | | | | | | 1250IHP;EAC;Dkd,s rps9,25 | Scip;CL | |
| 174 | **Afel** | Scw | Am | Phila. | 3093 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,681 | Steel | | 390 | 54.2 \| 27.6 \| 32′ | 5052 | 24′ 5″ | 8 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LSGP | 2D;sub.sig;Wireless;W. Bal; 8BH | | P50′ | B121′ F40′ | 782 5 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,Gvstn8,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | M.S.8,24;shft drn5,26;B.S.8,26; | |
| | W.B.—A.P.100t;D.B.284′1380t.... | ..... | ....D. | T.36′892t;F.P.1 | 44t | | | | | Dkd,d rpd8,6,26 | Cih BB;CL | |
| | F.O.....D.B.257′1162t;S. | T.14′ 1 | 29t; D. | T.36′833t..... | ... | | | | | | | |
| 175 | **Affinita** | Scw | It | Savona | 2182 | | '97 | Sunderland, | Soc. Anon. | 3CylTE24½,40,66x45; | | BL |
| 29 | xGeorge Fleming Steel | Sch | 353 | 45 \| 17.2 | 3454 | | 7 | (Short [Eng. | Lloyd del Pacifico | 2SB;WP180lbs | | |
| NBVJ | 1D;Spar dk;Deep frmg; 6BH | | P39′ | B89′ F39′ | | | | Bros.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 176 | **Affonso Penna** | Scw | Brz | Rio Jan'ro | 2179 | | 1910 | Belfast, | Lloyd | 2-3CylTE18,30,49x42; | | |
| | xMinas Geraes Steel | Twin | 340.3 | 45.1 \| 24.8 | 3540 | | 5 | (Workman, [Ire. | Brasileiro | 3SB;WP180lbs | | |
| | 2D;Deep frmg;Wireless; 6BH | | P48′ | B130′ F48′ | | | | Clark & Co., Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 177 | **Afghanistan** | Scw | Br | Newcastle | 4277 | | 1917 | Sunderland, | Hindustan | 3CylTE25,42,69x48; | | BL |
| 139,801 | xAberdeen Steel | | 385 | 53 \| 24.3 | 5616 | | 7 | (Sunderland [Eng. | Stm. Shipping | 2SB;WP180lbs | | |
| JQGT | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | S. B. Co., Lim.) | Co. (Lim.) | | | |
| 178 | **Afoundria** | Scw | Am | Phila. | 3453 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,225 | Steel | | 390 | 54.2 \| 27.6 \| 32′ | 5590 | 24′ 5″ | 11 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LTQG | 2D;Wireless;sub.sig;W. Bal; 8BH | | P50′ | B121′ F40′ | 7840 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,NO11,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | M.S.11,23;B.S.10,25; | |
| | W.B.—A.P.100t;D.B.284′1380t.... | ..... | ....D. | T.36′892t;F.P.1 | 44t | | | | | Dkd3,26;d rpd5,26 | shft drn7,24;Cih BB;CL | |
| | F.O.....D.B.257′1162t;S. | T.14′ 1 | 29t... | ..... | ... | | | | | | | |
| 179 | **Africa** | Scw | Ptg | Lisbon | 3583 | | 1905 | Middlesbro, | Cia. | 2-3CylTE23,39,64x45; | | |
| | Steel | Twin | 420 | 51.1 \| 19.9 | 5491 | | 8 | (Sir Raylton [Eng. | Nacional de Nav. | 4SB | | |
| HBGK | 2D;Spar dk;Wireless;W. Bal 7BH | | P73′ | F75′ | | | | Dixon & Co., Lim.) | | | | |
| 180 | **Africa Maru** | Scw | Jap | Osaka | 5935 | | 1918 | Nagasaki, | Osaka | 3CylTE27,44,75x48; | | BL |
| 21,798 | Steel | | 475 | 61 \| 40.7 | 9414 | | 3 | (Mitsubishi [Jap. | Shosen Kabushiki | 5SB;WP200lbs | | |
| NRBP | 2D;Shel dk;Oil fuel;Wireless; 8BH | | P35′ | F46′ | | | | Zosen Kaisha,Lim.) | Kaisha | | | |
| | W.Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 181 | **African Prince** | Scw | Br | Newcastle | 3245 | | 1917 | Irvine, | Rio Cape | 3Cyl TE 27,43,72x48; | | BL |
| 137,842 | xGlennevis Steel | | 400.7 | 53.4 \| 27.3 | 5119 | | 5 | (Ayrshire [Eng. | Line (Lim.) | 3SB;WP180lbs; | | |
| JPRN | 2D;sub sig;Wireless;W. Bal 6BH | | P35′ | B119′ F46′ | | | | Dkyd. Co., Lim.) | | | | |
| 182 | **Afrika** | MV | Dan | Cop'hagen | 5469 | | 1920 | Copenhagen, | A/S Det. | 2-6Cyl Oil Eng 29½x45¼ | | BL |
| | Steel | Twin | 445.8 | 60.3 \| 39.1 | 8597 | | 3 | (Burmeister [Den. | Ostaalatiske | | | |
| NBPC | 2D;Wireless;W. Bal 6BH | | | | | | | & Wain.) | Kompagni | | | |
| 183 | **Agamemnon** | Scw | Br | Liverpool | 4261 | | 1900 | Greenock, | A. Holt & | 3Cyl TE 29,49,82x60; | | |
| 110,640 | Steel | Sch | 442.1 | 52.7 \| 32 | 6749 | | | Co., Mgrs. | Dkd.s rps7,26 | shft drn8,25 | |
| RNDB | 2D;Wireless;W. Bal | | P50′ | B154′ F58′ | | | | Scot. (Scott & Co.) | | | | |
| 184 | **Agamemnon** | Scw | Hol | Amst'dam | 1008 | | 1914 | Pt. Glasgow, | Kon. Neder- | 3Cyl TE 22,35,59x39; | | C |
| | Steel | | 295.6 | 43.2 \| 17.2 | 1904 | | 8 | (Dunlop, [Scot. | landsche | 2SB;WP180lbs | S.S.No.3,Rtdm7,26;A.S.7,26; | |
| NBRG | 1D;Shel dk;Deep frmg; 4BH | | | | | | | Bremner & Co., | Stoom. Maats. | | n shft5,24;M.&B.S.7,26 | |
| | Wireless;W. Bal | | | | | | | Lim.) | | | | |
| 185 | **Agamemnon** | Scw | Am | New York | 6353 | | 1902 | Stettin, | U. S. Ship- | 4-4Cyl QE 37,49,74,112x71; | | |
| 215,450 | xKaiser Wilhelm II Steel | Twin | 684.3 | 72.3 \| 40 | 19360 | | 8 | (Act. [Ger. | ping Board | 12DB;7SB;WP213lbs;38000IHP | | |
| | 4D;B;sub sig;Wireless;W. Bal 16BH | | | | | | | Ges. Vulcan.) | | | | |
| 186 | **Agapenor** | Scw | Br | Liverpool | 4798 | | 1914 | Greenock, | A. Holt & | 3Cyl TE 31,51,86x60; | | |
| 135,553 | Steel | | 455.2 | 56.2 \| 32.5 | 7587 | | | Co., Mgrs. | Exmd8,25 | | | |
| JFBN | 2D;Wireless;W. Bal | | P53′ | B165′ F60′ | | | | (Scott's [Scot. S. B. & Eng. Co., Lim.) | | | | |
| 187 | **Agapi** | Sch | Grk | Piraeus | 1370 | | 1917 | Vancouver, | G. Goulan- | Wd,Gif; | | |
| | xMarie Barnard | Aux | 245 | 43.8 \| 21 | 1476 | | 9 | (Wallace [B. C. | dris | 2-2Cyl Oil Eng 16½x18⅛ | | |
| | 1D;B;Wireless | | P30′ | F30′ | | | | Shipyards, Lim.) | | | | |
| 188 | **Agawa** | Scw | Br | SltS.Marie | 2468 | | 1902 | Collingwood, | Algoma | 3Cyl TE 20,33½,55x40; | 95(GL) | |
| 111,807 | Steel | | 376 | 46 \| 26 | 3759 | | rb'20 | (Collingwood [Ont. | Central S.S. Co. | 2SB;WP180lbs;1500IHP. | P.S.4,26 | |
| | 1D;B;Wireless 2BH | | | | | | | S. B. Co.) | | | | |
| 189 | **Agawam** | MV | Am | New York | 102 | | 1920 | Boston, | R. W. | 2-6Cyl Gas Eng 8½x11; | | |
| 220,622 | Steel | Twin | 102 | 19.3 \| 10.2 | 150 | | | (Geo. [Mass. | Bartram | 250BHP. | | |
| | 1D | | | | | | | Lawley & Son Corp.) | | | | |
| 190 | **Agen** | Scw | Fr | Nantes | 2546 | | 1921 | Sunderland, | Cie. du | 3Cyl TE 23,38,64x42; | | V |
| | Steel | | 363.1 | 52.8 \| 23.1 | 4185 | | | (W. Pickers- [Eng. | Chemins de fer | 3SB;WP180lbs;1800IHP | | |
| OBIL | 1D;Well dk;Wireless;W. Bal 7BH | | P18′ | B68′ F28′ | | | | gill & Sons, Lim.) | Paris-Orleans | | | |
| 191 | **Agga** | Scw | Nor | Bergen | 671 | | 1906 | Bergen, | A/S Damp. | 3Cyl TE 16,25½,43x31; | | N |
| | Steel | | 228.7 | 35.1 \| 15.9 | 1121 | | 1 | Norway. | Agga | 1SB;WP175lbs | | |
| MCNL | 1D;W. Bal 4BH | | P19′ | B64′ F25′ | | | | (Laxevaags Msk. & Jrnskb.) | | | | |
| 192 | **Aggersund** | Scw | Dan | Rodbyh'n | 1849 | | '92 | Newcastle, | Dampskslsk | 3Cyl TE 20,38,61x39; | | BL |
| | xLejre xPatria Steel | | 311.8 | 41 \| 20.6 | 2940 | | 10 | (C. S. [Eng. | Halla A/S | 2SB;WP160lbs | | |
| NKRH | 1D;Web frms;Wireless; 6BH | | P24′ | B126′ F30′ | | | | Swan & Hunter.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 193 | **Aghios Georgios** | Scw | Grk | Ithaca | 2062 | | 1912 | Hull, | A. G. | 3Cyl TE 24,39,66x45; | | BL |
| | xOnaway xPortsea Steel | | 352 | 49.6 \| 22 | 3283 | | 11 | (Earle's [Eng. | Vlassopulos | 3SB;WP180lbs | | |
| JGFM | 1D;Wireless;W. Bal 6BH | | P30′ | B189′ F37′ | | | | Co., Lim.) | | | | |
| 194 | **Aghios Gerasimos** | Scw | Grk | Ithaca | 2079 | | '98 | Middlesbro, | J. M. | 3Cyl TE 24,40,64x42; | | BL |
| 21 | xBroadgarth Steel | | 330 | 47 \| 23.9 | 3224 | | 12 | (R. Craggs [Eng. | Caravias | 2SB;WP160lbs | | |
| HSBP | 1D;B;Deep frmg;Wireless; 5BH | | P27′ | B76′ F35′ | | | | & Sons.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 195 | **Aghios Marcus** | Scw | Grk | Piraeus | 2890 | | 1910 | Hamburg, | P. Mar- | 3Cyl TE 26,47,76x48; | | BL |
| | xHamm Steel | | 399.8 | 53.9 \| 25.1 | 5165 | | 6 | (Reihertieg [Ger. | garonis & Sons | 3SB;WP213lbs | | |
| JDVL | 2D;Well dk;Wireless;W. Bal 7BH | | P & B | 329′ F52′ | | | | Schiffaw.) | | | | |
| 196 | **Aghios Spyridon** | Scw | Grk | Syra | 2387 | | 1901 | Sunderland, | G. Dacou- | 3Cyl TE 25,41,67x45; | | BL |
| | xSan Paul xHuntshead Steel | | 350 | 46.5 \| 21.2 | 3779 | | 12 | (J. [Eng. | tros, G. Sorotto, | 2SB;WP160lbs | | |
| JFVS | xKorana 6BH | | P35′ | B110′ F39′ | | | | Priestman & Co.) | G. Lykiardopulo | | | |
| | 1D;B;Spar dk;Wireless;W. Bal | | | | | | | | & G. Coleiro | | | |
| 197 | **Agia Marina** | Scw | Grk | Syra | 2476 | | 1912 | Dumbarton, | Pnevmati- | 3Cyl TE 25,41,68x48; | | BL |
| | xAustralmead xKirkoswald Steel | | 370.1 | 51.1 \| 25.2 | 4151 | | 5 | (A. [Scot. | cos, Rethymnis | 3SB;WP180lbs | | |
| JFQC | 1D;Shel dk;Web frms; 6BH | | | | | | | M'Millan & Son, Lim.) | & Yannaghas | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | | | | | |
| 198 | **Agios Georgios** | Scw | Grk | Piraeus | 2721 | | 1911 | W. Hartle- | G. Nicolaou | 3Cyl TE 26,42,70x48; | | BL |
| | xBonna xHans B. Steel | | 365 | 50.8 \| 26 | 4248 | | 4 | pool, Eng. | | 2SB;WP180lbs | | |
| JDVW | 1D;Wireless;W. Bal 6BH | | P27′ | B106′ F36′ | | | | (W. Gray & Co., Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 199 JFBL | **Agios Ioannis** xKingsmere xLendenfels Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal;Oil fuel | Scw | Grk 421.9 P61′ | Piraeus 55.3 \| 20.3 B123′ F46′ | 3677 5699 | | 1906 12 | Newcastle, (Swan, [Eng. Hunter & Wigham Richardson, Lim.) | J. A. Cosmetto | 4CylQE24,34,51,74x54; 3SB;WP213lbs | | BL |
| 200 MBCK | **Agire Mendi** xSchiehaven Steel 1D;Shel dk;Oil fuel;SUB.SIG; 6BH W.Bal;Wireless | Scw | Sp 400 | Bilbao 53 \| 30.8 | 3476 5514 | | 1922 1 | Newcastle, (W [Eng. Dobson & Co.) | Cia. Nav. Sota y Aznar | 3Cyl TE27,45,74x48; 3SB;WP180lbs | | BL |
| 201 6 NBXV | **Agnello Ciampa** Steel 1D;B;Shel dk;Deep frmg; 6BH W. Bal;Wireless | Scw Sch | It 339 | Castlem're 47.6 \| 24 | 2381 3920 | | 1900 6 | Spezia, (Cant. Nav. [It. di Muggiano.) | F.S.Ciampa & figli | 3Cyl TE24,40,66x48; 2SB;WP120lbs | | I |
| 202 NWJB | **Agnes** 1D | Trn Aux | Dan 122.2 | Svendborg 27.9 \| 12.4 | 218 281 | | 1919 | Kolding, (V. Krag [Den. Christensen.) | A/S. Det. Danske Sejlskibs Rederi | Wd; 2CylOilEng16½x19; 160IHP | | V |
| 203 107,589 | **Agnes** O,YP;If 1D | MV | Am 90.2 | Gloucester 24.9 \| 9.8 | 65 110 | | 1900 | Essex, Mass. (Tarr & James.) | Antonio B. Pina | Gas Eng; 140IHP. | | |
| 204 218,907 LSVD | **Agnes A. Moran** xTerrier O,F;Gif 1D 2BH | Scw | Am 94.8 | New York 24.6 \| 12.2 | 29 176 | | 1919 10 | Manitowoc, (Burger [Wis. Boat Co.) | Moran Towing & Trans. Co. | 2CylC18,38x26; Montague Iron Wks; 1SB;Manitowoc S. B. Co; 74GS;2506HS;WP155lbs;450IHP; EAC;d rpd,s b clkg5,23; s rps,Exmd10,23 | ✠A1 River, Bay & Harbor Towing Service. ✠AMS S.S.No.1,NY10,23; shft drn5,23;M.&B.S.10,23; Scip | |
| 205 138,552 | **Agnes D. McGlashen** 1D | Sch | Br 115.8 | Lunenb'rg 26.5 \| 10.5 | 116 161 | | 1917 11 | Mahone Bay, N. S. (Earnst S. B. Co., Lim.) | H. Wamback | O,B,Bch,Sp,P;Gif(Sltd) | ✠ — — Suspended12,22 | |
| 206 132,868 HWGL | **Agnes Duncan** Steel 1D;Mchy aft;Wireless;W. Bal 3BH | Scw | Br 306 P71′ | Cardiff 43.2 \| 20.1 F38′ | 1466 2514 | | 1912 7 | Pt. Glasgow, (R. Duncan [Scot. & Co., Lim.) | Agnes Duncan S.S. Co. (Lim.) | 3Cyl TE22,36,59x39; 2SB;WP180lbs | | BL |
| 207 107,074 KLVD | **Agnes S. Quillin** 1D | Sch | Am 126.5 | Baltimore 23.9 \| 7.8 | 187 197 | | '93 12 | Bethel, (Geo. H. [Del. Phillips & Co.) | B. W. Bramble Co. | O,YP;Gif | | |
| 208 138,229 | **Agnes Wilson** 1D | Sch | Br 126 | Chrlmgne. 27.3 \| 9.2 | 225 236 | | 1916 | Charle- magne, Que. | St. Maurice Paper Co. (Lim.) | Wd | | |
| 209 NDHB | **Agnete Maersk** xAabenraa Steel 1D;Wireless;W. Bal 5BH | Scw | Dan 286 P27′ | Odense 43.4 \| 18.7 B166′ F31′ | 1205 2088 | | 1921 11 | Glasgow, (Yarrow [Scot. & Co., Lim.) | A. P. Moller, Mgr. | 3Cyl TE20,33,54x36; 2SB;WP180lbs | | BL |
| 210 167,796 MCQG | **Agram** 1D;B | Brg Sch | Am 267.3 | Phila. 46 \| 23.6 | 2049 2129 | | 1919 6 | West Point, (York [Va. River S. B. Co.) | Southern Trans. Co. | O,YP;Gif✕;2BH | ✠ — — Suspended2,22 | |
| 211 | **Agron** Fir;Gif 2D;Wireless | Scw Twin | Pan 273.5 P24′ | ---------- 49.1 \| 25.6 B69′ F36′ | 1899 3157 | | 1919 5 | Aberdeen, (Gray's [Wash. Harbor Motorship Corp.) | ---------- | 2-3Cyl TE15½,26,44x26; 2WTB;WP190lbs;1400IHP. | | |
| 212 140,543 | **Aguila** Steel 2D;Well dk;Wireless;W. Bal 5BH | Scw | Br 315.3 P & B | Liverpool 44.2 \| 18.5 213′ F58′ | 1855 3255 | | 1917 11 | Dundee, (Caledon [Scot. S.B. & E.Co.,Lim.) | Yeoward Bros., Mgrs. | 3Cyl TE25,42,68x42; 3SB;WP180lbs | | BL |
| 213 HBLP | **Agustina Forner** xHornby Grange Steel 1D;Web frms;Wireless;W. Bal 5BH | Scw | Sp 300 P26′ | Valencia 40.3 \| 19.9 | 1509 2356 | | '90 2 | Newcastle, (Wigham [Eng. Richardson & Co.) | Primo Redo Forner | 3Cyl TE24,37,62x42; 3SB;WP150lbs | | |
| 214 221,354 MCVD | **Agwibay** Steel 2D;Shel dk;Mchy aft; 17BH Long. frmg;Web frms;Oil in bulk; Oil fuel;Wireless;W. Bal | Scw | Am 468.3 | New York 62.7 \| 32 | 4938 7982 | | 1921 6 | Fore River, (Bethlehem [Mass. S. B. Corp.) | Atlantic, Gulf & West Indies S.S. Co. | 4CylQE24,35,51,75x51; 3SB;WP220lbs;3200IHP;Exmd4,25 | | BL |
| 215 217,184 LNQR | **Agwidale** Steel 2D;Oil fuel;Wireless; 6BH W. Bal | Scw | Am 370 P27′ | New York 53.1 \| 27 B104′ F22′ | 3678 5080 | | 1918 11 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Mallory S.S. Co. | 3Cyl TE24,41,72x48; 2SB;WP190lbs;2200IHP. | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 216 221,244 MCSJ | **Agwihavre** Steel 2D;Shel dk; 18BH Long. frmg;Web frms; 9BH to Fbd dk Wireless;Mchy aft; 9BH to 2d dk Oil fuel;Oil in bulk | Scw | Am | New York 480.5 \| 66 \| 29.3 \| 37′ | 5522 8862 13000 | | 1921 8 | Chester, (Sun S. B. Co.) [Pa. | Atlantic, Gulf & West Indies S.S. Line | 4Cy\|QE26,38¼,56,82x54; 4SB;WP220lbs;4300IHP. | | BL |
| 217 221,002 MCJP | **Agwilake** Steel 2D;Super dk;Long. frmg; 17BH Wireless;Mchy aft; 8BH to Fbd dk 6BH to 2d dk 3BH to Super dk Oil fuel F. P. above 150° F. C-40 W.B.—A.P.131t;D.B.a76′285t.... F.O.....W T.a129 t; D.T. | Scw | Am | New York 468.3 \| 62.7 \| 32 \| 32′ D.T.f4 a19′876t;D.T.f4 | 4863 7815 12620 0′518t; 0′483t | 5′ 2¼″ 27′ F.P.270t ..... | 1921 1 | Sparrows Point, Md. (Bethlehem S. B. Corp.) | Atlantic, Gulf & West Indies S.S. Line | 4Cy\|QE24,35,51,75x51; Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 9315HS;WP220lbs;3200IHP;DB; d rpd6,26;Dkd,s rps11,26 | ✠A1Ⓔ With Freeboard. Oil Carrier. ✠AMS S.S.No.1,NY5,25; M.&B.S.5,25 shft drn11,25; Clh BB;CL | |
| 218 220,910 MCFK | **Agwimars** Steel 2D;Web frms;Long. frmg; 16BH Oil fuel;Oil in bulk;Mchy aft; Wireless;W. Bal | Scw | Am | New York 429.3 \| 59.2 \| 33.2 \| P133′ B36′ F40′ | 4143 6771 10600 | | 1920 12 | Chester, (Sun S. B. Co.) [Pa. | Atlantic, Gulf & West Indies S.S. Lines | 3Cy\|TE27,45½,76x51; 3SB;WP190lbs;3000IHP. | | BL |
| 219 221,612 MDFH | **Agwimex** Steel 2D;Shel dk; 18BH Long. frmg; 9BH to Fbd dk Wireless;Mchy aft; 9BH to 2d dk Oil fuel;Oil in bulk | Scw | Am | New York 480.5 \| 66 \| 36.8 \| 37′ | 5522 8862 12940 | | 1921 9 | Chester, (Sun S. B. Co.) [Pa. | Atlantic, Gulf & West Indies S.S. Lines | 4Cy\|QE26,38¼,56,82x54; 4SB;WP220lbs;4200IHP. | | BL |
| 220 220,366 MBCS | **Agwimoon** Steel 2D;Oil in bulk;Web frms; 16BH Long. frmg;Mchy aft;Wireless; Oil fuel;W. Bal | Scw | Am | New York 429.3 \| 59.2 \| 33.2 \| P133′ B36′ F40′ | 4207 6784 | | 1920 6 | Chester, (Sun S. B. Co.) [Pa. | Atlantic, Gulf & West Indies S.S. Lines | 3Cy\|TE27,45½,76x51; 3SB;WP190lbs;2800IHP. | | BL |
| 221 221,491 MDBL | **Agwipond** Steel 2D;Shel dk;Web frms; 17BH Oil fuel;Oil in bulk;Long. frmg; Wireless;W. Bal; Mchy aft | Scw | Am | New York 468.3 \| 62.7 \| 32 | 5029 8024 | | 1921 4 | Sparrows Pt. (Bethlehem S. B. Corp.) [Md. | Atlantic, Gulf & West Indies S.S. Lines | 1Cy\|QE24,35,51,75x51; 3SB;WP220lbs;3200IHP. | | BL |
| 222 221,170 MCQP | **Agwismith** Steel 3D;Long. frmg;Mchy aft; 19BH Wireless;SUB.SIG; 3BH to Fbd dk 12BH to 2d dk 4BH to 3d dk Oil fuel F. P. above 150° F. C-42 | Scw Twin | Am | New York 499.9 \| 68.1 \| 29.3 \| 38′ 3½″ | 7886 10388 15000 | 11′ 2¼″ 27′ 4″ | 1921 5 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Atlantic, Gulf & West Indies S.S. Lines | 2-3Cy\|TE20½,35,60x42; Newport News S. B. & D. D. Co; 3SB;Newport News S. B. & D. D. Co; 8700HS;WP200lbs;3000IHP;EAC; DB;d rpd2,26;Dkd,s rps9,26 | ✠A1Ⓔ With Freeboard. Oil Carrier ✠AMS S.S.No.1,NY7,25; M.&B.S.7,25;shfts drn2,26; Stbd shft drn9,26;BBP;CL | |
| 223 217,530 LPSC | **Agwistar** Steel 2D;Oil fuel;Wireless;W. Bal 6BH | Scw | Am | New York 370 \| 53.1 \| 27 \| P27′ B104′ F22′ | 2921 4661 | | 1919 2 | Newport News, Va. (Newport News S. B. & D. D. Co.) | New York & Cuba Mail S.S. Co. | 3Cy\|TE24½,41½,72x48; 2SB;WP190lbs;2200IHP;s rps3,25 | | BL |
| 224 221,092 MCNB | **Agwistone** Steel 3D;Long. frmg;Mchy aft; 19BH W. Bal;Wireless; 3BH to Fbd dk SUB.SIG; 12BH to 2d dk 4BH to 3d dk Oil fuel F. P. above 150° F. C-42 | Scw Twin | Am | New York 499.9 \| 68.1 \| 29.3 \| 38′ 3½″ | 7886 10388 15000 | 11′ 2¼″ 27′ 4″ | 1921 ∎ | Newport News, Va. (Newport News S. B. & D. D. Co.) | Atlantic, Gulf & West Indies S.S. Lines | 2-3Cy\|TE20½,35,60x42; Newport News S. B. & D. D. Co; 3SB;Newport News S. B. & D. D. Co; 8700HS;WP200lbs;3000IHP;EAC; DB;d rpd5,24;Dkd,s rps5,26 | ✠A1Ⓔ With Freeboard. Oil Carrier. ✠AMS S.S.No.1,NY5,25; M.&B.S.5,25;shfts drn5,26; Clh BB;CL | |
| 225 220,298 LWVK | **Agwisun** Steel 2D;Oil in bulk;Oil fuel; 16BH Web frms;Long. frmg;Mchy aft; Wireless;W. Bal | Scw | Am | New York 429.3 \| 59.2 \| 33.2 \| P133′ B36′ F40′ | 4207 6784 | | 1920 6 | Chester, (Sun S. B. Co.) [Pa. | Atlantic, Gulf & West Indies S.S. Lines | 3Cy\|TE27,45½,76x51; 3SB;WP190lbs;2700IHP. | | BL |
| 226 220,911 MCFL | **Agwiworld** Steel 2D;Mchy aft; 16BH Long. frmg; 11BH to Fbd dk Wireless; 5BH to 2d dk Oil fuel F. P. above 150° F. C-38 | Scw | Am | New York 429.3 \| 59.2 \| 33.2 \| 33′ 3″ P133′ B36′ F40′ | 4143 6771 10600 | 7′ 10¾″ 25′ 7″ | 1921 1 | Chester, (Sun S. B. Co.) [Pa. | Atlantic, Gulf & West Indies S.S. Lines | 3Cy\|TE27,45½,76x51; Sun S. B. Co; 3SB;Sun S. B. Co; 9198HS;WP190lbs;3000IHP;EAC; Dkd,d rpd10,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,NY6,25; n shft10,24;M.&B.S.6,25; Clh BB; CL | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 227 135,803 | **Ah Kwang** Steel 1D;Mchy aft;W. Bal | MV Twin | Br 210 B46′ | Shanghai 32 \| 9 F22′ | 444 612 | | 1913 | Hong Kong, (Taikoo Dockyard & Eng. Co., Lim.) [China | Asiatic Petroleum Co. (Lim.) | 2-4CylOilEng15x16⅛ | | |
| 228 133,368 HTPM | **Ahmedi** xPrins Willem 1 Steel 2D;Wireless;W. Bal 5BH | Scw | Br 284.2 | Bombay 38 \| 19.5 | 1331 2121 | | 1901 9 | Amsterdam, (Nederl. Schps. Maats.) [Hol. | Eastern Steam Nav. Co. (Lim.) | 3CylTE23,37,59x39; 2SB;WP180lbs | | BL |
| 229 131,392 HTPM | **Aidan** Steel 2D;Shel dk;Wireless;W. Bal 7BH | Scw Sch | Br 375.9 | Liverpool 50.3 \| 23.5 | 2875 4545 | | 1911 11 | Newcastle, (Tyne I. S. B. Co., Lim.) [Eng. | Booth S.S. Co. (Lim.) | 3CylTE24,40,67x48; 2SB;1AuxSB;WP180lbs | | BL |
| 230 OUNV | **Aigrette** xForth Bank xCissie Scatchard Steel 1D;Wireless;W. Bal 4BH | Scw | Fr 115.9 | Arcachon 21.1 \| 10.7 | 53 208 | | 1919 | Aberdeen, (Hall Russell & Co.,Lim.) [Wash. | Pecheries de l'Ocean | 3CylTE12,20,34x23; 1SB;WP180lbs;370IHP. | | V |
| 231 JCTW | **Aikaterini M. Goulandris** xPendarves Steel 1D;Web frms;Wireless;W. Bal 6BH | Scw | Grk 299.5 P27′ | Andros 40.1 \| 20.5 | 1706 2669 | | '92 9 | Middlesbro, (Sir R. Dixon & Co.) [Eng. | Kirtatas Bros | 3CylTE23,37½,61½x39; 2SB;WP160lbs | | BL |
| 232 29,835 SPQW | **Aikoku Maru** xDaybreak Steel 1D;Wireless;W. Bal 5BH | Scw | Jap 331.5 B98′ F33′ | Harima 46.7 \| 23.2 | 1845 3067 | | 1920 2 | Blyth, (Blyth S. B. & D. D. Co., Lim.) [Eng | Oiye Shoji Kabushiki Kaisha | 3CylTE25,41,68x45; 3SB;WP180lbs | | BL |
| 233 130,243 TMWB | **Ainslie** 1D | Trn | Br 112.4 | La Have 26.9 \| 10 | 148 164 | | 1911 3 | Liverpool, (Hendry, N. S. Lim.) | R. H. Burgess | O,Bch,Sp,Gif(Resltd) | ✠ — Exp 3,23 | |
| 234 OUZY | **Aisne** xTherese Horn Steel 2D;W. Bal 6BH | Scw | Fr 375.9 F43′ | Le Havre 50.7 \| 28.9 | 2209 3654 | | 1914 | Lubeck, (Schiffsw. v. Henry Koch.) [Ger. | Ste. Les. Feculeries de l'Aisne | 3CylTE27,42,69x43; 2SB;WP200lbs;2000IHP. | | V |
| 235 HDJQ | **Aizkarai Mendi** Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | Sp 340.3 | Bilbao 48.6 \| 22.5 | 1984 3278 | | 1922 3 | Stockton, (Ropner S. B. & Repairing Co., Lim.) [Eng | Cia. Nav. Sota y Aznar | 3CylTE25,40,66x45; 2SB;WP180lbs | | BL |
| 236 HBMP | **Aizkori-Mendi** xLekeitio Steel 1D;Web frms;Wireless;W. Bal 5BH | Scw | Sp 300 P31′ | Bilbao 43 \| 20.9 B66′ F31′ | 1367 2272 | | '96 1 | W. Hartlepool, (W. Gray & Co., Lim.) [Eng. | Sota y Aznar, Mgrs | 3CylTE22,35,59x39; 3SB;WP160lbs | | BL |
| 237 113,395 RTNP | **Ajax** Steel 2D;Wireless;W. Bal | Scw Sch | Br 442 P50′ | Liverpool 52.8 \| 32.1 B154′ F58′ | 4285 6797 | | 1900 | Greenock, (Scott & Co.) [Scot | Ocean S.S. Co. (Lim.) | 3CylTE29,49,82x60; Dkd2,25 | shft drn2,25 | |
| 238 205,055 | **Ajax** Steel 1D | Scw | Am 103 | San Fran. 22 \| 12.5 | 71 175 | | 1908 | Seattle, (Moran Co.) [Wash. | Southern Pacific Co. | 3CylTE15,24,37x24; 1Blr;WP225lbs;600IHP. | | |
| 239 218,624 LSFB | **Ajax** Wood 1D;Wireless | Scw Twin | Am 133.8 | Portland 29.7 \| 10.8 | 197 356 | | 1919 | South Portland, Me. (Doyen Yard.) | P. H. Doyne Co. | 2-2CylC9,18x14; 1Blr;WP250lbs;650IHP. | | |
| 240 | **Ajax** Steel 1D;Oil fuel;W. Bal 4BH | Scw | Mex 120.9 F14′ | Tampico 24.7 \| 12.4 | ..... 256 | | 1909 7 | Amsterdam, (Nederl. Schps. Maats.) [Hol. | Cia. Mexicana Hollandesa "La Corona" S. A. | 3CylTE15,25,41x30; 1SB;WP180lbs | | BL |
| 241 30,033 SQMD | **Akagisan Maru** Steel 2D;Wireless;W. Bal 6BH | MV | Jap 375 P34′ | Kobe 50 \| 30 B107′ F39′ | 2811 4630 | | 1924 7 | Tama, (Mitsui Bussan Kaisha, Lim. [Jap. | Mitsui Bussan Kaisha (Lim.) | 6CylOilEng29⅛x59 1/16 | | BL |
| 242 31,739 TDRV | **Akashi Maru** xTunisia Steel 1D;W. Bal 7BH | Scw | Jap 331.2 P33′ | Kobe 46.8 \| 23.2 B100′ F28′ | 1875 3118 | | 1918 10 | W. Hartlepool, Eng. (Irvine's S. B. & D. D. Co.) | Shimatani Kisen K. K | 3CylTE25,41,68x45; 3SB;WP180lbs | | BL |
| 243 142,457 JTPK | **Akera** xWar Singer Steel 1D;Oil in bulk;Oil fuel; Wireless;W. Bal 11BH | Scw | Br 400.9 P49′ | London 52.3 \| 28.5 B113′ F39′ | 3211 5277 | | 1918 6 | Glasgow, (C. Connell & Co., Lim.) [Scot. | Anglo-Saxon Petroleum Co. (Lim.) | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 244 8,544 JQWM | **Aki Maru** Steel 2D;Deep frmg;Wireless;W. Bal 7BH | Scw Scb Twin | Jap 445.3 P56′ | Tokio 49.5 \| 30.4 B120′ F58′ | 3672 6023 | | 1903 3 | Nagasaki, (Mitsu Bishi Dkyd. & E. Wks.) [Jap. | Nippon Yusen Kabushiki Kaisha | 2-3CylTE20,33½,56x48; 2DB;2SB;WP200lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 245 | **Akibasan Maru** | Scw | Jap | Kobe | 2908 | | 1924 | Tama, | Mitsui | 3Cyl TE 23,38,64x48; | | BL |
| 30,502 | Steel | | 375 | 50 \| 30 | 4670 | | 11 | (Mitsui [Jap. | Bussan Kaisha | 2SB;WP200lbs | | |
| STQJ | 2D;Oil fuel;Wireless;W. Bal 7BH | | P31′ | B126′ F43′ | | | | Bussan Kaisha. Lim.) | (Lim.) | | | |
| 246 | **Akita Maru** | Scw | Jap | Tokio | 2316 | | 1916 | Nagasaki, | Nippon | 3Cyl TE 23,38,64x48; | | BL |
| 18,487 | Steel | | 345 | 50 \| 29.1 | 3817 | | 5 | (Mitsu [Jap. | Yusen Kabushiki | 2SB;WP200lbs | | |
| NCHD | 2D;Wireless;W. Bal 6BH | | P33′ | B74′ F40′ | | | | Bishi Dkyd. & E. Wks.) | Kaisha | | | |
| 247 | **Akranes** | Scw | Br | Grimsby | 73 | | '99 | No. Shields, | E. J. | 3Cyl TE 12¼,19½,32x22½; | | |
| 114,418 | Iron | | 114.6 | 21.1 \| 10.8 | 184 | | 4 | (Edwards [Eng. | Baskcomb | 1SB;WP180lbs;52RHP. | | |
| | 1D 3BH | | F21′ | | | | | Bros.) | | | | |
| 248 | **Akropolis** | Scw | Grk | Hydra | 2267 | | 1907 | Glasgow, | B. Bruskos | 3Cyl TE 25,41,66x45; | | BL |
| | xAlpine Range xKintail Steel | | 349.2 | 46.2 \| 17.3 | 3584 | | 12 | (C. Connell [Scot. | | 2SB;WP180lbs | | |
| JFWM | 1D;Spar dk;Deep frmg; 5BH | | P29′ | B106′ F40′ | | | | & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 249 | **Akutan** | Scw | Am | Portland | 118 | | 1913 | North Bend, | Knappton | 2CylC 12½,30x20; | | |
| 210,992 | Wood | | 103 | 21.8 \| 9.2 | 266 | | 3 | (Kruse & [Ore. | Towboat Co | 1SB;WP160lbs;350IHP. | | |
| LCTN | 1D 2BH | | | | | | | Banks.) | | | | |
| 250 | **Ala** | Scw | Am | Phila. | 3700 | 7′ 10½″ | 1921 | Harriman, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 221,027 | Steel | | 400.7 | 54.3 \| 30.3 | 5976 | 25′ 2″ | 2 | (Merchant [Pa. | ping Board | Westinghouse E. & Mfg. Co; | ✠AMS | |
| MCKF | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | | 32′ 10″ | 8822 | | | S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,NY6,25; | |
| | Oil fuel F. P. above 150° F. C-36 | | P35′ | B123′ F44′ | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | B.S.2,25;M.S.6,25;n shft12,25; | |
| | | | | | | | | | | Dkd, d rpd10,26 | Clh BB;CL | |
| | W.B.—A.P.143t;D.B.335′1311t;D | .T.27′8 | 46t; F. | P.120t | | | | | | | | |
| | F.O.....D.B.281′1092t;D | .T.27′7 | 90t... | ..... | | | | | | | | |
| 251 | **Alabama** | StW | Am | St. Louis | 259 | | 1912 | Pt. Pleasant, | St. Louis | 2-1Cyl 14x66; | | |
| 210,741 | Wood | | 170 | 32 \| 6 | 259 | | | (P. [W. Va. | & Tenn. River | 230IHP. | | |
| | 3D | | | | | | | Burdet.) | Packet Co. | | | |
| 252 | **Alabama** | Brg | Am | Mobile | 635 | | 1925 | Baltimore, | State of | Stl | | |
| 169,162 | | Drg | 149.8 | 37 \| 10.5 | 645 | | 4 | (Ellicott [Md. | Alabama | | | |
| | 2D | | | | | | | Machine Corp.) | | | | |
| 253 | **Alabama** | Scw | Am | Duluth | 1684 | | 1910 | Manitowoc, | Goodrich | 3Cyl TE 23,38,62x36; | | |
| 207,138 | Steel | Sch | 250 | 45.5 \| 26.1 | 2626 | | | (Manitowoc [Wis. | Transit Co. | 3SB;WP180lbs;2000IHP | | |
| | 5D;Wireless 5BH | | | | | | | D. D. Co.) | | | | |
| 254 | **Alabama** | Scw | Am | Baltimore | 1371 | | '93 | Sparrows | Balt. Steam | 4Cyl TE 24½,40,47,47x42; | | |
| 106,995 | Steel | | 293.8 | 54 \| 16 | 1939 | | 8 | (Mary- [Pt., Md | Packet Co. | 2CRTB;WP160lbs;3400IHP. | | |
| | 3D 5BH | | | | | | | land Steel Co.) | | | | |
| 255 | **Alabama** | Sch | Am | Mobile | 120 | | 1911 | Essex, | J. A. Dor- | O,HP;Gif | | |
| 209,459 | | | 94.4 | 24.7 \| 12 | 120 | | 12 | (Tarr [Mass. | gan | | | |
| LCGK | 1D | | | | | | | & James.) | | | | |
| 256 | **Alabama** | Scw | Am | Pt. Arthur | 2173 | | 1901 | Chicago, | Texas Co. | 3Cyl TE 20,33,54x40; | | V |
| 130,907 | xNorthtown Steel | | 294 | 42.2 \| 23.2 | 2801 | | ∎ | (Chicago [Ill. | | 2SB;WP180lbs;1150IHP. | | |
| KQRJ | 2D;Spar dk;Oil fuel;Mchy aft; 7BH | | | | | | | S. B. Co.) | | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 257 | **Alabama Maru** | Scw | Jap | Osaka | 6016 | | 1920 | Nagasaki, | Osaka | 2-3Cyl TE 24,44½,75x48; | | BL |
| 27,454 | Steel | Twin | 475 | 61 - \| 40.7 | 9617 | | ∎ | (Mitsubishi [Jap. | Shosen | 5SB;WP200lbs | | |
| SCRQ | 2D;Shel dk;Oil fuel;W. Bal; 8BH | | P35′ | B30′ F86′ | | | | Zosen Kaisha,Lim.) | Kabushiki Kaisha | | | |
| | Wireless | | | | | | | | | | | |
| 258 | **Alacrity** | MV | Am | New York | 69 | | 1910 | Wilmington | Henry | 2-3CylGasEng 9½x14; | | |
| 207,597 | Steel | Twin | 111 | 15 \| 9.3 | 101 | | | (Pusey [Del. | Whiton | 600IHP. | | |
| LBNR | 1D | | | | | | | & Jones Co.) | | | | |
| 259 | **Aladdin** | Scw | Am | New York | 4223 | 7′ 10¾″ | 1921 | Sparrows | Standard | 3Cyl TE 27,47,78x48; | ✠A1Ⓔ Oil Carrier | |
| 221,109 | Steel | | 435.6 | 56.2 \| 33.6 | 6882 | 25′ 9½″ | 3 | Point, Md. | Transportation | Bethlehem S. B. Corp; | ✠AMS | |
| MCNL | 2D;Long. frmg;Mchy aft; 15BH | | | 33′ 6″ | 10100 | | | (Bethlehem | Co | 3SB;Bethlehem S. B. Corp; | S.S.No.1,NY3,25; | |
| | Wireless;SUB.SIG; 9BH to Fbd dk | | P106′ | B47′ F42′ | | | | S. B. Corp.) | | 8235HS;WP220lbs;2800IHP;EAC;DB; | M.&B.S.3,25; | |
| | 6BH to 2d dk | | | | | | | | | Dkd, s rps11,26 | n shft1,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.74t;D.B.64′203t..... | ..... | ..D.T. | f.50′881t; F.P.9 | 7t | | | | | | | |
| | F.O.....D.T.a | 19′ 919 | t; D.T | f.50′824t..... | .. | | | | | | | |
| 260 | **Aladdin** | Scw | Am | Baltimore | 197 | | 1920 | Baltimore, | Standard | 3Cyl TE 14½,23,36x26; | | |
| 220,484 | xJacob France Steel | | 127 | 25.1 \| 13.3 | 336 | | 9 | (Spedden [Md. | Oil Co. (N. J.) | 1SB;WP180lbs;700IHP. | | |
| MBGS | 1D;Oil fuel 7BH | | | | | | | S. B. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 261 106,184 KBML | **Alameda** Iron 2D;B;Oil fuel;Wireless 4BH | Scw ½ B | Am 314 | New York 41 \| 17.3 | 1939 3158 | | '83 5 | Philadelphia, Pa. (Cramp & Sons.) | Alaska S.S. Co. | 3CylTE29,47,78x51; 2DB;WP90lbs;3500IHP. | | |
| 262 121,868 | **Alameda** Steel | SW | Am 273 | San Fran. 42.3 \| 15.3 | 1320 2302 | | 1913 | Oakland, Cal. | Southern Pacific Co. | 2CylC20,40x96; 4WTB;WP225lbs;2500IHP. | | |
| 263 218,921 LSVT | **Alamo** xLake Elon Steel 1D;B;SUB.SIG;Wireless;W. Bal; 4BH Oil fuel F. P. above 150° F. C-29 W.B.—A.P.98t. D.B. 203′ 41 F.O.—A.P.92t;D.T.a14′110t;D.B. 164′ 29 | Scw | Am 253.5 P25′ 8t. 8t; W. | New York 43.7 \| 26.2 \| 28′ 4″ B65′ F24′ F.P T.m38′173t. | 1660 2676 4000 51t | 4′ 2½″ 24′ 3½″ | 1919 9 | Ashtabula, (Great Lakes Eng. Wks.) [Ohio | Mallory S.S. Lines | 3CylTE21,35,59x42; Great Lakes Eng. Wks; 2SB;Lake Erie Bir. Wks; 4720HS;WP190lbs;1350IHP;EAC; d rpd7,20;rps6,21;s rps6,25;Dkd5,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY6,25; M.&B.S;shft.drn6,25;Scip;CL | |
| 264 LCJH | **Alaska** Steel 2D;Oil fuel;Wireless;W. Bal 5BH | Scw | Nor 410.5 P59′ | Hauges'nd 54.1 \| 27.5 B115′ F47′ | 3476 5681 | | 1918 7 | Vancouver, (J. Coughlan & Sons.) [B. C. | Christian Haaland, Mgr. | 3CylTE26,42,70x48; 3SB;WP190lbs | | BL |
| 265 222,966 MFCQ | **Alaska** Steel 3D;Super dk; 7BH 1BH to Super dk 6BH to Fbd dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.49t;D.T.a83t;D.B. 27′ F.O.—D.B.250′ 78t. 697t;S. | Scw Twin | Am 350.4 T.188t | New York 49.6 \| 15.6 \| 26′ F.P.32t | 2775 4658 3000 | 6′ ½″ 20′ 1″ | 1923 6 | Tacoma, (Todd D.D. & Const. Corp.) [Wash. | Alaska S. S. Co. | 2-3CylTE24½,41½,72x48; Hooven, Owens, Rentschler Co; 6WTB;Babcock & Wilcox Co; 17400HS;WP200lbs;5600IHP;EAC; d rpd11,24;Dkd,s rps6,26 | ✠A1Ⓔ With Freeboard. ✠AMS shfts drn9,25;SBP;CL | |
| 266 105,135 | **Alaska** Iron 2D;Mchy aft;Wireless | Scw | Am 212.6 | Detroit 32 \| 13.9 | 592 986 | | '71 | Buffalo, (Craig.) [N. Y. | Mullen Coal Co. | 2CylC24,51x36; 1SB;WP115lbs;478IHP. | | |
| 267 1,561 JFBV | **Alaska** 1D | Sch | Am 102 | Machias 26.1 \| 9.1 | 164 173 | | '67 rb '94 | E. Machias, Me. | W. H. Strout | M;Icf | | |
| 268 105,973 | **Alaska** Wood 1D | Scw | Am 141.8 | Wilm'gton 21 \| 10 | 121 229 | | '81 | Boothbay, Me. | Consolidated Fisheries Co. | 250IHP. | | |
| 269 OBLU | **Alaska** Steel 2D;Shel dk;Wireless;W. Bal 7BH | Scw | Fr 425 | Havre 55 \| 26.6 | 3225 5399 | | 1922 4 | Sunderland, (Sunderland S. B. Co., Lim.) [Eng | Cie. Generale Transatlantique | 3CylTE28,46,78x54; 4SB;WP180lbs | | BL |
| 270 25,937 RQMN | **Alaska Maru** Steel 1D;Shel dk;Oil fuel;Wireless; 8BH W. Bal | Scw | Jap 420 F47′ | Osaka 56 \| 38.5 | 4522 7379 | | 1919 8 | Nagasaki, (Mitsubishi Zosen Kaisha,Lim.) [Jap. | Osaka Shosen Kabushiki Kaisha | 3CylTE28,49,79x51; 3SB;WP200lbs | | BL |
| 271 223,485 MFJG | **Alaska Standard** Steel 1D;Mchy aft;Oil fuel;Wireless 8BH | MV | Am 210 P65′ | San Fran. 40.1 \| 16.1 F28′ | 768 1274 1540 | | 1923 12 | San Francisco, Cal. (Bethlehem S. B. Corp., Lim.) | Standard Oil Co. (Cal.) | 2-6CylOil Eng13 $\frac{3}{16}$x19 $\frac{1}{16}$; Elect Motor;600SHP | ✠ — — ✠ — — Cancelled5,24 | |
| 272 107,736 KRNV | **Alaskan** Steel 2D;Shel dk;Deep frmg; Sch 8BH Oil fuel;SUB.SIG;Wireless;W. Bal Twin | Scw | Am 470.1 | New York 57.2 \| 31.5 | 5471 8536 | | 1902 | San Francisco, Cal. (Union Iron Works.) | American-Hawaiian S.S. Co | 2-4CylQE21½,28,38,60x36; 3SB;WP213lbs;3000IHP | | BL |
| 273 JDCK | **Alastor** 1D;B | Bk | Nor 196.6 F27′ | Brevik 31.7 \| 18.6 | 797 860 | | '75 10 | Sunderland, (Mounsey & Foster.) [Eng. | A/S Alastor | I;1BH | | BL |
| 274 LDBR | **Alatga** xFurustrand | Sch Aux Twin | Nor 143.9 | Tvedestnd 31.4 \| 11.8 | 346 460 | | 1920 | Milton, (Santa Roca S. B. Co.) [Fla. | Cia. Sdad Commercial de Galapagos | Wd; 2-4Cyl.OilEng8½x10 | | V |
| 275 147,315 KSTM | **Alaunia** Steel 2D;Shel dk;SUB.SIG; 11BH Wireless;Oil fuel;W. Bal | Scw Twin | Br 519.6 B & F | Liverpool 65.2 \| 39.2 425′ | 8448 14030 | | 1925 7 | Glasgow, (J. Brown & Co., Lim.) [Scot. | Cunard S.S. Co. (Lim.) | Stm Tbns; 2DB;2SB;WP220lbs | | BL |
| 276 HBPD | **Alava** xErnesto Steel 2D;Deep frmg;Wireless;W. Bal 7BH | Scw | Sp 318.8 P31′ | S.Sebast'n 39.2 \| 24.9 B83′ F44′ | 1731 2679 | | '90 12 | Belfast, (Harland & Wolff.) [Ire. | Compania Nav. Mundaca | 3CylTE22,36,60x48; 1DB;2SB;WP180lbs;1310IHP. | | V |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 277 | **Alba** | Scw | Fr | Bordeaux | 5082 | | 1912 | Vegesack, | Cie. de | 2-3CylTE24,40,66x47; | | V |
| | xSierra Ventana Steel | Twin | 440.4 | 56 \| 35.5 | 8324 | | 12 | (Bremer [Ger. | Nav. Sud- | 4SB;WP206lbs;4200IHP. | | |
| OBLW | 3D;SUB.SIG;Wireless;W. Bal 8BH | | B183' | F97' | | | | Vulkan.) | Atlantique | | | |
| | (*Now Amerique*) | | | | | | | | | | | |
| 278 | **Alban** | Scw | Br | Liverpool | 3263 | | 1914 | Dundee, | Booth S.S. | 3CylTE25½,41,68x48; | | BL |
| 135,600 | Steel | | 375.2 | 51.7 \| 29.7 | 5223 | | 7 | (Caledon [Scot. | Co. (Lim.) | 3SB;WP180lbs | | |
| JFVP | 2D;Wireless;W. Bal 7BH | | P33' | B119' F44' | | | | S. B. & E. Co., Lim.) | | | | |
| 279 | **Albania** | Scw | It | Genoa | 2253 | | '97 | Sestri | Soc. Italiana | 3CylTE25⅘,42½,67¾x51½ | | I |
| 181 | xCitta di Milano Steel | | 364 | 43.6 \| 19.2 | 3785 | | | Ponente, It. | di Servizi | 2DB;1500IHP. | | |
| NCDQ | 2D;Spar dk;Wireless;W. Bal 6BH | | | B76' F52' | | | | (N. Oderofu.) | Marittimi | | | |
| 280 | **Albania** | Scw | Br | Liverpool | 7822 | | 1920 | Greenock, | Cunard S.S. | Stm Tbns; | | BL |
| 143,704 | Steel | Twin | 523.1 | 64 \| 43.9 | 12768 | | 12 | (Scott's S. B. [Scot. | Co. (Lim.) | 3DB;WP200lbs | | |
| KHMG | 2D;Shel dk;SUB.SIG;Oil fuel; 8BH | | | | | | | & Eng. Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 281 | **Albanian** | Scw | Br | Hull | 1918 | | '98 | Sunderland, | Hull Beacon | 3CylTE22,36,62x48; | | BL |
| 110,523 | Steel | Sch | 351.5 | 42.2 \| 23.3 | 3013 | | 12 | (R. Thomp- [Eng. | Steam Shipping | 2SB;WP200lbs | | |
| QMFV | 2D;Deep frmg;Wireless;SUB.SIG; 7BH | | P37' | B106' F36' | | | | son & Sons.) | Co. (Lim.) | | | |
| | W. Bal | | | | | | | | | | | |
| 282 | **Albany** | Scw | Am | New York | 944 | | 1925 | Mariners | New York | 2-2CylC19,38x28; | | |
| 225,146 | Steel | F. B. | 210 | 45 \| 17.5 | 1389 | | | Harbor, S. I. | Central R.R. Co. | 2SB;WP150lbs;1600IHP | | |
| | 2D;Oil fuel 7BH | | | | | | | (Staten Island S. B. Co.) | | | | |
| 283 | **Albany** | SW | Am | New York | 815 | | '80 | Wilmington, | Hudson | 1CylVB73x144; | | |
| 105,908 | Iron | | 314 | 40 \| 10.1 | 1415 | | | (Harlan & [Del. | River Day Line | 3Blrs;3200IHP. | | |
| | 1D | | | | | | | Hollingsworth.) | | | | |
| 284 | **Albany** | SW | Am | New York | 825 | | '83 | Newburgh, | Carteret | | | |
| 106,346 | Iron | | 193.5 | 36 \| 18.3 | 1059 | | | N. Y. | Ferry Co. | 800IHP. | | |
| 285 | **Albany** | Scw | Am | New York | 164 | | 1920 | Hunters Pt., | New York | 2CylC10,24x14; | | |
| 219,560 | Steel | | 146.3 | 20.3 \| 10.9 | 294 | | (Terry & [N. Y. | Canal Great | 1WTB;WP225lbs;400IHP. | | |
| | 1D;Oil fuel 6BH | | | | | | | Tench Co., Inc.) | Lakes Corp. | | | |
| 286 | **Albany** | Scw | Br | London | 2224 | | 1906 | W. Hartle- | Albany | 3CylTE25,40,67x45; | | BL |
| 123,704 | xIoanna xHarlyn Steel | | 342 | 49.5 \| 22.7 | 3459 | | 9 | (W. [pool, Eng. | Stm. Nav. Co. | 2SB;WP180lbs | | |
| HJDL | 1D;Deep frmg;Shel dk;Wireless; 6BH | | | | | | | Gray & Co., Lim.) | (Lim.) | | | |
| | W. Bal | | | | | | | | | | | |
| 287 | **Albany Socony** | MV | Am | New York | 401 | | 1921 | Elizabeth- | Standard | 6CylOilEng12x14; | | |
| 221,004 | Steel | | 135.5 | 28.4 \| 11.8 | 533 | | 1 | (J. W. [port, N. J. | Oil Co. (N. Y.) | 300BHP. | | |
| | 1D;Oil in bulk | | | | | | | Sullivan Co.) | | | | |
| 288 | **Albatros** | Scw | Nor | Bergen | 1922 | | 1905 | Newcastle, | Laur. | 3CylTE24,40,65x42; | | BL |
| | xNaerodal xTaxiarhis Steel | | 331 | 48.1 \| 21.8 | 3075 | | 1 | (Tyne I. [Eng | Christiansen, Mgr. | 2SB;WP160lbs | | |
| MTWL | 1D;Deep frmg;W. Bal;Wireless 5BH | | P26' | B98' F33' | | | | S. B. Co., Lim.) | | | | |
| 289 | **Albatross** | Scw | Am | New York | 167 | | 1918 | So. Portland, | Intra | 3CylTE13½,22,36x24; | | |
| 217,411 | Wood | | 149.8 | 25 \| 13.2 | 384 | | | (Portland [Me. | Coastal Corp | 550IHP. | | |
| LPHT | 1D 2BH | | | | | | | S. B. Co.) | | | | |
| 290 | **Albatross** | Scw | Am | Boston | 384 | | '82 | Wilmington, | James A. | 2-2CylC18½,34¼x30; | A1 Coastwise. | |
| 225,079 | Iron | Twin | 200 | 27.6 \| 16.9 | 638 | | 8 | (Pusey [Del. | Ross | Pusey & Jones; | AMS | |
| | 2D 3BH | | P30' | F40' | | | | & Jones.) | | 2SB;Risdon Iron & Loco. Wks; | 2dS.S.No.3,Bost11,25; | |
| | 1BH to Fbd dk | | | | | | | | | 59GS;2930HS;WP93lbs;800IHP;EAC. | B.S;shfts drn7,25;M.S.11,25; | |
| | 2BH to 2d dk | | | | | | | | | Dkd,s rps11,25 | SBP;CL | |
| 291 | **Albay** | Scw | Am | Manila | 574 | | '83 | Noorkoping, | Fernandez | 2CylC29¼,53¾x32; | | |
| | xHoangho Steel & Iron | | 218.3 | 30.8 \| 14.8 | 1114 | | | Swd. | Hermanos | 2SB;WP75lbs;460IHP. | | |
| | 1D;Spar dk;W. Bal 5BH | | | | | | | (Motala Co.) | | | | |
| 292 | **Albemarle** | Brg | Am | Phila. | 388 | | 1902 | Milford, | Southern | Wd;Gif(Sltd) | | |
| 30,281 | | | 165 | 23.9 \| 12 | 419 | | rb'15 | (Wm. [Del. | Trans. Co. | | | |
| | 1D | | | | | | | G. Abbott.) | | | | |
| 293 | **Albert Baldwin** | Slp | Am | Gloucester | 117 | | '90 | Essex, | Rockport | O,P | | |
| 106,747 | | | 86 | 27.2 \| 7.3 | 124 | | | Mass. | Granite Co. | | | |
| KHFM | 1D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 294 RDKN | **Albert Ballin** Steel 5D;sub.sig;Wireless;W. Bal 11BH | Scw Twin | Ger 602.5 P185′ | Hamburg 79 \| 51.6 B306′ F100′ | 11722 20815 | | 1922 12 | Hamburg, (Blohm & Voss.) [Ger. | Hamburg-American Line | Stm Tbns; 8Blrs;WP213lbs | | G |
| 295 147,767 KPFN | **Albert C. Field** Steel 1D;Mchy aft;W. Bal 3BH | Scw Br | 252.5 F35′ | Middlsbro 43.3 \| 17.8 | 1303 1764 | | 1923 6 | Middlesbro, Eng. (Furness S.S. Co., Lim.) | Eastern S.S. Co. (Lim.) | 3Cyl TE16,27,44x33; 2SB;WP180lbs;114RHP. | Lake Survey3,25; M.S;shft drn6,25 | C |
| 296 219,916 LWJB | **Albert D. Cummins** 1D:B | Sch 4 M | Am 189.5 | Wilm'gton 41.1 \| 19.7 | 1081 1163 | | 1920 5 | Beaumont, (Beaumont S. B. & D. D. Co.) [Tex. | Haldt Transp. Co. | O,YP;Gif | ✠A1Ⓔ (Laid up) | |
| 297 221,038 MCKP | **Albert E. Watts** Steel 2D;Web frms;Long. frmg; Mchy aft;Oil fuel;Oil in bulk; sub.sig;Wireless;W. Bal 17BH | Scw | Am 430.2 P134′ | New York 59.2 \| 32.8 B36′ F40′ | 5111 7137 10600 | | 1921 1 | Wilmington, (Bethlehem S. B. Corp., Lim.) [Del. | Sinclair Nav. Co. | 3Cyl TE26½,44,74x51; 3SB;WP190lbs;2800IHP | | BL |
| 298 215,632 LHWF | **Albert F. Paul** 1D | Sch | Am 174.5 | Baltimore 37 \| 14.4 | 661 735 | | 1917 10 | Milford, (Wm. G. Abbott.) [Del. | C. C. Paul & Co | O,YP,Hk;Gif(Sltd) clk a5,21;s rps,s clkg6,25;Dkd8,26 | ✠A1 S.S.No.2,Balt6,25 | |
| 299 212,549 LDNW | **Albert H. Willis** 1D | Sch | Am 157.7 | Boston 34.1 \| 14.2 | 487 567 | | 1914 9 o'22 | Phippsburg, (Frank S. Bowker.) [Me. | Rogers & Webb | YP,Hw,Hk;Gicf(Sltd) clk dk3,20;clk5,22; s dk clkg11,25; s rps,s b clkg10,26 | ✠A1 H.T.Chsa5,22 | |
| 300 214,715 LGQS | **Albert Hill** xJ. W. Van Dyke Steel 2D;Web frms;Mchy aft; Long. frmg;Oil in bulk;Oil fuel; Wireless;W. Bal 15BH | Scw | Am 435 P134′ | Phila. 56 \| 32 B50′ F43′ | 4403 7115 | | 1917 2 | San Francisco, Cal. (Union Iron Wks.) [Cal. | Atlantic Refining Co., Inc. | 3Cyl TE27,45,76x51; 3SB;WP192lbs;2600IHP | | BL |
| 301 165,751 | **Albert J. Graves** 1D | Brg | Am 95.5 | Rouses Pt. 17.4 \| 8 | 92 102 | | '95 | Tonawanda, (J. Brown.) [N. Y. | Eugene Graves | Wd | | |
| 302 220,425 MBFJ | **Albert Jeffress** xEastern Importer Steel 3D;Wireless;sub.sig;W. Bal; Oil fuel F. P. above 150° F. 6BH C-36 W.B.—A.P.69t; D.B.329′1114t; F. P.140t F.O.—A.P.64t; D.B.289′ 886t; F. P.131t | Scw | Am 385 | New York 51 \| 26 \| 36′ | 3586 5786 9000 | 9′ 1¾″ 27′ | 1920 4 | Okayama, (Mitsui Bussan Kaisha Toma Dockyard.) [Jap | Garland S.S. Corp. | 3Cyl TE26,43½,72x48; Kobe Steel Wks; 3SB;Puget Sound Mchy Depot; 8250HS;WP200lbs;3000IHP;EAC; d rpd4,25;Dkd5,26;s rps5,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,Balt4,25; M.S.4,25;shft drn4,25; B.S.5,26;Cih BB;CL | |
| 303 107,226 KMRT | **Albert Meyer** 1D | Sch | Am 156 | Mobile 36 \| 11.9 | 398 459 | | '96 | Fairhaven, (H. D. Bendixsen.) [Cal. | L. A. Scott | O,YF;Icf | | |
| 304 141,645 TQHD | **Albert Revillon** xMaxwell C. 1D | Trn Aux | Br 125.7 | Liverpool 27.6 \| 11 | 170 234 | | 1920 10 | Little Brook, (T. M. Rawding.) [N. S. | Revillon Freres Trading Co. | Bch,Sp,OP;Gif(Sltd) 4CylOilEng13¼x15; Wm.Beardman & Co.(Lim.);200BHP; clk t8,22;rps,clk dk,8,23; clk b7,24;Dkd,s rps6,26 | ✠A1 S.S.No.1,LvplNS7,24; n Eng;n shft8,23;M.S.7,24 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 305 | **Albert Vogler** Steel | Scw | Ger | Hamburg | 3415 | | 1923 | Wilhelms- | A. G. Hugo | 3Cyl TE 25,41,66x49; | | G |
| RDLW | 2D;SUB.SIG;Wireless;W. Bal 5BH | | 423.2 | 54.1 \| 24.4 | 5708 | | 2 | haven, Ger. (Marinewerft.) | Stinnes f. Seeschiffahrt u. Uberseehandel | 3Blrs | | |
| 306 | **Alberta** Steel | Scw | It | Trieste | 3731 | | 1922 | Monfalcone, | "Cosulich" | 3Cyl TE 26,42,70x48; | | I |
| 106 NCFO | 2D;Web frms;Oil fuel; Wireless;W. Bal 7BH | | 401 P36′ | 54.2 \| 30.2 B124′ F44′ | 6131 | | | (Cantiere Navale Triestino.) | Soc. Triestina di Nav. | 3SB;WP180lbs;2300IHP. | | |
| 307 | **Alberta** Steel | Scw | Br | Montreal | 2377 | | '83 | Glasgow, | Canadian | 2CylC 30,64x48; | | |
| 85,765 | 2D;Wireless 6BH | | 309.7 | 38.2 \| 23.3 | 2838 | | rb'11 | (C. Connell & Co.) | Pacific Ry. Co. | 2SB;WP150lbs;1225IHP. | | |
| 308 | **Alberta** Flr;Glf(Sltd) | Scw Twin | Fr | Nantes | 1004 | | 1919 | Victoria, | Ste. Les | 2-3Cyl TE 13½,22,30x26; | | V |
| OBMQ | 1D;B;Wireless | | 274.7 | 46.9 \| 21.1 | 1624 | | | (Foundation Co. of B. C. & B. C., Lim.) | Frigorifiques Flottants | 2SB;WP180lbs;1200IHP. | | |
| 309 | **Alberte Le Borgne** xKribi Steel | Scw Twin | Fr | Brest | 2438 | | 1914 | Bremen, | Ch. Le | 2-3Cyl TE 17,27,45x31; | | V |
| OBMU | 2D;Long. frmg;W. Bal; Wireless 7BH | | 354.1 P & B | 50.4 \| 23.8 270′ F41′ | 3921 | | | (Akt. Ges. "Weser.") | Borgne | 3SB;WP193lbs;1800IHP. | | |
| 310 | **Alberto Fassini** xKossuth Ferencz Steel | Scw | It | Fiume | 2930 | | 1907 | Sunderland, | Atlantica | 3Cyl TE 26,42,68x48; | | BL |
| 257 NCHI | 1D;B;Deep frmg;Web frms; Wireless;W. Bal 6BH | | 386 P23′ | 50.2 \| 24.5 B119′ F30′ | 4560 | | 6 | (J. L. Thompson & Sons, Lim.) | Trust Co. (Lim.), Mgrs. | 2SB;WP180lbs | | |
| 311 | **Alberto Treves** xWar Cobra Steel | Scw | It | Venice | 3126 | | 1917 | Belfast, | Soc. | 3Cyl TE 27,44,73x48; | | I |
| 126 NCHS | 2D;Wireless;W. Bal;Oil fuel 7BH | | 400.4 P49′ | 52.3 \| 28.4 B113′ F40′ | 5169 | | 12 | (Harland & Wolff, Lim.) | Veneziana di Nav. a Vap. | 3SB;WP180lbs | | |
| 312 | **Albertolite** Steel | Scw | Br | Halifax | 5960 | | 1921 | Vancouver, | Imperial | 4Cyl QE 24,35,51,75x51; | | BL |
| 150,462 TQGL | 2D;Shel dk;Web frms;SUB.SIG; Long. frmg;Mchy aft; Oil in bulk;Oil fuel;Wireless;W. Bal 18BH | | 463.2 | 60.2 \| 36.7 | 8461 | | 5 | (G. M. Standifer Const. Co.) | Oil Co. | 3SB;WP220lbs | | |
| 313 | **Albi** Steel | Scw | Fr | Nantes | 2546 | | 1920 | Sunderland, | Chemins de | 3Cyl TE 23½,38,64x42; | | V |
| OBMZ | 1D;Well dk;Wireless;W. Bal 7BH | | 364.3 P18′ | 52.8 \| 24.3 B68′ F28′ | 4191 | | 9 | (W. Pickers- gill & Sons, Lim.) | fer Paris-Orleans | 3SB;WP180lbs;1600IHP. | | |
| 314 | **Albia** xVizcaino xPena Augustina Steel | Scw | Sp | Bilbao | 1092 | | '90 | Newcastle, | Cia. de Nav. | 3Cyl TE 20,34,54x36; | | V |
| HBPT | 1D;Web frms;W. Bal;Wireless 5BH | | 260 P29′ | 36.7 \| 20.5 | 1806 | | 5 | (Tyne Iron S. B. Co.) | Vizcaya | 2SB;WP160lbs;900IHP. | | |
| 315 | **Albino** xItalo xAldgate Steel | Scw | It | Catania | 2309 | | 1900 | W. Hartle- | V. Saglim- | 3Cyl TE 25,40,67x45; | | |
| 97 | 2D;Deep frmg;Wireless;W. Bal 6BH | | 350.6 P37′ | 51 \| 24.4 B130′ F41′ | 3877 | | 2 | (W. Gray & Co., Lim.) | [pool, Eng. bene | 3SB;WP170lbs | | |
| 316 | **Albionstar** Steel | Scw Twin | Br | London | 4908 | | 1919 | Belfast, | Blue Star | 2-3Cyl TE 26,44,73x48; | | BL |
| 143,286 KBPG | 2D;Shel dk;W. Bal;Wireless 8BH | | 450 P31′ | 58.5 \| 37.1 F43′ | 7920 | | 6 | (Workman, Clark & Co., Lim.) | Line (Lim.), Mgrs. | 3DB;WP200lbs | | |
| 317 | **Albireo** Steel | Scw | Hol | Rotterd'm | 2690 | | 1920 | Schiedam, | Van Nievelt | 3Cyl TE 26,42,70x48; | | BL |
| NCDW | 2D;Wireless;W. Bal 6BH | | 370 P38′ | 50.1 \| 26.5 B122′ F37′ | 4427 | | 2 | (New Waterway S. B. Co.) | Goudriaan & Co.'s Stoomv. Maats | 3SB;WP180lbs | | |
| 318 | **Albr. W. Selmer** xSaltwell, Steel | Scw | Nor | Trondhjm | 1426 | | 1900 | Sunderland, | Det Sel- | 3Cyl TE 21½,35,59x39; | | BL |
| MJDC | 1D;Deep frmg;Wireless;W. Bal 5BH | | 299 P27′ | 42.9 \| 19.7 B68′ F32′ | 2297 | | 9 | (Short Bros., Lim.) | [Eng. merske Rederi | 2SB;WP160lbs | | |
| 319 | **Albuera** Steel | Scw | Br | Leith | 2259 | | 1902 | Pt. Glasgow, | South | 3Cyl TE 24,40,65x45; | | BL |
| 115,262 TGSF | 2D;Deep frmg;Wireless;W. Bal 6BH | | 340.7 P26′ | 47.6 \| 23.4 B86′ F37′ | 3460 | | 3 | (Russell & Co.) | [Scot. Georgia Co. (Lim.) | 2SB;WP180lbs | | |
| 320 | **Alcala** Wood | MV Twin | Br | Digby | 80 | | 1919 | Lunenburg, | G. Morrell | 2-2CylOilEngs 8½x9½ | | |
| 141,415 | 1D | | 125.6 | 27.1 \| 10.6 | 174 | | | (Smith & Rhuland.) | [N. S. | | | |
| 321 | **Alcedo** Wood | MV Yct | Am | Phila. | 94 | | 1925 | Salisbury, | George | 2-6CylOilEngs 8½x12; | | |
| 224,874 MFTB | 1D 4BH | Twin | 98.2 | 18.4 \| 10.6 | 139 | | | (Smith & Williams Co.) | [Md. W. Drexel | 360BHP | | |
| 322 | **Alchiba** Steel | Scw | Hol | Rotterd'm | 2749 | | 1920 | Schiedam, | N. V. van | 3Cyl TE 26,42,70x48; | | BL |
| NCGB | 2D;Shel dk;Oil fuel;Wireless; W. Bal 6BH | | 385.3 | 50.3 \| 26.5 | 4429 | | 8 | (New Waterways S. B. Co.) | [Hol. Nievelt,Goudriaan & Co.'s Stoomv. Maats. | 3SB;WP180lbs | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 323 | **Alcor** | Scw | Hol | Rotterd'm | 2186 | | 1920 | Rotterdam, | VanNievelt, | 3Cyl TE25,41,68x45; | | BL |
| | Steel | | 361.3 | 49.8 \| 22 | 3527 | | 10 | (Rotterdam [Hol | Goudriaan | 3SB;WP180lbs | | |
| NCGF | 1D;Oil fuel;Wireless;W. Bal 6BH | | P25′ | B214′ F36′ | | | | Droogd. Maat.) | & Co.'s Stoomv. Maats. | | | |
| 324 | **Alcyone** | MV | Am | New York | 220 | | 1907 | So. Boston, | H. W. Put- | ElectMotor;2-6CylOilEng; | | |
| 204,069 | Steel | | 155.6 | 30 \| 17.7 | 452 | | | (Geo. [Mass. | nam, Jr. | 450BHP. | | |
| KWBV | Wireless | | | | | | | Lawley & Son.) | | | | |
| 325 | **Alcyone** | Scw | Hol | Rotterd'm | 2756 | | 1921 | Schiedam, | VanNievelt, | 3Cyl TE26,43,70x47; | | BL |
| | Steel | | 375 | 52.1 \| 25.8 | 4540 | | 9 | (N. V. Kúy [Hol. | Goudriaan | 3SB;WP180lbs | | |
| NCGP | 2D;Shel dk;Oil fuel;Wireless; 6BH | | | | | | | & Ree's Mch. & | & Co.'s Stoomv. | | | |
| | W. Bal | | | | | | | Schpsw.) | Maats. | | | |
| 326 | **Alda** | Scw | Ger | Bremen | 2588 | | 1921 | Stettin, | Nord- | 3Cyl TE22,36,61x47; | | G |
| | Steel | | 359.4 | 51 \| 24.4 | 4177 | | 7 | (Vulkan [Ger. | deutscher Lloyd | 3SB;WP206lbs | | |
| QLKD | 1D;SUB.SIG;Wireless;W. Bal 6BH | | P33′ | B109′ F41′ | | | | Werke A. G.) | | | | |
| 327 | **Aldabi** | Scw | Hol | Rotterd'm | 2969 | | 1921 | Hamburg, | Van | Stm Tbn; | | G |
| | Steel | | 400.3 | 54.2 \| 27.3 | 4938 | | 7 | (Deutsche [Ger. | Nievelt, | 3SB;WP200lbs | | |
| | 2D;Shel dk; 2BH | | F41′ | | | | | Werft, A. G.) | Goudriaan & Co's. | | | |
| NCGQ | Oil fuel;Wireless;W. Bal | | | | | | | | Stoomv. Mij | | | |
| 328 | **Aldebaran** | Scw | Hol | Rotterd'm | 4892 | | 1920 | Vegesack, | VanNievelt, | 3Cyl TE32,52,86x55; | | V |
| | Steel | | 475 | 60.6 \| 32.1 | 7698 | | 7 | (Bremer [Ger. | Goudriaan | 4SB;WP200lbs;3500IHP. | | |
| NCGT | 2D;Wireless;W. Bal 9BH | | P43′ | B143′ F48′ | | | | Vulkan.) | & Co.'s Stoomv. Maats. | | | |
| 329 | **Aldebaran** | StW | Am | St. Paul | 122 | | 1924 | Wabasha, | W. G. | 2-1Cyl 12x72; | | |
| 223,694 | Wood | | 132 | 26 \| 4 | 194 | | | (W. G. [Minn. | Peters | 2Blrs;WP212lbs;450IHP. | | |
| | 3D | | | | | | | Peters.) | | | | |
| 330 | **Aldecoa** | Scw | Sp | Bilbao | 4437 | | 1922 | Bilbao, | F. Aldecoa | 3Cyl TE27,44,73x48; | | BL |
| | Steel | | 357.7 | 47.8 \| 31.2 | 6089 | | 3 | (Soc. [Spain | | 3WTB;WP180lbs | | |
| HBPK | 1D;Shel dk;Long. frmg;Oil fuel; 6BH | | P & B | 235′ F31′ | | | | Espanola de | | | | |
| | Wireless;W. Bal | | | | | | | Const. Nav.) | | | | |
| 331 | **Alden** | Brg | Am | N. Haven | 303 | | 1915 | Gildersleeve, | Oliver Gil- | Wd | | |
| 166,166 | | | 92.5 | 25.2 \| 14 | 316 | | | (Gilder- [Conn. | dersleeve & Sons, | | | |
| | 1D | | | | | | | sleeve S. B. Co.) | Inc. | | | |
| 332 | **Alden** | Scw | Dan | Reykjavik | 258 | | '88 | Bergen, | A. Jacobsen | 3CylTE15½,25,40x27; | | |
| | Iron | | 154.8 | 23.9 \| 12.4 | 432 | | 5 | (Laxevaags [Nor. | | 1SB | | |
| | 1D 4BH | | P96′ | F45′ | | | | Msk. & Jrnskb.) | | | | |
| 333 | **Alden A. Mills** | Scw | Am | Boston | ..... | | 1919 | E. Boothbay, | Ocean | 3CylTE12¾,21½,35x24; | | |
| 218,880 | Steel | | 139.2 | 24 \| 13.1 | 346 | | | (Rice [Me. | Trawler Co. | 550IHP. | | |
| LSRT | 1D | | | | | | | Bros.) | | | | |
| 334 | **Alderamin** | Scw | Hol | Rotterd'm | 4892 | | 1920 | Vegesack, | VanNievelt, | 3Cyl TE32,52,86x55; | | V |
| | Steel | | 475 | 60.5 \| 32.8 | 7698 | | | (Bremer [Ger. | Goudriaan & | 4SB;WP200lbs;3500IHP | | |
| NCHM | 2D;B;Oil fuel;Wireless;W. Bal 9BH | | P44′ | B144′ F45′ | | | | Vulkan.) | Co.'s Stoomv. Maats. | | | |
| 335 | **Alderney** | Scw | Dan | Cop'hagen | 2707 | | 1906 | Newcastle, | D/S. A/S. | 3Cyl TE25,41,68x45; | | BL |
| | xDochra Steel | | 376 | 51 \| 17.7 | 4389 | | 9 | (Swan, [Eng. | Normannia | 2SB;WP190lbs;2000IHP. | | |
| NFTW | 1D;Spar dk;Oil fuel; 6BH | | P33′ | B114′ F38′ | | | | Hunter & Wigham | | | | |
| | Deep frmg;SUB.SIG;Wireless;W. Bal | | | | | | | Richardson.) | | | | |
| | (*Now Capo Vado*) | | | | | | | | | | | |
| 336 | **Aldinga** | Scw | Br | Sydney | 1868 | | 1920 | Dublin, | Adelaide | 3Cyl TE25,41,68x45; | | BL |
| 138,912 | xGlenstal Steel | | 331.1 | 46.7 \| 23.1 | 3078 | | 5 | (Dublin [Ire. | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| KDCG | 1D;Wireless;W. Bal 5BH | | P32′ | B98′ F28′ | | | | Dkyd. Co., Lim.) | | | | |
| 337 | **Aldo** | Scw | It | Genoa | 3503 | | 1902 | Stockton, | Soc. di Nav. | 3Cyl TE25,42,68x45; | | BL |
| 1,307 | xNord Africain xAmberton Steel | | 378 | 51.7 \| 28.9 | 4685 | | 7 | (Ropner [Eng. | M. B. S. | 2SB;WP180lbs | | |
| NCKV | 1D;B;Web frms;Wireless; 9BH | | | | | | | & Son.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 338 | **Aldworth** | Scw | Br | Sunderl'd | 2190 | | '93 | W. Hartlpl, | J. Westoll | 3Cyl TE24,38,64x42; | | BL |
| 98,540 | Steel | Sch | 330.2 | 43.1 \| 21.6 | 3369 | | 5 | (Wm. [Eng. | | 2SB;WP160lbs | | |
| NBRL | 1D;B;Web frms;Wireless; 5BH | | | | | | | Gray & Sons.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 339 | **Aledo** | Scw | Am | New York | 2970 | 5′ 5¾″ | 1919 | Shooters | U. S. Ship- | 3Cyl TE24,40,70x48; | ✠A1Ⓔ | |
| 217,537 | Steel | | 377 | 52.1 \| 26.8 | 4768 | 23′ 8¼″ | 4 | Island, N. Y. | ping Board | Standard S.B. Corp; | ✠AMS | |
| LPSM | 2D;W.Bal;SUB.SIG;Wireless 7BH | | | \| 29′ | 7323 | | | (Standard | | 3SB;Standard S.B. Corp;180GS; | S.S.Qbc5,20; | |
| | C-34 | | P25′ | B106′ F34′ | | | | S. B. Corp.) | | 7733HS;WP190lbs;2500IHP; | shft drn3,23;SBP;CL | |
| | | | | | | | | | | Dkd,d rpd8,23;s rps4,24;Exmd6,24 | (Laid up) | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 340 | **Alegrete** | Scw | Brz | Para | 3812 | | 1906 | Belfast, | Brazilian | 3Cyl TE25½,42½,71x51; | | V |
| | xSalamanca Steel | | 362 | 50.2 \| 28.4 | 5970 | | | (Harland [Ire & Wolff) | Govt. | 3SB;WP200lbs;2500IHP | | |
| HRCN | 2D;SUB.SIG;Wireless;W. Bal 9BH | | P55′ | B243′ F50′ | | | | | | | | |
| 341 | **Alegria** | Scw | Hon | La Ceiba | 860 | | 1903 | Newcastle, | Mexican | 3Cyl TE21½,34,56x42; | | BL |
| | xEaton Grove xPerez Steel | | 270.4 | 36 \| 19.3 | 1607 | | 7 | (Swan, [Eng | American Fruit & | 2SB;WP160lbs | | |
| | 1D;Deep frmg;Oil fuel; 4BH | | P164′ | F74′ | | | | Hunter & Wigham | S.S. Corp. | | | |
| | Wireless;W. Bal | | | | | | | Richardson, Lim.) | | | | |
| 342 | **Alembic** | Sch | Br | St. Johns | 200 | | '94 | Newcastle, | Tamara | Stl;7BH; | | BL |
| 104,772 | xTamara xAlembic Aux | | 122.5 | 24.1 \| 13.1 | 254 | | 7 | (W. [Eng | Shipping Co. | 2-2CylOilEng10⅝x11 | | |
| TCVN | 1D;Oil in bulk Twin | | | | | | | Dobson & Co.) | (Lim.) | | | |
| 343 | **Aleppo** | Scw | Br | Hull | 2520 | | 1900 | Newcastle, | Ellermans | 3Cyl TE25,40,66x45; | | BL |
| 113,573 | Steel | | 310 | 47.2 \| 19.3 | 3918 | | 8 | (R. Stephen- [Eng. | Wilson Line | 2SB;WP165lbs | | |
| RTQF | 1D;B;Spar dk;Web frms; 6BH | | P31′ | B105′ F36′ | | | | son & Co., Lim.) | (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 344 | **Alert** | MV | Am | N. London | 47 | | 1913 | New London | Merritt- | | | |
| 211,502 | Wood | | 89.9 | 19.9 \| 7.8 | 99 | | 8 | (New [Conn. | Chapman & Scott | 160HP | | |
| | 1D 2BH | | | | | | | London M. I.Wks.) | Corp | | | |
| 345 | **Alert** | Scw | Am | Boston | 103 | | 1920 | Bristol, | Argosy | 2-3Cyl TE10,16,25x13½; | | |
| 220,464 | Steel | Twin | 136.6 | 17.2 \| 10 | 152 | | | (Herreshoff.) [R. I. | Transp. Co. | 2WTB;WP300lbs;1400IHP. | | |
| MBGI | 1D 6BH | | | | | | | | | | | |
| 346 | **Alesia** | Scw | Br | London | 3228 | | '96 | Flensburg, | Crete | 2-3Cyl TE19,31,52x40 | | |
| 139,040 | xBangalore Steel | Twin | 404.5 | 50.4 \| 21 2 | 5144 | | | (Flensburger [Ger. | Shipping Co. | | | |
| JLFS | 1D;B;Spar dk;Wireless;Web frms; | | P34′ | B102′ F52′ | | | | Schiffsb. Ges.) | (Lim.) | | | |
| | W. Bal | | | | | | | | | | | |
| 347 | **Alexa** | Sch | Br | Wellingt'n | 286 | | 1901 | Marten- | On Chong & | Stl;1BH | | BL |
| 118,466 | xVoorburg | | 143.5 | 25.8 \| 11 | 334 | | 7 | shoek, Rus | Co. | | | |
| WDFV | 1D | | | | | | | (Gebr. J. & G. | | | | |
| | | | | | | | | Verstockt) | | | | |
| 348 | **Alexander** | Trn | Fin | Wiborg | 288 | | '93 | Kalleten, | Suomalai- | Wd | | |
| 2,238 | | | 123.7 | 28.8 \| 13.4 | 302 | | 8 | (M. [Rus. | nen Puulike o/y | | | |
| SBJD | 1D | | | | | | | Morgenstern.) | | | | |
| 349 | **Alex. B. Uhrig** | Scw | Am | Fairport | 2011 | | '93 | W. Bay City, | Reiss S.S. | 3Cyl TE20,33,54x44; | 100(GL) | |
| 126,994 | xCenturion Steel | | 366 4 | 45.2 \| 22.2 | 3257 | | 9 | (F. W. [Mich | Co | 2SB;WP180lbs,1000IHP. | P.S.5,26 | |
| | 1D;Mchy aft;Web frms;W. Bal 3BH | | | | | | | Wheeler & Co.) | | | | |
| 350 | **Alexander Hamilton** | SW | Am | New York | 1252 | | 1924 | Sparrows Pt. | Hudson | 3Cyl TE36½,56,85x72; | | |
| 223,775 | Steel | | 338 6 | 77 \| 13.6 | 2367 | | 5 | (Bethlehem [Md | River Day Line | 2SB;2DB;WP180lbs;3400IHP. | | |
| | 1D,Oil fuel;Wireless 5BH | | | | | | | S. B. Corp.) | | | | |
| 351 | **Alexander Holley** | Brg | Am | Duluth | 2553 | | '96 | Superior, | Bunce | Stl;2BH | | |
| 107,237 | | Sch | 361.5 | 46 \| 22 | 2721 | | 8 | (Am. Stl. [Wis. | Transit Co | | | |
| | 2D;W. Bal | | | | | | | Barge Co.) | | | | |
| 352 | **Alexander Kielland** | Scw | Nor | Bergen | 1804 | | 1907 | Copenhagen, | Olaf Orvig, | 3Cyl TE21½,34½,60x39; | | BL |
| | xLisgar County Steel | | 310 | 44.2 \| 17.5 | 2888 | | 12 | (Burmeister [Den. | Mgr. | 2SB;WP180lbs;700IHP. | | |
| MNSC | xAlexander Kielland 5BH | | | | | | | & Waln.) | | | | |
| | 1D;Deep frmg;Wireless;W. Bal | | | | | | | | | | | |
| 353 | **Alexander McDougall** | Scw | Am | Duluth | 2824 | | '98 | W. Supe- | Pittsburg | 4Cyl QE19,28½,43,66x40; | | |
| 107,372 | Steel | Sch | 413 | 50 \| 22 | 3672 | | 6 | (Am. [rior, Wis. | S.S. Co. | 2WTB,1700IHP. | | |
| | 1D;B;Mchy aft;SUB.SIG;W. Bal 3BH | | | | | | Feb'23 | Steel Barge Co.) | | | | |
| 354 | **Alexander McLaurin** | Sch | Br | Montreal | 279 | | 1919 | Sorel, | St. Maurice | Wd | | |
| 141,371 | | | 130.9 | 27.1 \| 10.7 | | | | Que. | Paper Co. (Lim.) | | | |
| | 1D | | | | | | | | | | | |
| 355 | **Alexandra** | Scw | Dan | Cop'hagen | 1612 | | '95 | Renfrew, | Det | 3Cyl TE19½,32,51x39; | | V |
| | Steel | | 296.8 | 40.1 \| 19.8 \| 22 | 2587 | | | (Lobnitz [Scot. | Forenede | 2SB;WP160lbs;1050IHP | | |
| NHGV | 2D;Well dk;Wireless;W. Bal 7BH | | P29′ | F31′ | | | | & Co.) | Dampskibs. | | | |
| | | | | | | | | | Selskab | | | |
| 356 | **Alexandre Sibiriakoff** | Scw | Rus | Archangel | 467 | | 1909 | Glasgow, | Govern- | 3Cyl TE22,37,61x42; | | |
| | xBellaventure Steel | | 241 | 35.8 \| 16.9 | 1132 | | 1 | (D. & W. [Scot. | ment Northern | 2SB;1AuxSB;WP180lbs | | |
| | 1D;Deep frmg;Well dk;W. Bal 5BH | | P & B | 148′ F28′ | | | | Henderson & Co., | S.S. Co. | | | |
| | | | | | | | | Lim.) | | | | |
| 357 | **Alexandria** | Brg | Am | New York | 281 | | 1923 | Kingston, | Southern | YP | | |
| 168,719 | | | 100 | 34 \| 9.6 | 281 | | 11 | (W. F. & [N. Y. | Pacific Co. | | | |
| | 1D | | | | | | | R. Boat | | | | |
| | | | | | | | | Builders, Inc.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 358 | **Alexandrian** | Scw | Br | Liverpool | 2842 | | 1901 | Newcastle, | F. Leyland | 3Cyl TE 25,41,71x48; | | BL |
| 115,212 | Steel | | 411 | 46.7 \| 27.1 | 4506 | | 9 | (Wigham, [Eng. | & Co. (Lim.) | 2DB;WP200lbs | | |
| SQNR | 2D;Shel dk;Deep frmg; 7BH | | | | | | | Richardson & Co., Lim.) | | | | |
| | Wireless;SUB.SIG;W. Bal | | | | | | | | | | | |
| 359 | **Alexandros** | Scw | Grk | Ithaca | 2832 | | 1907 | Middlesbro, | A. Th. | 3 Cyl TE 25,41,68x48; | | BL |
| | xRiver Araxes Steel | | 376 | 52.3 \| 17.5 | 4407 | | 4 | (R. Craggs [Eng. | Callinicos | 3SB;WP180lbs | | |
| | 1D;Spar dk;Deep frmg;Wireless 7BH | | P28′ | B92′ F40′ | | | | & Sons, Lim.) | | | | |
| 360 | **Alexandrovsk** | Scw | Rus | | 45 | | '99 | Sparrows Pt. | | 3Cyl TE 14½,23½,39x28 | | |
| 14,025 | xBritannia Steel | | 126.5 | 25 \| 12.5 | 338 | | | (Maryland [Md. | | | | |
| JNWP | 1D;W. Bal | | | | | | | Steel Co.) | | | | |
| 361 | **Alexis I. du Pont** | Sch | Am | Ap'lach'la | 41 | | 1919 | Ellsworth, | Southern | Wd; | | |
| 217,506 | | Aux | 101.6 | 20.8 \| 9.6 | 151 | | | Me. | Menhaden Corp. | Oil Eng;100IHP | | |
| LPQW | 1D | | | | | | | | | | | |
| 362 | **Alf** | Trn | Dan | Marstal | 260 | | 1920 | Marstal, | Claus | Wd; | | V |
| | | Aux | 123.3 | 28.3 \| 12.8 | 300 | | | Rasmussen | OilEng | | | |
| NBVJ | | | | | | | | (Edv. [Den. Hansen.) | | | | |
| 363 | **Alf** | Scw | Nor | Bergen | 1958 | | '98 | Stockton, | O. G. Olsen | 3Cyl TE 22½,37,61x42; | | BL |
| | Steel | | 322 | 41.5 \| 20.6 | 3064 | | 11 | (Ropner [Eng. | & I. H. Olsen | 2SB;WP160lbs | | |
| JPMR | 1D;B;Web frms; 5BH | | P25′ | | | | | & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 364 | **Alf** | Scw | Dan | Cop'hagen | 1374 | | 1909 | Flensburg, | A. S. | 3Cyl TE 23,35,55x35; | | G |
| | xBremersvold xAlf Steel | | 279.6 | 41.4 \| 17.5 | 2175 | | 7 | (Flensburger [Ger | Dansk Engelsk | 2SB;WP171lbs | | |
| NRPG | 1D;Deep frmg;Wireless;W. Bal 4BH | | P17′ | B41′ F28′ | | | | Schiffsbau. Ges.) | Dampsk. | | | |
| 365 | **Alfa** | Sch | Dan | Marstal | 263 | | 1916 | Marstal, | H. C. | Stl;4BH; | | V |
| | | Aux | 139.6 | 29 \| 9.9 | 374 | | 7 | (H. C. [Den. | Christensens | 2Cyl Oil Eng 16½x18½; | | |
| NTWC | 1D;W. Bal;Mchy aft | | P34′ | B13′ F12′ | | | | Christensen.) | Damp. & Sejkkibsrederi | 160IHP. | | |
| 366 | **Alfa** | Scw | It | Trieste | 2114 | | '98 | Newcastle, | G. Tara- | 3Cyl TE 23,38,66x45; | | I |
| 546 | xPolperro xAlfa Steel | | 335 | 48 \| 24.5 | 3404 | | 10 | (C. S. Swan [Eng. | bochia & Co. | 2SB;WP180lbs;1500IHP. | | |
| NCOI | 1D;Deep frmg;Shel dk; 6BH | | | | | | | & Hunter, Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 367 | **Alfarata** | Sch | Br | Lunenb'rg | 92 | | 1912 | Mahone Bay | Harry T. | Wd | | |
| 130,956 | | | 103 | 25.8 \| 10.3 | | | | N. S. | White | | | |
| 368 | **Alfheim** | Scw | Ger | Stettin | 2198 | | '95 | Glasgow, | Emil R. | 3Cyl TE 24,39,64x42; | | G |
| | xBasis xOceana Steel | | 328.9 | 45 \| 25.9 | 3509 | | 9 | (A. Stephen [Scot | Retzlaff | 2SB;WP175lbs | | |
| JBFG | 2D;Deep frmg;Wireless;W. Bal 5BH | | P28′ | B68′ F36′ | | | | & Sons.) | | | | |
| 369 | **Alfold** | Scw | Hng | Budapest | 2199 | | 1900 | Pt. Glasgow, | Oceana Sea | 3Cyl TE 24,40,65x42; | | BL |
| | xMount Summit xKerkenna Steel | | 330.8 | 45.7 \| 16.2 | 3425 | | 8 | (W. [Scot. | Nav. Co. (Lim.) | 2SB;WP180lbs | | |
| | 1D;Spar dk;Deep frmg; 6BH | | P31′ | B118′ F39′ | | | | Hamilton & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 370 | **Alfonso Perez** | Scw | Sp | Santander | 3374 | | 1919 | Vancouver, | A. F. Perez | 3Cyl TE 25,44,73x48; | | BL |
| | xWar Chief Steel | | 410.5 | 54.1 \| 27.5 | 5649 | | 2 | (J. Coughan [B. C. | | 3SB;WP180lbs | | |
| HBNP | 2D;Wireless;W. Bal 6BH | | P59′ | B115′ F47′ | | | | & Sons.) | | | | |
| 371 | **Alfonso XII** | Scw | Sp | Barcelona | 2215 | | '90 | Stettin, | Cia. Tras- | 5Cyl TE 37½,37½,75,98½,98½x71; | | |
| | xMeteoro xHavel Steel | Sch | 463.6 | 51.9 \| 33.1 | 6748 | | | (Act. [Ger. | atlantica | 6DB,2SB;WP150lbs;12000IHP. | | |
| HBPN | 3D;Spar dk;Wireless;SUB.SIG; 11BH | | | | | | | Ges. Vulcan.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 372 | **Alfonso XIII** | Scw | Sp | Barcelona | 5915 | | 1923 | Bilbao, | Cia. Tras- | Stm Tbns; | | BL |
| | Steel | Twin | 480 | 61 \| 32.3 | 10551 | | 8 | (Soc. Espanola [Sp. | atlantica | 7SB;WP180lbs | | |
| MBPQ | 3D;Wireless;D.F; 10BH | | | | | | | de Construction | | | | |
| | SUB.SIG;W. Bal | | | | | | | Naval.) | | | | |
| 373 | **Alfred** | Scw | Ger | Flensburg | 895 | | '95 | Flensburg, | Flensb. | 3Cyl TE 16,26,43x33; | | G |
| | xAlfred Menzell Steel | | 238.9 | 34.3 \| 14.2 | 1417 | | 7 | (Flensburger [Ger | Dampfer-Comp. | 1SB;WP165lbs | | |
| LMJF | 1D;W. Bal 4BH | | F26′ | | | | | Schiffsb. Ges.) | | | | |
| 374 | **Alfred H. Smith** | Scw | Am | Buffalo | 3982 | | 1907 | Ecorse, | Great Lakes | 4Cyl QE 21,30,43½,63x42; | | |
| 204,650 | xRochester Steel | | 381 | 50.2 \| 30 | 4698 | | 7 | (Great [Mich. | Trans. Corp. | 2SB;WP210lbs;2100IHP. | | |
| | 2D;Mchy aft;Wireless;W. Bal 4BH | | | | | | | Lakes Eng. Wks.) | | | | |
| 375 | **Alfred Hage** | Scw | Dan | Cop'hagen | 1085 | | 1905 | Helsingborg, | A. S. | 3Cyl TE 19,32.53x36; | | G |
| | Steel | | 249.1 | 37.5 \| 15.9 | 1773 | | 11 | (Helsingborg [Den. | Dampsk.-Selsk. | 2SB;WP180lbs;800IHP | | |
| NPDM | 1D;Web frms;W. Bal;Wireless 4BH | | P16′ | B106′ F27′ | | | | Jernsk & Maskink.) | | | | |
| 376 | **Alfred Krupp** | Brg | Am | Duluth | 3125 | | '96 | Chicago, | Pittsburg | Stl;3BH | | |
| 107,242 | | Sch | 352 | 44.2 \| 22.3 | 3259 | | 9 | (Chicago [Ill. | S.S. Co. | | | |
| | 1D;B;W.Bal | | | | | | | S. B. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 377 | **Alfred Nobel** | Scw | Nor | Flkkefjord | 2614 | | 1912 | Newcastle, | Bernhard | 3Cyl TE25½,42,70x48; | | N |
| MHSC | Steel 2D;Shel dk;Long. frmg; 6BH Wireless;W. Bal | Sch | 400 | 52.2 \| 24.9 | 4775 | | 9 | (Armstrong, Whitworth & Co., Lim.) | Hanssen, Mgr. | 3SB;WP180lbs | | |
| 378 | **Alfred Ock Hedley** | Trn | Br | Nassau | 461 | | 1918 | Pt. Greville, | F. A. | YP,Bch,Sp;Gif | | V |
| 138,476 TNCR | | | 152.6 | 34 \| 12.6 | 507 | | 1 | (G. M. Cochrane.) [N. S. | Hynam | | | |
| 379 | **Alga** | Scw | It | Trieste | 1744 | | 1905 | Newcastle, | Nav. Libera | 3Cyl TE23,38,62x42; | | I |
| 254 | Steel | | 314.5 | 46.6 \| 21 | 2841 | 12 | (Swan, Hunter & Wigham Richardson, Lim.) | Triestina | 2SB;WP160lbs | | |
| NCPG | 1D;Deep frmg;W. Bal 5BH | | P28′ | B92′ F29′ | | | | | | | | |
| 380 | **Algenib** | Scw | Hol | Rotterd'm | 2170 | | 1915 | Rotterdam, | Van Nievelt | 3Cyl TE25,41,67x45; | | V |
| MCKS | Steel 1D;Wireless;W. Bal 7BH | | 361.5 P24′ | 49.9 \| 22.1 B214′ F34′ | 3551 | | | (Rotterdamsche Droogdok Mij.) [Hol. | Goudriaan & Co.'s Stoomvaart Mij | 2SB;WP180lbs;1450IHP. | | |
| 381 | **Algeria** | Scw | Swd | Gothenb'g | 1279 | | 1921 | Oskarshamn | Rederiak- | 3Cyl TE22,35,58x36; | | BL |
| 6,635 | Steel | | 270.9 | 41.2 \| 22.6 | 2167 | | 6 | (Oskarshamns M. V. Aktieb.) [Swd. | tieb Svenska Lloyd | 2SB;WP185lbs | | |
| KDGV | 1D;Shel dk;Wireless;W. Bal 3BH | | | | | | | | | | | |
| 382 | **Algerie** | Scw | Fr | Dunkirk | 2151 | | 1910 | Dunkirk, | Cie. des | 3Cyl TE24,40,65x42; | | V |
| OBPT | Steel 2D;B;Well dk;W. Bal;Wireless 6BH | | 331 P & B | 46.5 \| 21 218′ F34′ | 3386 | | 7 | (Atel. & Ch. de France) [Fr. | Bateaux a Vap. du Nord | 2SB;WP100lbs;1300IHP. | | |
| 383 | **Algic** | Scw | Am | Phila. | 3373 | 7′ 10½″ | 1920 | Bristol, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 220,518 | Steel | | 400.6 | 54.3 \| 30.3 32′ 10″ | 5496 | 25′ 2″ | 8 | (Merchant [Pa. S. B. Corp.) | ping Board | Westinghouse E. & Mfg. Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;3000SHP;EAC; Dkd,d rpd7,26;Exmd10,26 | ✠AMS S.S.No.1,NY9,24; M.&B.S.9,24;n shft8,25; Clh BB;CL | |
| MBHP | 2D;Wireless;SUB.SIG;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 | | P35′ | B123′ F44′ | 8822 | | | | | | | |
| | W.B.—A.P.143t;D.B.335′1311t;D | | .T.27′8 | 46t; F. | P.120t | | | | | | | |
| | F.O.....D.B.281′1092t;D | | .T.27′7 | 90t..... | ..... | | | | | | | |
| 384 | **Algieba** | Scw | Ger | Flensburg | 1257 | | '98 | Flensburg, | Holm & | 3Cyl TE19,30½,51x36; | | G |
| LMNP | Steel 1D;Well dk;Deep frmg; 4BH SUB.SIG;Wireless;W. Bal | Sch | 268.7 | 37.8 \| 16.3 B120′ F22′ | 1949 | | 5 | (Flensburger Schiffsb. Ges.) [Ger. | Molzen | 1Blr;WP165lbs | | |
| 385 | **Algiers** | StW | Am | N. Orleans | 501 | | 1925 | Jefferson- | Algiers | 2-1CylH18x72; | ✠A1Ⓔ | |
| 224,860 | Steel | Ctm | 144 | 55 \| 7.7 | 501 | | 11 | ville, Ind. (Howards Shipyards & Dock Co.) | Public Service Co., Inc. | Iowa Machine Wks; 2SB;Fowler Wolfe Sheet Metal Wks; 1300HS;WP175lbs;350IHP;EAC | Mississippi River Ferry Service ✠AMS | |
| | 1D 5BH | F. B. | | | | | | | | | | |
| 386 | **Algomah** | Scw | Am | Gd.Haven | 359 | | '81 | Detroit, | Island | 2CylC18,37x36; | | |
| 106,022 | Oak 2D | | 127 | 33 \| 11.1 | 486 | | rb'99 | (D. D. D. Co.) [Mich | Trans. Co. | 1Blr;WP140lbs;750IHP. | | |
| 387 | **Algonquin** | Scw | Am | New York | 4475 | | 1920 | Alameda, | Standard | 3Cyl TE27,47,78x48; | ✠A1Ⓔ Oil Carrier. | |
| 220,815 | Steel | | 435 | 56 \| 32 | 7229 | | 11 | (Bethlehem [Cal. S. B. Corp., Lim.) | Transportation Co. | Bethlehem S. B. Corp., Lim; 3SB;Willamette I. & S. Wks; 8235HS;WP220lbs;2700IHP;EAC; s rps10,25;Dkd7,26 | ✠AMS S.S.No.1,NY4,25; B.S.1,25;M.S.4,25; shft drn10,25;Clh BB;CL | |
| MBVQ | 2D;Long. frmg;Mchy aft; 15BH W. Bal;Wireless; 8BH to Fbd dk SUB.SIG; 7BH to 2d dk Oil fuel F. P. above 150° F. C-38 | | P123′ | B50′ F44′ | 10100 | | | | | | | |
| | W.B.—A.P.74t;D.B.a62′203t..... | | .....D.T | .150′881t;F.P.97 | t | | | | | | | |
| | F.O.....D.T. | | a19′ 91 | 9t;D.T | .150′824t..... | | | | | | | |
| 388 | **Algonquin** | Brg | Am | Phila. | 451 | | 1916 | Elkton, | ----- | O,YP,Hk;Gif (Sltd) | ✠ — — | |
| 166,374 | xPilgrim 1D | | 196 | 23.8 \| 12 | 485 | | 7 | (E. Deibert & Co.) [Md. | | | Cancelled5,23 | |
| 389 | **Algorab** | Scw | Hol | Rotterd'm | 2966 | | 1921 | Hamburg, | VanNievelt, | Stm Tbns; | | G |
| NCLD | Steel 2D;Shel dk;Oil fuel;Wireless; 2BH W. Bal | | 400.3 F40′ | 54.3 \| 27.4 | 4938 | | 8 | (Deutsche Werft.) [Ger. | Goudriaan & Co.'s Stoomv. Maats. | 3SB;WP200lbs | | |
| 390 | **Alhena** | Scw | Hol | Rotterd'm | 2969 | | 1921 | Hamburg, | Van | 3Cyl TE28,45,75x55; | | G |
| NCLG | Steel 2D;Shel dk;Wireless;W. Bal; 2BH Oil fuel | | 400.3 F41′ | 54.3 \| 27.4 | 4930 | | 10 | (Deutsche Werft, A. G.) [Ger. | Nievelt, Goudriaan & Co's. Stoomv Maats. | 3SB;WP200lbs | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 391 138,385 | **Alicante** 1D;B | Sch | Br 112.2 | Lunenb'rg 26.3 \| 10.4 | 100 130 | | 1917 3 | Lunenburg, (Smith & Rhuland) [N. S | Milton J. Romkey | O,B,Bch,Sp,P;Gif | | |
| 392 HBPM | **Alicante** xPegu Steel 3D;Wireless;D.F;sub.sig;W. Bal 6BH | Scw | Sp 372.2 P91' | Barcelona 45.1 \| 26.6 B82' F54' | 2360 3878 | | '89 4 | Dumbarton, (W. Denny & Bros.) [Scot. | Cia. Trasatlantica | 4CylQE25¾,38½,51½,75x51; 2DB;WP180lbs | | BI |
| 393 166,237 | **Alice** 1D | Brg | Am 109.2 | Marbleh'd 23.5 \| 7.2 | 250 250 | | 1904 | Wilmington, (American Car & Foundry Co.) [Del. | Stone's Express Co. | Wd | | |
| 394 105,396 JPSW | **Alice** 1D | Sch | Am 115 | Seattle 31.3 \| 10.4 | 221 232 | | '74 5 | Bean's Point, Wash. (C. Saunders.) | Robinson Fisheries Co | YF;Gif | | |
| 395 107,253 | **Alice** Wood 1D | StW | Am 160 | St.Mich'el 33 \| 8 | 200 400 | | '95 | St. Michael, Alaska | American-Yukon Navigation Co. | 2-1Cyl14x22; 1Bir;400IHP. | | |
| 396 206,095 | **Alice** Wood 1D | StW | Am 110.6 | St.Mich'el 24.5 \| 4.6 | 145 262 | | 1909 | Seattle, Wash. | American-Yukon Navigation Co. | 2-1Cyl9x60; 1Bir;100IHP. | | |
| 397 106,760 KHGW | **Alice** Brg Sch 1D | Brg Sch | Am 169.4 | Boston 33.8 \| 15.3 | 615 639 | | '90 | Boston, Mass. (J. M. Brooks.) | Mystic S.S. Co. | Wd | | |
| 398 105,999 | **Alice** 1D | Sch | Am 137.3 | Pt. Arthur 30.3 \| 9.8 | 291 307 | | '81 | Manitowoc, (Burger & Burger.) [Wis. | O. F. Eddington | O | | |
| 399 105,471 | **Alice B. Norris** | Brg Sch | Am 194 | Mich.City 32.4 \| 13.2 | 589 692 | | '72 rb '17 | Milwaukee, (Wolf & Davidson.) [Wis. | J. L. Larsen | Wd;If | | |
| 400 106,899 KLBS | **Alice Cooke** 1D | Sch | Am 185.6 | Honolulu 39 \| 15.4 | 722 782 | | '91 9 | Pt.Blakeley, Wash. (Hall Bros.) | Lewers & Cooke (Lim.) | YF;Gif | | |
| 401 165,494 | **Alice Killian** 1D | Brg | Am 96 | New York 17.5 \| 7.8 | 100 107 | | 1913 | Rondout, (R. Lenahan Co.) [N. Y. | R. Lenahan Co. | Wd | | |
| 402 215,977 LJQH | **Alice L. Pendleton** xHauppauge 2D;B | Sch 4 M | Am 228 | New York 40 \| 19 | 1295 1394 | | 1918 3 | Wilmington, (Naul S. B. Co.) [N. C. | Pendleton Bros | YP,O;Gif(Sltd) | | |
| 403 106,469 | **Alice M. Gill** Oak 1D | Scw | Am 127 | Sandusky 28 \| 10 | 202 264 | | '87 | Grand Haven, Mich. (D. Robertson.) | Kelley Island Lime & Transport Co. | 1Cyl22x26; 1SB;WP110lbs;300IHP. | | |
| 404 218,906 LSVC | **Alice M. Moran** xM. Moran O,F;Gif 1D 2BH | Scw | Am 94.8 | New York 24.6 \| 14.7 | 29 176 | | 1919 10 | Manitowoc, (Burger Boat Co.) [Wis. | Moran Towing & Transp. Co | 2CylC18,38x26; Montague Iron Wks; 1SB;Manitowoc Bir. Wks; 74GS;2506HS;WP155lbs;450IHP; EAC;clk dk11,23;d rpd,s b clkg7,24 | ✠A1 River, Bay & Harbor Towing Service. ✠AMS S.S.No.1,NY11,23; n shft10,22;M.&B.S.11,23; Scip | |
| 405 212,103 | **Alice Stafford** Steel 1D 3BH | Scw | Am 75.5 | Milw'ukee 22 \| 12.8 | 96 141 | | 1914 | Manitowoc, (Manitowoc S. B. & D. D. Co.) [Wis. | Erie Railroad Co. | 2CylC17,36x30; 1FB;WP130lbs;625IHP. | | |
| 406 127,680 KRWD | **Alicia** xCoranto xIssaquena Steel 1D;Wireless | Scw Yct | Am 128 | Pittsburg 19.9 \| 10.4 | 118 174 | | 1902 | Morris Hhts, N. Y. (Seabury Co.) | Frederick D. Underwood | 3CylTE11,16,26x15; 1Bir;700IHP. | | |
| 407 216,817 | **Alicia** xKanawha Steel 1D | Scw Twin | Am 157.2 | Pittsburg 26 \| 5 | 105 245 | | 1918 | Charleston, (Charles Ward Eng. Wks.) [W. Va. | Monessen Coal Co. | 2-3CylTE12,18,26x26; 2WTB;WP225lbs;1000IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 408 219,602 LVPR | **Alicia Haviside** xApama 1D;B C-33 | Bkt | Am | San Fran. 266.5 46 \| 24.1 | 2132 2265 | | 1920 2 | Samoa, (Hammond Lumber Co.) [Cal. | Pacific Freighters Co. | Fir;Gif✕ | ✠A1Ⓔ (Laid up) | |
| 409 224,101 | **Alician** Wood 1D | MV Yct Twin | Am | Seattle 107.1 20.1 \| 10 | 101 149 | | 1924 | Seattle, Wash. | C. W. Wiley | 2-6CylOilEng7½x11; 300BHP. | | |
| 410 RCFK | **Alida** xTasman 1D | Sch | Ger | Bremen 109.7 23.4 \| 9.6 | 175 196 | | 1903 | Wester- broeck. (Wortebloer & Co.) | Walter Pust | Stl;1BH | | G |
| 411 144,902 KGFT | **Alipore** Steel 2D;Wireless;W. Bal 7BH | Scw | Br | Newcastle 400.1 52.3 \| 28.5 P49′ B113′ F39′ | 3241 5273 | | 1920 7 | Newcastle, (Palmers' Co., Lim.) [Eng | P. & O. Steam Nav. Co. | 3CylTE27,44,73x48; 3SB;WP180lbs | | |
| 412 212,522 | **Aliquippa** Steel 3D | StW | Am | Pittsburg 152 29.1 \| 4.8 | 191 191 | | 1914 | Pittsburgh, (J. Rees & Sons Co., Inc.) [Pa. | Vesta Coal Co. | 2-2Cyl14,28x84; 4Birs;WP204lbs;600IHP. | | |
| 413 148,081 KRCM | **Alistruther** Steel 1D;Wireless;W. Bal 6BH | Scw | Br | Newcastle 350 50.5 \| 24.5 P37′ B99′ F37′ | 2341 3811 | | 1924 7 | Middlesbro, (Smith's Dock Co., Lim.) [Eng. | Medoms- ley Steam Shipping Co. (Lim.) | 3CylTE25,41,68x45; 3SB;WP180lbs | | BL |
| 414 107,636 KRDM | **Alitak** Wood 1D;Wireless | Scw | Am | San Fran. 91 23.5 \| 10 | 73 115 | | 1901 | Alameda, (United Eng. Wks.) [Cal. | Alaska Packers Assn. | 2CylC10,22x16; 300IHP. | | |
| 415 MQPR | **Alix** xIngrid Lindoe Steel 1D;W. Bal 4BH | Scw | Nor | Oslo 226.4 36.5 \| 15.8 P21′ B59′ F28′ | 657 1115 | | 1917 6 | Oslo, (Akers Mek Vaerks.) [Nor. | A. Salvesen, Mgr. | 3CylTE17,29,47x33; 2SB;WP175lbs | | N |
| 416 NCFS | **Alkmaar** Steel 2D;Shel dk;Oil fuel;Wireless; W. Bal 8BH | Scw | Hol | Amst'dam 447.4 62.5 \| 30.2 P36′ F397′ | 4240 6944 | | 1919 | Rotterdam, (Rotterdam Droogd. Maats.) [Hol. | Koninkl. Nederl. Stoom- boot. Maats | 3CylTE31,50,82x54; 5SB;WP180lbs;4500IHP. | | V |
| 417 | **All America** Steel 1D;Oil fuel;Wireless; D.F; W. Bal 5BH | Scw Twin | Am | New York 278.4 37 \| 22.4 | 880 1819 | | 1921 10 | Newcastle, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | Mexican Telegraph Co. | 2-3CylTE15,25,43x30; 2SB;WP180lbs | | BL |
| 418 152,000 TQLB | **Allara** Steel 1D;Wireless;W. Bal 7BH | Scw | Br | Sydney 340.5 47.2 \| 23.2 P38′ B104′ F35′ | 1969 3279 | | 1924 7 | Glasgow, (W. Beard- more & Co., Lim.) [Scot. | The Adelaide S.S. Co. (Lim.) | 3CylTE25,41,68x45; 3SB;WP180lbs | | BL |
| 419 221,564 MDCJ | **Allegany** 2D | Brg Sch | Am | Baltimore 267.3 46 \| 23.6 | 2177 2298 | | 1921 | Gildersleeve, (Gilder- sleeve Const. Co.) [Conn. | P. Dougherty Co | Wd | | |
| 420 222,760 MFBH | **Alleghany** Steel 3D;Super dk; 6BH Long. frmg; 1BH to Super dk Wireless;SUB.SIG; 5BH to 2d dk Oil fuel F. P. above 150° F. C-34 W.B.—A.P.58t;D.B.294′722t F.O. D.B.108′ 350t;W. | Scw | Am | Baltimore 350.7 52.1 \| 15.3 \| 27′ 3″ F.P.94 t T.250t | 3261 5486 3300 | 8′ 3½″ 19′ 1″ | 1923 3 | Kearny, (Federal S. B. Co.) [N. J. | Merchants & Miners Transportation Co. | 4CylTE24½,41½,54,54x48; Hooven, Owens, Rentschler Co; 4SB;Federal S. B. Co; 9216HS:WP200lbs:2700IHP;EAC; d rpd1,25;Dkd,s rps12,25 | ✠A1Ⓔ With Freeboard ✠AMS shft drn1,25;SBP;CL | |
| 421 167,110 | **Allegheny** 1D | Brg | Am | Phila. 214 32 \| 14.3 | 888 914 | | 1917 | Chesapeake, (Southern Transp. Co.) [Md. | Southern Transp. Co. | Wd | | |
| 422 | **Allegheny** Steel 1D;Oil fuel;W. Bal 4BH | Scw | Am | Wash'ton 142.5 30 \| 15.1 | 215 507 | | 1918 4 | Buffalo, (Buffalo D. D. Co ) [N. Y. | U. S. Govt. (Navy Dept.) | 3CylTE21,33½,55½x42; 2SB;WP185lbs | | |
| 423 205,004 KWNC | **Allegro** Wood 1D | MV Trpl | Am | Phila. 108.4 20.1 \| 12.4 | 130 191 | | 1908 | Essington, (J. S. Shepherd.) [Pa. | Jas. Elver- son | 3-4CylGasEng10x12; 360IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 424 | **Allentown** | Scw | Am | New York | 156 | | 1918 | Elizabeth- | Central | 2CylC19,40x30; | | |
| 216,291 | Steel | | 104.2 | 25.7 \| 14.2 | 229 | | 7 | (J. W. [port, N. J. | R.R. of N. J. | 2WTB;WP175lbs;900IHP. | | |
| | 1D 3BH | | | | | | | Sullivan Co.) | | | | |
| 425 | **Allentown** | Scw | Am | New York | 123 | | 1920 | Tottenville, | Lehigh | 2CylC18,38x26; | ✠ — — | |
| 220,017 | xPersistence O,YP;Gif | | 94.2 | 25 \| 13.2 | 181 | | 7 | (A. C. [S. I. | Valley R.R. Co. | 1WTB;WP155lbs;450IHP. | ✠ — — | |
| | 1D 1BH | | | | | | | Brown & Son.) | | | Cancelled2,23 | |
| 426 | **Alliance** | Scw | Am | San Fran. | 522 | | '96 | Fairhaven, | Gulf Mail | 3CylTE14,22½,36x24; | | |
| 107,247 | Wood | | 164.4 | 35.6 \| 18.6 | 916 | | | (Bendixen.) [Cal. | S.S. Co. | 637IHP. | | |
| KMVD | 2D;Wireless;Oil fuel | | | | | | | | | | | |
| 427 | **Allies** | Scw | Am | Newark | 2256 | 5′ 9″ | 1919 | Newark, | Ford | Stm Tbn; | ✠A1Ⓔ | |
| 217,581 | Steel | | 324 | 46.2 \| 25 | 3658 | 22′ 11″ | 5 | (Submarine [N. J. | Motor Co. | Westinghouse E. & Mfg. Co; | ✠AMS | |
| LPVJ | 1D;B;2d dk at ends; 7BH | | | \| 28′6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | Scip;CL | |
| | Web frms;W. Bal; 6BH to Fbd dk | | P30′ | B90′ F35′ | | | | | | WP200lbs;1500SHP;EAC; | (Laid up) | |
| | 1BH to 2d dk | | | | | | | | | Dkd,d rpd3,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T .20′394 t;F.P.1 11t | | | | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t..... ..... .. | | | | | | | | | | | |
| 428 | **Alloway** | Scw | Am | San Fran. | 4383 | 8′ 3½″ | 1918 | Oakland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard | |
| 216,557 | Steel | | 402.5 | 53 \| 32 | 6113 | 26′ 5″ | 7 | (Moore [Cal. | ping Board | General Electric Co; | ✠AMS | |
| LMCS | 2D;Long. frmg;W. Bal; 7BH | | | \| 34′ 6″ | 9400 | | | S. B. Co.) | | 4WTB;Heine Safety Boiler Co; | S.S.NY8,21; | |
| | Wireless; 6BH to Fbd dk | | | | | | | | | 11132HS;WP225lbs;2800SHP;EAC; | shft drn8,21;Clh BB;CL | |
| | SUB.SIG; 1BH to 2d dk | | | | | | | | | rps8,21;Dkd2,22;s rps6,22 | (Laid up) | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.49t;D.B.345′1295t;D.T 30′546 t;..... ...F.P.73t | | | | | | | | | | | |
| | F.O.—A.P.46t;D.B.327′1132t;D.T 30′509 t;S.T.4 3t;F.P.68t | | | | | | | | | | | |
| 429 | **Alm** | Scw | Nor | Oslo | 991 | | 1903 | Oslo, | Skibs A/S | 3CylTE19,31,51x33; | | N |
| | xSnepiggen xAlm Steel | | 260.2 | 36.9 \| 20.9 | 1679 | | 3 | (Nylands [Nor. | Loddings Rederi | 2SB;WP175lbs | | |
| MBDN | 2D;Spar dk;Wireless;W. Bal 4BH | | | | | | | Verksted.) | | | | |
| 430 | **Alma** | Scw | Am | San Fran. | 106 | | 1909 | Wilmington, | Willis J. | | | |
| 206,390 | xImperial Wood | Yct | 88.7 | 14.9 \| 7.6 | 124 | | | (Wm. [Cal. | Walker | 1Blr;170IHP. | | |
| LBDQ | 1D 1BH | | | | | | | Muller.) | | | | |
| 431 | **Alma** | Sch | It | Genoa | 515 | | 1919 | Parrsboro, | G. Mat- | Wd;Gif(Sltd) | | V |
| 882 | xCitta di Genova xAdamac | | 178.4 | 36 \| 13.3 | 562 | | | (T. K. [N. S. | teucci | | | |
| NCSA | | | | | | | | Bentley.) | | | | |
| 432 | **Alma R.** | MV | Br | Nassau | 348 | | 1918 | Meteghan | Munroe | 2-3CylOilEng14x18 | | BL |
| 133,969 | Wood | Twin | 142 | 34.4 \| 12.9 | 482 | | 12 | (R. H. [River,N.S. | Transp. Co. | | | |
| TPGB | 1D | | | | | | | Howes Const. Co.) | (Lim.) | | | |
| 433 | **Almagro** | Scw | Br | London | 1438 | | 1920 | Glasgow, | Pacific | 3CylTE22,36,59x39; | | BL |
| 144,590 | Steel | | 303.4 | 43 \| 20.7 | 2464 | | 6 | (A. & J. [Scot | Steam Nav. | 2SB;WP180lbs | | |
| KFQD | 2D;Wireless;W. Bal 6BH | | P33′ | B81′ F32′ | | | | Inglis, Lim.) | Co. (Lim.) | | | |
| 434 | **Almanzora** | Scw | Br | Belfast | 9442 | | 1914 | Belfast, | Royal Mail | 2-4CylTE27,42,49,49x51; | | |
| 136,353 | Steel | Trpl | 570 | 67.3 \| 33.3 | 15551 | | | (Harland [Ire | Steam Packet | 1LPStmTbn | | |
| JLWB | 3D;SUB.SIG;Wireless;D.F;W. Bal. | | P53′ | B353′ F100′ | | | | & Wolff, Lim.) | Co. (Lim.) | | | |
| 435 | **Almelo** | Scw | Hol | Amst'dam | 4417 | | 1918 | Flushing, | Koninkl. | 3CylTE31,50,82x54; | | V |
| | Steel | | 447.6 | 62.6 \| 29.8 | 6899 | | | (Kon Maats. [Hol. | Nederl. Stoomb. | 5SB;WP180lbs;4800IHP. | | |
| NCSH | 3D;Oil fuel;Wireless; 8BH | | P31′ | | | | | | de Schelde) | Maats. | | | |
| | W. Bal;SUB.SIG. | | | | | | | | | | | |
| 436 | **Almeria Lykes** | Scw | Am | Galveston | 1658 | 4′ 2½″ | 1920 | Ecorse, | Lykes Bros. | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 219,430 | xLake Slavi Steel | | 253.4 | 43.6 \| 26 | 2674 | 24′ 3½″ | 1 | (Great [Mich. | S.S. Co. | Great Lakes Eng. Wks; | ✠AMS | |
| LVFN | 1D;B;Wireless;SUB.SIG;W. Bal; 4BH | | | \| 28′ 4″ | 4000 | | | Lakes Eng. Wks.) | | 2SB;John Brennan & Co; | S.S.No.1,Gvstn1,24; | |
| | Oil fuel F. P. above 150° F. C-29 | | P25′ | B65′ F24′ | | | | | | 4720HS;WP190lbs;1350IHP;EAC; | M.S.1,24;n shft6,25;B.S.9,26; | |
| | | | | | | | | | | Dkd,d rpd1,26;s rps9,26 | SBP;CL | |
| | W.B.—A.P.98t..... D.B .203′41 St..... ..... F.P. 51t | | | | | | | | | | | |
| | F.O.—A.P.92t;D.T.a14′110t;D.B .164′29 St; W. T.m38′173t.... .... | | | | | | | | | | | |
| 437 | **Almingues** | Scw | Ptg | Lisbon | 2269 | | 1911 | Newark, | J. R. | Stm Tbns; | ✠ — — | BL |
| | xSevilla Steel | | 324 | 46.2 \| 25 | 3751 | | 11 | (Submarine [N. J. | Domingues | 2WTB;WP200lbs;1500SHP | ✠ — — | |
| | 1D;B;Web frms;SUB.SIG; 6BH | | P30′ | B90′ F35′ | | | | Boat Corp.) | | | Suspended2,24 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 438 | **Almirante-Alexandrino** | Scw | Brz | Rio Jan'ro | 3690 | | 1900 | Hamburg, | Lloyd | 4CylQE24,36,51,75x54; | | |
| | xItu xCap Roca Steel | | 411.5 | 48.3 \| 29 | 5786 | | | (Reiherstieg [Ger. | Brasileiro | 2DB;1SB;WP214lbs;3000IHP. | | |
| HRWP | 2D;SUB.SIG;Wireless;W. Bal 8BH | | P & B | 263′ F52′ | | | | Schiffsw.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 439 | **Almirante Jaceguay** | Scw | Brz | Rio Jan'ro | 3546 | | 1912 | Hamburg, | Lloyd | 4Cyl QE 26,38,55,81x55; | | G |
| | xGeneral San Martin Steel | | 392.9 | 52.4 \| 26.9 | 6079 | | | (Reihersteig [Ger. | Brasileiro | 5Birs | | |
| | 2D;Wireless;sub.sig;W. Bal 7BH | | P & B | 82' F58' | | | | Schiffsw.) | | | | |
| 440 | **Almirante Jacequay** | Scw | Brz | Rio Jan'ro | 793 | | 1907 | Birkenhead, | Lloyd | 2-3Cyl TE 15,23,38x30; | | |
| | xOyapock Steel | Twin | 243 | 36 \| 12 | 1294 | | 11 | (Cammell, [Eng. | Brasileiro | 2SB;WP175lbs | | |
| | 2D;Wireless 8BH | | | | | | | Laird & Co., Lim.) | | | | |
| 441 | **Almirante Saldanha** | S | Brz | Rio Jan'ro | 1921 | | '85 | Newcastle, | Lloyd | I;1BH | | BL |
| | xMearim xHendriette | | 280 | 40 \| 24.2 | 2066 | | 6 | (Palmers' [Eng. | Brasileiro | | | |
| | 2D | | | F35' | | | | Co., Lim.) | | | | |
| 442 | **Almkerk** | Scw | Hol | TheHague | 4310 | | 1913 | Weser- | Vereenigde | 3Cyl TE 29,48,80x55; | | BL |
| | xWaltham Abbey xMemphis Steel | | 472.2 | 60.9 \| 28.5 | 7062 | | I | (J. C. [münde, Ger | Nederl. Scheepv. | | | |
| NCSL | 2D;Shel dk;Wireless;W. Bal 8BH | | F52' | | | | | Tecklenborg, A.G.) | Maats. | 4SB;WP206lbs | | |
| 443 | **Almora** | Scw | Nor | Tonsberg | 1486 | | 1905 | Pt. Glasgow, | A. H. | 3Cyl TE 22,36,59x39; | | BL |
| | xCaballero xToften Steel | | 299.3 | 44.5 \| 19.9 | 2433 | | 11 | (Murdock [Scot. | Thorbjornsen, | 2SB;WP180lbs | | |
| LCPS | 1D;Deep frng;Wireless;W. Bal 5BH | | P27' | B74' F26' | | | | & Murray.) | Mgr. | | | |
| 444 | **Alness** | Scw | Br | Bideford | 2225 | | 1920 | Stockton, | Oakwin S.S. | 3Cyl TE 25,41,67x45; | | C |
| | Steel | | 346.7 | 51 \| 24.1 | 3683 | | 10 | (Ropner [Eng | Co. (Lim.) | 2SB;WP180lbs;db;Dkd,d rpd5,23 | S.S.No.1,Sws1,25;A.S.6,25; | |
| 140,864 | | | | | | | | S. B. & Repairing | | | B.S;shft drn1,25;M.S.12,25 | |
| KGSJ | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Co., Lim.) | | | | |
| 445 | **Almmoor** | Scw | Br | London | 4077 | | 1922 | Sunderland, | Moor Line | 3Cyl TE 27,44,75x54; | | BL |
| | Steel | | 420 | 54 \| 34.3 | 6573 | | 5 | (W. Doxford [Eng. | (Lim.) | 3SB;WP180lbs | | |
| 146,567 | | | | | | | | & Sons, Lim.) | | | | |
| KMDS | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | | | | | |
| 446 | **Aloha** | MV | Am | New York | 329 | | 1910 | Quincy, | A. C. James | 3-6Cyl OilEng 10x14; | | LY |
| | Steel | Bk | 180 | 35.6 \| 17 | 659 | | 5 | (Fore [Mass. | | Electric Motors;640IHP | | |
| 207,367 | | | | | | | | River S. B. Co.) | | | | |
| LBKS | 2D;Wireless;W. Bal 7BH | | | | | | | | | | | |
| 447 | **Aloha** | MV | Am | Seattle | 177 | | 1916 | Seattle, | Navy Yard | 4Cyl OilEng 10½x12½ | | |
| | Wood | | 80 | 22.2 \| 6.1 | 195 | | | Wash. | Route | | | |
| 214,470 | | | | | | | | | | | | |
| | 2D 1BH | | | | | | | | | | | |
| 448 | **Alondra** | Scw | Br | Liverpool | 1887 | | 1922 | Dundee, | Yeoward | 3Cyl TE 25,42,68x42; | | BL |
| | Steel | | 319 | 44.2 \| 26.5 | 3445 | | 4 | (Caledon [Scot. | Line (Lim.) | 3SB;WP180lbs | | |
| 145,921 | | | | | | | | S. B.& E. Co ,Lim.) | | | | |
| KLVQ | 2D;Wireless;W. Bal 5BH | | | | | | | | | | | |
| 449 | **Alosno** | Trn | Sp | Seville | 206 | | 1918 | Pasages, | J. M. Rod- | Wd | | |
| | | | 107.9 | 25.3 \| 12.4 | 256 | | 5 | (Astilleros [Spain | riguez | | | |
| HBQG | 1D | | | | | | | de Pasages.) | | | | |
| 450 | **Alpena** | Scw | Am | Wy'ndotte | 1787 | | 1909 | Wyandotte, | Wyandotte | 4Cyl QE 17½,25½,37,54x36; | 100(GL) | |
| 206,130 | Steel | Sch | 356 | 47.2 \| 27 | 2886 | | 5 | (Detroit [Mich. | Trans. Co. | 2SB;WP210lbs;1300IHP. | P.S.10,25 | |
| | 1D;Mchy aft;W. Bal;Wireless 2BH | | | | | | | S. B. Co.) | | | | |
| 451 | **Alpha** | Scw | Am | New York | 3595 | 6′ 11″ | 1919 | Chester, | Alpha S.S. | Stm Tbn; | ✠A1Ⓔ Oil Carrier. | |
| 218,389 | xBurnwell Steel | | 400.8 | 54.3 \| 31.4 | 5771 | 26′ | 7 | (Chester [Pa. | Corp | Westinghouse E. & Mfg. Co; | ✠AMS | |
| LRSM | 1D;Mchy aft;Wireless; 10BH | | P99′ | \| 32′9″ | 8974 | | | S. B. Co.) | | 3SB;New York S. B. Corp; | S.S.No.1,NO3,25; | |
| | sub.sig;W. Bal; C-36 | | | B27′ F50′ | | | | | | 8862HS;WP180lbs;3000SHP; | M.S.3,25;B.S;n shft3,26; | |
| | Fitted with Cylindrical Tanks; | | | | | | | | | d rpd8,25;Dkd,s rps3,26;Exmd10,26 | Scip;CL | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| | W.B.—A.P.144t.....D | | .B.350′ | 1611t;F.P.115t | | | | | | | | |
| | F.O.....F.D.162t;D.T.a7′ | 427t;D | .B. 80′ | 329t..... | | | | | | | | |
| 452 | **Alpha** | MV | Am | New York | 107 | | 1926 | Long Island, | George | 2-6Cyl OilEngs 7½x10½ | | |
| 225,406 | Steel | Twin | 100 | 20 \| 9.3 | 157 | | | (Welin Boat [N. Y. | Marshall Allen | | | |
| MFWV | 1D | Yct | | | | | | & Davit Corp.) | | | | |
| 453 | **Alpha** | Sch | Cuban | Havana | 213 | | 1918 | Puebla, | Abello y | Wd | | |
| | (*Now Morro*) | | 113.1 | 26 \| 12 | 246 | | | (Jose [Spain | Cia. | | | |
| | 2D | | | | | | | Senra.) | | | | |
| 454 | **Alphard** | Scw | Hol | Rotterd'm | 2170 | | 1916 | Rotterdam, | Van Nievelt | 3Cyl TE 25,41,67x45; | | V |
| | Steel | | 361.5 | 49.9 \| 22 | 3551 | | | (Rotter- [Hol. | Goudriaan & Co. | 2SB;WP180lbs;1450IHP. | | |
| NCTM | 1D;W. Bal;Wireless 7BH | | P24′ | B214′ F34′ | | | | damsche Droogdok | Stoomvaart Mij. | | | |
| | | | | | | | | Mij.) | | | | |
| 455 | **Alrich** | Scw | Ger | Bremen | 3029 | | 1921 | Danzig, | Nord- | 3Cyl TE 26,43,70x47; | | G |
| | xGlucksburg Steel | | 361.1 | 51.4 \| 31.7 | 4981 | | 12 | (F. [Dzg. | deutscher Lloyd | 3SB;WP185lbs | | |
| LNRG | 2D;Wireless;W. Bal;sub.sig. 4BH | | | | | | | Schichau.) | | | | |
| 456 | **Alsace II** | Scw | Fr | Dunkirk | 3408 | | 1919 | Montreal, | Cia. Fran- | 3Cyl TE 25,41,68x45; | | BL |
| | xAlsace Steel | | 400.3 | 52.4 \| 28 | 5658 | | 11 | (Canadian [Que. | caise de Arm. & | 3SB;WP180lbs | | |
| OBSM | 2D;Wireless;W. Bal 6BH | | P43′ | B120′ F39′ | | | | Vickers, Lim.) | d'Importation de | | | |
| | | | | | | | | | Nitrate de Soude | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 457 | **Alsacia** | Trn | Vnz | Maracaibo | 191 | | 1903 | Church | J. Pineda | O,YP;Gif | | |
| | xRichard Linthicum | | 121.5 | 24.8 \| 9 | 191 | 11 | Creek, Md. (B. J. Linthicum.) | | | | |
| | 1D | | | | | | | | | | | |
| 458 | **Alscotia** | MV | Am | Phila. | 121 | | 1925 | Camden, | Mrs. | Gas Eng; | | |
| 224,699 | Wood | | 87.4 | 19 \| 6.4 | 135 | | | (Mathis [N. J. | Stricker Coles | 300IHP. | | |
| MFSH | 1D | | | | | | | Yacht Bldg. Co.) | | | | |
| 459 | **Alsina** | Scw | Fr | Marseilles | 4639 | | 1922 | Walker-on- | Soc. Gen. | Stm Tbns; | | I-V |
| | Steel | Twin | 449.1 | 58.4 \| 31.5 | 8404 | | | (Swan, [Tyne, Eng. | de Transp. Mar. | 6SB;WP200lbs;7400IHP. | | |
| OBSV | 3D;Oil fuel;Wireless;W. Bal 11BH | | P35′ | B271′ F88′ | | | | Hunter & Wigham Richardson.) | a Vap. | | | |
| 460 | **Alssund** | Scw | Dan | Rody Hvn | 950 | | '89 | Copenhagen, | T. C. | 3CylTE18,30,48x36; | | BL |
| | xRollo xLexa Maersk Steel | | 250.8 | 34.7 \| 16.2 | 1568 | 6 | (Burmeister [Den. | Christensen, Mgr. | 2SB;WP150lbs | | |
| NBFS | 1D;B;Well dk;Wireless;W. Bal 4BH | | P140′ | F58′ | | | | & Wain.) | | | | |
| 461 | **Alstad** | Scw | Nor | Flkkefjord | 1894 | | '96 | Newcastle, | Bernhard | 3CylTE24,40,64x42; | | BL |
| | xCristoforo Vagliano Steel | | 320 | 46 \| 23.4 | 3057 | 3 | (Armstrong, [Eng. | Hanssen, Mgr. | 2SB;WP160lbs | | |
| MLRS | 1D;B;Web frms;Wireless;W. Bal 5BH | | P21′ | B54′ F37′ | | | | Mitchell & Co., Lim.) | | | | |
| 462 | **Altadoc** | Scw | Br | Ft. Will'm | 2873 | | 1901 | W. Bay City, | Paterson | 3CylTE22,35,58x42; | | |
| 116,577 | xIndus Steel | Sch | 356 | 50 \| 28 | 3815 | rb '14 | (Bay City [Mich. | S.S. (Lim.) | 2SB;WP170lbs;1500IHP. | | | |
| | 1D;B;Mchy aft;W. Bal; 3BH | | | | | | S. B. Co.) | | | | | |
| | SUB.SIG. | | | | | | | | | | | |
| 463 | **Altai Maru** | Scw | Jap | Osaka | 4847 | | 1918 | Osaka, | Osaka | 2-3CylTE21,35,58x48; | | BL |
| 23,052 | Steel | Twin | 425 | 56.2 \| 40.5 | 7772 | 8 | (Osaka [Jap. | Shosen Kabushiki | 3SB;1AuxSB;WP200lbs | | | |
| RCKG | 2D;Shel dk;Web frms; 6BH | | | | | | Iron Works, Lim.) | Kaisha | | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | | | | | |
| 464 | **Altair** | Scw | Am | | 5313 | | 1919 | Seattle, | U. S. Govt. | Stm Tbn; | | |
| 218,291 | xEdisto Steel | | 409.6 | 54.2 \| 27.1 | 6908 | 6 | (Skinner [Wash. | (Navy Dept.) | 3SB;WP210lbs;2500SHP. | | |
| LRPD | 3D;SUB.SIG;W. Bal; 8BH | | | \| 37′ 9″ | 10000 | | & Eddy Corp.) | | | | | |
| | Oil fuel 7BH to Fbd dk | | | | | | | | | | | |
| | 1BH to 3d dk | | | | | | | | | | | |
| 465 | **Altair** | StW | Am | Minneapls | 184 | | 1926 | Wabasha, | W. G. | 1Cyl12x72; | | |
| 225,955 | Wood | | 131.5 | 26 \| 4 | 184 | 8 | (W. G. [Minn. | Peters | 2Blrs;WP220lbs;400IHP. | | |
| | 1D;B 1BH | | | | | | | Peters.) | | | | |
| 466 | **Altamaha** | Brg | Am | New York | 922 | | 1913 | Wilmington, | Savannah- | O,YP;Gicf(Sltd) | ✠A1 | |
| 211,560 | | Sch | 181.4 | 40 \| 15.4 | 944 | 8 o'22 | (American [Del. | New York | d rpd4,20;clk a 4,22: | Eastport, Me., to Key West, | | |
| LDFM | | | | | | | Car & Foundry | Trans. Co. | s rf,s clkg8,24;s rps, s b clkg6,26 | Fla. | | |
| | | | | | | | Co.) | | | H.T.NY4,22 | | |
| 467 | **Altamaha** | StW | Am | Savannah | 500 | | 1925 | Savannah, | Augusta & | 2-1Cyl10x60; | | |
| 225,143 | Wood | | 145 | 26.6 \| 5.3 | 500 | 11 | (Brunswick [Ga. | Savannah S.S. | 1Blr;WP150lbs;400IHP. | | |
| | 2D;B 4BH | | | | | | | Marine Const. Corp.) | Line | | | |
| 468 | **Altamaha** | Brg | Am | N. Orleans | 2542 | | 1908 | Quincy, | Gulf Barge | Stl;6BH | | |
| 204,866 | | Sch | 300 | 41 \| 25.8 | 2667 | 1 | (Fore [Mass. | & Towing Co., | | | | |
| KWMG | 2D | xScw | | | | | | River S. B. Co.) | Inc. | | | |
| 469 | **Altana M. Jagger** | Sch | Am | Provide'ce | 125 | | '90 | Wilming- | Allen | O,YP,Hk;Gif(Sltd) | — Exp | |
| 106,715 | | C B | 102.4 | 22 \| 7.8 | 132 | 4 | (Jack- [ton, Del. | Gurney | | | | |
| KHBN | 1D | | | | | | | son & Sharp Co.) | | | | |
| 470 | **Altengamme** | Scw | Ger | Hamburg | 891 | | 1922 | Bremen, | Schluter & | 3CylTE19,31,53x35 | | G |
| | Steel | | 241.3 | 36.3 \| 15.2 | 1649 | | (A. G. [Ger. | Maack | | | |
| RCWV | 1D;SUB.SIG;Wireless;W. Bal 4BH | | P11′ | | | | | Weser.) | | | | |
| 471 | **Altmark** | Scw | Ger | Hamburg | 3156 | | 1920 | Sunderland, | Hamburg- | 3CylTE27,45,75x48; | | G |
| | xBorga Steel | | 399.3 | 52.3 \| 27.9 | 5075 | 6 | (Bartram [Eng. | American Line | 3SB;WP180lbs | | |
| RBDS | 2D;Oil fuel;SUB.SIG; 6BH | | P36′ | B117′ F39′ | | | | & Sons, Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 472 | **Altobizkar Mendi** | Scw | Sp | Bilbao | 3581 | | 1921 | Haverton | Cia. Nav. | 3CylTE27,45,75x51; | | BL |
| | xElena Pierce Steel | | 400 | 53 \| 32.8 | 5989 | 2 | Hill, Eng | Sota y Aznar | 3SB;WP180lbs | | |
| HBQM | 1D;Shel dk;Wireless;W Bal; 6BH | | | F38′ | | | (Furness S. B. | | | | | |
| | SUB.SIG. | | | | | | Co., Lim.) | | | | | |
| 473 | **Altona** | Scw | Ger | Hamburg | 3598 | | 1921 | Hamburg, | Deutsch- | Stm Tbns; | | BL |
| | Steel | | 450 | 58.2 \| 27 | 5891 | 12 | (Blohm [Ger. | Anstral. Dmpfsch. | 4SB | | |
| RBWP | 2D;Well dk;Wireless 8BH | | P & B | 366′ F59′ | | | | & Voss.) | Ges. | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 474 | **Altuna Mendi** Steel | Scw | Sp | Bilbao 53.4 \| 33.9 | 3897 6202 | | 1922 3 | So. Shields, (J. Read- [Eng. head & Sons, Lim.) | Cia. Nav. Sota y Aznar | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| MBCJ | 1D;Shel dk;SUB.SIG;W. Bal; Wireless | 6BH | | P38′ F40′ | | | | | | | |
| 475 | **Alu Mendi** Steel | Scw | Sp | Bilbao 48.7 \| 22.4 | 1915 3350 | | 1920 12 | Stockton, (Ropner [Eng. S. B. & Repairing Co.) | Sota y Aznar | 3CylTE24,40,66x45; 2SB;WP180lbs | | BL |
| HBQN | 1D;Shel dk;Wireless;W. Bal | 6BH | | | | | | | | | |
| 476 | **Aludra** Steel | Scw | Hol | Rotterd'm 54.3 \| 27.3 | 2970 4930 | | 1921 12 | Hamburg, (Deutsche [Ger. Werft A. G.) | Van Nievelt,Goudriaan & Co.'s Stoomv. Mij | 3CylTE28,45,75x55; 3SB;WP200lbs | | G |
| NCVJ | 3D;Wireless;W. Bal | 2BH | | F41′ | | | | | | | |
| 477 | **Alumna** Wood | Sch | Am | San Fran. 40 \| 15.6 | 644 696 | | 1901 4 | North Bend, (North [Ore. Bend Mill Co.) | Didrich Ottman | YF;Gif | | |
| 107,630 KQSJ | 1D | | | | | | | | | | |
| 478 | **Alva C. Dinkey** Steel | Scw Sch | Am | Duluth 58 \| 32 | 5822 7514 | | 1909 4 | Lorain, (American [Ohio S. B. Co.) | Pittsburg S.S. Co. | 3CylTE24,39,65x42; 2SB;WP170lbs;1880IHP. | | |
| 206,090 | 1D;Mchy aft;W. Bal | 3BH | | 580 | | | | | | | |
| 479 | **Alvah H. Boushell** Wood | Scw | Am | Norfolk 21.5 \| 9.8 | 60 120 | | '82 | Fly Mountain, N. Y. | Wood Towing Corp. | 2CylC17,36x26; 1SB;WP125lbs;600IHP. | | |
| 120,478 | xFrederick E. Ives 1D | | | 101.5 | | | | | | | |
| 480 | **Alvah S. Chisholm, Jr.** Wood | Scw | Am | Sandusky 35 \| 8 | 266 478 | | 1900 | Marine City, (Alex. [Mich. Anderson.) | Kelley Island L. & T. Co. | 2CylC16,32x24; 1SB;WP180lbs;400IHP. | | |
| 107,557 | 1D | | | 150 | | | | | | | |
| 481 | **Alvarado** | Scw | Am | New York 23.5 \| 6.1 | 128 166 | | 1913 5 | Bridgeport, (Lake [Conn. Torpedo Works.) | | 2CylC10,16,12; 1Blr;WP170lbs;60IHP | | |
| 211,119 | xR. T. Crane 2D | O,Ch 3BH | | 82 | | | | | | | |
| 482 | **Alvarado** Steel | Scw | Br | London 43 \| 20.7 | 1448 2478 | | 1920 10 | Glasgow, (A. & J. [Scot. Inglis, Lim.) | Pacific Steam Nav. Co. (Lim.) | 3CylTE22,36,59x39; 2SB;WP180lbs | | BL |
| 145,068 KHBN | 2D;Wireless;W. Bal | 6BH | | 303 P33′ | B81′ F32′ | | | | | | |
| 483 | **Alvarado** Steel | Scw Twin | Am | San Fran. 41.5 \| 23 | 1400 1994 | | 1914 3 | Long Beach, (Craig [Cal. S. B. Co.) | Sudden & Heltman Lumber Co. | 2-4CylQE11,16,23,34x24; 2WTB;WP200lbs;875IHP. | | V |
| 212,017 LDJS | 1D;B;Shel dk;Oil fuel;W. Bal; Mchy aft | 6BH | | 245 | | | | | | | |
| 484 | **Alvena** | Sch | Am | Baltimore 39.7 \| 14.3 | 687 772 | | 1901 | Fairhaven, (H. D. Bendixen.) Cal. | W. S. Roberts | YF;Icf | | |
| 107,620 KQPB | 1D | 4 M | | 186.4 | | | | | | | |
| 485 | **Alvina** | Trn | Fr | St. Malo 30.8 \| 10.4 | 199 259 | | 1913 10 | Belliveau's Cove, N. S. (Therlault & Co.) | Francaise Secheries de Fecamp | Hw,Sp;Gicf(Sltd) | ✠ — — Suspended7,19 | V |
| OBTR | xAlvina Therlault 1D | Aux | | 112.5 | | | | | | | |
| 486 | **Alwaki** Steel | Scw | Hol | Rotterd'm 52.1 \| 25.8 | 2753 4537 | | 1922 6 | Schiedam, (Werf [Hol. Maasdijk.) | VanNievelt, Goudriaan & Co.'s Stoomb. Maats. | 3CylTE26,43,70x47; 3SB;WP180lbs | | BL |
| NCVL | 2D;Shel dk;Oil fuel; Wireless;W. Bal | 6BH | | 375 | | | | | | | |
| 487 | **Alynbank** Steel | MV Twin | Br | Glasgow 53.9 \| 26.5 | 3149 5151 | | 1925 3 | Glasgow, (Harland [Scot. & Wolff, Lim.) | Bank Line (Lim.) | 2-6CylOilEng24x37 | | BL |
| 148,844 KSHJ | 2D;Wireless;W. Bal | 7BH | | 420 | | | | | | | |
| 488 | **Amackassin** Wood | Scw | Am | New York 30.6 \| 9.9 | 181 266 | | 1902 | Tompkins Cove, N. Y. (N. Y. & Hastings S. B. Co.) | U. S. Govt. | 2CylC17,34x25 | | |
| 107,828 KSGW | 1D | | | 121 | | | | | | | |
| 489 | **Amagisan Maru** Steel | Scw | Jap | Dairen 50.6 \| 23.1 | 2305 3662 | | 1905 11 | Middlesbro (R. [Eng. Cragg & Sons, Lim.) | Mitsui Bussan Kaisha (Lim.), Mgrs. | 3CylTE25,41,67x45; 2SB;WP180lbs | | BL |
| 53 QBGM | xCorinthic 1D;B;Web frms;Deep frmg; Wireless;W. Bal | 6BH | | 346.5 P31′ | B100′ F32′ | | | | | | |
| 490 | **Amalienborg** Steel | Scw | Dan | Cop'hagen 47.2 \| 21.2 | 1690 2864 | | 1919 5 | Alblasserdam, Hol. (Schpw. v. Jan Smit, Csn.) | C. K. Hansen, Mgr. | 3CylTE23,38,62x42; 2SB;WP180lbs | | BL |
| NWPJ | 1D;Wireless;W. Bal | 5BH | | 320.4 P28′ | B186′ F41′ | | | | | | |
| 491 | **Amalthus** Steel | Scw | Br | London 53.8 \| 31 | 3460 5834 | | 1921 9 | Oakland, (Union [Cal. Const. Co.) | Anglo-Saxon Petroleum Co. (Lim.) | 3CylTE27,45,74x48; 3SB;WP180lbs | | BL |
| 146,196 KLGM | 2D;Web frms;Long. frmg; Mchy aft;Oil fuel;Oil in bulk; Wireless;W. Bal | 15BH | | 412 P110′ | B33′ F57′ | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 492 223,365 MFHL | **Amanap** 1D | Sch Yct Aux | Am 78 | New York 20.2 \| 9.6 58 | 48 58 | | 1923 | Shelburne, (Shelburne Shipbuilders, [N. S. Lim.) | W. S. Gage | YP,Bch,Sp,OP;Gif; GasEng;150BHP. | | |
| 493 MCVT | **Amanda** xDagland Steel 2D;Spar dk; W.Bal 4BH | Scw Sch 2 M | Nor 225.3 | Oslo 33.7 \| 10.1 | 734 1170 | | 1906 9 | Oslo, (Akers Mek. Vaerks.) [Nor. | J. P. Pedersen & Son | 3Cyl TE16½,27,44x33; 1SB;WP180lbs | | N |
| 494 | **Amapala** Steel 2D;Oil fuel;Wireless;W. Bal 4BH | Scw | Hon 350 F34′ | Ceiba 50.2 \| 29.3 | 2552 4148 | | 1924 6 | Newcastle, (Swan, Hunter & Wigham Richardson.) [Eng. | Standard Fruit & S.S. Co. | 4Cyl TE27,45,54,54x45; 4SB;WP200lbs;Dkd10,26 | | BL |
| 495 HAMR | **Amarante** xWurttemberg Steel 2D;SUB.SIG;Wireless;W. Bal 8BH | Scw | Ptg 468.7 P53′ | Lisbon 58.2 \| 32.4 B120′ F57′ | 4940 7678 7896 | | 1914 1 | Vegesack, (Bremer Vulkan.) [Ger. | Soc. Geral. de Commercia Industria Transp. Ltda. | 3Cyl TE32,52,86x55; 4SB;WP200lbs | | |
| 496 126,145 | **Amarine** 1D | Brg | Br 106.6 | Montreal 21.6 \| 7.8 | 131 144 | | 1908 | Sorel, (Nazarie Laroche.) [Que. | E. Charland | Wd | | |
| 497 140,616 KBCR | **Amarna** Steel 2D;Wireless;W. Bal 6BH | Scw | Br 370.4 P32′ | Liverpool 51.2 \| 25.8 B128′ F34′ | 2600 4195 | | 1919 3 | London-derry, Ire. (N. of Ireland S. B. Co., Lim.) | Moss S.S. Co. (Lim.) | Stm Tbns; 3SB;WP180lbs | | BL |
| 498 201,937 | **Amasa Stone** Steel 1D;Mchy aft.W. Bal; Wireless;D.F. 3BH | Scw | Am 525 | Fairport 55.2 \| 31 F44′ | 4930 6282 | | 1905 4 | Wyandotte, Mich. (Detroit S. B. Co.) | Interlake S.S. Co. | 3Cyl TE23½,38,63x42; 2SB;WP180lbs;1800IHP. | | |
| 499 135,496 JCVW | **Amasis** xGlenrazen Steel 1D;Shel dk;Web frms; Long. frmg;Wireless;W. Bal 7BH | Scw | Br 370.4 P22′ | Liverpool 51.9 \| 24.3 F36′ | 2561 4044 | | 1913 9 | Hoboken, (Antwerp Eng. Co., Lim.) [Belg. | Moss S.S. Co. (Lim.) | 3Cyl TE25,41,68x48; 3SB;WP180lbs | | BL |
| 500 RDKL | **Amasis** Steel 2D;Wireless;W. Bal 1BH | Scw | Ger 439 F55′ | Hamburg 55 \| 23 | 3035 5173 | | 1923 3 | Vegesack, (Bremer Vulkan.) [Ger. | Deutsche Dampf. Ges. "Kosmos" | 3Cyl TE29,48,77x55; 3Blrs | | G |
| 501 RBCM | **Amassia** Steel 2D;Wireless;W. Bal;SUB. SIG. 1BH | Scw | Ger 338.1 | Hamburg 48.2 \| 21 B25′ F43′ | 1870 3235 | | 1920 10 | Rostock, (Akt. Ges. "Neptun.") [Ger. | Hamburg-Amerika Linie | 3Cyl TE23,38,63x45; 2SB | | G |
| 502 115,957 TVCW | **Amatonga** Steel 1D;Spar dk;Deep frmg; Wireless;W. Bal 6BH | Scw Sch | Br 330 P33′ | No. Sh'ds 45.2 \| 17.3 B180′ F39′ | 2093 3331 | | 1903 2 | Newcastle, (Armstrong, Whitworth & Co., Lim.) [Eng. | Ellerman & Bucknall S.S. Co. (Lim.) | 3Cyl TE23½,42,68x48; 3SB;WP180lbs | | BL |
| 503 JFBM | **Amazon** xScarpa xWilster Steel 1D;B;Spar dk;Deep frmg; Wireless;W. Bal 5BH | Scw | Grk 320 P30′ | Chios 46 \| 12.8 B96′ F30′ | 1763 2759 | | 1903 10 | W. Hartlepool, Eng. (Irvine's S. B. & D. D. Co., Lim.) | M. M. Pithis & Co. | 3Cyl TE23,38,62x42; 2SB;WP160lbs | | BL |
| 504 30,089 | **Amazon** Steel 1D;B;Wireless;W. Bal; Mchy aft 2BH | Scw xBrg | Am 376 | Fairport 46.2 \| 25.9 | 2680 3702 | | '97 | Chicago, (Chicago S. B. Co.) [Ill. | Hutchinson & Co., Mgrs. | 3Cyl TE19,30,50x42; 2SB;WP180lbs;1100IHP. | | |
| 505 25,922 RQLN | **Amazon Maru** Steel 2D;Web frms;Long. frmg; Wireless;W. Bal 6BH | Scw Twin | Jap 425 | Osaka 56.2 \| 40.5 | 4823 7770 | | 1919 6 | Osaka, (Osaka Iron Wks., Lim.) [Jap. | Osaka Shosen Kabushiki Kaisha | 2-3Cyl TE21,35,58x48; 3SB;1AuxSB;WP200lbs | | BL |
| 506 92 HBRV | **Amazonas** xIquitos xVeronique Steel 2D;B;W. Bal;Wireless 7BH | Scw | Prvn 350 B109′ | Callao 42.5 \| 25.8 F41′ | 1993 3287 | | '94 5 | Glasgow, (Barclay, Curle & Co., Lim.) [Scot. | Cia. Peruana de Vap. y Dique del Callao | 3Cyl TE26,44,70x45; 3SB;WP160lbs | | BL |
| 507 | **Amazonas** xMara xLady St. Germans Iron 1D;B;Well dk;W. Bal 5BH | Scw | Brz 240.6 | Para 33.7 \| 18 B50′ F28′ | 927 1448 | | '83 12 | Newcastle, (Palmer's Co., Lim.) [Eng. | Lloyd Brasileiro | 2CylC30,57x39; 2SB;WP200lbs | | |
| 508 7,047 KFJB | **Amazone** xBorg xH. A. Hansen Steel 1D;B;W. Bal 4BH | Scw | Swd 184.7 | Malmo 31.2 \| 13.9 F20′ B54′ | 378 814 | | 1901 2 | Greenock, (Grangemouth & Greenock Dkyd. Co.) [Scot. | Rederi A. B. "Gusten" | 3Cyl TE13,26,40x30; 1SB;WP170lbs | | G |
| 509 TNAZ | **Amazone** Steel 2D;Oil fuel;W. Bal 5BH | Scw | Hol 255.1 | Amst'dam 36.1 \| 13.3 | 661 1184 | | 1922 | Zalt Bom- (A. Meijer's Scheepsb. Mij.) [mel, Hol. | Koninkl. Nederl. Stoomb. Mij. | 3Cyl TE18,24,48x36; 2SB;WP180lbs;800IHP. | | V |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 510 | **Amazonia** | Scw | Egp | Alex'ndria | 1327 | | '91 | Newcastle, | Egyptian | 3CylTE27,44,71x48; | | V |
| | xFluminense xII Principe Di Napoli | Sch | 302 | 38.4 \| 15.3 | 2199 | | 10 | (Palmer's [Eng. | Maritime | 4SB;WP145lbs;2100IHP. | | |
| LFQR | 1D;B;Spar dk;Wireless;W. Bal Steel 7BH | | P37' | B66' F36' | | | | Co., Lim.) | Enterprise Co. | | | |
| 511 | **Ambassador** | Scw | Br | Newcastle | 2658 | | 1925 | Stockton, | Hall Bros. | 3CylTE25½,42,70x48; | | BL |
| 148,113 | Steel | | 399 | 53.2 \| 25.2 | 4450 | | 1 | (Ropner [Eng. | Steamship Co. | 3SB;WP180lbs | | |
| KSBR | 2D;Wireless;W. Bal 6BH | | F40' | | | | | S. B. & Repg. Co.) | (Lim.) | | | |
| 512 | **Amber** | Scw | Br | London | 554 | | '88 | Glasgow, | Eastern | 3CylTE18,30,46x36; | | BL |
| 94,370 | Steel | Sch | 217.5 | 31.1 \| 14.3 | 1043 | | 2 | (R. Napier [Scot. | Telegraph Co. | 1SB;WP175lbs | | |
| KRDN | 2D;Mchy aft;Wireless;W. Bal 4BH | | | | | | | & Sons.) | (Lim.) | | | |
| 513 | **Amberstone** | Scw | Br | Newcastle | 1115 | | 1917 | Chicago, | Crete Ship- | 3CylTE20,33,54x40; | | BL |
| 148,122 | xPhoenicier xLake Worth Steel | Sch | 251.4 | 43.6 \| 18.2 | 1901 | | 10 | (Chicago, [Ill. | ping Co. (Lim.) | 2SB;WP180lbs | | |
| KSJM | 1D;Wireless;W. Bal 4BH | | P25' | B64' F25' | | | | S. B. Co.) | | | | |
| 514 | **Ambition** | Sch | Br | Lunenb'rg | 100 | | 1902 | Le Have, | A. Car- | Wd | | |
| 112,101 | | | 95.8 | 26 \| 10.2 | 127 | | | (J. N. [N. S. | michael | | | |
| | 1D | | | | | | | Rafuse.) | | | | |
| 515 | **Amblestone** | Scw | Br | Cardiff | 2865 | | 1924 | Stockton, | Charles | 3CylTE26,43,71x48; | | BL |
| 145,740 | Steel | | 400 | 53 \| 24.7 | 4742 | | 3 | (Richardson, [Eng. | Radcliffe | 3SB;WP180lbs | | |
| KQFN | 1D;Shel dk;Wireless;W. Bal 6BH | | F35' | | | | | Duck & Co., Lim.) | | | | |
| 516 | **Amboim** | Scw | Ptg | Loanda | 2264 | | '98 | Hamburg, | Cia. | 4CylQE20,30,44,64x44; | | |
| | xS. Jorge xSardinia Steel | | 345.5 | 43.7 \| 25.8 | 3601 | | 4 | (Blohm [Ger. | Colonial de | 2 Birs | | |
| HSJG | 2D;Web frms;Wireless;W. Bal 6BH | | P34' | B102' F45' | | | | & Voss.) | Navegacao | | | |
| 517 | **Amboise** | Scw | Fr | Marseilles | 4917 | | 1905 | Glasgow, | Soc. des | 2-4CylQE23,34,49,73x54; | | V |
| | xFriedrichsruh Steel | Twin | 469.2 | 55.1 \| 29.7 | 8408 | | | (Fairfield [Scot. | Services Con- | 3DB;WP215lbs;6000IHP. | | |
| OBUK | xFuerst Bismarck 8BH | | P56' | B217' F91' | | | | Co., Lim.) | tractuels des | | | |
| | 3D;SUB.SIG;Wireless;W. Bal | | | | | | | | Messageries | | | |
| | | | | | | | | | Maritimes | | | |
| 518 | **Ambon** | Scw | Hol | Amst'dam | 2806 | | 1901 | Flessingue, | "Neder- | 3CylTE23,38,62x42; | | V |
| | Steel | | 340 | 44.6 \| 31 | 3598 | | | land" Stoomvaart | 2SB;WP180lbs;1500IHP | | |
| NCVR | 2D;Spar dk;Wireless;W. Bal 7BH | | | B82' F44' | | | | (Maats- [Hol. | Maatschappij | | | |
| | | | | | | | | chappij de Schelde.) | | | | |
| 519 | **Ambridge** | Scw | Am | Newark | 4111 | 8′ ½″ | 1919 | Kearny, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard | |
| 218,259 | Steel | | 395.5 | 55 \| 31 | 6631 | 27′ | 6 | (Federal [N. J. | ping Board | General Electric Co; | ✠AMS | |
| LRNG | 2D;Long. frmg;Wireless; 7BH | | | 34′ 11″ | 9700 | | | S. B. Co.) | | 3SB;Federal S. B. Co;8934HS; | S.S.No.1,NY3,23; | |
| | SUB.SIG;W. Bal; C-36 | | P45' | B110' F38' | | | | | | WP210lbs;2500SHP;Dkd,d rpd7,26; | M.S.3,23;B.S;shft drn7,26; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | s rps11,26 | Cih BB;CL | |
| | W.B.—A.P.175t;D.B.331′1518t. | ..... | F.P.25 | 5t | | | | | | | | |
| | F.O.—A.P.163t;D.B.289′1169t;S | T.77t; | F.P.23 | 8t | | | | | | | | |
| 520 | **Amcross** | Scw | Am | Phila. | 3713 | 7′ 10½″ | 1919 | Chester, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,458 | Steel | | 400.7 | 54.2 \| 30.4 | 5980 | 25′ 2″ | 12 | (Merchant [Pa. | ping Board | Westinghouse E. & Mfg. Co; | ✠AMS | |
| LVGQ | 2D;Web frms;Wireless; 7BH | | | 32′10″ | 8756 | | | S. B. Co.) | | 3WTB;D. Connelly Boiler Co, | S.S.NY10,20; | |
| | SUB.SIG;W. Bal; 6BH to Fbd dk | | P36' | B124' F44' | | | | | | 9120HS;WP200lbs;3000SHP; | Cih BB;CL | |
| | 1BH to 2d dk | | | | | | | | | Dkd,rps12,21 | (Laid up) | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.147t;D.B.338′1312t;D | T.27′8 | 46t; F. | P.123t | | | | | | | | |
| | F.O.....D.B.284′1092t;D | T.27′7 | 90t..... | ..... | | | | | | | | |
| 521 | **Ameland** | Scw | Hol | Rotterd'm | 2156 | | 1916 | Rotterdam, | W. Ruys | 3CylTE25,41,67x45; | | V |
| | Steel | | 361.5 | 49.9 \| 22 | 3511 | | | & Zonen, Mgrs. | 3SB;WP180lbs;1450IHP. | | |
| NCWG | 1D;Wireless;W. Bal 7BH | | P24' | B214' F34' | | | | Hol. (Rotterdamsche Droogdok Mij) | | | | |
| 522 | **Amelia** | Scw | Am | New York | 714 | | 1906 | Newcastle, | Amelia | 3CylTE21,34,56x36; | | BL |
| 215,327 | Steel | Sch | 227.3 | 31.7 \| 13.7 | 1297 | | 8 | (Swan, [Eng. | S.S. Corp. | 2SB;WP180lbs;1200IHP. | | |
| LHMN | 1D;B;Awng dk;Wireless;W. Bal 4BH | | | | | | | Hunter & Wigham Richardson.) | | | | |
| 523 | **America** | Scw | Am | Mich. City | 593 | | '98 | Detroit, | Booth Fish- | 3CylTE15,24,38x24; | | |
| 107,367 | Steel | | 182.6 | 31 \| 11 | 937 | | 6 | (Detroit [Mich. | eries Co. | 2SB;WP125lbs;450IHP. | | |
| | 3D;Wireless;W. Bal 4BH | | | | | | | D. D. Co.) | | | | |
| 524 | **America** | Scw | Am | New York | 96 | | 1903 | Tomkins | Mutual | ---------- | | |
| 200,161 | Wood | | 89 | 27.3 \| 8.5 | 141 | | 8 | Cove. N. Y | Lumber Co., Inc. | 310IHP. | | |
| | 1D | | | | | | | | | | | |
| 525 | **America** | Scw | Am | Duluth | 63 | | '97 | Buffalo, | Great Lakes | 2CylC16,32x28; | | |
| 107,302 | Steel | | 83 | 21.2 \| 9.6 | 93 | | | (Union [N. Y. | Towing Co. | 1FB;WP150lbs;490IHP. | | |
| | 1D 1BH | | | | | | | D. D. Co.) | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. / Hailing Port. | Reg. Dimensions. Lth. / Bth. / Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 526 LCHR | **America** Steel 2D;Wireless;W. Bal 6BH | MV Twin | Nor | Tonsberg 51.6 \| 31.2 | 3062 4916 | | 1921 9 | Oslo, (Akers. Mek Verksted.) [Nor. | Wilh. Wilhelmsen | 2-6CylOilEng21¼x28¾ | | BL |
| 527 HPJS | **America** xLake Hector Steel 1D;B;Wireless;SUB.SIG; 4BH Oil fuel | Scw | Arg 253.4 P29′ | Buen Aires 43.8 \| 26.9 B64′ F23′ | 1665 2686 4050 | | 1920 6 | Superior, (Globe S. B. Co.) [Wis | Argentine Government | 3CylTE19,32,56x36; 2SB;WP190lbs;1400IHP | ✠ — — ✠ — — Suspended9,24 | |
| 528 HMBD | **America** 1D | Trn | Ptg 113.8 | Oporto 30.2 \| 14.1 | 200 273 | | 1915 | Villa do Conde, Ptg (J. Martins Novaes) | Empreza de Pesca e Nav. Portugal e Americas | O,P;Gif | | |
| 529 419 NCWA | **America** Steel 3D;B;Shel dk;Wireless;D.F; 12BH SUB.SIG;W. Bal | Scw Sch Twin | It 505.7 | Genoa 55.8 \| 24 5 | 5050 8996 | | 1909 | Muggiano, (Cant. Nav. Riunitt.) [Italy. | Nav. Gen. Italiana | 2-3CylTE26,44,75x51; Exmd5,24 | B.S;Pt shft drn5,23; n Stbd shft3,24 | I |
| 530 220,018 | **America** xDaring O,YP;Gif 1D 1BH | Scw | Am 94.2 | Balt 25 \| 13.2 | 123 181 | | 1920 6 | Tottenville, (A. C. Brown & Son.) [S. I. | Baker, Whitley Coal Co. | 2CylC18,38x26; 1SB;WP155lbs;450IHP. | ✠ — — ✠ — — Suspended10,23 | |
| 531 168,685 | **America** 1D;B | Brg | Am 181 | Duluth 48 \| 14 | 990 1027 | | 1923 | Superior, (Barnett & Record.) [Wis. | Barnett & Record | Wd;3BH | | |
| 532 215,448 LHQG | **America** xAmerika Steel 5D;Web frms;W. Bal;D.F; 12BH Wireless;SUB.SIG. 9BH to Fbd dk 3BH to 2d dk C-55 | Scw Twin | Am 668.8 B344′ | New York 74.3 \| 22.8 \| 52′ 5″ F85′ | 12256 21144 22622 | 19′ 3½″ 33′ 11″ | 1905 4 | Belfast, (Harland & Wolff.) [Ire. | U. S. Shipping Board | 2-4CylQE34,49,71,100x63; Harland & Wolff: 8DB;Harland & Wolff: 1040GS;39488HS;WP210lbs; 15800IHP;EAC;d rpd3,25; Dkd,rps 3,26;Exmd11,26 | A1 AMS 2dS.S.No.2,NY6,25; B.S.4,25;M.S.6,25;n Pt shft; Stbd shft drn3,26;Clh BB | |
| 533 1,090 HBFL | **America** xGeorge W. Elder Iron 2D;Oil fuel;Wireless | Scw | Chl 262 | Valparaiso 38.5 \| 21 | 1382 1876 | | '74 | Chester, (J. Roach & Son.) [Pa. | Artigas, Riofrio y Cia. | 3CylTE23,34,56x36 | | |
| 534 3,068 HRTW | **America Maru** Steel 2D;Wireless;W. Bal 7BH | Scw Sch Twin | Jap 423 P79′ | Osaka 51 \| 29.5 B223′ F54′ | 3126 6070 | | '98 9 | Newcastle, (C. S. Swan & Hunter, Lim.) [Eng. | Osaka Shosen Kabushiki Kaisha | 2-3CylTE28¼,46,75x48; 4DB;1SB;WP180lbs | | |
| 535 221,604 | **American** Steel 1D;Mchy aft 5BH | Scw | Am 204.4 | Mich. City 42.1 \| 17 | 803 1408 | | 1921 7 | Manitowoc, (Manitowoc S. B. Co.) [Wis. | American Sand & Gravel Co. | 3CylTE17,25,43x30; 2SB;WP180lbs;850IHP | | |
| 536 221,453 | **American** Wood 1D | MV | Am 107.6 | Gloucester 25 \| 11.5 | 63 137 | | 1921 | Essex, (A. D. Story.) [Mass. | Fred. L. Davis Co. | OilEng 100IHP | | |
| 537 107,433 | **American** 1D;B;Oil in bulk | Brg | Am 215.5 | New York 34.4 \| 15.8 | 753 836 | | '98 | New York, (W. Hall) [N. Y. | Kingston Holding Corp. | Stl;8BH | | |
| 538 217,460 LPMR | **American** Steel 1D;Oil fuel 5BH | Scw | Am 97.2 | Pt. Arthur 23.2 \| 10.6 | 75 168 | | 1919 | Bath, (Texas S.S. Co.) [Me. | Texas Co. | 2CylC16,34x24; 1SB;WP160lbs;550IHP. | | |
| 539 213,845 LFRN | **American** xSanta Barbara Steel 3D;Shel dk;Oil fuel;Web frms; 6BH Long. frmg;Wireless;D.F;W. Bal | Scw | Am 404.6 B84′ | New York 53.9 \| 26.2 F32′ | 3742 6197 | | 1916 1 | Philadelphia (Wm. Cramp & Sons.) [Pa. | American Hawaiian S.S. Co. | 4CylQE25½,37,52½,76x54; 3SB;WP223lbs;3200IHP. | | BL |
| 540 132,484 | **American** xAmerica Steel 1D;Spar dk;Web frms;W. Bal | Scw | Br 194.9 | Bermuda 25.7 \| 20.7 | 588 971 | | '90 | Middlesbro, (Sir R. Dixon & Co.) [Eng. | W. E. Meyer & Co. | 3CylTE17½,29,47½x33 | | |
| 541 220,643 MBNQ | **American Banker** xCantigny Steel 3D;W. Bal; 13BH Wireless; 11BH to Fbd dk SUB.SIG; 2BH to 2d dk Oil fuel F. P. above 150° F. C-40 | Scw | Am 436.9 P90′ | New York 58.2 \| 26.4 \| 40′ B135′ F81′ | 4013 7430 8101 | 9′ 2½″ 31′ | 1920 8 | Hog Island, (American Int. S. B. Corp.) [Pa | U. S. Shipping Board | Stm Tbns; General Electric Co: 6WTB;Babcock & Wilcox Co; 17400HS;WP200lbs;6000SHP; EAC;Dkd,d rpd5,26;s rps11,26 | ✠A1Ⓔ With Freeboard. ✠AMS ✠RMC11,26 S.S.No.1,NY4,24; M.&B.S.4,24;n shft5,26;Clh BB | |
| | W.B.—A.P.161t; W.T.53t; D.B.29 F.O. D.B.24 | 0′128½t 1′ 922t | ; D.T.a | 9′370t; f13′611t | F.P.10 | 3t | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc | Rig | Nation. | Hailing Port. Reg. Dimensions. Length / Breadth / Depth: Deck Erections / Mid. | Tons Net. Reg. / D.W. | Freeboard. Load / Sporting Draft. | Built. When / Where Builder. | Owners | Remarks. Engines, Boilers | Ship-Class-Date of Last Survey No., Date, and Port of Last Inspection. Engine & Boiler Dates. Tail Shaft Drawn-Date. | Other Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 542 | **American Eagle** | Scw | Am | New York | 68 | | '98 | Noank, | Atlantic | 2CylC18,21x— | |
| 116,849 | xS. L'Hommedieu Wood | | 74 | 20.6 \| 9.3 | 100 | | | (R. Palmer & Son S. B. Co.) [Conn. | Lighterage Corp. | 200IHP. | |
| 543 | **American Farmer** | Scw | Am | New York | 4013 | 9′ 2½″ | 1921 | Hog Island, | U. S. Ship- | Stm Tbns; | ✠A1Ⓔ With Freeboard. |
| 220,927 | xOureq Steel | | 436.9 | 58.2 \| 26.4 / 40′ | 7430 | 31′ | 1 | (American [Pa. | ping Board | General Electric Co; | ✠AMS |
| MCFW | 3D;W. Bal; 13BH | | | | 8116 | | | Int. S. B. Corp.) | | 6WTB;Babcock & Wilcox Co; | ✠RMC11,26 |
| | Wireless; 11BH to Fbd dk | | P90′ | B135′ F81′ | | | | | | 17400HS;WP200lbs;6000SHP;EAC; | S.S.No.1,NY3,24; |
| | SUB.SIG; 2BH to 2d dk | | | | | | | | | d rpd4,26;Dkd,s rps11,26 | M.&B.S.3,24;shft drn10,26; |
| | Oil fuel F. P. above 150° F. C-40 | | | | | | | | | | Clh BB |
| | W.B.—A.P.161t;W.T.53t;D.B.29 | 0′1284t | | | F.P.10 | 3t | | | | | |
| | F.O. D.B.24 | 1′ 922t | D.T.a | 9′370t; f13′611t | | | | | | | |
| 544 | **American Legion** | Scw | Am | New York | | | 1926 | Mariners | City of New | 2-2CylC22½,50x30; | |
| | Steel | F. B. | 267 | 47 \| 19 | | | | Harbor, N. Y. (Staten Island S. B. & D. D. Co.) | York (Dept of Plant & Structures) | 4WTB;WP225lbs | Class Contemplated |
| | 1D;Oil fuel | | | | | | | | | | |
| 545 | **American Legion** | Scw | Am | New York | 8137 | 10′ 8″ | 1921 | Camden, | Munson | Stm Tbns; | ✠A1Ⓔ With Freeboard. |
| 221,478 | Steel | Twin | 516.5 | 72 2 \| 27 8 / 41′ | 13736 | 30′ 6″ | 7 | (New York [N. J | S S. Line | Westinghouse E. & Mfg. Co; | ✠AMS |
| MDBG | 3D;Super dk,Long. frmg; 13BH | | | | 11000 | | | S. B. Corp.) | | 8WTB,Babcock & Wilcox Co; | ✠RMC11,26 |
| | Wireless;W. Bal; 1BH to Fbd dk | | B222′ | | | | | | | 41376HS;WP265lbs;12000SHP;EAC; | S.S.No.1,NY7,25; |
| | SUB.SIG;D. F; 12BH to Super dk | | | | | | | | | Dkd,d rpd11,26 | M.S.7,25; |
| | Oil fuel F. P. above 150° F. C-45 | | | | | | | | | | B.S.8,25;shfts drn12,25; |
| | W.B.—A.P.161t;D.T.a38′148t;W. | T.a38′ | 241t;D | B.361′1793t;W. | T.29′2 | 81t. | | D.T.38′1375t; D.T. | f.38′302t;F.P.159t | | Stbd. shft drn11,26;Clh BB |
| | F.O. | | D | B.328′1470t. | | W.T.76′1 | 341t; | D.T.38′1282t; D.T | f.38′281t;F.P.148t | | |
| 546 | **American Merchant** | Scw | Am | New York | 4013 | 9′ 2½″ | 1921 | Hog Island, | U. S. Ship- | Stm Tbns; | ✠A1Ⓔ With Freeboard. |
| 220,984 | xAisne Steel | | 436.9 | 58.2 \| 26.4 / 40′ | 7430 | 31′ | 1 | (American [Pa. | ping Board | General Electric Co; | ✠AMS |
| MCHS | 3D;W. Bal; 13BH | | | | 8123 | | | Int. S. B. Corp.) | | 6WTB;Babcock & Wilcox Co; | ✠RMC8,26 |
| | Wireless; 11BH to Fbd dk | | P90′ | B135′ F81′ | | | | | | 17400HS;WP200lbs;6000SHP;EAC; | S.S.No.1,NY3,24; |
| | SUB.SIG; 2BH to 2d dk | | | | | | | | | Dkd,d rpd7,26;s rps8,26 | M.&B.S.3,24;shft drn2,26; |
| | Oil fuel F. P. above 150° F. C-40 | | | | | | | | | | Clh BB;CL |
| | W.B.—A.P.161t;W.T.53t;D.B.29 | 0′1284t | | | F.P.10 | 3t | | | | | |
| | F.O. D.B.24 | 1′ 922t | D.T.a | 9′370t; f13′611t | | | | | | | |
| 547 | **American Press** | Scw | Am | Phila. | 3127 | 7′ 9½″ | 1920 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ |
| 219,632 | Steel | | 390 | 54.2 \| 27.8 / 32′ | 5135 | 24′ 5″ | 2 | (American [Pa | ping Board | General Electric Co. | ✠AMS |
| LVQS | 2D;Wireless;SUB.SIG,W. Bal; 8BH | | | | 7825 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co.S706HS; | S.S.No.1,NO2,24; |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | WP191lbs;2500SHP;EAC; | M. S.2,24; |
| | W.P.—A.P.100t;D.B.284′1380t. | | D.T | 36′892t;F.P.144t | | | | | | Dkd,d rpd3,26 | shft drn3,26;B.S.5,26; |
| | F.O. D.B.257′1162t;S. | T.14′1 | 29t. | | | | | | | | Clh BB;CL |
| 548 | **American Shipper** | Scw | Am | New York | 4013 | 9′ 2½″ | 1921 | Hog Island. | U. S. Ship- | Stm Tbns; | ✠A1Ⓔ With Freeboard. |
| 220,983 | xTours Steel | | 436.9 | 58.2 \| 26.4 / 40′ | 7430 | 31′ | 1 | American [Pa | ping Board | General Electric Co; | ✠AMS |
| MCHR | 3D;W. Bal; 13BH | | | | 8123 | | | Int. S. B. Corp.) | | 6WTB;Babcock & WilcoxCo; | ✠RMC9,26 |
| | Wireless; 11BH to Fbd dk | | P90′ | B135′ F81′ | | | | | | 17400HS;WP200lbs;6000SHP;EAC; | S.S.No.1,NY3,24; |
| | SUB.SIG; 2BH to 2d dk | | | | | | | | | Dkd,d rpd9,26 | M.&B.S.3,24;shft drn9,26; |
| | Oil fuel F. P. above 150° F. C-40 | | | | | | | | | | Clh BB |
| | W.B.—A.P.161t;W.T.53t;D.B.29 | 0′1284t | | | F.P.10 | 3t | | | | | |
| | F.O. D.B.24 | 1′ 922t | D.T.a | 9′370t; f13′611t | | | | | | | |
| 549 | **American Star** | Scw | Am | New York | 3347 | 6′ 8″ | 1919 | Arlington, | American | 3Cyl TE24,40,70x48; | ✠A1Ⓔ |
| 218,477 | xStrathnaver Steel | | 386.8 | 52.2 \| 27.4 / 30′ | 5268 | 23′ 6″ | 7 | (Downey [S. I. | Star Line | Downey S. B. Corp; | ✠AMS |
| LRWG | 2D;W. Bal; 7BH | | | | 7500 | | | S. B. Corp.) | | 3SB;Sun S. B. Corp;7200HS; | n shft;B.S.4,23;Clh BB;CL |
| | 6BH to Fbd dk | | | | | | | | | WP190lbs;2500IHP;EAC; | (Laid up) |
| | 1BH to 2d dk | | | | | | | | | Dkd,d rpd9,23 | |
| | Oil fuel F. P. above 150° F. C-35 | | | | | | | | | | |
| | W.B.—A.P.48t;D.B.311′1119t;D. | T. 27′6 | 41t. | F.P.108t | | | | | | | |
| | F.O. D.B.268′854t;D. | T. 27′6 | 01t; S. | T.62t. | | | | | | | |
| 550 | **American Trader** | Scw | Am | New York | 4013 | 9′ 2½″ | 1920 | Hog Island, | U. S. Ship- | Stm Tbns; | ✠A1Ⓔ With Freeboard. |
| 220,893 | xMarne Steel | | 436.9 | 58.2 \| 26.4 / 40′ | 7430 | 31′ | 12 | (American [Pa. | ping Board | General Electric Co; | ✠AMS |
| MCDT | 3D;W. Bal; 13BH | | | | 8191 | | | Int. S. B. Corp.) | | 6WTB;Babcock & Wilcox Co; | ✠RMC10,26 |
| | Wireless; 11BH to Fbd dk | | P90′ | B135′ F81′ | | | | | | 17400HS;WP200lbs;6000SHP;EAC; | S.S.No.1,NY2,24; |
| | SUB.SIG; 2BH to 2d dk | | | | | | | | | Dkd,d rpd6,26 | M.&B.S.2,24;shft drn6,26; |
| | Oil fuel F. P. above 150° F. C-40 | | | | | | | | | | Clh BB |
| | W.B.—A.P.161t;W.T.53t;D.B.29 | 0′1284t | | | F.P.10 | 3t | | | | | |
| | F.O. D.B.24 | 1′ 922t | D.T.a | 9′370t; f13′611t | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 551 127,467 HSJC | **American Transport** Steel 1D;Wireless;W. Bal 6BH | Scw Sch | Br | W.Hartlpl 3003 52 \| 27 B120′ F41′ | 4767 | | 1911 3 | W. Hartlepool, Eng (Irvine's S. B. & D. D. Co., Lim.) | Houlder, Bros. & Co. (Lim.), Mgrs. | 3CylTE25,40,68x48; 3SB;WP180lbs | S.S.No.3,Crdf10,23;A.S.3,26; n shft7,20;B.S.4,25; shft drn2,26;M.S.6,26 | C |
| 552 205,096 | **Americana** Steel 3D;Mchy aft 5BH | Scw Sch | Am | Buffalo 531 45 \| 15.8 | 969 | | 1908 4 | Buffalo, (Buffalo [N. Y. Dry Dock Co.) | Buffalo & Crystal Beach Corp. | 3CylTE20,32,50x36; 2SB;WP180lbs;1446IHP. | 100(GL) P.S.6,25 | |
| 553 HBJM | **Americano** Steel 1D;Well dk;Wireless;W. Bal 4BH | Scw | Arg | Buen Aires 374 30.1 \| 12.3 P & B 109′ F30′ | 704 | | 1921 11 | Greenock, (G. Brown & Co.) [Scot. | Soc. Import. y Export. de la Patagonia | 3CylTE14,23,37x24; 1SB;WP180lbs | | BL |
| 554 1,245 NCWI | **Americano** Steel xChinampa xCushing 2D;Web frms;Mchy aft; Oil in bulk;Oil fuel;Wireless;W. Bal 14BH | Scw | It | Genoa 4408 435.1 \| 54.6 \| 30.3 P252′ F46′ | 7008 | | 1903 11 | Newcastle, (Palmer's Co., Lim.) [Eng. | Cia. Navi. Cisterna Soc. Anon | 3CylTE28,46½,77x54; 4SB;WP180lbs; | | BL |
| 555 KQNG | **Amerika** Steel xRedbridge 2D;Deep frmg; Web frms;Wireless;W. Bal 6BH | Scw | Ger | Emden 2398 350 \| 50.2 \| 22.3 P32′ F30′ | 3791 | | 1907 6 | Sunderland, (Wm. Doxford & Sons, Lim.) [Eng | "Atlas" Reederei Aktiengesellshft | 3CylTE24,41,68x45; 2SB;WP180lbs;339RHP. | | G |
| 556 NDBC | **Amersfoort** Steel xArdover xTannenberg 2D;Well dk;Oil fuel;Wireless; W. Bal 9BH | Scw | Hol | Amst'dam 4510 483.2 \| 62.7 \| 29.7 P & B 374′ F80′ | 7733 | | 1916 8 | Vegesack, (Bremer Vulkan.) [Ger. | Koninkl. Nederl. Stoomb. Maats | 4CylQE29,47,61,79x55; 4SB;WP220lbs | | BL |
| 557 123,155 HFWK | **Amersham** Steel Rochdale 1D;B;Deep frmg;Web frms; Wireless;W. Bal 6BH | Scw Sch | Br | London 2377 346.5 \| 50.8 \| 22.9 P31′ B88′ F37′ | 3713 | | 1906 4 | Sunderland, (Bartram & Sons.) [Eng. | Britain S.S. Co. | 3CylTE24,40,66x45; 2SB;WP180lbs | | BL |
| 558 166,490 | **Amherst** 1D | Brg | Am | New York 467 99.6 \| 31.4 \| 8.8 | 467 | | 1916 | Brooklyn, (Theo. A. Crane & Sons Co.) [N. Y. | N. Y. Central & H. R. R.R. | Wd | | |
| 559 78,142 WNJD | **Amherst** Wood xLady Glover 1D; Mchy aft | Scw | Br | Ch'ttet'n 93 18.5 \| 10.5 113 | 137 | | '77 8 | Preston Lane, N. S. (W. Allsup & Sons) | Gulf Pulp & Paper Co. | 2CylC20,40x24; 60RHP. | — Exp | |
| 560 148,278 KSBH | **Amicus** Steel 1D;Wireless;W. Bal 6BH | Scw | Br | Cardiff 2255 362.5 \| 50.9 \| 22.5 P33′ B221′ F30′ | 3660 | | 1925 1 | Newcastle, (North- umberland S. B. Co., Lim.) [Eng. | Tempus Shipping Co. (Lim.) | 3CylTE25,41,68x45; 3SB;WP180lbs | | BL |
| 561 HBQW | **Amilcar Barca** xTibidabo 1D;B | Bk | Sp | Barcelona 400 136.8 29.3 \| 17.9 | 435 | | '77 | Cassano, (F. De Rosa.) [It. | Comercio y Navegacion, S. A. | Wd | | |
| 562 OBVK | **Amiral Duperre** Steel 3D;Wireless;W. Bal 8BH | Scw Sch | Fr | Havre 2809 389.9 \| 49.1 \| 26.6 P50′ B129′ F31′ | 4613 | | 1901 | St. Nazaire, (Atel. & Chant. Loire.) [Fr. | Chargeurs Reunis | 3CylTE25,43,68x44; 2SB;WP172lbs;2200IHP. | | V |
| 563 OBVL | **Amiral Fourichon** Steel 3D;Wireless;W. Bal 8BH | Scw Sch | Fr | Havre 2821 389.9 \| 49.1 \| 26.7 P30′ B90′ F50′ | 4616 | | 1901 | Havre, (Forges & C. de la Medit.) [Fr. | Chargeurs Reunis | 3CylTE25,39,63x44; 3SB;WP171lbs;2200IHP. | | V |
| 564 OBVN | **Amiral Ganteaume** xHibernian xOrient Point 2D;Deep frmg;Wireless;W. Bal Steel 7BH | Scw | Fr | Havre 2804 382.8 \| 49.8 \| 25.7 P39′ B119′ F44′ | 4598 | | 1902 | Glasgow, (Napier & Miller, Lim.) [Scot. | Chargeurs Reunis | 3CylTE27,43,72x48; 2SB;WP200lbs;2200IHP. | | V |
| 565 OBVT | **Amiral Jaureguiberry** Steel 3D;Wireless;W. Bal 8BH | Scw Sch | Fr | Havre 2783 387.2 \| 50.3 \| 26.6 P30′ B129′ F50′ | 4609 | | 1902 | St. Nazaire, (Atel. & Chant. Loire.) [Fr. | Chargeurs Reunis | 3CylTE25,42½,68½x44; 3SB;WP171lbs;2280IHP. | | V |
| 566 OPWC | **Amiral Pierre** xSteigerwald 2D;Well dk;Wireless;W. Bal Steel 7BH | Scw | Fr | Marseilles 2860 354.7 \| 48.9 \| 24.8 P & B 280′ F45′ | 4885 | | 1912 | Flensburg, (Flensburger Schiffsb. Ges.) [Ger | Soc. des Services Contractuels des Messageries Maritimes | 4CylQE23,34,49,72x54; 3SB;WP220lbs;3200IHP. | | V |
| 567 OBWI | **Amiral Rigault de Genouilly** Steel 2D;Well dk;Wireless;W. Bal 10BH | Scw | Fr | Havre 3394 395.8 50.9 \| 26.5 | 5426 | | 1904 | Port de Bouc, Fr. (Chant. & Atel. de Provence.) | Chargeurs Reunis | 3CylTE27,43½,69x51; 3SB;WP177lbs;3000IHP | | V |
| 568 OBWR | **Amiral Sallandrouze de Lamornaix** 2D;Well dk;Wireless;W. Bal Steel 10BH | Scw | Fr | Havre 3394 395.8 50.9 \| 26.5 P261′ F41′ | 5425 | | 1904 | Port de Bouc, France (Ch. & Atel. de Provence.) | Chargeurs Reunis | 3CylTE27,43½,69x51; 3SB;WP177lbs;2800IHP | | V |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 569 OBWU | **Amiral Troude** Steel 2D;Well dk;Wireless; W. Bal 8BH | Scw | Fr 393.5 P265′ | Havre 50.7 \| 25.5 B66′ F47′ | 3573 5615 | | 1904 | St. Nazaire, (Ch. & Atel. [Fr. de St. Nazaire.) | Chargeurs Reunis | 3Cyl TE27,43,72x48; 3SB;WP180lbs;2800IHP | | V |
| 570 OBWN | **Amiral Villaret de Joyeuse** Steel 2D;W. Bal;Wireless;SUB.SIG. 8BH | Scw | Fr 406.1 P60′ | Havre 52.3 \| 27.8 B129′ F48′ | 3374 5502 | | 1912 | St. Nazaire, (Chantiers [Fr. de l'Atlantique) | Chargeurs Reunis | 3Cyl TE26,43,72x48; 3SB;WP180lbs;2300IHP. | | V |
| 571 31 NCXQ | **Amista** xSagami xHarlow Steel 1D;Shel dk;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | It 370.2 P39′ | Savona 48.8 \| 18.9 \| 28.8 B & F303′ | 3217 5106 | | 1902 10 | Sunderland, (Short [Eng. Bros., Lim.) | Soc. Anon. Lloyd del Pacifico | 3Cyl TE26,43,71x51; 3SB;WP180lbs | | BL |
| 572 1,244 NCYA | **Ammiraglio Bettolo** Steel 5D;Wireless;D.F;W. Bal 11BH | Scw Twin | It 435 | Genoa 52. \| 27.7 | 4473 8139 | | 1924 7 | Sestri Ponente, It. (Gio Ansaldo & Co.) | Societa di Nav. Transatlantica Italiana | Stm Tbns; 7SB;WP180lbs | A.S.7,25;M.&B.S.2,26 | C-I |
| 573 1,319 NCYV | **Ammiraglio Viale** xBoba xArmistice Steel 2D;B;Wireless;W. Bal 6BH | Scw | It 351.6 P54′ | Genoa 42 \| 25.7 B85′ F45′ | 2011 3290 | | '93 5 | Hamburg, (Reiherstag [Ger. Schiffsw.) | Peninsulare Soc. Italiana di Cabotaggio | 3Cyl TE25,41,65x42; 2DB;WP167lbs | | I |
| 574 RCVS | **Ammon** Steel 2D;Wireless;W. Bal 1BH | Scw | Ger 438.4 | Hamburg 55.2 \| 32.1 | 3026 5170 | | 1922 8 | Vegesack, (Bremer [Ger. "Vulcan.") | Deutsche Dampf. Ges. "Kosmos" | 3Cyl TE29,48,77x55; 3Birs | | G |
| 575 211,906 LDJF | **Amolco** Steel 2D;SUB.SIG;Wireless; 12BH Mchy aft;Web frms; 5BH to Fbd dk Bulk carrier;W. Bal 7BH to 2d dk | Scw Sch | Am 317.1 P72′ | Boston 46 \| 23.8 F32′ | 1912 3153 4000 | | 1914 1 | Quincy, (Fore River [Mass. S. B. Co.) | Crowell & Thurlow | 3Cyl TE22,37,60x42; Fore River S. B. Co; 2SB;New York S. B. Co; 50GS;2000HS;WP180lbs;1250IHP; EAC;Dkd,d rpd8,24 | ✠A1 Coastwise & W. I ✠AMS S.S.No.2,Bost4,22; M.S.4,22;n shft;B.S.1,24; shft drn8,24;Clh BB;CL (Laid up) | |
| 576 NDBT | **Amor** Steel 2D;Oil fuel;Wireless;W. Bal; 7BH Long. frmg | Scw | Hol 301.7 | Amst'dam 42 \| 17 | 1443 2325 | | 1911 | Rotterdam, (Rijkee [Hol. & Co.) | Koninklijke Nederlandsche Stoomboot Mij. | 3Cyl TE21½,33,57x39; 3SB;WP180lbs;1200IHP | | V |
| 577 165,767 | **Amos J. Senecal** 1D | Brg | Am 96.5 | Ogdensb'g 17.6 \| 8.6 | 112 130 | | 1914 | Champlain, (T. [N. Y. Gamache & Sons.) | Amos J. Senecal | Wd | | |
| 578 MAKN | **Ampetco** Steel 2D;Shel dk;Oil in bulk;Oil fuel; 18BH Mchy aft;Web frms; Long. frmg;Wireless;W. Bal | Scw | Blg 464.7 | Antwerp 60.2 \| 33.3 | 6227 8301 11960 | | 1918 5 | Sparrows Point, Md. (Bethlehem S. B. Corp.) | American Petroleum Co. | 4Cyl QE24,35,51,75x51; 3SB;WP220lbs;2800IHP | | BL |
| 579 112,121 | **Amphitrite** O,Bch,Sp;Glcf 1D | Scw Sch | Br 110 | Halifax 26.6 \| 11.8 | 114 252 | | 1903 4 | Mahone (Obed [Bay, N. S. Hamler.) | Ocean Salvage & Wrecking Co. (Lim.) | 2CylC12,24x18; 1CRTB;WP125lbs | — Exp | |
| 580 146,159 KJWT | **Ampullaria** Steel 2D;Web frms;Long. frmg; 15BH Mchy aft;Oil in bulk;Oil fuel; Wireless;W. Bal | Scw | Br 412.5 P110′ | London 53.8 \| 31.1 B33′ F57′ | 3476 5857 | | 1921 8 | Oakland, (Union [Cal. Const. Co.) | Anglo- Saxon Petroleum Co. (Lim.) | 3Cyl TE27,45,74x48; 3SB;WP180lbs | | BL |
| 581 NDBW | **Amrum** Steel 1D;Web frms;Mchy aft; 12BH Oil in bulk;Oil fuel;Wireless;W.Bal | Scw Twin | Hol 255.3 | Rotterd'm 38.5 \| 18.4 F46′ | 934 1810 | | 1916 | Kiel, (Howaldts- [Ger. werke A. G.) | N. V. Mij. "Laga" | 2-3Cyl TE14,23,38x19; 2SB;WP185lbs | | G |
| 582 LNQS | **Amsel** xMinna Steel 1D;SUB.SIG;W. Bal 4BH | Scw | Ger 214.6 P23′ | Bremen 34.1 \| 14.1 B59′ F26′ | 610 1065 | | 1921 11 | Hamburg, (Schiffsw. [Ger. u. Maschf.) | Nord- deutscher Lloyd | 3Cyl TE18,29,47x33; 2SB;WP130lbs | | G |
| 583 NDCS | **Amstelland** Steel 2D;B;Oil fuel;Wireless;W. Bal 7BH | Scw | Hol 470.1 P58′ | Amst'dam 61.5 \| 32.1 B317′ F48′ | 5128 8156 | | 1920 8 | Newcastle, (Swan, [Eng. Hunter & Wigham Richardson, Lim.) | Koninkl. Hollandsche Lloyd | Stm Tbns; 5SB;WP200lbs | | BL |
| 584 NDFL | **Amsterdam** Steel 2D;Shel dk;Oil fuel; 8BH Wireless;W. Bal | Scw | Hol 474.4 F38′ | Amst'dam 65.6 \| 40.8 | 6200 10867 | | 1921 11 | Pt. Glasgow, (Lithgows, [Scot. Lim.) | Koninkl. Nederl. Stoomb. Maats. | Stm Tbns; 6SB;WP220lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| 585 NDFM | **Amsterdam** Steel 2D;Web frms;Long. frmg; 18BH Oil in bulk;Oil fuel;Mchy aft; Wireless;W. Bal | Scw | Hol 440 P95′ | TheHague 57.5 / 34.1 B32′ F46′ | 4468 7352 | | 1922 10 | Newcastle, (Armstrong, Whitworth & Co., Lim.) | American Petroleum Co. | 3Cyl TE 28,46,77x51; 3SB;1AuxSB;WP180lbs | | BL |
| 586 MFKQ | **Amsterdam Socony** Steel Twin 1D;Mchy aft;Web frms; 11BH Oil fuel F. P. above 150° F. W.B.—A.P.47t..... F.O.....D.T.4′52t | MV Brg | Am 252.9 | New York 40.1 12.8 | 753 1199 1960 | | 1924 4 | Chester, (Sun S. B. & D. D. Co.) | Standard Transportation Co. | 2-2Cyl OilEng 13x18; Westinghouse & Southwark Corp. 700BHP;EAC;d rpd1,25; Dkd,s rps1,26 | ✠A1Ⓔ Oil Carrier. Inland & Sound, New York to Boston via Cape Cod Canal; Short Lake Trips in Summer as Oswego to Cape Vincent. ✠AMS Cih BB | |
| 587 TQHN | **Amur** xJ. H. Plummer xVan Eyck Steel 1D;Mchy aft;Oil fuel; 3BH Wireless;W. Bal | Scw | Br 246 | Vancouv'r 37 / 21.8 | 1238 1643 | | 1903 5 | Newcastle, (Armstrong, Whitworth & Co., Lim.) | Coastwise S.S. & Barge Co. (Lim.) | 3Cyl TE 20,33,54x36; 2SB;WP180lbs | | |
| 588 MNPC | **Amur** xNordnaes xVizcaina Steel 1D;Deep frmg;Wireless;W. Bal 5BH | Scw | Nor 290 B66′ | Oslo 42.7 / 19.3 F33′ | 1359 2272 | | '97 7 | Glasgow, (A. [Scot Stephen & Sons.) | North East Asiatic S.S. Co. (Lim.) | 3Cyl TE 19,32,53x42; 2SB;WP180lbs | | BL |
| 589 RMNW | **Amur Maru** Steel Twin 2D;Web frms;Long. frmg; 6BH Wireless;W. Bal | Scw | Jap 425 | Osaka 56.2 / 40.5 | 4823 7770 | | 1919 4 | Osaka, (Osaka [Jap. Iron Wks., Lim.] | Osaka Shosen Kabushiki Kaisha | 2-3Cyl TE 21,35,58x48; 3SB;1AuxSB;WP200lbs | | BL |
| 590 TPJD | **Amy G. MacKean** 1D | Trn | Br 141.5 | Halifax 33.4 / 12.5 | 397 465 | | 1919 | Darmouth, (W. K. [N. S. MacKean) | W. K. MacKean | Bch,Sp,P;Gif(Sltd) | | V |
| 591 | **Amy M. Sacker** 1D | Sch | Vnz 85 | Margarita 22.5 / 9.5 | 114 120 | | '86 4 | Cambridge, (J. W. Crowell.) Md. | J. M. Navarro | WO,P,Gum;Gicf | — Exp | |
| 592 MDGJ | **Anaconda** xNorthern No. 42 xIskum 1D;B | Brg Sch | Am 267.3 | Phila. 46 / 23.6 | 2100 2217 | | 1921 | Kingston, (Kingston [N. Y. S. B. Co.) | Eugene W. Fry | O,YP;Gif✕;2BH | ✠ — — Suspended2,22 | |
| 593 LTDM | **Anaconda** Steel 2D;Long. frmg;Wireless; 7BH SUB.SIG;W. Bal; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.175t;D.B.331′1518t..... F.O.—A.P.163t;D.B.289′1169t;S. | Scw | Am 395.5 P45′ F.P.25 F.P.23 | Newark 55 / 31.4 / 34′ 11″ B110′ F38′ 5t St | 3757 6093 9700 T.77t; | 8′ 1½″ 27′ | 1919 10 | Kearny, (Federal [N. J. S. B. Corp.) | U. S. Shipping Board | Stm Tbn; W. & A. Fletcher Co; 3SB;Federal S. B Co;8934HS; WP210lbs;2600SHP;Dkd,d rpd3,26; Exmd8,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,Phila9.23; n Eng10,26;M.S.9,23; B.S.11,25;n shft3,26;SBP;CL | |
| 594 LMSF | **Anacortes** Steel 2D;W. Bal;Long. frmg; 7BH Wireless;SUB.SIG. C-35 W.B.—A.P.318t;D.B.334′1089t;D | Scw | Am 379.8 P39′ | Tacoma 55.1 / 27 / 29′ 4″ B102′ F42′ | 3527 4889 7146 T.24′6 | 5′ 10½″ 23′ 8″ | 1918 9 | Tacoma, (Todd [Wash. D. D. & Const. Co.) | U. S. Shipping Board | 3Cyl TE 24.40.70x48; Seattle Const. & D. D. Co; 3SB;Seattle Const. & D. D. Co; 169GS;6831HS;WP175lbs;2100IHP; EAC;d rpd7,26;Dkd,s rps9,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Balt10,22; M.S.10,22;B.S.5,26; n shft9,26;Cih BB;CL | |
| 595 LTWP | **Anandale** 2D | Sch 4 M | Am 227 | New York 42.3 / 22.8 | 1530 1630 | | 1919 12 | Sharptown, (Eastern [Md. Shore S. B. Co.) | Ernest G. C. Lundt | YP,O;Gif; DB;3 dk clkg,clk12,20;3 t clkg12,24; s rps,s b clkg2,26 | A1Ⓔ S.S.No.1,NY12,24; B.S.12,24 | |
| 596 JFWR | **Anastasia** xHindoo Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw | Grk 398 P29′ | Argostoli 50.2 / 29.4 B122′ F37′ | 3167 5007 | | 1906 1 | Hull, (Earle's [Eng. Co., Lim.) | M. Macris | 4Cyl TE 21.30.42½.62x48; 2SB,WP190lbs 2333RHP. | 2dS.S.No.1,Mdbro4,23; shft drn8,23;M.&B.S.8,25 | C |
| 597 LTDH | **Anastasia** 1D;B | Brg Sch | Am 228.1 | Phila. 37 / 19.3 / 20′11″ | 1212 1313 2500 | | 1919 9 | South Jacksonville, Fla. (St. Johns River S. B. Co.) | Southern Trans. Co., Inc. | YP;Gif;1BH | ✠ — — Suspended1,24 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 598 JFHR | **Anastassios A. Syrmas** xAntinoe xRossetti 1D;Web frms;Wireless;W. Bal | Scw Steel 6BH | Grk | Andros | 280 P24′ \| 39 \| 17.3 | 1301 2079 | | '94 8 | Sunderland, (J. L. Thompson & Sons, Lim.) [Eng. | T. A. Syrmas | 3CylTE21,35,58x39; 2SB;WP160lbs | | BL |
| 599 | **Anastassios Pateras** xSvorono 1D;Wireless;W. Bal | Scw Steel 5BH | Grk | Chios | 348.5 P35′ \| 48.7 \| 22.9 B106′ F30′ | 2127 3382 | | 1914 7 | Sunderland, (J. Blumer & Co.) [Eng. | D. A. Pateras | 3CylTE24,40,65x42; 2SB;WP180lbs | | |
| 600 142,388 JTDB | **Anatina** xWar Hermit 1D;Oil fuel;Oil in bulk; Wireless;W. Bal | Scw Steel 11BH | Br | London | 400.7 P49′ \| 52.3 \| 28.5 B113′ F39′ | 3150 5236 | | 1918 4 | Clydebank, (J. Brown & Co., Lim.) [Scot. | Anglo-Saxon Petroleum Co. (Lim.) | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 601 QLSP | **Anatolia** 2D;sub.sig;Wireless;W. Bal | Scw Steel 1BH | Ger | Bremen | 315.8 P59′ \| 46.1 \| 18.8 B24′ F37′ | 1427 2446 | | 1923 4 | Bremen, (Akt. Ges. "Weser.") [Ger. | Nord-deutscher Lloyd | 3CylTE22,36,60x39 | | G |
| 602 129,598 HTKM | **Anchoria** 2D;Deep frmg;Oil fuel; Wireless;W. Bal | Scw Steel 7BH | Br | Glasgow | 446 P45′ \| 53.2 \| 30 B177′ F37′ | 3725 6112 | | 1911 9 | Glasgow, (A. Stephens & Sons, Lim.) [Scot. | T. & J. Brocklebank (Lim.) | 3CylTE28,46,77x51; 3DB;WP180lbs;590RHP. | 2dS.S.No.1,Clct2,25;A.S11,25; shft drn8,24;M.&B.S.11,25 | C |
| 603 117,125 KRNT | **Ancon** xShawmut 3D;sub.sig;Wireless;W. Bal; Oil fuel | Scw Steel Twin 7BH | Am | New York | 489.5 \| 58 \| 28.9 B178′ | 7531 9640 | | 1902 4 | Sparrows Point, Md (Maryland Steel Co.) | Panama R.R. Co. | 2-3CylTE23½,39¼,63x45; 4CRTB;WP200lbs;4000IHP. | ✠ — — Cancelled. | |
| 604 228 NCZT | **Andalusia** xAustralplain 2D;Deep frmg;Wireless;W. Bal | Scw Steel 6BH | It | Trieste | 385.2 P45′ \| 50.1 \| 26 B111′ F41′ | 2807 4499 | | 1907 11 | Glasgow, (D. & W. Henderson & Co., Lim.) [Scot. | D. Tripcovich | 3CylTE25,41,67x48; 3SB;WP180lbs;370RHP. | S.S.No.3,Naples4,25;A.S.11,25; B.S.11,25;shft drn2,26; M.S.6,26 | C-I |
| 605 5,769 JVMR | **Andalusia** 1D;Shel dk;Wireless;W. Bal | Scw Steel 4BH | Swd | Gothenb'g | 236.1 \| 37.4 \| 16 | 1085 1825 | | 1916 1 | Oskarhamn, (Oskarhamns M. V. Aktieb.) [Swd. | H. Metcalfe Mgr. | 3CylTE19,31,51x33; 2SB;WP185lbs | | BL |
| 606 140,557 | **Andalusian** 2D;Wireless;W. Bal | Scw Steel 6BH | Br | Liverpool | 321.5 P73′ \| 45.2 \| 24.2 B107′ F83′ | 1907 3074 | | 1918 1 | Hull, (Earle's S. & E. Co., Lim.) [Eng. | Ellerman Lines (Lim.) | 3CylTE20,35,61x42; 3SB;WP220lbs;372RHP. | S.S.No.1,Lvpl1,23;A.S.8,26; shft drn1,23;B.S.8,25; M.S.7,26 | C |
| 607 145,934 KMFH | **Andania** 2D;Shel dk;Oil fuel;Wireless; D.F;sub.sig;W. Bal | Scw Steel Twin 10BH | Br | Liverpool | 520.2 B & F426′ \| 65.3 \| 39.2 | 8391 13950 | | 1922 5 | Newcastle, (Hawthorn, Leslie & Co., Lim.) [Eng. | Cunard S.S. Co. (Lim.) | Stm Tbns; 2DB;2SB;WP220lbs | | BL |
| 608 106,926 | **Andaste** 1D;B;Mchy aft;W. Bal | Scw Steel 3BH | Am | Fairport | 246.9 \| 38.1 \| 17.9 | 1121 1439 | | '92 rb'21 | Cleveland, (Cleveland S. B. Co.) [Ohio | Leathem D. Smith Cliffs Co. | 3CylTE17,29,47x36; 2SB;WP165lbs;856IHP. | | |
| 609 MSWH | **Anders** 1D;Wireless;W. Bal | Scw Steel Sch 4BH | Nor | Hauges'nd | 239.1 \| 36.2 \| 16.4 | 773 1342 | | 1916 10 | Krimpen, (Van der Giesen & Zonen.) [Hol. | A/S. F. Heredia | 3CylTE16,29,46x36; 2SB;WP185lbs | | N |
| 610 132,062 HTJN | **Anderton** xCoquetmede xThornhill 1D;Web frms;Long. frmg; Wireless;W. Bal | Scw Steel 6BH | Br | Newcastle | 355.5 P32′ \| 51 \| 23.9 B102′ F32′ | 2425 3859 | | 1911 9 | Sunderland, (Short Bros.) [Eng. | Regier Shipping Co. (Lim.) | 3CylTE25,41,67x45; 2SB;WP180lbs | | BL |
| 611 135,497 JCWB | **Andes** 3D;sub.sig;Wireless;D.F;W. Bal | Scw Steel Trpl | Br | Liverpool | 570.3 \| 67.3 \| 33.3 | 9481 15620 | | 1913 | Belfast, (Harland & Wolff, Lim.) [Ire. | Royal Mail Steam Packet Co. | 2-4CylTE27,42,49,49x51; 1LPTrbn | | |
| 612 23,823 RFSP | **Andes Maru** 2D;Shel dk;Web frms; Long. frmg;Wireless;W. Bal | Scw Steel Twin 6BH | Jap | Osaka | 425 \| 56.2 \| 40.5 | 4847 7772 | | 1918 10 | Osaka, (Osaka Iron Wks., Lim.) [Jap. | Osaka Shosen Kabushiki Kaisha | 2-3CylTE21,35,58x48; 3SB;1AuxSB;WP200lbs | | BL |
| 613 NDGF | **Andijk** xBrantford 2D;B;Shel dk;Deep frmg; Wireless;W. Bal | Scw Steel Sch 7BH | Hol | Rotterd'm | 410 \| 52 \| 27.6 | 4037 6292 | | 1909 2 | Newcastle, (Northumberland S. B. Co., Lim.) [Eng. | Holland-America Line | 3CylTE28,46,77x54; 3SB;WP180lbs | | BL |
| 614 MGDN | **Andora** xEarl of Dumfries 1D;Web frms;Well dk;W. Bal | Scw Iron 4BH | Nor | Oslo | 244.6 \| 36.1 \| 17.3 B48′ F30′ | 837 1387 | | '82 7 | Sunderland, (S. P. Austin & Son.) [Eng. | A/S. Andora | 2CylC28,57x36; 2SB;WP80lbs | | BL |
| 615 131,335 HSMJ | **Andorinha** 2D;Well dk;Wireless;W. Bal | Scw Steel Sch 4BH | Br | Liverpool | 290.1 P & B197′ F45′ \| 41.7 \| 17 | 1422 2548 | | 1911 5 | Dundee, (Caledon S. B.& E. Co.,Lim.) [Scot. | Yeoward Line (Lim.) | 3CylTE24,39,64x42; 3SB;WP180lbs | | BL |

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| No. Off. No. Signal Letters | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 616 HCFV | **Andraka Mendi** xPlencia Steel 1D;Web frms;Wireless;W. Bal 5BH | Scw | Sp | Bilbao 289.5 \| 42 \| 17.9 P24′ | 1644 2516 | | '98 5 | Middlesbro, (Sir R. Dixon & Co., Eng. Lim.) | Cia. Nav. Sota y Aznar | 3CylTE22,36,60x39; 2SB;WP160lbs | | BL |
| 617 | **Andre Theodore** 1D:B | S | It | Genoa 282.8 \| 44.1 \| 22.7 | 2418 2732 | | 1902 9 | Rouen, (Chant. & Atel. St. Nazaire.) [Fr. | Fratelli Dufour | Stl;2BH | | |
| 618 13 NDAY | **Andrea** xHilgien Steel 1D;Spar dk;W. Bal 6BH | Scw | It | Spezia 340 \| 48 \| 19.5 B92′ F38′ | 2534 3935 | | '99 10 | Newcastle, (Northum- berland S. B. Co. [Eng. | Dall'Orso & Co. | 3CylTE23,38,65x48 | | I |
| 619 218,067 LRDM | **Andrea F. Luckenbach** 2D;Shel dk;Wireless;W. Bal; Oil fuel F. P. above 150° F. Steel Twin C-43 | Scw | Am | New York 496 68.2 \| 37.2 \| 40′ | 6826 10725 20520 | 11′ 4″ 28′ 10½″ | 1919 6 | Quincy, (Bethlehem S. B. Corp., Lim. [Mass. | Luckenbach S.S. Co. | Stm Tbns; Bethlehem S. B. Corp, Lim; 4WTB;Chas. Ward Eng. Co; 14000HS;WP300lbs;5000SHP;EAC; d rpd9.24;Dkd,s rps5,26; Exmd10,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,NY9,24; n Pt shft11,23;M.S.9,24; shfts drn12,25;B.S.3,26; SBP;CL | |
| 620 148,520 KRWF | **Andreas** 1D;Shel dk;Deep frmg; Wireless;W. Bal Steel 6BH | Scw | Br | London 425 55.5 \| 26.3 | 3537 5450 | | 1914 11 | Sunderland, (W. Doxford & Sons, Lim.) [Eng. | Embiricos Bros., Mgrs. | 3CylTE28,45,75x51; 3SB;WP180lbs | S.S.No.2,Plr12,22; shft drn2,23;B.S.1,26; M.S.5,26 | C |
| 621 | **Andreas Gerakis** xThermidor Steel 1D;Wireless;W. Bal 7BH | Scw | Grk | Cephlonia 331 46.5 \| 23.2 P33′ B98′ F29′ | 2028 3300 | | 1918 12 | Chepstow, (E. Finch & Co., Lim.) [Eng. | N. Gerakis | 3CylTE25,41,68x45; 3WTB;WP180lbs | | BL |
| 622 JPWN | **Andreas K** xGraciana xSierra Morena Steel 1D;B;Spar dk;Deep frmg; Wireless;W. Bal 6BH | Scw | Grk | Piraeus 361 46.2 \| 17.7 P31′ B200′ F40′ | 2252 3602 | | 1903 10 | Glasgow, (C. Connell & Co., Lim.) [Scot. | P. Mar- garonis & Sons | 3CylTE24,40,67x45; 2SB;WP185lbs | | BL |
| 623 HCJV | **Andres Roca** xJoven Antonio xDemetro | Bk | Sp | Seville 98.3 27.9 \| 15.2 | 214 239 | | '69 | Blanes, Sp | Juan Lazo | Wd | | |
| 624 166,528 | **Andrew** 1D | Brg | Am | Phila. 110.5 32.5 \| 9.5 | 310 316 | | 1916 | Gildersleeve, (Gilder- sleeve S. B. Co.) [Conn. | Oliver Gildersleeve Sons, Inc | Wd | | |
| 625 166,628 | **Andrew Bros.** 1D | Brg | Am | New York 115.3 36.2 \| 9.2 | 353 353 | | 1913 | Rockland Lake, N. Y. (Michael W. Martin) | Conklin & Foss Co. | Wd | | |
| 626 223,240 | **Andrew Foss** xLieut. Geo. M. Harris Wood | Scw | Am | Tacoma 97.4 22.9 \| 9 | 70 124 | | 1905 | Seattle, (H. B. Lovejoy.) [Wash. | Foss Launch & Tug Co. | 3CylTE9⅝,17,28x18; 1WTB;WP250lbs;500IHP. | | |
| 627 219,251 LTRS | **Andrew Jackson** 2D;Shel dk; Long. frmg; 4BH to Fbd dk Wireless;W. Bal; 3BH to 2d dk Oil fuel F. P. above 150° F. Steel 7BH C-38 | Scw | Am | Phila. 439.6 60.2 \| 33.7 \| 36′ 8″ P40′ B134′ F48′ | 4926 7746 12980 | 8′ 5¾″ 28′ 4″ | 1919 11 | Gloucester, (Pusey & Jones Co.) [N. J. | U. S. Ship- ping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; WP210lbs;3000SHP;Dkd,s rps4.21 | ✠A1Ⓔ With Freeboard ✠AMS S.S.NY9,20; BSP;CL (Laid up) | |
| 628 220,817 MBVS | **Andrew McDonald** xAltura 1D;B | Brg Sch | Am | New York 267.3 46 \| 23.6 | 2138 2218 | | 1919 3 | Stonington, (Ship Trading & Const. Co.) [Conn | United States Gypsum Transp. Co. | O,YP;Gif✕;2BH; d rpd,s b clkg7,23 | ✠A1 Towing Barge. Coastwise & W. I. S.S.NY4,21 | |
| 629 206,167 | **Andrew S. Upson** 1D;Mchy aft;W. Bal Steel 3BH | Scw Sch | Am | Fairport 380 52 \| 28 | 3120 4442 | | 1909 4 | Cleveland, (Ameri- can S. B. Co.) [Ohio | A.T.Kinney Mgr. | 3CylTE21,33,57x42; 2SB;WP180lbs;1442IHP. | (★100(GL) P.S.4,26 | |
| 630 JFHB | **Andrios** xCaterham xArabia Steel 2D;Deep frmg;Wireless;W. Bal 7BH | Scw | Grk | Andros 385.4 49.1 \| 26.8 P40′ B102′ F46′ | 2849 4434 | | 1901 6 | Glasgow, (Napier & Miller, Lim.) [Scot. | Joannis M. Goulandris | 3CylTE27,43,72½x48; 2SB;WP200lbs;2300IHP | | V |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 631 OBZC | **Andromede** xFremantle Steel 2D;Well dk;Wireless;W. Bal 11BH | Scw | Fr 450.6 P & B | Dunkirk 57.6 \| 26.1 392′ F45′ | 3747 6037 | | 1911 5 | Geeste-munde, Ger. (J. C.Tecklenborg A. G.) | Soc. des Services Contractuels des Messageries Maritimes | 3CylTE28,44,78x54; 4SB;WP205lbs;3600IHP | | V |
| 632 141,847 | **Andron L.** xBouwiller 1D;B | Brg | Br 196 | Quebec 40.3 \| 15.4 | 932 991 | | 1919 rb '22 | Three Rivers (Three [Que. Rivers Shipyards Lim.) | Sincennes-McNaughton Line | Wd;2BH | 100(GL) P.S.5,26 | |
| 633 | **Anelura** xOronite 2D;B;Wireless | Sch 4 M Aux Twin | Fr 232 | Papeete 43.6 \| 26.6 | 1325 1704 | | 1918 3 | Benecia, (James [Cal. Robertson.) | O'Connor-Harrison & Co. | P;Gif(Sltd) 2-2CylOilEng16½x18⅞ | ✠ — — Suspended6,24 | |
| 634 154 DFMN | **Anfitrite** xBesoeki Steel 2D;Spar dk;Wireless;W. Bal 7BH | Scw | It 346.2 | Leghorn 44.6 \| 28.5 | 2507 3950 | | 1901 | Hamburg, (Blohm [Ger. & Voss.) | M. Querci & O. Rosin | 3CylTE23,47,62x42; 2SB;WP185lbs;1600IHP. | | I |
| 635 615 NDFH | **Anfora** Steel 1D;Shel dk;Wireless; 6BH D.F;W. Bal | Scw | It 404.2 B125′ | Trieste 54 \| 29 | 3590 5794 | | 1922 5 | Trieste, (Cant. San [It. Rocco, S. A.) | Nav. Libera Triestina Soc. in Az. | 3CylTE27,42,68x48; 3SB;WP180lbs | | I |
| 636 | **Angamos** xSpartan xCitta di Venezia Steel 3D;W. Bal 6BH | Scw | Chl 377.1 P62′ | Valparaiso 44.3 \| 25 B114′ F64′ | 2370 3597 | | '90 11 | Newcastle, (C. S. [Eng. Swan & Hunter.) | Government of Chili | 3CylTE30,50,79x54; 4SB;WP130lbs | | |
| 637 OVXU | **Ange Schiaffino** xCleveland Steel 1D;Wireless;W. Bal 4BH | Scw | Fr 251 P28′ | Algiers 43.8 \| 18.2 B65′ F27′ | 1132 1921 | | 1917 3 | Superior, (Superior [Wis. S. B. Co.) | Soc. Algerienne de Nav. pour l'Afrique du Nord | 3CylTE20,33,54x40; 2SB;WP180lbs | | BL |
| 638 | **Angel de la Paz** Steel 1D;Wireless;W. Bal 5BH | Scw | Sp 140.4 F26′ | Pasajes 25 \| 13.8 | 107 392 | | 1919 8 | Savannah, (Foundation [Ga. Co.) | Ciriza & Parayuelo | 3CylTE12,21,35x24; 1SB;WP180lbs | | V |
| 639 HCPJ | **Angela** xRiver Clyde Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Sp 344.8 P28′ | Santander 49.8 \| 17.9 B90′ F42′ | 2526 3913 | | 1905 3 | Pt. Glasgow, (Russell [Scot. & Co.) | A. Pardo | 3CylTE25,41,67x48; 3SB;WP180lbs | | BL |
| 640 92,504 | **Angela Flannery** xMarguerite Wood 1D | Scw | Am 90.3 | New York 21.3 \| 10.8 | 64 128 | | '93 | Kennebunk-port, Me. | | 2CylC16,30x22; 1SB;WP125lbs;470IHP. | — Exp | |
| 641 | **Angelica** xAnguila xLa Plata II Iron 1D;W. Bal | Scw | Arg 109.4 | Buen Aires 20.7 \| 10.6 B35′ | 39 167 | | '93 | Rostock, (Actien [Ger. Gesellschaft Neptun.) | Cia. Argentina de Nav. Angel Gardella Ltda. | 2CylC18,33x20; 1SB;WP80lbs;250IHP | | |
| 642 NQCM | **Angelica Maersk** xHoneborg xAuguste Steel 1D;W. Bal 5BH | Scw | Dan 240.6 | Svendborg 34.2 \| 14.1 B114′ F20′ | 866 1399 | | '96 | Helsingor, (Helsingors [Den. Jernsk. og Maskin.) | A. P. Moller, Mgr. | 3CylTE17,27,47x33; 1SB;WP175lbs;734IHP | | V |
| 643 107,494 | **Angeline** Steel 1D;B;Mchy aft;W. Bal 3BH | Scw Sch | Am 414 | Fairport 50 \| 28 | 3441 4690 | | '99 rb'15 | Wyandotte, (Detroit [Mich. S. B. Co.) | Presque Isle Trans. Co. | 3CylTE22,35,58x42; 2SB;WP165lbs;1150IHP. | (★100(GL) P.S.4,25 | |
| 644 JGFC | **Angelis Cambitsis** xDe Greve Steel 1D;Deep frmg;Wireless;W. Bal 6BH | Scw | Grk 331 P29′ | Argostoli 47.3 \| 20.7 B168′ F34′ | 1941 3016 | | 1906 | Blyth, (Blyth [Eng. S. B. Co., Lim.) | Vergottis, Cambitsis & Co. | 3CylTE24,38,61x42; 2SB;WP180lbs;1400IHP | | V |
| 645 NDIP | **Angelo** xNuova-Maria Carmela xConcettina | Bkt | It 143.5 | Cagliari 29.1 \| 18.1 | 470 512 | | '84 5 | Castella-(B. [mare, It. Bonifacio.) | Aciers de la Marine et d'Honnecourt | O,P;Icf | | V |
| 646 816 NDKT | **Angelo Toso** Steel 3D;Wireless;W. Bal 8BH | Scw | It 388.7 P29′ | Genoa 51.6 \| 26.5 B252′ F42′ | 3724 6163 | | 1917 6 | Riva Trigoso (Soc. [It. Esercizio Bacini) | Soc. Nazionale di Navigazione | 3CylTE26,42,69x48; 3SB;WP185lbs | S.S.No.1,Gen10,21; A.S.5,26; shft drn2,23;B.S.6,25;M.S.5,26 | C-I |
| 647 1,266 NDLV | **Angiolina R.** xVirginia Dollar xWayfarer Steel 2D;Deep frmg;Web frms; Twin 10BH Wireless;W. Bal | Scw Twin | It 505 | Genoa 58.3 \| 31.7 | 6052 9481 | | 1903 2 | Belfast, (Workman, [Ire. Clark & Co., Lim.) | Soc. Anon. Italiana Prodotti Metallici | 2-3CylTE23,38½,62x48; 2DB;2SB;WP185lbs;4000IHP | | V |
| 648 OBZY | **Angkor** xAtlantique Steel 3D;B;Oil fuel;Wireless;W. Bal 10BH | Scw Twin | Fr 468.9 | Marseilles 50.6 \| 30.5 | 3787 7357 | | 1900 | La Ciotat, (Messageries [Fr. Maritimes.) | Soc. des Serv. Contr. des Messageries Maritimes | 2-3CylTE42,48,79x43; 8SB;WP180lbs;7200IHP | | V |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 649 OCAB | **Anglet** xDingle Bank Steel 1D;Wireless;W. Bal 5BH | Scw | Fr | Bayonne 331 \| 47.7 \| 22.5 P26′ B95′ F33′ | 1987 3129 | | 1913 4 | Sunderland, (J. Blumer & Co.) [Eng. | Cie. des Chargeurs Francais | 3CylTE24,39,65x42; 2SB;WP180lbs | | BL |
| 650 5,614 JTVG | **Anglia** Steel 1D;Shel dk;sub.sig;Wireless; W. Bal 4BH | Scw | Swd | Gothenb'g 283 \| 43 \| 16.4 | 849 1750 | | 1914 7 | Gothenburg, (Lind-holmens V. A.) [Swd. | H. Metcalfe, Mgr. | 3CylTE21½,35½,58½x36; 2SB;WP185lbs | | BL |
| 651 139,163 JNMF | **Anglo-Chilean** Steel 2D;Shel dk;Long. frmg; 7BH Web frms;Wireless;W. Bal | Scw | Br | London 470.5 \| 58.3 \| 37.8 | 5799 9097 | | 1916 11 | Sunderland, (Short Bros., Lim.) [Eng. | Nitrate Producers S.S. Co. (Lim.) | 4CylQE26,36½,53,76x54; 3SB;WP220lbs | | BL |
| 652 143,091 JWQR | **Anglo Colombian** xSchwarzenfels Steel 2D;Wireless;W. Bal 6BH | Scw | Br | London 479 \| 62.2 \| 33 P66′ B140′ F60′ | 5333 8407 | | 1915 | Bremen, (Akt. Ges. "Weser.") [Ger. | Nitrate Producers S.S. Co. (Lim.) | 4CylQE28,40,58,85x55; 4SB;WP213lbs | | BL |
| 653 135,166 JBGN | **Anglo-Egyptian** Steel 2D;Shel dk;Web frms; 7BH Long. frmg;Wireless;W. Bal | Scw | Br | London 425 \| 56.3 \| 36.3 | 4611 7381 | | 1912 12 | Sunderland, (Short Bros., Lim.) [Eng. | Nitrate Producers S.S. Co. (Lim.) | 4CylQE25,36,52,76x54; 3SB;WP220lbs | | BL |
| 654 125,666 HMGP | **Anglo-Mexican** Steel Sch 2D;Deep frmg;Shel dk; 6BH Wireless;W. Bal | Scw | Br | London 394 \| 52.4 \| 27.9 | 2997 4796 | | 1908 2 | Sunderland, (Short Bros., Lim.) [Eng. | Nitrate Producers S.S. Co. (Lim.) | 4CylQE24,34,49,71x48; 3SB;WP220lbs | | BL |
| 655 OCAF | **Ango** Steel 3D;Wireless;W. Bal 10BH | Scw | Fr | Havre 414 \| 54 \| 34.8 B148′ | 4571 7393 7417 | | 1913 | Havre, (Forg. & Ch. de la Medit.) [Fr. | Chargeurs Reunis | 3CylTE28,46,76x52; 3SB;WP200lbs;4000IHP | | V |
| 656 167,688 | **Angola** 1D | Brg | Am | N. Orleans 251 \| 36.8 \| 7.5 | 628 628 | | 1906 | Ambridge, (American Bridge Co.) [Pa. | Angola Transfer Co. | Stl | | |
| 657 | **Angola** xAlbertville Steel 2D;Shel dk;Wireless; Twin 7BH D.F;W. Bal | Scw | Ptg | Lisbon 439.5 \| 55.7 \| 34.3 P52′ F83′ | 5062 7745 | | 1912 12 | Hoboken, (Soc. Anon. Jhn. Cockerill.) [Blg. | Cia. Nacional de Nav. | 2-4CylQE23,33,47,67x48; 6SB;WP215lbs | | |
| 658 QLTC | **Angora** xElsbeth Kimme Steel 1D;sub.sig;Wireless;W. Bal 4BH | Scw | Ger | Bremen 296.2 \| 42.8 \| 19.6 P15′ B182′ F33′ | 1369 2289 | | 1923 5 | Einswarden, (J. Frerichs Co., A. G.) [Ger. | Nord-deutscher Lloyd | 3CylTE21,35,55x35; 2Birs | | G |
| 659 138,211 OCAH | **Angouleme** Steel 1D;Wireless;W. Bal 5BH | Scw | Fr | Nantes 250 \| 43.7 \| 26.1 P25′ B68′ F19′ | 1515 2431 | | 1918 2 | Toronto, (Thor Iron Wks., Lim.) [Can. | Soc. Mar. Aux de Transports | 3CylTE20,34,54½x39½; 2SB;WP180lbs;1400IHP | | V |
| 660 QLWS | **Anhalt** xAya Mendi xAnhalt Steel 2D;Shel dk;sub.sig;Wireless; 8BH W. Bal | Scw | Ger | Bremen 471.1 \| 59.1 \| 28.9 | 4047 6580 | | 1914 | Vegesack, (Bremer Vulkan.) [Ger. | Nord-deutscher Lloyd | 3CylTE32,52,86x55; 4SB;WP206lbs | | BL |
| 661 HCNQ | **Aniceto** xMarcel B. 1D | Bkt | Sp | Barcelona 104.9 \| 24.9 \| 12.1 | 137 191 | | 1903 | Spezia, (Cantiere Nav. di Muggiano.) [It. | Hijos de Jose Taya S. en C. | Stl | | |
| 662 216,612 LMFT | **Aniwa** Steel 2D;Long. frmg;W. Bal; 7BH Wireless;sub.sig; 6BH to Fbd dk 1BH to 2d dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.49t;D.B.345′1295t; D .T.30′5 F.O.—A.P.46t;D.B.327′1132t; D .T.30′5 | Scw | Am | San Fran. 402.5 \| 53 \| 32 \| 34′ 6′ 46t... 09t; S. | 4462 6012 9400 .....F.P.73t T.43t;F.P.68t | 8′ 3¼″ 26′ 5″ | 1918 7 | Oakland, (Moore S. B. Co.) [Cal. | U. S. Shipping Board | Stm Tbn; General Electric Co; 4WTB;Heine Boiler Co;11132HS; WP225lbs;2800SHP;Dkd4,20; s rps6,21 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.Phila4,20 CL (Laid up) | |
| 663 WPQN | **Anjer** Steel 2D;Shel dk;Wireless; 6BH W. Bal;Oil fuel | Scw | Nor | Oslo 359.4 \| 50.3 \| 30 | 3738 5104 | | 1921 9 | Slikkerveer, (M. V. Schps. "De Maas") [Hol. | E. B. Aaby | 3CylTE23,38,63x41; 3SB;WP185lbs | | BL |
| 664 107,418 | **Ann Arbor No. 3** Steel 2D;B;Wireless 6BH | Scw | Am | S. Frankft 306.9 \| 52.3 \| 17.1 | 935 2047 | | '98 9 | Cleveland, (Globe Iron Works.) [Ohio | Ann Arbor Ry. & S.S. Lines | 3CylTE15½,26,44x26; 2SB;WP180lbs;1200IHP. | | |
| 665 203,695 | **Ann Arbor No. 4** Steel 2D;B;Wireless 4BH | Scw Twin | Am | S. Frankft 259 \| 52.1 \| 17.6 | 772 1778 | | 1906 | Cleveland, (American S. B. Co.) [Ohio | Ann Arbor Ry. & S.S. Lines | 2-3CylTE14,22½,38x32; 2SB;WP175lbs;1200IHP. | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 666 208,261 | **Ann Arbor No. 5** Steel 1D;B;Wireless 3BH | Scw Twin | Am 360 | S. Frankft 56.3 \| 18.9 | 1961 2884 | | 1910 | Toledo, (Toledo S. B. Co.) [Ohio | Ann Arbor Ry. & S.S. Lines | 2-3Cyl TE 21,33,52x40; 4SB;WP185lbs;3000IHP. | | |
| 667 214,656 | **Ann Arbor No. 6** Steel 2D;B;Wireless 7BH | Scw Twin | Am 338 | Frankfort 56 \| 18.3 | 1679 2716 | | 1917 | Ecorse, (Great Lakes Eng. Wks.) [Mich. | Ann Arbor Ry. & S.S. Lines | 2-3Cyl TE 19½,31,52x36; 4SB;WP175lbs;3000IHP. | | |
| 668 224,430 | **Ann Arbor No. 7** Steel 2D 7BH | Scw Twin | Am 348 | Milw'ukee 56 \| 21.6 | 1426 2934 | | 1925 | Manitowoc, (Manitowoc S. B. Co.) [Wis. | Ann Arbor Ry. & S.S. Lines | 2-3Cyl TE 20½,34,56x36; 4SB;WP185lbs;2700IHP. | | |
| 669 | **Ann-Mari** xEbro Steel 1D;Wireless;W. Bal 4BH | Scw | Swd 204.6 P65′ | Stockholm 33.6 \| 12.7 B54′ F20′ | 485 934 | | 1917 5 | Helsingborg, (Helsingborg Warfs A/B.) [Swd. | Nymans Rederi A/B. | 3Cyl TE 18,29,47x27; 1SB;WP185lbs | | N |
| 670 | **Anna** xUndine Steel 2D;Wireless;W. Bal 4BH | Scw | Chi 265 P30′ | Shanghai 371 \| 17.9 B74′ F34′ | 974 1631 | | 1903 6 | Newcastle, (C. S. Swan & Hunter.) [Eng. | Footay S.S. Co. (Lim.) | 3Cyl TE 20,33,54x36; 2SB;WP160lbs | | |
| 671 | **Anna** xMount Athos xLeapark Steel 1D;Long. frmg;Wireless;W. Bal 7BH | Scw | Grk 400.6 P51′ | Argostoli 52.3 \| 28.5 B114′ F39′ | 3192 5173 | | 1919 4 | Greenock, (Greenock Dkyd. Co., Lim.) [Scot. | N. D. Lykiardopulo | 3Cyl TE 27,44,73x48; 3SB;WP180lbs | | BL |
| 672 166,155 | **Anna** 1D | Brg | Am 85.2 | New York 30.2 \| 7.6 | 169 169 | | 1908 | Brooklyn, (John Larsey.) [N. Y. | Rogers Lighterage Co., Inc | Wd | | |
| 673 102 NDOR | **Anna C** xAnna Steel 2D;Shel dk;Oil fuel;W. Bal 8BH | Scw | It 433 | Trieste 54.9 \| 28.5 | 4370 7195 | | 1921 5 | Trieste, (Cant. Nav. Triestino.) [Italy | "Cosulich" Soc. Triestino di Nav | 3Cyl TE 26,42,70x48; 3SB;WP180lbs | | I |
| 674 | **Anna C. Minch** Steel 1D;B;Mchy aft;W. Bal 5BH | Scw | Br 380 | 50 \| 28 | 3229 4285 | | 1903 rb '14 | Cleveland, Ohio (Amer. S. B. Co.) | J. Murphy | 3Cyl TE 22,35,58x40; 3SB;WP180lbs;1460IHP. | | |
| 675 210,216 | **Anna C. Wilson** Wood 2D 3BH | Scw | Am 91 | Saugatuck 20.4 \| 7.6 | 56 83 | | 1912 | Saugatuck, Mich. | Morgan Transp. Co. | 2CylC 12,24x20; 1FB;WP140lbs;150IHP. | 95 (GL) Lake Michigan Sts. & Bays. P.S.7,26 | |
| 676 201,451 KTLC | **Anna E. Combes** 1D | Scw | Am 113.6 | New York 23.2 \| 6.6 | 114 138 | | 1904 10 | East Rock- away, N. Y. | Thos. G. Carpenter & Co. Inc. | 160IHP. | | |
| 677 35 HBSL | **Anna Goich** Steel 1D;Deep frmg;W. Bal 5BH | Scw | It 290 P33′ | Trieste 41.2 \| 19.2 B76′ F35′ | 1524 2496 | | 1900 7 | Trieste, (Stabilimento Tecnico Triestino.) [It | Cia. Gen. di Nav. D. Tripcovich | 3Cyl TE 20,32,54x39; 2SB;WP180lbs;1100IHP. | | I |
| 678 | **Anna Jensen** xSaxon Steel 1D;Web frms;Mchy aft;W. Bal 6BH C-26 W.B.—A.P.27t;D.B.204′686t;D.T .20′32t | Scw | Dan 296.2 P87′ | Cop'hagen 40.4 \| 21.1 \| 24′ 6″ B32′ F31′ 14t | 1857 2663 4000 | 4′ 20′ 8″ | '91 rb '18 | Cleveland, (Globe Iron Wks.) (Imperial S. B.Co.) [Ohi | T. C. Christensen, Mgr. | 3Cyl TE 20,38,61x42; Globe Iron Wks; 2SB;Globe Iron Wks; 120GS;430SHS;WP140lbs;900IHP; EAC;d rpd7,25;Dkd6,26;s rps9,26 | A1 AMS 3dS.S.No.2,Chstn10,23; n shft3,19;M.S.10,23; shft drn11,24;B.S.4,26;Scip;CL | |
| 679 RBPW | **Anna Kayser** xOffenbach Steel 2D;Shel dk;Wireless;W. Bal 7BH (*Now Nordsee*) | Scw | Ger 388.8 | Hamburg 47.9 \| 26.7 | 2743 4336 | | 1900 12 | Newcastle, (Wigham, Richardson & Co.) [Eng. | Reed, Kayser A/G. | 4Cyl QE 24,34,51,74x54; 2SB;2DB;WP210lbs | | G |
| 680 NBCM | **Anna Kirstine** 1D | Trn Aux | Dan 131.5 | Rudkjbng 30.2 \| 13 | 234 329 | | 1919 | Rudkjobing, (H. C. Paulsen.) [Den. | Motor- seilskb Anna Kirstine A/S. | Wd; 4CylOilEng 11x16½ | | V |
| 681 201,396 KTJJ | **Anna M. Hudson** 1D | Trn | Am 133.5 | Tampa 31.8 \| 10 | 299 338 | | 1904 9 | Bethel, (Geo. K. Phillips & Co.) [Del. | H. R. Askew | O,YP;Gicf (Sltd) | — Exp | |
| 682 168,536 | **Anna O'Boyle** xBarrilla 1D;B | Brg | Am 268 | New York 46 \| 26 | 2200 2200 | | 1919 | Baltimore, (Henry Smith & Sons Co.) [Md. | O'Boyle Lighterage Co. | Wd | | |
| 683 1,386 | **Anna P. Grover** 1D | Brg | Am 137 | Detroit 26 \| 11.3 | 234 246 | | '68 | Vermilion, (Grover.) [Ohio | C. W. Kotcher | O | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 684 165,674 | **Anna R.** 1D | Brg | Am 112.3 | New York 33.2 \| 9.1 | 314 314 | | 1913 | Kingston, (Jacob Rice & Co.) [N. Y. | Jacob Rice | Wd | | |
| 685 207,312 LBKG | **Anna R. Heidritter** xCohasset 1D;B | Sch 4 M | Am 185 | New York 37.1 \| 13.5 | 610 694 | | 1903 2 rb '10 | Bath, (Sharptown, Md.) [Me | Edward L. Swan | O,YP;Gif(Sltd) | ✠ — Exp5,23 | |
| 686 LCHD | **Anna Sofie** xWar Cove Steel 1D;Wireless;W. Ba 4BH | Scw | Nor 331 P33′ | Hauges'nd 46.6 \| 23.2 B100′ F29′ | 1852 3100 | | 1919 6 | Newcastle, (Tyne Iron S. B. Co., Lim.) [Eng | N. Rogenaes Mgr. | 3CylTE25,41,68x45; 3SB;WP180lbs | | BL |
| 687 223,457 MFHS | **Anna Sophia** 1D | Sch 2 M | Am 102 | Machias 30.6 \| 8.5 | 146 200 | | 1923 | Dennysville, (Pushee Bros.) [Me | Frank T. Lang | Wd | | |
| 688 JDSV | **Anna Vassilakis** xSanteramo xArranmore Steel 1D;B;Deep frmg;Wireless; W. Ba' 6BH | Scw | Grk 346 P27′ | Chios 45 \| 24.1 B108′ F39′ | 1934 3045 | | 1904 2 | Stockton, (Richardson, Duck & Co.) [Eng. | C. N. Vassilakis | 3CylTE25,42,68x45; 2SB;WP180lbs;335RHP. | 2dS.S.No.2,Crdf8,24;A.S.10,25; shft drn2,24;M.&B.S.6,26 | C |
| 689 107,676 KRDJ | **Anna W.** Wood 1D | Scw | Am 103.5 | New York 25.5 \| 10.5 | 139 204 | | 1901 | Philadelphia, Pa. | Cahill Towing Line | 500IHP | | |
| 690 138,654 TPFS | **Annabel Cameron** 1D | Sch | Br 156.7 | Picton 34.5 \| 13 | 458 504 | | 1919 | New Glasgow, N. S. (McNeil S. B. Co.) | Walter McNeil | Bch,Sp,P;Gif(Sltd) | | V |
| 691 NSHQ | **Annam** Steel 2D;Shel dk;Wireless;W. Bal 7BH | MV Sch 4 M Twin | Dan 410 | Cop'hagen 55.2 \| 35.4 | 4236 6635 | | 1913 6 | Copenhagen, (Akt. Burmeister & Wain.) [Den. | Akties. det Ostasiatiske Kompagni | 2-8CylOilEng23¼x31½ | | BL |
| 692 106,693 | **Annapolis** Iron 2D;Wireless | SW | Am 202.5 | Baltimore 65.2 \| 14.3 | 483 877 | | '89 | Baltimore, (Columbian I. Wks. & D. D. Co.) [Md. | City of Baltimore | 2-1Cyl42x110; 2DB;WP70lbs;1200IHP. | | |
| 693 216,084 LJVM | **Annapolis** 1D | Brg Sch | Am 228.7 | Baltimore 40 \| 16 | 1257 1371 | | 1918 | Wilmington, (American Car & Fdy. Co.) [Del. | P. Dougherty Co. | Wd | | |
| 694 LBVP | **Annavore** Steel 1D;Wireless;W. Ba! 5BH | Scw | Nor 333.1 P31′ | Farsund 49 \| 22.4 B102′ F30′ | 1986 3324 | | 1921 6 | Pt. Glasgow, (Murdoch & Murray, Lim.) [Scot. | A/S. Vore | 3CylTE23,38,62x42; 2SB;WP180lbs | | N |
| 695 201,088 | **Anne Arundel** Steel 2D 4BH | Scw | Am 174 | Baltimore 36 \| 10.2 | 630 795 | | 1904 7 | Baltimore, (Baltimore S. B. & D. D. Co.) [Md. | The Baltimore & Virginia Steamboat Co. | 3CylTE13,21,34x24; 1CRTB;WP165lbs;500IHP. | | |
| 696 219,901 LWHP | **Anne Comyn** xCremna 1D;B | Bkt 5 M | Am 266.5 | San Fran. 46 \| 24.1 \| 26′ | 2137 2265 | 5′ 3½″ 22′ 5½″ | 1920 5 | Rolph, (Rolph S. B. Co.) [Cal | Pacific Freighters Co. | Fir;Gif;2BH;✕ s rps,tr clkg,s dk clkg;Exmd7,24 | ✠A1Ⓔ S.S.No.1,Seat7,24 (Laid up) | |
| 697 219,645 LVRJ | **Anne Hanify** Fir;Gif 1D;Oil fuel F. P. above 150° F. 2BH C-27 | Scw | Am 235 | San Fran. 43 \| 17.7 | 756 1343 2000 | | 1920 3 | North Bend, (Kruse & Banks S. B. Co.) [Ore | J. R. Hanify Co., Inc. | 3CylTE16,27,46x33; Main Iron Wks; 2WTB;Chas. Ward Eng. Wks; 4500HS;WP225lbs;1000IHP;EAC;DB; clk dk10,24;s rps,s b clkg6,26 | ✠A1 Great Coastwise ✠AMS S.S.No.1,SanF3,24; n shft7,23;M.S.3,24; B.S;shft drn6,26;SBP | |
| 698 NFHM | **Anneberg** xFarmsum Steel 1D;Deep frmg;W. Bal;Wireless 5BH | Scw | Dan 302.8 P22′ | Nykobing 45.9 \| 19.8 B72′ F32′ | 1547 2549 | | 1902 9 | Amsterdam, (Nederl. Schps. Maats.) [Hol | A/S. C. P. Jensen | 3CylTE21,33,56x39; 2SB;WP160lbs | | BL |
| 699 215,696 LJCK | **Annetta** Steel 1D;B;Awng dk;Wireless;W. Bal 4BH | Scw Sch | Am 227.2 | New York 31.7 \| 13.6 | 753 1285 | | 1907 4 | Newcastle, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | Annetta S.S. Corp. | 3CylTE21,34,56x36; 2SB;WP180lbs;1150IHP | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 700 217,255 LNVP | **Annette Rolph** Fir;Gff✕ 2D; (Sltd) Oil fuel F. P. above 150° F; 2BH Wireless | Scw | Am 245.3 | San Fran. 45.5 \| 28.3 \| 21'1" \| 30'7" | 1391 2361 2475 | 1′ 10″ 21′ 6″ | 1918 12 | Rolph, (Rolph S. B. Co.) [Cal. | Rolph Nav. & Coal Co. | 3CylTE16½,26,44x30; Bethlehem S. B. Co; 2WTB;Bethlehem S. B. Co; WP225lbs;1000IHP;EAC;DB; clk dk10,21;d rpd, clk1,24; s dk clkg9,24;s b clkg3,25;s rps6,25; Dkd10,25 | ✠A1Ⓔ ✠AMS S.S.No.1,SanF5,23; M.S.5,23;B.S.9,24;n shft6,25; SBP. (Laid up) | |
| 701 200,426 KSRH | **Annie** 1D;B | Brg Trn | Am 221 | Boston 35.5 \| 18 | 989 1098 | | 1903 11 | Bath, (Kelley, Spear Co.) [Me. | Mystic S. S. Co. | O,Hk,Hw,YP;Gicf | ✠ — — Cancelled | |
| 702 150,403 | **Annie B. Gerhardt** 1D | Sch 2 M | Br 124.6 | Lunenb'rg 27.6 \| 11.1 | 115 185 | | 1920 11 | West La Have, N. S. (Brehner, Lim.) | Annie B. Gerhardt Co. | Bch,Sp,O,F;Gif | ✠ — — Suspended4,23 | |
| 703 106,686 KGRH | **Annie B. Mitchell** 1D | Trn C B | Am 145.3 | N.London 34.1 \| 11.9 | 397 463 | | '89 11 | Madison, (M. B. McDonald.) [Ct. | Carlos Barry | O,Ch,YP,Hk;Gif | | |
| 704 215,684 LJCG | **Annie C. Ross** 1D | Sch 4 M | Am 175.5 | Boston 38.2 \| 14 | 686 791 | | 1917 9 o'24 | Bath, (Percy & Small.) [Me. | E. P. Boggs Co. | Hw,Hk,YP,O;Gicf(Sltd) clk t,dk6,25; d rpd,s rf,s t,dk clkg,clk b3,26; Dkd6,26 | ✠A1 S.S.No.2,Bost5.24 | |
| 705 204,509 KWHP | **Annie Christenson** xCharles Christenson Wood 1D;B;Oil fuel | Scw Sch | Am 188.7 | San Fran. 39.8 \| 12.8 | 452 839 | | 1907 | Winslow, (Hall Bros.) [Wash. | Sudden & Christenson, Inc. | 3CylTE13,22,36x24; 1SB;600IHP | | |
| 706 206,116 | **Annie Comings** YF;Gif 1D | StW | Am 151.4 | Portland 32.6 \| 5.4 | 414 464 | | 1909 3 | Vancouver, (J. G. Sound.) [Wash. | Western Trans. & T. Co. | 380IHP. | | |
| 707 138,393 | **Annie E. Conrad** | Sch | Br 103.4 | Lunenb'rg 24.2 \| 10.2 | 99 | | 1917 | Dayspring, N. S. | Joseph Conrad | Wd | | |
| 708 105,606 JRQW | **Annie E. Webb** 1D | Sch C B | Am 92 | Baltimore 25.1 \| 6.1 | 96 101 | | '76 6 | Northport, N. Y. (J. Carll.) | Lottie V. Wathen | O,Ch;Gif | — Exp | |
| 709 202,702 | **Annie L. Vansciver** Steel 1D | Scw | Am 127 | Elizab.Cy. 27 \| 7.5 | 132 194 | | 1905 | Camden, (J. H. Dialogue & Sons.) [N. J. | North River Line, Inc. | 2CylC15,30x22; 300IHP. | | |
| 710 130,513 TMJH | **Annie L. Warren** 1D | Trn | Br 117 | St. Johns 30.6 \| 10.8 | 223 280 | | 1913 7 o '25 | Meteghan, N. S. (Thos. German.) | A.S.Rendell & Co. (Lim.) | O,Hw,Sp;Gif(Sltd) clk b1,16;clk t,dk11,21;rps11,22; s rps,s clkg a;Exmd3.25 | ✠A1 2dS.S.No.3,StJs3,25 | |
| 711 105,768 | **Annie L. Wilcox** Wood 1D | Scw | Am 117.5 | New York 19.2 \| 8.7 | 70 149 | | '78 | Mystic, Conn. | Triton Oil & Fertilizer Co. | 1Cyl21x—; 1SB;WP100lbs;170IHP. | | |
| 712 | **Annie M. Campbell** 1D | Sch | Chl 168.4 | 37.6 \| 12.8 | 485 565 | | '97 10 | Port Blakeley, Wash (Hall Bros.) | | YF;Icf | | |
| 713 106,863 | **Annie M. Preble** 1D | Sch | Am 82.5 | Boothbay 24.2 \| 7.8 | 97 102 | | '91 7 | Addison, Me (P. C. Plummer.) | A. F. McIntyre | M;Gif | | |
| 714 212,573 LDPT | **Annie M. Reid** xHoward D. Troop 2D | S | Am 291.3 P45′ | San Fran. 42.2 \| 24 F49′ | 2079 2165 | | '92 1 | Pt. Glasgow, (R. Duncan & Co., Lim.) [Scot | Rolph Nav. & Coal Co. | Stl;1BH | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 715 217,610 LPWT | **Annie M. Rolph** 1D | Bkt | Am 231.4 | San Fran. 43.5 \| 13.6 \| 21'6" | 1226 1393 | 4′ 5½″ 19′ 11½″ | 1919 3 | Rolph, (Rolph S. B. Co.) [Cal. | Rolph Nav. & Coal Co. | Fir,Gif✕; Dkd,s rps4,23 | ✠A1Ⓔ (Laid up) | |
| 716 1,579 | **Annie Moiles** Wood 1D | Scw | Am 70 | Detroit 16.6 \| 8.6 | 49 72 | | '65 rb'10 | East Saginaw, Mich. (M. Tripp.) | Nicholson Bros. | 2CylC15,22x22; 1FB;WP110lbs;255IHP. | 90(GL) P.S.4,26 | |
| 717 105,273 JNBP | **Annie P. Chase** 1D | Trn | Am 121.6 | Machias 32.4 \| 10 | 227 256 | | '73 9 rb'01 | Alna, Me. | Boston Ship Brokerag Co. | O,Hw,Icf | — Exp | |
| 718 132,473 | **Annie Taylor** | Sch | Br 88 | Melb'urne 22.5 \| 8 | 96 103 | | 1920 | Port Albert, (E. E. Higgs.) [Aust. | E. Taylor | Wd | | |
| 719 106,825 KJNB | **Annie & Reuben** 1D | Sch | Am 87.1 | Bath 26.4 \| 6.8 | 122 129 | | '91 | Bath, (Reuben S. Hunt.) [Me | J. L. Goss | O,Hw,Hk,YP;Gicf | | |
| 720 OCDP | **Annik** Steel 1D;Oil fuel;Wireless;W. Bal 5BH | Scw | Fr 310 P28′ | Nantes 44.2 \| 21.6 B87′ F32′ | 1656 2696 | | 1920 4 | Bristol, (C. Hill & Sons.) [Eng. | Compagnie Auxiliare de Navigation | 3CylTE21,34,56x36; 2SB;WP180lbs | | BL |
| 721 217,998 LQWT | **Anniston** Steel 1D;2d dk at ends; 7BH sub.sig;W. Bal; 6BH toFbd dk 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252′847t;D.T. .20′394t;F.P.111t F.O.—A.P.66t; D.B.214′643t..... ..... ..... ... | Scw | Am 324 P41′ | Newark 46.2 \| 25 \| 28′6" B90′ F35′ | 2179 3545 5500 | 5′ 9″ 22′ 11″ | 1919 6 | Newark, (Submarine Boat Corp.) [N. J. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & Mfg. Co; 2WTB;Babcock & Wilcox Co;5800HS; WP200lbs;1500SHP;EAC; Dkd6,21;s rps7,21 | ✠A1Ⓔ ✠AMS Sclp;CL (Laid up) | |
| 722 221,292 MCTF | **Anniston City** Steel 2D;W. Bal;Wireless; 7BH Oil fuel F. P. above 150° F. C-37 W.B.—A.P.63t;D.B.368′1432t..... ..... ....F.P.109t F.O.—A.P.59t; D.B.315′1081t; D .T.22′1 34t; F.P.102t | Scw | Am 424.2 P42′ | New York 56.2 \| 26.5 \| 30′ B & F 349′ | 3450 5686 9380 | 4′ 4″ 25′ 10″ | 1921 5 | Chickasaw, (Chickasaw S. B. Co.) [Ala. | U. S. Steel Products Co. | Stm Tbn; Federal S. B. Corp; 3SB;Federal S. B. Corp; 7836HS;WP210lbs;3100SHP;EAC; Dkd,d rpd7,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Balt9,25; n shft2,25;M.&B.S.9,25; SBP;CL | |
| 723 142,320 JSDQ | **Anomia** xWar Expert Steel 1D;Oil fuel;Oil in bulk; 11BH Wireless;W. Bal | Scw | Br 400.6 P49′ | London 52.3 \| 28.5 B112′ F38′ | 3154 5198 | | 1918 3 | Glasgow, (Harland & Wolff, Lim.) [Scot. | Anglo-Saxon Petroleum Co. (Lim.) | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 724 | **Anona** Steel 1D | Scw | Br 117.3 | Toronto 17.6 \| 10.2 | 87 146 | | 1904 5 | Boston, (Lawley) Mass. | A. E. Matthews | 3CylTE10,15,24x14; 1WTB;500IHP. | | |
| 725 1,010 NDVU | **Ansaldo Ottavo** xAnsaldo VIII Steel 2D;Mchy aft;Wireless;W. Bal 8BH | Scw | It 393.1 P121′ | Genoa 51.6 \| 28.3 B30′ F34′ | 3082 5376 | | 1921 2 | Sestri Ponente, It. (G. Ansaldo & Co.) | Soc. Nazionale di Navigazione | Stm Tbns; 3SB;WP200lbs | S.S.No.1,Gen1,25;A.S.2,26; shft drn1,24;B.S.1,25;M.S.2,26 | C-I |
| 726 831 NDRE | **Ansaldo Primo** xAnsaldo I Steel 1D;Mchy aft;Wireless;W. Bal 7BH | Scw | It 393.1 P122′ | Genoa 51.6 \| 28.3 B30′ F34′ | 3189 5283 | | 1917 10 | Sestri Ponente, It. (G. Ansaldo & Co.) | Societa Nazionale di Navigazione | Stm Tbn; 3SB;WP180lbs;d rpd7,26;s rps10,26 | S.S.No.2,B..rry9,25; B.S.2,26;M.S;n shft7,26 | C-I |
| 727 865 NDRH | **Ansaldo Quarto** xAnsaldo IV Steel 2D;Mchy aft;Wireless;W. Bal 12BH | Scw | It 381.5 P122′ | Genoa 51.6 \| 28.3 B30′ F34′ | 3160 5355 | | 1918 12 | Sestri Ponente, It. (G. Ansaldo & Co.) | Societa Nazionale di Navigazione | Stm Tbn; 3SB;WP180lbs;2650SHP;s rps9,26 | S.S.No.1,Gen8,24;A.S.8,26; n snft5,21;B.S.9.25; M.S;shft drn8,26 | C-I |
| 728 869 NDIR | **Ansaldo Quinto** xAnsaldo V Steel 2D;Mchy aft;Wireless;W. Bal 7BH | Scw | It 393.1 P122′ | Genoa 51.6 \| 28.3 B30′ F35′ | 3200 5368 | | 1918 4 | Sestri Ponente, It. (G. Ansaldo & Co.) | Societa Nazionale di Navigazione | Stm Tbns; 3SB;WP180lbs;2650SHP. | S.S.No.1,Gen12,23;A.S.4,26; shft drn11,24;M.&B.S.4,26 | C-I |
| 729 870 NDXP | **Ansaldo San Giorgio Primo** xAnsaldo San Giorgio I Steel 1D;Mchy aft;Wireless;W. Bal 8BH | MV Twin | It 385.6 P52′ | Genoa 49 \| 27.5 B120′ F38′ | 3276 5488 | | 1919 3 | Spezia, (Ansaldo San Giorgio.) [It. | Soc. Nazionale di Navigazione | 2-4CylOilEng24¾x35 7/16 | S.S.No.1,Gen9,23;A.S.9,25; n Stbd shft3,24;shfts drn9,25; M.S.4,26 | C |

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| No. Off. No. Signal Letters. | Name of Vessel. Material. Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 730 | **Ansaldo San Giorgio Quarto** | Scw | It | Genoa | 2933 | | 1920 | Spezia, | Soc. | Stm Tbns; | | C-I |
| 959 | xAnsaldo San Giorgio IV Steel | | | 382.2 \| 51.6 \| 28.1 | 5371 | | 7 | (Ansaldo [It | Nazionale di | 3SB;WP180lbs | | |
| NDRT | 2D;Mchy aft;Wireless;W. Bal 7BH | | | P121′ B30′ F34′ | | | | San Giorgio.) | Navigazione | | | |
| 731 | **Ansaldo San Giorgio Secondo** | MV | It | Genoa | 3275 | | 1919 | Spezia, | Soc. | 2-4Cyl OilEng 24¾x35 7/16; | | C-I |
| 889 | xAnsaldo San Giorgio II Steel | Twin | | 385.7 \| 51.6 \| 27.5 | 5493 | | 9 | (Ansaldo [It. | Nazionale di | DB | S.S.No.1,Gen9,23;A.S.9,25; | |
| NDRQ | 1D;Mchy aft;Wireless;W. Bal 8BH | | | P52′ B120′ F38′ | | | | San Giorgio.) | Nav. | | n Pt shft9,23;n Stbd shft3,24; | |
| | | | | | | | | | | | n shft4,25;M.S.3,26 | |
| 732 | **Ansaldo San Giorgio Terzo** | MV | It | Genoa | 3241 | | 1920 | Spezia, | Soc. | 2-4Cyl OilEng 24¾x35 7/16; | | C-I |
| 920 | xAnsaldo San Giorgio III Steel | Twin | | 385.7 \| 51.6 \| 27.5 | 5493 | | 2 | (Ansaldo [It. | Nazionale di | DB | S.S.No.1,Mars5,24;A.S.12,25; | |
| NDRS | 1D;Mchy aft;Wireless;W. Bal 8BH | | | P37′ B123′ F38′ | | | | San Giorgio.) | Navigazione | | n shft1,22;shfts drn6,25; | |
| | | | | | | | | | | | M.&B.S.12,25 | |
| 733 | **Ansaldo Savoia Primo** | Scw | It | Genoa | 3258 | | 1918 | Cornigliano, | Societa | 3Cyl TE 26,42,69x48; | | C-I |
| 857 | xAnsaldo Savoia I Steel | | | 386.2 \| 51.7 \| 27.7 | 5228 | | 10 | (Cant. [It. | Nazionale di | 2SB;WP180lbs2500IHP,DB;d rpd11,24 | S.S.No.1,Gen10,23;A.S.2,26; | |
| NDYT | 1D;Wireless;W. Bal 9BH | | | P37′ B118′ F38′ | | | | Offic. Savoia.) | Navigazione | | shft drn10,23;B.S.11,25; | |
| | | | | | | | | | | | M.S.3,26 | |
| 734 | **Ansaldo Savoia Secondo** | Scw | It | Genoa | 3214 | | 1919 | Cornigliano, | Societa | 3Cyl TE 26,42,69x48; | | C-I |
| 901 | xAnsaldo Savoia II Steel | | | 386.4 \| 51.6 \| 27.3 | 5425 | | 12 | (Cant. [It. | Nazionale di | 2SB;WP180lbs | S.S.No.1,Rtdm8,24; | |
| NDSJ | 1D;Wireless;W. Bal 9BH | | | P37′ B123′ F38′ | | | | Offic. Savoia.) | Navigazione | | B.S.10,23;shft drn4,24; | |
| | | | | | | | | | | | M.S.7,26 | |
| 735 | **Ansaldo Secondo** | Scw | It | Genoa | 3145 | | 1918 | Sestri | Societa | Stm Tbns; | | C-I |
| 838 | xAnsaldo II Steel | | | 393.2 \| 51.6 \| 28.3 | 5299 | | 2 | Ponente, It. | Nazionale di | 3SB;WP180lbs;Dkd,rps9,24;Exmd4.26 | S.S.No.1,Gen12,23;A.S.6,26; | |
| NDRF | 1D;Mchy aft;Wireless;W. Bal 12BH | | | P122′ B30′ F34′ | | | | (G. Ansaldo & Co.) | Navigazione | | B.S.12,25;M.S;shft drn6,26 | |
| 736 | **Ansaldo Sesto** | Scw | It | Genoa | 3200 | | 1919 | Sestri | Societa | Stm Tbns; | | C-I |
| 880 | xAnsaldo VI Steel | | | 393.1 \| 51.6 \| 28.3 | 5368 | | 10 | Ponente, It. | Nazionale di | 3SB;WP180lbs | S.S.No.1,Ant2,24;A.S.12,25; | |
| NDVS | 2D;Mchy aft;Wireless;W. Bal 7BH | | | P122′ B30′ F35′ | | | | (G. Ansaldo & Co.) | Navigazione | | shft drn12,24;M.&B.S.12,25 | |
| 737 | **Ansaldo Settimo** | Scw | It | Genoa | 3145 | | 1920 | Sestri | Soc. | Stm Tbns; | | C-I |
| 911 | xAnsaldo VII Steel | | | 393.4 \| 51.6 \| 28.3 | 5336 | | 2 | Ponente, It. | Nazionale di | 3SB;WP180lbs;Exmd1,24 | S.S.No.1,Gen9,24;A.S10.,25; | |
| NDVT | 2D;Mchy aft;Wireless;W. Bal 7BH | | | P122′ B30′ F34′ | | | | (G. Ansaldo & Co.) | Navigazione | | n shft8,24;M.&B.S.10,25 | |
| 738 | **Ansaldo Terzo** | Scw | It | Genoa | 3153 | | 1918 | Sestri | Societa | Stm Tbns; | | C-I |
| 845 | xAnsaldo III Steel | | | 393.2 \| 51.6 \| 28.3 | 5483 | | 5 | Ponente, It. | Nazionale di | 3SB;WP180lbs | S.S.No.2,Glas6,26; | |
| NDRG | 1D;Mchy aft;Oil fuel; 12BH | | | P122′ B30′ F34′ | | | | (G. Ansaldo & Co.) | Navigazione | | shft drn11,25;B.S.2,26; | |
| | Wireless;W. Bal | | | | | | | | | | M.S.6,26 | |
| 739 | **Ansantawae** | Scw | Am | Bridgep'rt | 107 | | 1904 | Greenport, | Wilson | 2-3Cyl TE 6,9½,15¾x9; | | |
| 201,085 | xWatawga Wood | Twin | | 18.5 \| 7.7 | 136 | | (Tuthill [N. Y. | Marshal | 1WTB;120IHP. | | |
| KTFJ | 1D | | | | | | | & Higbee.) | | | | |
| 740 | **Ansgir** | Scw | Ger | Bremen | 3606 | | 1922 | Kiel, | Nord- | 3Cyl TE 28,47,76x51; | | G |
| | Steel | | | 393.2 \| 54.3 \| 23.3 | 5870 | | 2 | (Fried- [Ger. | deutscher Lloyd | 3SB;WP200lbs | | |
| QLMF | 2D;SUB.SIG,Wireless;W. Bal 7BH | | | P38′ B137′ F41′ | | | | Krupp A. G.) | | | | |
| 741 | **Anson** | Brg | Am | Hartford | 310 | | 1916 | Gildersleeve, | Oliver Gil- | Wd | | |
| 166,314 | | | | 110.5 \| 32.5 \| 9.5 | 316 | | | (Gilder- [Conn. | dersleeve & Sons, | | | |
| | 1D | | | | | | | sleeve S. B. Co.) | Inc. | | | |
| 742 | **Ansonia** | Scw | Am | Wilm'gton | 1623 | | 1919 | Cleveland, | Ansonia | 3Cyl TE 20,33,54x40; | ✠A1Ⓔ | |
| 217,757 | xLake Forney Steel | | | 251 \| 43.5 \| 26.1 | 2624 | | 4 | (American [Ohio | S.S. Corp. | American S. B. Co; | ✠AMS | |
| LQKB | 1D;B;Wireless;SUB.SIG 4BH | | | \| 28′ 2″ | 4200 | | | S. B. Co.) | | 2SB;American S. B. Co; | S.S.Nftk7,20; | |
| | C-29 | | | P25′ B64′ F23′ | | | | | | 88GS;4000HS;WP185lbs;1250IHP; | M.&B.S.9,22;shft drn8,25; | |
| | | | | | | | | | | Dkd,d rpd12,25;s rps8,26;Exmd10,26 | Scip;CL | |
| | W.B.—A.P.94t;D.B.210′469t;F.P 72t | | | | | | | | | | | |
| 743 | **Antar** | Scw | Br | London | 4088 | | 1920 | Sunderland, | New Egypt | 3Cyl TE 27,44,75x54; | | BL |
| 144,904 | xKincardine Steel | | | 54 \| 34.3 | 6503 | | 7 | (W. Doxford [Eng. | & Levant S.S. | 3SB;WP180lbs | | |
| | 1D;Shel dk;Wireless;W. Bal 6BH | | | 420 | | | | & Sons, Lim.) | (Lim.) | | | |
| 744 | **Antares** | Scw | Am | | 3116 | | 1919 | Hog Island, | U. S. Govt. | Stm Tbn; | | |
| 218,551 | xNedmac Steel | | | 54.2 \| 27.6 | 5089 | | 7 | (American [Pa | (Navy Dept.) | 3WTB;WP200lbs;2500SHP. | | |
| LSBV | 2D;Wireless;SUB.SIG;W. Bal; 8BH | | | \| 32′ | 7825 | | | Int. S. B. Corp.) | | | | |
| | Oil fuel | | | P50′ B121′ F40′ | | | | | | | | |
| 745 | **Antares** | Scw | It | Venice | 3277 | | '93 | W. Hartle- | Soc. | 3Cyl TE 25½,40½,67x45; | | V |
| 197 | xClam Steel | | | 338 \| 43 \| 26.4 | 3722 | | 2 | (W. [pool, Eng. | Petrolifera | 3SB;1181IHP. | | |
| | 2D;Mchy aft;Well dk; 10BH | | | P219′ F47′ | | | | Gray & Co., Lim.) | Esercizi Marittimi | | | |
| | Oil in bulk;Oil fuel;Web frms; | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 746 | **Antartico** | Scw | It | Genoa | 5113 | | '95 | Belfast, | Soc. Ligure | 2-3Cyl TE 19,31,52x48; | | BL |
| 1,234 | xCuffe xAmerican Steel | Sch | | 55.2 \| 28.9 | 8147 | | | (Harland [Ire. | de Nav. a Vapore | 2DB;WP176lbs | | |
| NDZG | 3D;Wireless;W. Bal 6BH | Twin | | B96′ | | | | & Wolff, Lim.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship-Class-Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers-Class-Dates. Tail Shaft Drawn-Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 747 | **Anten** | Scw | Swd | Gothenb'g | 3093 | | 1920 | Sunderland, | Rederiak- | 3CylTE27,44,75x54; | | BL |
| 6,406 | Steel | | 422.5 | 53.8 \| 34.3 | 5135 | | 11 | (W. Doxford & Sons, Lim.) [Eng. | tieb Transatlantic | 3SB;WP180lbs | | |
| KCTV | 1D;Shel dk;Oil fuel;Wireless; W. Bal 6BH | | F42′ | | | | | | | | | |
| 748 | **Antenor** | Scw | Br | Liverpool | 6809 | | 1925 | Newcastle, | China | Stm Tbns | | |
| 147,292 | Steel | Twin | 497.7 | 62.2 \| 35 | 11174 | | | (Palmers' Co., Lim.) [Eng. | Mutual Stm. Nav. Co. (Lim.) | | | |
| KSBV | 3D;Wireless;W. Bal;Oil fuel | | P74′ | B201′ F62′ | | | | | | | | |
| 749 | **Anthippi N. Michalos** | Scw | Grk | Piraeus | 1920 | | 1905 | Sunderland, | Michalinos | 3CylTE24,39,64x42; | | BL |
| | xCromerton xNovorossia Steel | | 325 | 48 \| 21.9 | 3298 | | 2 | (Bartram & Sons.) [Eng. | Maritime & Commercial Co. (Lim.) | 2SB;WP180lbs | | |
| JDPG | 1D;B;Deep frmg;Web frms; 5BH Wireless;W. Bal | | P29′ | B94′ F35′ | | | | | | | | |
| 750 | **Anthony D. Nichols** | Sch | Am | New York | 564 | | 1904 | Bath, | Thorwald | O,Hk,Hw,YP;Gicf(Resltd'09) | ✠ — — | |
| 200,718 | 4 M | | 172 | 36.6 \| 13.5 | 680 | | 4 | (Kelley, Spear & Co.) [Me. | Peders | | Suspended8,26 | |
| KSWJ | 1D;Pp | | | | | | | | | | | |
| 751 | **Anthony Groves, Jr.** | Scw | Am | Phila. | 366 | | '93 | Phila., Pa. | Balto. & | 2CylC20,40x28; | — Exp | |
| 107,008 | Iron | | 199.2 | 23.2 \| 8.6 | 605 | | 5 | (The Chas. Hillman S. & E. B. Co.) | Phila. S. B. Co. | 1CRTB;WP115lbs;520IHP. | | |
| | 1D 4BH | | | | | | | | | | | |
| 752 | **Anthony McCue** | Brg | Am | New York | 485 | | 1914 | Kingston, | Anthony | Wd | | |
| 166,145 | | | 114.8 | 31.3 \| 13.3 | 485 | | | (Wm. J. Turck Co.) [N. Y. | O'Boyle | | | |
| | 1D | | | | | | | | | | | |
| 753 | **Anthony O'Boyle** | Scw | Am | New York | 1485 | 4′ 2″ | 1919 | Ecorse, | Anthony | 3CylTE21,34½,57x42; | ✠A1Ⓔ | |
| 217,729 | xCoutolene Steel | | 253.4 | 43.7 \| 24.5 | 2450 | 23′ 6½″ | 4 | (Great Lakes Eng. Works; [Mich. | O'Boyle | Great Lakes Eng. Works; | ✠AMS | |
| LQHP | 1D;Mchy aft; 4BH | | | 27′ 7″ | 4200 | | | | | 2SB;John Brennan Co; | S.S.No.1,NY12,22; | |
| | SUB.SIG;W. Bal 1BH to Super dk | | | | | | | | | 104GS;4160HS;WP175lbs; | M.S.12,22;shft drn;B.S.7,26; | |
| | 3BH to Fbd dk | | | | | | | | | 1350IHP;EAC;Dkd,d rpd7,26 | Scrip;CL | |
| | C-29 | | | | | | | | | | | |
| | W.B.—A.P.74t;D.B.209′576t;T.T 124′33 | | t;F.P. | 152t | | | | | | | | |
| 754 | **Anthracite Bridge** | Scw | Am | Newark | 2000 | 5′ 9″ | 1920 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,760 | Steel | | 324 | 46.2 \| 25 | 3283 | 22′ 11″ | ·5 | (Submarine Boat Corp.) [N. J. | ping Board | Westinghouse E. & Mfg. Co; | ✠AMS | |
| LWBP | 1D;2d dk at ends;Wireless; 7BH | | | 28′ 6″ | 5500 | | | | | 2WTB;Babcock & Wilcox Co; | Cih BB;CL | |
| | SUB.SIG;W. Bal; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | 1BH to 2d dk | | | | | | | | | Dkd11,20;s rps7,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T .20′394 | | t. | F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T .20′368 | | t;S.T.3 | 1t. | | | | | | | | |
| 755 | **Antietam** | Brg | Am | Phila. | 375 | | '96 | Elkton, | Southern | Wd;Gif | | |
| 61,137 | xVillanova | | 163 | 23.5 \| 10.2 | 375 | | | (E. [Md. | Trans. Co. | | | |
| | 1D | | | | | | rb'09 | Delbert & Bro.) | | | | |
| 756 | **Antietam** | Scw | Am | Phila. | 4293 | 7′ 8½″ | 1919 | Sparrows | Antietam | 3CylTE27,47,78x48; | ✠A1Ⓔ Oil Carrier | |
| 219,229 | Steel | | 435.6 | 56.2 \| 31.7 | 6972 | 25′ 11½″ | 11 | Point, Md. | S.S. Corp. | Bethlehem S. B. Corp; | ✠AMS | |
| LTQM | 2D;Long. frmg; 15BH | | | 33′ 6″ | 10100 | | | (Bethlehem S. B. Corp.) | | 3SB;Bethlehem S. B. Corp;8235HS; | S.S.No.1,NY3,24; | |
| | Mchy aft; 9BH to Fbd dk | | P122′ | B50′ F45′ | | | | | | WP220lbs;2600IHP;EAC; | M.&B.S.3,24;shft drn6,25; | |
| | 6BH to 2d dk | | | | | | | | | Dkd,d rpd10,26 | Cih BB;CL | |
| | Wireless;SUB.SIG;W. Bal; C-38 | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F | | | | | | | | | | | |
| | W.B.—A.P.74t;D.B.64′203t | | D.T. | f.50′881t; F.P.9 | 7t | | | | | | | |
| | F.O. D.T.a | 19′919 | t; D.T. | f.50′824t. | | | | | | | | |
| 757 | **Antigone** | Scw | Br | London | 1495 | | 1906 | Stockton, | New Egypt | 3CylTE22,36,59x39; | | BL |
| 123,694 | Steel | Sch | 305 | 44.3 \| 20 | 2366 | | 9 | (Craig, Taylor & Co., Lim.) [Eng. | & Levant S.S. Co. (Lim.) | 2SB;WP160lbs | | |
| HGWS | 1D;Deep frmg;Wireless;W. Bal 5BH | | P26′ | B186′ F29′ | | | | | | | | |
| 758 | **Antilla** | Scw | Am | New York | 2143 | 4′ 11″ | 1904 | W. Hartl'pl, | New York | 3CylTE25,40½,67x45; | ✠A1 | |
| 212,936 | xLuristan Steel | Sch | 358.4 | 45 \| 27.7 | 3432 | 22′ 1″ | 1 | (W. Gray & Co., Lim.) [Eng. | & Cuba Mail S.S. Co. | Central Marine Eng. Wks; | AMS | |
| LFDT | 2D;Wireless;W. Bal 6BH | | | 26′ 10″ | 5141 | | | | | 2SB;Wm. Gray & Co;WP180lbs; | 2dS.S.No.1,NY2,22; | |
| | | | P24′ | B86′ F34′ | | | | | | 116GS;5183HS;1800IHP;EAC; | M.S.2,22;n shft9,23; | |
| | W.B.—A.P.25t;D.B.297′730t | | | | | | | | | Dkd,d rpd10,26 | shft drn4,26;B.S.8,26;Cih BB | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 759 OCEP | **Antilles** Steel 2D;Wireless;W. Bal 10BH | Scw | Fr 281.1 | Ft.deFr'ce 38.5 \| 18.6 | 1010 2073 | | 1913 | St. Nazaire, (Chantiers de l'Atlantique.) [Fr. | Cie. Generale Transatlantique | 3CylTE18,30,50x39; 2SB;WP200lbs;2400IHP. | | V |
| 760 109,493 QKMC | **Antillian** Steel 1D;Spar dk;Wireless;SUB.SIG; W. Bal 6BH | Scw Sch | Br 420.8 P35′ | Liverpool 49.2 \| 21.9 B115′ F76′ | 3678 5624 | | '98 11 | Greenock, (Caird & Co., Lim.) [Scot. | F. Leyland & Co. (Lim.) | 3CylTE28,46,77x54; 2DB;WP180lbs | | BL |
| 761 123,984 HGTF | **Antilochus** Steel 3D;Wireless;W Bal | Scw Sch Twin | Br 486 P28′ | Liverpool 58.3 \| 31 F32′ | 5768 9075 | | 1906 | Newcastle, (Hawthorn, Leslie & Co., Lim.) [Eng. | A. Holt & Co., Mgrs | 2-3CylTE23,38½,65x48; s rps10.25;Dkd11,26 | | |
| 762 995 NXLB | **Antinea** xMaria Brizzolari xCap Vert 1D;B;Mchy aft | Sch Aux | It 258.3 P28′ | Genoa 43.6 \| 20.2 F32′ | 1082 1433 | | 1918 12 | Vancouver, (Wm. Lyall [B. C. S. B. Co., Lim.) | E. Andoly | Wd;Gif(Sltd); 2-4CylOilEng11½x15 | | |
| 763 HBPT | **Antinojenes Menendes** Iron 2D 5BH | Scw Twin | Cuban 238 | Cienfueg's 35 \| 20.4 | 841 1299 | | '92 2 | Philadel- phia, Pa. (Neafie & Levy.) | Carlos Trivilleo S. S. Co. | 2-2CylC20,40x28; 3CRTB;WP100lbs | | |
| 764 220,352 MBCL | **Antinous** Steel 2D;Shel dk;Long. frmg; 7BH W. Bal; 5BH to Fbd dk Wireless;SUB.SIG; 2BH to 2d dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.149t;D.B.343'1217t;D .T.101 F.O.....D.B.303' 967t;D .T. 94 | Scw | Am 401.4 P34′ | New York 53.2 \| 31.9 34′ 7″ B114′ F38′ It.... 2t;S.T. | 3816 6094 9601 ...F.P.82t 59t..... | 7′ 6¾″ 27′ 3″ | 1920 7 | Vancouver, (G. M. Standifer Const. Corp.) [Wash. | U. S. Shipping Board | 3CylTE24½,41½,72x48; Lewellyn Iron Wks; 3SB;Willamette Iron & Steel Wks; 8112HS;WP210lbs;2800IHP;EAC; Dkd,d rpd8,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,Mbl10,24; M.S.10,24;n shft12,25;B.S.5,26; SBP;CL | |
| 765 OVPN | **Antinous** Steel xWachtfels 2D;Wireless;W. Bal 7BH | Scw | Fr 413.1 P60′ | Dunkirk 56.2 \| 29.6 B126′ F54′ | 4335 7133 | | 1913 4 | Flensburg, (Flensburger Schiffsb. Ges.) [Ger. | Soc. des Services Contr. des Messageries Maritimes | 3CylTE29,47,78x54; 4SB;WP185lbs;2800IHP. | | V |
| 766 RBTC | **Antiochia** Steel 2D;SUB.SIG;Wireless;W. Bal 1BH | Scw | Ger 337.6 F42′ | Hamburg 48.2 \| 20.9 | 1817 3106 | | 1921 7 | Rostock, (A. G. "Neptun.") [Ger. | Hamburg-American Line | 3CylTE23,38,62x41; 2SB;WP180lbs | | G |
| 767 | **Antipolo** xDon Jose Wood | Scw | Am 125 | Manila 21 \| 8 | 87. 175 | | '95 | Philippine Islands | Yangco S.S. Co | | | |
| 768 1,125 HBKV | **Antofogasta** xAgylla Fir;Gif 2D;Wireless 4BH | Scw Twin | Chl 272.9 P24′ | Valparaiso 49 \| 25.7 B69′ F36′ | 1931 2950 | | 1919 6 | Aberdeen, (Gray's Harbor Motorship Corp.) [Wash. | Gonzalez, Soffia & Co. | 2-3CylTE15½,26,44x26; 2WTB;WP190lbs;1400IHP. | | |
| 769 HBPL | **Antolin del Collado** xRover xMarco Aurelio Iron 2D 3BH | SW | Cuban 210.4 | Havana 32.4 \| 14.8 | 539 995 | | '81 7 | Greenock, (Scott & Co.) Scot. | Empresa Naviera de Cuba | 2CylC33,62x54; 2SB;WP80lbs | — Exp | |
| 770 HCQD | **Antonia** xJ. M. B. 1D | Bkt | Sp 125.6 | Corunna 26.6 \| 13.8 | 229 284 | | '73 | Rivadeo, (J. A. Reguera.) [Spain | Vda. e hijos de Carlos de Casas | Wd | | |
| 771 145,937 KMFV | **Antonia** Steel 2D;Shel dk;Oil fuel;SUB.SIG; 10BH Wireless;D. F;W. Bal | Scw Twin | Br 519.9 B & F | Liverpool 65.3 \| 39.1 448′ | 8445 13867 | | 1921 12 | Barrow, (Vickers, Eng. Lim.) | Cunard S.S. Co. (Lim.) | Stm Tbns; 2DB;2SB;WP220lbs | | BL |
| 772 1,226 NEAR | **Antonietta** xMergheb xKirishimazen Maru Steel xFukoku Maru 6BH 1D;Spar dk;Deep frmg;W. Bal | Scw | It 382.2 P36′ | Genoa 47.1 \| 21.7 B90′ F36′ | 2861 4573 | | '95 10 | Pt. Glasgow, (Russell & Co.) [Scot. | Giuseppe Bozzo | 3CylTE23,40,68x48; 3SB;WP200lbs | | I |
| 773 | **Antonina** xCarvoeiro Iron 1D;B;Well dk;Wireless;W. Bal 5BH | Scw | Brz 269 P28′ | Rio Jan'ro 36 \| 20.6 B48′ F33′ | 1125 1773 | | '81 5 | Sunderland, (J. Laing.) [Eng. | Lloyd Nacional | 3CylTE19,31,50x33; 2SB;WP150lbs | | |
| 774 142,601 JTNS | **Antonio** xWestern xWar Fijian Steel 1D;Wireless;W. Bal 7BH | Scw | Br 400.3 P49′ | London 52.3 \| 28.4 B113′ F39′ | 3168 5225 | | 1918 7 | Sunderland, (J. L. Thompson & Sons, Lim.) [Eng. | New Egypt & Levant S.S. Co. (Lim.) | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 775 | **Antonio** xDarien Maru xSiam Steel 1D;Spar dk;Wireless;W. Bal 6BH | Scw | Am 373 P30′ | Manila 44.7 \| 26.1 B158′ F39′ | 2697 4637 | | '98 2 | Flensburg, (Flensburger Schiffsb. Ges.) [Ger. | Madrigal & Co. | 3CylTE24,41,67x48; 3SB;WP165lbs | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 776 | **Antonio D. Kidoniefs.** xTurckheim xBaycross 1D;Deep frmg;Wireless;W. Bal | Scw Steel 7BH | Grk | Andros 336.9 \| 47 \| 26.2 P26′ B93′ F33′ | 2446 3823 | | 1907 2 | Newcastle, (R. Stephenson & Co., Lim.) [Eng. | Deme-triades A. Kidoniefs | 3Cyl TE25,41,67x47; 2SB;WP165lbs;1360IHP. | | V |
| 777 HCSW | **Antonio de Satrustegui** xBallesteros No. 1 xTalbot 1D;Web frms; Wireless;W. Bal | Scw Steel Sch 6BH | Sp | Aviles 300 \| 38.9 \| 19.8 P27′ | 2060 2742 | | '89 4 | Newcastle, (Haw-thorn, Leslie & Co., Lim.) [Eng. | Cia. de Nav. Vasco Asturiana | 3Cyl TE23,36½,60x39; 2SB;WP160lbs;1250IHP. | | V |
| 778 RCHN | **Antonio Delfino** 3D;Wireless;SUB.SIG;W. Bal | Scw Steel Twin 9BH | Ger | Hamburg 499.5 \| 64 \| 38.7 B & F 402′ | 8013 13589 | | 1921 11 | Hamburg, (Vulcan-Werke A. G.) [Ger. | Hamb. Sudamer. Dampfschiff. Ges. | 2-3Cyl TE27,43,70x51; 5SB;WP205lbs | | G |
| 779 HCSV | **Antonio Lopez** xRuahine 2D;B;SUB.SIG;Wireless;D.F; W. Bal | Scw Steel Sch 7BH | Sp | Barcelona 430 \| 50.1 \| 31.6 P54′ B160′ F58′ | 3591 5975 | | '91 12 | Dumbarton, (W. Denny & Bros.) [Scot. | Cia. Tras-atlantica | 4Cyl QE32,46½,64½,92x60; 3DB;WP180lbs | | BL |
| 780 219 NEGO | **Antonio Tripcovich** xExmoor xWest Caruth 2D;Oil fuel;Wireless;W. Bal | Scw Steel 7BH | It | Trieste 427 \| 54.3 \| 27.2 \| 29′ 9″ P43′ B115′ F47′ | 3433 5593 | | 1919 2 | San Pedro, (South-western S. B. Co.) [Cal. | D. Trip-covich | 3Cyl TE24½,41½,72x48; 3SB;WP210lbs;2800IHP | | BL |
| 781 HSRJ | **Antonios** xNewington 1D;Well dk;Wireless;W. Bal | Scw Iron 5BH | Grk | Piraeus 217.3 \| 31.9 \| 15.4 P32′ F29′ B63′ | 679 1187 | | '83 5 | Belfast, (Workman, Clark & Co.) [Ire. | Antonios Georgandis | 2CylC26,50x36; 1SB;WP75lbs;488IHP | | |
| 782 JDMK | **Antonios Stathatos** 1D;Oil fuel;Wireless;W. Bal | Scw Steel 6BH | Grk | Piraeus 364.9 \| 51.5 \| 22.6 P27′ B219′ F39′ | 2258 3836 | | 1920 11 | Pt. Glasgow, (R. Duncan & Co., Lim.) [Scot. | D. A. Stathatos S.S. Co. (Lim.) | 3Cyl TE25,41,68x45; 3SB;WP180lbs | | BL |
| 783 HQLF | **Antonios Vrondissis** xRosina 1D;B;Web frms; Wireless;W. Bal | Scw Steel 6BH | Grk | Andros 318 \| 44.6 \| 20.7 P35′ B200′ F37′ | 1677 2690 | | 1904 2 | Hoboken, (Chant. Nav. Anversois.) [Hol. | J. A. Vron-dissis | 3Cyl TE23,38,64x42; 2SB;WP180lbs | | BL |
| 784 JDMV | **Antonios Yannoulatos** 1D;Wireless;W. Bal | Scw Steel 5BH | Grk | Argostoli 330.2 \| 48 \| 22.4 P23′ B96′ F38′ | 1957 3325 | | 1920 12 | Pt. Glasgow, (R. Duncan & Co. Lim.) [Scot | Soc. Anon. Ionienne di Nav. a Vap. | 3Cyl TE24,40,65x45; 2SB;WP180lbs | | BL |
| 785 | **Antonis** xSilversand xOttringham 1D;Deep frmg;Wireless;W. Bal | Scw Steel 5BH | Grk | Chios 314 \| 46.5 \| 20.6 P23′ B170′ F28′ | 1698 2679 | | 1904 12 | Sunderland, (J. L. Thompson & Sons, Lim.) [Eng. | S. A. Lemos | 3Cyl TE23,38,62x42; 2SB;WP160lbs | | BL |
| 786 MANJ | **Antverpia** xFangturm 1D;Spar dk;Deep frmg; Wireless;W. Bal | Scw Steel 6BH | Blg | Antwerp 401.2 \| 52.5 \| 20.2 P50′ B122′ F51′ | 3113 4933 | | 1908 10 | Newcastle, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | Armement Deppe | 4Cyl QE23,31,48,71x51; 3SB;WP213lbs | | BL |
| 787 JDMB | **Antzouletta** xOtterstad xKristiania 1D;Deep frmg;Wireless;W. Bal | Scw Steel 5BH | Grk | Piraeus 314 \| 46.5 \| 20.6 P30′ B148′ F28′ | 1672 2726 | | 1907 6 | Sunderland, (J. Blumer & Co.) [Eng | Alexander Grannoutatos | 3Cyl TE23,38,62x42; 2SB;WP160lbs; | | N |
| 788 MAOG | **Anvers** xElsa Menzell 2D;Wireless;W. Bal | Scw Steel 7BH | Blg | Antwerp 383.3 \| 52.1 \| 25.3 P43′ B113′ F42′ | 2782 4398 | | 1908 | Flensburg, (Schiffsb. Ges. Flensburg.) [Ger. | Cie. Royale Belgo-Argentine | 3Cyl TE23,39,66½x48; 2SB;WP200lbs;1600IHP | | V |
| 789 | **Anversoise** xRelgate 2D;Wireless;D.F;W. Bal | Scw Steel Sch 6BH | Fin | Nystad 365 \| 48.2 \| 25.4 B78′ F41′ | 2500 4109 | | 1901 11 | Newcastle, (Palmer's Co., Lim.) [Eng. | J. A. Zachariassen & Co. | 3Cyl TE24,41,70x45; 2SB;1AuxSB;WP200lbs | | BL |
| 790 MAOT | **Anversville** 3D;Wireless;D.F;W. Bal | Scw Steel Sch Twin 7BH | Blg | Antwerp 440.3 \| 55.6 \| 34.4 P56′ F58′ | 5052 7694 | | 1912 8 | Glasgow, (A. Stephens & Sons, Lim.) [Scot. | Cie. Belge Maritime du Congo | 2-4Cyl QE23,33,47,67x48; 6SB;WP215lbs | | BL |
| 791 163,218 | **Anvik** | Brg | Am | Eagle 106 \| 24 \| 4.6 | 198 198 | | 1907 | Seattle, Wash. | American-Yukon Navigation Co. | Wd | | |
| 792 202,077 KTVP | **Anvil** 1D;Wireless | MV Wood | Am | Seattle 116 \| 24.5 \| 16.5 | 276 363 | | 1905 | San Fran-(W. F. Stone.) [cisco, Cal. | Howard M. Findley | OilEng; 300IHP | | |
| 793 16,282 MGBS | **Anyo Maru** 2D;Shel dk;Oil fuel;Wireless; W. Bal | Scw Steel Twin 7BH | Jap | Tokio 466.3 \| 58.9 \| 38 Sch | 5739 9257 | | 1913 6 | Nagasaki, (Mitsu Bishi Dkyd. & E. Wks.) [Jap. | Nippon Yusen K. K. | StmTbns; 5SB;WP200lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 794 | **Anyox** | Scw | Br | Vancouv'r | 754 | | 1917 | Winslow, | Coastwise | 3CylTE17,27,44x30; | | |
| 150,273 | Wood | | 193.4 | 39.7 \| 19.6 | 1287 | | | (Winslow [Wash. | S.S. & Barge Co. | 2WTB;WP200lbs;850IHP. | | |
| TPVS | 1D;Oil fuel;Wireless;W. Bal 3BH | | F96′ | | | | | S. B. Co.) | (Lim.) | | | |
| 795 | **Aorangi** | MV | Br | London | 10733 | | 1924 | Glasgow, | Union S.S. | 4-6CylOilEng27½x39; | | BL |
| 148,515 | Steel | Quad | 580.1 | 72.2 \| 43.4 | 17491 | | 12 | (Fairfield [Scot. | Co. of New | 2DB | | |
| KRVH | 4D;sub.sig;Wireless;D.F; 11BH | | F93′ | | | | | Co., Lim.) | Zealand (Lim.) | | | |
| | W. Bal | | | | | | | | | | | |
| 796 | **Apache** | Scw | Am | New York | 3205 | | 1901 | Philadelphia | Clyde S.S. | 3CylTE27½,43,70x36; | ✠A1 Coastwise & W. I. | |
| 107,652 | Steel | | 336.5 | 46.1 \| 20.5 | 4145 | | 6 | (Wm. Cramp [Pa. | Co. | Wm. Cramp & Sons S. & E. B. Co; | ✠AMS | |
| KQVN | 2D;Wireless;sub.sig; 5BH | | | | 3860 | | | & Sons S. & | | 3SB;Wm. Cramp & Sons S. & E. B. Co; | 3dS.S.No.1,NY10,25; | |
| | Oil fuel F. P. above 150° F. | | | | | | | E. B. Co.) | | 7415HS;WP160lbs;2500IHP;EAC; | n shft5,24;M.&B.S.10,25; | |
| | | | | | | | | | | lngtd9,02;d rpd5,24;rps10,25; | SBP;CL | |
| | | | | | | | | | | Dkd7,26;s rps10,26 | | |
| 797 | **Apache** | StW | Am | San Fran. | 723 | | '80 | Oakland, | Southern | 2-1Cyl22x96; | | |
| 105,923 | YF;Gif | | 203 | 42.3 \| 8 | 925 | | Cal. | Pacific Co. | 2Blrs;WP150lbs;566IHP | | |
| | 1D 4BH | | | | | | rb '20 | | | | | |
| 798 | **Apex** | Sch | Am | Seattle | 635 | | 1918 | Seattle, | Wilson | Wd;Gif(Sltd) | | BL |
| 216,146 | Aux | | 146.9 | 36.8 \| 21 2 | 785 | | | (National [Wash. | Fisheries Co., | 6CylOilEng12½x16;350IHP | | |
| LKMC | 2D;Mchy aft;Wireless | | | | | | | S. B. Co.) | Inc. | | | |
| 799 | **Aphon** | Scw | Rus | | 3127 | | 1901 | Sestri | Cie. Russe | 3CylTE29,48,77x53; | | |
| | xAffon xLiguria Steel | | 405.2 | 46.8 \| | 5112 | | | Ponente, It. | de Navigation & | 3DB;WP180lbs;4000IHP | | |
| | 3D;W. Bal 10BH | | P55′ | B155′ F48′ | | | | (G. Ansaldo & Cia.) | de Commerce | | | |
| 800 | **Aphrodite** | Scw | Am | New York | 654 | | '99 | Bath, | Payne | 3CylTE28,43½,70x36; | | |
| 107,440 | Steel | | 262.5 | 35.6 \| 20.1 | 1147 | | 3 | (Bath [Me. | Whitney | WP200lbs;3200IHP. | | |
| KNWF | 2D;sub.sig. | | | | | | | | Iron Works.) | | | |
| 801 | **Aphrodite** | Trn | Dan | Marstal | 87 | | 1922 | Svendborg, | R. H. | Wd | | V |
| | | | 86.3 | 20.8 \| 8.8 | 103 | | | (S. A. [Den. | Ostermann, m. f. | | | |
| NDQP | 1D | | | | | | | Weber.) | | | | |
| 802 | **Apolda** | Scw | It | Genoa | 2831 | | 1901 | Flensburg, | Ditta L. | 4CylQE26,37,55,80x60; | | BL |
| | Steel | | 391.3 | 48.4 \| 29.1 | 4939 | 10 | (Flensburger [Ger | Pittaluga | 6SB;WP200lbs | | |
| | 2D;Spar dk;Wireless;W. Bal 6BH | | P & B | 260′ F46′ | | | | Schiffsb. Ges.) | | | | |
| 803 | **Apollo** | Trn | Am | Seattle | 269 | | 1905 | Prosper, | Siberian | O,YP;Gif; | — — | |
| 202,622 | xOregon Aux | | 139.1 | 35.2 \| 9.9 | 362 | | 11 | (J. L. [Ore. | Fish & Cold | 2OilEng;150IHP | Cancelled11,22 | |
| KVCW | 1D;Wireless Twin | | | | | | | Kronenberg.) | Storage Co. | | | |
| 804 | **Apollo** | Scw | Am | Baltimore | 56 | | '95 | Baltimore, | Merchants | 2CylC14,28x28; | | |
| 107,154 | Wood | | 90.2 | 19.8 \| 9.8 | 105 | | 5 | (Jas. Clark [Md. | & Miners | 1SB;WP140lbs;360IHP | | |
| | 1D 2BH | | | | | | | & Co.) | Transp. Co. | | | |
| 805 | **Apolo** | Scw | Chl | Pnta Are's | 595 | | 1911 | Oslo, | Soc. Anon. | 3CylTE17,29,47x33; | | N |
| | xSolstad xBurstad Steel | | 221.3 | 32.2 \| 12.1 | 1003 | | 4 | (Akers. [Nor. | Ganadera y | 1SB;WP180lbs | | |
| | 1D;W. Bal 4BH | | F28′ | B31′ | | | | Mek. Vaerkstad.) | Comercial | | | |
| | | | | | | | | | Menendez Behety | | | |
| 806 | **Apolo** | Scw | Sp | Bilbao | 2800 | | 1900 | Glasgow, | J. M. Gar- | 3CylTE27,43½,72½x48; | | BL |
| | Steel | | 375.3 | 50 \| 25.9 | 4320 | | 9 | (Napier [Scot. | telz, Mgr. | 2SB;WP200lbs | | |
| HCTN | 2D;Deep frmg;Wireless;W. Bal 6BH | | P39′ | B102′ F45′ | | | | & Miller, Lim.) | | | | |
| 807 | **Appam** | Scw | Br | Liverpool | 4761 | | 1913 | Belfast, | British & | 2-4CylQE20,29,42,61x48 | | |
| 135,442 | xMandingo xAppam Steel | Twin | 425.6 | 57.3 \| 31.4 | 7781 | | | (Harland [Ire. | African Steam | | | |
| JBQV | 2D;sub.sig;Wireless;W. Bal | | P29′ | B239′ F54′ | | | | & Wolff, Lim.) | Nav. Co. (Lim.) | | | |
| 808 | **Apple Branch** | Scw | Br | Sund'land | 2726 | | 1920 | Hull, | F. & W. | 3CylTE27,44,73x48; | | BL |
| 137,271 | Steel | | 376 | 51.7 \| 26.5 | 4452 | | 2 | (Earle's Eng. | Ritson, Mgrs. | 3SB;WP180lbs | | |
| KDRG | 2D;Wireless;W. Bal 7BH | | P41′ | B113′ F39′ | | | | Co., Lim.) | | | | |
| 809 | **Appomattox** | Brg | Am | Phila. | 298 | | '94 | Elkton, | Southern | Wd;Gif | | |
| 34,449 | xConfidence | | 150 | 23.7 \| 10 | 298 | | | (E. [Md. | Trans. Co. | | | |
| | 1D | | | | | | rb '09 | Deibert & Bros.) | | | | |
| 810 | **Apsleyhall** | Scw | Br | W.Hartlpl | 3415 | | 1918 | Pt. Glasgow, | West Har- | 3CylTE27,44,73x48; | | BL |
| 142,259 | xSilverash xArdgowan Steel | | 405.1 | 52.6 \| 27.7 | 5334 | | 7 | (William [Scot. | tlepool Stm. | 2SB;WP180lbs | | |
| JTSD | 2D;Web frms;Long. frmg; 6BH | | P36′ | B120′ F44′ | | | | Hamilton | Nav. Co. (Lim.) | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | & Co., Lim.) | | | | |
| 811 | **Apurimac** | Scw | Prvn | Callao | 3897 | | '97 | Sunderland, | Cia. | 3CylTE27,44,72x48; | | V |
| | xPalta xAnubis Steel | | 382 | 48.2 \| 27.2 | 4806 | | | (J. L. [Eng. | Peruana de Vap. | 3SB;WP170lbs;2500IHP. | | |
| | 2D;Well dk;Wireless;W. Bal 8BH | | P233′ | F44′ | | | | Thompson & Sons, | y dique de Callao | | | |
| | | | | | | | | Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 812 | **Aquarius** | Scw | Am | New York | 3816 | 7′ 6¾″ | 1920 | Vancouver, | U. S. Ship- | 3Cyl TE 24½,41½,72x48; | ✠A1Ⓔ With Freeboard | |
| 220,013 | Steel | | 401.4 | 53.2 \| 31.9 | 6094 | 27′ 3″ | 5 | (G. M. [Wash. | ping Board | Llewellyn Iron Wks; | ✠AMS | |
| LWNC | 2D;Shel dk;Long. frmg;W. Bal; 7BH | | | \| 34′ 7″ | 9601 | | | Standifer Const. | | 3SB;Willamette I. & S. Wks; | S.S.No.1,NO9,24; | |
| | Wireless; 5BH to Fbd dk | | P34′ | B114′ F38′ | | | | Corp.) | | 8112HS;WP210lbs;2800IHP;EAC; | M.S.9,24;n shft4,26;B.S.6,26; | |
| | SUB.SIG; 2BH to 2d dk | | | | | | | | | d rpd9,25;Dkd6,26;s rps8,26 | SBP;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.149t;D.B.343′1217t;D | T. 101 | 1t. . . . | . . . .F.P.82t | | | | | | | | |
| | F.O. . . . . D.B.303′ 967t;D | T. 94 | 2t;S.T. | 59t. . . . . | | | | | | | | |
| 813 | **Aquehonga** | SW | Am | New York | 217 | | 1912 | Newburgh, | New Jersey | 1CylVB; | | |
| 210,463 | Wood | | 102.8 | 31.8 \| 10.4 | 290 | | 8 | (W. & A. [N. Y. | & Staten Island | 1Blr;300IHP. | | |
| | 1D 3BH | | | | | | | Fletcher Co.) | Ferry Co. | | | |
| 814 | **Aquilo** | Scw | Am | Tacoma | 103 | | 1901 | So. Boston, | H. F. | 3Cyl TE 11,17,27x18; | | |
| 107,697 | xL'Algion Steel | | 127.4 | 20 \| 11.3 | 176 | | | (Geo. [Mass. | Alexander | 2Blrs;450IHP. | | |
| KRGB | 1D;Wireless;Oil fuel | | | | | | | Lawley & Son.) | | | | |
| 815 | **Aquitaine** | Scw | Fr | Marseilles | 1988 | | '91 | Sunderland, | Cie. de Nav. | 3Cyl TE 28,45,73x48; | | |
| | Iron & Steel | Sch | 350.5 | 42.6 \| 25.8 | 3161 | | | (Sunderland [Eng. | France Amerique | 3SB;WP142lbs;2400IHP | | |
| OCGE | 3D;Wireless;W. Bal 7BH | | P46′ | B102′ F53′ | | | | S. B. Co.) | | | | C-I |
| 816 | **Aquitania** | Scw | It | Genoa | 2970 | | 1906 | Sunderland, | Ditta L. | 3Cyl 26,43,70x48; | | |
| 1,224 | xS. E. Calvert xLubeck Steel | | 379.5 | 51.1 \| 25.4 | 4696 | | 3 | (W. Doxford [Eng | Pittaluga | 2SB;WP180lbs;339RHP | 2dS.S.No.1,Gen9,25;A.S.9,25; | |
| NEKH | 1D;B;Wireless;W. Bal 6BH | | P23′ | B151′ F37′ | | | | & Sons, Lim.) | | | shft drn9,25;B.S.10,25;M.S.6,26 | |
| 817 | **Aquitania** | Scw | Br | Liverpool | 20800 | | 1914 | Clydebank, | Cunard | Stm Tbns; | | BL |
| 135,583 | Steel | Quad. | 868.7 | 97 \| 49.7 | 45647 | | 4 | (J. Brown [Scot. | S.S. Co. (Lim.) | WP195lbs | | |
| JFQG | 4D;Shel dk;SUB.SIG;Oil fuel; 10BH | | B524′ | | | | | & Co., Lim.) | | | | |
| | Wireless;D.F;W. Bal | | | | | | | | | | | |
| 818 | **Ara** | MV | Am | New York | 406 | | 1917 | Gosport, | W. K. | 2-6CylOil Eng; | | LY |
| 222,699 | Steel | Twin | 195.4 | 31.1 \| 13.7 | 869 | | | (Camper [Eng | Vanderbilt | 2400IHP. | | |
| MDPT | | | | | | | | & Nicholson.) | | | | |
| 819 | **Ara** | MV | Am | Boston | 213 | | 1922 | Bristol, | Ernest B. | 2-3CylOilEng13x18; | | |
| 221,982 | Steel | Twin | 145 | 24 \| 13.8 | 314 | | | (Herreshoff [R. I | Dane | 700IHP. | | |
| MDLH | 1D;Wireless | | | | | | | Mfg. Co.) | | | | |
| 820 | **Arabia Maru** | Scw | Jap | Osaka | 5935 | | 1918 | Nagasaki, | Osaka | 2-3CylTE 27,44,75x48; | | BL |
| 22,226 | Steel | Twin | 475 | 61 \| 40.7 | 9414 | | 5 | (Mitsubishi [Jap | Shosen Kabushiki | 5SB;WP200lbs | | |
| NVMD | 3D;Shel dk;Oil fuel;Wireless; 8BH | | P35′ | B30′ F46′ | | | | Zosen Kaisha,Lim.) | Kaisha | | | |
| | W. Bal | | | | | | | | | | | |
| 821 | **Arabian** | Scw | Br | Montreal | 770 | | '92 | Hamilton, | Gulf Iron | 2CylC 20,40x34; | | |
| 100,394 | Steel | Sch | 178.6 | 31 \| 13.6 | 1073 | | | (Hamilton [Ont. | & Wrecking Co. | 1SB;WP107lbs;400IHP | | |
| | 2D;Mchy aft;W. Bal 2BH | | | | | | | Bridge & Iron | | | | |
| | | | | | | | | Wks.) | | | | |
| 822 | **Arabian Prince** | Scw | Br | Newcastle | 3551 | | 1919 | Sunderland, | Prince Line | 3Cyl TE 26,43,73x48; | | BL |
| 142,824 | Steel | | 405 | 52.3 \| 31.9 | 5764 | | 1 | (W. Pickers- [Eng. | (Lim.) | 3SB;WP180lbs | | |
| JWBS | 1D;Shel dk;SUB.SIG; 6BH | | F35′ | | | | | gill & Sons, Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 823 | **Arabic** | Scw | Br | Liverpool | 9657 | | 1908 | Bremen, | White Star | 2-4CylQE 33,48,69,110x63; | | BL |
| 144,346 | xBerlin Steel | Twin | 590.2 | 69.7 \| 38.9 | 16786 | | | (Akt. [Ger | Line | 6DB;1SB;WP220lbs | | |
| KDHN | 3D;SUB.SIG; 9BH | | P70′ | B359′ F40′ | | | | Ges. "Weser") | | | | |
| | Wireless;D. F;W. Bal | | | | | | | | | | | |
| 824 | **Arabien** | Scw | Dan | Cop'hagen | 2999 | | 1911 | Newcastle, | Dmpk. | 3CylTE 27,44,73x48; | | BL |
| | Steel | | 385 | 53.2 \| 28.1 | 4714 | | 3 | (Swan, [Eng. | Aktles Orient | 4SB;WP180lbs | | |
| NRML | 2D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Hunter & Wigham | | | | |
| | | | | | | | | Richardson, Lim.) | | | | |
| 825 | **Arabs** | Scw | Am | San Fran. | 92 | | 1904 | San Fran., | Associated | 2CylC 20,42x24; | | |
| 201,545 | Wood | | 109.5 | 24.5 \| 12 | 155 | | 10 | (Fulton En- [Cal. | Oil Co. | WP185lbs;750IHP. | | |
| KTML | 1D 3BH | | | | | | | gineering Works.) | | | | |
| 826 | **Araby** | MV | Br | Liverpool | 2944 | | 1923 | Dumbarton, | D. MacIver | 6CylOilEng 29⅛x59-1/16 | | BL |
| 147,205 | Steel | | 380 | 53.2 \| 27.1 | 4936 | | 3 | (A. M. [Scot. | & Co. (Lim.) | | | |
| KNQP | 2D;Shel dk;Wireless;W. Bal 7BH | | F34′ | | | | | McMillan & Son, | | | | |
| | | | | | | | | Lim.) | | | | |
| 827 | **Aracaju** | Scw | Brz | Rio Jan'ro | 2182 | | 1914 | Flensburg, | Lloyd | 3CylTE 24½,41,68x48; | | V |
| | xPersia Steel | | 364.6 | 50.1 \| 25.1 | 3569 | | 2 | (Schiffbau [Ger. | Brasileiro, Mgrs. | 3SB;WP185lbs;1500IHP | | |
| HRCU | 2D;Wireless;W. Bal 6BH | | | | | | | Geselshaft | | | | |
| | | | | | | | | Flensburg) | | | | |
| 828 | **Aracataca** | Scw | Br | Liverpool | 3298 | | 1925 | Birkenhead, | Elders & | 3CylTE 27,46,78x54; | | C |
| 147,296 | Steel | | 400.5 | 51.4 \| 30.4 | 5377 | | 3 | (Cammell, [Eng | Fyffes (Lim.) | 4SB;WP210lbs | A.S.6,26;M.S.3,25 | |
| KSFT | 4D;SUB.SIG;Wireless.DF; 6BH | | P43′ | B157′ F43′ | | | | Laird & Co., Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 829 | **Aracaty**<br>xProfessor Woermann Iron<br>2D;Wireless | Scw | Brz<br>265.2<br>P46′ | Rio Jan'ro<br>35.6 \| 20.1<br>F32′ | 996<br>1525 | | '82 | Hamburg,<br>(Blohm & Voss.) [Ger. | Cia. Commercio e Navegacao | 2CylC30,50x33 | | |
| 830<br>143,182<br>JWPF | **Arafura**<br>xSwakopmund Steel<br>3D;Wireless;W. Bal 7BH | Scw | Br<br>403.2<br>P & B | London<br>49.2 \| 27.1<br>262′ F50′ | 3401<br>5597 | | 1903<br>11 | Vegesack,<br>(Bremer Vulkan.) [Ger | Eastern & Australian S.S. Co. (Lim.) | 3CylTE27,45,74x51;<br>4SB;WP185lbs | | |
| 831<br>OURS | **Aragaz**<br>Steel<br>2D;Web frms;Mchy aft; 16BH<br>Long. frmg;Oil fuel;Oil in bulk;<br>Wireless;W. Bal | Scw<br>Sch | Fr<br>385.3<br>P88′ | Dunkirk<br>50.3 \| 30.3<br>B28′ F41′ | 3074<br>5050 | | 1914<br>5 | Newcastle,<br>(Armstrong, Whitworth & Co., Lim.) [Eng. | Soc. Anon. Les Petroles d'Outremer | 3CylTE25½,42,70x48;<br>2SB;WP180lbs | | BL |
| 832<br>222,775 | **Arago**<br>Wood<br>1D | MV | Am<br>84 | Seattle<br>18.7 \| 8.8 | 92<br>109 | | 1905 | Portland,<br>Ore. | Washington Tug & Barge Co. | 3CylOilEng10½x14;<br>125BHP. | | |
| 833<br>150,811<br>KVRS | **Aragon**<br>Steel<br>1D;Mchy aft;W. Bal 2BH | Scw | Br<br>249 | Montreal<br>42.6 \| 17.3 | 963<br>1642 | | '96 | Wyandotte, Mich.<br>(Detroit D.D. Co.) | International Waterway Nav. Co. (Lim.) | 3CylTE17,27½,46x36;<br>1SB;WP160lbs;650IHP. | 90(GL)<br>P.S.1,26 | |
| 834 | **Araguary**<br>xS. Luis Iron<br>Wireless | Scw | Brz<br>365.2<br>P25′ | Rio Jan'ro<br>40 \| 26.6<br>B112′ F42′ | 1978<br>3075 | | '83 | Glasgow,<br>(Aitken & Mansel.) [Scot. | Cia. Commercio e Navegacao | 2CylC38,75x54 | | |
| 835<br>120,716<br>HJDK | **Araguaya**<br>Steel<br>3D;SUB.SIG;Wireless;D.F;W. Bal 8BH | Scw<br>Twin | Br<br>515.2<br>P44′ | Belfast<br>61.3 \| 30.5<br>B339′ F88′ | 6102<br>10196 | | 1906<br>9 | Belfast,<br>(Workman, Clark & Co., Lim.) [Ire. | Royal Mail Stm. Packet Co. | 2-4CylQE27,38,54,76x54;<br>3DB;3SB;WP215lbs | | BL |
| 836<br>HDKG | **Araitz Mendi**<br>Steel<br>1D;Shel dk;Wireless;W. Bal | Scw | Sp<br>300 | Bilbao<br>44 \| 22.6 | 1445<br>2572 | | 1922<br>1 | Bilbao,<br>(Cia. Euskal. duna de Const.) [Sp. | Cia. Nav. Sota y Aznar | 3CylTE23,37½,61½x39;<br>2SB;WP180lbs | | BL |
| 837<br>99,312<br>MHCP | **Aral**<br>Iron & Steel<br>2D;Oil in bulk;Wireless; 12BH<br>Mchy aft;W. Bal | Scw | Br<br>310<br>B20′ | Liverpool<br>40.2 \| 28.2<br>F40′ | 2112<br>2847 | | '91<br>9 | Newcastle,<br>(Armstrong, Mitchell & Co.) [Eng. | Aral S.S. Co. (Lim.) | 3CylTE22,35,58x42;<br>2SB;WP160lbs;1400IHP. | | V |
| 838<br>143,950<br>KDBQ | **Arana**<br>Steel<br>2D;Wireless;W. Bal 6BH | Scw | Br<br>303.4<br>P33′ | London<br>43 \| 20.7<br>B81′ F32′ | 1457<br>2504 | | 1919<br>12 | Glasgow,<br>(A. & S. J. Inglis, Lim.) [Scot. | Pacific Steam Nav. Co. | 3CylTE22,36,59x39;<br>2SB;WP180lbs | | BL |
| 839<br>LDPF | **Aranda**<br>Steel<br>1D;W. Bal 4BH | Scw | Nor<br>253.8<br>P23′ | Farsund<br>39.2 \| 17.4<br>B64′ F24′ | 895<br>1547 | | 1924<br>9 | Pt. Glasgow,<br>(R. Duncan & Co., Lim.) [Scot. | A/S.Aranda | 3CylTE19,32,52x36;<br>2SB;WP180lbs | | BL |
| 840<br>134,047 | **Aranoka**<br>1D | Sch | Br<br>97.6 | Lunenb'rg<br>25 \| 10 | 94<br>118 | | 1914 | Mahone Bay<br>N. S. | Melbourne<br>M. Gardner & William H. Smith | Wd | | |
| 841<br>167,645 | **Aransas**<br>1D;B | Brg<br>Sch | Am<br>228 | Baltimore<br>37.2 \| 20.5 | 1210<br>1312 | | 1919<br>10 | Houston,<br>(Midland Bridge Co.) [Tex. | T. J. Hooper | YP;Gif✕;<br>DB;Dkd,Exmd,s rps,s dk clkg4,23 | ✠A1Ⓔ Towing Barge<br>Coastwise & W. I. | |
| 842<br>MBNH | **Arantza Mendi**<br>Steel<br>1D;Shel dk;Long. frmg; 6BH<br>Wireless;W. Bal | MV | Sp<br>345<br>F32′ | Bilbao<br>43.7 \| 24.8 | 2048<br>3720 | | 1923<br>4 | Bilbao,<br>(Cia. Euskalduna de Const.) [Sp. | Cia. Nav. Sota y Aznar | 6CylOilEng29⅛x59 | | BL |
| 843<br>HCVR | **Arantzazu**<br>xHoracio xEvelyn Steel<br>1D;Web frms;Well dk; 6BH<br>W. Bal;Wireless | Scw | Sp<br>290<br>P27′ | Bilbao<br>38.2 \| 18.4<br>B112′ F29′ | 1350<br>2292 | | '88<br>4 | W. Hartle-<br>(W. Gray & Co.) [pool, Eng. | Zugadi Compania S. en C. | 3CylTE22½,36½,60x39;<br>2SB;WP160lbs;1300IHP | | V |
| 844<br>HCWM | **Arantzazu Mendi**<br>xLord Guilford Steel<br>1D;Shel dk;Wireless; 7BH<br>W. Bal;SUB.SIG. | Scw | Sp<br>412.5<br>F36′ | Bilbao<br>55.5 \| 34.4 | 4103<br>6646 | | 1920<br>1 | Sunderland,<br>(J. L. Thompson & Sons, Lim.) [Eng. | Cia. Nav. Sota y Aznar | 3CylTE27,44,73x48;<br>3SB;WP180lbs | | BL |
| 845 | **Arapaho**<br>Steel<br>1D;Oil fuel 5BH | Scw | Am<br>109.6 | ——<br>24.1 \| 15 | 44<br>308 | | 1914<br>10 | Seattle,<br>(Seattle Const. & D.D. Co.) [Wash. | U. S. Government (Navy Dept.) | 3CylTE15,24,38x24;<br>2SB;WP200lbs;800IHP | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 846 107,665 KRBV | **Arapahoe** Steel 3D;Wireless;SUB.SIG; 5BH Oil fuel F. P. above 150° F. | Scw | Am 336.5 | New York 46.1 \| 20.5 \| 30 | 3205 4145 3860 | | 1901 7 | Philadel- (Wm. [phia, Pa. Cramp & Sons S. & E. B. Co.) | Clyde S.S. Co. | 3CylTE27½,43,70x36; Wm. Cramp & Sons S. & E. B. Co; 3SB;Wm. Cramp & Sons S. & E. B. Co; 204GS;7415HS;WP160lbs;2500IHP; EAC;ingtd11,02;d rpd6,24;rps11,25; Dkd,s rps7,26 | ✠A1 Coastwise & W. I. AMS 2dS.S.No.3,NY11,25; n shft6,24;M.&B.S 11,25; SBP;CL | |
| 847 225,589 | **Aras** Steel 1D | MV Yct Twin | Am 147.2 | Portland 26.1 \| 12.8 | 200 444 | | 1926 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Hugh J. Chisholm | OilEngs14x18; 950IHP | | |
| 848 101,829 NCHL | **Aras** Steel 1D;Spar dk;Mchy aft; 14BH Oil in bulk;Web frms;Oil fuel; Wireless;W. Bal | Scw Sch | Br 275 P73′ | London 42.7 \| 21 B20′ F38′ | 2058 3253 | | '93 6 | Newcastle, (Palmers [Eng. Co., Lim.) | British Tanker Co (Lim.) | 3CylTE24,40½,64x42; 2SB;WP160lbs | | BL |
| 849 124,461 HKBL | **Arawa** Steel 2D;Shel dk;Deep frmg; 7BH Wireless;W. Bal | Scw Twin | Br 460 F48′ | Sthamptn 60 \| 31 | 5985 9372 | | 1907 2 | Newcastle, (Swan, [Eng. Hunter & Wigham Richardson.) | Shaw, Savill & Albion Co. (Lim.) | 2-3CylTE23,38½,66x48; 2DB;2SB;WP205lbs | | BL |
| 850 MBRF | **Araya Mendi** Steel 1D;Shel dk;Long. frmg; 5BH Wireless;W. Bal | Scw | Sp 345 F32′ | Bilbao 48.5 \| 24.8 | 2095 3741 | | 1924 6 | Bilbao, (Cia. [Sp. Euskalduna de Const.) | Cia. Nav. Sota y Aznar | 3CylTE26,42,70x48; 3SB;WP180lbs | | BL |
| 851 225,246 MGBC | **Arbutus** Wood 1D;B | Scw | Am 146.5 | Baltimore 25.6 \| 10.1 | 194 285 | | '79 | Baltimore, (Columbia [Md. Iron Wks.) | Union S. B. Co. | 2CylC11¾,22x27; 1Blr;WP110lbs;450IHP | | |
| 852 | **Arcadia** Steel 2D;B;Wireless;SUB.SIG; 6BH W. Bal W.B.—A.P.32t;D.B.352′921t | Scw | Pan 400 P42′ | Panama 49 \| 30.2 B31′ F45′ | 3412 5454 7100 | | '96 9 | Belfast, (Harland [Ire. & Wolff, Lim.) | California S S. Co. | 4CylQE22½,32,47,68x51; Harland & Wolff; 5SB:Harland & Wolff;204GS; 6869HS;WP216lbs;2300IHP;EAC; d rpd7,21;Dkd,s rps8,23 | A1 AMS 2d S.S.No.3,NY7,21; M.S;n shft7,21;B.S.9,22; Clh BB;CL (Laid up) | |
| 853 225,947 MGFQ | **Arcadia** Steel 2D;B | MV Yct Twin | Am 174.2 | Boston 27.6 \| 12.8 | 251 578 | | 1926 8 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Galen Stone | 2OilEngs16½x22; 1600IHP | | |
| 854 RCSM | **Arcadia** Steel 1D;Oil fuel;Wireless;W. Bal 4BH | Scw | Ger 234.5 P30′ | Hamburg 36.8 \| 17.9 B54′ F22′ | 756 1384 | | 1922 6 | Hamburg, (Deutsche [Ger. Werft, A. G.) | Hamburg America Line | Stm Tbns; 3 Blrs | | G |
| 855 40 HCFW | **Arcadia** Steel 1D;Deep frmg;W. Bal 5BH | Scw | It 323 P29′ | Trieste 47.1 \| 22.6 B31′ F33′ | 1963 3231 | | '99 5 | South Shields, Eng. (J. Readhead & Sons.) | D. Trip- covich, Mgr | 3CylTE24,40,64x42; 2SB;WP160lbs | | I |
| 856 124,669 HMDB | **Arcadian** xAsturias Steel 2D;Wireless;D.F;SUB.SIG;W. Bal | Scw Twin | Br 520.3 P52′ | Belfast 62.3 \| 31.8 B & F447′ | 6892 12015 | | 1908 | Belfast, (Harland [Ire. & Wolff, Lim.) | Royal Mail Steam Packet Co | 2-4CylQE27,38,55,79x54 | | |
| 857 JBNK | **Archangelos** xSagittarius xMillwall Steel 1D;Web frms;Wireless;W. Bal 5BH | Scw | Grk 290 P29′ | Chios 43 \| 16.5 | 1519 2445 | | '96 4 | Stockton, (Ropner [Eng. & Son.) | G. K. Ktistakis | 3CylTE21,35,59x39; 2SB;WP150lbs | | BL |
| 858 217,596 LPWD | **Archer** Steel 2D;W. Bal; 9BH Wireless;SUB.SIG; 7BH to Fbd dk 2BH to 2d dk Oil fuel F. P. above 150° F. C-38 W.B.—A.P.160t;D.B.348′1535t F.O.—A.P.149t;D.B.308′1267t;D.B.30′8 37t;S.T .66t;F.P.130t | Scw | Am 440 | San Fran. 56 \| 35.2 \| 38′ | 4872 7610 12000 | 9′ 6¾″ 28′ 7½″ | 1919 2 | Alameda, (Bethlehem [Cal. S. B. Corp., Lim.) | U. S. Ship- ping Board | Elect Motor;Stm Tbn; General Electric Co; 3SB:Bethlehem S. B. Co., Lim; 8250HS;WP215lbs;3000SHP;EAC; d rpd9,24;Dkd,s rps8,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,NY7,23; n Eng5,21;shft drn9,24; B.S.8,26;Clh BB;CL | |
| 859 | **Archibald Russell** 2D;Deep frmg | Bk 4 M | Fin 291.4 P42′ | Mariehmn 43.2 \| 24.1 F31′ | 2047 2357 | | 1905 3 | Greenock, (Scott's [Scot. S. E. Co., Lim.) | Gustaf Erikson | Stl;1BH; Exmd11,24 | 2dS.S.No.2,Dbln11,25 | C |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 860 | **Archimedes** | Scw | Br | Liverpool | 3380 | | 1911 | Pt.Glasgow, | Lamport & | 3CylTE27,46,76x51; | | BL |
| 123,336 | xDen of Airlie Steel | Sch | 433.5 | 54.2 \| 26.6 | 5364 | | 8 | Scot | Holt (Lim.), | 3SB;WP200lbs | | |
| PCLR | 2D;Shel dk;Wireless;D.F;W. Bal 6BH | | | | | | | (Russell & Co.) | Mgrs. | | | |
| 861 | **Archipelagos** | Scw | Grk | | 2870 | | '96 | Glasgow, | Greek Govt. | 4CylQE21,31,45,64x45; | | |
| | xEichsfeld xAmasis Steel | | 369.8 | 46.4 \| 27 | 4505 | | 11 | (C. Connell [Scot. | | 3SB | | |
| JDNL | 2D;Web frms;Well dk; 6BH | | P228′ | F46′ | | | | & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 862 | **Architect** | Scw | Br | Liverpool | 3411 | | 1912 | Glasgow, | Charente | 3CylTE24½,42½,72x54; | | BL |
| 135,428 | Steel | | 410.6 | 52.3 \| 30.5 | 5421 | | 12 | (C. [Scot. | S.S. Co. (Lim.) | 2DB;1AuxSB;WP215lbs | | |
| JBHG | 2D;Wireless;W. Bal 7BH | | P35′ | B138′ F52′ | | | | Connell & Co., Lim.) | | | | |
| 863 | **Archmel** | Scw | Br | London | 2866 | | 1914 | Howden, | Anglo- | 3CylTE25,40,68x48; | | C |
| 135,897 | xMendip Range Steel | | 385 | 51.9 \| 27.1 | 4538 | | 1 | (Northum- [Eng | Celtic Shipping | 3SB;WP180lbs;385RHP. | S.S.No.2,Hbg2,23;A.S.1,26; | |
| KNPM | 1D;Deep frmg;Wireless;W. Bal 4BH | | P35′ | B119′ F41′ | | | | berland S. B. Co., Lim.) | Co. (Lim.) | | M.S;shft drn1,26 | |
| 864 | **Arco Felice II** | MV | Am | New York | 681 | | 1920 | Pozzuoli, | O'Boyle | 2-2CylOi Eng12½x14½; | | |
| 225,126 | Wood | Twin | 182.7 | 35.4 \| 18.3 | 796 | | | (Cantieri [It. | Bros. | 300IHP | | |
| | 1D;Mchy aft | | P34′ | | | | | Navali ed Officine Mecc. Arco. Felice) | | | | |
| 865 | **Arctic** | Scw | Am | | 4276 | | 1919 | Oakland, | U. S. Govt. | Stm Tbn; | | |
| 217,033 | xYamhill Steel | | 402.5 | 53 \| 32 | 5976 | | 2 | (Moore [Cal | (Navy Dept.) | 4WTB;WP225lbs;2800SHP. | | |
| LNGD | 1D;Shel dk;Long. frmg; 7BH | | | 34′ 6″ | 8370 | | | S. B. Co.) | | | | |
| | Wireless; 6BH to Fbd dk | | P34′ | B81′ F37′ | | | | | | | | |
| | SUB.SIG;W. Bal; 1BH to 2d dk | | | | | | | | | | | |
| | Oil fuel | | | | | | | | | | | |
| 866 | **Arctic** | SW | Am | Wilm'gton | 284 | | '79 | Wilmington, | Christiana | 1Cyl120x42; | | |
| 105,876 | Iron | | 145 | 30 \| 7.8 | 394 | | | (Harlan & [Del. | Ferry Co | 1Blr;WP40lbs;453IHP | | |
| | 1D;Wireless 2BH | | | | | | | Hollingsworth Corp.) | | | | |
| 867 | **Arctic** | Scw | Am | Seattle | 125 | | 1913 | Eagle Har- | M. J. Dady | 2CylC18,34x26; | | |
| 211,602 | Wood | | 111.5 | 25.3 \| 11.6 | 202 | | | bor, Wash | Eng. & Const. Co. | 1SB;WP100lbs;400IHP. | | |
| LDFQ | 1D | | | | | | | (Hall Bros.) | | | | |
| 868 | **Arctic** | Scw | Am | San Fran. | 1724 | | 1904 | Flensburg, | Alaska | 3CylTE27,45,75x48; | | |
| 215,052 | xNewport News Steel | | 355.9 | 45.4 \| 24.5 | 4297 | | 2 | (Flensb. Ger. | Packers Assn.,Inc. | 1SB;WP180lbs;2440IHP | | |
| LHCP | 2D;Web frms;Wireless; 6BH | | P & B | 288′ F40′ | 5500 | | | Schiffsb.) | | | | |
| | Oil fuel;W. Bal | | | | | | | | | | | |
| 869 | **Arcturus** | Scw | Am | New York | 3816 | 7′ 6¾″ | 1920 | Vancouver, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠**A1**Ⓔ With Freeboard. | |
| 219,957 | Steel | | 401.4 | 53.2 \| 31.9 | 6094 | 27′ 3″ | 4 | (G. M. [Wash. | ping Board | Lewellyn Iron Wks; | ✠AMS | |
| LWKR | 2D;Long. frmg; 7BH | | | 34′ 7″ | 9601 | | | Standifer Const. Corp.) | | 3SB;Willamette I. & S. Wks; | S.S.No.1,NY1,24; | |
| | W. Bal; 5BH to Fbd dk | | P34′ | B114′ F38′ | | | | | | 8112HS;WP210lbs;2500IHP; | M.S;n shft1,24;B.S.7,26; | |
| | Wireless;SUB.SIG; 2BH to 2d dk | | | | | | | | | rps7,24;Dkd,s rps7,26;Exmd9,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.149t;D.B.343′1217t;D.T. 101 | | lt. | ....F.P.82t | | | | | | | | |
| | F.O.—A.P.142t;D.B.303′ 967t;D.T. 94 | | 2t.S.T | 59t;F.P.76t | | | | | | | | |
| 870 | **Arcturus** | Scw | Am | New York | 1474 | | 1919 | Bellingham, | Union | 2-3CylTE15,24,40½x30; | ✠ — — | |
| 218,749 | xClio Fir;Gif✕ | Twin | 268.3 | 46.2 \| 23.2 | 2478 | | 9 | (Pacific [Wash | Sulphur Co. | 2WTB;WP200lbs;1500IHP | Cancelled11,21 | |
| LSKQ | 1D;B 4BH | Yct | | 26′ 4″ | 3500 | | | American Fisheries Co.) | | | | |
| | | | P40′ | B67′ F26′ | | | | | | | | |
| 871 | **Arcturus** | Scw | Nor | Bergen | 757 | | 1910 | Bergen, | Det Ber- | 3CylTE17,28,48x33; | | N |
| | Steel | | 229.9 | 35.2 \| 16 | 1277 | | 12 | (Bergens [Nor | genske Dampsisk | 1SB;WP180lbs | | |
| MGJF | 1D;B;Wireless;W. Bal 4BH | | F28′ | B59′ | | | | Mek Vaerksted.) | | | | |
| 872 | **Arcturus** | Scw | Am | Fairport | 5263 | | 1906 | W. Bay City, | Inter-Lake | 3CylTE22½,36,60x42; | | |
| 202,867 | xJames B. Wood Steel | Sch | 514 | 54 \| 27.1 | 6707 | | 3 | (Bay City [Mich. | Steamship Co. | 2SB;WP180lbs;1500IHP. | | |
| | 1D;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 873 | **Ardantza Mendi** | Scw | Sp | Bilbao | 3582 | | 1922 | Sliedrecht, | Cia. Nav. | 3CylTE23,38,62x41; | | BL |
| | xMaraglo Steel | | 359.4 | 50.3 \| 30 | 4904 | | 2 | (N. V. [Hol. | Sota y Aznar | 3SB;WP180lbs | | |
| HCGK | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Scheeps de Klop.) | | | | |
| 874 | **Ardea** | Scw | It | Rome | 2932 | | 1921 | Spezia, | Soc. di Nav. | Stm Tbns; | | C-I |
| 1,039 | xAnsaldo San Giorgio VI Steel | | 382.2 | 51.6 \| 28.1 | 5301 | | 3 | (Ansaldo [It | Roma | 3SB;WP180lbs | S.S.No.1,Svna7,25; | |
| NEOH | 2D;Mchy aft;Oil fuel; 7BH | | P122′ | B30′ F33′ | | | | San Giorgio.) | | | B.S.2,25;shft drn7,25; | |
| | Wireless;W. Bal | | | | | | | | | | M.S.2,26 | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1875 | **Arden** | Scw | Am | Phila. | 3700 | 7′ 10½″ | 1921 | Harriman, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 221,089 | Steel | | 400.6 | 54.3 \| 30.3 | 5976 | 25′ 2″ | 2 | (Merchant [Pa. | ping Board | Westinghouse E. & Mfg. Co; | ✠AMS | |
| MCLV | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | | 32′ 10″ | 8822 | | | S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P35′ | B123′ F44′ | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | | | | | | | | | | s rps8,21 | | |
| | W.B.—A.P.143t;D.B.335′1311t;D | T.27′8 | 46t; F. | F.120t | | | | | | | | |
| | F.O.....D.B.281′1092t;D | T.27′7 | 90t... | ..... | | | | | | | | |
| 1876 | **Ardenhall** | Scw | Br | W.Hartlpl | 3150 | | 1920 | Sunderland, | W. Hartle- | 3CylTE27,45,75x48; | | BI |
| 138,929 | xSilverbirch xStonewall Steel | | 400 | 52.2 \| 28.5 | 5074 | | 12 | (Bartram [Eng. | pool Stm. Nav. | 3SB;WP180lbs | | |
| TRCN | 2D;Wireless;D.F;W. Bal 7BH | | P36′ | B117′ F39′ | | | | & Sons, Lim.) | Co. (Lim.) | | | |
| 1877 | **Ardennia** | Scw | Swd | Gothenb'g | 841 | | 1921 | Malmo, | Fornyade | 3CylTE18,29,48x33; | | BL |
| 6,495 | Steel | | 255.9 | 38.5 \| 16.5 | 1494 | | 4 | (Kockums [Swd | Angf. A. B. Gotha | 2SB;WP185lbs | | |
| KDFB | 1D;Oil fuel;W. Bal 4BH | | P20′ | B70′ F25′ | | | | M. V. Aktieb.) | | | | |
| 1878 | **Ardeola** | Scw | Br | Liverpool | 1786 | | 1912 | Dundee, | Yeoward | 3CylTE24,39,64x42; | | BL |
| 131,461 | Steel | | 310.2 | 44.2 \| 18.5 | 3140 | | 10 | (Caledon [Scot. | Bros., Mgrs | 3SB;WP180lbs | | |
| HWVB | 2D;Well dk;Wireless;W. Bal 4BH | | P & B | 207′ F57′ | | | | S. B. & E. Co., Lim.) | | | | |
| 1879 | **Ardgarvel** | Scw | Br | Greenock | 410 | | 1917 | Pt. Glasgow, | P. | 3CylTE16,26,42x27; | | BL |
| 137,049 | Steel | | 200.2 | 30.2 \| 12.8 | 834 | | 1 | (Ferguson [Scot | McCallum & | 1SB;WP180lbs | | |
| JNTC | 1D;Web frms;Mchy aft; 3BH | | F26′ | | | | | Bros.) | Sons (Lim.) | | | |
| | Well dk;W. Bal | | | | | | | | | | | |
| 1880 | **Ardito** | MV | It | Genoa | 3367 | | 1921 | Taranto, | Soc. Anon. | 2-6CylOilEng24 7/16 x38 7/16 ; | | C-I |
| 1,052 | Steel | Twin | 378.5 | 51.7 \| 27.4 | 5435 | | 6 | (Cantieri [It | Marittima | s rps 7,26 | | |
| NFKW | 1D;Well dk;Mchy aft; 7BH | | P & B | 238′ F37′ | | | | Navali Fran-o | "La Platense" | | A.S.4,26; | |
| | Wireless;W. Bal | | | | | | | Tosi.) | | | shfts drn12,24;M.S.4,26 | |
| 1881 | **Ardmore** | Scw | Am | Wilm'gton | 4390 | 4′ 3¾″ | 1913 | Rostock, | Ardmore | 4CylQE23 1/16 ,33 7/8 ,48 1/16 ,71x49; | **A1** With Freeboard | |
| 212,964 | xDelphin Steel | | 449.5 | 59.6 \| 29 9 | 7035 | 25′ 8″ | 12 | Ger. | S. S. Co., Inc | Akt. Ges. Neptun; | Oil Carrier. | |
| LFGN | 2D;Super dk; 17BH | | | 29′ 10″ | 11900 | | | (Akt. Ges. | | 3SB;Akt. Ges. Neptun; | AMS | |
| | Long. frmg; 12BH to Fbd dk | | | | | | | Neptun) | | 7764HS;WP195lbs;2400IHP;EAC; | S.S.No 2,San F5,22· | |
| | Mchy aft;W. Bal; 4BH to 2d dk | | | | | | | | | DB;Dkd,d rpd4,26;s rps9,26 | B.S.9,25;M.S;n shft4,26; | |
| | Wireless;SUB SIG; 1BH to Super dk | | | | | | | | | | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| 1882 | **Arendskerk** | Scw | Hol | TheHague | 4566 | | 1914 | Rostock, | Vereenigde | 3CylTE30,48,81x55; | | BL |
| | xSt. Alban's Abbey xTotmes Steel | | 473.9 | 61.2 \| 28.7 | 7390 | | | (Akt. Ges. [Ger | Nederl. Sheepv. | 4SB;WP205lbs | | |
| NFTH | 2D;Shel dk;Wireless;W. Bal 9BH | | F50′ | | | | | "Neptun.") | Maats. | | | |
| 1883 | **Arenzano** | MV | Arg | BuenAires | 641 | | 1919 | Linnton, | Juan B. | 2-2CylOilEng14x16 | | |
| | xMildred Wood | Twin | 184.9 | 36.2 \| 15.7 | 829 | | | (Columbia [Orc. | Chiossone | | | |
| | 1D;Mchy aft | | P38′ | F40′ | | | | Eng. Wks.) | | | | |
| 1884 | **Ares** | Scw | Hol | Amst'dam | 2423 | | 1921 | Zaandam, | Koninkl. | Stm Tbns; | | V |
| | Steel | | 341.1 | 48 \| 28.5 | 3981 | | | (N. V. [Hol | Nederl. Stoomv. | 3WTB;WP228lbs;1800IHP | | |
| NFTK | 3D;Oil fuel;Wireless;W. Bal 6BH | | F27′ | | | | | Werf. Conrad.) | Maats. | | | |
| 1885 | **Argalia** | Scw | Br | Glasgow | 3186 | | 1918 | Stockton, | Donaldson | 3CylTE27,44,73x48; | | BL |
| 142,474 | xWar Kestrel Steel | | 400.1 | 52.3 \| 28.5 | 5214 | | 7 | (Craig, [Eng. | Bros. (Lim.), | 3SB;WP180lbs | | |
| JTNV | 2D;Oil fuel;Wireless;W. Bal 7BH | | P49′ | B113′ F40′ | | | | Taylor & Co., Lim.) | Mgrs. | | | |
| 1886 | **Argenfels** | Scw | Ger | Bremen | 3540 | | 1910 | Weser- | Deutch | 4CylQE24,35,51,74x54; | — — | G |
| | xPequot Steel | | 420.9 | 54.9 \| 27.3 | 5685 | | 5 | munde, Ger. | Dampfs. Ges. | 3SB;WP200lbs;3600 IHP | — — | |
| QLSW | 2D;SUB.SIG;W. Bal;Wireless 6BH | | P60′ | B124′ F51′ | | | | (J. C. Tecklenborg) | "Hansa" | | Cancelled2,23 | |
| 1887 | **Argentina** | MV | Dan | Cop'hagen | 2460 | | 1921 | Copenhagen, | Det | 2-6CylOilEng23¼x35½; | | V |
| | xPolarhavet Steel | Twin | 378 | 52.2 \| 24.6 | 4104 | | | (A/S. [Den | Forenede | 2150BHP | | |
| NDGM | 1D;Wireless;W. Bal 7BH | | F33′ | | | | | Kjobenhavns, Flydedok & Skibsvaert.) | D/S A/S | | | |
| 1888 | **Argentina** | Scw | It | Palermo | 3280 | | 1907 | Pt. Glasgow, | "Florio" | 2-3CylTE20½,35,56x42; | | I |
| 123 | Steel | Twin | 390 | 48 \| 22.6 | 5387 | | 10 | Scot. | Soc. Italiana | 4SB;WP180lbs;3570IHP | | |
| NERO | 2D;Deep frmg;Wireless; 7BH | | F78′ | | | | | (Russell & Co.) | di Nav. | | | |
| | Shel dk;W. Bal | | | | | | | | | | | |
| 1889 | **Argentina** | Scw | Ger | Hamburg | 3522 | | 1918 | Weser- | Hamburg | 3CylTE25,40,65x47; | | G |
| | Steel | | 365.5 | 51.2 \| 34.8 | 5704 | | 4 | munde, Ger. | Sudamer. | 2SB;WP199lbs | | |
| RWVS | 3D;SUB.SIG;Wireless;W. Bal 7BH | | F41′ | | | | | (G. Seebeck, A. G.) | Dampfschiff. Ges | | | |
| 1890 | **Argentinier** | Scw | Blg | Antwerp | 1595 | | 1920 | Wilmington, | Lloyd Royal | 3CylTE19,31,54x36; | | BL |
| | xLong Island Steel | | 300 | 44.1 \| 22.9 | 2769 | | 2 | (Pusey [Del. | Belge Soc. Anon. | 2SB;WP200lbs | | |
| MAQL | 2D;Wireless;W. Bal 6BH | | F37′ | B76′ F29′ | | | | & Jones Co.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc | Rig. | Nation. | Hailing Port. Reg. Dimensions Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 891 HBCD | **Argentino** Steel 2D;Wireless;W. Bal 5BH | Scw | Arg 309.6 P & B | Buen Aires 41.6 \| 20.5 197′ F38′ | 1808 2947 | | 1913 10 | Troon, (Allsa S. B. Co., Lim.) [Scot. | Soc. Importadora y Exportadora de la Patagonia | 3Cyl TE 22½,36½,59x45; 2SB;WP180lbs | | BL |
| 892 107,157 1D | **Argo** Wood | Scw | Am 192 P29′ | Fairport 35 \| 12.8 B118′ F30′ | 490 721 | | '95 rb'24 | Detroit, (Detroit [Mich. D. D. Co.) | Nessen Trans. Co. | 2CylC 22,42x36; 1SB;WP125lbs;600IHP. | 90(GL) P.S.4,26 | |
| 893 72 NESB | **Argo** xRedruth Steel 1D;B;Well dk;Wireless;W. Bal 5BH | Scw Sch | It 285.3 P29′ | Catania 39 \| 21.6 B118′ F30′ | 1475 2316 | | '89 5 | Newcastle, (Palmer's [Eng. Co., Lim.) | Cap. Mario D'Arrigo di Cosimo | 3Cyl TE 22,35,58x42; 2SB;WP150lbs | | I |
| 894 5,355 JSTG | **Argo** xOdessa xElizabeth Steel 1D;Deep frmg;Wireless; W. Bal 5BH | Scw | Swd 310 P29′ | Kalmar 44.2 \| 20.4 B82′ F31′ | 1563 2554 | | '98 7 | Glasgow, (R. Napier [Scot. & Sons, Lim.) | H. Jansson, Mgr. | 3Cyl TE 23,38,62x39; 2SB;WP160lbs | | BL |
| 895 219,622 LVQH | **Argon** Steel 2D;Mchy aft;Long. frmg; 15BH Wireless;SUB.SIG; 9BH to Fbd dk 6BH to 2d dk Oil fuel F. P. above 150° F. C-38 W.B.—A.P.74t;D.B.64′203t. F.O. D.T.a 19′919t | Scw | Am 435.6 P106′ D.T.f. D.T.f | New York 56.2 \| 31.7 B47′ F42′ 50′881t;F.P.97t 50′824t | 4271 6952 10100 | | 1920 3 | Sparrows Point, Md. (Bethlehem S. B. Corp.) | Standard Trans. Co. | 3Cyl TE 27,47,78x48; Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 8235HS;WP220lbs;3000IHP;DB; EAC;Dkd,s rps4,26 | A1Ⓔ Oil Carrier AMS S.S.No.1,SanF4,24; M.&B.S.4,24;n shft8,25; Clh BB;CL | |
| 896 124,105 HMBT | **Argonauta** Steel xOberon 2D;Web frms;Oil in bulk;Oil fuel; Wireless;W. Bal;Mchy aft | Scw | Br 385 P99′ | London 50.5 \| 30.2 B25′ F42′ | 3161 5142 | | 1907 12 | Newcastle, (Armstrong, Whitworth & Co., Lim.) [Eng. | Anglo-Saxon Petroleum Co. (Lim.) | 3Cyl TE 26,43,72x48; 3SB;WP180lbs | | BL |
| 897 HBLK | **Argonauta** | Trn | Ptg 122.7 | Aveiro 26.2 \| 11.1 | 192 224 | | 1906 | Fao, (A. D. dos Santos.) [Den. | Soc. de Pesca a Vap. Espadarte, Lda. | Wd | | |
| 898 220,845 MBWR | **Argonne** Steel 3D;W. Bal; 13BH Wireless;SUB.SIG; 11BH to Fbd dk Oil fuel 2BH to 2d dk | Scw | Am 436.9 P90′ | Phila. 58.2 \| 26.4 \| 40′ B135′ F81′ | 3908 7555 6940 | | 1920 12 | Hog Island, (American [Pa. Int. S. B. Corp.) | U. S. Govt. (Navy Dept.) | Stm Tbns; 6WTB;WP200lbs;6000SHP | | |
| 899 | **Argostoli** xSassa xJoyce Nancy Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Grk 356 P38′ | Argostoli 45.2 \| 18.7 B92′ F46′ | 2283 3716 | | '99 11 | Sunderland, (Sunderland [Eng. S. B. Co., Lim.) | G. Vergottis | 3Cyl TE 24,40,64x42; 2SB;WP170lbs | | BL |
| 900 220,718 MBRL | **Argosy** Steel 2D;W. Bal;Wireless;SUB.SIG; 8BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P100t;D.B.284′1380t. F.O. D.B.257′1162t;S. T.14′ 29t D. T.36′892t; F.P. 44t | Scw | Am 390 P50′ | Phila. 54.2 \| 27.8 \| 32′ B121′ F40′ | 3039 4995 7825 | 7′ 9½″ 24′ 5″ | 1920 10 | Hog Island, (American [Pa. Int. S. B. Co.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co;8700HS; WP200lbs;2500SHP;EAC; d rpd5,26;Dkd,s rps8,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY12,24; M.S.12,24;n shft5,26; B.S.11,26;Clh BB;CL | |
| 901 144,888 KGHS | **Argosy Lemal** xDe Lauwers 1D;W. Bal | Trn Aux | Br 117.5 F12′ | Adelaide 24.5 \| 10.4 | 206 254 | | 1917 | Waterhuizen (Gebr. van Diepen.) | York Shipping Proprietary (Lim.) | Stl;4BH; 2Cyl OilEng 15x17¼ | | |
| 902 214,765 1D | **Argosy & Argonaut 3rd** Wood | MV | Am 100 | Bridgep'rt 20.6 \| 6.9 | 67 136 | | 1916 | Bridgeport, (Wm. A. Bruffee) [Conn. | Argonaut Salvage Corp. | Gas Eng; 140IHP. | | |
| 903 27,453 | **Argun Maru** Steel 1D;Shel dk;Web frms; 7BH Long. frmg;Wireless;W. Bal | Scw | Jap 415 P32′ | Osaka 55.5 \| 34.6 B148′ F45′ | 4040 6608 | | 1920 8 | Osaka, (Osaka Iron Works, Lim.) [Jap. | Osaka Shosen Kabushiki Kaisha | 3Cyl TE 27,45,75x51; 3SB;WP180lbs | | BL |
| 904 96,416 | **Argus** xHendrick S. Holden Steel 1D;B;Mchy aft;W. Bal 3BH | Scw | Am 408.4 | Fairport 50 \| 24.3 | 3091 4444 | | '98 7 | Cleveland, (Globe Iron Wks.) [Ohio | Interlake S.S. Co. | 4Cyl QE 20,30,44,63x42; 3SB;WP230lbs;1800IHP. | | |
| 905 HJMF | **Argus** 1D;B | Trn | Ptg 119.7 | Lisbon 22.6 \| 12.7 | 237 250 | | '73 3 rb1900 | Dundee, (Dundee S. B. Co.) [Scot. | Parceria Geral de Pescarias | O,Hw;Icf | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 06 | **Argyll** | Scw | Fr | Bordeaux | 1880 | | '92 | W. Hartle- | Cie. Du | 3CylTE25,40,65x42; | | BL |
| OUPX | Steel 2D;Web frms; 12BH Oil fuel;Oil in bulk;Wireless; W. Bal | Sch | 320.2 P31′ | 40.7 \| 24.4 B80′ F37′ | 2953 | | 6 | (W. [pool, Eng. Gray & Co.) | Boleo | 2SB;WP160lbs;1330IHP | | |
| 07 | **Argyllshire** | Scw | Br | Glasgow | 7526 | | 1911 | Clydebank, | Scottish | 2-4CylQE25,35,51,72x51; | | BL |
| 129,581 HTBG | Steel 2D;Shel dk;Wireless;W. Bal 8BH | Twin | 526.2 | 61.4 \| 33.3 | 11949 | | 6 | (J. Brown [Scot. & Co., Lim.) | Shire Line (Lim.) | 2DB;2SB;WP215lbs | | |
| 08 | **Aria** | Scw | Am | Bangor | 130 | | 1903 | Morris Hts, | Simon J. | 3CylTE12,19,32x18; | | |
| 107,834 KSJR | Steel 1D | Sch | 148.1 | 18.5 \| 11.2 | 192 | | | (G. E. & P. Seabury Co.) [N. Y. | Murphy | 1WTB;1000IHP. | | |
| 09 | **Ariadne** | Scw | Hol | Amst'dam | 643 | | 1919 | Bolnes, | Koninkl. | 3CylTE18½,30,48x36; | | V |
| NFTW | Steel 2D;W. Bal 5BH | | 254.9 | 36.5 \| 13.9 | 1170 | | | (N. V. Boele's Scheepsw.) [Hol. | Nederl. Stoomb. Maats | 2SB;WP180lbs;800IHP | | |
| 10 | **Ariadne Alexandra** | Scw | Br | London | 1214 | | '93 | W. Hartle- | Capper, | 3CylTE20,31,53x36; | | BL |
| 102,799 NDQC | Steel 1D;Web frms;Well dk; 4BH Wireless;W. Bal | | 277 P29′ | 38.2 \| 17.7 B114′ F31′ | 1973 | | 9 | (W. [pool, Eng. Gray & Co., Lim.) | Alexander & Co., Mgrs. | 2SB;WP160lbs | | |
| 11 | **Ariaga Mendi** | Scw | Sp | Bilbao | 3478 | | 1921 | Newcastle, | Cia. Nav. | 3CylTE27,45,74x48; | | BL |
| MBCD | xDelfshaven Steel 1D;Shel dk Oil fuel;Wireless; 6BH W. Bal;SUB.SIG | | 400 | 53 \| 30.8 | 5534 | | 10 | (W. Dobson [Eng. & Co.) | Sota y Aznar | 3SB;WP180lbs | | |
| 12 | **Ariano** | Scw | Br | London | 3124 | | 1918 | Belfast, | Gulf Line | 3CylTE27,44,73x48; | | BL |
| 142,293 JSDR | xWar Python Steel 2D;Wireless;D.F;SUB.SIG; 7BH W. Bal | | 400.4 P49′ | 52.3 \| 28.4 B113′ F40′ | 5155 | | 1 | (Harland & Wolff, Lim.) [Ire. | (Lim.) | 3SB;WP180lbs | | |
| 13 | **Arichachu** | Scw | Sp | San Sbstn | 2253 | | 1920 | Cadiz, | Cia. Nav. | 3CylTE25,41,68x45; | | BL |
| HCVS | Steel 1D;Web frms;Long. frmg; 5BH Wireless;W. Bal | | 331 P31′ | 48 \| 23.3 B91′ F32′ | 3504 | | 12 | (Echevarrieta [Sp. y Larrinaga.) | "Easo" | 2SB;WP180lbs | | |
| 14 | **Ariel** | Bk | Nor | Arendal | 796 | | '92 | Dumbarton, | B. Jacobsen, | Stl;1BH | | BL |
| KCTF | 1D;B | | 190.8 P37′ | 34.1 \| 18.5 F23′ | 885 | | 9 | (A McMillan & Son.) [Scot. | Mgr. | | | |
| 15 | **Ariel** | Scw | Am | Detroit | 119 | | '81 | Detroit, | Walkerville | 2CylNC20,20x24; | | |
| 106,032 | Oak 1D | | 95.9 | 28.9 \| 11.1 | 202 | | | (Detroit D. D. Co.) [Mich. | & Detroit Ferry Co. | 1FB;WP90lbs;360IHP. | | |
| 16 | **Ariele** | Scw | It | Naples | 1584 | | 1920 | Naples, | Soc. Ital. di | 3CylTE23,37,59x36; | | C-I |
| 200 NESJ | xVittoria Steel 1D;Web frms;Wireless;W. Bal 6BH | | 299.9 P37′ | 39.4 \| 23.8 B65′ F34′ | 2710 | | 7 | (Bacinie Scali Napoletani.) [It. | Nav. "Lucania" | 2WTB;WP185lbs;Dkd,s rps7,26 | S.S.No.1,Npls12,24;A.S.11,25; B.S.12,24;M.S;shft drn7,26 | |
| 17 | **Aries** | Scw | Am | New York | 57 | | '84 | Philadel- | Olsen | 2CylC15½,30x24; | | |
| 106,247 KCDJ | Iron 1D 2BH | | 89.5 | 20.1 \| 9 | 114 | | | phia, Pa. | Water & Towing Co. | 1SB;WP125lbs;375IHP. | | |
| 18 | **Ariete** | Scw | It | Catania | 231 | | 1918 | Wedgeport, | Ferdinando | 3CylTE10,16,25x16; | | V |
| 75 NESK | xMarie Louise Wood;Gif(Sltd) xVera B. Collins 1D | | 141.6 | 25.3 \| | 325 | | | (H. T. Leblanc.) [N. S. | Munzone di Giacomo | 1WTB;WP170lbs;250IHP. | | |
| 19 | **Ariguani** | Scw | Br | Glasgow | 4131 | | 1926 | Glasgow, | Elders & | 2-3CylTE23½,39½,67x48 | | C |
| 148,890 KTQV | Steel 4D;Wireless;W. Bal 8BH | Twin | 425.2 P40′ | 54.1 \| 30.3 B193′ F47′ | 6746 | | 2 | (A. Stephen [Scot. & Sons, Lim.) | Fyffes (Lim.) | | M.S.2,26 | |
| 20 | **Arinda Mendi** | Scw | Sp | Bilbao | 2044 | | 1921 | Stockton, | Cia. Nav. | 3CylTE24,40,66x45; | | BL |
| HCWB | Steel 1D;Shel dk;Wireless;W. Bal 6BH | | 340.3 | 48.6 \| 22.5 | 3453 | | 4 | (Ropner S. B. & Repairing Co.) [Eng. | Sota y Aznar | 2SB;WP180lbs | | |
| 21 | **Ario** | Scw | Am | New York | 4271 | | 1920 | Sparrows Pt. | Standard | 3CylTE27,47,78x48; | A1Ⓔ Oil Carrier. AMS | |
| 219,798 LWCV | Steel 2D;Mchy aft;Long. frmg; 15BH Wireless; 9BH to Fbd dk SUB.SIG; 6BH to 2d dk Oil fuel F. P. above 150° F. C-38 | | 435.6 P100′ | 56,2 \| 31.7 B47′ F42′ | 6952 10100 | | 4 | (Bethlehem S. B. Corp.) [Md. | Transportation Co. | Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 8235HS;WP220lbs;3000IHP; EAC;DB;d rpd1,22;rps4,25; Dkd,s rps9,26 | S.S.No.1;SanP4,25; M.S;shft drn4,25;B.S.9,26; Clh BB;CL | |
| | W.B.—A.P.74t;D.B.64′203t..... F.O.....D.T.a | ..... 19′919t | D.T.f. D.T.f. | 50′881t;F.P.97t 50′S24t..... | | | | | | | | |
| 22 | **Ariosa** | Scw | Am | New York | 178 | | 1907 | Camden, | Henry Du | 3CylTE14,22,36x26; | | |
| 204,267 KWFB | Steel 1D | | 108 | 25 \| 12.2 | 262 | | 0 | N. J. | Bois Sons Co. | 500IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 923 129,280 HRLJ | **Ariosto** Steel 2D;Wireless;W. Bal 6BH | Scw | Br 380 P31′ | Hull 49 \| 26.4 B94′ F33′ | 2768 4427 | | 1910 8 | Newcastle, (Northum- [Eng. berland S. B. Co., Lim.) | Ellerman's Wilson Line (Lim.) | 3Cyl TE 25,41,69x48; 3SB;WP180lbs | | BL |
| 924 238 NETH | **Ariosto** Steel xBaro Fejervary xBulganak 1D;Spar dk;Deep frmg; Wireless;W. Bal 6BH | Scw | It 365.3 P51′ | Fiume 48.2 \| 17.8 B127′ F38′ | 2543 4320 | | 1902 6 | Newcastle, (Wigham, [Eng Richardson & Co., Lim.) | Adria Soc. Anon. di Nav. Marittima | 3Cyl TE 22,40,66x48; 3SB;WP200lbs | | I |
| 925 JSBC | **Aristides** Steel xNicaraguan xPorto Rico 2D;Wireless 5BH | Scw | Grk 220.4 | Piraeus 31.1 \| 19.1 | 680 1187 | | '99 11 | Toledo, (Craig [Ohio S. B. Co.) | Athanas- soula Freres | 3Cyl TE 18,27,42x28; 2SB;WP158lbs;800IHP. | | |
| 926 JGFT | **Aristides L. Goulandris** Steel xCalimeris xHarlech 1D;Deep frmg;Wireless;W. Bal 6BH | Scw | Grk 342 P23′ | Andros 49.5 \| 22.7 B210′ F34′ | 2224 3470 | | 1905 10 | W. Hartle- pool, Eng. (W. Gray & Co., Lim.) | E. L. Goulandris | 3Cyl TE 25½,40½,67x45; 2SB;WP180lbs | | BL |
| 927 HBGF | **Aristobulo Del Valle** Steel 1D;Mchy aft;Web frms; Oil fuel;Oil in bulk;W. Bal;Wireless 9BH | Scw | Arg 252 P71′ | Buen Aires 43.7 \| 24.3 B31′ F32′ | 1459 2454 | | 1917 5 | Ecorse, (Great [Mich. Lakes Eng. Wks.) | Argentine Govt. | 3Cyl TE 20½,34,57x42; 2SB;WP190lbs | | |
| 928 HDBN | **Aritz Mendi** Steel 1D;Wireless;W. Bal 6BH | Scw | Sp 400 P40′ | Bilbao 53.2 \| 31.2 B115′ F38′ | 3389 5754 | | 1920 8 | Bilbao, (Cia. [Spain Euscalduna de Const. y Rep.) | Cia. Nav. Sota y Aznar | 3Cyl TE 27,45,75x48; 3SB;WP180lbs | | BL |
| 929 NDSJ | **Arizona** Steel 2D;Wireless;W. Bal 7BH | MV Twin | Dan 408 4 | Cop'hagen 54.4 \| 33.4 | 4013 6385 | | 1922 11 | Nakskov, (A–S [Den. Nakskov Skibs.) | Det Fore- nede Dampskibs Skelskab | 2-6Cyl Oil Eng 23¼x35 7/16 2800BHP | | V |
| 930 106,069 | **Arizona** Wood | Scw | Am 120.5 | N. London 22 \| 11.3 | 121 201 | | '82 | Mystic, Conn. | Fisheries Co. | 150IHB | | |
| 931 148,536 KSCL | **Arizona** Steel 2D;Shel dk;Wireless;W. Bal 6BH | Scw | Br 425 | London 55 \| 26.6 | 3204 5398 | | 1925 1 | Sunderland, (Sunderland [Eng. S. B. Co., Lim.) | Harlem S.S. Co. (Lim.) | 3Cyl TE 28,46,78x54; 4SB;WP180lbs | | BL |
| 932 26,766 | **Arizona Maru** Steel 2D;Shel dk;Oil fuel;W. Bal; Wireless Twin 8BH | Scw | Jap 475 P35′ | Osaka 61 \| 40.7 B30′ F86′ | 6016 9618 | | 1920 6 | Nagasaki, (Mitsubishi [Jap Zosen Kaisha,Lim.) | Osaka Shosen Kabushiki Kaisha | 2-3Cyl TE 27,44,75x48; 5SB;WP200lbs | | BL |
| 933 107,823 KSGM | **Arizonan** Steel 2D;Shel dk;Oil fuel; Deep frmg;Wireless;W. Bal Twin 8BH | Scw | Am 470.1 | New York 57.2 \| 31.5 | 5443 8511 | | 1903 2 | San Fran., (Union [Cal. Iron Works.) | American- Hawaiian S.S.Co. | 2-4Cyl QE 21½,28,38,60x36; 3SB;WP213lbs;3000IHP | | BL |
| 934 219,800 LWDC | **Arizpa** Steel 2D;Wireless;W. Bal;SUB.SIG; Oil fuel F. P. above 150° F. 7BH C-36 | Scw | Am 400.6 P35′ | Phila. 54 \| 30.4 32′ 10½″ B123′ F44′ | 3392 5517 8822 | 7′10½″ 25′ 2″ | 1920 4 | Bristol, (Merchant [Pa. S. B. Corp.) | U. S. Ship- ping Board | Stm Tbn; Westinghouse E. & Mfg. Co; 3WTB;Babcock & Wilcox Co;S700HS; WP200lbs;3000SHP;EAC; Dkd,s rps7,21 | ✠A1(E) ✠AMS C1h BB;CL (Laid up) | |
| | W.B.—A.P.143t;D.B.335′1311t;D.T.27′8 F.O.....D.B.281′1092t;D.T.27′7 | | | 46t; F. 90t.. | P.120t ..... | | | | | | | |
| 935 NJHK | **Arkansas** Steel 2D;Deep frmg; W. Bal; Wireless 7BH | Scw Sch | Dan 330.4 B77′ | Copenhgn 45.2 \| 29.2 | 2303 3651 | | '97 12 | Copenhagen, (Burmeis- [Den. ter & Wain's.) | Forenede Dmpskib. Selskab | 3Cyl TE 24,40,64x42; 2SB;WP175lbs;1300IHP | | V |
| 936 OCJK | **Arkansas** xBrisgavia 2D;B;Deep frmg;W. Bal; Wireless Steel 8BH | Scw | Fr 449 P29′ | Havre 53.3 \| 31.2 B214′ F40′ | 4287 6863 | | '99 5 | Belfast, (Workman, [Ire. Clark & Co., Lim.) | Cia. Generale Transatlantique | 3Cyl TE 26½,44½,74x54; 3SB;WP165lbs;2700IHP | | V |
| 937 RCWJ | **Arktis** xBollan xAinsdale 1D;B;Mchy aft;Wireless;W. Bal Steel 3BH | Scw | Ger 270 F31′ | Lubeck 39.8 \| 23.4 | 1119 1937 | | '90 10 | London- derry, Ire. (C. J. Bigger.) | M. A. Heeckt & H. Th. Lussenhop | 3Cyl TE 15,25,41x30; 1SB;WP180lbs | | BL |
| 938 132,021 HWCM | **Arlanza** Steel 2D;Oil fuel;SUB.SIG; Wireless;W. Bal | Scw Trpl | Br 570.3 P53′ | Belfast 65.3 \| 33.3 B348′ F100′ | 9145 14930 | | 1912 | Belfast, (Harland [Ire. & Wolff, Lim.) | Royal Mail Stm. Packet Co. | 2-4Cyl TE 27,42,49,49x51; 1LPTbn | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39 | **Arlington** | Scw | Am | Boston | 1431 | 5′ 7½″ | 1910 | Wyandotte, | Mystic S. S. | 4Cyl QE17½,25½,37,54x36; | ✠A1 | |
| 207,300 | Steel | Sch | 244 | 43.2 \| 27.2 \| 26′6″ | 2431 | 21′ | 4 | (American [Mich. | Co. | Detroit S. B. Co; | Constwise & W. I | |
| LFMP | 2D;B;SUB.SIG;Bulk carrier; 4BH | | | | 3600 | | | S. B. Co.) | | 2SB;Detroit S. B. Co;WP195lbs; 1250IHP;EAC;d rpd3,25; Dkd,s rps11,25;Exmd3,26 | AMS S S.No.3,Bost11,23; n shft11,20;M.S.11,23; shft drn11,24:B.S.11,25; Clh BB:CL | |
| 40 | **Arlington** | Scw | Br | Midland | 1117 | | 1913 | Wyandotte, | Mathews | 3Cyl TE18,29,48x40; | (★100(GL) | |
| 138,219 | xGlencadam Steel | | 244 | 43 \| 21 | 1870 | | | (Detroit [Mich. | S.S. Co. | 2SB;WP143lbs;900IHP. | P.S.4,26 | |
| | 1D;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 41 | **Arlington** | Scw | Am | New York | 983 | | 1903 | Port Rich- | Erie R.R. | 2Cyl C18,38x28; | | |
| 200,661 | Steel | | 206.2 | 43.6 \| 16.5 | 1446 | | | mond, N. Y. | Co. | 2SB;WP150lbs;1600IHP. | | |
| | 1D | | | | | | | | | | | |
| 42 | **Arlington Court** | Scw | Br | London | 2985 | | 1924 | Belfast, | Court Line | 3Cyl TE26,42,70x48; | | BL |
| 147,644 | Steel | | 396.6 | 53.1 \| 26.5 | 4915 | | 5 | (Workman, [Ire. | (Lim.) | 3SB;WP180lbs | | |
| KQNJ | 1D;Wireless;W. Bal 6BH | | P46′ | B119′ F39′ | | | | Clark & Co., Lim.) | | | | |
| 43 | **Arlon** | Scw | Blg | Antwerp | 1937 | | 1903 | Middlesbro, | Cie. Trans- | 3Cyl TE26,42,69x45; | | BL |
| | xCarolier Steel | | 325 | 47.3 \| 15.6 | 3183 | | 8 | (Sir Raylton [Eng. | atlantique Belge | 3SB;WP180lbs | | |
| MARL | 1D;B;Spar dk;Deep frmg; 6BH | | P30′ | B88′ F34′ | | | | Dixon & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 44 | **Arlyn** | Scw | Am | New York | 1971 | | 1919 | Gloucester | A. H. Bull | 3Cyl TE19¾,31½,54¼x36; | ✠A1Ⓔ | |
| 217,590 | xCastle Wood Steel | | 321.7 | 50 \| 21.6 \| 24′ 9″ | 3304 | | 3 | City, N. J. | S.S. Co., Inc. | Pusey & Jones Co; | ✠AMS | |
| LPVT | 1D;SUB.SIG;Wireless;W. Bal 5BH | | P37′ | B82′ F31′ | 5000 | | | (Pusey & Jones Co.) | | 2SB;Federal S. B. Co; 121GS;5600HS;WP210lbs;1650IHP; Dkd,d rpd8,26 | S.S.No.3,Wgtn1,26; M.&B.S;shft drn1,26; Clh BB;CL | |
| | C-32 | | | | | | | | | | | |
| | W.B.—A.P.108t;D.T.a10′47t;D.B .270′11 | | 14t; F. | P.84t | | | | | | | | |
| 45 | **Armand G. Auger** | Brg | Am | Albany | 94 | | 1914 | Waterford, | Henry | Wd | | |
| 165,669 | | | 96 | 17.4 \| 7 | 100 | | | (John E. Matton.) [N. Y. | Goodreau | | | |
| | 1D | | | | | | | | | | | |
| 46 | **Armandito** | Trn | Sp | LasL'lmas | 648 | | '90 | Searsport, | Juan | O,Hk,Hw,YP;Icf | | |
| | xPaquita Orive xGeorge Gilkey | | 160 | 36 \| 12.6 | 714 | | 11 | (A. J. [Me. | Bordes Claveria | | | |
| JSBG | 1D | | | | | | | Nickerson.) | | | | |
| 47 | **Armando** | Scw | It | Genoa | 3540 | | 1911 | Muggiano, | Soc. Anon. | 3Cyl TE26,42½,69x48; | | C-I |
| 524 | Steel | | 386.1 | 51.6 \| 27.3 | 5577 | | 11 | (Flat-San [It. | per Industrie ed | 2SB;WP180lbs | S.S.No.3,Gen3,24;A.S.4,26; | |
| NFLP | 1D;Deep frmg;Wireless;W. Bal 7BH | | P37′ | B113′ F37′ | | | | Giorgio.) | Il Commercio Maritt. Nova Genuensis | | B.S.3,25;M.S;n shft4,26 | |
| 48 | **Armando** | Bk | Sp | Bilbao | 1064 | | '77 | Sunderland, | Irala y | I;3BH; | | |
| | xZelbio xCounty of Flint | Aux Twin | 219.5 | 35.1 \| 21.3 F19′ | 1120 | | 4 | (W. [Eng | Ugalde | 2-2CylOilEng16½x18½ | | |
| HCVD | 1D;B | | | | | | | Doxford & Sons.) | | | | |
| 49 | **Arminco** | Scw | Blg | Antwerp | 2767 | | 1912 | Newcastle, | Soc. Anon. | 3Cyl TE25,41,66x45; | | BL |
| | xF. A. Tamplin Steel | | 350 | 47.5 \| 26.5 | 3858 | | 12 | (Palmers [Eng. | d'Arm. d'Industrie et de Commerce | 2SB;WP180lbs | | |
| MASF | 2D;Web frms; 13BH | | P86′ | B26′ F29′ | | | | Co., Lim.) | | | | |
| | Mchy aft;Oil in bulk;Oil fuel; Wireless;W. Bal | | | | | | | | | | | |
| 50 | **Armistead** | Brg | Am | Phila. | 2100 | | 1919 | Sollers | Southern | O,YP;Gif✕ | ✠ — — | |
| 167,795 | | Sch | 267.3 | 46 \| 23.6 | 2100 | | | Point, Md. (Maryland S. B. Co.) | Trans. Co. | | Suspended6,22 | |
| MCPW | 1D;B | | | | | | | | | | | |
| 51 | **Armonia** | Scw | It | Genoa | 2623 | | 1900 | Muggiano, | Angelo | 3Cyl TE24,40,56x48; | | I |
| 1,210 | xDinnamare Steel | Sch | 339 | 47.6 \| 24 | 4137 | | 12 | (Cant. Nav. [It. | Cacace & Co. | 2SB;WP180lbs | | |
| NEUO | 1D;B;Shel dk;Deep frmg;W. Bal 6BH | | | | | | | di Muggiano.) | | | | |
| 52 | **Armuru** | Scw | Sp | Bilbao | 1786 | | 1905 | Sunderland, | Cia. Nav. | 3Cyl TE23,38,64x42; | | BL |
| | xDunkeld Steel | | 319.5 | 46 \| 21.2 | 2764 | | 4 | (Sir J. [Eng. | Vascongada | 2SB;WP180lbs | | |
| HCWP | 1D;Deep frmg;W. Bal;Wireless 5BH | | P29′ | B98′ F32′ | | | | Laing & Sons, Lim.) | | | | |
| 53 | **Arna** | Scw | Nor | Bergen | 3250 | | 1911 | W. Hartle- | S. M. | 3Cyl TE27,43,73x48; | | C |
| | Steel | Sch | 410 | 54 \| 26.5 | 5265 | | 4 | (W. [pool, Eng. | Kuhnle & Son | 3SB;WP180lbs | S.S.No.3,Stvg11,23; | |
| MGLQ | 2D;Deep frmg;Wireless;W. Bal 6BH | | P36′ | B254′ F44′ | | | | Gray & Co., Lim.) | | | shft drn8,24;B.S.10,25; M.S.11,25 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 954 | **Arna** | Scw | Jg Sl | Dubrovnik | 1973 | | 1905 | Newcastle, | A. Zdenko- | 3Cyl TE23,39,64x42; | | BL |
| | xHillhouse Steel | | 325 | 48 \| 21.8 | 3049 | | 2 | (North- [Eng. | vic | 2SB;WP160lbs | | |
| | 2D;B;Spar dk;Deep frmg; 5BH | | P26′ | B168′ F31′ | | | | umberland S. B. Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 955 | **Arne** | Sch | Swd | Domsten | 211 | | 1901 | Salterö, | A. P. | O,P;Icf (Sltd) | | V |
| | xRolf | | 105.4 | 27.7 \| 10.2 | 229 | | | (A. [Nor. | Horndahl | | | |
| KFGS | 1D | | | | | | | Aanonsen.) | | | | |
| 956 | **Arno** | Sch | Br | London | 277 | | 1916 | Martinshoek | Royal Mail | Stl; | | |
| 144,514 | xNosted III | Aux | 142.4 | 25.3 \| 11.4 | 345 | | | (Gebr. Bodewes.) | Steam Packet Co. | 2CylOilEng16¼x18⅛ | | |
| KFJB | 1D;W. Bal | | | | | | | | | | | |
| 957 | **Arno Mendi** | Scw | Sp | Bilbao | 3452 | | 1920 | Bilbao, | Cia. Nav. | 3Cyl TE27,44,73x48; | | BL |
| | Steel | | 400 | 53.3 \| 28.5 | 5754 | | 4 | (Cia. [Spain | Sota y Aznar | 3SB;WP180lbs | | |
| HDBM | 1D;Wireless;W. Bal 6BH | | P35′ | B115′ F38′ | | | | Euskalduna de Const.) | | | | |
| 958 | **Arnold** | StW | Am | St. Mich'el | 389 | | '98 | Unalaska, | American- | 2-1CylNC16x28; | | |
| 107,353 | Wood | | 181 | 36.5 \| 6.7 | 692 | | | Alaska (T. P. Whitelaw.) | Yukon Navigation Co. | 1Blr;700IHP. | | |
| 959 | **Arnold Maersk** | Scw | Dan | Cop'hagen | 1183 | | 1914 | W. Hartle- | A. P. Möller, | 3Cyl TE20,31½,53x36; | | BL |
| | Steel | | 280 | 40 \| 19.1 | 1966 | | 3 | pool, Eng. | Mgr. | 2SB;WP180lbs | | |
| NSWK | 1D;Wireless;W. Bal 4BH | | P21′ | B72′ F31′ | | | | (W. Gray & Co., Lim.) | | | | |
| 960 | **Arnotegi Mendi** | Scw | Sp | Bilbao | 1858 | | 1921 | Bilbao, | Cia. Nav. | 3Cyl TE24,40,65x42; | | BL |
| | Steel | | 335 | 46.5 \| 22 | 3222 | | 5 | (Cia. [Spain | Sota y Aznar | 2SB;WP180lbs | | |
| HCWK | 1D;Shel dk;Wireless;W. Bal 5BH | | | | | | | Euskalduna de Const.) | | | | |
| 961 | **Arnus** | MV | Sp | Barcelona | 2548 | | 1922 | Newcastle, | Cia. Gen. | 2-6CylOilEng17x35 | | BL |
| | Steel | Twin | 365 | 49 \| 28.7 | 4185 | | 9 | (Swan, [Eng. | de Tabacos de | | | |
| | 2D;Web frms;Long. frmg; 13BH | | P87′ | B28′ F37′ | | | | Hunter & Wigham Richardson.) | Filipinas | | | |
| | Mchy aft;Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 962 | **Arola Mendi** | Scw | Sp | Bilbao | 3529 | | 1921 | Haverton | Cia. Nav. | 3Cyl TE27,45,75x51; | | BL |
| | Steel | | 400 | 53 \| 32.8 | 5914 | | 4 | Hill, Eng | Sota y Aznar | 3SB;WP180lbs | | |
| HCWL | 1D;Shel dk;SUB SIG; 6BH | | F38′ | | | | | (Furness S. B. Co., Lim.) | | | | |
| | Wireless;W Bal | | | | | | | | | | | |
| 963 | **Aroostook** | Scw | Am | Boston | 2575 | | 1907 | Philadel- | U. S. Govt. | 2-4CylTE26,43,51,51x42; | | |
| 204,264 | xBunker Hill Steel | Twin | 375 | 52.2 \| 31.6 | 4779 | | 6 | (Wm. [phia, Pa. | (Navy Dept.) | 7000IHP. | | |
| KWDT | 2D;B;Wireless;W. Bal 7BH | | | | | | | Cramp & Sons S. & E. B. Co.) | | | | |
| 964 | **Arraiz** | Scw | Sp | Bilbao | 1721 | | '95 | Sunderland, | Cia. Nav. | 3Cyl TE22½,37,61x42; | | BL |
| | xRose Castle Steel | Sch | 310 | 42.9 \| 19.2 | 2815 | | 1 | (W. [Eng. | Vascongada | 2SB;WP160lbs | | |
| HDBG | 1D;Deep frmg;W. Bal;Wireless 6BH | | | | | | | Pickersgill & Son.) | | | | |
| 965 | **Arras** | Sch | Fr | Brest | 1268 | | 1918 | Seattle, | M. L. | P,Ch;Gif (Sltd); | | |
| | 4 M | | 235.3 | 44.5 \| 18.8 | 1616 | | | (Puget [Wash. | Blondel | 2-4CylOilEng14x18½;480IHP. | | |
| OCKP | 1D;B;Wireless Aux | | P48′ | F46′ | | | | Sound Bridge & Dredging Co.) | | | | |
| 966 | **Arratoon Apcar** | Scw | Br | Calcutta | 2931 | | '96 | Belfast, | British | 3Cyl TE28,47,77x60; | | |
| 105,796 | xHyson Steel | Sch | 410 | 48.1 \| 27.4 | 4510 | | 2 | (Work- [Ire. | India Stm. Nav. | 2DB | | |
| PFNW | 2D;Deep frmg;W. Bal; 6BH | | P45′ | B108′ F47′ | | | | man, Clark & Co., Lim.) | Co. (Lim.) | | | |
| | Wireless | | | | | | | | | | | |
| 967 | **Arriluze** | Scw | Sp | Bilbao | 1241 | | '92 | Newcastle, | Cia. Del | 3Cyl TE20,32½,54x36; | | BL |
| | xKilsyth Steel | | 275 | 37.5 \| 18.1 | 2085 | | 11 | (Wood, [Eng. | Vapor Arriluze | 2SB;WP160lbs | | |
| HCVB | 1D;Well dk;Web frms;W. Bal; 5BH | | P26′ | B114′ F28′ | | | | Skinner & Co.) | | | | |
| | Wireless | | | | | | | | | | | |
| 968 | **Arrow** | Scw | Am | San Fran. | 190 | | 1903 | Portland, | Monticello | 3Cyl TE14,21½,35x—; | | |
| 107,819 | Wood | | 147 | 22.5 \| 9.2 | 318 | | 2 | Ore. | S.S. Co. | 1Blr;WP200lbs;1000IHP. | | |
| | 1D | | | | | | | | | | | |
| 969 | **Ars** | Scw | Fr | Dunkirk | 1108 | | 1917 | Cleveland, | Soc. Anon. | 3Cyl TE20,33,54x40; | | BL |
| | xWar Cross Steel | | 251 | 43.8 \| 18.2 | 1833 | | 4 | (American [Ohio | de Gerance & | 2SB;WP180lbs | | |
| OCKR | 1D;Wireless;W. Bal 4BH | | P27′ | B64′ F26′ | | | | S. B. Co.) | d'Armament | | | |
| 970 | **Arsa** | Scw | It | Trieste | 3428 | | 1921 | Trieste, | Nav. Libera | 3Cyl TE27,42,68x48; | | I |
| 591 | Steel | | 404.1 | 54.1 \| 29 | 5441 | | 6 | (Stabilimento [It. | Triestino Soc. | 3SB;WP180lbs | | |
| NFPR | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Tecnico.) | in Azioni | | | |
| 971 | **Arta** | Scw | Ger | Bremen | 1469 | | 1922 | Bremen, | Nord- | 3Cyl TE22,36,60x39 | | G |
| | xNalmes xAegina Steel | | 315.8 | 46 \| 18.8 | 2452 | | 10 | (A. G. [Ger. | deutscher Lloyd | | | |
| QLPW | 2D;SUB.SIG;Wireless;W. Bal 1BH | | B59′ | F37′ | | | | Weser.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 972 HCWR | **Artagan Mendi** Steel 1D;Wireless;D.F;W. Bal 6BH | Scw | Sp 400 P27′ | Bilbao 53.5 \| 28.4 B115′ F39′ | 3409 5717 | | 1917 10 | Bilbao, (Cia. [Spn. Euskalduna.) | Cia. Nav. Sota y Aznar | 3Cyl TE 27,44,73x48; 3SB;WP180lbs | | BL |
| 973 HCFW | **Artea Mendi** Steel 2D;Wireless;W. Bal 5BH | Scw | Sp 325 P27′ | Bilbao 48 \| 25.2 B102′ F34′ | 2178 3554 | | 1921 10 | Bristol, (C. Hill [Eng. & Sons.) | Cia. Nav. Sota y Aznar | 3Cyl TE 24,39,64x42; 2SB;WP180lbs | | BL |
| 974 NFVM | **Artemis** Steel 2D;Web frms;Mchy aft; 14BH Oil in bulk;Wireless;W. Bal;D.F. | MV Twin | Hol 346.5 P74′ | TheHague 46.7 \| 25.3 F36′ | 2150 3809 | | 1914 1 | Amsterdam, (Nederl. [Hol. Schps. Maats.) | Petroleum Maats "La Corona" | 2-6Cyl Oil Eng 20½x35 7/16 | | BL |
| 975 215,315 LHMG | **Artemis** xBohemia Steel 3D;Super dk;Wireless; 8BH SUB.SIG;W. Bal | Scw Twin | Am 499.1 B97′ | New York 58.2 \| 33.9 F40′ | 5247 8413 11500 | | 1902 11 | Belfast, (Harland [Ire. & Wolff.) | U. S. Shipping Board | 2-3Cyl TE 23½,39,66x48; Harland & Wolff; 2SB;2DB;Harland & Wolff;269GS; 14310HS;WP182lbs;5600IHP;EAC; clk dk7,17;d rpd12,17;Dkd,s rps10,26 | A1 AMS S.S.NY7,17; shfts drn9,26; BBP;CL | |
| | W.B.—A.P.93t;D.B.457′1530t;D. T.f.200 3t;D.T .a990t; F.P.164t | | | | | | | | | | | |
| 976 JFGS | **Artemis** xContessa Adelma Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Grk 339.2 P20′ | Andros 46 \| 17.9 B76′ F36′ | 2335 3587 | | 1901 12 | Pt. Glasgow, (Russell [Scot. & Co.) | Beis, Falangas & Sakellilou | 3Cyl TE 24,39,65x45; 2SB;WP180lbs | | BL |
| 977 | **Artemis** Steel 1D;Wireless 5BH C-18 | Scw Twin | Pan 161.3 | 26.3 \| 15 | 272 456 | | 1912 | Wilmington, (Pusey [Del. & Jones Co.) | Tropical Fruit Co. | 2-3Cyl TE 10¾,17,27x18; Pusey & Jones; 2WTB;Almy W. T. Boiler Co;90GS; 3818HS;WP250lbs;1000IHP; Dkd,s rps6,21 | A1 Coastwise & W. I. AMS S.S.Nflk10,20; M.& B.S;shfts drn10,20 | |
| | W.B.—D.B.a7′15t;D.B.f.9′27t | | | | | | | | | | | |
| 978 143,072 JWMS | **Artemisia** Steel 3D;Wireless;W. Bal; 9BH Deep frmg | Scw Sch | Br 452 B132′ | London 52.2 \| 28.3 | 3659 5731 | | 1901 3 | Newcastle, (Palmers [Eng. Co., Lim.) | Henry M. Thomson | 3Cyl TE 30,50,81½x54; 3DB;WP180lbs;Dkd11,25; s rps8,26 | 2dS.S.No.3,Lth12,21; B.S.8,24;shft drn9,24;M.S.6,26 | C |
| 979 | **Artemisia** xHoneck xBayhowel Steel 1D;Deep frmg;Wireless;W. Bal 7BH | Scw | Grk 354.4 P46′ | Syra 51.9 \| 27.5 B98′ F34′ | 2722 4340 | | 1906 9 | Newcastle, (R. [Eng. Stephenson & Co., Lim.) | Pandelis Macris | 3Cyl TE 25½,42,69x44; 2SB;WP180lbs;1800IHP. | | V |
| 980 1,195 NEXT | **Artena** Steel 2D;Wireless;W. Bal 9BH | Scw | It 393.6 | Genoa 51.5 \| 35 | 3643 6187 | | 1922 4 | Cornigliano, (Cantieri [It. Officine Savoia.) | Societa di Nav. "Roma" | Stm Tbns; 2SB;WP180lbs | shft drn1,25;M.S.9,25 | C-I |
| 981 LDNV | **Artensis** xGustav Fischer Steel 1D;Wireless;W. Bal 4BH | Scw | Nor 267.5 P27′ | Drammen 42.2 \| 17.9 B75′ F30′ | 1042 1766 | | 1921 | Stettin, (Nuscke [Ger. & Co., A. G.) | Skibs A/S. Artensis | 3Cyl TE 20,32,51x35; 3SB;WP199lbs | | N |
| 982 163,018 | **Arthur** 1D | Brg | Am 93 | Gilders've 24 \| 12 | 226 240 | | 1906 | Gildersleeve, Conn. (Gildersleeve S. B. Co.) | Oliver Gildersleeve & Sons, Inc. | Wd;If | | |
| 983 141,046 TPCM | **Arthur H. Zwicker** 1D | Sch 4M | Br 158 | Lunenb'rg 36 \| 12.7 | 507 574 | | 1919 1 | Chester (Ches- [Basin, N.S. ter Basin S. B. Co.) | Zwicker & Co. | Bch,B,O,P,Sp;Gif; clk dk6,25; d rpd,s dk clkg,clk4,26 | ✠A1 S.S.No.1,NY3,23 | |
| 984 138,548 | **Arthur J. Balfour** 1D | Sch | Br 106.6 | Lunenb'rg 26 \| 10.8 | 99 | | 1917 | Dayspring, N. S. | Albert H. Gardner | Wd | | |
| 985 JBDH | **Arthur Kuntsmann** xSortehavet xSt. Andrews Steel 1D;Deep frmg;Wireless;W. Bal 6BH | Scw | Ger 325 P38′ | Stettin 46.7 \| 21.4 B123′ F34′ | 1843 2999 | | 1906 1 | Sunderland, (J. Blumer [Eng & Co.) | W. Kuntsmann | 3Cyl TE 23,39,64x42; 2SB;WP160lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 986 166,493 | **Arthur L. Haber** 1D | Brg | Am 165 | New York 38 \| 7.3 | 420 420 | | 1916 | Kingston, (Tank S. B. Co.) [N. Y. | Tampico Nav. Co. | Stl | | |
| 987 141,591 | **Arthur Morgan** xArthur 1D | Sch | Br 220.2 | Montreal 35.3 \| 14 | 888 938 | | '71 | Detroit, (Jones.) Mich. | Sincennes-McNaughton Line | Wd | | |
| 988 223,540 MFJN | **Arthur N. Herron** Steel 1D 5BH | MV | Am 93.5 | Phila. 23.2 \| 11 | 81 175 | | 1924 | Camden, (New York S. B. Corp.) [N. J. | American Dredging Co. | 8CylOilEng12$\frac{1}{2}$-$\frac{5}{16}$x18; 617BHP. | | |
| 989 107,005 | **Arthur Orr** Steel 2D;Mchy aft;W. Bal 3BH | Scw | Am 334 | Duluth 41.3 \| 21.8 2745 | 2117 | | '93 | Chicago, (Chicago S. B. Co.) [Ill. | Canada Atlantic Trans. Co. | 3CylTE19,32,52x45; 2CRTB;WP160lbs;800IHP. | | |
| 990 RVPT | **Arthur von Gwinner** Steel 2D;Mchy aft;Oil in bulk; W. Bal 14BH | Scw Twin | Rou 297 P71′ | Constanza 44 \| 24.6 F33′ | 1605 3045 | | 1912 12 | Einswarden, (J. Frerichs & Co., A. G.) [Ger. | Steaua Romana, A. G. | 2-3CylTE19,30,47x29; 2SB;1800IHP | | G |
| 991 LFQW | **Arthur W. Sewall** Steel 2D;Long. frmg;Mchy aft; Oil fuel;Wireless;W. Bal | Scw | Nor 352.1 | Oslo 60 \| 33 | 3628 6030 | | 1926 4 | Newcastle, (Armstrong, Whitworth & Co., Lim.) [Eng. | A/S Ivarans Rederi | 3CylTE27,45,75x51 | | N |
| 992 1,225 NEYO | **Artico** xTropic xEuropean 3D;Wireless;W. Bal Steel 7BH | Scw Sch Twin | It 487.3 | Genoa 56.6 \| 35.9 B96′ | 5158 8283 | | '96 | Belfast, (Harland & Wolff, Lim.) [Ire. | Soc. Ligure Nav. a Vap. | 2-3CylTE19,31,52x48; 2DB;WP176lbs | | BL |
| 993 | **Artigas** xWiegand 3D;Wireless;W. Bal Steel 6BH | Scw | Urg 399.2 P122′ | Mntevdeo 53.7 \| 27.6 B23′ F44′ | 4129 6288 | | 1911 5 | Vegesack, (Bremer Vulkan.) [Ger. | Uruguayan Govt. | 3CylTE29,48,80x53; 3SB;WP185lbs;3350IHP | 2dS.S.No.1,Mtv3,24;A.S. 12,24; B.S.3,24;M.S:shft drn5,24 | C |
| 994 219,959 LWKT | **Artigas** Steel 2D;SUB.SIG;Wireless;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.100t;D.B.284′1380t.. F.O.....D.B.257′1162t;S. T.14′1 | Scw | Am 390 P50′ .....D. 29t | Phila. 54.2 \| 27.8 \| 32′ B121′ F40′ T.36′892t;F.P.1 | 3144 5161 7825 44t | 7′ 9½″ 24′ 5″ | 1920 4 | Hog Island, (American Int. S. B. Corp.) [Pa | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co;8700HS; WP200lbs;2500SHP;EAC; d rpd2,25;Dkd,s rps8,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Bost7,24; M.&B.S.7,24; a shft11,25;shft drn8,26; Clh BB;CL | |
| 995 217,615 LQBJ | **Artisan** 1D O,YP 1BH | Scw | Am 126 | New York 29.9 \| 13.7 | 197 357 | | 1919 4 | Solomons Island, Md. (M. M. Davis & Son, Inc.) | Cahill Towing Line, Inc. | 3CylTE18,28,45x30; 2SB;WP180lbs;1000IHP | ✠ — — ✠ — — Suspended11,23 | |
| 996 | **Artus** 2D;SUB.SIG;Wireless;W. Bal Steel 8BH | Scw | Dzg 468.8 P55′ | Danzig 58.2 \| 32.7 B101′ F41′ | 5475 9096 | | 1921 2 | Vegesack, (Bremer Vulkan.) [Ger. | Artus. Reed. u. Handels, A. G. | 3CylTE32,52,86x55; 4SB;WP200lbs | | G |
| 997 HDBF | **Artxanda Mendi** Steel 1D;Wireless;W. Bal 5BH | Scw | Sp 335 P39′ | Bilbao 46.6 \| 21.3 B74′ F28′ | 1891 3212 | | 1921 4 | Bilbao, (Cia. Euskalduna de Const.) [Spain | Cia. Nav. Sota y Aznar | 3CylTE24,40,65x42; 2SB;WP180lbs | | BL |
| 998 HCWN | **Artza Mendi** Steel 2D;Web frms;Long. frmg; Mchy aft;Oil in bulk; Oil fuel;Wireless;W. Bal 14BH | Scw | Sp 360 P78′ | Bilbao 49.1 \| 29.1 B25′ F38′ | 2403 4597 | | 1921 7 | Bilbao, (Cia. Euskal- duna de Const.) [Sp. | Cia. Nav. Sota y Aznar | 3CylTE25,41,68x48; 3SB;WP180lbs | | BL |
| 999 129,084 HQPC | **Arundale** xAugusto Halenke xAntonio xLundy 1D;Wireless;W. Bal Steel 5BH | Scw | Br 331.2 P32′ | London 47.5 \| 20.6 B203′ F30′ | 1779 2857 | | 1910 3 | Stockton, (Richardson Duck & Co.) [Eng. | Arundale S.S. Co. | 3CylTE24,40,65x42; 2SB;WP160lbs | | BL |
| 1000 NFVQ | **Arundo** 1D;Wireless;W. Bal Steel 6BH | Scw | Hol 331.8 | Rotterd'm 48.2 \| 22.2 | 1998 3196 | | 1913 | Rotterdam, (Rotter- damsche Droog- dock Mij.) [Hol. | Maatsch. Zeevaart | 3CylTE23,38,62x42; 2SB;WP180lbs;1300IHP | | V |
| 1001 94,763 | **Arvida** xCity of Montreal 2D;Mchy aft Steel 2BH | Scw | Br 207 | Montreal 34.2 \| 23.6 | 781 1151 | | '90 | Owen Sound, (Polson Iron Wks.) [N. Y. | Canada S.S. Lines | 3CylTE17,28,46x30; 2SB;WP160lbs;700IHP | 90(GL) P.S.4,26 | |
| 1002 110,785 RQDL | **Arwyco** xLancashire Coast xAnnie Hough 1D;B;Well dk;Wireless;W. Bal Steel 5BH | Scw | Br 225 4 P & B | Liverpool 34.2 \| 15.2 B32′ F35′ | 552 1109 | | 1900 3 | Kinghorn, (J. Scott & Co.) [Scot | S.S. Arwyco (Lim.) | 3CylTE17 27,45x33; 2SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 003 219,178 LTND | **Aryan** Steel 2D;Oil in bulk; Mchy aft; 16BH Oil fuel;Long. frmg; SUB.SIG;Wireless;W. Bal | Scw | Am | Pt. Arthur 416.8 \| 56.1 \| 31.1 P107′ F33′ B35′ | 4062 6542 | | 1919 11 | Bath, (Texas S.S. Co.) [Me | Texas Co. | 3CylTE26½,44,74x51; 3WTB;WP200lbs;2500IHP | | BL |
| 004 27,877 SFMK | **Asaka Maru** xAustralmont xStrathbeg Steel 2D;Deep frmg;Wireless; 5BH W. Bal | Scw | Jap | Kobe 376.8 \| 52.3 \| 28 P36′ B101′ F39′ | 3422 4682 | | 1909 10 | Pt. Glasgow, (W. Hamilton & Co., Lim.) [Scot. | Hamane Shoten Kabushiki Kaisha | 3CylTE25,41,68x48; 3SB;WP180lbs;231RHP;s rps3,25 | 2dS.S.No.1,Kobe12,23; A.S.11,25; shft drn12,24;B.S.11,25; M.S.5,26 | C-J |
| 005 HPSJ | **Asalea** xSpica 1D;B | Bk | Nor | Christs'nd 199.4 \| 32.5 \| 19.5 | 882 975 | | '76 5 | Vegesack, (H. F. Ulrichs.) [Ger. | A/S Oddero | I;2BH | | V |
| 006 29,705 SPFT | **Asama Maru** xInverlo Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw | Jap | Kobe 369.5 \| 52.1 \| 27.2 P33′ B114′ F38′ | 3075 4892 | | 1901 12 | Pt. Glasgow, (W. Hamilton & Co.) [Scot. | Yamamoto Kisen Kabushiki Kaisha | 3CylTE27½,43½,72½x48; 2SB;WP180lbs | | BL |
| 007 LBQT | **Asborg** Steel 1D;Wireless;W. Bal 4BH | Scw | Nor | Oslo 290.4 \| 44 \| 20.8 P25′ B87′ F32′ | 1409 2344 | | 1921 3 | Willington Quay, Eng (Eltringhams, Lim.) | A/S. Vesterhav | 3CylTE21,34,57x39; 2SB;WP180lbs | | N |
| 008 107,848 LKMQ | **Asbury Park** Steel 2D 6BH | Scw Twin | Am | San Fran. 297.2 \| 50 \| 15.4 | 1179 2060 | | 1903 5 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) [phia, Pa. | Monticello S.S. Co. | 2-4CylTE23,37½,43,43x30; 4CRTB;WP175lbs;5900IHP | | |
| 009 220,239 | **Asbury Park** xForce O,YP;Gif 1D 1BH | Scw | Am | New York 94.2 \| 25 \| 13.2 | 123 181 | | 1920 6 | Tottenville, (A. C. Brown & Son.) [S. I. | Central R.R. of N. J. | 2CylC18,38x26; 1SB;WP155lbs;450IHP | ✠ — — ✠ — — Cancelled10,24 | |
| 010 147,307 KSMP | **Ascania** Steel 2D;Shel dk;Oil fuel;SUB.SIG; 10BH Wireless;W. Bal | Scw Twin | Br | Liverpool 520 \| 65.3 \| 39 B & F 426′ | 8437 14013 | | 1925 5 | Newcastle, (Armstrong, Whitworth & Co., Lim.) [Eng. | Cunard S.S. Co. (Lim.) | Stm Tbns; 2DB;2SB;WP220lbs | | BL |
| 011 131,312 HSBK | **Ascanius** Steel 3D;Wireless;W. Bal | Scw Twin | Br | Liverpool 493 \| 60.4 \| 28.6 P47′ B199′ F63′ | 6262 10048 | | 1910 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Ocean S.S. Co. (Lim.) | 2-3CylTE24,40,68x48 | | |
| 012 1,102 NEZA | **Ascensione** xCatania Steel 2D;Wireless;W. Bal 4BH (*Now Andros*) | Scw | It | Genoa 320.9 \| 46.2 \| 24.1 P28′ F32′ | 1761 2991 | | 1910 1 | Rostock, (Akt. Ges. "Neptun.") [Ger. | Fratelli Beraldo | 3CylTE20,35,55x37; 2SB;WP180lbs;1100IHP | 2dS.S.No.1,Gen3,26;A.S.3,26; M.&B.S;shft drn3,26 | C-I |
| 013 115,818 TJLC | **Ascot** Steel 2D;Shel dk;Web frms;Wireless; 6BH W. Bal | Scw Sch | Br | London 385 \| 50.1 \| 26.6 | 2786 4334 | | 1902 5 | Glasgow, (Napier & Miller, Lim.) [Scot. | Watts, Watts & Co. (Lim.), Mgrs. | 3CylTE26,44,73x48; 3SB;WP200lbs | | BL |
| 014 JBFC | **Asgard** xBerit xVulcanus Steel 1D;Web frms;Wireless;W. Bal 4BH | Scw | Ger | Stettin 295 \| 38.2 \| 20.1 | 1448 2389 | | '89 8 | Middlesbro (R. Dixon & Co.) [Eng. | Emil R. Retzlaff | 3CylTE22½,36½,60x39; 2SB;WP160lbs | | G |
| 015 147,240 KPWQ | **Ashantian** xFordefjord xKaggefos Steel 2D;Shel dk;Wireless;W. Bal 5BH | Scw | Br | Liverpool 304.7 \| 44.8 \| 18.3 P25′ B & F72′ | 1280 2115 | | 1916 7 | Oslo, (Nylands Vaerksted.) [Nor. | African Eastern Trade Corps (Lim.) | 3CylTE21,34,60x39; 2SB;WP180lbs | | N |
| 016 150,849 | **Ashbay** xTourneur Steel 1D;Mchy aft;Wireless;W. Bal 8BH | Scw Twin | Br | Montreal 218.6 \| 34.2 \| 13.6 | 643 1223 | | 1919 | St. Nazaire, (Ch. & Atel. de St. Nazaire.) [Fr. | Ashbay Line Steamships (Lim.) | 2-2CylC16,30x20; 2SB;WP135lbs;715IHP. | | V |
| 017 218,144 LRHG | **Ashbee** Steel 1D;2d dk in No. 1 & No. 4 Holds; 6BH Long. frmg;SUB.SIG; 5BH to Fbd dk Wireless;W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.219t;D.B.278′835t..... D.T.2 F.O.....D.B.131′456t;W. T.345t ;D.T.2 | MV | Am | Phila. 333.8 \| 48 \| 24.9 \| 27′6″ P36′ B97′ F36′ 3′495t..... 3′462t;S.T.—t | 2107 3424 6000 F.P 86 t | 5′ 2″ 22′ 6½″ | 1919 8 | Jacksonville, (Merrill-Stevens S. B. Co.) [Fla. | American Brown Boveri Electric Corp | 6CylOilEng27x47; New York S. B. Corp; 1500BHP;EAC;DB;d rpd1,24; s rps6,25;Dkd11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Cmdn10,23; n Eng;n shft;n DB10,23; shft drn11,24;Bl-M.S.10,25; Clh SB;CL | |
| 018 107,200 | **Ashbourne** Steel 1D | Scw | Am | Phila. 88.2 \| 19 \| 10.2 | 78 115 | | '95 | Phila., (Neafie & Levy.) [Pa. | Reading Co. | 2CylC15,26x22; 325IHP. | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. Deck | Bth. Erections | Dth. Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1019 201,980 | **Ashburnham** Wood 1D | SW | Am 130.2 | Boston 27.5 | 11.2 | | 347 446 | | 1905 | Boston, Mass. | Boston, Revere Beach & Lynn R.R Co. | 1Cyl38x96; 1Bir;WP52lbs;500IHP. | | |
| 1020 106,804 KJCM | **Asher J. Hudson** Iron 1D 2BH | Scw | Am 92 | Pt. Arthur 21 | 10 | | 68 136 | | '91 | Camden, (Dialogue [N. J. & Son.) | Sabine Towing Co. | 2CylC14½,26½x22; 1SB;WP160lbs;Dkd,s rps8,25 | shft drn8,25 | |
| 1021 220,701 MBQV | **Ashland** 1D;B | Brg Sch | Am 267.3 P33′ | Baltimore 46 F25′ | 23.6 | | 2120 2223 | | 1920 10 | Stonington, (Ship Construction & Trading Co.) [Ct. | Davison Chemical Co | YP;Gif✕;3BH; clk t,dk10,20;s rps,s dk clkg12,20; s b clkg1,21;d rpd4,23 | ✠A1 Towing Barge Coastwise & W. I (Laid up) | |
| 1022 1,496 | **Ashland** xA. C. Van Raalte Wood 1D | Scw | Am 87.4 | Milw'ukee 19.6 | 6.8 | | 57 97 | | '67 rb '08 | Buffalo, (Hitchcock & Gibson.) [N. Y. | John Schroeder Lumber Co. | 2CylC15,30x24; 1FB;WP150lbs;300IHP | | |
| 1023 141,596 | **Ashland** 1D | Brg | Br 218.4 | Montreal 37.8 | 17 | | 949 987 | | '86 | Trenton, Mich. (John Craig.) | Sincennes-McNaughton Line | Wd;If | 90(GL) Lake Erie & St. Law. River P.S.7,26 | |
| 1024 219,230 LTQN | **Ashland County** Steel 1D;B;Wireless;SUB.SIG;W. Bal; 4BH Oil fuel F. P. above 150° F. C-29 W.B.—A.P.96t;D.B.204′436t;D.T .a12′80t.....F.P.72t F.O.—A.P.90t;D.B.158′288t;D.T .a12′75t;W.T. 30′200t..... | Scw | Am 251 P34′ | New York 43.5 28′ 2″ B64′ F21′ | 26.2 | 28′ 2″ | 1613 2592 4050 | 4′ 2″ 24′ 2″ | 1919 11 | Lorain, (American [Ohio S. B. Co.) | U. S. Shipping Board | 3CylTE21,35,59x42; American S. B. Co; 2SB;Great Lakes Eng. Wks;5232HS; WP185lbs;1381IHP;Dkd,s rps8,20 | ✠A1Ⓔ ✠AMS S.S.Nflk8,20 CL (Laid up) | |
| 1025 203,246 | **Ashley** Steel | Scw | Am 109.2 | New York 24.6 | 14.7 | | 163 240 | | 1906 | Wilmington, (Harlan & Hollingsworth Co.) [Del. | Central R. R. of N. J. | 2CylC18,35x30; 850IHP. | | |
| 1026 203,071 | **Ashtabula** Steel 2D;B;Wireless;W. Bal Twin 7BH | Scw | Am 338 | Fairport 56 | 21.5 | | 1525 2670 | | 1906 5 | St. Clair, (Great Lakes Eng. Wks.) [Mich. | Penna. & Ontario Trans. Co. | 2-3CylTE19,31,52x36; 4SB;WP176lbs;3000IHP. | (★100(GL) P.S.4,25 | |
| 1027 122,840 HFST | **Ashtabula** xGraf Stroganoff Steel 2D;Oil fuel;Wireless;Web frms; 14BH Mchy aft;Oil in bulk;W. Bal | Scw Sch | Br 428 P252′ | Newcastle 54.7 F40′ | 30.5 | | 4527 7025 | | 1903 8 | Newcastle, (Palmers Co., Lim.) [Eng. | Anglo-Amer. Oil Co. (Lim.) | 3CylTE28,46½,77x54; 3SB;WP180lbs | | BL |
| 1028 218,493 LRWN | **Ashwaubemie** O,WO,F;Gif 1D 1BH | Scw | Am 95.5 | Baltimore 24.7 | 12.2 | | 29 176 | | 1919 7 | Green Bay, (Northwest Eng. Wks.) [Wis. | Curtis Bay Towing Co. | 2CylC18,38x26; 1SB;WP155lbs;450IHP | ✠ — — ✠ — — Cancelled11,22 | |
| 1029 142,865 KFGP | **Ashworth** Steel 1D;Wireless;W. Bal 7BH | Scw | Br 400 P49′ | Newcastle 52.3 B113′ | 28.5 F38′ | | 3148 5227 | | 1920 1 | Sunderland, (W. Pickersgill & Sons, Lim.) [Eng. | R. S. Daigliesh (Lim.), Mgr. | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 1030 OCMD | **Asia** xAlice Steel 2D;Shel dk;Deep frmg;Wireless; 7BH W. Bal | Scw Twin | Fr 415.3 F76′ | Marseilles 49.6 | 25.1 | | 3655 5890 | | 1907 8 | Pt. Glasgow, (Russell & Co.) [Scot. | Cyp. Fabre, Mgr | 2-3CylTE24,40,65x45; 4SB;1AuxSB;WP180lbs | | BL |
| 1031 NWKC | **Asia** Steel 2D;Shel dk;Wireless;W. Bal 6BH | MV Twin | Dan 425.3 | Cop'hagen 55.2 | 35.4 | | 4460 7014 | | 1919 3 | Copenhagen, (Akt. Burmeister&Wain.) [Den. | Akties det Ostasiatiske Kompagni | 2-6CylOilEng24 1/16 8/16x37 1/16 8/16 | | BL |
| 1032 147,061 KNGW | **Asiatic** Steel 1D;Wireless;W. Bal 6BH | Scw | Br 349.7 P32′ | Hull 50 B103′ | 24.7 F32′ | | 2300 3741 | | 1923 1 | Burntisland, (Burntisland S.B. Co.,Lim.) [Scot. | W. H. Cockerline & Co. | 3CylTE25,41,68x45; 2SB;WP180lbs | | BL |
| 1033 OCMG | **Asie** Steel 2D;Wireless;W. Bal Twin 11BH | Scw | Fr 439.3 F72′ | Havre 55.9 | 35.4 | | 4214 8561 | | 1914 | Dunkirk, (Atel. & Ch. de France.) [Fr | Chargeurs Reunis | 2-3CylTE28,46,76½x48; 7SB;WP200lbs;7500IHP | | V |
| 1034 TNBD | **Asiento** Steel 1D;W. Bal 4BH | Scw | Hol 167 | Wil'mstad 88.7 | 39.6 | | 340 611 | | 1920 | Hoogezand, (Gebr. G. & H. Bodewes.) [Hol. | Curacaoshe Scheepv. Mij. | 3CylTE12½,19½,33x19½; 1SB;WP200lbs;450IHP | | V |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1035 | **Askawake** | Scw | Am | Seattle | 4617 | 8′ 2″ | 1919 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 218,586 | Steel | | 401.9 | 53.1 \| 32 | 6148 | 26′ 6″ | 7 | (Seattle [Wash. | ping Board | Midwest Engine Co; | ✠AMS | |
| LSCT | 2D;Long. frmg;W. Bal; 7BH | | | \| 34′6″ | 9500 | | | North Pacific | | 3WTB;Murray Iron Wks; | Clh BB;CL | |
| | 6BH to Fbd dk | | | | | | | S. B. Co.) | | 9150HS;WP225lbs;2800SHP;EAC; | (Laid up) | |
| | 1BH to 2d dk | | P34′ | F38′ | | | | | | d rpd12,19;Dkd,s rps8,21 | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.55t;D.B.344′1274t;D | T.30′5 | 52t. . . | . . .F.P.74t | | | | | | | | |
| | F.O. . . . . D.B.327′1111t;D | T.30′5 | 14t;S.T | .41t. . . . . | | | | | | | | |
| 1036 | **Askeladden** | Scw | Nor | Oslo | 1431 | | 1920 | Alloa, | Rederi A/S | 3Cyl TE20,33,54x39; | | N |
| | Steel | | 295.7 | 43.6 \| 20.6 | 2496 | | 10 | (Forth S. B. [Scot. | Aladdin | 2SB;WP180lbs | | |
| LBCJ | 1D;W. Bal;Wireless 4BH | | P27′ | B90′ F33′ | | | | & Eng. Co., Lim.) | | | | |
| 1037 | **Askild** | Scw | Nor | Oslo | 1120 | | 1918 | Papendrecht | J. T. | 3Cyl TE17,29,46x36; | | N |
| | xBockenheim xKarpin Steel | | 269.5 | 42.2 \| 18.2 | 1930 | | 4 | (J. & A. [Hol. | Farsjo & Co. | 2SB;WP180lbs; | | |
| LDSQ | 1D;Wireless;W. Bal 4BH | | P29′ | B70′ F24′ | | | | van de Schuyt.) | | | | |
| 1038 | **Asko** | Scw | Dan | Cop'hagen | 738 | | 1920 | Stavanger, | A/S | 3Cyl TE17,28,48x33; | | N |
| | xPatria Steel | | 242.7 | 37.2 \| 14.7 | 1299 | | 2 | (Stavanger, [Nor | Dampsk Heimdal | 2SB;WP180lbs | | |
| NGHD | 1D;W. Bal 4BH | | P21′ | B60′ F24′ | | | | Stoberi & Dok.) | | | | |
| 1039 | **Aslaug** | Scw | Nor | Hauges'nd | 608 | | 1909 | Sunderland, | John K. | 3Cyl TE16,27,44x30; | | C |
| | xHowden Steel | | 210.5 | 33.2 \| 13.6 | 1020 | | 5 | (Osbourne, [Eng. | Haaland, Mgr. | 1SB;WP180lbs;105RHP | S.S.No.3,S.Shlds11,21; | |
| | 1D;Deep frmg;W. Bal 4BH | | B10′ | F21′ | | | | Graham & Co.) | | | B.S.3,23;M.S;shft drn10,25 | |
| 1040 | **Aslog** | Scw | Swd | Stockholm | 943 | | 1916 | Krimpen | Stockholms | 3Cyl TE17,29,46x36; | | V |
| 5933 | Steel | | 237.1 | 36.1 \| 16.3 | 1360 | | 12 | a/d Ysel, Hol | Rederi A. B. | 2SB;WP180lbs;900IHP | | |
| JVTL | 1D;B;W. Bal 5BH | | | | | | | (C. v. d. | Svea | | | |
| | | | | | | | | Giessen & | | | | |
| | | | | | | | | Zonen) | | | | |
| 1041 | **Asmund** | Scw | Nor | Christs'nd | 2596 | | 1900 | W. Hartle- | A/S. Oddero | 3Cyl TE25,40,68x48; | | BL |
| | xLotus xAtlantis Steel | | 370.3 | 51.2 \| 28 | 4730 | | 6 | pool, Eng. | | 3SB;WP180lbs | | |
| LBDV | 2D;Web frms;Shel dk; 6BH | | | | | | | (Furness, Withy | | | | |
| | Wireless;W. Bal | | | | | | | & Co., Lim.) | | | | |
| 1042 | **Aso Maru** | Scw | Jap | Tokio | 1822 | | 1923 | Nagasaki, | Nippon | 3Cyl TE23,38,64x48; | | C-J |
| 29,312 | Steel | | 315 | 46 \| 27 | 3028 | | 4 | (Mitsubishi [Jap. | Yusen Kabushiki | 2SB;WP200lbs;202RHP. | A.S.11,25; | |
| SMLR | 2D;Wireless;W. Bal 5BH | | P22′ | B80′ F36′ | | | | Dockyard & | Kaisha | | B.S;shft drn11,23;M.S.11,25 | |
| | | | | | | | | Eng. Wks.) | | | | |
| 1043 | **Aspen** | Scw | Swd | Gothenb'g | 1898 | | '97 | Sunderland, | G. Carlsson, | 3Cyl TE24,38,64x42; | | BL |
| 3,084 | xOvidia Steel | | 325 | 48 \| 21.6 | 3114 | | 6 | (J. L. [Eng. | Mgr. | 2SB;WP160lbs | | |
| JHFL | 1D;Deep frmg;Web frms; 5BH | | P13′ | B82′ F32′ | | | | Thompson & Sons, | | | | |
| | Wireless;W. Bal | | | | | | | Lim.) | | | | |
| 1044 | **Aspinet** | Sch | Nor | Christs'nd | 58 | | 1908 | Essex, | A. Strand | O,YP;Icf; | | |
| | xUllenhaug | Aux | 102.4 | 23.6 \| 12.1 | 124 | | | Mass. | | 4Cyl OilEng. | | |
| MPRF | 1D | | | | | | | | | | | |
| 1045 | **Asquam** | Scw | Am | Newark | 2174 | 5′ 9″ | 1919 | Newark, | U. S. Ship- | Stm Tbns; | ✠A1Ⓔ | |
| 218,691 | Steel | | 324 | 46.2 \| 25 | 3545 | 22′ 11″ | 8 | (Submarine [N. J. | ping Board | Westinghouse E. & Mfg. Co; | ✠AMS | |
| LSHB | 1D;2d dk at ends;Wireless; 7BH | | | \| 28′6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | shft drn5,21;Clh BB;CL | |
| | SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | rps10,20;Dkd5,21;s rps10,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′394 | t. . . . . | . . F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T | .20′368 | t;S.T.3 | 1t. . . . . | | | | | | | | |
| 1046 | **Assimacos** | Scw | Grk | Andros | 2668 | | 1907 | Bremer- | M. D. | 3Cyl TE23,38,63x43; | | C |
| | xMaid of Lemnos xGallipoli Steel | | 367.2 | 47.7 \| 27.4 | 4175 | | 8 | haven, Ger | Assimacos | 3SB;WP185lbs;s rps10,26 | 2dS.S.No.1,Gstmd7,23;A.S.7,26 | |
| JFVR | xDorothea Rickmers 6BH | | B91′ | F44′ | | | | (Rickmers | | | shft drn12,25;M.&B.S.7,26 | |
| | 2D;Web frms;SUB.SIG;Wireless; | | | | | | | Akt. Ges.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 1047 | **Assiniboia** | Scw | Br | Montreal | 2486 | | 1907 | Glasgow, | Canadian | 4Cyl QE23,34,48,70x45; | | |
| 125,984 | Steel | Sch | 336.5 | 43.8 \| 15.4 | 3880 | | 8 | (Fairfield [Scot. | Pacific R.R. Co. | 4SB;WP220lbs;3300IHP. | | |
| | 1D;Deep frmg;Mchy aft; 6BH | | | B & F 295′ | | | | Co., Ltd.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 1048 | **Assinippi** | Scw | Am | Newark | 2174 | 5′ 9″ | 1919 | Newark, | U. S. Ship- | Stm Tbns; | ✠A1Ⓔ | |
| 218,458 | Steel | | 324 | 46.2 \| 25 | 3545 | 22′ 11″ | 8 | (Submarine [N. J. | ping Board | Westinghouse E. & Mfg. Co; | ✠AMS | |
| LRVP | 1D;2d dk at ends;Wireless; 7BH | | | \| 28′6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | SUB.SIG;W. Bal; 6BH to Fbd dk | | | | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | 1BH to 2d dk | | | | | | | | | Dkd,d rpd9,20 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′394 | t;F.P.1 | 11t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t. . . . | . . . . | . . . . | . . . | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1049 140,602 JVSW | **Assiout** Steel 2D;Wireless;W. Bal 6BH | Scw | Br | Liverpool 370.4 \| 51.2 \| 25.8 P32′ B218′ F34′ | 2633 4215 | | 1918 11 | London-derry, Ire. (N. of Ireland S. B. Co., Lim.) | Moss S.S. Co. (Lim.) | Stm Tbns; 3SB;WP180lbs | | BL |
| 1050 226,071 | **Associates** Steel 1D 7BH | MV Twin | Am | San Fran. 160 \| 38 \| 9.3 | 313 526 | | 1926 | San Fran- (Bethlehem S. B. Corp.) [Cal. | Associated Oil Co. | 2-3CylOilEng10½x15; 2SORHP | | |
| 1051 67 NUCP | **Assunta** xIschia Steel 1D;B;Shel dk;Deep frmg;W. Bal 7BH | Scw | It | Genoa 343.3 \| 48 \| 22.3 | 1910 3153 | | 1902 | Spezia, (Cant. Nav. di Muggiano.) [It. | G. B. Schiaffino | 3CylTE24,40,66x48 | | I |
| 1052 291 NFBW | **Assunzione** xHannevig Brothers Steel 1D;Spar dk;Web frms; Wireless;W. Bal 6BH | Scw | It | Naples 331 \| 42 \| 18.5 P31′ B66′ F34′ | 1992 3197 | | '95 7 | W. Hartle-pool, Eng. (Furness Withy & Co., Lim.) | R. Rizzuto | 3CylTE24,40,66x45; 2SB;WP160lbs | | C-I |
| 1053 143,166 JWQC | **Assyria** xYpiranga Steel 2D;Wireless;D.F.sub.sig;W. Bal 9BH | Scw Twin | Br | Glasgow 450.6 \| 55.1 \| 28 P290′ F79′ | 4949 8142 | | 1907 12 | Kiel, (Frd. Krupp Akt. Ges.) [Ger. | Anchor Line | 2-4CylQE21,31,45,65x47; 2DB;1SB;WP214lbs;332RHP. | S.S.No.3,Glas12.20:A.S.4,25; shft drn6,24;M.&B.S.2,26 | C |
| 1054 143,952 KDGS | **Assyrian** xFritz Steel 2D;B;Well dk;Web frms; Long. frmg;Wireless;W. Bal 7BH | Scw Twin | Br | Liverpool 332 \| 44.8 \| 23.1 P & B 212′ F35′ | 1761 2959 | | 1914 8 | Hamburg, (Blohm & Voss.) [Ger. | Ellerman Lines (Lim.) | 2-3CylTE16,26½,44x34; 2SB;WP180lbs | | BL |
| 1055 49 NFCH | **Aster** xWar Succour Steel 2D;Wireless;W. Bal 8BH | Scw | It | Savona 412.4 \| 55.6 \| 34.5 F38′ | 3984 6561 | | 1920 2 | Middlesboro (Furness S. B. Co., Lim.) [Eng. | E. Mazza & Co. | Stm Tbns; 3WTB;WP200lbs;Eqmd10,26 | S.S.No.1,Rtdm4,24;A.S.4,26; shft drn4,24;M.&B.S.4,26 | C-I |
| 1056 HCGL | **Astoi Mendi** xHighmead xCromarty Steel xWar Jasmine 7BH 1D;Wireless;W. Bal | Scw | Sp | Bilbao 400.9 \| 52.3 \| 28.5 P49′ B113′ F39′ | 3211 5263 | | 1919 1 | Glasgow, (Harland & Wolff, Lim.) [Scot. | Cia. Nav. Sota y Aznar | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 1057 214,714 LGRK | **Astoria** 1D;Wireless | Sch Aux 4M | Am | New York 229.4 \| 44 \| 18.8 | 1275 1611 2200 | | 1917 2 | Astoria, (McEachern S. B. Co.) [Ore. | Alexandria Shipping Co. | Fir;Gif(Sltd) 2-4Cyl SDOilEng14x15¾; 480BHP | ✠ — — Suspended 4,26 | |
| 1058 216,749 LMKQ | **Astoria** xPoint Adams Steel 1D;sub.sig;Wireless;W. Bal; Oil fuel F. P. above 150° F. C-29 | Scw | Am | San Fran. 289 \| 44 \| 19 P24′ B144′ F32′ | 1358 2224 3760 | | 1918 8 | Portland, (Albina Eng. & Machine Wks.) [Ore. | Hammond Lumber Co. | 3CylTE22,37½,60x42; Ellicott Mach. Corp; 2SB;Willamette I. & S. Wks; 4522HS;WP172lbs;1600IHP; EAC;ps;d rpd4,25;Dkd4,26 | ✠A1Ⓔ ✠AMS S.S.No.1,SanF4,23; M.S.4,23;n shft4,25;B.S.4,26; Scip;CL | |
| 1059 222,133 MDPK | **Astoria** xFrieda Leonhardt Steel xBurbo Bank 5BH 1D;Web frms;Deep frmg; W. Bal;Wireless;sub.sig. C-30 W.B.—A.P.110t;D.B.274′913t | Scw | Am | Boston 319.7 P28′ 46 \| 21.2 \| 23′ 9″ B91′ F31′ | 1921 3078 4750 | 3′ 8¾″ 20′ 3″ | 1902 6 | Sunderland, (John Blumer & Co.) [Eng. | Astoria S.S. Co., Inc. | 3CylTE23,38,63x42; Dickinson & Sons; 2SB;Dickinson & Sons; 144GS;427SHS;WP160lbs;2100IHP; EAC;rps8,22;d rpd5,23;Dkd,s rps10,26 | A1 AMS 2d8.S.No.3,Chss8,22; B.S;shft drn9,25;M.S.10,26; Scip;CL | C |
| 1060 HBFG | **Astra** xLe Platense Steel 1D;Mchy aft;Oil fuel;Oil in bulk 9BH | Scw | Arg | BuenAires 176.2 \| 33.5 \| 15 P54′ F22′ | 506 888 | | 1907 | Ambacht, (Jonker & Stans Hendrik Ido.) [Hol. | Astra Cia. Argentina de Petroleo Soc. Anon. | 2CylC16,32x24; 1SB;WP130lbs | | BL |
| 1061 | **Astra II** xPeruviana Steel 1D;Web frms;Oil fuel; 13BH Oil in bulk;Wireless;W. Bal | Scw | Arg | BuenAires 355 \| 50.9 \| 24.9 P31′ B100′ F31′ | 2792 4477 | | 1923 10 | Newcastle, (Northum-berland S. B. Co., Lim.) [Eng. | "Astra" Cia. Argentina de Petroleo Soc. Anon. | 3CylTE25,41,68x45; 3SB;WP180lbs | | BL |
| 1062 84 SQGT | **Astraea** Steel 1D;B;Spar dk;Wireless;W. Bal 5BH | Scw Sch | Fin | Helsngfors 220 \| 32 \| 12.7 P24′ B41′ F21′ | 636 1187 | | '91 9 | Newcastle, (Wigham, Richardson & Co., Lim.) [Eng. | Finska Angf. Aktieb | 3CylTE23,37,60x39; 2DB;WP160lbs | | BI |
| 1063 99,436 MRVD | **Astrakhan** Iron & Steel 2D;Oil in bulk;Mchy aft; 19BH Wireless;W. Bal | Scw Sch | Br | Liverpool 330.9 \| 42.9 \| 28.9 B20′ F30′ | 2236 3438 | | '92 | Yarrow, (Palmers S.B. Co., Lim.) [Eng. | Astrakhan S.S. Co. (Lim.) | 3CylTE24,40,64x42; 2SB;WP160lbs;1360IHP | | V |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1064 214,492 LGKJ | **Astral** Steel 2D;Shel dk;Oil fuel;Oil in bulk; Web frms;Long. frmg:Mchy aft; Wireless;SUB.SIG;W. Bal 16BH | Scw | Am 439.5 | New York 58 \| 39.1 | 5195 8653 | | 1916 10 | San Francisco, Cal. (Union Iron Wks.) | Standard Trans. Co. | 4Cyl QE24,34,51,74x54; 3SB;WP220lbs;2600IHP. | | BL |
| 1065 217,722 LQHG | **Astrea** O,Hw,YP,Glcf 1D | Scw | Am 142 | Baltimore 31.6 \| 14.4 | 197 415 | | 1918 | Fall River, (Crown-inshield S. B. Co.) [Mass. | Davison Chemical Co. | 3Cyl TE17,25,43x30; 1WTB;WP185lbs;1000IHP. | | |
| 1066 NGBD | **Astrea** Steel 2D;Oil fuel;Wireless;W. Bal 5BH | Scw | Hol 264.5 | Amst'dam 39.2 \| 14.8 B20′ | 727 1406 | | 1921 | Lobith, (N. V. Lobithsche Scheepsb. Mij.) [Hol. | Koninkl. Nederl. Stoomb. Maats. | 3Cyl TE20,31,51x35; 2SB;WP182lbs;900IHP | | V |
| 1067 | **Astrid** xDieselea xAlice Isabelle 2D;Oil in bulk;Wireless (*Now Mills*) | Bk | Dan 170.6 | 31.6 \| 17.3 | 613 731 | | '94 | St. Nazaire, (Chantiers de Penholt) [Fr. | | Stl;11BH | | |
| 1068 140,531 JQRM | **Astronomer** Steel 2D;Wireless;Oil fuel;W. Bal 9BH | Scw | Br 482.7 P54′ | Liverpool 58.2 \| 33.2 B188′ F52′ | 5341 8401 | | 1917 8 | Glasgow, (D. & W. Henderson & Co., Lim.) [Scot. | Charente S.S. Co. (Lim.) | 4Cyl QE25,36,52,75x54; 2DB;2SB;WP220lbs | | BL |
| 1069 HBGD | **Asturiano** Steel 2D;Wireless;W. Bal 5BH | Scw | Arg 309.8 P & B | Buen Aires 41.6 \| 20.5 197′ F38′ | 1808 2947 | | 1913 7 | Troon, (Ailsa S. B. Co., Lim.) [Scot. | Soc. Import. y Export. de la Patagonia | 3Cyl TE23,37,59x45; 2SB;WP180lbs | | BL |
| 1070 148,146 KPTJ | **Asturias** Steel 4D;Wireless;D.F;W. Bal | MV Twin | Br 630.5 P41′ | Belfast 78.5 \| 40.5 B414′ F127′ | 13206 22071 | | 1925 | Belfast, (Harland & Wolff, Lim.) [Ire. | Royal Mail Steam Packet Meat Transports (Lim.) | 2-8Cyl OilEng 33x59 | | |
| 1071 MHVQ | **Asturias** xAero Steel 1D;Wireless;W. Bal 4BH | Scw Sch | Nor 265 P22′ | Oslo 42.1 \| 17.9 B71′ F29′ | 1094 1829 | | 1912 11 | Fevig, (Sorlandets Skibsbyggerl.) [Swd. | Dpskintsk. Garonne | 3Cyl TE20½,33,56x36; 2SB;WP180lbs | | N |
| 1072 120,943 HGDK | **Astyanax** Steel 2D;Wireless | Scw | Br 392.3 P41′ | Liverpool 49.2 \| 28.7 B115′ F43′ | 3021 4872 | | 1906 | Greenock, (Scott's S. B. & E. Co., Lim.) [Scot. | A. Holt & Co., Mgrs. | 3Cyl TE25,41,70x48 | | |
| 1073 STPN | **Asuka Maru** Steel 2D;Wireless;W. Bal 8BH | MV Twin | Jap 440.4 F42′ | Tokio 57 \| 38.5 | 4516 7543 | | 1924 11 | Glasgow, (D. & W. Henderson & Co., Lim.) [Scot. | Nippon Yusen Kabushiki Kaisha | 2-8Cyl OilEng 26x43 | | BL |
| 1074 115,311 TPNF | **Asuncion de Larrinaga** Steel 2D;Shel dk;Deep frmg; Wireless;W. Bal 6BH | Scw Sch | Br 370.2 P32′ | Liverpool 50.1 \| 25.2 B&F333′ | 2693 4142 | | 1902 8 | Pt. Glasgow, (Russell & Co.) [Scot. | Larrinaga & Co., Mgrs. | 3Cyl TE26,42,70x48; 2SB;WP180lbs | | BL |
| 1075 | **Atacama** xTiltil Steel 1D;Web frms;Wireless;W. Bal 5BH | Scw | Chl 290 P27′ | Valparaiso 38.1 \| 20.3 B112′ F29′ | 1464 2274 | | '90 5 | W. Hartlepool, (W. Gray & Co., Lim.) [pool, Eng. | Soc. Anon. Com'l Braun & Blanchard | 3Cyl TE21½,35,58x39; 2SB;WP135lbs | | BL |
| 1076 | **Atago Maru** Steel 2D;Wireless;W. Bal 8BH | MV Twin | Jap 440 F43′ | Tokio 57.2 \| 35.8 | 4516 7543 | | 1924 11 | Pt. Glasgow, (Lithgows', Lim.) [Scot. | Nippon Yusen Kabushiki Kaisha | 2-4Cyl OilEng 26¾x47¼ | | BL |
| 1077 79 QBGJ | **Atagosan Maru** xAlberta Steel 1D;Spar dk;Deep frmg;W. Bal; Wireless 6BH | Scw | Jap 344.8 P26′ | Darien 49.8 \| 18 \| 25.9 B74′ F37′ | 2487 3949 | | 1900 12 | Pt. Glasgow, (Russell & Co.) [Scot. | Mitsui Bussan Kaisha (Lim.), Mgrs. | 3Cyl TE25⅜,41,67x45; 2SB;WP180lbs | | BL |
| 1078 HRWM | **Atalaia** xCarl Woermann Steel 2D;Wireless;W. Bal 7BH | Scw | Brz 419.7 P268′ | Rio Jan'ro 54.5 \| 28 F46′ | 3490 5555 | | 1910 | Vegesack, (Bremer Vulkan) [Ger. | Lloyd Brasileiro, Mgrs. | 4Cyl QE24,35,50,73x53; 4SB;WP228lbs;2800IHP | | V |
| 1079 KVQL | **Atalanta** Steel 2D;Wireless;W. Bal 6BH | Scw Sch | Am 269 | P. Amboy 33.4 \| 19.1 | 379 1303 | | 1903 6 | Leith, (Ramage & Ferguson.) [Scot. | Estate of Geo. J. Gould | Stm Tbns; 4Blrs;WP180lbs | | LY |
| 1080 | **Atalanta** | Sch | Ptg 93 | 23.5 \| 10 | 74 103 | | '94 | Essex, (Moses Adams.) Mass. | J. C. Green, Mgr. | O,YP;If | | |
| 1081 HDFJ | **Atalaya** Steel 1D;Web frms;Long. frmg; Wireless;W. Bal 5BH | Scw | Sp 331 P31′ | S.Sebast'n 48 \| 23.3 B91′ F32′ | 2250 3309 | | 1921 5 | Cadiz, (Echevarrieta y Larrinaga.) [Sp. | Cia. Naveira "Easo" | 3Cyl TE25,41,68x45; 2SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1082 | **Atenas** | Scw | Am | New York | 2808 | | 1909 | Belfast, | United | 3Cyl TE27,45,75x54; | | C |
| 212,684 | Steel | Sch | 378.8 | 50.3 \| 29.1 | 4572 | | 7 | (Workman, [Ire. | Fruit S.S. Corp. | 6SB;WP190lbs;3650IHP; | | |
| LDRW | 3D;B;Oil fuel;Wireless;W. Bal 4BH | | B154′ | F45′ | | | | Clark & Co., Lim.) | | d rpd1,26;Dkd,rps7,26 | 2dS.S.No.1,NO12,25;A.S.12,25; n shft9,18;B.S.12,25; M.S;shft drn7,26 | |
| 1083 | **Atha** | StW | Am | Pittsbu'gh | 135 | | '82 | Pittsburgh, | Crucible | 2-1Cyl16x60; | | |
| 126,061 | xCharlie Clark Wood 1D | | 134.4 | 26.6 \| 3.6 | 135 | | | Pa | Steel Co | 3Blrs;WP233lbs;450IHP. | | |
| 1084 | **Athabaska** | Scw | Br | Montreal | 2348 | | '83 | Glasgow, | Canadian | 2CylC30,64x48; | | |
| 85,764 | Steel | | 298.8 | 38.2 \| 23.3 | 2784 | | rb'10 | (Aitken [Scot. | Pacific | 2SB;WP150lbs;1225IHP. | | |
| | 2D;Wireless 6BH | | | | | | | & Mansel.) | Railway Co | | | |
| 1085 | **Athanasios** | Scw | Grk | Argostoli | 2691 | | 1907 | Stockton, | Lykiardo- | 3Cyl TE25,42½,69x48; | | C |
| | xCardigan Steel | Sch | 355 | 51.2 \| 26.1 | 4295 | | 7 | (Ropner [Eng. | pulo & Co., | 2SB;WP180lbs;375RHP. | 2dS.S.No.1,Ams9,24; A.S.12,25; | |
| HVDS | 2D;Deep frng;Wireless;W. Bal 6BH | | F31′ | | | | | & Son.) | Mgrs. | | shft drn9,24;B.S.7,25;M.S.12,25 | |
| 1086 | **Athelbeach** | Scw | Br | London | 3472 | | 1918 | Newcastle, | United | 3Cyl TE27,44,73x48; | | BL |
| 142,613 | xConia xWar Rajput Steel | | 400 | 52.4 \| 28.4 | 5562 | | 8 | (Armstrong, [Eng. | Molasses Co. | 3SB;WP180lbs | | |
| JTRF | 1D;B;Web frms;Long. frng; 11BH | | P49′ | B121′ F39′ | | | | Whitworth & | (Lim.) | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | Co., Lim.) | | | | |
| 1087 | **Athelcrest** | Scw | Br | London | 3465 | | 1917 | Hull, | United | 3Cyl TE24,42,74x51; | | BL |
| 140,252 | xMelona xElmleaf Steel | | 418.5 | 55 \| 29.5 | 5948 | | 3 | (Earle's Eng. | Molasses Co. | 2SB;1AuxSB;WP220lbs | | |
| JNWG | 2D;Web frms;Oil fuel; 20BH | | P44′ | B100′ F48′ | | | | Co., Lim.) | (Lim.) | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 1088 | **Athelfoam** | Scw | Br | London | 3439 | | 1918 | W. Hartle- | United | 3Cyl TE27,44,73x48; | | BL |
| 142,729 | xCaprella xWar Ghurka Steel | | 400 | 52.3 \| 28.4 | 5571 | | 12 | pool, Eng | Molasses Co. | 3SB;WP180lbs | | |
| JVNL | 1D;B;Web frms;Long. frng; 11BH | | P49′ | B121′ F39′ | | | | (Irvine's S. B. | (Lim.) | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | & D. D. Co., Lim.) | | | | |
| 1089 | **Athelmere** | Scw | Br | Liverpool | 3600 | | 1914 | Sunderland, | United | 3Cyl TE26,44,74x48; | | C |
| 145,987 | xBreifond Steel | | 390 | 53 \| 30.2 | 5656 | | 10 | (Wm. [Eng. | Molasses Co. | 2SB;WP180lbs;d rpd12,24 | S.S.No.2,Vldn11,22; | |
| KNCD | 1D;Deep frng;Web frms; 9BH | | P99′ | B21′ F47′ | | | | Doxford & Sons, | (Lim.) | | M.&B.S;shft drn12,25; | |
| | Oil fuel;Oil in bulk;Mchy aft; | | | | | | | Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 1090 | **Athelrill** | Scw | Jap | | 4513 | | 1916 | Glasgow, | Kishimoto | 2-3Cyl TE21,35,61x45; | | BL |
| | xCalifornia xLimeleaf Steel | Twin | 450.6 | 58.2 \| 32.7 | 7398 | | 12 | (Barclay, [Scot. | Kisen, K. K. | 4SB;1AuxSB;WP215lbs | | |
| | 2D;Web frms;Oil in bulk; 22BH | | P44′ | B161′ F42′ | | | | Curle & Co., Lim.) | | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| | *(now Koyo Maru)* | | | | | | | | | | | |
| 1091 | **Athelstane** | Scw | Br | Liverpool | 1442 | | 1920 | Duluth, | United | 3Cyl TE19,30,54x40; | | BL |
| 145,972 | xTheodore F. Reynolds Steel | | 251 | 43.7 \| 22.2 | 2376 | | 8 | (McDougall,[Minn. | Molasses Co. | 2SB;WP190lbs | | |
| KMRC | 1D;Oil fuel;SUB.SIG; 10BH | | P25′ | B64′ F22′ | | | | Duluth S. B. Co.) | (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 1092 | **Atheltarn** | Scw | Br | London | 4407 | | 1917 | Glasgow, | United | 2-3Cyl TE21,35½,61x45; | | BL |
| 139,184 | xIndia xBoxleaf Steel | Twin | 450.5 | 58.2 \| 32.7 | 7435 | | 2 | (Barclay, [Scot. | Molasses Co. | 4SB;1AuxSB;WP215lbs | | |
| KRTV | 2D;Web frms;Oil in bulk; 22BH | | P44′ | B161′ F42′ | | | | Curle & Co., Lim ) | (Lim.) | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 1093 | **Athena** | Scw | It | Palermo | 241 | | '87 | Dundee, | Francesco | 3Cyl TE14,24½,39x30; | | V |
| 801 | xTaurus Iron | Sch | 133.1 | 27.3 \| 14.4 | 452 | | 5 | (Gourlay [Scot. | Micell fu Giuseppe | 1SB;WP100lbs;452IHP. | | |
| NFDS | 2D;B;Mchy aft 6BH | | B45′ | | | | | Bros. & Co.) | | | | |
| 1094 | **Athena** | Scw | Ger | Bremen | 1368 | | 1923 | Einswarden, | Nord- | 3Cyl TE21,35,55x35 | | G |
| | xIrma Kimme Steel | | 296.2 | 42.8 \| 19.6 | 2388 | | | (J. Frerichs [Ger. | deutscher Lloyd | | | |
| QLVF | 1D;SUB.SIG;Wireless;W. Bal 4BH | | P27′ | B179′ F36′ | | | | & Co., A. G.) | | | | |
| 1095 | **Athenee** | Scw | Fr | La Roch'le | 1265 | | 1918 | Sunderland, | Cie. Delmas | 3Cyl TE25,41,68x45; | | |
| | xSierra de Fuentes Steel | | 284.9 | 41.5 \| 18.1 | 2362 | | 5 | (S. P. [Eng. | Freres & Vieljeux | 2SB;WP180lbs;1200IHP | | |
| OCPE | xWar Visor 8BH | | P25′ | B66′ F32′ | | | | Austin & Son, | | | | |
| | 1D;Wireless;W. Bal | | | | | | | Lim.) | | | | |
| 1096 | **Athenia** | Scw | Br | Glasgow | 8118 | | 1923 | Glasgow, | Anchor- | Stm Tbns; | | C |
| 146,330 | Steel | Twin | 526.3 | 66.4 \| 38.1 \| 29′ 5″ | 13465 | | 3 | (Fairfield [Scot. | Donaldson | 3DB;2SB;WP210lbs | A.S.3,26; | |
| KNRT | 3D;Oil fuel;Wireless;W. Bal 10BH | | B & F | 423′ | | | | S. & E. Co., | (Lim.) | | M.S;shfts drn3,26 | |
| | | | | | | | | Lim.) | | | | |
| 1097 | **Athenic** | Scw | Br | Liverpool | 7592 | | 1902 | Belfast, | White Star | 2-4Cyl QE22,31,46,68x48 | | |
| 115,239 | Steel | Twin | 500.3 | 63.3 \| 45 | 12366 | | | (Harland [Ire. | Line | | | |
| TDNC | 4D;Wireless;SUB.SIG;W. Bal | | | | | | | & Wolff, Lim.) | | | | |
| 1098 | **Athenic** | Scw | Br | No.Shields | 2628 | | 1906 | Sunderland, | Wigham | 3Cyl TE26,42,70x45; | | BL |
| 123,223 | Steel | | 370 | 50 \| 26.2 | 4078 | | 2 | (Sunderland [Eng. | Shipping Co. | 3SB:WP180lbs | | |
| HFMS | 1D;B;Deep frng;Web frms; 6BH | | P26′ | B100′ F34′ | | | | S. B. Co., Lim.) | (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1099 214,617 | **Athens** Steel 1D 3BH | Scw | Am 104.1 | New York 26.6 \| 13.6 | 181 266 | | 1916 | Port Richmond, N. Y. (Staten Island S. B. Co.) | Bee Line Transp. Co. | 2CylC20,42x28; 1SB;WP155lbs;1000IHP. | | |
| 1100 166,146 | **Athens** 1D | Brg | Am 118.7 | New York 35.5 \| 10 396 | 396 | | 1910 | Athens, (Richard Lenahan.) [N. Y. | George F. King | Wd | | |
| 1101 225,885 | **Athero II** Steel | MV Yct | Am | New York | 396 582 | | 1926 | Boston, (Geo. G. Lawley & Sons Corp.) [Mass. | Jesse L. Livermore | 1600IHP | | |
| 1102 202,752 KVMP | **Athlete** | Sch | Am 107.4 | N.Bedford 25 \| 11.6 | 96 132 | | 1906 | Essex, Mass. | Antone Sylvia | O,YP;If | | |
| 1103 109,606 8FDH | **Atholl** Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw Sch | Br 385.5 P40′ | London 48.7 \| 27.3 B110′ F44′ | 3031 4647 | | 1901 2 | Glasgow, (Napier & Miller, Lim.) [Scot. | Australind Steam Shipping Co. | 3Cyl TE27,43,72x48; 2SB;WP180lbs | | BL |
| 1104 106,731 KHC8 | **Atkins Hughes** Iron 1D 4BH | Scw | Am 88.7 | Phila. 19 \| 10.2 | 57 115 | | '90 | Philadelphia, Pa. (Neafie & Levy.) | Tug Atkins Hughes Co. | 2CylC15,26x22; 1SB;WP110lbs;300IHP. | | |
| 1105 5,137 J8BM | **Atland** Steel 2D;Deep frmg;Web frms; Wireless;W. Bal 5BH | Scw | Swd 390.5 P26′ | Gothenb'g 52.3 \| 26.3 F45′ | 2700 5029 | | 1910 6 | Sunderland, (W. Doxford & Sons, Lim.) [Eng. | Dan. Brostrom, Mgr. | 3Cyl TE26,42,72x48; 2SB;WP180lbs | 2dS.S.No.1,Gtbg6,24;A.S.3,26; shft drn6,24;B.S.8,25;M.S.3,26 | C |
| 1106 63 NFEH | **Atlanta** xStella Polare Steel 1D;Spar dk;Deep frmg; 6BH Oil fuel;Wireless;W. Bal | Scw | It 385 P77′ | Trieste 49.8 \| 18.4 B108′ F41′ | 2999 5129 | | 1908 4 | Pt. Glasgow, (Russell & Co.) [Scot. | Cosulich Soc. Triestina di Nav. | 3Cyl TE26,42,70x48; 3SB;WP180lbs;2800IHP | | I |
| 1107 221,380 MCVP | **Atlanta City** Steel 2D;W. Bal;Wireless; 7BH Oil fuel F. P. above 150° F. C-37 W.B.—A.P.63t;D.B.368′1432t. F.O.—A.P.59t;D.B.315′1081t; D. T.22′13 | Scw | Am 424.2 P42′ | New York 56.2 \| 25.5 \| 30′ B & F349′ F.P. 109t 4t;F.P. 102t | 3450 9380 | 4′ 4″ 25′ 10″ | 1921 6 | Chickasaw, (Chickasaw S. B. Co.) [Ala. | U. S. Steel Products Co. | Stm Tbn; Federal S. B. Co; 3SB;Federal S. B. Co; 7836HS;WP210lbs;3100SHP;EAC; Dkd,d rpd9,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Ches7,25; M.&B.S.7,25;shft drn8,26; SBP;CL | |
| 1108 220,489 MBGW | **Atlanta of Texas** Steel 1D;Wireless;W. Bal; 7BH 6BH to Fbd dk 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.114t;D.B.252′902t;D. T.20′3 F.O. D.B.214′692t. | Scw | Am 324 P41′ | Mobile 46.1 \| 25 \| 27′ 8′ B90′ F34′ 86t;F. F. | 2179 3545 5000 | 4′ 10″ 23′ | 1920 10 | Mobile, (Mobile S. B. Co.) [Ala. | U. S. Shipping Board | 3Cyl TE22,37½,60x42; Ellicott Machine Corp; 2WTB;Chas. Ward Eng. Co; 5994HS;WP200lbs;1600IHP;EAC; Dkd,s rps7,21 P.148t P.138t | ✠A1Ⓔ ✠AMS Clh BB;CL (Laid up) | |
| 1109 213,708 LFPR | **Atlantic** 1D | Brg 4 M | Am 264.1 | Fall River 44.2 \| 20.5 | 1680 1900 | | 1915 | Bath, (The Kelly Spear Co.) [Me. | Staples Transportation Co. | Wd | | |
| 1110 118,804 VPMB | **Atlantic** Steel 1D;B;Deep frmg;Wireless; 5BH W. Bal | Scw Sch | Br 325 P29′ | Hull 47 \| 22.4 B88′ F34′ | 1916 3016 | | 1904 3 | W. Hartlpl, (W. Gray & Co., Lim.) [Eng. | W. H. Cockerline & Co. | 3Cyl TE24,38,64x42; 2SB;WP160lbs; | | BL |
| 1111 200,334 KSRB | **Atlantic** Steel 1D | Scw | Am 144.5 | New York 29.5 \| 13.1 | 206 303 | | 1903 | Shooters Island, N. Y. (Townsend & Downey.) | Cornelius Vanderbilt | 3Cyl TE9,14,22x16; 2CRTB;250IHP. | | |
| 1112 225,941 | **Atlantic** Wood 1D;B 4BH | MV Twin | Am 110 | San Diego 25 \| 9 | 86 148 | | 1926 6 | San Diego, (Campbell Machine Co.) [Cal. | Manual O. Medina | Oil Engs 12x17; 300IHP | | |
| 1113 165,831 | **Atlantic** 1D | Brg | Am 99.7 | New York 30.9 \| 7.5 | 445 445 | | 1906 | Rondout, (Jacob Rice.) [N. Y. | Harbor Lighterage Co. | Wd | | |
| 1114 4,339 JPBH | **Atlantic** Steel 1D;B;Deep frmg;Wireless; 6BH W. Bal | Scw | Swd 340 P28′ | Gothenb'g 49 \| 22.6 B96′ F34′ | 2090 3368 | | 1904 10 | Newcastle, (Hawthorn, Leslie & Co., Lim.) [Eng. | G. Carlson, Mgr. | 3Cyl TE25,40½,67x45; 3SB;WP180lbs; | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1115 217,709 LQGP | **Atlantic** xWest Catanace Steel 2D;sub.sig;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.230t;D.B.356'1270t;D. F.O.....D.B.311' 995t;D. | Scw | Am 410.5 T.27' 6 T.27' 5 | New York 54 \| 27.2 \| 29' 9" 40t.... 98t; S. | 3455 5524 8800 | 5' 10½" 24' 1" | 1919 3 | San Pedro, (South- [Cal. western S. B. Co.) | Argonaut S.S. Co. | 3Cyl TE24½,41½,72x48; Llewellyn Iron Wks; 3SB;Willamette I. & S. Wks; 8112HS;WP210lbs;2800IHP;EAC; Dkd10,25;d rpd5,26 .....F.P.135t T.87t;F.P.126t | ✠A1Ⓔ ✠AMS S.S.No1,NY10,23; M.S.10,23;B.S;shft drn10,25; Clh BB;CL | |
| 1116 140,863 KGHB | **Atlantic City** Steel 2D;Oil fuel;Wireless;W. Bal 7BH | Scw | Br 411.7 F36' | Bideford 54.5 \| 33.6 | 3902 6236 | | 1920 9 | Stockton, (Ropner [Eng. S. B. & Rep. Co., Lim.) | St. Just S.S. Co. (Lim.) | 3Cyl TE28,46,75x51; 3SB;WP180lbs | S.S.No.1,No.Shlds12,24; B.S.11,24;shft drn7,25;M.S.7,26 | C |
| 1117 212,140 | **Atlantic City** xDelaware Steel 1D 5BH | Scw | Am 139.8 | Phila. 33 \| 14.8 | 548 807 | | 1914 | Wilmington, (Harlan & [Del. Hollingsworth.) | The Dela- ware River Ferry Co. of N. J. | 2CylC16,32x24; 2SB;WP150lbs;700IHP. | | |
| 1118 219,819 | **Atlantic Highlands** xDrayman O,YP;Glr 1D 1BH | Scw | Am 94.3 | New York 25.2 \| 12.2 | 87 173 | | 1920 5 | Morris Heights, N. Y. (Consolidated S. B. Co.) | Central R.R. of N. J. | 2CylC18,38x26; 1SB;WP155lbs;450IHP. | ✠ — — ✠ — — Cancelled11,22 | |
| 1119 26,857 RWHK | **Atlantic Maru** Steel 2D;Oil fuel;Wireless;W. Bal 6BH | Scw | Jap 385 | Kobe 51 \| 36 | 4254 5873 | | 1920 12 | Kobe, (Kawasaki [Jap. Dkyd. Co., Lim.) | Kawasaki Dkyd. Co. (Lim.) | 3Cyl TE26,43,72x48; 2SB;1AuxSB;WP200lbs | | BL |
| 1120 219,840 LWFP | **Atlantic Sun** Steel 2D;Long. frmg;Mchy aft; 17BH Wireless;W. Bal; 13BH to Fbd dk 4BH to 2d dk Oil fuel F. P. above 150° F. C-38 W.B.—A.P.57t;D.B.a60'262t F.O.....D.T. | Scw | Am 429.2 P133' a17'80 | Phila. 59.1 \| 31.4 B35' F40' 0t;D.T | 4044 6666 10600 F.P.2 22t 1.10'450t; F.P.2 07t | | 1920 4 | Chester, (Sun [Pa. S. B. Co.) | Sun Oil Co. | 3Cyl TE27,45½,76x51; Sun S. B. Co; 3SB;Sun S. B. Co; 9198HS;WP190lbs;2600IHP;EAC; d rpd3,25;Dkd,s rps6,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,Ches3,25; M.&B.S.3,25;n shft6,26; Clh BB;CL | |
| 1121 263 NFEO | **Atlantica** xGrof Khuen Hedervary Steel 1D;Wireless;W. Bal 6BH | Scw Sch | It 380 2 P23' | Fiume 51 \| 24 B201' F34' | 2633 4186 | | 1911 4 | Newcastle, (Armstrong, [Eng. Whitworth & Co., Lim.) | Fiumana Soc. di Navig. | 3Cyl TE26,42,68x48; 2SB;WP180lbs; | | BL |
| 1122 331 NFES | **Atlantico** Steel 1D;Spar dk;Deep frmg;W. Bal 5BH | Scw | It 330 P20' | Trieste 48.1 \| 15.9 B72' F36' | 2000 3301 | | '98 11 | Pt. Glasgow, (Russell [Scot. & Co.) | Nav. Gen. Gerolimich & Co. | 3Cyl TE24,40,65x42; 2SB;WP180lbs; | | I |
| 1123 HBDM | **Atlantico** xSkramstad Steel 2D;Spar dk;Wireless;W. Bal 4BH | Scw | Arg 231.7 F30' | BuenAires 35.2 \| 20.5 | 860 1400 | | 1905 1 | Sandefjord, (Framnes [Nor. Mek. Vaerks.) | Soc. Import. y Export. de la Patagonia | 3Cyl TE17,27,44x32; 1SB;WP155lbs | | N |
| 1124 JFBP | **Atlanticos** xSylvia Victoria xWar Cavalry Steel 2D;Wireless;W. Bal 6BH | Scw | Grk 410.7 P44' | Syra 54.1 \| 27.5 B115' F47' | 3333 5600 | | 1919 5 | Vancouver, (J. Cough- [B. C. lan & Sons.) | E. G. Culu- cundis & S. C. Costomeni | 3Cyl TE27,44,73x48; 3SB;WP190lbs; | | BL |
| 1125 | **Atlantida** Steel 2D;Oil fuel;Wireless;W. Bal 4BH | Scw | Hon 350.6 F36' | Ceiba 50.3 \| 29.5 | 2476 4191 | | 1924 5 | Belfast, (Workman, [Ire. Clark & Co., Lim.) | Standard Fruit & Steam- ship Co. | 4Cyl TE27,44,54,54x45; 4SB;WP200lbs | | BL |
| 1126 1,181 | **Atlantide** xMalang Steel 3D;Spar dk;Wireless;W. Bal 6BH | Scw | It 340.7 | Genoa 44.2 \| 28.6 | 2101 3555 | | '98 | Newcastle, (Wigham, [Eng. Richardson & Co.) | Atlantide Soc. Per Imprese Marittime | 3Cyl TE22,37,62x42; 2SB;WP180lbs;1500IHP. | | I |
| 1127 JFWG | **Atlantis** xSierra Quemada xWar Camp Steel 2D;Wireless;W. Bal 6BH | Scw | Grk 410.5 P59' | Syra 54.1 \| 27.5 B115' F47' | 3333 5560 | | 1918 9 | Vancouver, (J. Cough- [B. C. lan & Sons.) | E. G. Culu- cundis & S. C. Costomeni | 3Cyl TE27,44,73x48; 3SB;WP185lbs | | BL |
| 1128 1,337 | **Atlas** Steel 1D;Oil fuel;Wireless:Oil in bulk; 11BH | Scw Sch | It 248 | Genoa 40.1 \| 22.5 | 1121 1913 | | '98 12 | Chester, Pa. (Del. River I. S. B. & E. Works.) | Soc. Armatrice Italiana | 3Cyl TE21,34,56x42; 2SB;1750IHP. | | I |
| 1129 162,096 | **Atlas** 1D;B | Brg | Am 170.1 | Phila. 23.8 \| 11 | 392 392 | | 1903 rb '20 | Elkton, Md. | Southern Trans. Co. | Wd | | |
| 1130 166,292 | **Atlas** 1D | Brg | Am 178.2 | Buffalo 35.3 \| 8.8 | 474 474 | | 1901 | Buffalo, (Andrew [N. Y. T. Lawton.) | H. S. Ker- baugh, Inc. | Wd | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1131 | **Atlas** | Scw | Am | Houston | 59 | | '91 | Baltimore, | Intra- | | | |
| 76,949 | xJohn I. Brady Iron | | 96.8 | 21 \| 9.4 | 118 | | | Md. | Coastal Towing & Transp. Co. | 200IHP | | |
| | 1D | | | | | | | | | | | |
| 1132 | **Atlas** | Scw | Grk | Syra | 2724 | | 1905 | Newcastle, | Atlas S.S. | 4CylQE23,32,48,72x54; | | BL |
| | xBooral Steel | | 385 | 50.1 \| 19.3 | 4359 | | 10 | (Swan, Hunter & Wigham Richardson.) [Eng. | Co. | 3SB;WP210lbs | | |
| | 1D;Spar dk;W. Bal;Wireless 7BH | | P & B | 312′ F46′ | | | | | | | | |
| 1133 | **Atlas** | Drg | Am | Tampa | 158 | | 1924 | Tampa, | Tampa | Wd;2BH | | |
| 224,291 | | | 117 | 30 \| 8 | 183 | | 11 | (Tampa Sand & Shell Co.) [Fla. | Sand & Shell Co. | | | |
| | 1D | | | | | | | | | | | |
| 1134 | **Atlas** | Scw | Am | Portland | 381 | | 1925 | Portland, | P. H. | 1Cyl 18,32x22; | | |
| 224,452 | Wood | | 166.8 | 30.2 \| 14.8 | 644 | | | (P. H. Doyne Co.) [Me. | Doyne Co. | 1WTB;WP250lbs;350IHP. | | |
| MFRP | 1BH | | | | | | | | | | | |
| 1135 | **Atlas** | Sch | Fin | Mariehmn | 561 | | 1908 | Bath, | Arthur | WO,Hw,Hk,Gicf (Sltd) | ✠ — Exp 2,23 | V |
| 737 | xBertha L. Downs 4M | | 176.5 | 37.1 \| 14.2 | 714 | | 1 | (Edward W. Hyde.) [Me. | Ekbom | | | |
| TPMS | 1D;B | | | | | | | | | | | |
| 1136 | **Atlas Maru** | Scw | Jap | Osaka | 4481 | | 1920 | Nagasaki, | Osaka | 3CylTE28,47,79x51; | | BL |
| 26,272 | Steel | | 420 | 56 \| 38.5 | 7347 | | 1 | (Mitsubishi Zosen Kaisha, Lim.) [Jap. | Shosen Kabushiki Kaisha | 3SB;WP200lbs | | |
| RSTW | 1D;Shel dk;Oil fuel;Wireless; 8BH | | F47′ | | | | | | | | | |
| | W. Bal | | | | | | | | | | | |
| 1137 | **Atos** | Scw | Swd | Helsngbrg | 1255 | | 1902 | Elsinore, | Rederi | 3CylTE20,35,57x39; | | BL |
| 3,959 | ‹Uppland xMarie Steel | | 291.6 | 42.6 \| 19.1 | 2148 | | 1 | (Helsingors Jernsk. & Msk.) [Den. | A/B. Atos | 3SB;WP185lbs; | | |
| JMNB | 1D;Deep frmg;Wireless;W. Bal 5BH | | B70′ | F35′ | | | | | | | | |
| 1138 | **Atreus** | Scw | Br | Liverpool | 4285 | | 1911 | Greenock, | A. Holt & | 3CylTE30,50,83x60; | | |
| 131,322 | Steel | | 443.5 | 52.8 \| 32.1 | 6726 | | | (Scott's S. B. & E. Co., Lim.) [Scot. | Co., Mgrs. | Dkd,s rps7,26 | | |
| HSGF | 2D;Wireless;W. Bal | | | | | | | | | | | |
| 1139 | **Atsuta Maru No. 1** | Scw | Jap | Kinoye | 2460 | | 1905 | Sunderland, | Sato Shokai | 3CylTE23,38,62x42; | | BL |
| 28,410 | xStrudsholm xHelna Steel | | 314 | 48 \| 20.6 | 3130 | | 5 | (Sunderland S. B. Co., Lim.) [Eng. | Goshi Kaisha | 2SB;WP160lbs | | |
| SHRB | xKing Arthur 5BH | | P27′ | B90′ F30′ | | | | | | | | |
| | 1D;Deep frmg;Wireless;W. Bal | | | | | | | | | | | |
| 1140 | **Attala** | Scw | Fr | St. Brieuc | 96 | | '87 | Wilmington, | Le Guales | 3CylTE17,28,42x22; | | |
| | ‹Susquehanna Steel | | 161.4 | 22 \| 10.7 | 254 | | | (Harlan & Hollingsworth Co.) [Del. | de Mezaubran | 1SB;WP150lbs;600IHP. | | |
| OCNZ | 1D;B;Wireless 7BH | | | | | | | | | | | |
| 1141 | **Attiki** | Scw | Grk | Piraeus | 1363 | | '96 | Glasgow, | Hellenic Co. | 3CylTE23,37,62x42; | | BL |
| | xArakaka xGrenada Steel | | 281.5 | 39 \| 14.7 | 2260 | | 1 | (A. Stephen & Sons.) [Scot. | of Maritime Enterprises | 2SB;1AuxSB;WP180lbs | | |
| | 1D;Spar dk;Deep frmg; 4BH | | P29′ | B152′ F30′ | | | | | | | | |
| | Wireless;D.F;W. Bal | | | | | | | | | | | |
| 1142 | **Attivita** | Scw | It | Savona | 3429 | | 1919 | Vancouver, | Lloyd del | Stm Tbns; | | I |
| 53 | xWar Column Steel | | 410.6 | 54.1 \| 27.5 | 5714 | | 7 | (J. Coughlan & Sons.) [B. C. | Pacifico | 3SB;WP190lbs | | |
| NFGM | 2D;Wireless;W. Bal 6BH | | P44′ | B115′ F47′ | | | | | | | | |
| 1143 | **Atto** | Scw | Ger | Bremen | 2593 | | 1922 | Stettin, | Nord- | 3CylTE22,36,61x47; | | G |
| | Steel | | 360.7 | 50.9 \| 29 | 4176 | | 2 | (Vulcan Werke A. G.) [Ger. | deutscher Lloyd | 3SB;WP206lbs | | |
| QLNG | 2D;SUB.SIG;Wireless;W. Bal 6BH | | P43′ | B109′ F44′ | | | | | | | | |
| 1144 | **Attualita** | Scw | It | Savona | 3964 | | '99 | Belfast, | Lloyd del | 3CylTE28,47,77x60; | | BL |
| 48 | xPing Suey Steel | | 450 | 53.2 \| 30.9 | 6329 | | 6 | (Workman, Clark & Co., Lim.) [Ire. | Pacifico | 2DB;WP180lbs | | |
| NFHI | 2D;Deep frmg;Web frms; 8BH | | P36′ | B145′ F45′ | | | | | | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 1145 | **Atxeri Mendi** | Scw | Sp | Bilbao | 2096 | | 1921 | Stockton, | Cia. Nav. | 3CylTE24,40,66x45; | | BL |
| | Steel | | 340.2 | 48.7 \| 22.4 | 3615 | | 3 | (Ropner S. B. & Repairing Co., Lim.) [Eng. | Sota y Aznar | 2SB;WP180lbs | | |
| HDJM | 1D;Shel dk;W. Bal;Wireless 6BH | | | | | | | | | | | |
| 1146 | **Aube** | Scw | Br | Montreal | 923 | | '96 | Newcastle, | Aube S.S. | 3CylTE20½,34,57x39; | 95(GL) | |
| 103,565 | xRosemount Steel | | 245 | 41 \| 18.4 | 1638 | | | (Wood, Skinner & Co.) [Eng. | Co. | 2SB;WP175lbs;900IHP. | P.S.5,26 | |
| | 1D;Web frms;Wireless 5BH | | | F34′ | | | | | | | | |
| 1147 | **Auburn** | Scw | Am | Phila. | 3361 | 7′ 4¾″ | 1918 | Chester, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,438 | Steel | | 400.7 | 54.2 \| 30.1 \| 32′ 9″ | 6025 | 25′ 6½″ | 12 | (Chester S. B. Co., Lim.) [Pa. | ping Board | Westinghouse E. & Mfg. Co; | ✠AMS | |
| LPKN | 2D;Wireless;SUB.SIG. 6BH | | | | 8825 | | | | | 3WTB;Babcock & Wilcox Co; | S.S.NY5,20; | |
| | C-36 | | P36′ | B124′ F43′ | | | | | | 272GS;8703HS;WP200lbs;2500SHP; | Clh BB;CL | |
| | W.B.—A.P.180t;D.B.335′1387t; F P.147t | | | | | | | | | Dkd,d rpd8,21;s rps10,21 | (Laid up) | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1148 | **Auburn** | Scw | Am | New York | 164 | | 1910 | Port Richmond, N. Y. | Bee Line | 2CylC18,36x26; | | |
| 208,161 | Steel | | 97.4 | 30.5 \| 13.5 | 241 | | | (Staten Island S. B. Co.) | Transp. Co. | CRTB;WP150lbs;750IHP. | | |
| | 2D 2BH | | | | | | | | | | | |
| 1149 | **Auburn** | Scw | Am | P. Amboy | 307 | | 1912 | Port Richmond, N. Y. | Lehigh | 3CylTE17,25,43x30 | | |
| 210,781 | Steel | | 152 | 29 \| 17.6 | 452 | | | (Staten Island S. B. Co.) | Valley R.R. Co. | | | |
| | 1D | | | | | | | | | | | |
| 1150 | **Auby** | Scw | Chi | Kuching | 319 | | 1908 | Genoa, | Sarawak | 2-3CylTE9,16,26x18; | | V |
| 147,664 | xRosario Steel | Twin | 200.4 | 34.2 \| 9.8 | 636 | | | (Soc. [It. Esercizio Bacini.) | S.S. Co | 2SB;WP180lbs;500IHP | | |
| | 1D 5BH | | | | | | | | | | | |
| 1151 | **Aucocisco** | Scw | Am | Portland | 94 | | '97 | South Portland, Me. | Casco Bay | | | |
| 107,286 | Wood | | 107.8 | 24.9 \| 8.9 | 167 | | | (Portland S. B. Co.) | Lines | 1SB;150IHP. | | |
| | 1BH | | | | | | | | | | | |
| 1152 | **Audax** | Scw | Nor | Fredr'kstd | 254 | | 1915 | Hardinxveld | Frederik- | 3CylTE13,20,33x24; | | BL |
| | xMarit xStolt Steel | | 156.7 | 25.2 \| 10.9 | 449 | | 11 | (N. V. [Hol. Schpw. de Merwede.) | stad Shipping Co. A/S. | | | |
| MLSN | 1D;Mchy aft 3BH | | | F20′ | | | | | | 1SB;WP180lbs | | |
| 1153 | **Auditor** | Scw | Am | Phila. | 3383 | 7′ 10½″ | 1919 | Bristol, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,011 | Steel | | 400.7 | 54 \| 30.4 \| 32′10″ | 5503 | 25′ 2″ | 10 | (Merchant [Pa. S. B. Corp.) | ping Board | Westinghouse E. & Mfg. Co; | ✠AMS | |
| LTDQ | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | P35′ | B123′ F44′ | 8822 | | | | | 3WTB;Babcock & Wilcox Co; | shft drn9,20;Clh BB;CL | |
| | Oil fuel F. P. above 150° F C-36 | | | | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | | | | | | | | | | Dkd,d rpd9,20;s rps5,21;Exmd8,21 | | |
| | W.B.—A.P.143t;D.B.335′1311t;F .P.120t | | | | | | | | | | | |
| | F.O.....D.B.281′1092t;F .P.112t | | | | | | | | | | | |
| 1154 | **Audrey P. Brown** | Trn | Br | La Have | 218 | | 1919 | Liverpool, | C. H. | B,Bch,F,Sp;Gif | ✠ — — | |
| 141,383 | | | 123.3 | 28.7 \| 10.6 | 252 | | 10 | (N. S. [N. S. Shipbuilding & Trans. Co., Lim.) | Ritcey | | Suspended6,22 | |
| TQFD | 1D | | | | | | | | | | | |
| 1155 | **August** | Scw | Nor | Bergen | 3246 | | 1911 | W. Hartle- | J. Christen- | 3CylTE26,42,70x48; | | C |
| | Steel | Sch | 410 | 54 \| 26.4 | 5254 | | 3 | (W. [pool, Eng. Gray & Co., Lim.) | sen, Mgr. | 3SB;WP180lbs; | S.S.No.3,Nwc4,25;A.S.6,26; | |
| MGKT | 2D;Deep frmg;Wireless;W. Bal 6BH | | P36′ | B254′ F44′ | | | | | | Dkd,d rpd2,26 | n shft4,25;shft drn12,25; | |
| | | | | | | | | | | | M.&B.S.6,26 | |
| 1156 | **August Leffler** | Scw | Swd | Gothenb'g | 1141 | | 1900 | Sunderland, | Rederi A/B | 3CylTE20,33,54x39; | | BL |
| 3,585 | xBoltenhagen xAugust Leffler Steel | | 273.3 | 40.5 \| 18.1 | 1949 | | 1 | (Osbourne, [Eng. Graham & Co.) | Ilos | 2SB;WP160lbs | | |
| JLCQ | xLygnerh 4BH | | P22′ | B66′ F29′ | | | | | | | | |
| | 1D;Deep frmg;Wireless;W. Bal | | | | | | | | | | | |
| 1157 | **August Leonhardt** | Scw | Ger | Hamburg | 1526 | | 1922 | Stettin, | Leonhardt | 3CylTE22,35,57x39; | | G |
| | xJohanna Blumberg Steel | | 329 | 46.1 \| 18.7 | 2593 | | 3 | (Stettiner [Ger. Oderwerke, A. G.) | & Blumberg | 2SB;WP185lbs | | |
| RCMB | 1D;Shel dk;SUB.SIG;Wireless; 1BH | | | | | | | | | | | |
| | W. Bal | | | | | | | | | | | |
| 1158 | **August Thyssen** | Scw | Ger | Hamburg | 1318 | | 1924 | Flensburg, | Dampfer | 3CylTE18,31,54x36; | | G |
| | Steel | | 297 | 42.6 \| 19.1 | 2342 | | 1 | (Flensb. [Ger. Schiffsb. Ges.) | August Thyssen | 2Blrs | | |
| RDTS | 1D;SUB.SIG;Wireless;W. Bal 4BH | | P30′ | B67′ F28′ | | | | | G. m. b. H. | | | |
| 1159 | **August Zeising** | Scw | Am | Duluth | 6398 | | 1918 | Ecorse, | Pittsburg | 3CylTE24½,40,65x42; | | BL |
| 215,870 | Steel | | 580 | 60 \| 27.9 | 8272 | | 4 | (Great [Mich. Lakes Eng. Wks.) | S.S. Co. | 3SB;WP180lbs;1900IHP. | | |
| | 1D;Web frms;Mchy aft;SUB.SIG; 9BH | | F54′ | | | | | | | | | |
| | Wireless;D.F;W. Bal | | | | | | | | | | | |
| 1160 | **Augusta** | Scw | It | Genoa | 3484 | | 1904 | Newcastle, | A. Zanchi | 3CylTE28,47,78x54; | | BL |
| 1,267 | xDurham Steel | | 420.7 | 54 \| 28.6 | 5702 | | 11 | (Hawthorn, [Eng. Leslie & Co., Lim.) | | 3SB;WP180lbs | | |
| NFIP | 2D;Shel dk;Deep frmg; 7BH | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 1161 | **Augusta** | Scw | Am | Savannah | 290 | | 1905 | Augusta, | St. Johns | 2-1Cyl14x60; | | |
| 202,401 | Steel | Twin | 156 | 24 \| 5 | 512 | | 8 | Ga. | River Transp. Co. | 2Blrs;WP160lbs;150IHP. | | |
| | 3D | | | | | | | | | | | |
| 1162 | **Augusta G. Hilton** | Sch | Am | Boston | 1412 | | 1918 | Thomaston, | New | O,Sp,Hw,YP;Gif(Sltd) | | V |
| 216,434 | | 4 M | 223.6 | 41.6 \| 21.6 | 1562 | | 6 | (Atlantic [Me. Coast Co.) | England Maritime Co., Inc. | | | |
| LKVF | 2D | | | | | | | | | | | |
| 1163 | **Augusta R.** | Brg | Am | New York | 303 | | 1914 | Rondout, | Jacob Rice | Wd | | |
| 166,000 | | | 111.8 | 33 \| 9.3 | 303 | | | (Jacob [N. Y. Rice.) | | | | |
| | 1D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1164 201,951 KTSW | **Augusta W. Snow** 2D | Sch 4 M | Am 183.3 | Boston 36.5 \| 17.1 | 671 830 | | 1905 5 o'24 | Brewer, (E. & I. K. [Me. Stetson.) | Crowell & Thurlow | O,Hw,Hk,YP;Icf(Sltd) DB;clk t7,18;d rpd2,20;s rf,clk dk5,20; s dk clkg11,22;s t clkg5,24;clk b9,25; s rps,s b clkg9,26 | ✠A1 2dS.S.No.1,Bost5,24; B.S.5,24 | |
| 1165 204,906 LHRF | **Augustine** xSea King Wood 1D | Scw | Am 101.5 | Phila. 23.1 \| 11 | 88 159 | | 1908 | Baltimore, (Thos. [Md. McCosker & Son.) | Southern Transp. Co. | 2CylC16½,34x26; 1SB;WP150lbs;650IHP. | | |
| 1166 166,580 | **Augustine O'Connor** 1D | Brg | Am 112 | Albany 29 \| 13.1 | 447 447 | | 1916 | Rondout, (R. [N. Y. Lenahan Co.) | J. V. O'Connor | Wd | | |
| 1167 | **Augusto** xSarah xKathleen Crowe 1D | Trn | Ptg 157.5 | Lisbon 32.1 \| 11.1 | 354 442 | | 1917 12 | Hillsburn, (J. Willard [N. S. Smith.) | Bagao, Nunes & Machado | Sp,Bch,YP;Gicf | | V |
| 1168 96,919 | **Augustus** 1D | Brg | Br 177.5 | Montreal 39.6 \| 15 | 802 831 | | '93 | Garden Island, Ont. (Calvin Co.) | The Sincennes-McNaughton Line (Lim.) | O | 90(GL) Lake Erie & St. Lawrence P.S.5,26 | |
| 1169 200,883 | **Augustus B. Wolvin** Steel 1D;Mchy aft;W. Bal 3BH | Scw | Am 540 | Fairport 56 \| 32 | 5311 6585 | | 1904 5 | Lorain, Ohio (Amer. S. B. Co.) | Interlake S.S. Co. | 4CylQE18,28,43,66x42; 2WTB;WP250lbs;2000IHP. | | |
| 1170 LBFW | **Augvald** xTorrey Steel 2D;Shel dk;Long. frmg; 6BH Oil fuel;Wireless;W. Bal | Scw | Nor 400.4 | Hauges'nd 52.6 \| 25.7 | 2859 4811 | | 1920 11 | Dumbarton, (A. [Scot. McMillan & Son, Lim.) | D/S A/S Angvald | 3CylTE27,44,73x48; 3SB;WP180lbs | | N |
| 1171 KFDB | **Auldgirth** 1D;B | Bk | Nor 241.9 P44′ | Sandefj'rd 37.6 \| 22.4 F28′ | 1434 1579 | | '93 4 | Pt. Glasgow, Scot. (Russell & Co.) | A/S Congo | Stl;1BH | | BL |
| 1172 110,999 TWMV | **Auldmuir** Steel 1D;B;Deep frmg;Wireless; 5BH W. Bal | Scw | Br 314.5 P30′ | Dundee 47.2 \| 20.8 B97′ F33′ | 1760 2747 | | 1903 4 | Pt. Glasgow, (Russell [Scot. & Co.) | Admiral Shipping Co. (Lim.) (Glen & Co., Mgrs.) | 3CylTE22½,37,62x42; 2SB;WP180lbs | | BL |
| 1173 133,591 JNWM | **Aungban** Steel 2D;Web frms;Long. frmg; 15BH Mchy aft;Oil fuel; Oil in bulk;Wireless;D.F;W. Bal | Scw | Br 350.4 | Rangoon 50.1 \| 34.5 F52′ | 3006 5125 | | 1917 2 | Newcastle, (Palmers [Eng. Co., Lim.) | Burmah Oil Co. (Lim.) | 3CylTE25,41,67x45; 2SB;1AuxSB;WP180lbs | | BL |
| 1174 107,415 | **Aunt Dinah** xAlice Wood 1D 2BH | MV Twin | Am 119.3 | N. Orleans 26.7 \| 6.5 | 188 264 | | '98 rb'07 | Madison- (Jahncke [ville, La. Nav. Co.) | Ernest Lee Jahncke | 2-3CylGasEng11x12; 160IHP. | | |
| 1175 147,277 HRHF | **Aurania** Steel 2D;Shel dk;Oil fuel; SUB.SIG; 10BH Wireless;D.F;W. Bal | Scw Twin | Br 519.7 | Liverpool 65.3 \| 39.2 | 8473 13984 | | 192 9 | Newcastle, (Swan, [Eng. Hunter & Wigham Richardson.) | Cunard S.S. Co. (Lim.) | Stm Tbns; 2DB;2SB;WP220lbs | | BL |
| 1176 1,334 NFIZ | **Aurania** xIdomeneus Steel 2D;Wireless;W. Bal 9BH | Scw | It 441.8 P49′ | Genoa 52.6 \| 30 B160′ F55′ | 4076 6496 | | '99 | Greenock, (Scott's S. [Scot. & E. Co., Lim.) | Luigi Pittaluga | 3CylTE29,50,82x60; 2DB;WP180lbs;3600IHP | 2dS.S.No.3,Lvpl4,23;A.S.8,25; n shft4,23;M.&B.S.8,25 | C-I |
| 1177 OCTB | **Aurigny** Steel 4D;W. Bal;Wireless 9BH | Scw Twin | Fr 481.6 P262′ | Havre 58.2 \| 35 B56′ | 6028 9589 | | 1918 | La Seyne, (Forg. & [Fr. Chant. de la Medit.) | Chargeurs Reunis | 2-3CylTE25½,42½,70x48; 5SB;WP200lbs;6500IHP | | V |
| 1178 OCTE | **Aurillac** Steel 1D;Wireless;W. Bal 7BH | Scw | Fr 363.1 | Nantes 52.9 \| 23.1 | 2526 4248 | | 1921 | Sunderland, (Wm. Pick- [Eng. ersgill & Sons, Lim.) | Cie. Francaise des Chemins de fer Paris-Orleans | 3CylTE23½,38,64x42; 3SB;WP180lbs;1800IHP | | V |
| 1179 106,369 | **Aurora** YF;Gif 1D | Scw | Am 145 | San Fran. 30 \| 7.5 | 328 406 | | '85 | San Francisco, Cal. | California Transp. Co. | 2CylC16,28x72; 2RTB;WP150lbs;380IHP. | | |
| 1180 NGFC | **Aurora** Steel 1D;Oil fuel;W. Bal B4H | Scw | Hol 245 | Amst'dam 37.2 \| 15.8 | 1059 1699 | | 1920 2 | Rotterdam, (Rotterdam [Hol. Droogd. Maat.) | Koninkl. Nederl. Stoomb. Maats. | 3CylTE17,28,47x36; 2SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1181 | **Aurora** | Scw | Am | New York | 159 | | 1906 | Camden, | Bee Line | 2CylC18,36x26; | | |
| 203,366 | xHarvestran Steel | | 98 | 25 \| 12 | 234 | | | (John H. [N. J. | Transp. Co. | 1CRTB;WP155lbs;500IHP. | | |
| KVNM | 2D 2BH | | | | | | | Dialogue & Son.) | | | | |
| 1182 | **Aurora** | Scw | Cuban | Havana | 227 | | 1921 | Queens- | Cia. Anglo- | 2CylC15,32x24; | | BL |
| | Steel | | 140.5 | 27.6 \| 10.9 | 423 | 10 | (I. J. [ferry, Scot. | Mexicana de | 1SB;WP130lbs | | |
| | 1D;Web frms;Mchy aft; 8BH | | F16′ | | | | | Abdela & | Nav. Ltda. | | | |
| | Oil fuel;Oil in bulk;W. Bal | | | | | | | Mitchell, Lim.) | | | | |
| 1183 | **Aurora** | Brg | Am | Chicago | 2181 | | '87 | Cleveland, | Morton Salt | Wd | | |
| 106,493 | | x Str | 290 | 41 \| 21.5 | 2236 | | rbl'00 | (Murphy & [Ohio | Co. | | | |
| | 1D | | | | | | | Miller.) | | | | |
| 1184 | **Aurora** | Sch | Am | San Fran. | 1070 | | 1901 | Everett, | Charles | YF;Gif | | |
| 107,707 | | 4 M | 221.3 | 42.4 \| 17.7 | 1211 | | 11 | (Everett [Wash. | Nelson Co. | | | |
| KRHB | 1D | | | | | | | Ship Bldg. Co.) | | | | |
| 1185 | **Ausonia** | Scw | Br | Liverpool | 8527 | | 1921 | Newcastle, | Cunard S.S. | Stm Tbns; | | BL |
| 145,970 | Steel | Twin | 520 | 65.3 \| 39.1 | 13912 | | 12 | (Armstrong, [Eng. | Co. (Lim.) | 2SB;2DB;WP220lbs | | |
| KMQV | 2D;Shel dk;SUB.SIG; 10BH | | B & F | 425′ | | | | Whitworth & Co., | | | | |
| | Wireless;D.F;W.Bal | | | | | | | Lim.) | | | | |
| 1186 | **Aussa** | Scw | It | Trieste | 3528 | | 1921 | Trieste, | Nav. Libera | 3CylTE27,42,68x48; | | I |
| 616 | Steel | | 404.1 | 53.9 \| 29 | 5734 | 6 | (Cantiere [It. | Triestina-Soc. An. | 3SB;WP180lbs;2100IHP | | |
| NGCB | 1D;Shel dk;W. Bal 7BH | | B125′ | | | | | San Rocco.) | | | | |
| 1187 | **Austin** | Brg | Am | New York | 245 | | 1916 | Rondout, | Southern | Wd | | |
| 166,456 | | | 95.5 | 34.3 \| 8.3 | 245 | | | (Jacob [N. Y. | Pacific Co. | | | |
| | 1D | | | | | | | Rice & Sons) | | | | |
| 1188 | **Australia** | Scw | It | Genoa | 3244 | | '96 | Belfast, | "Atlantide" | 3CylTE29,50,82x60; | | C-I |
| 1,273 | xPalamed xPatroclus Steel | | 422 | 49.4 \| 28.6 | 5158 | | 6 | (Workman, [Ire. | Soc. Per Imprese | 2DB;WP180lbs;680RHP. | 2dS.S.No.3,Hbg11,24; | |
| NFMT | 2D;Deep frmg;Wireless;W. Bal 8BH | | P39′ | B121′ F44′ | | | | Clark & Co., Lim.) | Marittime | | A.S.12,25; | |
| | | | | | | | | | | | B.S.12,25;M.S;shft drn4,26 | |
| 1189 | **Australia** | Scw | Br | London | 4724 | | 1912 | Flensburg, | British | 4CylQE26,38,56,82x59; | | BL |
| 136,740 | Steel | Sch | 482 | 62.7 \| 29.4 | 7526 | | 12 | (Flens- [Ger. | India S. N. Co. | 4SB;WP213lbs | | |
| JLMV | 2D;Well dk;Wireless;SUB.SIG; 9BH | | | B&P372′ F81′ | | | | burger Schiffsb. | (Lim.) | | | |
| | W. Bal | | | | | | | Ges.) | | | | |
| 1190 | **Australic** | Scw | Swd | Gothenb'g | 2530 | | 1907 | Newcastle, | G. Carlsson, | 3CylTE27,45,74x48; | | BL |
| 4,789 | Steel | | 380.3 | 49 \| 25.7 | 4010 | | 9 | (Hawthorn, [Eng. | Mgr. | 2SB;WP180lbs | | |
| JQRL | 1D;Shel dk;Deep frmg; 6BH | | | | | | | Leslie & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 1191 | **Australien** | MV | Dan | Cop'hagen | 4246 | | 1915 | Copenhagen | Akt. det. | 2-6CylOilEng24$\frac{11}{16}$x37$\frac{11}{16}$ | | BL |
| | Steel | Twin | 410 | 55.2 \| 35.4 | 6652 | | 8 | (Akt. [Den. | Ostasiatiske | | | |
| NTHS | 2D;Shel dk;Wireless;W. Bal 7BH | | | | | | | Burmeister | Kompagni | | | |
| | | | | | | | | & Wain.) | | | | |
| 1192 | **Australier** | Scw | Blg | Antwerp | 3165 | | 1918 | Newcastle, | Lloyd Royal | 3CylTE27,44,73x48; | | BL |
| | xWar Bison Steel | | 400.1 | 52.3 \| 28.5 | 5137 | 5 | (Hawthorn, [Eng. | Belge Soc. Anon. | 3SB;WP180lbs | | |
| MAXN | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | Leslie & Co., Lim.) | | | | |
| 1193 | **Australind** | Scw | Br | London | 2733 | | 1904 | Glasgow, | Trinder, | 3CylTE26,44,73x48; | | BL |
| 118,478 | Steel | | 384.1 | 50.1 \| 26.1 | 4392 | 8 | (C. [Scot. | Anderson & Co. | 3SB;WP200lbs | | |
| HBCG | 2D;Deep frmg;Shel dk; 6BH | | | | | | | Connell &Co.,Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 1194 | **Austrian** | Scw | Br | Glasgow | 2028 | | '94 | Dumbarton, | Ognam | 3CylTE21$\frac{3}{4}$,37,60x48; | | V |
| 104,561 | xBhamo Steel | | 316.8 | 40.2 \| 26.8 | 3127 | 9 | (W. [Scot. | S.S. Co. (Lim.) | 2SB;WP180lbs;1000IHP. | | |
| NMDS | 2D;Web frms;Wireless;W.Bal 6BH | | P39′ | B86′ F45′ | | | | Denny & Bros.) | | | | |
| 1195 | **Austrums** | Bk | Ltv | Riga | 339 | | '95 | Ruthern | P. Bauer & | Wd (Sltd) | | |
| | | | 142 | 31 \| 13.6 | 398 | | | (Krause.) | Co. | | | |
| HBKD | 1D | | | | | | | | | | | |
| 1196 | **Austvard** | MV | Nor | Oslo | 2161 | | 1925 | Copenhagen, | Lauritz | 2-6CylOilEng21$\frac{5}{8}$x39$\frac{3}{8}$ | | N |
| | Steel | Twin | 368 | 51.5 \| 21.7 | 3677 | | | (Akt. [Den. | Kloster | | | |
| | 2D;Wireless;W. Bal 6BH | | | | | | | Burmeister & | | | | |
| | | | | | | | | Wain.) | | | | |
| 1197 | **Author** | Scw | Br | Liverpool | 3553 | | 1914 | Pt. Glasgow, | Charente | 3CylTE27,45,75x51; | | BI |
| 135,563 | xSaint Egbert Steel | | 423.2 | 53 \| 29.8 | 5596 | 3 | (Russell [Scot. | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| JFCT | 2D;Wireless;W. Bal 7BH | | P50′ | B129′ F40′ | | | | & Co.) | | | | |
| 1198 | **Auxiliar** | Scw | Mex | Vera Cruz | 196 | | 1907 | Tomkins | N.Y.&Cuba | 2CylC16$\frac{1}{8}$,32x50; | | |
| | Wood | | 113.8 | 28.6 \| 12.1 | 289 | | | Cove, N.Y. | Mail S.S. Co. | 1SB;WP100lbs;Dkd7,26 | B.S.7,26 | |
| | 1D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1199 | **Ava** | MV | Am | New York | 133 | | 1920 | Manchester, | J. E. Hayes | 3-3CylGasEng8x10; | | |
| 220,679 | Wood | Trpl | 117.2 | 22.3 \| 8.8 | 209 | | | (W. B. Calderwood.) [Mass. | | 145IHP. | | |
| MBQF | 1D | | | | | | | | | | | |
| 1200 | **Avalon** | SW | Am | Baltimore | 462 | | '88 | Wilmington | Baltimore. | 1CylVB40x120; | | |
| 106,543 | Iron | | 191 | 31 \| 9 | 600 | | (Harlan & Hollingsworth.) [Del. | Chesapeake & Atlantic R. W. Co. | 1Blr; WP60lbs;400IHP | | |
| | 1D | | | | | | | | | | | |
| 1201 | **Avalon** | Scw | Am | Los Ang's | 1186 | | '91 | Cleveland, | Wilmington | 2-3CylTE20,32,52x36; | ✠A1 Santa Barbara Channel Service. | |
| 161,654 | xVirginia Steel | Twin | 264.7 | 38.3 \| 22.1 | 1985 | | 5 | (Globe Iron Wks.) [Ohio | Transportation Co. | Globe Iron Wks; 4WTB;Babcock & Wilcox Co; 10116HS;WP165lbs;2400IHP; EAC;rps10,24;s rps11,25;Dkd6,26 | ✠AMS 3dS.S.No.3,S.Ped6,24; n shfts;n Blrs;M.S.12,23; Csh Clb | |
| MCTW | 2D;W. Bal;Wireless; 7BH | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| 1202 | **Avalon** | Sch | Am | Gloucester | 69 | | 1903 | Essex, | Orlando | O,YP;If | | |
| 107,858 | | Aux | 100 | 24.7 \| 10.4 | 124 | | | Mass. (Tarr & James.) | Merchant | Gas Eng;20BHP. | | |
| | 1D | | | | | | | | | | | |
| 1203 | **Avalon** | Scw | Am | San Fran. | 512 | | 1912 | Hoquiam, | Hart-Wood | 3CylTE13½,22,36x24; | | |
| 210,616 | Wood | Sch | 196.9 | 41 \| 13.7 | 881 | | | (Matthews [Wash. S. B. Co.) | Lumber Co. | 2WTB;WP225lbs;650IHP. | | |
| LCPR | 1D;Oil fuel 2BH | | | | | | | | | | | |
| 1204 | **Avant Garde** | Scw | Fr | Fecamp | 389 | | 1920 | Selby, | Soc. La | 3CylTE15,25,42x27; | | BL |
| | Steel | | 200 | 32.2 \| 14.8 | 780 | | 10 | (Cochrane [Eng. & Sons, Lim.) | Peche Francaise | 1SB;WP180lbs | | |
| OCVA | 1D;Wireless;D.F. 4BH | | F32′ | | | | | | | | | |
| 1205 | **Avarua** | Sch | Br | Auckland | 73 | | 1916 | Oakland, | Cook | O,P,F;Gif(Sltd) | ✠ — — | |
| 136,869 | | Aux | 86.4 | 25.3 \| 8.9 | 115 | | 9 | (W. S. Brusstar, Jr.) [Cal. | Islands Trading Co. (Lim.) | 3CylOilEng8¼x10;80IHP. | Suspended10,19 | |
| WR8H | 1D;Mchy aft | | | | | | | | | | | |
| 1206 | **Ave** | Trn | Ptg | Oporto | 195 | | 1917 | Ville-do | Fr. Est. | Wd | | |
| | xAndorinha | | 139.1 | 30.2 \| 11.3 | 283 | | | Conde, Ptg. (J. M. Novaes.) | Soares, Mgr. | | | |
| 1207 | **Ave Maria** | Trn | Hol | Aruba | 143 | | 1920 | Mahone Bay | Adriaan | Bch,Sp,O;Gif | ✠ — — | |
| | xF. S. Burgoyne | | 130.5 | 28.3 \| 10 | 180 | | 6 | (Ernst [N. S. S. B. Co., Lim.) | Lacle | | Suspended3,23 | |
| TNBU | 1D | | | | | | | | | | | |
| 1208 | **Aventino** | Scw | It | Trieste | 2260 | | 1907 | Trieste, | Lloyd | 3CylTE24,40,68x48; | | I |
| 3 | xBaron Beck Steel | | 356 | 44.2 \| 22.9 | 3844 | | | (Lloyd [It. Austriaco.) | Triestino | 2SB;2800IHP | | |
| NFOV | 1D;Spar dk;Deep frmg; 6BH | | P & B | 246′ F65′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 1209 | **AviateurRolandGarros** | Scw | Fr | Marseilles | 2705 | | 1902 | Hamburg, | Soc. des | 3CylTE24½,41½,75x51; | | V |
| | xLucie Woermann Steel | | 367.1 | 47.1 \| 24.8 | 4760 | | 7 | (Blohm [Ger. & Voss.) | Services Contractuels des Messageries | 3DB;WP200lbs;3000IHP. | | |
| OCVZ | 2D;Web frms;Wireless;W. Bal 7BH | | P & B | 364′ F49′ | | | | | | | | |
| 1210 | **Aviemore** | Scw | Br | Liverpool | 2318 | | 1920 | W. Hartle- | Furness, | 3CylTE26,43,73x48; | | C |
| 143,675 | Steel | | 360 | 52 \| 24.5 | 4060 | | 10 | pool. (Irvine's [Eng S. B. & D. D. Co., Lim.) | Withy & Co. (Lim.), Mgrs. | 3SB;WP180lbs;547RHP. | S.S.No.1,Antw3,25;A.S.5,26; B.S.9,24;M.S;shft drn8,26 | |
| KGVJ | 1D;B;Oil fuel;SUB.SIG; 6BH | | P36′ | B172′ F31′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 1211 | **Avocet** | Scw | Am | | | | 1918 | Locust | U. S. Govt. | 3CylTE19,29,46x30; | | |
| | Steel | | 180 | 35.3 \| 17.2 | | | 11 | Point, Md. (Baltimore D. D. & S. B. Co.) | (Navy Dept.) | 2WTB;WP200lbs;1400IHP | | |
| | 2D;Oil fuel;W. Bal 11BH | | | | | | | | | | | |
| 1212 | **Avoceta** | Scw | Br | Liverpool | 1879 | | 1923 | Dundee, | Yeoward | 3CylTE25,42,68x42; | | BL |
| 147,174 | Steel | | 319 | 44.2 \| 26.5 | 3442 | | 1 | (Caledon [Scot. S. B. & E. Co., Lim.) | Bros., Mgrs. | 3SB;WP180lbs | | |
| KNGV | 2D;Wireless;W. Bal 5BH | | | | | | | | | | | |
| 1213 | **Avon** | Scw | Br | Belfast | 6883 | | 1907 | Belfast, | Royal Mail | 2-4CylQE27,38,55,79x54 | | |
| 124,665 | Steel | Twin | 520.3 | 62.3 \| 31.8 | 11073 | | | (Harland & Wolff, Lim.) [Ire. | Steam Packet Co. | | | |
| HKVB | 4D;SUB SIG;Wireless;W. Bal | | P53′ | B314′ F100′ | | | | | | | | |
| 1214 | **Avon Queen** | Sch | Br | Windsor | 939 | | 1918 | Hantsport, | C. M. | Bch,P,Sp;Gif(Sltd) | | V |
| 141,071 | xJessie Louise Faquier 4 M | | 201.8 | 39.2 \| 18.5 | 1035 | | | (Faquier [N. S. & Porter.) | Kerrison | | | |
| TPBG | 1D;B | | P14′ | | | | | | | | | |
| 1215 | **Avonmede** | Scw | Br | London | 2661 | | 1917 | Sunderland, | Willis S.S. | 3CylTE27,45,74x48; | | BL |
| 140,284 | xCottesmore xSwindon Steel | | 390 | 53.3 \| 23.5 | 4240 | | 3 | (W. Pickersgill & Sons, Lim.) [Eng. | Co. (Lim.) | 3SB;WP180lbs | | |
| JPGV | 1D;Wireless;W. Bal 6BH | | P40′ | B244′ F35′ | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc | Rig. | Nation. | Hailing Port. Reg. Dimensions Lth. \| Bth. \| Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1216 4,181 JBMR | **Awa Maru** Steel 2D;Deep frmg;Wireless;W. Bal 7BH | Scw Sch Twin | Jap 445 P58′ | Tokio 49.4 \| 30.4 B110′ F57′ | 3747 6028 | | '99 11 | Nagasaki, (Mitsu Bishi Dkyd. & E. Wks.) [Jap. | Nippon Yusen Kabushiki Kaisha | 2-3CylTE20,33½,56x48; 2DB;2SB;WP200lbs | | BL |
| 1217 127 TPHG | **Axel** xP. Wikstrom, Junior 1D;B | Bk | Fin 181.6 | Hanko 30.1 \| 18.6 | 635 723 | | '76 10 | Glasgow, (A. Stephen & Sons.) [Scot. | Rederi A/B Hango | I;1BH | | |
| 1218 7,225 KFTQ | **Axel Johnson** Steel 3D;Wireless 7BH | MV Twin | Swd 392 | Stockholm 52.6 \| 24.8 | 2853 4896 | | 1925 8 | Gothenburg, (A. B. Gotaverken.) [Swd. | Rederiak- tieb Nordstjernan | 2-6CylOilEng23 7/32x47¼ | | BL |
| 1219 HDJN | **Axpe Mendi** Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | Sp 340.2 | Bilbao 48.7 \| 22.4 | 1972 3357 | | 1921 10 | Stockton, (Ropner S. B. & Repairing Co.) [Eng. | Cia. Nav. Sota y Aznar | 3CylTE24,40,66x45; 2SB;WP180lbs | | BL |
| 1220 19,763 NFLM | **Ayaha Maru** Steel 2D;Wireless;W. Bal 6BH | Scw | Jap 400 P38′ | Nshnomya 54.5 \| 30 B121′ F40′ | 3564 5723 | | 1917 2 | Kobe, (Mitsu Bishi Dkyd. & E. Wks.) [Jap. | Tatsuuma Kisen Kabushiki Kaisha | 3CylTE26½,43,72x48; 3SB;WP180lbs | | BL |
| 1221 106,103 PLWG | **Aylesbury** xAlton Steel 1D;Spar dk;Web frms;Wireless; W. Bal 6BH | Scw | Br 335.6 P31′ | Whitby 42.5 \| 19.5 F33′ B66′ | 2281 3536 | | '96 10 | Whitby, (T. Turnbull & Son.) [Eng. | Alexanders (Lim.) | 3CylTE23,39,64x42; 2SB;WP160lbs | | BL |
| 1222 141,902 KBGR | **Aymeric** Steel 1D;Oil fuel;Wireless;W. Bal 7BH | Scw | Br 400.3 P49′ | Glasgow 52.2 \| 28.5 B113′ F39′ | 3157 5196 | | 1919 5 | Sunderland, (R. Thompson & Sons, Lim.) [Eng. | Andrew Weir & Co., Mgrs. | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 1223 123,954 KQBC | **Ayrco** xAnna Maersk Steel 1D;Deep frmg;W. Bal 4BH | Scw | Br 241.2 P18′ | Glasgow 36.7 \| 16.7 B66′ F26′ | 797 1371 | | 1908 9 | Capelle a/d (A. Vuijk & Zonen.) [Ysel, Hol. | Nearco Shipping Co. (Lim.) | 3CylTE18,29,48x33; 1SB;WP180lbs | | BL |
| 1224 119,066 VHTC | **Ayrshire** Steel 2D;Deep frmg;Shel dk;Wireless; W. Bal 7BH | Scw Twin | Br 460 | Glasgow 58.8 \| 31.8 | 5769 9137 | | 1903 11 | Newcastle, (Hawthorn, Leslie & Co., Lim.) [Eng. | Scottish Shire Line (Lim.) | 2-3CylTE25,42,71x48; 5SB;WP180lbs | | BL |
| 1225 763 HBJR | **Aysen** Steel 2D;Deep frmg; Wireless;W. Bal | Scw | Chl 379.6 | Valparaiso 44.3 \| 21.5 | 2888 3813 | | 1906 | Glasgow, (J. Reid & Co., Lim.) [Scot. | Compania Sud Americano de Vap. | 3CylTE29,47,78x57 | | |
| 1226 86,105 KMVH | **Aysgarth** xWellington Iron 1D;B;Wireless;W. Bal 5BH | Scw | Br 270 P95′ | Newcastle 37.3 \| 22 | 1124 1953 | | '83 | Newcastle, (Armstrong, Mitchell & Co.) [Eng. | Henry Clapham & Co. (Lim.) | 2CylC35,68x42; 2SB;WP90lbs;950IHP. | | V |
| 1227 HRWX | **Ayuruoca** xRoland Steel D;Shel dk;Wireless;W. Bal 8BH | Scw | Brz 468.4 | Rio Jan'ro 58.4 \| 29.2 | 4245 6182 | | 1912 13 | Bremen, (Akt. Ges. "Weser.") [Ger. | Lloyd Brasileiro, Mgrs. | 4CylQE28,40,58,85x55; 4SB;WP213lbs;3800IHP. | | V |
| 1228 106,787 KHRB | **Azalea** 1D | Trn | Am 150 | Seattle 35 \| 11 | 480 480 | | '90 | Eureka, Cal. | Ray R. Robinson | YF;If | | |
| 1229 OCWT | **Azay Le Rideau** xGeneral Steel 2D;Wireless;W. Bal 9BH | Scw Twin | Fr 449.6 P & B | Marseilles 54.3 \| 29.6 303′ F88′ | 4206 7989 | | 1910 | Hamburg, (Blohm & Voss.) [Ger. | Soc. des Services Cont. des Mes. Mar. | 2-4CylTE22,33,48,70x49; 3DB;WP229lbs;4800IHP. | | V |
| 1230 107,784 KRVJ | **Aztec** Steel 1D;SUB.SIG. | Scw Twin | Am 221.4 | Boston 30 \| 15.3 | 576 848 | | 1902 | Elizabeth, (Crescent Ship Yard Co.) [N. J. | A. C. Burrage | 2-4CylTE16,24,28,28x24; 2SB | | |
| 1231 MKGB | **Aztec** Steel 1D;Deep frmg;Web frms; Oil fuel;Mohy aft;Oil in bulk; Wireless;W. Bal 9BH | Scw | Nor 390.3 P99′ | Hauges nd 53 \| 30.2 B22′ F46′ | 2473 5665 | | 1914 6 | Sunderland (W. Doxford & Sons, Lim.) [Eng. | Chr. Haaland, Mgr. | 3CylTE26½,44,74x48; 2SB;WP180lbs;Dkd,d rpd1,26; s rp65,26 | S.S.No.2,NptN11,22; shft drn1,26;B.S.5,26;M.S.6,26 | C |
| 1232 217,247 LNVF | **Azua** 1D | Sch 4 M | Am 171.2 | New York 34.8 \| 14.7 | 613 664 | | 1918 | Linoleum- (Carvaret Ferry Corp.) [ville, S. I. | J. E. McLean | YP,O,B,Bch;Gif | | V |
| 1233 57 QBGS | **Azumasan Maru** xPurley Steel 1D;Spar dk;Deep frmg; Wireless;W. Bal 6BH | Scw | Jap 350 P50′ | Dairen 43 \| 30.2 B92′ F32′ | 2709 4359 | | 1906 5 | Newcastle, (Northumberland S B Co. Lim.) [Eng | Mitsui Bussan Kaishi (Lim.). Mgrs. | 3CylTE25,41,69x48; 3SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1234 | **B. B. McColl** | MV | Br | London | 489 | | 1915 | Chatham, | McColl | 2-4CylOilEngs11⅞x17⅜; | | C |
| 136,820 | xPurloe Brant Steel | Twin | 200 | 34.2 \| 15.2 | 1023 | | | (H. M. [Eng. | Bros. (Lim.) | DB | S.S.No.3,Sthmptn6,25; | |
| | 1D;Oil in bulk;Mchy aft; 4BH | | | P44′ F40′ | | | | Dockyard.) | | | B.S;shfts drn6,25; | |
| | W. Bal | | | | | | | | | | n Stbd shft; Pt shft drn; M.S.5,26 | |
| 1235 | **B. F. Jones** | Scw | Am | Duluth | 5492 | | 1906 | Ecorse, | Interstate | 3CylTE23,37,63x42; | 100(GL) | |
| 202,839 | Steel | Sch | 530 | 56.2 \| 32 | 6939 | | 2 | (Great [Mich. | S.S. Co. | 2SB;WP175lbs;1665IHP. | P.S.5,25 | |
| | 1D;Mchy aft;W. Bal 3BH | | | | | | | Lakes Engineering.) | | | | |
| 1236 | **B. F. Macomber** | Scw | Am | Ditchley | 68 | | 1913 | Noank, | Ditchley | 2CylC; | | |
| 211,175 | Wood | | 138.1 | 22.4 \| 11.8 | 268 | | 4 | (R. Palmer [Conn. & Son.) | Co., Inc. | 575IHP. | | |
| 1237 | **B. H. Taylor** | Scw | Am | Fairport | 5760 | | 1923 | Lorain, | Bradley | 3CylTE25½,41,67x42; | (★100(GL) | |
| 223,352 | Steel | | 530 | 60 \| 32 | 7318 | | | (American [Ohio | Transp. Co. | 3SB;WP185lbs;2600IHP. | P.S.10,26 | |
| MFHK | 1D 5BH | | | | | | | S. B. Co.) | | | | |
| 1238 | **B. L. Pennington** | Brg | Br | Montreal | ..... | | '89 | Gibraltar, | Century | O | 85CF(GL) | |
| 317,965 | | | 239.8 | 38.2 \| 14.6 | 1168 | | | (R. W. [Mich | Coal Co. (Lim.) | | Rivers, Harbors & Canals. | |
| | 1D | | | | | | | Linn.) | | | P.S.5,26 | |
| 1239 | **B. Lyman Smith** | Scw | Am | Oswego | 3017 | | 1903 | Lorain, | Great Lakes | 3CylTE22,35,58x40; | | |
| 3,971 | Steel | | 380 | 50 \| 28 | 4271 | | 6 | (Amer. [Ohio | S.S. Co. | 2SB;WP170lbs;1500IHP. | | |
| | 1D;B;Mchy aft;W. Bal | | | | | | | S. B. Co.) | | | | |
| 1240 | **B. O. Borjesson** | Scw | Swd | Helsngbrg | 1162 | | 1907 | Rostock, | Rederi A/B | 3CylTE18,30,48x84; | | V |
| | xGeorge Harper Steel | | 256.1 | 38.2 \| 16.4 | 1585 | | 11 | (Akt. [Ger. | Gefion | 2SB;WP200lbs;900IHP | | |
| KDGM | 1D;W. Bal 5BH | | P12′ | B105′ F28′ | | | | Ges. "Neptun.") | | | | |
| 1241 | **B. P. Cheney** | Bk | Am | San Fran. | 1200 | | '74 | Bath, | Naknek | Hw,Hk,YP;Icf | — Exp | |
| 2,901 | | xS | 195.9 | 38.6 \| 24.2 | 1322 | | 7 | (Goss [Me. | Packing Co | | | |
| JPQB | 2D | | | | | | | & Sawyer.) | | | | |
| 1242 | **B. P. Gravenor** | Sch | Am | Crisfield | 138 | | '93 | Sharptown, | C. C. Paul | WO,YP;Gif(Sltd) | ✠ — — | |
| 77,106 | xJames H. Hargraves | C B | 128 | 23.6 \| 9.8 | 184 | | | Md. | & Co. | | Suspended8,19 | |
| KLSF | 1D | | | | | | | | | | | |
| 1243 | **B. R. Davison** | StW | Am | Pittsbu'gh | 97 | | 1916 | Dravosburg, | West Penn. | 2-1Cyl15½x60; | | |
| 214,080 | xValley Chief | | 122.2 | 25 \| 3.8 | 136 | | | (Dravosburg [Pa. | Sand & Gravel | 3Birs;WP200lbs;300IHP. | | |
| | 2D | | | | | | | Dock Co.) | Co. | | | |
| 1244 | **B. S. Ford** | SW | Am | Baltimore | 318 | | '77 | Wilmington, | Baltimore, | 1CylVB36x108; | | |
| 3,045 | Iron | | 164.5 | 27.2 \| 8.5 | 417 | | | (Harlan & [Del. | Chesapeake & | WP60lbs;584IHP. | | |
| | 3BH | | | | | | | Hollingsworth.) | Atlantic R.R. Co. | | | |
| 1245 | **B. S. Taylor** | Sch | Am | Baltimore | 1389 | | 1919 | Wilmington, | Maryland | O,YP;Gif; | ✠A1Ⓔ | |
| 217,768 | xW. H. Woodin | 4 M | 212.2 | 40 \| 21.2 | 1488 | | 4 | (American [Del. | Nav. Co. | clk dk4,20; | S.S.No.1,Balt3,23 | |
| LQMJ | | | | | | | | Car & Foundry Co.) | | s rps,s dk clkg,clk t,n DB3,23; | | |
| | | | | | | | | | | s b clkg11,25 | | |
| 1246 | **B.& O.R.R.Co. No. 181** | Brg | Am | New York | 872 | | 1924 | Sparrows Pt. | B. & O. | Stl | | |
| | | C. F. | 285 | 38.3 \| 9.0 | 872 | | 10 | (Bethlehem [Md. | R.R. Co. | | | |
| | | | | | | | | S. B. Corp.) | | | | |
| 1247 | **Babboosic** | Scw | Am | P'tsmouth | 4465 | 5′ 9½″ | 1919 | Portsmouth, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ | |
| 218,695 | Steel | | 410.4 | 54.2 \| 27.1 \| 29′9″ | 5970 | 24′ 2″ | 9 | (Atlantic [N. H. | ping Board | Atlantic Corp; | ✠AMS | |
| LSHG | 2D;W. Bal;Wireless 7BH | | | | 8800 | | | Corp.) | | 3WTB;Oil City Boiler Wks;196GS; | shft drn7,20; | |
| | C-36 | | P60′ | B115′ F47′ | | | | | | 8175HS;WP225lbs;2800IHP;EAC; | Scip;CL | |
| | | | | | | | | | | Dkd7,20;s rps1,21 | (Laid up) | |
| | W.B.—F.P.—D.B.315′1285t;A.P.— | | | | | | | | | | | |
| 1248 | **Baccarat** | Scw | Am | Detroit | 1433 | | 1920 | Cleveland, | Indepen- | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 220,071 | Steel | | 251.8 | 43.6 \| 22 | 2283 | | 10 | (American [Ohio | dent S.S. Co. | American S. B. Co; | ✠AMS | |
| LWPF | 2D;W. Bal;Wireless; 4BH | | P27′ | B64′ F26′ | 3500 | | | S. B. Co.) | | 2SB;American S. B. Co; | Cah BB | |
| | Oil fuel F. P. above 150° F. C-28 | | | | | | | | | 3580HS;WP185lbs;1200IHP. | (Laid up) | |
| | W.B.—A.P.89t;D.B.204′530t..... F.P.59t | | | | | | | | | | | |
| | F.O.....D.B.186′442t;S.T. 23t; F.P.55t | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1249 | **Bacchus** Steel | Scw | Hol | Amst'dam | 1401 | | 1911 | Rotterdam, | Koninkl. | 3Cyl TE 21,33,57x39; | | V |
| NGJD | 2D;Long. frmg;W. Bal;Wireless 7BH | | 301.7 | 42.3 \| 17.1 B78′ F46′ | 2255 | | | (Maats [Hol. Fyenoord) Maats | Nederl. Stoomv. | 3SB;WP180lbs;1200IHP | | |
| 1250 | **Bacchus** | Brg | Am | Wilmngtn | 294 | | 1916 | Oakland, | Hercules | Wd;2BH | | |
| 214,060 | 1D | | 82.3 | 30 \| 8.9 | 311 | | | (Hanlon [Cal. Drydock & S. B. Co.) | Powder Co. | | | |
| 1251 | **Bachi** Steel | Scw | Sp | Bilbao | 1867 | | 1920 | Blyth, | Hijos de | 3Cyl TE 25,41,68x45; | | BL |
| HDKT | 1D;W. Bal;Wireless 5BH | | 331.2 B33′ | 46.7 \| 23.2 B98′ F29′ | 3091 | | 9 | (Blyth S. [Eng. B. Co., Lim.) | Astigarraga | 3SB;WP180lbs | | |
| 1252 | **Back Bay** | Scw | Am | Chicago | 1393 | | 1908 | Ecorse, | Rutland, | 4Cyl QE 16¾,24,35,51x36; | 100 (GL) | |
| 204,945 | xJuneau Steel | Sch | 244 | 43.2 \| 27 | 2285 | | 3 | (Great [Mich. Lakes Eng. Wks.) | Lake Michigan Transit Co. | 2SB;WP210lbs;1500IHP | P.S.6,25 | |
| LJQB | 2D;B;Mchy aft;Oil fuel; 3BH Wireless;W. Bal | | | | | | | | | | | |
| 1253 | **Backworth** | Scw | Br | Newcastle | 1442 | | 1919 | Glasgow, | Robert | 3Cyl TE 22,36,59x39 | | BL |
| 142,837 | Steel | Sch | 302.9 | 42.9 \| 20.7 | 2481 | | 8 | (Dunlop, [Scot. Bremner & Co., Lim.) | Stanley Shipping Co. (Lim.) | 2SB;WP180lbs | | |
| KCBS | 1D;W. Bal;Wireless 6BH | | P32′ | B80′ F33′ | | | | | | | | |
| 1254 | **Bacoi** | MV | Am | Wilm'gton | 1185 | | 1912 | Newcastle, | Mount | 2-6Cyl Oil Eng 16½x24; | ✠A1 Oil Carrier. | |
| 214,090 | xCalgary Steel | Twin | 248 | 42.5 \| 17.3 | 1696 | | 7 | (Swan, [Eng. Hunter & Wigham Richardson, Lim.) | Hope S.S. Co. | MacIntosh & Seymour Corp; | AMS | |
| LGBP | 2D;W. Bal;Mchy aft; 6BH Wireless; 4BH to Fbd dk Cylindrical tanks; 2BH to 2d dk Oil fuel F. P. above 150° F. | | P52′ | F38′ | 2600 | | | | | 960BHP;EAC;DB;Dkd,d rpd8,25; s rps7,26 | S.S.No.3,NY5,24; n Engs;n Aux Blr2,21; M.S.5,24;n shfts8,25; B. S;Bl M.S.7,26;SBP;CL | |
| 1255 | **Badagry** Steel | Scw | Br | Liverpool | 3149 | | 1919 | W. Hartle- pool, Eng. | British & African | 3Cyl TE 27,44,73x48; | | C |
| 143,602 | | | 400.2 | 52.4 \| 28.5 | 5161 | | 12 | (Irvine's S. B. & D. D. Co., Lim.) | S. N. Co. (Lim.) | 3SB;WP180lbs;517RHP; | S.S.No.1,Lvpl3,24; | |
| KDFB | 2D;B;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | | | Dkd,s rps10,26 | shft drn3,24;M.&B.S.12,25 | |
| 1256 | **Badarpur** Steel | Scw | Br | Rangoon | 4949 | | 1922 | Newcastle, | Burmah | 3Cyl TE 30,50,80x54; | | BL |
| 151,783 | | | 440 | 57.1 \| 38.9 | 8079 | | 6 | (Hawthorn, [Eng. Leslie & Co., Lim.) | Oil Co. (Lim.) | 3SB;1AuxSB;WP180lbs | | |
| KMJD | 2D;Web frms;Long. frmg; 19BH Oil in bulk;Oil fuel; Mchy aft;Wireless;D.F;W. Bal | | P33′ | B34′ F64′ | | | | | | | | |
| 1257 | **Baden** Steel | Scw | Ger | Hamburg | 5171 | | 1922 | Vegesack, | Hamburg- | 3Cyl TE 32,52,86x55; | | G |
| RCKJ | 2D;Oil fuel;SUB.SIG;W. Bal 8BH | | 468.7 P55′ | 58 \| 35.4 B22′ F54′ | 8803 | | 4 | (Bremer [Ger. Vulkan.) | America Line | 4SB;WP200lbs | | |
| 1258 | **Baden-Baden** | Sch | Ger | Hamburg | 254 | | 1920 | Kiel, | Flettner | Stl; | | G |
| RWTD | 1D;SUB.SIG. | Aux Rotor | 155.8 Q37′ | 29.6 \| 12.5 F17′ H38′ | 497 | | | (Fried. [Ger. Krupp, A. G.) | Rotorschiffahrt | 6Cyl Oil Eng 10¼x14 1/5 | | |
| 1259 | **Badger** | Brg | Am | New York | 1218 | | '91 | Superior, Wis. | Sinclair | Stl | | |
| 53,266 | x110 Whaleback | | 265 | 36 \| 22 | 1296 | | | (Am. Stl. Brg. Co.) | Nav. Co. | | | |
| | 1D;B;Oil in bulk;W. Bal | | | | | | | | | | | |
| 1260 | **Badger** | Brg | Br | Windsor | 300 | | 1914 | Duluth, | Ontario | Wd | | |
| 138,576 | 1D | | 128 | 36.3 \| 12 | 334 | | | (Marine [Minn. Iron S. B. Wks.) | Gravel & Freighting Co. | | | |
| 1261 | **Baependy** Steel | Scw | Brz | Rio Jan'ro | 3066 | | '99 | Hamburg, | Lloyd | 4Cyl QE 21,31,46,66x51; | | V |
| HRBQ | xTijuca Steel 2D;B;W. Bal;Wireless 7BH | | 375.6 P238′ | 46.3 \| 27.5 F50′ | 4801 | | 6 | (Blohm [Ger. & Voss.) | Brasileiro, Mgrs. | 2DB;WP214lbs;2300IHP | | |
| 1262 | **Bage** | Scw | Brz | Rio Jan'ro | 4969 | | 1912 | Stettin, | Lloyd | 2-3Cyl TE 23½,39,65x49; | | V |
| HRBD | xSierra Nevada Steel 3D;SUB.SIG;Wireless;W. Bal 8BH | Twin | 439.4 | 56 \| 34.9 | 8235 | | 8 | (Vulcan [Ger. Wks.) | Brasileiro | 4SB;WP207lbs;4200IHP | | |
| 1263 | **Bahada** | Scw | Am | Seattle | 90 | | 1902 | Seattle, | Gilkey | 2Cyl C 12⅝,30x24; | | |
| 3,957 | Steel | | 85.9 | 19.1 \| 11 | 132 | | (Moran [Wash. S. B. Co.) | Bros. Towing Co. | 1SB;WP160lbs;350IHP. | | |
| | 1D | | | | | | | | | | | |
| 1264 | **Bahamia** | Brg | Am | New York | 160 | | 1920 | Tarrytown, | N. Y. & | Wd | | |
| 167,911 | | | 99.3 | 26.9 \| 9.2 | 160 | | | (J. W. [N. Y. Sullivan & Co.) | Cuba Mail S.S. Co. | | | |
| | 1D | | | | | | | | | | | |
| 1265 | **Bahia** Steel | Scw | Brz | R. Janeiro | 2084 | | 1910 | Belfast, | Lloyd Bra- | 2-3Cyl TE 18,30,49x42; | | |
| | 2D;Deep frmg;Wireless;W. Bal 6BH | Twin | 340.2 | 44.8 \| 24.8 F67′ | 3401 | | 3 | (Workman, [Ire. Clark & Co., Lim.) | sileiro | 3SB;WP180lbs | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers | Ship-Class-Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers-Class-Dates Tail Shaft Drawn-Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1266 | **Bahia Blanca** | Scw | Arg | B. Aires | 5863 | | 1912 | Hamburg, | Argentine | 2-3CylTE24,40,66x47; | | BL |
| | Steel | Twin | 491.9 | 59.3 \| 35.6 | 9349 | | 1 | (Reiherst'g [Ger. | Govt. | 4SB;WP200lbs | | |
| HBGV | 3D;SUB.SIG;Wireless;W. Bal 7BH | | | B130' F113' | | | | Schiffsw.) | | | | |
| 1267 | **Bailey Gatzert** | StW | Am | Seattle | 802 | | 1907 | Portland, | Navy Yard | 2-1Cyl25x96; | | |
| 204,289 | | | 194.3 | 32.2 \| 8 | 878 | | | Ore. | Route | 1FB;WP185lbs;1300IHP. | | |
| | 1D;Oil fuel | | | | | | | | | | | |
| 1268 | **Bainbridge** | Sch | Am | Jcksnville | 496 | | 1900 | Pt. Blake- | Putnam | YF;Icf | | |
| 3,837 | | | 170.4 | 37.6 \| 12.8 | 566 | | 5 | ley, Wash. | Lumber Co. | | | |
| KPTQ | 1D;B | | | | | | | (Hall Bros.) | | | | |
| 1269 | **Bainbridge** | Scw | Am | Gd. Haven | 413 | | 1922 | E. Boothbay | Benton | 3CylTE12¼,23½,35x24; | | |
| 222,185 | Steel | | 139 | 29 \| 21 | 704 | | | Transit Co. | 2SB;WP180lbs;1450IHP. | | |
| MDPV | 2D 6BH | | | | | | | (Rice [Me. Bros. Corp.) | | | | |
| 1270 | **Bainbridge** | Scw | Am | Seattle | 202 | | 1915 | Seattle, | Eagle | 3CylTE; | | |
| 213,253 | Steel | | 109.7 | 25 \| 8.4 | 313 | | | (Anderson [Wash. | Harbor | 2WTB;650IHP. | | |
| | 1D 4BH | | | | | | | Steamboat Co.) | Trans. Co. | | | |
| 1271 | **Bainsizza** | Scw | It | Genoa | 2158 | | 1915 | Campbel- | Soc. Anon. | 3CylTE24,40,65x45; | | BL |
| 1,291 | xPenrhys xLady Plymouth Steel | | 349 | 49.9 \| 23.6 | 3521 | | 3 | town, Eng. | A. Parodi fu B. | 3SB;WP180lbs;1800IHP | | |
| NFUZ | 1D;Wireless;W. Bal 5BH | | P29' | B102' F36' | | | | (Campbeltown S. B. Co.) | | | | |
| 1272 | **Bais** | Scw | Am | Cebu | 116 | | '84 | Hong Kong, | M.G.Veloso | | | |
| 170,246 | Wood | | 109.9 | 17.4 \| 11.5 | 171 | | | China | | | | |
| 1273 | **Baja California** | Scw | Hon | Pt. Cortez | 811 | | 1914 | Sunderland, | Empresa | 3CylTE20 13/16,33,54x36; | A1 | |
| | Steel | | 265.6 | 38.5 \| 18 | 1648 | | 10 | (R. [Eng. | Hondurena de | North Eastern Marine Eng. Co., Lim. | AMS | |
| | 2D;W. Bal; 4BH | | P20' | B64' F32' | | | | Thompson & | Fomento | 2SB;North Eastern Marine Eng. Co., | S.S.No.3,NO4,24; | |
| | Oil fuel F. P. above 150° F. | | | | | | | Sons, Lim.) | | Lim;1355HS;WP180lbs;1165IHP; | n shft8,23;M.S.4,24;B.S.1,26; | |
| | | | | | | | | | | EAC;d rpd5,24;Dkd,s rps5,26 | shft drn5,26;Scip;CL | |
| | W.B.—A.P.37t;D.B...'426t;F.P. 51t | | | | | | | | | | | |
| | F.O.....D.B...'397t..... | | | | | | | | | | | |
| 1274 | **Bakana** | Scw | Br | Liverpool | 3253 | | 1919 | Stockton, | African | 3CylTE27,44,73x48; | | C |
| 140,638 | Steel | | 400.4 | 52.3 \| 28.5 | 5384 | | 7 | (Ropner [Eng. | S.S. Co. | 3SB;WP180lbs | S.S.No.1,Lvpl3,24; | |
| KBTH | 1D;Wireless;W. Bal 7BH | | P49' | B113' F39' | | | | & Sons, Lim.) | | | shft drn3,24;B.S.9,25;M.S.6,26 | |
| 1275 | **Bakersfield** | Scw | Am | Los Ang's | 3458 | 5'10½" | 1919 | East San | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ | |
| 218,817 | Steel | | 410.5 | 54.3 \| 27.2 \| 29' 9" | 5545 | 24' 1" | 12 | Pedro, Cal. | ping Board | Llewellyn Iron Wks; | ✠AMS | |
| LSPT | 2D;SUB.SIG;Wireless;W. Bal; 7BH | | | | 8800 | | | (Southwestern | | 3SB;Columbia River S. B. Co; | S.S.No.1,Seat6,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P43' | B114' F46' | | | | S. B. Co.) | | 8034HS;WP210lbs;2800IHP;EAC; | M.S.6,24;shft drn5,26;B.S.9,26; | |
| | | | | | | | | | | Dkd,s rps5,26 | Clb BB;CL | |
| | W.B.—A.P.230t;D.B.356'1270t;D .T.27'6 | | 40t | | F.P.135t | | | | | | | |
| | F.O.....D.B.311' 995t;D .T.27'5 | | 98t; S. | | T.87t;F.P.126t | | | | | | | |
| 1276 | **Balaton** | Scw | Hng | Budapest | 2334 | | 1901 | So. Shields, | Oceana Sea | 3CylTE24,40,65x45; | | BL |
| | xMount Sterling xKerowlee Steel | | 341.2 | 46.7 \| 26 | 3610 | | 3 | (J. Read- [Eng. | Nav. Co (Lim.) | 2SB;WP160lbs | | |
| JZBD | xCampania 6BH | | P41' | B101' F32' | | | | head & Sons.) | | | | |
| | 1D;B;Deep frmg;Wireless;W. Bal | | | | | | | | | | | |
| 1277 | **Balboa** | Scw | Col | Barr'quila | 372 | | 1901 | Paisley, | Cia. | 3CylTE17,27½,44x33; | | |
| | xManuel Herrerias Steel | | 190 | 29.1 \| 12.3 | 615 | | 9 | (J. Fullerton [Scot. | Costanera | 2SB;WP160lbs | | |
| | 1D;Well dk;Wireless;W. Bal 4BH | | | B31' F26' | | | | & Co.) | Colombiana de Transports | | | |
| 1278 | **Balboa** | MV | Swd | Stockholm | 3381 | | 1919 | Gothenburg, | A. A. | 2-6CylOilEng24 13/16x37 13/16 | | BL |
| 6,146 | Steel | Twin | 426.9 | 56.2 \| 26.1 | 5524 | | 6 | (Aktieb [Swd. | Johnson, Mgr. | | | |
| KBTV | 2D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Gotaverken.) | | | | |
| 1279 | **Balboa** | Scw | Nor | Sandefjord | 1040 | | 1923 | Fevig, | A. Jahre | 2-4CylOilEng15x16⅛ | | BL |
| | xViben Steel | Twin | 232.6 | 37.7 \| 20.4 | 1389 | | 5 | (Randolph [Swd. | | | | |
| LCWM | 1D;B;Mchy aft 6BH | | P35' | F34' | | | | A/S Skibs.) | | | | |
| 1280 | **Bald Eagle** | Scw | Am | St. Louis | 468 | | '98 | Madison, | Eagle | 1Cyl17x72; | | |
| 3,752 | Wood | | 206.5 | 34.2 \| 5.5 | 468 | | | Ind. | Packet Co. | 3Blrs:498IHP | | |
| | 3D 3BH | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1281 | **Baldbutte** | Scw | Am | Boston | 3886 | 7′ 5½″ | 1919 | Quincy, | U. S. Ship- | 3Cyl TE26½,44,74x51; | ✠A1Ⓔ Oil Carrier. | |
| 218,676 | Steel | | 416.9 | 56.2 \| 31 | 6295 | 25′ 6″ | 8 | (Bethlehem [Mass. | ping Board | Bethlehem S. B. Corp; | ✠AMS | |
| LSGK | 2D;Mchy aft;Long. frmg; 16BH | | | \| 32′9″ | 9290 | | | S. B. Co.) | | 3SB;Bethlehem S. B. Corp; | S.S.No.1,NO5,24; | |
| | SUB.SIG;W. Bal; 12BH to Fbd dk | | | | | | | | | 7425HS;WP190lbs;2600IHP;EAC; | M.S.5,24;shft drn;B.S.5,26; | |
| | Wireless; 4BH to 2d dk | | | | | | | | | i d rpd8,25;Dkd,d rpd5,26;s rps10,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.130t;D.B.46′169t | | | D.T.f.33′—t; | F. P.2 | 29t | | | | | | |
| | F.O. D.T. | a.17′69 | 4t;f.7′3 | 45t | | ... | | | | | | |
| 1282 | **Baldhill** | Scw | Am | Boston | 3918 | 7′ 5½″ | 1919 | Quincy, | U. S. Ship- | 3Cyl TE26½,44,74x51; | ✠A1Ⓔ Oil Carrier. | |
| 218,915 | Steel | | 416.9 | 56.2 \| 31 | 6376 | 25′ 6″ | 9 | (Bethlehem [Mass. | ping Board | Bethlehem S. B. Corp; | ✠AMS | |
| LSVP | 2D;Mchy aft;Long. frmg; 16BH | | | \| 32′9″ | 9100 | | | S. B. Corp.) | | 3SB;Bethlehem S. B. Corp; | S.S.No.1,Gvstn4,24; | |
| | SUB.SIG;W. Bal; 12BH to Fbd dk | | | | | | | | | 7407HS;WP190lbs;2600IHP;EAC; | M.S.4,24;shft drn9,24;B.S.1,26; | |
| | Wireless; 4BH to 2d dk | | | | | | | | | Dkd,d rpd7,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.130t;D.B.46′169t | | | D.T.f.33′—t; | F.P.22 | 9t | | | | | | |
| | F.O. D.T. | a.17′69 | 4t;f.7′3 | 45t | | .. | | | | | | |
| 1283 | **Baldina** | Scw | Br | Sydney | 2591 | | 1918 | Montreal, | Adelaide | 3Cyl TE27,44,73x48; | | BL |
| 142,688 | xWar Duchess Steel | | 380.6 | 49.2 \| 26.7 | 4333 | | 9 | (Canadian [Can. | S. S. Co. (Lim.) | 3SB;WP180lbs | | |
| TNKG | 1D;W. Bal;Wireless 6BH | | P43′ | B105′ F41′ | | | | Vickers, Lim.) | | | | |
| 1284 | **Baldrock** | Scw | Am | New York | 200 | | 1919 | Elizabeth, | Eastern | 3Cyl TE17,25,43x30; | | |
| 217,536 | Steel | | 142 | 27.7 \| 14.8 | 425 | | | (Bethlehem [N. J. | Transp. Co. | 2SB;WP180lbs;800IHP. | | |
| LPSK | 1D;SUB.SIG;Wireless 5BH | | | | | | | S. B. Co.) | | | | |
| 1285 | **Baldwin** | StW | Am | Mobile | 137 | | 1905 | Mobile, | Baker Tow- | 2CylNC12x72; | | |
| 202,003 | Wood | | 109 | 23.7 \| 5.2 | 218 | | | Ala. | Boat Co. | 2SB;200IHP. | | |
| | 1D | | | | | | | | | | | |
| 1286 | **Balfe** | Scw | Br | Liverpool | 3225 | | 1920 | Glasgow, | Lamport & | 3Cyl TE27,44,73x48; | | BL |
| 143,604 | Steel | | 400.1 | 52.3 \| 28.4 | 5369 | | 1 | (D. & W. [Scot. | Holt (Lim.), Mgrs. | 3SB;WP180lbs | | |
| KDJN | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F38′ | | | | Henderson & Co., | | | | |
| | | | | | | | | Lim.) | | | | |
| 1287 | **Balfour** | Scw | Am | New York | 3187 | | 1918 | Pt. Glasgow, | W. E. | 3Cyl TE27,44,73x48; | | BL |
| | xBedwyn xMontezuma Steel | | 405.3 | 53 \| 27.4 | 5038 | | 5 | (R. Duncan [Scot. | Hedger Co. (Inc.) | 3SB;WP180lbs | | |
| | 2D;Wireless;SUB.SIG;W. Bal 6BH | | P43′ | B126′ F46′ | | | | & Co., Lim.) | | | | |
| 1288 | **Bali** | Scw | Hol | Amst'dam | 4226 | | 1917 | Rotterdam, | Stoomv. | 3Cyl TE28,46,77x54; | | V |
| | Steel | | 420.5 | 54.7 \| 33.6 | 6694 | | | (Rotterdam [Hol. | Maats Nederland | 4SB;WP180lbs;3600IHP | | |
| NGJR | 3D;W. Bal;Wireless 9BH | | P42′ | F42′ | | | | Droogd. Maat.) | | | | |
| 1289 | **Ball Brothers** | Scw | Am | Duluth | 4438 | | 1905 | Lorain, | Globe S.S. | 3Cyl TE22,36,60x42; | | |
| 201,695 | Steel | | 480 | 52 \| 30 | 5733 | | 2 | (American [Ohio | Co | 2SB;WP180lbs;1500IHP. | | |
| | 1D;Mchy aft;W. Bal 4BH | | | | | | | S. B. Co.) | | | | |
| 1290 | **Ballard** | Brg | Am | Seattle | 414 | | 1916 | Seattle, | Standard | Wd | | |
| 166,368 | | | 175.1 | 36.2 \| 10.9 | 414 | | | (Chas. A. [Wash. | American | | | |
| | 1D | | | | | | | Miller) | Dredging Co. | | | |
| 1291 | **Ballcamp** | Scw | Am | Detroit | 200 | | 1919 | Elizabeth, | Ford | 3Cyl TE17,25,43x30; | | |
| 217,673 | Steel | | 142 | 27.7 \| 14.8 | 425 | | | (Bethlehem [N. J. | Motor Co. | 2SB;WP180lbs;800IHP. | | |
| LQFC | 1D;SUB.SIG;Wireless 5BH | | | | | | | S. B. Co.) | | | | |
| 1292 | **Ballena** | Scw | Br | Liverpool | 3216 | | 1920 | Newcastle, | Pacific | 3Cyl TE27,44,73x48; | | BI |
| 143,612 | Steel | | 400.1 | 52.3 \| 28.4 | 5210 | | 2 | (W. [Eng. | Steam Nav. Co. | 3SB;WP180lbs;452RHP | | |
| KDRV | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | Dobson & Co.) | | | | |
| 1293 | **Ballenas** | Scw | Am | New York | 203 | | 1919 | Elizabeth, | W. E. | 3Cyl TE17,25,43x30; | | |
| 217,679 | Steel | | 142 | 27.7 \| 14.8 | 437 | | | (Bethlehem [N. J. | Hedger Co. (Inc.) | 2SB;WP180lbs;800IHP | | |
| LQFM | 1D;SUB.SIG;Wireless 5BH | | | | | | | S. B. Co.) | | | | |
| 1294 | **Balmes** | Scw | Sp | Barcelona | 2345 | | '98 | Dumbarton, | Trans- | 3Cyl TE25,42,68x45; | | BL |
| | xJose Gallart xMontclair Steel | | Sch | 46.3 \| 27.3 | 3795 | | 4 | (A. [Scot. | oceanica de | 2SB;WP180lbs;1356IHP | | |
| HDMF | 2D;Deep frmg;Wireless;W. Bal 7BH | | 372.9 P36′ | B100′ F38′ | | | | McMillan & Son, | Nav. S. A. | | | |
| | | | | | | | | Lim.) | | | | |
| 1295 | **Balmoral Castle** | Scw | Br | London | 7512 | | 1910 | Glasgow, | The Union | 2-4Cyl QE32,46,66,96x60; | | BL |
| 129,074 | Steel | Twin | 570 | 64.5 \| 38.9 | 13361 | | 2 | (Fairfield [Scot. | Castle Mail S.S. | 6DB;4SB;WP220lbs | | |
| HQLF | 4D;Wireless;W. Bal 9BH | | P74′ | F116′ | | | | Co., Lim.) | Co. (Lim.) | | | |
| 1296 | **Balranald** | Scw | Br | Greenock | 7925 | | 1922 | Greenock, | P. & O. | 2-4Cyl QE23,34,48,70x54; | | BL |
| 145,597 | Steel | Twin | 519.8 | 64.2 \| 29.8 | 13039 | | 4 | (Harland [Scot. | Steam Nav. Co. | 2DB;3SB;WP215lbs | | |
| KLWF | 3D;Wireless;W. Bal 9BH | | F58′ | | | | | & Wolff, Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 297. 218,165 LRHT | **Balsam** Steel 2D;Wireless;W. Bal 7BH C-34 | Scw | Am 377 P41′ | New York 52 \| 26.6 \| 29′ B106′ F41′ | 2972 4749 7500 | 5′ 5½″ 23′ 8½″ | 1919 6 | Shooters Island, N. Y. (Standard S. B. Corp.) | U. S. Shipping Board | 3Cyl TE24½,41½,72x48; Hooven, Owens, Rentschler Co; 3SB;Standard S. B. Corp; 6900HS;WP190lbs;2800IHP;EAC; d rpd2,26;Dkd,s rps10,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY2,23; M.S.2,23;n shft2,26; B.S.10,26;SBP;CL | |
| | W.B.—A.P.48t;D.B.324′1029t;D. | T.678t | F.P.1 | 06t | | | | | | | | |
| 298. 3,181 | **Baltic** Iron 1D | SW | Am 145 | Phila. 30 \| 7.8 | 289 398 | | '81 | Wilmington, Del. (Harlan & Hollingsworth Co.) | Phila. & Camden Ferry Co. | 1CylVB42x120; 1Blr;WP40lbs;500IHP. | | |
| 299. 118,101 VRSF | **Baltic** Steel 1D;Shel dk;SUB.SIG;Wireless;D.F; W. Bal | Scw Sch Twin | Br 709.2 | Liverpool 75.6 \| 52.6 | 14549 23884 | | 1904 | Belfast, (Harland & Wolff, Lim.) [Ire. | White Star Line | 2-4CylQE33,47,68,98x63 | | |
| 300. 4,467 JPLK | **Baltic** Steel 1D;Deep frmg;Wireless;W. Bal 7BH | Scw Sch | Swd 340 P32′ | Gothenb'g 49 \| 22.7 B&F276′ | 2044 3428 | | 1905 7 | Newcastle, (Hawthorn, Leslie & Co., Lim.) [Eng. | G. Carlsson, Mgr | 3Cyl TE24,40,66x48; 3SB;WP180lbs | | BL |
| 301. | **Baltic** Steel 3D;Long. frmg;Mchy aft; SUB.SIG;Wireless;W. Bal 6BH | Scw Twin | Dzg 509.6 | Danzig 64.1 \| 31.6 | 5173 8988 | | 1920 10 | Emden, (Nordseewerke, A. G.) [Ger. | Baltic American Petroleum Import Co. | 2-3Cyl TE22,36,59x41; 3SB;WP185lbs | | G |
| 302. | **Balticia** xLord Erskine Steel 1D;Deep frmg;Wireless;W. Bal 4BH | Scw | Swd 280.3 P26′ | Jonstorp 42.2 \| 19.4 B70′ F28′ | 1210 1955 | | 1905 7 | Stockton, (Craig, Taylor & Co.) [Eng. | Rederi A/B. Alliaus | 3Cyl TE21,35,57x39; 2SB;WP160lbs | | BL |
| 303. 39 NFVH | **Baltico** Steel 1D;Spar dk;Deep frmg;W. Bal 6BH | Scw Sch | It 338.9 P20′ | Trieste 46 \| 25.7 B74′ F35′ | 2235 3586 | | 1901 5 | Pt. Glasgow, (Russell & Co.) [Scot. | Nav. Gen. Gerolimich & Co. | 3Cyl TE24,39,65x45; 2SB;WP180lbs;1150IHP | | I |
| 304. 214,479 LGJW | **Baltimore** 1D | Brg Sch | Am 229.7 | Baltimore 40.1 \| 16.1 | 1242 1307 | | 1916 10 | Baltimore, (Wm. E. Woodall & Co.) [Md. | P. Dougherty Co | O,YP,Hk;Gif(Sltd) | ✠ — — Suspended4.22 | |
| 305. 92,049 | **Baltimore** xMaine Iron 3BH | SW | Am 174 | Baltimore 36.6 \| 13.3 | 545 850 | | '88 | Wilmington, Del. | George W. Hubbard | 1CylVB46x120; 1Blr;WP45lbs;600IHP. | | |
| 306. 28,022 SGDC | **Baltimore Maru** Steel 2D;Oil fuel;Wireless;W. Bal 6BH | Scw | Jap 405 F33′ | Kobe 53 \| 37 | 4013 6571 | | 1921 5 | Kobe, (Kawasaki Dkyd. Co., Lim.) [Jap. | Kawasaki Dockyard Co. (Lim.) | 3Cyl TE28,46,78x54; 3SB;WP200lbs | | BL |
| 307. TBFH | **Baltmor** xBlairoree xDacre Hill Steel 1D;Deep frmg;Wireless;W. Bal 5BH | Scw Sch | Ltv 314 P23′ | Riga 46.5 \| 20.6 B170′ F28′ | 1712 2671 | | 1906 2 | Sunderland, (J. L. Thompson & Sons, Lim.) [Eng. | Russian, Baltic S.S. Co. | 3Cyl TE23,38,62x42; 2SB;WP160lbs | | BL |
| 308. 145,064 KHBT | **Baltriger** xSt. Croix Steel 1D;Oil fuel;Wireless;W. Bal 6BH | Scw | Br 221.1 B79′ | London 32.6 \| 17.7 F46′ | 658 1143 | | 1917 3 | Copenhagen, (Kjobenhaven Flydk. & Skibs.) [Den. | United Baltic Corp. (Lim.) | 3Cyl TE17,27,45x30; 2SB;WP200lbs | | BL |
| 309. 135,889 JCTS | **Baluchistan** xEustace Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | Br 381 | Newcastle 51.2 \| 24.4 | 2484 3995 | | 1913 8 | W. Hartlepool, Eng. (Irvine's S. B. & D. D. Co., Lim.) | Hindustan Steam Shipping Co. (Lim.) | 3Cyl TE25,42,68x48; 2SB;1AuxSB;WP180lbs | | BL |
| 310. 143,619 KFCG | **Balzac** Steel 2D;W. Bal;Wireless 7BH | Scw | Br 400.3 P49′ | Liverpool 52.3 \| 28.4 B113′ F38′ | 3210 5372 | | 1920 3 | Glasgow, (D. & W. Henderson & Co., Lim.) [Scot. | Lamport & Holt (Lim.), Mgrs. | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 311. 144,603 | **Bampton Castle** Steel 1D;Shel dk;Long. frmg; Oil fuel;SUB.SIG;Wireless;W. Bal 8BH | Scw | Br 412.2 P45′ | London 55.8 \| 34.4 F36′ | 4154 6698 | | 1920 7 | Newcastle, (Armstrong, Whitworth & Co., Lim.) [Eng. | The Union Castle Mail S.S. Co. (Lim.) | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 312. MBVS | **Ban Yek** xSan Joaquin xSan Antonio Steel 1D;Shel dk;W. Bal 4BH | Scw Sch | Am 159 | Manila 24.7 \| 9.7 | 337 523 | | '91 4 | Newcastle, (Edwards' S. B. Co., Lim.) [Eng. | Siy. Cong. Bieng. & Co., Inc | 3Cyl TE13½,22,36x27; 1SB | | |
| 313. MJDS | **Banan** Steel 2D;W. Bal 4BH | Scw | Nor 250 | Oslo 24.7 \| 22.2 | 976 1581 | | 1913 2 | Oslo, (Nylands Verksted.) [Nor. | John P. Pedersen, Mgr. | 3Cyl TE21½,34½,60x39; 2SB;WP180lbs | | N |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. Deck | Bth. Erections | Dth. Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1314 HDLR | **Banana** Steel Sch 2D;Deep frmg;Wireless;W. Bal 6BH | Scw | Sp | 310.3 P28′ | Bilbao 40.1 \| 25.1 B64′ F28′ | | 2251 2822 | | '97 5 | Sunderland, (J. [Eng. Blumer & Co.) | A. Menchaca | 3Cyl TE 22½,37,61x42; 2SB;WP160lbs;1245IHP | | V |
| 1315 142,647 JVFS | **Banbury Castle** xGlantrae xWar Climax Steel 1D;Shel dk;sub.sig;Wireless; 8BH W. Bal | Scw | Br | 412.4 | Sthamptn 55.8 \| 34.4 | | 4002 6429 | | 1918 10 | Newcastle, (Swan, [Eng. Hunter & Wigham Richardson.) | Union-Castle Mail S.S. Co. (Lim.) | 3Cyl TE 27,44,73x48; 3SB;WP180lbs | | BL |
| 1316 137,415 JHKG | **Banchory** Steel 1D;Wireless;W. Bal 5BH | Scw | Br 287 P27′ | Liverpool 44 \| 19.1 B72′ F30′ | | 1317 2189 | | 1914 12 | Stockton, (Craig, [Eng. Taylor & Co., Lim.) | Globe Shipping Co. (Lim.) | 3Cyl TE 21,35,57x39; 2SB;WP180lbs | | BL |
| 1317 28,026 SGDK | **Bandai Maru** Steel 1D;Shel dk;Web frms; 6BH Wireless;W. Bal | Scw | Jap 340 B34′ | Yesum 46.5 \| 32.7 F38′ | | 2541 4147 | | 1921 7 | Osaka, (Nitta [Jap. Shpyd.) | Kyoritsu Kisen Kabushiki Kaisha | 3Cyl TE 23,37,65x48; 3SB;WP190lbs | | BL |
| 1318 HDMS | **Banderas** Steel Sch 1D;Deep frmg; 5BH W. Bal;Wireless | Scw | Sp 286 P23′ | Bilbao 43.2 \| 18.7 B56′ F27′ | | 1304 2147 | | '99 7 | Sunderland, (W. Pickersgill & Sons.) [Eng. | Cie. Nav. Vascongada, Mgr. | 3Cyl TE 21,35,57½x39; 2SB;WP160lbs | | BL |
| 1319 NGKF | **Bandoeng** xUhenfels Steel 1D;Spar dk;Web frms;Wireless; 6BH W. Bal | Scw | Hol 420.7 P60′ | Rotterd'm 55.1 \| 20.2 B125′ F50′ | | 3621 5672 | | 1907 4 | Bremen, (Akt. [Ger. Ges. "Weser.") | W. Ruys & Zonen, Mgrs. | 4Cyl QE 24,34,50,74x53; 3SB;WP213lbs | | BL |
| 1320 27,166 SBNW | **Bandoeng Maru** xKinno Maru Steel 2D;Wireless;W. Bal 6BH | Scw | Jap 345 P33′ | Kobe 50 \| 29 B77′ F41′ | | 2469 4003 | | 1920 5 | Yokohama, (Yokohama [Jap. Dock Co.) | Nanyo Yusen Kabushiki Kaisha | 3Cyl TE 23,38,64x48; 2SB;WP200lbs | | BL |
| 1321 204,328 KWFT | **Bandon** Wood Sch 1D;Oil fuel | Scw | Am 172.8 | San Fran. 39.7 \| 11 | | 350 642 | | 1907 7 | North Bend, Ore. | Moore Mill Lumber Co., Inc. | 2CylC 12,25x16; 2SB;475IHP. | | |
| 1322 133,005 BVDF | **Banffshire** xClan Macrae Steel 3D;Shel dk;Deep frmg; 7BH Wireless;W. Bal | Scw | Br 430 | Glasgow 53.5 \| 34.6 \| 26.6 | | 4112 6485 | | 1912 1 | Sunderland, (W. Doxford [Eng. & Sons, Lim.) | Scottish Shire Line (Lim.) | 3Cyl TE 29,49,80x60; 3SB;WP200lbs;670RHP. | RMC*6,26 S.S.No.3,Glas5,25;A.S.6,26; B.S;shft drn11,25;M.S.12,25 | C |
| 1323 OCYJ | **Bangkok** Steel 3D;sub.sig;Wireless;W. Bal 8BH | Scw | Fr | Dunkirk 58 \| 37.3 | | 5077 8056 | | 1919 12 | Uraga, (Uraga [Jap Dock Co., Lim.) | Cie. des Chargeurs Reunis | 2-3Cyl TE 21½,36,60½x47½; 4SB;WP200lbs;4600IHP. | | V |
| 1324 167,793 MCQD | **Bango** 1D;B | Brg | Am 267.3 | Phila. 46 \| 23.6 | | 2049 2129 | | 1919 9 | Quantico, (Missouri [Va. Valley Bridge & Iron Co.) | Southern Trans. Co. | YP;Gif✕ | ✢ — — Suspended8,22 | |
| 1325 3,259 KLBF | **Bangor** xC. S. B. No. 1 1D | Sch | Am 165 | San Fran. 36.5 \| 11.8 | | 398 511 | | '91 | Eureka, Cal. | Alaska Codfish Co., Inc. | Wd | | |
| 1326 NGKM | **Banka** Steel 2D;Shel dk;Wireless;W. Bal 7BH | Scw | Hol 420.4 F40′ | Amst'dam 54.5 \| 33.4 | | 4216 6665 | | 1914 2 | W. Hartle-pool, Eng. (W. Gray & Co., Lim.) | Stoomv. Maats. "Nederland" | 3Cyl TE 28,46,77x54; 4SB;WP180lbs | | BL |
| 1327 124,045 HKGS | **Bankdale** Steel 1D;Spar dk;Deep frmg;Wireless; 6BH W. Bal | Scw | Br 375.1 P36′ | London 48.6 \| 16.4 B&F29ft | | 2464 3851 | | 1907 3 | Pt. Glasgow, (W. Hamilton & Co., Lim.) [Scot. | Japp, Hatch & Co. (Lim.), Mgrs. | 3Cyl TE 25,42,70x45; 2SB;WP180lbs | | BL |
| 1328 90 QBJW | **Bankoku Maru** xIndro xIndra Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw | Jap 430 P32′ | Dairen 51.3 \| 34 B143′ F53′ | | 3752 5954 | | '97 2 | Glasgow, (C. [Scot. Connell & Co.) | Taisho Kisen Kabushiki Kaisha | 3Cyl TE 26,44,73x48; 3SB;WP170lbs;267RHP. | 3dS.S.No.2,Moji4,26; n shft8,25;M.&B.S.4,26 | C-J |
| 1329 218,835 LSQH | **Bannack** Steel 2D;Wireless;sub.sig;W. Bal 7BH C-34 | Scw | Am 377 P41′ | New York 52 \| 26.8 \| 29′ B106′ F41′ | | 2987 4844 7433 | 5′ 5½″ 23′ 8½″ | 1919 8 | Shooters Island, N. Y. (Standard S. B. Corp.) | U. S. Shipping Board | 3Cyl TE 25,42,70x48; Standard S. B. Corp; 3SB;Standard S. B. Corp; 6900HS;WP190lbs;2500IHP;EAC; Dkd,d rpd6,26 | ✢A1Ⓔ ✢AMS S.S.No.1,Phila2,23; M.S.2,23;n shft10,25;B.S.5,26; SBP;CL | |
| | W.B.—A.P.48t;D.B.324′1029t;D. T.678t; F.P.1 06t | | | | | | | | | | | | | |
| 1330 212,571 LDPR | **Bantu** Steel 2D;Deep frmg;Wireless;W. Bal 7BH | Scw | Am 340 P36′ | New York 47 \| 28.3 B96′ F42′ | | 2655 4229 | | 1901 10 | Newcastle, (Armstrong, Whitworth & Co., Lim.) [Eng. | U. S. Steel Products Co. | 3Cyl TE 28,46,77x48; 3SB;WP180lbs;2700IHP. | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1331 | **Baoule** | Scw | Fr | Havre | 3491 | | 1921 | Nantes, | Cie. des | 3CylTE25½,42½,70x48; | | V |
| | Steel | | 392.8 | 55.1 \| 29.1 | 5874 | | (Atel & [Fr. | Chargeurs Reunis | 3SB;WP200lbs;2800IHP | | |
| OCYN | 2D;Wireless;W. Bal 6BH | | P38′ | B124′ F53′ | | | | Chant. de la Loire.) | | | | |
| 1332 | **Bar Harbor** | Scw | Am | New York | 1410 | | 1918 | Port Rich- | U. S. Ship- | 3CylTE18,30,51x36; | ✠A1Ⓔ | |
| 217,273 | Steel | | 264 | 42.2 \| 21.9 | 2420 | | 12 | mond, N. Y. | ping Board | Staten Island S. B. Co; | ✠AMS | |
| LNWM | 1D;Wireless 5BH | | P22′ | B65′ F29′ | 3535 | | | (Staten Island | | 2SB;Staten Island S. B. Co; | S.S.NY9,20;n shft9,20; | |
| | C-28 | | | | | | | S. B. Co.) | | 88GS;3660HS;WP190lbs;1200IHP; | CL | |
| | | | | | | | | | | Dkd s rps9,20 | (Laid up) | |
| | W.B.—A.P.49t;D.B.231′461t;F.P .45t | | | | | | | | | | | |
| 1333 | **Baracoa** | Scw | Cuban | Havana | 1133 | | '91 | Pt. Glasgow, | Empresa | 3CylTE26,42,65x42 | | |
| | xJulia Steel | Sch | 260.3 | 36.1 \| 15.9 | 1744 | | 3 | (D. J. [Scot. | Naviera de Cuba | | | |
| HFKP | 2D;Awng dk;Oil fuel;W. Bal 4BH | | | | | | | Dunlop & Co.) | | | | |
| 1334 | **Baracoa** | Scw | Am | New York | 1610 | | 1919 | Cleveland, | Colombian | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 218,971 | xLake Fariston Steel | | 251 | 43.6 \| 26.2 | 2599 | | 9 | (American [Ohio | S.S. Co., Inc. | American S. B. Co; | ✠AMS | |
| LTBS | 1D;B;W. Bal;Wireless; 4BH | | P24′ | B64′ F22′ | 4050 | | | S. B. Co.) | | 2SB;American S. B. Co; | S.S.No.1,NY8,23; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | 5467HS;WP185lbs;1500IHP; | M.S.8,23;shft drn2,25;B.S.7,26; | |
| | | | | | | | | | | d rpd3,26;Dkd,s rps10,26 | SBP;CL | |
| | W.B.—A.P.96t;D.B.204′436t;D.T .a12′80t.....F.P.72t | | | | | | | | | | | |
| | F.O.—A.P.90t;D.B.158′288t;D.T .a12′75t;W.T. 30′200t..... | | | | | | | | | | | |
| 1335 | **Baralt** | Scw | Hol | Curacao | 323 | | 1921 | Montrose, | West. | 3CylTE15,25,40x27; | | C |
| | Steel | | 202.9 | 33.2 \| 10.5 | 780 | | 11 | (Coaster [Scot | Indische Scheepv. | 2SB;WP180lbs;Dkd,s rps4,26 | S.S.No.1,Crea4,26; | |
| | 1D;Shel dk;Oil fuel;Wireless; 5BH | | P60′ | F24′ | | | | Constr. Co., Lim.) | Maats. | | shft drn1,25;M.&B.S.4,26 | |
| | W. Bal | | | | | | | | | | | |
| 1336 | **Baravia** | Brg | Am | Cleveland | 1167 | | '91 | W. Superior, | White Oak | Stl;2BH | | |
| 53,265 | xNo. 109 | | 265 | 36 \| 22 | 1227 | | | (American [Wis. | Trans. Co. | | | |
| | 1D | | | | | | | Steel Bge. Co.) | | | | |
| 1337 | **Barbacena** | Scw | Brz | Rio Jan'ro | 2984 | | 1909 | Geeste- | Lloyd | 4CylQE24,34,50,74x54; | | V |
| | xGundrun Steel | | 392.5 | 51.9 \| | 4772 | | 12 | munde, Ger. | Brasileiro, Mgrs. | 3SB;WP220lbs;3600IHP | | |
| | 2D;Deep frmg;SUB.SIG;W. Bal; 8BH | | P & B | 225′ F55′ | | | | (J. C. Tecklenborg.) | | | | |
| | Wireless | | | | | | | | | | | |
| 1338 | **Barbadian** | Scw | Br | Liverpool | 3266 | | 1919 | Newcastle, | F. Leyland | 3CylTE27,44,73x48 | | BL |
| 140,626 | Steel | | 400.2 | 52.4 \| 28.4 | 5289 | | 5 | (Swan, [Eng. | & Co. (Lim.) | 3SB;WP180lbs | | |
| KBJQ | 2D;SUB.SIG;W. Bal;Wireless 7BH | | P49′ | B113′ F40′ | | | | Hunter & Wigham | | | | |
| | | | | | | | | Richardson, Lim.) | | | | |
| 1339 | **Barbara** | Scw | Am | New York | 1286 | 3′ 1″ | 1918 | Manitowoc, | A. H. Bull | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 216,780 | xLake Winthrop Steel | | 250.5 | 43.7 \| 20.4 | 2150 | 20′ 2″ | 8 | (Manitowoc [Wis. | S.S. Co. | Nordberg Mfg. Co; | ✠AMS | |
| LMPG | 1D;W. Bal;Wireless 4BH | | | \| 23′ 1″ | 3350 | | | S. B. Co.) | | 2SB;Manitowoc S. B. Co; | S.S.No.1,NY11,22 | |
| | C-28 | | P27′ | B64′ F26′ | | | | | | 138GS;5486HS;WP190lbs;1500IHP; | M.&B.S.8,25;shft drn4,26; | |
| | | | | | | | | | | EAC;s rps10,25;Dkd4,26;Exmd8,26 | Scip;CL | |
| 1340 | **Barbara** | Scw | Nor | Hauges'nd | 670 | | 1913 | Bergen, | S. Brom- | 3CylTE17,26½,46x30; | | N |
| | xRecto Steel | | 226.2 | 36.5 \| 15.8 | 1114 | | 7 | (Bergens [Nor. | meland | 1SB;WP180lbs | | |
| MJQD | 1D;W. Bal 4BH | | P10′ | B51′ F27′ | | | | Mek. Vaersted.) | | | | |
| 1341 | **Barbara C** | Scw | Am | San Fran. | 702 | | 1920 | North Bend, | W. R. | 3CylTE15,25,42x30; | ✠ — — | |
| 220,743 | xPacific Flr;Glf | Sch | 221.5 | 43 \| 16 | 1240 | | 10 | (Kruse & [Ore. | Chamberlin & Co. | 2WTB;WP225lbs;850IHP | ✠ — — | |
| MBSD | 1D;Oil fuel;Wireless 2BH | | P15′ | B36′ F36′ | 2000 | | | Banks S. B. Co.) | | | Cancelled10,24 | |
| 1342 | **Barbara W.** | Sch | Br | Parrsboro | 286 | | 1919 | Pt. Greville, | Hubert W. | Wd | | |
| 141,261 | | | 127 | 31.5 \| 11.7 | | | | N. S. | Elderkin | | | |
| TPDK | 1D | | | | | | | | | | | |
| 1343 | **Barbarigo** | Scw | It | Venice | 2762 | | 1904 | Spezia, | Soc. Venezi- | 3CylTE23,39,64x43; | | I |
| 47 | xCitta di Nuova Orleans Steel | Sch | 351.5 | 47.8 \| 31 | 4401 | | 1 | (Cant. Nav. [It. | ana di Nav. a Vap. | 2SB;WP180lbs | | |
| NFWH | 1D;B;Shel dk;Web frms;W. Bal 7BH | | | | | | | di Muggiano.) | | | | |
| 1344 | **Barber** | Brg | Am | Phila. | 238 | | 1901 | Wilmington, | J. J. Turney | Wd | | |
| 166,215 | xSpottsylvania | | 116.5 | 29.5 \| 8.1 | 238 | | | (American [Del. | | | | |
| | 1D | | | | | | | Car & Fdy. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1345 HDLK | **Barcelona** Steel 2D;Spar dk;Wireless;W. Bal 7BH | Scw Sch | Sp 415 P66′ | Barcelona 53 \| 20.2 \| 28.2 F58′ | 3664 5574 | | 1908 4 | Glasgow, (C. Connell & Co., Lim.) [Scot. | Cia. Trans-oceanica de Nav. | 3CylTE30,50,82x60; 2DB;18B;WP180lbs | | BL |
| 1346 JTNL | **Bard** 5,533 xNils Uner xTrumf Steel 1D;Web frms;Wireless;W. Bal 5BH | Scw | Swd 290 P29′ | Helsngbrg 42 \| 16.8 | 1392 2300 | | '95 12 | Stockton, (Richardson, Duck & Co.) [Eng. | Rederi A/B Patria | 3CylTE32,36,59x39; 2SB;WP160lbs | | BL |
| 1347 | **Barde** xPaul Palx Steel 1D;Web frms;Long. frmg; Oil in bulk;Wireless; W. Bal 15BH | Scw | Nor 355.2 P27′ | Bergen 49.4 \| 25.7 B106′ F37′ | 2481 4196 | | 1908 11 | Middlesbro, (R. Craggs & Sons, Lim.) [Eng. | H. Kuhnle | 4CylQE21½,30,44,64x45; 3SB;WP220lbs;376RHP | | BL |
| 1348 147,461 KNFG | **Bardistan** Steel 2D;Oil fuel;Wireless;W. Bal 6BH | Scw | Br 351 P30′ | London 52.5 \| 26.7 B103′ | 2592 4357 | | 1923 4 | W. Hartle-pool, Eng. (W. Gray & Co., Lim.) [pool, | Strick Line (Lim.) | 3CylTE26,42,70x48; 3SB;WP200lbs | | BL |
| 1349 NGKS | **Barendrecht** Steel 1D;Web frms;Long. frmg; Mchy aft;Oil in bulk; Wireless;W. Bal 15BH | Scw | Hol 337 P80′ | Rotterd'm 47.2 \| 24.1 F34′ | 2324 3704 | | 1915 4 | Greenock, (Greenock & Grangemouth Dockyard Co., Lim.) [Scot. | Ph. van Ommeren, Mgr. | 3CylTE23,38,62x42; 2SB;1Aux SB;WP180lbs | | BL |
| 1350 | **Bariloche** xMalvik xLjusne Jernverk Steel 1D;Mchy aft 3BH | MV | Arg 173.2 P46′ | Buen Aires 28.3 \| 10.4 F17′ | 236 477 | | 1913 6 | Gothenborg, (Goteborgs M. V. Aktieb.) | Luis Brea | 4CylOilEng14 3/16x21 | S.S.No.2,Elsnr9,21; shft drn9,23;M.S.6,26 | C |
| 1351 217,889 LQSD | **Barkhamstead** Steel 1D;SUB.SIG;Wireless;W. Bal | Scw | Am 142 | Fairport 27.6 \| 14.8 | 203 437 | | 1919 | Elizabeth-port, N. J. (Bethlehem S. B. Co.) | Pringle Barge Line Co | 3CylTE17,25,43x30; 2SB;WP180lbs;800IHP | 100(GL) P.S.6,26 | |
| 1352 99,728 PCQR | **Barlby** Steel 1D;Web frms;Wireless;W. Bal 5BH | Scw Sch | Br 290 P27′ | Stockton 43 \| 16.6 | 1599 2489 | | '95 11 | Stockton, (Ropner & Son.) Eng. | Ropner Shipping Co. (Lim.) | 3CylTE22½,36½,60x39; 2SB;WP160lbs | | BL |
| 1353 217,888 LQSC | **Barlow** Steel 1D;SUB.SIG;Wireless;W. Bal | Scw | Am 142 | Detroit 27.6 \| 14.8 | 200 425 | | 1919 | Elizabeth, (Bethlehem S. B. Co.) [N. J. | Ford Motor Co. | 3CylTE17,25,43x30; 2SB;WP180lbs;800IHP;Dkd,s rps5,26 | | |
| 1354 RDQW | **Barmbek** Steel 1D;Well dk;Wireless; SUB.SIG;W. Bal 5BH | Scw | Ger 328.8 P19′ | Hamburg 45.3 \| 13.2 B200′ F38′ | 1485 2536 | | 1923 7 | Hamburg, (Schiffsw. (v. J. & Sch.), A. G.) [Ger. | Knohr & Burchard, Nfl. | 3CylTE22,37,60x39 2SB;WP185lbs | | BL |
| 1355 167,578 | **Barnegat** 1D | Brg | Am 214 | Phila. 32 \| 14.3 | 888 914 | | 1919 | Elkton, (E. Deibert & Co.) [Md. | Southern Transp. Co. | Wd | | |
| 1356 92,911 KNRV | **Barneygat** xLuckenback No. 1 Steel 1D;Wireless;SUB.SIG. 8BH | Scw | Am 138.8 | 27 \| 17 | 246 439 | | '98 12 | Camden, (J. H. Dialogue) [N. J. | U. S. Govt. (Navy Dept.) | 3CylTE18,27,45x32 | | |
| 1357 221,348 MCTS | **Barnstable** 1D | Brg Sch | Am 244.8 | Fall River 41.1 \| 20.2 | 1484 1626 | | 1921 6 | Bath, (Kelley Spear Co.) [Me. | Staples Transportation Co. | Wd;Gif | | |
| 1358 98,301 | **Baroda** 1D;B | Brg | Br 237.5 | Vancouv'r 36.2 \| 21.5 | 1353 1417 | | '91 3 | Dumbarton, (A. McMillan & Son, Lim.) [Scot. | Coastwise S.S. & Barge Co. | Stl;1BH | | |
| 1359 118,233 HCLM | **Baron Ardrossan** Steel 2D;Deep frmg;Wireless;W. Bal 7BH | Scw Sch | Br 380 P38′ | Ardrossan 49.5 \| 26.2 B104′ F43′ | 2774 4319 | | 1905 5 | Pt. Glasgow, (A. Rodger & Co.) [Scot. | H. Hogarth & Sons, Mgrs. | 3CylTE25½,42,68x48; 2SB;WP180lbs;422RHP;Exmd11,26 | 2dS.S.No.2,Glas6,25;A.S.4,26; shft drn6,25;M.&B.S.4,26 | C |
| 1360 MBCN | **Baron Baeyens** xHarley Steel 1D;Spar dk;Deep frmg; Wireless;W. Bal 6BH | Scw | Blg 347 P30′ | Antwerp 47.5 \| 16.9 \| 25.2 B106′ F34′ | 2249 3482 | | 1905 9 | W. Hartle-pool, Eng. (Furness, Withy & Co., Lim.) | Armement Deppe, Mgrs | 3CylTE24,39,66x45; 2SB;WP180lbs | | BL |
| 1361 146,715 KQFM | **Baron Dalmeny** Steel 2D;Wireless;W. Bal 6BH | MV | Br 348.7 P36′ | Ardrossan 50 \| 24 B102′ F39′ | 2215 3536 | | 1924 3 | Pt. Glasgow, (W. Hamilton & Co., Lim.) [Scot. | H. Hogarth & Sons | 2-3CylOilEng18½x50 | | BI |
| 1362 119,874 HCVM | **Baron Douglas** xGlenmay Steel 1D;Web frms;Wireless;W. Bal 5BH | Scw | Br 310 P29′ | Ardrossan 44.1 \| 20.5 B184′ F37′ | 1571 2485 | | 1905 7 | Stockton, (Ropner & Son.) [Eng. | H. Hogarth & Sons, Mgrs. | 3CylTE23,37,61x39; 2SB;WP180lbs | | BI |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1363 | **Baron Elcho** | Scw | Br | Ardrossan | 2775 | | 1905 | Pt. Glasgow, | H. Hogarth | 3Cy\|TE26,42,70x45; | | BL |
| 121,259 | xHyndford Steel | | 376 | 49.2 \| 19.6 | 4286 | | 9 | (W. [Scot. | & Sons, Mgrs | 2SB;WP180lbs | | |
| HDLT | 1D;Spar dk;Deep frmg; 6BH | | P47′ | B102′ \| F40′ | | | | Hamilton & Co., | | | | |
| | Wireless;W. Bal | | | | | | | Lim.) | | | | |
| 1364 | **Baron Elibank** | Scw | Br | Ardrossan | 1428 | | 1919 | Ardrossan, | Kelvin | 3Cy\|TE22,36,59x39; | | BL |
| 141,938 | xGlassford Steel | | 303.3 | 43 \| 20.7 | 2579 | | 12 | (Ardrossan [Scot. | Shipping Co. | 2SB;WP180lbs | | |
| KDLC | 1D;Wireless;W. Bal 6BH | | P33′ | B80′ F32′ | | | | D. D. & S. B. | (Lim.) | | | |
| | | | | | | | | Co., Lim.) | | | | |
| 1365 | **Baron Glenconnor** | Scw | Br | Ardrossan | 1844 | | 1923 | Old Kil- | Kelvin | 3Cy\|TE21½,35½,60x39; | | C |
| 146,713 | Steel | | 332.6 | 48.2 \| 22 | 2999 | 12 | patrick, Scot. | Shipping Co. | 2SB;WP200lbs | A.S.11,25; | |
| KPSN | 1D;Wireless;W. Bal 6BH | | P29′ | B97′ F34′ | | | | (Napier & | (Lim.) | | M.S.12,23 | |
| | | | | | | | | Miller, Lim.) | | | | |
| 1366 | **Baron Haig** | Scw | Br | Ardrossan | 2039 | | 1926 | Irvine, | Hogarth | 3Cy\|TE21½,35½,60x39 | | C |
| 148,986 | Steel | | 342.2 | 48.6 \| 22.7 | 3300 | | (Ayrshire [Scot. | Shipping Co. | | | |
| KTSM | 1D;Wireless;W. Bal | | P36′ | B104′ F36′ | 3391 | | | D. D. Co., Lim.) | | | | |
| 1367 | **Baron Herries** | Scw | Br | Ardrossan | 1456 | | 1919 | Bristol, | Kelvin | 3Cy\|TE22,36,59x39; | | BL |
| 142,569 | xTrevelyan Steel | Sch | 303 | 43 \| 20.8 | 2500 | | 7 | (C. Hill [Eng. | Shipping Co. | 2WTB;180lbs | | |
| KBSR | 1D;Wireless;W. Bal 6BH | | P33′ | B80′ F33′ | | | | & Sons.) | (Lim.) | | | |
| 1368 | **Baron Inchcape** | Scw | Br | Ardrossan | 5202 | | 1917 | Irvine, | H. Hogarth | 3Cy\|TE27,46,76x48; | | C |
| 135,731 | Steel | | 425.8 | 56.2 \| 33.3 | 7005 | 9 | (Ayrshire [Scot. | & Sons, Mgrs. | 3SB;WP200lbs | S.S.No.1,Nprt2,22; | |
| JRBK | 2D;Shel dk;Wireless;W. Bal 7BH | | | | | | | Dockyard Co.) | | | shft drn11,22;B.S.9,24;M.S.5,26 | |
| 1369 | **Baron Jedburgh** | Scw | Br | Ardrossan | 2684 | | 1912 | Pt. Glasgow, | H. Hogarth | 3Cy\|TE26,44,74x48; | | C |
| 128,961 | Steel | Sch | 410 | 54.3 \| 34.8 | 4418 | | 2 | (A. Rodger [Scot. | & Sons, Mgrs. | 2SB;WP200lbs;520RHP. | S.S.No.3,Barry6,24;A.S.4,26; | |
| HVFT | 1D;Shel dk;Deep frmg; 7BH | | | | | | | & Co.) | | | B.S.9,25; | |
| | Wireless;W. Bal | | | | | | | | | | M.S;shft drn4,26 | |
| 1370 | **Baron Minto** | Scw | Br | Ardrossan | 2897 | | 1908 | Old Kil- | H. Hogarth | 3Cy\|TE25,42,68x48; | | C |
| 118,239 | Steel | Sch | 385.2 | 51.2 \| 26.4 | 4537 | | 6 | patrick, Scot. | & Sons, Mgrs. | 2SB;WP185lbs;438RHP. | 2dS.S.No.1,Crdf8,24; | |
| HMQN | 2D;Deep frmg;Wireless;W. Bal 7BH | | P38′ | B111′ F44′ | | | | (Napier & Miller, | | | shft drn12,23;B.S.4,26;M.S.5,26 | |
| | | | | | | | | Lim.) | | | | |
| 1371 | **Baron Murray** | Scw | Br | Ardrossan | 1840 | | 1924 | Glasgow, | Kelvin | 3Cy\|TE21½,35½,60x39; | | C |
| 146,717 | Steel | | 332.6 | 48.3 \| 22 | 3103 | 10 | (Napier [Scot. | Shipping Co. | 2SB;WP200lbs;294RHP. | A.S.4,25; | |
| KRND | 1D;Wireless;W. Bal 6BH | | P29′ | B98′ F37′ | | | | & Miller, Lim.) | (Lim.) | | M.S.1,26 | |
| 1372 | **Baron Nairn** | Scw | Br | Ardrossan | 1914 | | 1925 | Pt. Glasgow, | H. Hogarth | 3Cy\|TE21½,35½,60x39 | | C |
| 148,983 | Steel | | 336.1 | 48.5 \| 22.4 | 3164 | | (Lithgows, [Scot. | & Sons | | | |
| KTGP | 1D;Wireless;W. Bal | | P35′ | B102′ F36′ | | | | Lim.) | | | | |
| 1373 | **Baron Sempill** | Scw | Br | Ardrossan | 1447 | | 1919 | Bristol, | Kelvin | 3Cy\|TE22,36,59x39; | | BL |
| 142,771 | xWar Plum Steel | | 303 | 43 \| 20.5 | 2498 | | 1 | (C. Hill [Eng. | Shipping Co. | 2WTB;WP180lbs | | |
| JWBG | 1D;Wireless;W. Bal 6BH | | P33′ | B80′ F33′ | | | | & Sons.) | (Lim.) | | | |
| 1374 | **Baron Wemyss** | Scw | Br | Ardrossan | 1830 | | 1924 | Pt. Glasgow, | Kelvin | 3Cy\|TE21½,35½,60x39; | | C |
| 146,716 | Steel | | 332.2 | 48.1 \| 21.9 | 2996 | 5 | (Dunlop [Scot. | Shipping Co. | 2SB;WP200lbs;294RHP | A.S.8,25; | |
| KQRN | 1D;Wireless;W. Bal 6BH | | P29′ | B98′ F34′ | | | | Bremner & Co., | (Lim.) | | M.S.5,24 | |
| | | | | | | | | Lim.) | | | | |
| 1375 | **Baronesa** | Scw | Br | Liverpool | 5408 | | 1918 | Middlesbro | Furness- | 2-3Cy\|TE25,41,70x48; | | BL |
| 140,583 | Steel | Twin | 431 | 61.3 \| 35.6 | 8663 | | 4 | (Sir [Eng. | Houlder Argentine | 5SB;WP200lbs | | |
| JTQK | 3D;Shel dk;Wireless;W. Bal 7BH | | | | | | | R. Dixon & Co., | Lines (Lim.) | | | |
| | | | | | | | | Lim.) | | | | |
| 1376 | **Barracoo** | Scw | Br | London | 3155 | | 1919 | Sunderland, | African S.S. | 3Cy\|TE27,44,73x48; | | BL |
| 143,914 | Steel | | 400.3 | 52.3 \| 28.5 | 5234 | 12 | (R. [Eng. | Co. | 3SB;WP180lbs | | |
| KDFR | 2D;W. Bal;Wireless 7BH | | P49′ | B113′ F39′ | | | | Thompson & Sons, | | | | |
| | | | | | | | | Lim.) | | | | |
| 1377 | **Barrallton** | Scw | Am | | 200 | | 1919 | Elizabeth, | Ford | 3Cy\|TE; | | |
| 218,009 | Steel | | 142 | 27.7 \| 14.8 | 425 | | (Bethlehem [N. J. | Motor Co. | 2SB;800IHP | | |
| LRBK | 1D; SUB.SIG. | | | | | | | S. B. Corp.) | | | | |
| 1378 | **Barranca** | Scw | Am | N. Orleans | 200 | | 1919 | Elizabeth, | NewOrleans | 3Cy\|TE; | | |
| 218,062 | Steel | | 142 | 27.7 \| 14.8 | 418 | | (Bethlehem [N. J. | Coal & Bisso | 2SB;800IHP | | |
| LRDG | 1D;SUB.SIG. | | | | | | | S. B. Corp.) | Towboat Co. | | | |
| 1379 | **Barranca** | Scw | Br | Manch'ter | 2628 | | 1906 | Glasgow, | Elders & | 3Cy\|TE28,45,75x51; | | BL |
| 119,597 | Steel | | 372 | 47.7 \| 29.7 | 4124 | 4 | (A. [Scot. | Fyffes (Lim.) | 4SB;WP180lbs | | |
| HGCB | 4D;Wireless;D.F;W. Bal 4BH | | F44′ | | | | | Stephen & Sons.) | | | | |
| 1380 | **Barrenfork** | Scw | Am | Charlest'n | 200 | | 1919 | Elizabeth, | S. A. Guilde | 3Cy\|TE17,25,43x30; | | |
| 218,178 | Steel | | 142 | 27.7 \| 14.8 | 418 | | (Bethlehem [N. J | | 2SB;WP180lbs;800IHP. | | |
| LRJF | 1D;SUB.SIG;Wireless;W. Bal | | | | | | | S. B. Corp.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1381 | **Barrhill** | Scw | Br | Glasgow | 3197 | | 1912 | Pt. Glasgow, | Barr, | 3Cyl TE 26,42,71x48; | | BL |
| 133,093 | xQueen Margaret Steel | Sch | 405 | 53 \| 27.2 | 4972 | | 12 | (R. Duncan [Scot. | Crombie & Co. | 3SB;WP180lbs | | |
| JBKW | 2D;W. Bal;Wireless 6BH | | P41′ | B115′ F41′ | | | | & Co., Lim.) | (Lim.), Mgrs. | | | |
| 1382 | **Barry** | Brg | Am | Phila. | 865 | | 1904 | Noank, | Reading Co. | O,Hk,Ch,YP;Gif✠(Sltd) | — Exp | |
| 201,365 | Sch | | 193.6 | 35 \| 17.6 | 954 | | 9 | (Robt. [Ct. | | | | |
| KTJC | 1D;B | | | | | | | Palmer & Son | | | | |
| | | | | | | | | S. B. M. Ry. Co.) | | | | |
| 1383 | **Barryton** | Scw | Am | New York | 200 | | 1919 | Elizabeth, | W. E. | 3Cyl TE 17,25,43x30; | | |
| 218,179 | Steel | | 142 | 27.7 \| 14.8 | 418 | | (Bethlehem [N. J. | Hedger Co., Inc. | 2SB;WP180lbs;850IHP | | |
| LRJG | 1D;sub.sig;Wireless;W. Bal 5BH | | | | | | | S. B. Corp.) | | | | |
| 1384 | **Barstow** | Scw | Arg | | 203 | | 1919 | Elizabeth, | | 3Cyl TE 17,25,43x30; | | |
| | Steel | | 142 | 27.7 \| 14.8 | 429 | | (Bethlehem [N. J. | | 2SB;WP180lbs;850IHP. | | |
| | 1D;sub.sig;Wireless;W. Bal 5BH | | | | | | | S. B. Corp.) | | | | |
| 1385 | **Bartolo** | Scw | Sp | Bilbao | 1870 | | 1918 | Sunderland, | Cia. | 3Cyl TE 25,41,68x45; | | BL |
| | xAlgorta xWar Zephyr Steel | | 331.3 | 46.8 \| 23.2 | 3118 | | 10 | (J. [Eng. | Naviera Bachi | 3SB;WP180lbs | | |
| | 1D;Wireless;W. Bal 7BH | | P33′ | B98′ F28′ | | | | Priestman & Co.) | | | | |
| 1386 | **Barunga** | Scw | Br | Sydney | 2598 | | 1918 | Montreal, | Adelaide | 3Cyl TE 27,44,73x48; | | BL |
| 142,734 | xCape Premier xWar Faith Steel | | 380 | 49.2 \| 26.7 | 4342 | | 10 | (Canadian [Can. | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| JVTR | 1D;Wireless;W. Bal 6BH | | P43′ | B102′ F41′ | | | | Vickers, Lim.) | | | | |
| 1387 | **Barwick** | Scw | Am | New York | 196 | | 1919 | Elizabeth, | Barwick, | 3Cyl TE 17,25,43x30; | | |
| 218,912 | Steel | | 142 | 27.7 \| 14.8 | 418 | | (Bethlehem [N. J. | Inc. | 2SB;WP180lbs;850IHP. | | |
| LSVK | 1D;sub.sig;Wireless;W. Bal 5BH | | | | | | | S. B. Corp.) | | | | |
| 1388 | **Basco** | Scw | Am | Houston | 1556 | | 1919 | Houston, | Western | 3Cyl TE 19,32,56x36; | | |
| 216,893 | Wood | | 265.6 | 46.5 \| 24.5 | 2656 | | (Universal [Tex. | Marine & Salvage | 2WTB;WP200lbs;1400IHP | | |
| LMTW | 1D;B;Wireless | | | | | | | S. B. Co.) | Co. | | | |
| 1389 | **Bascobel** | Scw | Am | N. Orleans | 196 | | 1919 | Elizabeth, | Gulf Coast | 3Cyl TE 17,25,43x30; | **A1** Towing Service. | |
| 219,035 | Steel | | 142 | 27.7 \| 14.8 | 418 | | 11 | (Bethlehem [N. J. | Trans. Co. | Bethlehem S. B. Corp; | Coastwise & W. I. | |
| LTFM | 1D;Wireless; 3BH | | | | | | | S. B. Corp.) | | 2SB;Bethlehem S. B. Corp;WP180lbs; | AMS | |
| | Oil fuel F. P. above 150° F. C-22 | | | | | | | | | 800IHP;d rpd9,23;Dkd,s rps5,26 | S.S.No.1,NO9,23; | |
| | | | | | | | | | | | M.S.9,23;shft drn5,26;B.S.7,26; | |
| | | | | | | | | | | | Scip | |
| 1390 | **Bassa** | Scw | Br | London | 3202 | | 1918 | Newcastle, | African S.S. | 3Cyl TE 27,44,73x48; | | BL |
| 142,341 | xWar Pointer Steel | | 400.1 | 52.3 \| 28.4 | 5267 | | 3 | (Armstrong, [Eng. | Co. | 3SB;WP180lbs | | |
| JSGK | 2D;Wireless;W. Bal 7BH | | P49′ | B112′ F39′ | | | | Whitworth & Co., Lim.) | | | | |
| 1391 | **Bassano** | Scw | Br | Hull | 2790 | | 1909 | Pt. Glasgow, | Ellerman's | 3Cyl TE 26,42,70x48; | | BL |
| 129,250 | Steel | | 385.1 | 49.8 \| 26.4 | 4419 | | 10 | (Russell [Scot. | Wilson Line | 3SB;WP180lbs | | |
| HPTL | 1D;Spar dk;Deep frmg; 6BH | | P30′ | B108′ F41′ | | | | & Co.) | (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 1392 | **Bassano** | Scw | Fr | Saigon | 117 | | 1919 | Savannah, | Govern- | 3Cyl TE 12,21,35x24; | | |
| | Steel | | 140.5 | 25 \| 13.8 | 392 | | 8 | (Founda- [Ga. | ment of | 1SB;WP180lbs;500IHP | | |
| OCZH | 1D;Wireless;W. Bal 5BH | | | F26′ | | | | tion Co.) | Indo-China | | | |
| 1393 | **Basse Terre** | Scw | Fr | Havre | **1944** | | 1909 | Port-de- | Compagnie | 3Cyl TE 22½,36,60x43½; | | V |
| | Steel | | **316.2** | **44.1 \| 23.3** | **3108** | | | Boue, Fr. | Generale | 2SB;WP178lbs;1880IHP. | | |
| OCZK | 2D;Mchy aft;Wireless;W. Bal 7BH | | | | | | | (Chantiers et Ateliers de Provence.) | Transatlantique | | | |
| 1394 | **Basso Piave** | Scw | It | Genoa | 2801 | | 1906 | Greenock, | Soc. Anon. | 3Cyl TE 25,41,68x48; | | BL |
| 1,171 | xLanuvium xStrathclyde Steel | | 370 | 52.2 \| 17.5 | 4482 | | 12 | (Grange- [Scot. | Parodi & Corrado | 3SB;WP180lbs | | |
| NFZP | 1D;Spar dk;Deep frmg; 6BH | | P25′ | B92′ F41′ | | | | mouth & Greenock | | | | |
| | Wireless;W. Bal | | | | | | | Dockyard Co.) | | | | |
| 1395 | **Bast** | Brg | Am | Phila. | 613 | | '95 | Noank, | Reading Co. | O,Ch,YP,Hk;Gif | — Exp | |
| 3,670 | Sch | | 173.2 | 35 \| 14.2 | 693 | | 12 | (Robt. [Ct. | | | | |
| KMNP | 1D;B | | | | | | | Palmer & Son.) | | | | |
| 1396 | **Bastian** | Sch | Br | St. Johns | 100 | | 1920 | Svendborg, | H. Clement | Ch,B;Gif (Sltd) | | V |
| 143,018 | | | 91.4 | 22 \| 9.3 | 117 | | | (Sophus [Den. | | | | |
| TCVH | 1D | | | | | | | Weber.) | | | | |
| 1397 | **Bata** | Scw | Br | London | 3278 | | 1919 | Glasgow, | African S.S. | 3Cyl TE 27,44,73x48; | | BL |
| 143,446 | Steel | | 400.8 | 52.3 \| 28.5 | 5328 | | 10 | (J. Brown [Scot. | Co. | 3SB;WP180lbs | | |
| KCQG | 2D;Wireless;W. Bal 7BH | | P40′ | B113′ F49′ | | | | & Co., Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1398 | **Batavia** | Scw | Am | Buffalo | 158 | | 1904 | Buffalo, | Lehigh | 1CylC16x16; | | |
| 201,164 | Steel | Ltr | 98.1 | 28.3 \| 7.6 | 202 | | | (Empire [N. Y. S. B. Co.) | Valley Coal Sales Co. | 250IHP. | | |
| | 1D;Mchy aft | | | | | | | | | | | |
| 1399 | **Bath** | SW | Am | New York | 102 | | 1908 | Newport | Delaware, | 2CylC18,38x28; | | |
| 206,010 | Steel | | 89 | 25.1 \| 12.2 | 204 | | | News, Va. (Newport News S. B. & D. D. Co.) | Lackawanna & Western R.R. Co. | 1SB;WP175lbs;600IHP. | | |
| | 1D | | | | | | | | | | | |
| 1400 | **Bath** | Scw | Am | | 1546 | | 1913 | Stettin, | U. S. Govt. | 3CylTE23,39,63x43; | | |
| | xAndromeda Steel | | 329.2 | 46.2 \| 18.9 | 2554 | | 9 | (Stettiner [Ger. Oderwerkr.) | | 2Blrs | | |
| | 2D;W. Bal 1BH | | B77′ | F37′ | | | | | | | | |
| 1401 | **Bathalum** | Scw | Am | | 200 | | 1919 | City Island, | Ford | 3CylTE; | | |
| 218,587 | Steel | | 142 | 27.7 \| 14.8 | 426 | | | (Providence [N. Y. Eng. Wks.) | Motor Co. | 2SB;850IHP | | |
| | 1D;Wireless | | | | | | | | | | | |
| 1402 | **Bathgate** | Scw | Am | Phila. | 200 | | 1919 | City Island, | Southern | 3CylTE17,25,43x30; | | |
| 218,588 | Steel | | 142 | 27.7 \| 14.8 | 426 | | | (Providence [N. Y. Eng. Corp.) | Transportation Co. | 2SB;WP180lbs;1000IHP | | |
| MBFS | 1D;Wireless | | | | | | | | | | | |
| 1403 | **Batjan** | Scw | Hol | Amst'dam | 4002 | | 1913 | W. Hartle- | Stoomv. | 3CylTE28,46,77x48; | | BL |
| | Steel | | 400.7 | 53.7 \| 34.7 | 6360 | | 3 | pool, Eng. (W. Gray & Co., Lim.) | Maats. "Neder- land" | 4SB;WP180lbs | | |
| NGSB | 2D;Shel dk;Wireless;W. Bal 6BH | | | | | | | | | | | |
| 1404 | **Batoe** | Scw | Hol | Amst'dam | 4129 | | 1918 | Amsterdam, | Stoomv. | 3CylTE28,47,77x54; | | V |
| | Steel | | 420.3 | 54.7 \| 33.4 | 6535 | | | (Nederl. [Hol. Schps. Maats.) | Maats. "Neder- land" | 4SB;WP180lbs;3600IHP. | | |
| NGSF | 3D;Oil fuel;Wireless;W. Bal 8BH | | P40′ | F41′ | | | | | | | | |
| 1405 | **Baton Rouge** | Scw | Am | St. Louis | 410 | | 1921 | Pt. Pleasant, | U. S. Govt. | 2-3CylTE15½,25,44x26; | | |
| 221,780 | Steel | Twin | 200 | 40 \| 10 | 757 | | | (Marietta [Va. Mfg. Co.) | | 2WTB;2500IHP. | | |
| KDVX | 2D;Wireless | | | | | | | | | | | |
| 1406 | **Batsford** | Scw | Br | London | 2906 | | 1914 | Sunderland, | Canadian | 3CylTE27½,44½,74x48; | | BL |
| 136,641 | Steel | | 388.7 | 54.1 \| 26 | 4782 | | 2 | (J. L. [Eng. Thompson & Sons, Lim.) | Pacific Steamships (Lim.) | 3SB;WP180lbs | | |
| JDWK | 1D;Shel dk;Wireless; 6BH | | | | | | | | | | | |
| | SUB.SIG;W. Bal | | | | | | | | | | | |
| 1407 | **Battleboro** | Scw | Am | Phila. | 200 | | 1919 | City Island, | Southern | 3CylTE17,25,43x30; | | |
| 218,908 | Steel | | 142 | 27.7 \| 14.8 | 426 | | | (Providence [N. Y. Eng. Wks.) | Trans. Co. | 2SB;850IHP. | | |
| LSVF | 1D;SUB.SIG;W. Bal | | | | | | | | | | | |
| 1408 | **Battler** | Scw | Am | Hartford | 104 | | '81 | Philadel- | McWilliams | 2CylC20,34x26; | | |
| 3,141 | Iron | | 108.4 | 22 \| 9.4 | 153 | | | phia, Pa. (Neafie & Levy.) | Bros., Inc. | 385IHP. | | |
| KGSF | 1D | | | | | | | | | | | |
| 1409 | **Baucis** | Scw | Fr | Havre | 2051 | | 1915 | Rostock, | Cie. | 3CylTE22½,36,59x37; | | V |
| | xDinard xMalaga Steel | | 321.1 | 46.2 \| 23.5 | 3273 | | | (Actien [Ger Ges. "Neptun.") | Auxiliaire de Navigation | 2SB;WP185lbs;1400IHP | | |
| OCZS | 1D;Wireless;W. Bal | | | | | | | | | | | |
| 1410 | **Bauta** | Scw | Nor | Bergen | 944 | | 1919 | New Glas- | W. Hansen, | 3CylTE17,28,47x33; | | N |
| | xCanadian Sealer Steel | | 270 | 38.2 \| 17.9 | 1657 | | 12 | (Nova [gow, N. S. Scotia Steel & Coal Co., Lim.) | Mgr. | 2SB;WP185lbs | | |
| LDNS | 1D;Wireless;W. Bal 4BH | | P28′ | B65′ F27′ | | | | | | | | |
| 1411 | **Bavarian** | Scw | Br | London | 1950 | | '95 | Sunderland, | Ellerman | 3CylTE25,41½,69x45; | | BL |
| 104,830 | xMerionethshire Steel | Sch | 343 | 41.1 \| 26 | 3012 | | 1 | (Sunder- [Eng. land S. B. Co.) | Lines (Lim.) | 2SB;WP160lbs | | |
| NQLG | 1D;Spar dk;Web frms; 5BH | | P33′ | B73′ F42′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 1412 | **Bavington** | Scw | Am | Phila. | 3396 | 7′10½′′ | 1910 | Bristol, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,261 | Steel | | 400.7 | 54.1 \| 30.3 \| 32′10¾′′ | 5539 | 25′ 2′′ | 12 | (Merchant [Pa. S. B. Corp.) | ping Board | Westinghouse E. & Mfg. Co; | ✠AMS | |
| LTSG | 2D;Wireless;W. Bal; | | P35′ | B123′ F44′ | 8822 | | | | | 3WTB;Babcock & Wilcox Co;8700HS. | shft drn1,21; | |
| | Oil fuel F.P. above 150° F. C-36 | | | | | | | | | WP200lbs;3000SHP;EAC; | Cih BB;CL | |
| | | | | | | | | | | Dkd,d rpd1,21;s rps7,21;Exmd5,24 | (Laid up) | |
| | W.B.—A.P.143t;D.B.335′1311t..... | ..... | F.P.12 | 0t | | | | | | | | |
| | F.O.....D.B.281′1092t;S. | T.63t. | ..... | .. | | | | | | | | |
| 1413 | **Bawean** | Scw | Hol | Amst'dam | 4117 | | 1914 | Pt. Glasgow, | Stoomv. | 3CylTE27½,45,75x51; | | BL |
| | Steel | | 420 | 54.5 \| 34 | 6430 | | 9 | (W. [Scot. Hamilton & Co., Lim.) | Maats. "Nederland" | 4SB;WP180lbs | | |
| NGSK | 2D;Shel dk;Web frms; 7BH | | | | | | | | | | | |
| | Wireless;Long. frmg;W. Bal | | | | | | | | | | | |
| 1414 | **Bawtry** | Scw | Br | London | 4228 | | 1917 | Newcastle, | Canadian | 3CylTE26,43,72x48; | | BL |
| 140,262 | xMottisfont Steel | | 400.5 | 52 \| 33 | 5692 | | 3 | (W. [Eng. Dobson & Co.) | Pacific Rlwy. Co. | 3SB;WP180lbs | | |
| JPCL | 1D;Shel dk;SUB.SIG; 6BH | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1415 | **Baxtergate** | Scw | Br | London | 3604 | | 1905 | Newcastle, | Turnbull, | 4CylQE24,34,51,74x54; | | BL |
| 139,044 | xRheinfels Steel | | 422 | 55.3 \| 20.4 | 5679 | | 7 | (Swan, [Eng. | Scott Shipping | 3SB;WP213lbs | | |
| JLGC | 1D;Spar dk;Web frmg; 6BH | | P60′ | B123′ F52′ | | | | Hunter & Wigham | Co. (Lim.) | | | |
| | Wireless:W. Bal | | | | | | | Richardson, Lim.) | | | | |
| 1416 | **Bay City** | SW | Am | San Fran. | 933 | | ′78 | San Fran- | Southern | 1CylVB52x144; | | |
| 3,068 | Wood | | 230 | 36.8 \| 13.6 | 1283 | | rb ′06 | cisco, Cal. | Pacific Co. | 2SB;WP50lbs;800IHP. | | |
| 1417 | **Bay Queen** | SW | Am | Fairhope | 331 | | ′96 | Chelsea, | Fairhope | 1Cyl40x72; | | |
| 96,338 | xOrient Wood | | 167.6 | 25 \| 9.2 | 471 | | | Mass. | Transp. & | 1Blr;WP55lbs;500IHP. | | |
| | 1D 4BH | | | | | | | | Excursion Co. | | | |
| 1418 | **Bay Ridge** | Scw | Am | New York | 586 | | 1907 | Wilmington, | City of New | 2-2CylC18,38x28; | ✠ — — | |
| 204,213 | Steel | Twin | 182.3 | 45 \| 16.6 | 862 | | 7 | (Harlan & [Del. | York | 4SB;WP150lbs;1900IHP. | Cancelled. | |
| | 1D;B 5BH | | | | | | | Hollingsworth Corporation.) | | | | |
| 1419 | **Bay State** | Scw | Br | Liverpool | 3175 | | 1919 | Hull, | Warren | 3CylTE27,44,73x48; | | C |
| 142,763 | xSpartan Prince xWar Shark Steel | | 400.4 | 52.2 \| 28.5 | 5247 | | ·1 | (Earle's [Eng. | Line (Lim.) | 3SB;WP180lbs | S.S.No.1,Drtmth1,24;A.S.2,26; | |
| JWCQ | 2D;Wireless;SUB.SIG;W. Bal 7BH | | P49′ | B114′ F39′ | | | | S. & E. Co., Lim.) | | | n shft1,24;shft drn1,25; | |
| | | | | | | | | | | | M.&B.S.2,26 | |
| 1420 | **Bay State** | Scw | Am | Fairport | 914 | | ′90 | W. Superior, | Smith- | 2CylC23,54x48; | 90CF(GL) | |
| 76,983 | xJoseph L. Colby Steel | | 265 | 36 \| 22.5 | 1245 | | | (Am. [Wis. | Truby Sand Co. | 2SB;WP180lbs;1000IHP | Lake Michigan & Huron | |
| KHJF | 1D;B;Mchy aft(Whaleback) 3BH | | | | | | | Steel Barge Co.) | | | P.S.7,26 | |
| | W. Bal | | | | | | | | | | | |
| 1421 | **Bay State** | MV | Am | Gloucester | 81 | | 1913 | Gloucester, | Gorton Pew | 4CylOilEng10x10; | | |
| 211,199 | O,YP | | 112.7 | 25.4 \| 12.3 | 156 | | | Mass. | Vessels Co. | 100BHP. | | |
| 1422 | **Bay View** | Scw | Am | Cleveland | 1075 | | ′91 | W. Superior, | Central | 3CylTE17,30,48x36; | | |
| 106,834 | xA. D. Thomson Steel | | 265 | 38 \| 24 | 1399 | | | (Amer. [Wis. | Dredging Co. | 2SB;WP175lbs;1000IHP | | |
| KJPS | 1D;B;Mchy aft (Whaleback) 3BH | | | | | | | Steel Barge Co.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 1423 | **Bayano** | Scw | Br | Glasgow | 3963 | | 1917 | Glasgow, | Elders & | 2-3CylTE23,39,67x48; | | C |
| 141,870 | Steel | Twin | 425.5 | 54.2 \| 30.4 | 6788 | | 12 | (A. Stephen [Scot. | Fyffes (Lim.) | 2DB;2SB;WP205lbs | S.S.No.2,Bristol3,26; | |
| JRVQ | 4D;SUB.SIG;Wireless;W. Bal 8BH | | P40′ | B195′ F47′ | | | | & Sons, Lim.) | | | shfts drn12,23;B.S.6,25; | |
| | | | | | | | | | | | Pt shft drn3,26;M.S.6,26 | |
| 1424 | **Bayard** | Bk | Fr | Nantes | 1969 | | 1901 | Nantes, | Bureau | Stl;2BH | | |
| | | | 277.1 | 40.5 \| 22.9 | 2200 | | | (Ch. Nantais [Fr. | Freres & Bail- | | | |
| ODAE | 1D;B;Wireless | | | | | | | de Const. Mar.) | lergeau | | | |
| 1425 | **Bayard** | MV | Nor | Oslo | 1734 | | 1916 | Oslo, | Det Norske | 2-6CylOilEng19⅔x26 | | N |
| | Steel | Twin | 335.2 | 48.2 \| 20.5 | 2904 | | 1 | (Akers, [Nor. | Sud-Amerika | | | |
| MNBT | 1D;Shel dk;Wireless;W. Bal 5BH | | F & B | 289′ P24′ | | | | Mek. Vaerks.) | Linje, Mgrs. | | | |
| 1426 | **Baychimo** | Scw | Br | London | 796 | | 1914 | Gothenburg, | Hudson | 3CylTE19,32,52x33; | | BL |
| 144,680 | xAngermanalfen Steel | | 229.2 | 35.9 \| 13.5 | 1322 | | | (Lind- [Swd. | Bay Co. | 2SB;WP180lbs | | |
| KGJV | 1D;Well dk;Mchy aft; 5BH | | P & B | 179′ F25′ | | | | holmens V. A.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 1427 | **Bayern** | Scw | Ger | Hamburg | 5288 | | 1921 | Vegesack, | Hamburg- | 3CylTE32,52,86x55; | | G |
| | Steel | | 468.7 | 58.3 \| 32.7 | 9014 | | 8 | (Bremer [Ger. | American Line | 3SB;WP199lbs | | |
| RBPD | 2D;Oil fuel;SUB.SIG;Wireless; 8BH | | P55′ | B222′ F41′ | | | | Vulkan.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 1428 | **Baymead** | Scw | Am | New York | 200 | | 1919 | City Island, | Ford Motor | 3CylTE17,25,43x30; | | |
| 219,142 | Steel | | 142 | 27.7 \| 14.8 | 426 | | | (Providence [N. Y. | Co. | 2SB;WP180lbs;850IHP | | |
| LTKQ | 1D;SUB.SIG. | | | | | | | Eng. Corp.) | | | | |
| 1429 | **Bayocean** | MV | Am | San Fran. | 64 | | 1911 | Portland, | W. J. | OilEng; | | |
| 208,705 | xShark OP;If | | 130.1 | 18.7 \| 13.6 | 122 | | | Ore. | Sturpavant | 150BHP. | | |
| LBWD | 1D 2BH | | | | | | | | | | | |
| 1430 | **Bayonne** | Scw | Am | New York | 907 | | 1913 | Wilmington, | Central | 3CylTE20,32,35x30; | | |
| 211,559 | Steel | | 182.8 | 46.2 \| 17.6 | 1344 | | 8 | (Harlan & [Del. | R. R. of New | 1450IHP. | | |
| | 1D;Wireless | | | | | | | Hollingsworth Cor.) | Jersey | | | |
| 1431 | **Bayonne** | MV | Am | New York | 616 | | 1919 | Newburgh, | Vacuum | 6CylOilEng16x24; | | BL |
| 218,735 | Steel | | 206.8 | 35.5 \| 16.8 | 1077 | | | (Tank [N. Y. | Oil Co. | 657BHP | | |
| LSKD | 1D;Mchy aft;Oil in bulk; 10BH | | P56′ | F23′ | | | | S. B. Corp.) | | | | |
| | SUB.SIG;Web frms;Long. frmg; | | | | | | | | | | | |
| | W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 432 220.653 MBPF | **Bayou Chico** Steel 2D;W. Bal;Wireless;SUB.SIG; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.136t;D.B.338'1307t;D. F.O. D.B.284'1086t;D. | Scw | Am 400.7 P35' .T.27'8 .T.27'7 | Pensacola 54.2 \| 30.2 32'10" B123' F43' 34t... 78t; S. | 3364 5401 9000 | 7' 10½" 25' 1½" | 1920 10 | Pensacola, (Pensacola [Fla S. B. Co.) | U. S. Shipping Board | Stm Tbn; Westinghouse E. & Mfg. Co; 3WTB;Oil City Boiler Wks;9150HS; WP225lbs;3000SHP;EAC;d rpd9,23; Dkd,s rps7,26 .....F.P.109t T.59t..... | ✠A1Ⓔ ✠AMS S.S.No.1,NO4,25; B. S.11,24; M.S.4,25;shft drn11,25 ; Clh BB;CL | |
| 433 219,722 LVWF | **Bayport** Steel 1D;Wireless | Scw | Am 142 | N. Orleans 27.7 \| 14.8 | 200 426 | | 1920 5 | City Island, (Providence [N. Y. Eng. Corp.) | U. S. Shipping Board | 3Cyl TE17,25,43x30; 3SB;WP180lbs;850IHP; Dkd,s rps2,26 | shft drn2,26 | |
| 434 148,765 KVCN | **Bayrupert** Steel 2D;Wireless;D.F. 6BH | Scw | Br 321.5 F40' | London 51.3 \| 28.9 | 2415 4037 | | 1926 | Ardrossan, (Ardrossan [Scot. D. D. & S. B. Co.) | Hudson's Bay Co. | 3Cyl TE23½,37½,63x39; 3SB;WP200lbs | | BL |
| 435 220,569 | **Bayspring** Steel 1D | Scw | Am 142 | ..... 27.7 \| 14.8 | 200 426 | | 1920 | City Island, (Providence [N. Y. Eng. Wks.) | U. S. Govt. (Navy Dept.) | 3Cyl TE17,25,43x30; 2SB;WP180lbs;800IHP | | |
| 436 141,675 | **Bayton** xFrancis Widlar Steel 1D;B;Mchy aft;Wireless;W. Bal 3BH | Scw | Br 416 | Toronto 50 \| 28 | 3000 4176 | | 1904 | Cleveland, (American [Ohio S. B. Co.) | Mathews S.S. Co. (Lim.) | 3Cyl TE22,35,58x40; 2SB;WP125lbs;1460IHP. | 100(GL) P.S 4,25 | |
| 437 143,377 KVGT | **Beachcliffe** xMelpo Steel 1D;Wireless;W. Bal 7BH | Scw | Br 400.1 P49' | Cardiff 52.4 \| 28.5 B113' F39' | 3145 5234 | | 1919 8 | Glasgow, (A. Stephen [Scot. & Sons, Lim.) | Care & Marquard Shipping Co. (Lim.) | 3Cyl TE27,44,73x48; 3SB;WP180lbs | S.S.No.1,Pir4,23;A.S.6,25; M.&B S;shft drn5,26 | C |
| 438 214,650 | **Beacon** Wood 2D | StW | Am 136.6 | Pittsbu'gh 26 \| 4.7 | 126 204 | | 1916 | Elizabeth, Pa. | Pittsburg Coal Co. | ..... 430IHP. | | |
| 439 168,123 | **Beacon Barge 2** 1D;Web frames | Brg | Am 150 | Boston 36 \| 10.5 | 504 504 | | 1921 | Newburgh, (Tank [N. Y. S. B. Corp.) | Beacon Oil Co. | Stl;4BH; Dkd,s rps12,25 | **A1** Oil Barge. River & Harbor Service. S.S.No.2,Bost12,25 | |
| 440 220,143 LWQS | **Beaconlight** xRichconcal Steel 2D;Long. frmg; 15BH Wireless;SUB.SIG; 9BH to Fbd dk Mchy aft;W. Bal; 6BH to 2d dk Oil fuel F. P. above 150° F. C-38 W.B.—A.P.74t;D.B.a64'203t... F.O. D.T | Scw | Am 435 P106' ...D.T a19'91 | Boston 56 \| 32 33' 6" B50' F44' .f50'881t;F.P.97t 9t;D.T .f50'824t..... | 4280 6954 10000 | 7' 9" 25' 11½" | 1920 6 | Alameda, (Bethlehem [Cal. S. B. Corp.) | Beacon Transport Co. | 3Cyl TE27,47,78x48; Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 8235HS;WP220lbs;2800IHP;EAC; Dkd,d rpd10,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,Bost8,24; M.&B.S.8,24;shft drn3,25; Clh BB;CL | |
| 441 218,837 LSQK | **Beaconoil** xDevolente Steel 2D;Long. frmg; 15BH SUB.SIG;Wireless; 9BH to Fbd dk W. Bal;Mchy aft; 6BH to 2d dk Oil fuel F. P. above 150° F. C-38 W.B.—A.P.74t;D.B.64'203t... F.O. D.T.a | Scw | Am 435 P106' D.T.f 19'919t D.T.f | Boston 56 \| 32 33' 6" B50' F44' 50'881t;F.P.97t 50'824t..... | 4349 7059 10000 | 7' 9" 25' 11½" | 1919 9 | Alameda, (Bethlehem [Cal. S. B. Corp.) | Beacon Transport Co. | 3Cyl TE27,47,78x48; Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 8235HS;WP220lbs;2800IHP;EAC; Dkd,d rpd10,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,LosA9,23; M.S.9,23;B.S.9,26;n shft10,26; Clh BB;CL | |
| 442 18,722 WQKB | **Beagle** 1D | Bkt | Br 105.1 | Bristol 20.8 \| 12.7 | 122 162 | | '57 | Wyvenhoe, (T. Harvey [Eng. & Son.) | E. A. Brown | O;Icf(Sltd) | | |
| 443 219,483 LVHS | **Bear** O,Fir;Gif 1D 1BH | Scw | Am 95.5 | Albany 24.7 \| 12.2 | 32 180 | | 1920 1 | Sturgeon Bay, Wis. (Leathem & Smith Towing & Wrecking Co.) | Cornell Steamboat Co. | 2CylC18,38x26; 1SB;WP155lbs;450IHP | ✠ — — ✠ — — Cancelled2,23 | |
| 444 81,809 | **Bear Mountain** xHighlander Steel 2D 4BH | SW | Am 243.3 | New York 36.9 \| 14.6 | 368 941 | | 1902 5 rb '25 | Wilmington, (Harlan [Del. & Hollingsworth.) | McAllister Bros. | 2CylC35,72x72; 2WTB;WP153lbs;2000IHP. | | |
| 445 3,745 KNHB | **Bear Ridge** 1D;B | Brg Trn | Am 201 | Phila. 34.8 \| 17.6 | 842 910 | | '98 4 | Noank, (R. [Ct. Palmer & Son.) | Reading Co. | O,Ch,Hk,YP,Gif ✕ | — Exp | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1446 219,550 LVMQ | **Bearport** Steel 2D;Long. frmg;W. Bal; 7BH Wireless;SUB.SIG; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.147';D.B.343'1288t;D .T.30'5 F.O.....D.B.303'1016t;D .T.30'5 | Scw | Am 401.4 P48' | Portland 53.2 \| 31.9 \| 34' 6" B81' F37' 50t.... 12t; S. .....F.P.85t T.39t..... | 3729 6076 9425 | 8′ 2″ 26′ 5½″ | 1920 2 | Vancouver, (G. M. Standifer Const. Corp.) [Wash. | U. S. Shipping Board | 3CylTE24½,41½,72x48; Hooven, Owens, Rentschler Co; 3SB;Columbia River S. B. Co; 8789HS;WP210lbs;2800IHP;EAC; s rps12,24;Dkd4,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,Seat12,24; n shft;M.S.12,24;B.S.4,26; Clh BB;CL | |
| 1447 214,848 LGTD | **Beatrice** Steel 1D;Web frms;Long. frmg; 5BH Oil fuel;SUB.SIG;Wireless;W. Bal | Scw | Am 327.2 P35' | New York 46.2 \| 22.9 B98' F38' | 2188 3451 | | 1917 3 | Sparrows Pt. (Bethlehem Steel Co.) [Md. | A. H. Bull S.S. Co | 3CylTE22,37½,60x42; 2SB;WP190lbs;1800IHP | | BL |
| 1448 4,514 JPQG | **Beatrice** xSvithiod xRoutenburn 2D | Bk 4 M | Swd 289 P31' | Gothenb'g 42.2 \| 23.9 F41' | 1923 2107 | | '81 4 | Greenock, (R. Steele & Co.) [Scot. | Rederi A/B Pollux | 1;1BH | | BL |
| 1449 202,764 | **Beatrice Bush** Wood 1D | Scw | Am 94 | New York 25.3 \| 12.6 | 124 212 | | 1905 1 | Noank, Conn. | Bush Terminal Co. | 2CylC20,40x28; 750IHP. | | |
| 1450 200,628 KSVM | **Beattie** 1D;B | Brg Trn | Am 221.5 | Boston 35.5 \| 18.5 | 1009 1117 | | 1904 2 | Bath, (Kelley, Spear Co.) [Me. | Metropolitan Coal Co. | O,Hk,Hw,YP;Gicf | | |
| 1451 148,281 KSHC | **Beatus** Steel 1D;Wireless;W. Bal 6BH | Scw | Br 390 P29' | Cardiff 55.5 \| 26.4 B221' F41' | 2992 4885 | | 1925 3 | Stockton, (Ropner S. B. & Repg. Co., Lim.) [Eng. | Tempus Shipping Co. (Lim.) | 3CylTE26,43,71x48; 3SB;WP180lbs | | BL |
| 1452 166,284 | **Beaubien No. 7** 1D | Brg | Am 143 | Detroit 32 \| 6.4 | 639 639 | | 1915 | Ecorse, (Beaubien Ice & Coal Co.) [Mich. | Beaubien Ice & Coal Co. | Stl | | |
| 1453 163,973 | **Beaufort** 1D | Brg | Am 190.7 | Phila. 23.7 \| 11 | 445 445 | 1909 11 | Elkton, (Diebert Bros.) [Md. | Southern Transp. Co. | O,Hk,YP;Gif | ✠ — — Suspended7,19 | |
| 1454 212,607 LDRG | **Beaufort** 1D | Brg Sch | Am 181.4 | New York 40 \| 15.4 | 922 944 | | 1914 9 o'22 | Wilmington, (Jackson & Sharp.) [Del. | Savannah-New York Trans. Co. | O,YP;Gicf(Sltd) DB;clk 7,22;rps,s t clkg5,24; s rps,s b clkg,clk dk4,26 | ✠A1 Coastwise. H.T.P.A.7,22 | |
| 1455 | **Beaufort** xRudolf Blumberg Steel 1D;Deep frmg;W. Bal 4BH | Scw | Am 275.9 P & B | ..... 40.3 \| 16.7 219' F35' | 1077 1769 | | 1909 2 | Lubeck, (Schiffsw. v. Henry Koch.) [Ger. | U. S. Govt. (Navy Dept.) | 3CylTE19,32,51x33; 2SB;WP185lbs;850IHP. | | |
| 1456 | **Beaujolais** xAntillas 1D;Wireless | Sch | Fr 199.1 | Bordeaux 36 \| 10.6 | 597 638 | | 1911 10 | Dundee, (Dundee Shipb. Co., Lim.) [Scot. | Messageries Africaines | Stl;6BH | | V |
| 1457 166,457 | **Beaumont** 1D | Brg | Am 95.5 | New York 34.3 \| 8.3 | 245 245 | | 1916 | Rondout, (Jacob Rice & Sons) [N. Y. | Southern Pacific Co. | Wd | | |
| 1458 207,043 LBHN | **Beaver** Steel 3D;SUB.SIG;Wireless;Oil fuel; 4BH W. Bal | Scw Sch | Am 357.5 | San Fran. 47 \| 26.9 \| 34 | 2779 4507 | | 1910 3 | Newport News, Va. (Newport News S. B. & D. D. Co.) | U. S. Govt. (Navy Dept.) | 3CylTE31,50,84x54; 6SB;WP190lbs;4000IHP. | | |
| 1459 202,837 | **Beaver** Wood | StW | Am 153 | Portland 31 \| 16.5 | 367 421 | | 1906 | Portland, Ore. | Clatskanie Transp. Co. | 500IHP. | | |
| 1460 100,056 | **Beaver** 1D | Trn | Br 117.8 | Ch'rl'tt'n 28 \| 9.2 | 192 226 | | '90 | Perry's Point, N. B. (Jas. H. Murphy.) | W. McFatridge | M,Gicf | — Exp | |
| 1461 162,437 | **Beaver** | Brg | Am 161 | St. Mich'el 39.5 \| 7.6 | 761 761 | | 1905 | Winslow, Wash. | American-Yukon Navigation Co. | Wd | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 462 | **Beaverton** | Scw | Br | Montreal | 1357 | | 1908 | Hebburn on | Canada | 3Cyl TE 17,28,46x33; | | C |
| 125,440 | Steel | Sch | 249.8 | 42.7 \| 21 | 2012 | | 6 | (R. Stephen- [Tyne | S. S. Lines (Lim.) | 2SB;WP 180lbs;106RHP | | |
| HMQS | 2D;Mchy aft;W. Bal 3BH | | F36′ | | | | | son & Co., Lim.) | | | Annual Lake Survey 3,25: M.&B.S;shft drn 6,26 | |
| 463 | **Beckenham** | Scw | Br | London | 2875 | | 1901 | Stockton, | Watts, | 3Cyl TE 25,43,73x48; | | BL |
| 114,711 | Steel | Sch | 370 | 50.6 \| 19.2 | 4569 | | 7 | Eng. | Watts & Co. | 3SB;WP 200lbs | | |
| SMFT | 1D;Spar dk;Web frms;Wireless; 6BH W. Bal | | P29′ | B78′ F37′ | | | | (Ropner & Son.) | (Lim.), Mgrs. | | | |
| 464 | **Bedeburn** | Scw | Br | Newcastle | 1943 | | 1916 | Osaka, | Bede Steam | 3Cyl TE 22,37,61x42; | | BL |
| 145,468 | xP. L. M 6 xKifunezan Maru Steel | | 305 | 44 \| 25.2 | 3122 | | 4 | (Osaka [Jap. | Shipping Co. | 2SB;WP 180lbs | | |
| KLCN | 2D;Web frms;Long. frmg; 5BH Wireless;W. Bal | | P19′ | B82′ F32′ | | | | Iron Wks., Lim.) | (Lim.) | | | |
| 465 | **Bedecrag** | Scw | Br | Newcastle | 2586 | | 1901 | W. Hartle- | Bede Steam | 3Cyl TE 25,41,67x45; | | BL |
| 114,404 | xDonato xPriestfield Steel | | 345.4 | 47.9 \| 19.4 | 4028 | | 5 | pool, Eng. | Shipping Co. | 2SB;WP 165lbs | | |
| KMPJ | 1D;B;Spar dk;Deep frmg; 6BH Wireless;W. Bal | | P31′ | B100′ F34′ | | | | (Irvine's S. B. & D. D. Co., Lim.) | (Lim.) | | | |
| 466 | **Bedefell** | Scw | Br | Newcastle | 2288 | | 1919 | Osaka, | Bede Steam | 3Cyl TE 24,39,64x45; | | V |
| 145,494 | xFukuyo Maru Steel | | 329 | 46 \| 27.4 | 3718 | | | (Asahi [Jap. | Shipping Co. | 3SB;WP 190lbs;1200IHP | | |
| KMNR | 2D;Wireless;W. Bal 7BH | | P29′ | B72′ F39′ | | | | S. B. Co., Lim.) | (Lim.) | | | |
| 467 | **Beechbay** | Scw | Br | Montreal | 658 | | 1919 | Saint | Tree Line | 2-2Cyl C 16,30x20; | | V |
| 150,843 | xRiveur Steel | Twin | 218.1 | 34.1 \| 13.6 | 1219 | | | Nazaire, | Nav. Co. (Lim.) | 2SB;WP 125lbs;700IHP. | | |
| | 1D;Mchy aft;Wireless;W. Bal 8BH | | P74′ | F30′ | | | | (Chantiers [Fr. de Penhoet.) | | | | |
| 468 | **Beechpark** | Scw | Br | Greenock | 3169 | | 1919 | Greenock, | J. & J. | 3Cyl TE 27,44,73x48; | | BL |
| 142,272 | Steel | | 400.4 | 52.3 \| 28.5 | 5135 | | 7 | (Greenock [Scot. | Denholm (Lim.), | 3SB;WP 180lbs | | |
| KCBM | 1D;Long. frmg;W. Bal;Wireless 7BH | | P51′ | B114′ F39′ | | | | & Grangemouth Dkyd. Co., Lim.) | Mgrs. | | | |
| 469 | **Beechwood** | Scw | Br | Liverpool | 2738 | | 1900 | Newcastle, | J. L. Jacobs | 3Cyl TE 24½,41,68x48; | | BL |
| 110,629 | xSt. Dunstan Steel | Sch | 380 | 46.4 \| 20.2 | 4229 | | 1 | (C. S. Swan [Eng. | & Co., Mgrs. | 2SB;1AuxSB;WP 180lbs | | |
| RLSN | 1D;Spar dk;Deep frmg; 13BH Oil fuel;Wireless;W. Bal | | P42′ | B96′ F44′ | 4285 | | | & Hunter, Lim.) | | | | |
| 470 | **Beemsterdijk** | Scw | Hol | Rotterd'm | 4241 | | 1922 | Rotterdam, | Nederl. | Stm Tbns; | | BL |
| | Steel | | 400.6 | 54.3 \| 36.6 | 6869 | | 6 | (Maats. [Hol. | Amerik. Stoomv. | 3SB;WP 215lbs | | |
| NGTC | 2D;Shel dk;Oil fuel;Wireless; 6BH W. Bal | | F50′ | | | | | Fyenoord.) | Maats. | | | |
| 471 | **Begona No. 4** | Scw | Sp | San Sebas. | 2223 | | '95 | Sunderland, | J. M. de | 3Cyl TE 26,42,68x42; | | |
| | xDiciembre Steel | | 341 | 45.6 \| 23.1 | 3482 | | | (W. Doxford [Eng. | Urquijo & Cia. | 2SB;WP 140lbs;1350IHP | | |
| HDRP | 2D;B;Wireless;W. Bal 7BH | | F33′ | | | | | & Sons, Lim.) | | | | BL |
| 472 | **Begonia** | Scw | Swd | Helsngbrg | 937 | | '90 | Sunderland, | Rederiak- | 3Cyl TE 19,31,51x33; | | |
| 6,225 | xAnna xElizabeth Maersk Steel | | 265.5 | 35.6 \| 16.5 | 1584 | | 9 | (J. Laing.) [Eng. | tieb Aurora | 2SB;WP 160lbs | | |
| KCHQ | xGuldborgsund 4BH | | | B100′ F31′ | | | | | | | | |
| | 1D;Well dk;Web frms; Wireless;W. Bal | | | | | | | | | | | |
| 473 | **Belchers** | Scw | Br | Montreal | 1354 | | 1919 | Toronto, | Belchers | 3Cyl TE 20,33,54x36; | | C |
| 141,369 | xWar Hamilton Steel | | 251 | 43.6 \| 20.7 | 2251 | | 5 | (Polson [Can. | S.S. Co. (Lim.) | 2SB;WP 180lbs;148RHP | | |
| TQHL | 1D;W.Bal 4BH | | P25′ | B68′ F21′ | | | | Iron Wks., Lim.) | | | B.S.7,23;M.S;shft drn 8,23 | |
| 474 | **Beldis** | MV | Nor | Oslo | 1284 | | 1924 | Newcastle, | Skibs A/S. | 4Cyl Oil Eng 23⅗x41¾ | | BL |
| | Steel | | 294.1 | 45.3 \| 19.1 | 2406 | | 6 | ✠Armstrong, [Eng. | Christen Smith's | | | |
| LDKH | 1D;Mchy aft;Wireless;W. Bal 4BH | | P89′ | B26′ F32′ | | | | Whitworth & Co., Lim.) | Rederi | | | |
| 475 | **Belem** | Scw | Brz | Rio Jan'ro | 2228 | | '94 | Sunderland, | Lloyd | 3Cyl TE 28,44,72x48; | | BL |
| | xOracabessa xCarlisle City Steel | | 345 | 41.2 \| 18.7 | 3459 | | 4 | (W. Doxford [Eng. | Nacional | 2DB;WP 160lbs | | |
| | 1D;Spar dk;Web frms; 6BH W. Bal;Wireless | | F33′ | | | | | & Sons, Lim.) | | | | |
| 476 | **Belen Quezada** | MV | Pan | Panama | 916 | | '84 | Aberdeen, | Belen | 6Cyl Oil Eng 12½x16; | — — | |
| | xBowler Steel;Wsh | | 213.7 | 32.6 \| 21.3 | 1140 | | rb'17 | (Hall [Scot. | Quezada Motor | 375BHP | Suspended 10,21 | |
| | 2D;B;Shel dk;W. Bal | | | | | | | & Russell.) Vancouver, B. C. (Robertson, Godson & Co.) | Ship Co. | | | |
| 477 | **Belfast** | Scw | Am | P'tsmouth | 1147 | | 1909 | Bath, | Eastern S.S. | StmTbn; | | |
| 206,266 | Steel | Sch | 320.6 | 40 \| 16.1 | 2157 | | 5 | (Bath [Me. | Lines, Inc. | 4000SHP. | | |
| LBCQ | 2D;B;Oil fuel;Wireless 8BH | Trpl | | | | | | Iron Works.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1478 211,612 LDFV | **Belfast** | Brg Sch | Am 181.4 | New York 40 \| 15.4 | 922 944 | | 1913 8 | Wilmington, (American Car & Foundry Co.) [Del. | Savannah- New York Trans. Co. | O,YP;Gicf(Sltd) clk dk7,14;s dk clkg7,24;s rps,clk9,26 | ✠A1 Coastwise. H.T.PA9,20 | |
| 1479 28,548 SJHD | **Belfast Maru** Steel 2D;Oil fuel;Wireless;W. Bal 6BH | Scw | Jap 405 F33′ | Kobe 53 \| 37 | 4038 6586 | | 1922 5 | Kobe, (Kawasaki Dkyd. Co., Lim.) [Jap. | Kawasaki Dockyard Co. (Lim.) | 3CylTE28,46,78x54; 3SB;WP200lbs | | BL |
| 1480 218,500 LRWS | **Belfort** Steel 2D;Long. frmg;W. Bal; 7BH Wireless;SUB.SIG; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.175t;D.B.331′1518t... F.O.—A.P.163t;D.B.289′1169t;S. | Scw | Am 395.5 P45′ F.P.25 T.77t; F.P.23 | Newark 55 \| 31.4 \| 34′ 11″ B110′ F38′ 5t 8t | 4122 9700 | 8′ 1½″ 27′ | 1919 7 | Kearny, (Federal S. B. Co.) [N. J. | U. S. Shipping Board | Stm Tbn; Midwest Eng. Co; 3SB;Federal S. B. Co; 8934HS;WP210lbs;2800SHP; Dkd1,21;s rps2,21 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.NY2,21; SBP;CL (Laid up) | |
| 1481 LBRQ | **Belfri** Steel 1D;Wireless;W. Bal 4BH | Scw | Nor 275.7 P27′ | Oslo 43.7 \| 18.9 B82′ F32′ | 1281 2142 | | 1921 3 | Moss, (A/S Moss Vaerft.) [Nor. | Skibs A/S. Christen Smith's Rederi | 3CylTE20½,33,56x36; 2SB;WP200lbs | | N |
| 1482 140,517 JQDG | **Belgenland** xBelgic Steel 4D; Oil fuel; SUB. SIG; 11BH Wireless; D.F;W. Bal | Scw | Br 670.4 P & B | Liverpool 78.4 \| 44.7 574′ | 15352 27132 | | 1917 6 | Belfast, (Harland & Wolff, Lim.) [Ire. | International Nav. Co. (Lim.) | 2-4CylTE35,56,64,64x60; 1LPTbn;10DB;WP215lbs | | BL |
| 1483 140,659 KCQH | **Belgian** Steel 2D;SUB.SIG;W. Bal;Wireless 7BH | Scw | Br 400.3 P49′ | Liverpool 52.4 \| 28.4 B113′ F40′ | 3228 5287 | | 1919 10 | Newcastle, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | F. Leyland & Co. (Lim.) | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 1484 MBGN | **Belgier** xWar Shamrock Steel 1D;Wireless;W. Bal 7BH | Scw | Blg 400.4 P48′ | Antwerp 52.3 \| 28.4 B113′ F38′ | 3122 5077 | | 1917 8 | Belfast, (Harland & Wolff, Lim.) [Ire. | Lloyd Royal Belge Soc. Anon. | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 1485 MBHN | **Belgique** xCourtfield Steel 2D;Deep frmg;Shel dk; 6BH Wireless;W. Bal | Scw | Blg 391 | Antwerp 51.6 \| 26.7 | 2755 4531 | | 1902 10 | Stockton, (Ropner & Son.) [Eng. | Armement Deppe, Mgrs. | 3CylTE27,45,74x48; 3SB;WP180lbs | | BL |
| 1486 96,606 | **Belgium** xHorace S. Wilkinson Steel 1D;Mchy aft;W. Bal 3BH | Scw | Am 370 | Oswego 48.2 \| 24 | 3057 3860 | | 1902 rb.'15 | Chicago, (Chicago S. B. Co.) [Ill. | Great Lakes S.S. Co. | 3CylTE22,33,55x40; 2SB;WP175lbs;1200IHP. | | |
| 1487 26,809 RWDG | **Belgium Maru** Steel 2D;Oil fuel;Wireless;W. Bal 6BH | Scw | Jap 385 | Kobe 51 \| 36 | 4219 5837 | | 1920 5 | Kobe, (Kawasaki Dkyd. Co., Lim.) [Jap. | Kawasaki Dockyard Co. (Lim.) | 3CylTE26,43,72x48; 2SB;1AuxSB;WP200lbs | | BL |
| 1488 MVHK | **Belgot** Steel 1D;Wireless;W. Bal 4BH | Scw | Nor 275.6 P27′ | Oslo 43.7 \| 18.9 B82′ F32′ | 1261 2116 | | 1920 3 | Moss, (Moss Vaerft.) [Nor. | Skibs A/S Christen Smith's Rederi | 3CylTE20,33,56x36; 2SB;WP200lbs | | N |
| 1489 ODEC | **Belgrano** Steel 2D;Wireless;W. Bal 9BH | Scw | Fr 377.6 | Marseilles 46.3 \| 27.3 | 3075 4943 | | '97 | Hamburg, (Reiherstieg Schiffs. & Maschinenf.) [Ger. | Soc. An. de Navigation | 4CylQE22,31,46,66x48; 2DB;WP185lbs;2200IHP | | V |
| 1490 98,611 MCKL | **Belgravian** xClan Macneil Steel 2D;B;Wireless;W. Bal 5BH | Scw | Br 312 P31′ | Glasgow 39 \| 23.5 B74′ F40′ | 1602 2539 | | '91 3 | Sunderland, (Wm. Doxford & Sons, Lim.) [Eng. | K. Saunders | 3CylTE23,37,62x42; 2SB;WP180lbs;300RHP. | 3dS.S.No.2,Pir10,25;A.S.2,26; shft drn10,25;M.&B.S.6,26 | C |
| 1491 MBDV | **Belita** Steel 2D;Spar dk;W. Bal 4BH | Scw Sch | Nor 200 | Oslo 32.2 \| 19.8 | 586 1061 | | 1903 3 | Bergen, (Bergens Mek. Vaerks.) [Nor. | C. H. F. Jensen | 3CylTE19,30,50x33; 2SB;WP180lbs | | N |
| 1492 135,677 JFRM | **Belize** Steel 2D;Shel dk;Oil fuel;Spar dk; 4BH W. Bal | Scw Twin | Br 220.5 B94′ | Trinidad 37.1 \| 18.4 F42′ | 780 1498 | | 1914 6 | Dundee, (Caledon S. B. & E. Co., Lim.) [Scot. | Trinidad Government | 2-4CylTE12,20,24,24x24; 2SB;WP180lbs | | BL |
| 1493 | **Beljeanne** Steel Mchy aft;Wireless | MV Twin | Nor P96′ | Oslo B32′ F45′ | 4145 7210 | | 1926 | Newcastle, (Armstrong, Whitworth & Co., Lim.) [Eng. | Rederiet Belparell, A/S. | 2-4CylOilEngs23⅝x41¾ | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 494 | **Belkas** | Scw | Br | London | 1638 | | 1907 | Sunderland, | Khedivial | 3Cyl TE 24,39,64x45; | | V |
| 124,092 | xAgadir Steel | | 285 | 41.3 \| 25.7 | 2727 | | 11 | (J. Laing [Eng. & Sons, Lim.) | Mail S.S. & Graving Dock Co. (Lim.) | 3SB;WP185lbs;1800IHP | | |
| HLRW | 2D;Deep frmg;Wireless;W. Bal 6BH | | B112′ | | | | | | | | | |
| 495 | **Bella** | SW | Am | St.Mich'el | 185 | | '96 | St. Michael, | American- | 1Cyl 14x22; | | |
| 3,759 | Wood | | 140 | 33 \| 8 | 370 | | | Alaska | Yukon Navigation Co. | 1Bir;400IHP. | | |
| | 1D;Wireless | | | | | | | (H. Turner.) | | | | |
| 496 | **Bellailsa** | Scw | Br | Glasgow | 2903 | | 1924 | Glasgow, | Bellailsa | 3Cyl TE 26,42,70x48; | | BL |
| 147,925 | Steel | | 385 | 52 \| 26.6 | 4553 | | 10 | (Lithgows, [Scot. Lim.) | S.S. Co. (Lim.) | 2SB;WP180lbs | | |
| KRLH | 2D;W. Bal;Wireless 6BH | | P33′ | B112′ F44′ | | | | | | | | |
| 497 | **Bellaire** | Brg | Am | Baltimore | 311 | | 1916 | Brooklyn, | Baltimore & | Wd | | |
| 166,552 | | | 79.7 | 28.4 \| 7.2 | 311 | | | (Theo. A. [N. Y. Crane's Sons Co.) | Ohio R.R. Co | | | |
| | 1D | | | | | | | | | | | |
| 498 | **Bellanoch** | Scw | It | Trieste | 1626 | | '89 | Glasgow, | D. Trip- | 3Cyl TE 22,36,59x42; | | |
| 539 | Steel | Sch | 310 | 39.2 \| 23.8 | 2689 | | 10 | (D. & W. [Scot. Henderson & Co.) | covich, Mgr. | 2SB;WP170lbs;250RHP | | |
| HCSW | 2D;B;Wireless;W. Bal 6BH | | P33′ | B62′ F41′ | | | | | | | | |
| 499 | **Bellas** | Scw | Ptg | Lisbon | 1423 | | 1919 | Chepstow, | "A Mari- | 3Cyl TE 22,36,59x39; | | BL |
| | Steel | | 303 | 43 \| 20.7 | 2570 | | 10 | (E. Finch [Eng. & Co., Lim.) | tima" Soc. Anon. de Responsabilida (Lim.) | 2WTB;WP180lbs | | |
| | 1D;W. Bal 6BH | | P33′ | B80′ F33′ | | | | | | | | |
| 500 | **Bellasco** | Scw | Br | Hull | 1466 | | 1922 | Southamp- | Dover | 3Cyl TE 21,34,57x36; | | BL |
| 146,433 | Steel | | 300.5 | 43.7 \| 22.2 | 2494 | 2 | (J. I. [ton, Eng. Thornycroft & Co., Lim.) | Shipping (Lim.) | 2SB;WP180lbs | | |
| KLPR | 1D;Oil fuel;Wireless;W. Bal 5BH | | P28′ | B83′ F33′ | | | | | | | | |
| 501 | **Bellatrix** | Scw | Hol | Rotterd'm | 2171 | | 1915 | Rotterdam, | Van Nievelt | 3Cyl TE 25,41,67x45; | | V |
| | Steel | | 345 | 48.5 \| 23.3 | 3552 | | | (Rotterdam [Hol. Droogd. Maat.) | Goudriaan & Co.'s Stoomv. Maats | 2SB;WP180lbs;1450IHP | | |
| NGTK | 1D;Wireless;W. Bal 7BH | | P25′ | B114′ F34′ | | | | | | | | |
| 502 | **Bellbuckle** | Scw | Am | Newark | 3835 | 8′ ½″ | 1919 | Kearny, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 218,700 | Steel | | 395.5 | 55 \| 31.4 \| 34′11′ | 6207 9700 | 27′ | 8 | (Federal [N. J. S. B. Co.) | ping Board | Midwest Eng. Co; 3SB;Federal S. B. Co; 8934HS;WP210lbs;2600SHP; s rps1,21;Dkd5,25 | ✠AMS S.S.NY12,20; SBP;CL (Laid up) | |
| LSHN | 2D;Long. frmg;W. Bal;Wireless; Oil fuel F. P. above 150° F. C-36 | | P44′ | B110′ F38′ | | | | | | | | |
| | W.B.—A.P.175t;D.B.331′1518t... ..... F.P.25 5t | | | | | | | | | | | |
| | F.O.—A.P.163t;D.B.289′1169t;S. T.77t; F.P.23 8t | | | | | | | | | | | |
| 503 | **Bellco** | S | Nor | Tonsberg | 1972 | | 1905 | Rotterdam, | A/S Bellco | Stl;1BH | | BL |
| | xPelikan xDione | | 278.4 | 40.1 \| 22.7 | 2125 | | 3 | (Rijkee [Hol. & Co.) | | | | |
| WNQK | 2D | | P33′ | F30′ | | | | | | | | |
| 504 | **Belle Brown** | Sch | Am | Cleveland | 207 | | '73 | Chicago, | T. A. | O | | |
| 2,887 | | | 124.5 | 27.4 \| 9.3 | 217 | | | (W. W. [Ill. Bates.) | Cheney | | | |
| | 1D | | | | | | | | | | | |
| 505 | **Belle Island** | Scw | Am | New York | 420 | | 1925 | Newburgh, | Steamer | 2-3Cyl TE 17,25,43x30; | | |
| 224,714 | Steel | Twin | 200.5 | 42 \| 11.3 | 842 | | | N. Y. (Marvel.) | Belle Island Co., Inc. | 2SB;1800IHP | | |
| | 1D;Oil fuel | | | | | | | | | | | |
| 506 | **Belle Isle** | Scw | Fr | Havre | 6027 | | 1918 | Havre, | Chargeurs | 2-3Cyl TE 25½,42½,70x48; | | V |
| | Steel | Twin | 481.7 | 58.2 \| 35 | 9591 | | | (Forg. & [Fr. Chnt. de la Medit.) | Reunis | 5SB;WP200lbs;6500IHP | | |
| ODEI | 3D;Wireless;W. Bal 11BH | | P270′ | F51′ | | | | | | | | |
| 507 | **Belle Miller** | Scw | Am | Phila. | 201 | | '96 | Elkton, | J. W. Paxon | 2Cyl C 16,22x18; | | |
| 3,687 | xJulia Steel | | 153.5 | 23.4 \| 8.6 | 255 | | | (Henry [Md. Delbert.) | Co. | 1SB;WP100lbs;150IHP. | | |
| | 1D | | | | | | | | | | | |
| 508 | **Bellemina** | Scw | Am | Newark | 3751 | 8′ ½″ | 1919 | Kearny, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 218,988 | Steel | | 395.5 | 55 \| 31.4 \| 34′11″ | 6085 9700 | 27′ | 10 | (Federal [N. J. S. B. Co.) | ping Board | Midwest Engine Co; 3SB;Federal S. B. Co; 185GS;8934HS;WP210lbs;2600SHP; Dkd,s rps5,25 | ✠AMS S.S.Bhvn1,21; shft drn2,21;CL (Laid up) | |
| LTCS | 2D;Long. frmg;Wireless; 7BH W. Bal C-36 | | P44′ | B110′ F38′ | | | | | | | | |
| | W.B.—A.P.175t;D.B.331′1518t... ..... F.P.25 5t | | | | | | | | | | | |
| | F.O.—A.P.163t;D.B.289′1169t;S. T.77t; F.P.23 8t | | | | | | | | | | | |
| 509 | **Bellenden** | Scw | It | Trieste | 1636 | | '87 | Glasgow, | D. Trip- | 3Cyl TE 22,36,59x42; | | |
| 542 | Steel | | 310.2 | 39.2 \| 23.8 | 2687 | | 6 | (D. & W. [Scot. Henderson & Co., Lim.) | covich & Co., Mgrs. | 2SB;WP170lbs;250RHP. | | |
| HCTF | 2D;B;Wireless;W. Bal 6BH | | P33′ | B62′ F41′ | | | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. Lth. \| Bth. \| Dth. / Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. / Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. / Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1510 | **Bellepline** | Scw | Am | Newark | 3767 | 8′ ½″ | 1919 | Kearny, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 219,139 | Steel | | 395.5 | 55 \| 31.4 \| 34′ 11″ | 6049 | 27′ | 11 | (Federal [N. J | ping Board | Midwest Eng. Co; | ✠AMS | |
| LTKN | 2D;Long. frmg;Wireless; 7BH | | | | 9700 | | | S. B. Co.) | | 3SB;Federal S. B. Co; | S.S.No.1,NY,11,25; | |
| | sub.sig;W. Bal C-36 | | P44′ | B110′ F38′ | | | | | | 185GS;8934HS;WP2101bs;2600SHP; | M.&B.S;shft drn11,25; | |
| | | | | | | | | | | Dkd,d rpd5,26;Exmd8,26 | SBP;CL | |
| | W.B.—A.P.175t;D.B.331′1518t. | ..... | F.P.25 | 5t | | | | | | | | |
| | F O.—A.P.163t;D.B.289′1169t;S. | T.77t; | F.P.23 | 8t | | | | | | | | |
| 1511 | **Bellerby** | Scw | Br | W.Hartlpl | 1966 | | '98 | Stockton, | Ropner | 3CylTE23,38,62½x42; | | BL |
| 106,982 | Steel | Sch | 320 | 44 \| 22.5 | 3089 | | 6 | (Ropner [Eng. | Shipping Co. | 2SB;WP160lbs | | |
| QFGH | 1D;B;Web frms;Wireless;W. Bal 5BH | | P31′ | B72′ F35′ | | | | & Sons.) | (Lim.) | | | |
| 1512 | **Bellerophon** | Scw | Br | Liverpool | 5713 | | 1906 | Belfast, | A.Holt&Co. | 2-3CylTE23,38½,65x48; | | |
| 120,915 | Steel | Sch | 485.3 | 58.4 \| 31 | 9013 | | | (Workman, [Ire. | Mgrs. | Dkd,s rps10,25 | | |
| HFLR | 3D;Wireless;W. Bal | Twin | F35′ | | | | | Clark & Co., Lim.) | | | shfts drn10,25 | |
| 1513 | **Bellerose** | Scw | Am | Newark | 4045 | 8′ ½″ | 1919 | Kearny, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 219,138 | Steel | | 395.5 | 55.2 \| 31.6 \| 34′ 11″ | 6517 | 27′ | 12 | (Federal [N. J. | ping Board | Midwest Engine Co; | ✠AMS | |
| LTKM | 2D;Long. frmg;W. Bal; 7BH | | | | 9700 | | | S. B. Co.) | | 3SB;Federal S. B. Co; | S.S.Bost6,20; | |
| | Wireless;sub.sig. C-36 | | P60′ | B109′ F28′ | | | | | | 185GS;8934HS;WP2101bs;2600SHP; | shft drn7,21;SBP;CL | |
| | | | | | | | | | | rps7,21;Dkd5,25 | (Laid up) | |
| | W.B.—A.P.175t;D.B.331′1518t. | ..... | F.P.25 | 5t | | | | | | | | |
| | F.O.—A.P.163t;D.B.289′1169t;S. | T.77t; | F.P.23 | 8t | | | | | | | | |
| 1514 | **Belleville** | SW | Br | Montreal | 255 | | '65 | Montreal, | Canada | 1CylI42x108; | | |
| 122,070 | xSpartan Iron | | 200.2 | 27 \| 11 | 639 | | rb '05 | (E. E. [Que. | Steamship Lines | 2SB;WP100lbs | | |
| | 1D | | | | | | | Gilbert.) | (Lim.) | | | |
| 1515 | **Bellfield** | Scw | Br | Hull | 2731 | | 1912 | Sunderland, | Keighley | 3CylTE26,42,71x48; | | BL |
| 132,067 | xCraigwen xOrpheus Steel | | 385 | 52 \| 25.1 | 4393 | | 6 | (Bartram [Eng. | Shipping Co. | 3SB;WP180lbs | | |
| HWCP | 1D;Wireless;W. Bal 6BH | | P33′ | B237′ F36′ | | | | & Sons.) | (Lim.) | | | |
| 1516 | **Bellflower** | Scw | Am | Newark | 3751 | 8′ 1″ | 1919 | Kearny, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 219,274 | Steel | | 395.5 | 55 \| 31.4 \| 34′ 11″ | 6085 | 27′ | 12 | (Federal [N. J. | ping Board | Midwest Engine Co; | ✠AMS | |
| LTSV | 2D;W. Bal;Long. frmg; 7BH | | | | | | | S. B. Co.) | | 3SB;Federal S. B. Co; | S.S.No.1,NY7,25; | |
| | Wireless;sub.sig. C-36 | | P44′ | B110′ F38′ | | | | | | 185GS;8934HS;WP2101bs;2600SHP; | M.S;shft drn7,25;B.S.7,26; | |
| | | | | | | | | | | EAC;Dkd,d rpd10,26 | SBP;CL | |
| | W.B.—A.P.175t;D.B.331′1518t. | ..... | F.P.25 | 5t | | | | | | | | |
| | F.O.—A.P.163t;D.B.289′1169t;S. | T.77t; | F.P.23 | 8t | | | | | | | | |
| 1517 | **Bellglade** | Scw | Br | Hull | 2447 | | 1912 | So. Shields, | J. Bell & | 3CylTE26,42,69x48; | | BL |
| 132,669 | xChevington Steel | | 367.3 | 53.9 \| 22.8 | 3876 | | 2 | (J. Read- [Eng. | Co., Mgrs. | 2SB;WP180lbs | | |
| HVGQ | 1D;W. Bal;Wireless 6BH | | P32′ | B224′ F34′ | | | | head & Sons, Lim.) | | | | |
| 1518 | **Bellhaven** | Scw | Am | Newark | 3760 | 8′ ½″ | 1919 | Kearny, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 219,006 | Steel | | 395.5 | 55 \| 31.4 \| 34′ 11″ | 6098 | 27′ | 10 | (Federal [N. J. | ping Board | Midwest Eng. Co; | ✠AMS | |
| LTDK | 1D;Long. frmg;Wireless;W. Bal; 7BH | | | | 9700 | | | S. B. Co.) | | 3SB;Federal S. B. Co; | S.S.No.1,NY4,25; | |
| | Oil fuel F. P. above 150° F. C-36 | | P45′ | B110′ F38′ | | | | | | 8934HS;WP2101bs;2600SHP; | M.S;n shft4,25;shft drn8,25; | |
| | | | | | | | | | | Dkd,d rpd4,26;s rps9,26 | B.S.4,26;SBP;CL | |
| | W.B.—A.P.175t;D.B.331′1518t. | ..... | F.P.25 | 5t | | | | | | | | |
| | F.O.—A.P.163t;D.B.289′1169t;S. | T.77t; | F.P.23 | 8t | | | | | | | | |
| 1519 | **Bellingham** | MV | Am | Ketchikan | 333 | | '82 | Portland, | Northern | Oil Eng | — Exp | |
| 81,313 | xWillapa F,O;Gif | | 129.3 | 21.6 \| 17.6 | 366 | | | Ore | Transp. Co. | | | |
| KJDN | 2D 2BH | | | | | | rb '91 | (Portland.) | | | | |
| 1520 | **Bellingham** | Scw | Am | Tacoma | 3621 | 5′ 10½″ | 1918 | Tacoma, | U. S. Ship- | 3CylTE24,40,70x48; | ✠A1Ⓔ | |
| 217,150 | Steel | | 379.8 | 53 \| 27 \| 29′ 4″ | 4837 | 23′ 8″ | 10 | (Todd [Wash. | ping Board | Skinner & Eddy Corp; | ✠AMS | |
| LNMP | 2D;W. Bal;Long. frmg;Wireless 7BH | | | | 7493 | | | D. D. & Const. | | 3SB;Seattle Const. & D. D. Co; | S.S.NY12,20; | |
| | C-35 | | P39′ | B102′ F42′ | | | | Corp.) | | 6831HS;WP190lbs;2100IHP; | n shft8,21;Cih BB;CL | |
| | | | | | | | | | | Dkd6,22;d rpd2,23 | (Laid up) | |
| | W.B.—A.P.318t;D.B.334′1089t;D. | T.24′ 6 | 66t; F. | P.91t | | | | | | | | |
| 1521 | **Bellport** | Brg | Am | New York | 265 | | 1917 | Elizabeth- | New York | Wd | | |
| 166,716 | | | 100 | 34 \| 8.5 | 265 | | | port, N. J. | & Cuba Mail | | | |
| | 1D | | | | | | | (New Jersey | S.S. Co. | | | |
| | | | | | | | | D. D. & T. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 522 144,099 KLPN | **Bellview** Steel 1D;Shel dk;Oil fuel; Wireless;W. Bal 6BH | Scw | Br 400.3 | Hull 52.1 \| 25.9 | 2794 4677 | | 1922 1 | So. Shields, (J. Read- [Eng. head & Sons, Lim.) | Bellview Shipping Co. (Lim.) | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 523 220,002 | **Belmar** xProwess O,YP;Gif 1D 1BH | Scw | Am 94.2 | New York 25 \| 13.2 | 123 181 | | 1920 6 | Tottenville, (A. C. [S. I. Brown & Son.) | Central R.R. of N. J. | 2CylC18,38x26; 1WTB;WP155lbs;700IHP | ✠ — — ✠ — — Cancelled10,24 | |
| 524 214,936 LHBS | **Belmont** Sch 1D;B | Brg | Am 198 | Phila. 34.6 \| 18 | 896 969 | | 1917 3 | Baltimore, (Coastwise [Md. S. B. Co.) | Reading Co. | O,Ch,P;Gif | | |
| 525 212,949 LFGH | **Belmont** 1D;B | Bk | Am 236.4 P40′ | Savannah 38.1 \| 21.8 F30′ | 1399 1521 | | '91 5 | Pt. Glasgow, Scot. (Russell & Co.) | Moore Co., Inc. | Stl;1BH | | |
| 526 | **Belmonte** xPalmares xValasia Steel 1D;Shel dk;SUB.SIG;Wireless; W. Bal 6BH | Scw | Brz 364.8 B105′ | Rio Jan'ro 50.9 \| 30.2 | 3208 5227 | | 1912 9 | Rostock, (Akt. [Ger. Ges. "Neptun.") | Brazilian Govt. | 3CylTE28,46,76x48; 3SB;WP192lbs | | |
| 527 LFKW | **Belnor** Steel 1D;Mchy aft;Wireless;W. Bal 4BH | MV | Nor 309 P86′ | Oslo 46.2 \| 20.7 B23′ F26′ | 1673 2871 | | 1926 1 | Newcastle, (Armstrong, [Eng. Whitworth & Co., Lim.) | A/S. Belnor | 4CylOilEngs23⅝x41¾; DB | | BL |
| 528 5,415 JTDK | **Belona** | ½ B | Swd 100.7 | Jarnavik 23.8 \| 10.7 | 150 175 | | '74 10 | Troense, (R. C. [Den. Moller.) | E. A. Mattason | O,Hw;Icf(Sltd) | | |
| 529 | **Belpareil** Steel Mchy aft;Wireless | MV | Nor P96′ | Oslo B32′ F45′ | 4100 7200 | | 1926 | Newcastle, (Armstrong, [Eng Whitworth & Co., Lim.) | Rederiet Belpareil A/S. | 2-4CylOilEngs23⅝x41¾ | | |
| 530 34 MBIA | **Belpetrole** xAmerican Steel 2D;Mchy aft;Web frms; Oil in bulk;Wireless;W. Bal 14BH | Scw Trn | Blg 345.4 P203′ | Antwerp 44.1 \| 27.6 F38′ | 2471 3623 | | '92 12 | Newcastle, (Palmer's [Eng. Co., Lim.) | Cie. Marit Belpetrole Soc. Anon. | 3CylTE27,44,72x48; 2DB;WP160lbs | | BL |
| 531 LFRB | **Belray** Steel Mchy aft;Wireless | MV | Nor 318 P86′ | Oslo \| 23.2 B23′ F26′ | 1678 2888 | | 1926 | Newcastle, (Armstrong, [Eng. Whitworth & Co., Lim.) | Rederiet Belnor | 4CylOilEngs23⅝x41¾ | | |
| 532 MKGD | **Belridge** Steel 2D;Web frms;Long. frmg; Mchy aft;Oil in bulk;Oil fuel; Wireless;W. Bal 15BH | Scw | Nor 425.1 P101′ | Tonsberg 57 \| 33.1 B28′ F40′ | 4420 7020 | | 1914 6 | Sunderland, (Sir J. [Eng. Laing & Sons, Lim.) | Aktiesel-skabet Tankfart | 3CylTE27,45,74x54; 4SB;WP180lbs | | BL |
| 533 166,203 | **Belton** 1D | Brg | Am 35.9 | New York 30.1 \| 6.6 | 146 146 | | 1913 | Rondout, (Jacob [N. Y. Rice) | Mallory S. S. Co. | Wd | | |
| 534 554 NGHC | **Belvedere** Steel 2D;Shel dk;Wireless;W. Bal 7BH | Scw Sch | It 412 | Trieste 51.7 \| 26.3 | 4575 7420 | | 1913 8 | Monfalcone, (Cant. Nav. [Aus. Triestino.) | Cosulich Soc. Triestine di Nav. | 3CylTE28,47,78x54; 4SB;WP180lbs | | I |
| 535 | **Belvernon** Steel 1D;B;W. Bal 4BH | Scw | Pan 227.4 | 31.7 \| 15 B67′ F31′ | 627 1102 | | '97 5 | Bergen, (Bergens [Nor. Mek. Verk.) | H. F. Morse | 3CylTE18½,30,50x33; 2SB;WP175lbs | | |
| 536 217,538 LPSN | **Belvidere** Steel 2D;W. Bal;Wireless;SUB.SIG. 7BH C-34 | Scw | Am 377 P25′ | New York 52 \| 26.8 \| 29′ B106′ F39′ | 2961 4755 7323 | 5′ 5½″ 23′ 8½″ | 1919 3 | Shooters Island, N. Y. (Standard S. B. Corp.) | U. S. Shipping Board | 3CylTE24,40,70x48; Standard S. B. Corp; 3SB;Standard S. B. Corp; 182GS;6960HS;WP190lbs;2500IHP; s rps7,23;Dkd8,23;Exmd9,23 | ✠A1Ⓔ ✠AMS S.S.NY2,21; shft drn9,22;B.S.4,23; Cih BB;CL (Laid up) | |
| 537 112,764 RWQC | **Ben Corlic** xFrank Parish Steel 1D;B;Deep frmg; Wireless;W. Bal 6BH | Scw | Br 324 P31′ | London 47.1 \| 21.7 B96′ F35′ | 1819 2905 | | 1900 10 | Sunderland, (W. Pick- [Eng. ersgill & Sons.) | Morrison S.S. Co. (Lim.) | 3CylTE23,38,64x42; 2SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1538 129,456 HQFG | **Benalder** xKirkdale Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Br 400 P47′ | Leith 51.8 \| 26.9 B119′ F46′ | 3047 4732 | | 1910 1 | Pt. Glasgow, (Russell & Co.) [Scot. | W. Thomson & Co., Mgrs. | 3Cyl TE26,44,72x48; 3SB;WP180lbs | | BL |
| 1539 148,256 KTPQ | **Benarty** Steel 2D;Wireless;W. Bal 5BH | Scw | Br 420.2 P35′ | Leith 54 \| 29.9 B129′ F44′ | 3684 5800 | | 1926 1 | Glasgow, (C. Connell & Co., Lim.) [Scot. | Bee Line Steamers | 4Cyl QE24¾,35½,51,73x51; 3SB;WP220lbs | | BL |
| 1540 123,011 HDMQ | **Benavon** Steel 1D;Spar dk;Deep frmg;Wireless; 6BH W. Bal | Scw | Br 378 P35′ | Leith 46.1 \| 18.3 B104′ F38′ | 2549 3996 | | 1905 9 | Sunderland, (Bartram & Sons.) [Eng. | W. Thomson & Co., Mgrs. | 3Cyl TE25,42,68x48; 2SB;WP180lbs | | BL |
| 1541 141,302 TPCS | **Bencleuch** xWildomino xWar Convoy Steel 2D;Wireless;W. Bal 6BH | Scw | Br 410.6 P44′ | Leith 54.1 \| 27.5 B115′ F47′ | 3294 5562 | | 1919 4 | Vancouver, (J. Coughlan & Sons.) [B. C. | Ben Line Steamers (Lim.) | 3Cyl TE27,44,73x48; 3SB;WP190lbs | | BL |
| 1542 145,603 KMNS | **Bendigo** Steel 3D;Shade dk;Wireless;W. Bal 9BH | Scw Twin | Br 519.8 F58′ | Greenock 64.2 \| 37.8 | 7925 13039 | | 1922 8 | Greenock, (Harland & Wolff, Lim.) [Scot. | P. O. Steam Nav. Co. | 2-4Cyl QE23½,34½,48½,70x54; 2DB;3SB;WP215lbs | | BL |
| 1543 125,478 HMCN | **Bendoran** Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Br 378 P35′ | Leith 46 \| 18.3 B109′ F36′ | 2587 4074 | | 1908 11 | Sunderland, (Bartram & Sons.) [Eng. | Ben Line Steamers (Lim.) | 3Cyl TE25,42,68x48; 2SB;WP180lbs | | BL |
| 1544 123,995 HJDC | **Bendu** Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw Sch | Br 375.2 P32′ | Liverpool 47.3 \| 18.9 B100′ F43′ | 2821 4319 | | 1906 9 | Newcastle, (Swan, Hunter & Wigham Richardson.) [Eng. | Elder, Dempster & Co. (Lim.), Mgrs. | 3Cyl TE25,42,70x48; 2SB;WP180lbs | | BL |
| 1545 | **Benefactor** 2D | Brg xScw Sch | Cuban 173 | 36 \| 18.4 | 827 827 | | '70 5 | Chester, (Rainey, Son & Archibald.) [Pa. | | I;4BH | — Exp | |
| 1546 131,439 HVWQ | **Benefactor** Steel 2D;Wireless;Oil fuel;W. Bal 7BH | Scw Sch | Br 410.7 P34′ | Liverpool 52.2 \| 30.2 B139′ F53′ | 3492 5517 | | 1912 5 | Glasgow, (D & W. Henderson & Co., Lim.) [Scot. | Charente S.S. Co. (Lim.) | 3Cyl TE24½,42½,72x54; 2DB;1AuxSB;WP215lbs | | BL |
| 1547 138,561 | **Benevolence** xJean Campbell 1D | Trn | Br 129.2 | St. John's 30.7 \| 12.5 | 277 322 | | 1917 | Shelburne, (George A. Cox.) [N. S. | W. S. Monroe | Wd | | |
| 1548 28,450 SHVQ | **Bengal Maru** Steel 2D;Wireless;W. Bal 6BH | Scw | Jap 400 P39′ | Tokio 54.5 \| 30 B121′ F43′ | 3231 5395 | | 1921 5 | Nagasaki, (Mitsubishi Zosen Kaisha, Lim.) [Jap. | Nippon Yusen Kabushiki Kaisha | 3Cyl TE26½,44½,75x48; 3SB;WP200lbs | | BL |
| 1549 NGTW | **Bengkalis** Steel 1D;W. Bal;Wireless 9BH | Scw | Hol 419.1 | Amst'dam 54.6 \| 33.8 | 4155 6548 | | 1918 | Rotterdam, (Maats. Fijenoord.) [Hol. | Stoomv. Maats. Nederland | 3Cyl TE28,46,77x54; 4SB;WP180lbs;3700IHP | | V |
| 1550 137,058 JSBT | **Bengloe** xArdgoil Steel 2D;Web frms;Long. frmg; 6BH Wireless;W. Bal | Scw | Br 405.1 P36′ | Leith 52.6 \| 27.7 B120′ F44′ | 3425 5318 | | 1918 1 | Pt. Glasgow, (W. Hamilton & Co., Lim.) [Scot. | W. Thomson & Co., Mgrs. | 3Cyl TE27,44,73x48; 2SB;WP180lbs | | BL |
| 1551 145,425 KMQD | **Bengore Head** Steel 1D;Wireless;W. Bal 5BH | Scw | Br 310.2 P31′ | Belfast 45 \| 20.7 B109′ F38′ | 1512 2609 | | 1922 4 | W. Hartlepool, Eng. (Irvine's S. B. & D. D. Co., Lim.) | Ulster S.S. Co. (Lim.) | 3Cyl TE24,39,66x45; 2Blrs;WP180lbs;257RHP. | S.S.No.1,Bifst1,26; shft drn4,25;M.&B.S.4,26 | C |
| 1552 131,366 HTFP | **Benguela** Steel 2D;Deep frmg;Wireless;W. Bal 7BH | Scw | Br 425.5 P38′ | Liverpool 53 \| 29.2 B131′ F44′ | 3534 5520 | | 1910 7 | Newcastle, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | Imperial Direct Line | 3Cyl TE28,46,77x54; 3SB;WP180lbs | | BL |
| 1553 HFAR | **Benguella** xFaro Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Ptg 360.1 P31′ | Loanda 50.3 \| 17 B10′ F31′ | 2580 4044 | | 1905 11 | Pt. Glasgow, (W. Hamliton & Co., Lim.) [Scot. | CiaColoneal de Navegacao | 3Cyl TE25,41,67x45; 2SB | | BL |
| 1554 202,901 | **Benicia** Steel 1D | MV SW | Am 140 | San Fran. 33.5 \| 7.5 | 212 347 | | 1906 | Richmond, Cal. | Standard Oil Co. (Cal.) | 2CylGasEng13½x16; 300IHP. | | |
| 1555 124,067 HKRF | **Benin** Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw Sch | Br 375.2 P32′ | Liverpool 47.3 \| 18.8 B100′ F43′ | 2809 4362 | | 1907 5 | Newcastle, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | Elder, Dempster & Co. (Lim.), Mgrs. | 3Cyl TE25½,42,70x48; 2SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1556 | **Benito Estenger** Iron<br>1D 4BH | Scw | Cuban<br>146.9 | Santiago<br>24.9 \| 13 | 245<br>371 | | '82<br>1 | Camden,<br>(J. H. Dialogue & Son.) [N. J | Gallego,<br>Messa & Co. | 2CylC20,40x28;<br>1CRTB;WP80lbs | —<br>Exp | |
| 1557<br>208,448 | **Benjamin B. Odell** Steel<br>1D;Web frms 5BH | Scw | Am<br>263.6 | New York<br>48.8 \| 17.3 | 1169<br>2011 | | 1911<br>4 | Wilmington,<br>(Harlan & Hollingsworth Cor.) [Del. | Central<br>Hudson Steamboat Co. | 3CylTE26,41,68x36;<br>4SB;2500IHP. | | |
| 1558<br>215,002<br>LHBN | **Benjamin Brewster** Steel<br>2D;Mchy aft;Long. frmg; 18BH<br>Wireless; 14BH to Fbd dk<br>sub.sig; 4BH to 2d dk<br>Oil fuel F. P. above 150° F. C-36 | Scw | Am<br>411.6<br>P114′ | New York<br>53.4 \| 29.8<br>B29′ F37′ | 3677<br>5950<br>8255 | | 1917<br>5 | Wilmington,<br>(Harlan & Hollingsworth Corp.) [Del. | Standard<br>Oil Co. (N. J.) | 3CylTE27,45,74x48;<br>Harlan & Hollingsworth Corp;<br>2SB;Harlan & Hollingsworth Corp;<br>7788HS;WP180lbs;2500IHP;DB;EAC;<br>d rpd3,26;Dkd,rps9,26 | **A1** Oil Carrier.<br>AMS<br>S.S.No.2,Mbl12,25;<br>shft drn2,25;M.S.12,25;<br>B.S.9,26;Cih BB;CL | |
| 1559<br>130,468 | **Benjamin C. Smith**<br>1D | Sch | Br<br>105.8 | Lunenb'rg<br>26.6 \| 10.2 | 100<br>129 | | 1911 | La Have,<br>(M. Leary.) [N. S. | P. Bishop | M;Icf | | |
| 1560<br>3,270<br>KBVT | **Benj. F. Packard**<br>2D;B | S | Am<br>244.2 | New York<br>43 \| 18.2 | 2014<br>2156 | | '83<br>11 | Bath,<br>(Goss, Sawyer & Packard.) [Me. | Benj. F. Packard Corp. | O,YP;Icf(Rsltd) | —<br>Exp | |
| 1561<br>134,368 | **Benjamin Harrison**<br>1D | Brg | Br<br>175 | Montreal<br>32.2 \| 12 | 511<br>538 | | '89 | Mt.Clemens,<br>Mich.<br>(M. Dulac.) | Joseph Guertin | Wd. | | |
| 1562<br>118,706<br>HCVK | **Benlawers** Steel<br>1D;Spar dk;Deep frmg; 6BH<br>Wireless;W. Bal | Scw | Br<br>378<br>P35′ | Leith<br>46.1 \| 18.3<br>B104′ F38′ | 2521<br>3949 | | 1905<br>7 | Sunderland,<br>(Bartram & Sons.) [Eng. | W. Thomson & Co. | 3CylTE24,39,70x48;<br>2SB;WP180lbs | | BL |
| 1563<br>118,699<br>HBNV | **Benledi** Steel<br>1D;Spar dk;Deep frmg; 6BH<br>Wireless;W. Bal | Scw | Br<br>379<br>P35′ | Leith<br>46.1 \| 18.3<br>B104′ F38′ | 2509<br>3931 | | 1904<br>11 | Sunderland,<br>(Bartram & Sons.) [Eng. | W. Thomson & Co., Mgrs. | 3CylTE25,42,68x48;<br>2SB;WP180lbs | | BL |
| 1564<br>129,407<br>HTDK | **Benlomond** Steel<br>2D;Wireless;W. Bal 6BH | Scw<br>Sch | Br<br>405<br>P38′ | Leith<br>51.5 \| 26.9<br>B113′ F44′ | 3124<br>4887 | | 1911<br>7 | Sunderland,<br>(Bartram & Sons.) [Eng. | Ben Line<br>Steamers (Lim.) | 3CylTE26,43,72x48;<br>3SB;WP190lbs | | BL |
| 1565<br>115,133<br>KPRG | **Benmacdhui** Steel<br>xGorredijk xComo<br>2D;B;Shel dk;Wireless;W. Bal 6BH | Scw | Br<br>401 | Leith<br>52.1 \| 29.3 | 4198<br>6464 | | 1902<br>7 | W. Hartlepool, Eng.<br>(Furness, Withy & Co.) | W.Thomson & Co. | 3CylTE28,46,77x48;<br>4SB;WP180lbs | | BL |
| 1566<br>146,135 | **Benmaple** Steel<br>xS. N. A1 xInternational Steel<br>1D;Mchy aft;Wireless;W. Bal 3BH | Scw | Br<br>244 | Toronto<br>43 \| 19.2<br>F38′ | 1074<br>1728 | | 1914<br>8 | Ecorse,<br>(Great Lakes Engr. Wks.) [Mich. | Port Colborne & St. Lawrence Nav.Co | 3CylTE16,26½,45x33;<br>2SB;WP180lbs;600IHP. | 100(GL)<br>P.S.1,25 | |
| 1567<br>124,128<br>HGWC | **Benmohr** Steel<br>xDalblair<br>2D;Deep frmg;Wireless;W. Bal 6BH | Scw | Br<br>390<br>P44′ | Leith<br>52.2 \| 26.4<br>B121′ F42′ | 2999<br>4661 | | 1906<br>8 | Greenock,<br>(Scott's S. B. & Eng. Co.) [Scot. | W. Thomson & Co., Mgrs | 3CylTE26,44,72x48;<br>2SB;WP180lbs | | BL |
| 1568<br>NGVB | **Bennekom** Steel<br>xBourne<br>xBurgermeister Schroder 9BH<br>2D;Well dk;Oil fuel;Wireless;W. Bal. | Scw | Hol<br>449.7<br>P & B | Amst'dam<br>58.1 \| 26.9<br>377′ F53′ | 3289<br>5789 | | 1917 | Flensburg,<br>(Flensburger Schiffsb. Ges.) [Ger. | Koninkl. Nederl.Stoomb. Maats | 3CylTE31,50,84x53;<br>4SB;WP185lbs | | BL |
| 1569<br>116,762<br>LGHT | **Bennington** Steel<br>xEduardo Sala xSt. Paul<br>1D;Spar dk;Mchy aft;W. Bal | Scw | Am<br>238 | Chicago<br>42.2 \| 22.2 | 1222<br>2029 | | '97 | Chicago,<br>(Chicago S. B. Co.) [Ill. | Rutland-Lake Michigan Transit Co. | 3CylTE17,29,47x36;<br>2SB;WP170lbs;700IHP | 100(GL)<br>P.S.6,25 | |
| 1570<br>218,496<br>LRWP | **Benoni** Steel<br>2D;W. Bal;Long. frmg; 8BH<br>Wireless; 6BH to Fbd dk<br>sub.sig; 2BH to 2d dk<br>Oil fuel F. P. above 150° F. C-36 | Scw | Am<br>409.6<br>P53′ | Baltimore<br>54.4 \| 27.4<br>30′<br>B120′ F44′ | 3959<br>6330<br>8790 | 6′ 1¾″<br>24′ 1″ | 1919<br>7 | Baltimore,<br>(Baltimore D. D. & S. B. Co.) [Md. | U. S. Shipping Board | Stm Tbn;<br>De Laval Steam Turbine Co;<br>4WTB;Heine Safety Boiler Co;<br>11132HS;WP225lbs;2500SHP;<br>Dkd,s rps12,20 | ✠A1Ⓔ<br>✠AMS<br>Scip;CL<br>(Laid up) | |
| | W.B.—A.P.45t;D.T.a30′765t;D.B .340′11<br>F.O. D.B .304′ 9 | | | 86t...<br>55t; S. | .....D.T.f.30′7<br>T.79t..... | 36t; F. | P.199t<br>..... | | | | | |
| 1571<br>145,558<br>KLHG | **Benreoch** Steel<br>2D;Wireless;W. Bal 6BH | Scw | Br<br>420.1<br>P35′ | Leith<br>54 \| 30<br>B128′ F45′ | 3702<br>5818 | | 1921<br>12 | Glasgow,<br>(C. Connell & Co., Lim.) [Scot. | Ben Line<br>Steamers (Lim.) | 4CylQE24,35,51,73x51;<br>3SB;WP220lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1572 | **Benrinnes** | Scw | Br | Leith | 3071 | | 1914 | Sunderland, | W. Thomson & Co., Mgrs. | 3Cyl TE 25,43,72x48; | | BL |
| 135,099 | Steel | | 405 | 51.5 \| 26.9 | 4798 | | 7 | (Bartram & Sons, Lim.) [Eng. | | 3SB;WP190lbs | | |
| JFVR | 2D;Oil fuel;Wireless;W. Bal 6BH | | P37′ | B113′ F41′ | | | | | | | | |
| 1573 | **Bensalem** | Scw | Am | Phila. | 3389 | 7′ 10½″ 25′ 2″ | 1919 | Bristol, | U. S. Shipping Board | Stm Tbn; | ✠A1Ⓔ ✠AMS Cih BB;CL (Laid up) | |
| 219,086 | Steel | | 400.7 | 54.2 \| 30.4 \| 32′ 10″ | 5513 | | 10 | (Merchant & S. B. Corp.) [Pa. | | Westinghouse E. & Mfg. Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;3000SHP;EAC; d rpd3,20;Dkd4,21;s rps7,21 | | |
| LTFN | 2D;sub.sig;Wireless;W. Bal; 7BH | | P35′ | B123′ F44′ | 8822 | | | | | | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.143t;D.B.335′1311t. | ..... | F.P.12 | 0t | | | | | | | | |
| | F.O.....D.B.281′1092t;S. | T.63t. | ..... | .. | | | | | | | | |
| 1574 | **Benson Ford** | MV | Am | Detroit | 6393 | | 1924 | Ecorse, | Ford Motor Co. | 4Cyl opposed Piston Oil Eng 23⅝x45⅝; 3000BHP. | (★100(GL) P.S.7,24 | |
| 223,909 | Steel | | 586 | 62 \| 32.7 | 8626 | | 8 | (Great Lakes Eng. Wks.) [Mich. | | | | |
| | 1D;Oil fuel;W. Bal; 4BH Mchy aft;D.F. | | | | | | | | | | | |
| 1575 | **Benvannoch** | Scw | Br | Leith | 4164 | | 1902 | W. Hartlepool, Eng. (Furness, Withy & Co.) | Ben Line Steamers (Lim.) | 3Cyl TE 28,46,77x48; 4SB;WP180lbs | | BL |
| 148,243 | xSloterdijk Steel | Sch | 401 | 52.1 \| 29.3 | 6498 | | 3 | | | | | |
| KQGW | 2D;B;Shel dk;Wireless;W. Bal 6BH | | | | | | | | | | | |
| 1576 | **Benvorlich** | Scw | Br | Leith | 3222 | | 1919 | Glasgow, | Ben Line Steamers (Lim.) | 3Cyl TE 27,44,73x48; 3SB;WP180lbs | | BL |
| 142,010 | Steel | | 400.6 | 52.2 \| 28.5 | 5193 | | 8 | (C. Connell & Co., Lim.) [Scot. | | | | |
| KCHL | 2D;Oil fuel;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | | | | | |
| 1577 | **Benvrackie** | Scw | Br | Leith | 4172 | | 1902 | W. Hartlepool, Eng. (Furness, Withy & Co., Lim.) | Ben Line Steamers (Lim.) | 3Cyl TE 28,46,77x48; 4SB;WP180lbs | | BL |
| 115,130 | xMaartensdijk xRapallo Steel | Sch | 400.5 | 52.1 \| 29.3 | 6511 | | 5 | | | | | |
| KPWC | 2D;B;Shel dk;Wireless;W. Bal 6BH | | | | | | | | | | | |
| 1578 | **Benwood** | Scw | Nor | Christ'nd | 2371 | | 1910 | Stockton, | Skjelbred's Rederei A/S. | 3Cyl TE 24,40,66x45; 3SB;WP180lbs | | BL |
| | Steel | Sch | 345 | 51.2 \| 25.4 | 3833 | | 1 | (Craig, Taylor & Co., Lim.) [Eng. | | | | |
| LDHF | 1D;Wireless;W. Bal 6BH | | P44′ | B104′ F31′ | | | | | | | | |
| 1579 | **Beppino R.** | Bk | It | Genoa | 513 | | '72 | Chiavari, | Borsini Arturo fu Pietro | O;Icf | | |
| 746 | | | 143.11 | 32.9 \| 20.2 | 590 | | 1 | (M. Tappani.) [It. | | | | |
| NHFB | 1D;B | | | | | | | | | | | |
| 1580 | **Bereby** | Scw | Br | London | 3197 | | 1919 | W. Hartlepool, Eng (Irvine's S. B. & D. D. Co., Lim.) | African S.S. Co. | 3Cyl TE 27,44,73x48; 3SB;WP180lbs | S.S.No.1,Lvpl8,24; B.S;shft drn11,25;M.S.6,26 | C |
| 143,416 | Steel | | 400.2 | 52.3 \| 28.5 | 5249 | | 10 | | | | | |
| KCMN | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F38′ | | | | | | | | |
| 1581 | **Berengaria** | Scw | Br | Liverpool | 21350 | | 1912 | Hamburg, | Cunard Line | Stm Tbns; 46WTB;WP228lbs | | BL |
| 144,301 | xImperator Steel | Quad | 883.6 | 98.3 \| 57.1 | 52226 | | 6 | (Vulcan Werke A. G.) [Ger. | | | | |
| KDJC | 4D;sub.sig;Wireless;D.F;W.Bal;12BH Shel dk;Shade dk;Oil fuel | Sch | | P478′ | | | | | | | | |
| 1582 | **Berenice** | Scw | Hol | Amst'dam | 646 | | 1919 | Lobith, | Koninkl. Nederl. Stoomb. Maats. | 3Cyl TE 18½,30,48x36; 2SB;WP180lbs;850IHP | | V |
| | Steel | | 256.4 | 36.1 \| 13.6 | 1166 | | | (N. V. Lobithsche Scheepsb. Mij.) [Hol. | | | |
| NGVC | 2D;Shel dk;W. Bal 5BH | | | | | | | | | | | |
| 1583 | **Bergen** | SW | Am | New York | 746 | | '88 | Newburgh, | Delaware, Lackawanna & Western R.R. Co. | 3Cyl TE 18½,27,42x24; 2Birs;WP175lbs;800IHP. | | |
| 3,418 | Steel | | 220.4 | 37 \| 16.6 | 1120 | | | (De Lamater Iron Works.) [N. Y. | | | | |
| | 2D | | | | | | | | | | | |
| 1584 | **Bergen** | Scw | Am | Los Ang's | 132 | | 1900 | Portland, | Curtis Corp. | 2CylC 10,20x20; 18B;WP150lbs;200IHP. | — Exp | |
| 116,997 | xSue H. Elmore O,F;Gif | Sch | 90.7 | 23.8 \| 8 | 247 | | 6 | (Joseph Supple.) [Ore. | | | | |
| KQHW | 1D 2BH | | | | | | | | | | | |
| 1585 | **Bergensfjord** | Scw | Nor | Bergen | 6406 | | 1913 | Birkenhead, | Den Norske Amerikalinje | 2-4Cyl QE 26,37½,53,75x51; 8SB;WP220lbs | | BL |
| | Steel | Twin | 512.4 | 61.2 \| 29.4 | 11013 | | 9 | (Cammel, Laird & Co., Lim.) [Eng. | | | | |
| MJQP | 2D;Shel dk;Oil fuel; 8BH Wireless;D.F;W. Bal | | P70′ | B201′ F108′ | | | | | | | | |
| 1586 | **Bergsdalen** | Scw | Nor | Bergen | 2057 | | 1921 | Burntisland, | Skibs. A/S. Phoenix | 3Cyl TE 24,40,65x42; 2SB;WP180lbs | | N |
| | Steel | | 331.9 | 48.7 \| 25.1 | 3447 | | 2 | (Burntisland S. B. Co., Lim.) [Scot | | | |
| LBNW | 1D;Wireless;W. Bal 5BH | | P32′ | B99′ F30′ | | | | | | | | |
| 1587 | **Berk** | Scw | Hol | Rotterd'm | 2370 | | 1919 | Haarlem, | N. V. Hudig & Pieter's Algemeene Scheepv. Maats. | 3Cyl TE 23½,38,63x40½; 3SB;WP185lbs;1600IHP | | V |
| | xNieuwe Maas Steel | | 346.1 | 54.4 \| 24.1 | 3781 | | | (N. V. Werf. Conrad.) [Hol. | | | | |
| NGVH | 1D;Wireless;sub.sig;W. Bal 7BH | | P29′ | B93′ F39′ | | | | | | | | |
| 1588 | **Berkeley** | Scw | Am | San Fran. | 1245 | | '98 | San Fran., | Southern Pacific Co. | 3Cyl TE 22,34,56x36; 2SB;WP151lbs;1450IHP. | | |
| 3,770 | Steel | | 261.4 | 40.2 \| 14.1 | 1945 | | 10 | (Union Iron Works.) [Cal. | | | | |
| | 1D;sub.sig | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1589 222,831 MFBT | **Berkshire** Steel 3D;Super dk;Long. frmg; 6BH W. Bal;Wireless; 5BH to 2d dk SUB.SIG; 1BH to Super dk Oil fuel F. P. above 150° F. C-34 W.B.—A.P.58t;D.B.294'722t..... F.O.....D.B.108'350t; W. | Scw | Am 350.7 F.P.94 T.250t | Baltimore 52.1 \| 15.2 \| 27' 3" | 3261 5486 3300 | 8' 3½" 19' 1" | 1923 5 | Kearny, (Federal [N. J. S. B. Co.) | Merchants & Miners Trans. Co. | 4Cyl TE 24½,41½,54,54x48; Hooven, Owens, Rentschler Co; 4SB;Federal S. B. Co; 9216HS;WP200lbs;2700IHP;EAC; Dkd,d rpd10,26;Exmd11,26 | ✠A1Ⓔ With Freeboard ✠AMS n shft10,26;SBP;CL | |
| 1590 211,149 | **Berkshire** Steel 5D 7BH | SW | Am 422.4 | New York 50.6 \| 12.9 | 2918 4300 | | 1913 | Camden, (New York [N. J. S. B. Co.) | Hudson River Nav. Co. | 1Cyl VB 84x144; 4Blrs;WP55lbs;5000IHP. | | |
| 1591 QMBT | **Berlin** Steel 4D;Oil fuel;SUB.SIG;Wireless;W. Bal | Scw Twin | Ger 549.3 B272' | Bremen 69.2 \| 34.8 | 8988 15296 | | 1925 3 | Vegesack, (Bremer [Ger. Vulkan.) | Nord- deutscher Lloyd | 2-4Cyl TE 34,56,65,65x59 | | G |
| 1592 | **Bermec** xPepe Caragol xPalestro Steel 1D;Wireless 5BH | Scw | Cuban 135.6 F27' | Havana 22.6 \| 12.7 | 150 321 | | 1918 10 | Ft. William, (Canadian [Ont. Car & Foundry Co., Lim.) | ..... | 3Cyl TE 13,22,36x24; 1SB;WP185lbs | | |
| 1593 HDVM | **Bermeo** xPena Sagra Steel 1D;Deep frmg;Wireless;W. Bal 5BH | Scw Sch | Sp 259.1 P23' | S.Sebast'n 37.2 \| 18.1 B62' F28' | 1083 1788 | | 1900 1 | Glasgow, (R. Duncan [Scot. & Co., Lim.) | Cia. Naviera Bermee | 3Cyl TE 19,30½,50x36; 2SB;WP160lbs;800IHP | | V |
| 1594 219,141 LTKP | **Bermuda** xBeachhaven Steel 1D | Scw | Am 142 | Phila. 27.7 \| 14.8 | 200 426 | | 1919 | City Island, (Providence [N. Y. Eng. Corp.) | Southern Transportation Co. | 3Cyl TE 17,25,43x30; 2SB;WP180lbs;850IHP. | | |
| 1595 204,605 KWJC | **Bern** Steel 1D | Scw Sch | Am 104.6 | Phila. 24.6 \| 11.8 | 152 224 | | 1907 | Philadel- (Neafie [phia, Pa. & Levy) | Reading Co. | 2Cyl C 20,40x28; 1Blr;WP130lbs;600IHP. | | |
| 1596 202,751 KVDW | **Bernardsville** Steel 1D | SW | Am 93.7 | New York 24 \| 11.1 | 123 181 | | 1906 | Port Rich- mond, N. Y. (Burlee D. D. Co.) | Delaware, Lackawanna & Western R.R. Co | 2Cyl C 20,42x28; 1SB;WP155lbs;840IHP. | | |
| 1597 166,483 | **Bernice W. Shaw** xPuritan 1D | Brg | Am 196 | Phila. 23.8 \| 12 | 451 485 | | 1916 10 | Elkton, (E. Delbert [Md. & Co.) | L. B. Shaw | O,YP,H;Gif(Sltd) | ✠ — — Cancelled | |
| 1598 138,556 | **Bernice Zinck** 1D | Sch | Br 112.8 | Lunenb'rg 26.3 \| 10.3 | 100 130 | | 1917 | Lunenburg, (Smith [N. S. & Rhuland.) | F. J. Lohnes | Wd | | |
| 1599 142,665 JVCT | **Bernini** xWar Penguin Steel 2D;Wireless;W. Bal 7BH | Scw | Br 400.1 P49' | Liverpool 52.3 \| 28.4 B112' F28' | 3217 5242 | | 1918 9 | Newcastle, (Wm. [Eng. Dobson & Co.) | Lamport & Holt (Lim.), Mgrs. | 3Cyl TE 27,44,73x48; 3SB;WP180lbs;517RHP; Dkd8,25;s rps2,26 | S.S.No.1,Glas2,23;A.S.2,26; n shft2,23;shft drn8,25; B.S.2,26;M.S.6,26 | C |
| 1600 141,848 | **Bernon L.** xBouzonville 1D;B | Brg | Br 196 | Quebec 40.3 \| 15.4 | 931 990 | | 1919 rb '22 | Three Rivers (Three [Que. Rivers Shipyards, Lim.) | Sincennes- McNaughton Line | Wd;2BH | 100(GL) P.S.5,26 | |
| 1601 141,676 | **Berryton** xB. F. Berry Steel 1D;Mchy aft;SUB.SIG;Wireless; 3BH W. Bal | Scw | Br 480 | Toronto 52 \| 25.6 | 5023 6221 | | 1908 5 | Lorain, (American [Ohio S. B. Co.) | Mathews S.S. Co. | 3Cyl TE 22,36,60x42; 2SB;WP180lbs;1570IHP. | 100(GL) P.S.4,25 | |
| 1602 166,422 | **Bert** 1D | Brg | Am 165 | Gulfport 40.8 \| 10.7 | 550 589 | | 1916 | Gulfport, (T. M. [Miss. Favre) | Gulf Trans. Co. | Wd | | |
| 1603 220,478 MBGQ | **Bert E. Haney** xEgeria Flr;Gif✕ 1D;B;Oil fuel 4BH | Scw | Am 266.6 | Portland 46.1 \| 24 | 1379 2360 | | 1920 | Astoria, (Wilson [Ore. S. B. Co.) | F. H. Ransom | 3Cyl TE 19,32,56x36; 2WTB;WP200lbs;1450IHP. | | |
| 1604 MCPG | **Bertha** Steel 1D;Spar dk;Deep frmg; 4BH W. Bal;Wireless | Scw Sch | Nor 269.6 F33' | Oslo 39 \| 10.5 | 1067 1681 | | 1906 2 | Arendal, (Fevigs [Nor. Jernskibsbyg.) | T. Lodding, Mgr. | 3Cyl TE 20,33,56x39; 2SB;WP180lbs | | BL |
| 1605 | **Bertha D. Nickerson** 1D | Sch | Ptg 100 | ..... 24.8 \| 9.4 | 89 143 | | '83 | Boothbay, (Hodgdon) Me. | ..... | O,YP;Icf | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mld. | | | | | | | | | |
| 606 | **Bertie M. Hanlon** | Scw | Am | | 257 | | 1901 | Marshfield, | D. J. | 2CylC12,26x20; | | |
| 93.207 | xMarshfield Wood | | 148 | 33 \| 10.5 | 409 | | 11 | Ore. | Hanlon | 1SB;180IHP. | | |
| KRHJ | 1D | | | | | | | | | | | |
| 607 | **Bertorello** | Bkt | It | Genoa | 596 | | '91 | Chivari, | G. Berto- | O,YP;Gicf | | I |
| 942 | xAntonio d'Ali xSanta Marinella | | 175.5 | 32.3 \| 18.2 | 667 | | 3 | (M. [It. | rello | | | |
| NFBK | 1D;B | | | | | | | Trappani.) | | | | |
| 608 | **Bertram Rickmers** | Scw | Ger | Hamburg | 2546 | | 1923 | Weser- | Rickmers | 3CylTE24,39,66x47 | | G |
| | Steel | | 367.8 | 49.7 \| 26.1 | 4188 | | munde, Ger. | | | | |
| RDJV | 2D;sub.sig;Wireless;W. Bal 7BH | | P45′ | B120′ F44′ | | | 4 | (Nordd. Werft, m. b. H. Geestemunde.) | Linie, A. G. | | | |
| 609 | **Bervin** | Scw | Br | Victoria | 166 | | '91 | Glasgow, | A. Berquist | 2CylC13,26x18; | | |
| 100,205 | xCoquitlam Steel | | 120 | 22 \| 9.6 | 256 | | | (J. [Scot. | | 200IHP. | | |
| | 1D;Mchy aft 3BH | | | | | | | McArthur & Co.) | | | | |
| 610 | **Berwickshire** | Scw | Br | Glasgow | 4683 | | 1912 | Newcastle, | Scottish | 3CylTE31¾,52,86x60; | | C |
| 133,085 | xClan Macarthur Steel | | 450.1 | 57.1 \| 34.8 \| 26.8 | 7390 | | 12 | (Armstrong, [Eng. | Shire Line | 4SB;WP200lbs | RMC*5,26 | |
| JBHF | 3D;Deep frmg;Wireless;W. Bal 7BH | | | | | | | Whitworth & Co.) | (Lim.) | | S.S.No.3,Avth4,25;A.S.10,25; shft drn7,23;B.S.10,25; M.S.5,26 | |
| 611 | **Berwindmoor** | Scw | Br | Liverpool | 3153 | | 1923 | Belfast, | Berwind- | 3CylTE27½,45½,76x54; | | BL |
| 147,231 | Steel | | 420.9 | 56.3 \| 27.6 | 6078 | | 9 | (Workman, [Ire. | moor S.S. Co. | 3SB;WP180lbs | | |
| KPNB | 1D;Shel dk;Mchy aft; 6BH | | | | | | | Clark & Co., Lim.) | (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 612 | **Berwyn** | Scw | Br | Liverpool | 3058 | | 1912 | Dumbarton, | Canadian | 3CylTE27,44,73x48; | | BL |
| 131,444 | xMattawa xFranktor xSt. Hugo Steel | | 401 | 52.1 \| 27.3 | 4874 | | 7 | (A. M'Millan [Scot. | Pacific Rlwy. Co. | 3SB;WP180lbs | | |
| HWGK | 2D;sub.sig;Wireless;W. Bal 7BH | | | B126′ F48′ | | | | & Son, Lim.) | | | | |
| 613 | **Bess** | Scw | Am | N. London | 106 | | 1920 | N. London, | Thames | 2CylC16,34x28; | | |
| 219,556 | Wood | | 106.6 | 25.8 \| 11.5 | 223 | | | Conn | Towboat Co | 1SB;WP135lbs;450IHP. | | |
| LVMS | 1D | | | | | | | | | | | |
| 614 | **Bessa** | Scw | Nor | Tonsberg | 3662 | | 1917 | Alameda, | W.Wilhelm- | 3CylTE27,47,78x48; | | BL |
| | Steel | | 410.9 | 56.2 \| 29.4 | 5971 | | 4 | Cal. | sen, Mgr. | 3SB;WP220lbs;2800IHP | | |
| MQWB | 2D;Oil fuel;Shel dk; 7BH | | | | | | | (Union Iron Works) | | | | |
| | Web frms;Wireless;Long. frmg; W. Bal | | | | | | | | | | | |
| 615 | **Besseggen** | Scw | Nor | Skien | 1830 | | 1916 | Osaka, | J. Folkman, | 3CylTE22,37,61x42; | | BL |
| | xToyu Maru Steel | | 305.4 | 43.9 \| 24.8 | 2958 | | 11 | (Osaka [Jap. | Mgr. | 2SB;WP180lbs | | |
| MTRV | 2D;Web frms;Long. frmg; 5BH | | P19′ | B82′ F32′ | | | | Iron Works.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 616 | **Bessemer** | Scw | Am | Phila. | 3459 | 7′ ¼″ | 1919 | Gloucester | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ Oil Carrier. | |
| 218,155 | Steel | | 364.9 | 51 \| 29.5 \| 31′ 3″ | 4923 7000 | 24′ 5″ | 6 | City, N. J. | ping Board | General Electric Co; 2SB;Pusey & Jones Co; 5203HS;WP210lbs;2400SHP; Dkd,d rpd5,21 | ✠AMS S.S.Chstn1,21; shft drn5,21;Cih BB;CL (Laid up) | |
| LRHM | 1D;Mchy aft;Long. frmg; 16BH | | P95′ | B34′ F31′ | | | | (Pusey & Jones Co.) | | | | |
| | Wireless;sub.sig;W. Bal; C-34 | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| 617 | **Bessemer City** | Scw | Am | New York | 3450 | 4′ 4″ | 1921 | Chickasaw, | U. S. Steel | Stm Tbn; | ✠A1Ⓔ | |
| 221,032 | Steel | | 424.2 | 56.2 \| 26.5 \| 30′ | 5686 9380 | 25′ 10″ | 2 | (Chickasaw [Ala | Products Co. | W. & A. Fletcher Co; 3SB;Federal S. B. Co; 7836HS;WP210lbs;3100SHP;EAC; Dkd,d rpd11,26 | ✠AMS S.S.No.1,NO1,25; M.&B.S;shft drn1,25;SBP;CL | |
| MCKJ | 2D;W. Bal;Wireless; 7BH | | | | | | | S. B. Co.) | | | | |
| | Oil fuel F. P. above 150° F. C-37 | | P42′ | B & F349′ | | | | | | | | |
| | W.B.—A.P.63t;D.B.368′1432t... | | | ....F. | P.109t | | | | | | | |
| | F.O.—A.P.59t;D.B.315′1081t;D. | | T.22′ 1 | 34t; F | P.102t | | | | | | | |
| 618 | **Bessie** | Brg | Am | New York | 300 | | '99 | Brooklyn, | Conklin & | Wd | | |
| 166,612 | | | 109.8 | 33.4 \| 9.2 | 300 | | | (M. N. [N. Y. | Foss Co. | | | |
| | 1D | | | | | | | Martin.) | | | | |
| 619 | **Bessie** | Brg | Am | New York | 626 | | '90 | Boston, | Thomas J. | Wd | | |
| 3,478 | | Sch | 168.9 | 33.7 \| 15.1 | 640 | | | Mass. | Howard | | | |
| KHQT | 1D | | | | | | | | | | | |
| 620 | **Bessie Fahy** | Brg | Am | New York | 415 | | 1912 | So. Rondout, | Michael | Wd | | |
| 165,617 | | | 110.9 | 29.2 \| 12.5 | 415 | | | (John [N. Y. | Fahy | | | |
| | 1D | | | | | | | Hildebrandt.) | | | | |

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| Off. No. / Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1621 | **Bessie M. Dustin** | Sch | Am | Boston | 1125 | | 1918 | Thomaston, | Boston Ship | WO,YP;Icf(Sltd) | | V |
| 216,315 | xMargaret Throop | 4 M | | 41.6 \| 19 | 1264 | | 5 | (Dunn [Me. | Brokerage | | | |
| LKRD | 2D | | 219.6 | | | | | & Elliott.) | Co. | | | |
| 1622 | **Bessie S. Meseck** | Scw | Am | New York | 70 | | 1924 | Tottenville, | Meseck | 1Cyl18x24; | | |
| 223,597 | Wood | | 78 | 22 \| 9.6 | 103 | | | (A. C. [N. Y. | Towing & | 1Blr;WP150lbs;400IHP. | | |
| | 1D | | | | | | | Brown & Sons.) | Transp. Co. | | | |
| 1623 | **Bestlk** | Scw | Nor | Oslo | 1094 | | 1918 | Superior, | K. Th. | 3CylTE20,33,54x40; | | |
| | xLake Tulare Steel | | 251.6 | 43.6 \| 18.2 | 1850 | | 4 | (Superior [Wis. | Einersen, Mgr. | 2SB;WP180lbs;1250IHP. | | |
| LDHG | 1D;SUB.SIG;Wireless;W. Bal 4BH | | P25′ | B64′ F23′ | | | | S. B. Co.) | | | | |
| 1624 | **Bestum** | Scw | Nor | Oslo | 1086 | | 1918 | Cleveland, | K. Th. | 3CylTE20,33,54x40; | | N |
| | xLake Lillian xWar Raven Steel | | 251.2 | 43.6 \| 18.3 | 1852 | | 1 | (American [Ohio | Einersen, Mgr. | 2SB;WP180lbs;1250IHP. | | |
| LDGN | 1D;Wireless;SUB.SIG;W. Bal 4BH | | P25′ | B64′ F23′ | | | | S. B. Co.) | | | | |
| 1625 | **Beta** | Scw | Am | New York | 3516 | 6′ 11″ | 1917 | Chester, | Beta S.S. | Stm Tbn; | ✠A1Ⓔ Oil Carrier. | |
| 215,758 | xHisko Steel | | 401 | 54 \| 30.2 | 5665 | 26′ | 10 | (Chester [Pa. | Corp. | Westinghouse E. & M. Co; | ✠AMS | |
| LJFN | 1D;Wireless;W. Bal;Mchy aft; 10BH | | | 32′ 9″ | | | | S. B. Co.) | | 3SB;New York S. B. Co; | S.S.No.2,NO4,25; | |
| | Fitted with Cylindrical Tanks; C-36 | | P99′ | B27′ F50′ | | | | | | 8862HS;WP180lbs;2500SHP; | M.S.4,25;shft drn12,25; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd,d rpd11,26 | B.S.5,26;Scip;CL | |
| | W.B.—A.P.144t.....D. | | B.350′ | 1611t;F.P.115t | | | | | | | | |
| | F.O.—.....T.D.162t;D.T.a7 4 | 27t;D. | B. 80′ | 329t..... | | | | | | | | |
| 1626 | **Bethlehem** | Scw | Am | Cleveland | 6564 | | 1917 | Ecorse, | Bethlehem | 3CylTE24½,40,65x42; | (★100(GL) | |
| 215,153 | xMidvale Steel | | 580 | 60 \| 32 | 8271 | | | (Great [Mich. | Transp. Corp. | 3SB;WP180lbs;1900IHP. | P.S.8,26 | |
| | 1D;Bulk Carrier;SUB.SIG. 4BH | | | | | | | Lakes Eng. Wks.) | | | | |
| 1627 | **Bethlehem** | Scw | Am | New York | 114 | | 1915 | Port Rich- | Central | 1Cyl22x26; | | |
| 213,565 | Steel | | 84.3 | 24.5 \| 11.3 | 167 | | | mond, N. Y. | R.R. of N. J. | 1SB;WP150lbs;450IHP | | |
| | 1D 5BH | | | | | | | (Staten Island | | | | |
| | | | | | | | | S. B. Co.) | | | | |
| 1628 | **Bethore** | Scw | Am | New York | 4198 | 11′ 11½″ | 1922 | Sparrows | Ore S.S. | 2-3CylTE25,41,68x48; | ✠A1Ⓔ Ore Carrier. | C |
| 221,913 | Steel Twin | | 550.3 | 72.2 \| 43.7 \| 44′ | 8257 | 32′ 4″ | 2 | Point, Md. | Corp., Mgrs | Bethlehem S. B. Corp; | ✠AMS | |
| MDKN | 1D;Mchy aft; 16BH | | | | 20000 | | | (Bethlehem | | 3SB;Bethlehem S. B. Corp; | S.S.No.1,Balt3,26; | |
| | Long. frmg; 7BH to Fbd dk | | P119′ | F51′ | | | | S. B. Corp.) | | 13491HS;WP200lbs;5000IHP; | shfts drn2,26;M.&B.S.3,26; | |
| | Wireless; 9BH in Wings to Fbd dk | | | | | | | | | DB;EAC; Dkd,d rpd10.26 | Clh BB;CL | |
| | SUB.SIG; C-46 | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| | W.B.—A.P.322t;D.B.a73′346t.... | ..... | ..... | ..... | ..... | .....F.P. | 720t | | | | | |
| | F.O.....D. | T.a20′ | 1029t; | D.T.f28′ 1550t; | D.T.f2 | 7′1009t..... | .... | | | | | |
| 1629 | **Betis** | Sch | Am | Manila | 238 | | '97 | Dunagayen. | Tayabas | Wd | | |
| | xPamplona | | 126.4 | 30.1 \| 11.5 | 251 | | | | Saw Mill & | | | |
| | 1D | | | | | | | | Lumber Co. | | | |
| 1630 | **Betsey Ross** | Sch | Am | Seattle | 735 | | 1917 | Tacoma, | Hecate | Wd;Gif(Sltd) | | |
| 215,660 | 5 M | | 242.9 | 44.9 \| 19.7 | 1224 | | 9 | (Seaborn [Wash | Straits Towing | | | |
| LJBM | 1D;B | | P39′ | F46′ | | | | Shipyards Co.) | Co., Inc. | | | |
| 1631 | **Betsy Bell** | Scw | Am | Alexand'a | 3752 | 8′ 1½″ | 1919 | Alexandria, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 218,707 | Steel | | 402.6 | 53 \| 32 \| 34′ 6″ | 6059 | 26′ 6½″ | 8 | (Virginia [Va | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LSHT | 2D;Long. frmg; 7BH | | | | 9400 | | | S. B. Corp.) | | 4WTB;Heine W. T. Boiler Wks; | Clh SB;CL | |
| | W. Bal; 6BH to Fbd dk | | P35′ | F38′ | | | | | | 10132HS;WP225lbs;2800IHP;EAC; | (Laid up) | |
| | Wireless;SUB.SIG; 1BH to 2d dk | | | | | | | | | d rpd10,19;Dkd,s rps11,20 | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.46t;D.B.344′1304t; D. | T.30′5 | 80t... | .....F.P.72t | | | | | | | | |
| | F.O.....D.B.327′1141t; D. | T.30′5 | 13t; T. | T.50t..... | | | | | | | | |
| 1632 | **Betterton** | Scw | Am | San Fran. | 4382 | 8′ 1½″ | 1920 | Baltimore, | Associated | 3CylTE24½,41½,72x48; | ✠A1Ⓔ Oil Carrier | |
| 219,637 | Steel | | 431 | 59.2 \| 33.4 \| 33′ 3″ | 7198 | 25′ 3¾″ | 3 | (Baltimore [Md. | Oil Co. | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LVRD | 2D;Long. frmg;Wireless; 17BH | | | | 10254 | | | D. D. & S. B. | | 3SB;Baltimore D. D. & S. B. Co; | S.S.No.1,Ches3,25; | |
| | Mchy aft; 13BH to Fbd dk | | P104′ | B36′ F39′ | | | | Co.) | | 8400HS;WP200lbs;2800SHP;EAC; | n Eng:n shft3,25;B.S.3,26; | |
| | W. Bal; 4BH to 2d dk | | | | | | | | | Dkd,s rps7,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.60t;D.B.54′132t..... | ..... | D.T.f. | 40′453t;F.P.120 | t | | | | | | | |
| | F.O.....D.T.a | 16′820t | ;D.T.f. | 40′423t..... | | | | | | | | |
| 1633 | **Betterton** | Scw | Am | Phila. | 236 | | 1914 | Milford, | Baltimore | 2CylC12½,25x18; | | |
| 212,471 | xGeorge F. Pierce Wood | | 121.3 | 24 \| 7.4 | 355 | | | Del. | & Phila. Stmbt. | 1SB;WP150lbs;250IHP. | | |
| | 1D | | | | | | | | Co. | | | |
| 1634 | **Betty** | Scw | Nor | Bergen | 1457 | | 1919 | Yoshiura, | J. Eliassen, | 3CylTE19½,32,55x36; | | V |
| | xHundvaago xKahei Maru Steel | | 290.1 | 41 \| 22.8 | 2448 | | 9 | (Yoshiura [Jap. | Mgr. | 2SB;WP200lbs;1630IHP | | |
| MVLJ | 2D;Wireless;W. Bal 6BH | | | | | | | S. B. Yd.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1635 205,108 KWPT | **Betty Alden** O,YP 1D | SW | Am **183.4** | Boston **31 \| 11.5** **775** | **447** | | **1908 4** | Boston, (Atlantic Wks.) [Mass. | Nantasket Beach Stbt. Co. | 3CylTE17½,28,46x75; 1000IHP. | | |
| 1636 10,420 | **Betty I. Conway** xGeorge S. Allison 1D | Sch C B | Am 88.1 | Baltimore 27.5 \| 6.3 114 | 108 | | '66 11 | Stony Point, N. Y. | Harvey H. Conway | O;If | | |
| 1637 NDRP | **Betty Maersk** Steel 1D;Wireless;W. Bal 5BH | Scw | Dan 299.1 P20′ | Svendborg 42.4 \| 19.9 B92′ F34′ | 1423 2357 | | 1922 7 | Odense, (Odense [Den. Staalskibsvft.) | A. P. Moller, Mgr. | 3CylTE21,34,55x39; 2SB;WP185lbs;1020IHP | | V |
| 1638 217,095 LNJR | **Betty Weems** xLake Agomak Steel 1D;W. Bal 4BH | Scw | Am 251 P25′ | Baltimore 43.5 \| 22.2 B64′ F20′ | 1420 2339 | | 1918 10 | Superior, (Superior [Wis. S. B. Co.) | Baltimore & Carolina S.S. Co | 3CylTE19,32,56x36; 2SB;WP180lbs;1250IHP | ✠ — — ✠ — — Suspended7,24 | |
| 1639 223,70) | **Betty Wright** Wood 1D | MV | Am 120 | Pittsbu'gh 18.3 \| 4.6 165 | 138 | | 1921 | Clarington, (Mozena [Ohio Boat Yard.) | E. B. Potts | Oil Eng; 70BHP. | | |
| 1640 4,406 JPFT | **Betula** xFalka Steel 1D;Well dk;Web frms 4BH | Scw | Swd 260 | Helsngbrg 36.7 \| 18.2 B104′ F31′ | 899 1525 | | '89 3 | W. Hartlepool, Eng (W. Gray & Co., Lim.) | F. Borjesson, Mgr. | 3CylTE19,30½,51x36; 1SB;WP160lbs | | BL |
| 1641 140,381 JRLQ | **Betwa** Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | Br 360 P41′ | London 45.2 \| 27.6 B75′ F45′ | 2383 3819 | | 1917 10 | Glasgow, (C. Connell [Scot. & Co., Lim.) | James Nourse (Lim.) | 3CylTE24,41,68x45; 2SB;WP200lbs | | BL |
| 1642 | **Beulah** xHeiren Steel 1D;B;Mchy aft;W. Bal 6BH | MV Twin | Pan 232.6 P35′ | Panama 37.7 \| 20.4 F34′ | 1042 1389 | | 1923 3 | Fevig, (Randolph [Swd. A/S Skibs.) | Society Islands Line (Lim.) | 2-4CylOilEng15x16⅛ | | BL |
| 1643 3,226 JWSV | **Beulah** | Trn | Am **146** | San Fran. **35.5 \| 10.9** 356 | **339** | | '82 11 | San Francisco, Cal. (Dickie Bros.) | Union Fish Co. | YF;Gif | | |
| 1644 3,220 JWLM | **Beulah Land** | Trn C B | Am 122 | Baltimore 23.7 \| 8 165 | 157 | | '82 9 | Bridgeton, (Mark [N. J. Huling.) | R. Duke Wathen | O,P;Gif | | |
| 1645 NGWS | **Beursplein** Steel 2D;Wireless;W. Bal 6BH | Scw | Hol 391.5 P44′ | Rotterd'm 50.3 \| 26.9 B108′ F45′ | 2780 4368 | | 1920 4 | Hamburg, (Deutsche [Ger. Werft, A. G.) | N. V. Scheepv. Mij "Millingen" | 3CylTE27,43,69x47; 3SB;WP200lbs | | G |
| 1646 NGWK | **Beverwijk** xTerschelling Steel 1D;SUB.SIG;Wireless;W. Bal 6BH | Scw Sch | Hol 327 | Rotterd'm 47.4 \| 21.9 2952 | 1872 | | 1909 | Rotterdam, (Bonn [Hol. & Mees.) | Erhardt & Dekkers | 3CylTE23½,38,64x42; 2SB;WP160lbs;1400IHP. | | V |
| 1647 124,249 HMJK | **Bhamo** Steel 2D;Deep frmg;Oil fuel; Wireless;W. Bal 6BH | Scw | Br 411 2 P37′ | Glasgow 52.2 \| 28.1 B136′ F43′ | 3401 5366 | | 1908 3 | Dumbarton, (Wm. [Scot. Denny & Bro.) | P. Henderson & Co., Mgrs | 3CylTE28,46,76x54; 3SB;WP180lbs;292RHP. | 2dS.S.No.1,Glas4,24;A.S.7,25; shft drn7,25;M.&B.S.7,26 | C |
| 1648 143,285 KBPF | **Biafra** Steel 2D;Wireless;W. Bal 7BH | Scw Sch | Br 400.4 P50′ | London 52.3 \| 28.5 B113′ F39′ | 3298 5405 | | 1919 6 | Greenock, (Harland [Scot & Wolff, Lim.) | African S.S. Co | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 1649 220,716 MBRJ | **Bibbco** Steel 2D;Wireless;SUB.SIG;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.100t;D.B.280′1380t..... F.O.....D.B.257′1162t; S. | Scw | Am 390 P50′ ... D. T.14′1 | Phila. 54.2 \| 27.8 \| 32′ B121′ F40′ ... T.36′892t;F.P.1 29t; D T.36′833t..... | 3115 5107 7825 44t ... | 7′ 9½″ 24′ 5″ | 1920 10 | Hog Island, (American [Pa. Int. S. B. Corp.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co;8700HS. WP200lbs;2500SHP;EAC; Dkd,d rpd4,26;Exmd10,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY8,24; M.&B.S.8,24;shft drn6,25; Cih BB;CL | |
| 1650 814 NGOV | **Bice** xAntonio Padre 1D;B | Bk Aux | It 233.8 P65′ | Genoa 37.5 \| 19.1 F21′ | 1098 1459 | | 1902 9 | Sestri Ponente, It. (N. Odero fu A.) | Canale Pietro | Stl;2BH; 6CylOilEng15x21¼ | | I |
| 1651 220,637 MBNH | **Bidwell** Steel 2D;Long. frmg;W. Bal; 17BH Wireless;Mchy aft; 13BH to Fbd dk SUB.SIG; 4BH to 2d dk Oil fuel F. P. above 150° F. C-38 W.B.—A.P.60t;D.B.54′132t..... F.O.....D.T.a | MV | Am 431 P124′ ... 16′ 820 | Phila. 59.2 \| 31.3 \| 33′ 3″ B36′ F39′ ...D.T. 140′453t; F.P.12 t; D.T. 140′423t..... | 4339 7050 10254 0t ... | 8′ 1½″ 25′ 3½″ | 1920 9 | Baltimore, (Baltimore [Md. D. D. & S. B. Co.) | Sun Oil Co. | 4Cyl opposed Piston Oil Eng.22 1⅜ x45⅝; Sun S. B.& D. D. Co; 2600BHP;EAC;DB;d rpd11,23; Dkd,s rps11,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,Ches8,23; n Eng;B.S;n shft8,23; shft drn10,25;Bl M.S.11,26; Cih BB;CL | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1652 | **Biela** | Scw | Br | Liverpool | 3218 | | 1918 | Sunderland, | Lamport & | 3Cyl TE 27,44,73x48; | | BL |
| 142,625 | xWar Mastiff Steel | | 400.3 | 52.4 \| 28.5 | 5298 | | 9 | (Short [Eng. | Holt (Lim.), | 3SB;WP180lbs | | |
| JVFQ | 2D;Oil fuel;Wireless;W. Bal 7BH | | P49′ | B113′ F40′ | | | | Bros., Lim.) | Mgrs. | | | |
| 1653 | **Bienvenido** | Scw | Br | London | 482 | | 1912 | Capelle a/d | Welcome | 3Cyl TE 17,28,47x30; | | BL |
| 135,140 | Steel | | 210.3 | 32.1 \| 14.9 | 944 | | 9 | (A. [Ysel, Hol. | S.S. Co. (Lim.) | 2SB;WP140lbs | | |
| HWSB | 1D;W. Bal 4BB | | | | | | | Vuijk & Zonen.) | | | | |
| 1654 | **Bifrost** | Scw | Swd | Stockholm | 1078 | | 1923 | Slikkerveer, | Rederi A/B. | 3Cyl TE 21,34½,57x36; | | BL |
| 7,048 | Steel | | 265.9 | 42.1 \| 18.2 | 1977 | | 2 | (N. V. [Hol. | Bredablick | 2SB;WP180lbs | | |
| KFJC | 1D;Wireless;W. Bal 4BH | | P28′ B | 69′ F24′ | | | | Boele's Scheepsw.) | | | | |
| 1655 | **Bilbao** | Scw | Ger | Oldenburg | 1497 | | 1922 | Weser- | Oldenburg- | 3Cyl TE 22,37,57x35; | | G |
| | Steel | | 278.4 | 40.5 \| 23.7 | 2450 | | 7 | munde, Ger. | Portug. | 2SB;WP185lbs | | |
| NHCP | 2D;SUB.SIG;Wireless;W. Bal 4BH | | P17′ | B39′ F36′ | | | | (Nordd. Werft.) | Dampfschiffs. Rhed, A. G. | | | |
| 1656 | **Bilbao** | Scw | Ger | Hamburg | 2921 | | 1905 | Hamburg, | Hamburg- | 3Cyl TE 25,45,72x48; | | G |
| | xSanta Rita Steel | | 392 | 50.2 \| 28 | 4798 | | 11 | (Reiherstieg [Ger. | Sudamer. | 3SB;WP205lbs | | |
| RCGW | 2D;Deep frmg;SUB.SIG; 8BH | | | | | | | Schiffsw u. Maschf.) | Dampfschiff. Ges. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 1657 | **Bilbeis** | Scw | Br | London | 1683 | | 1907 | Sunderland, | Khedival | 3Cyl TE 24,39,64x45; | | V |
| 124,097 | xArzila Steel | | 285 | 41.3 \| 25.7 | 2737 | | 12 | (J. Laing [Eng. | Mail S.S. & | 3SB;WP185lbs;2000IHP | | |
| HLWM | 2D;Deep frmg;Wireless;W. Bal 6BH | | B112′ | | | | | & Sons, Lim.) | Graving Dock Co | | | |
| 1658 | **Bilderdijk** | Scw | Hol | Rotterd'm | 4228 | | 1922 | Krimpen, | Nederl.- | Stm Tbns; | | BL |
| | Steel | | 400 | 54.3 \| 36.6 | 6856 | | 8 | (Van der [Hol | Amerik Stoomv. | 3SB;WP215lbs | | |
| NGWT | 2D;Shel dk;Oil fuel; 6BH | | F50′ | | | | | Giessen & Zonen.) | Maats | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 1659 | **Bill Hughes** | Brg | Am | New York | 481 | | 1917 | Rondout, | James | YP;Gif | | |
| 166,798 | xHenry R. | | 115.3 | 31 \| 13.6 | 490 | | | (Jacob [N. Y. | Hughes, Jr | | | |
| | 1D | | | | | | | Rice & Son.) | | | | |
| 1660 | **Billiton** | Scw | Hol | Amst'dam | 3772 | | 1908 | Flessingue, | Stoomvart | 3Cyl TE 26½,43,72x48; | | V |
| | Steel | | 394.6 | 51.5 \| 34.5 | 5890 | | 12 | (Koninklyke [Hol. | Mij. "Nederland" | 3SB;WP180lbs;2500IHP | | |
| NHBC | 3D;Wireless;W. Bal 7BH | | | | | | | Mij. "de Scheldе.") | | | | |
| 1661 | **Billow** | Scw | Am | Boston | 119 | | 1913 | Quincy, | Bay State | 3Cyl TE 12¾,22,36x24; | | |
| 211,541 | Steel | | 117.8 | 22.5 \| 11.6 | 248 | | 8 | (Fore [Mass. | Fishing Co. | 1SB;WP180lbs;450IHP. | | |
| LDFG | 1D 4BH | | | | | | | River Ship- | | | | |
| | | | | | | | | building Corp.) | | | | |
| 1662 | **Billy Martin** | Trn | Am | Galveston | 367 | | 1916 | Palatka, | Chas. Eikel | YP;Gif (Sltd) | — — | |
| 213,816 | xPalatka | | 146.7 | 38.8 \| 11.7 | 441 | | 1 | (Surles [Fla. | | | Cancelled. | |
| LFRD | 1D | | | | | | | Bros. & Denton.) | | | | |
| 1663 | **Binghamton** | Brg | Am | New York | 565 | | '89 | Noank, | Neptune | Wd | | |
| 31,522 | | Sch | 161.9 | 33.4 \| 13.5 | 588 | | | Conn. | Line (Inc.) | | | |
| 1664 | **Binghamton** | Scw | Am | New York | 676 | | 1905 | Newport | Delaware, | 2-2CylC 18,36x36; | | |
| 201,734 | Steel | Twin | 187.5 | 43.4 \| 16.5 | 1462 | | 3 | News, Va. | Lackawanna & West. R.R. Co | 2SB;WP150lbs;1400IHP. | | |
| 1665 | **Binnendijk** | Scw | Hol | Rotterd'm | 4240 | | 1921 | Alblasser- | Holland- | Stm Tbns; | | BL |
| | Steel | | 400.4 | 54.3 \| 36.6 | 6873 | | 12 | (N. V. [dam, Hol. | America Line | 3SB;WP215lbs | | |
| NHBK | 2D;Shel dk;Oil fuel; 6BH | | F50′ | | | | | Werf de Noord.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 1666 | **Bintang** | MV | Hol | Amst'dam | 4099 | | 1916 | Rotterdam, | Stoomvaart | 6CylOilEng 29x52; | | V |
| | Steel | | 420 | 54.6 \| 33.8 | 6568 | | | (Mij. [Hol. | Mij. Nederland | 3600BHP | | |
| NHBD | 3D;Wireless;W. Bal 9BH | | | | | | | Fijenoord.) | | | | |
| 1667 | **Birchbank** | MV | Br | Glasgow | 3162 | | 1924 | Glasgow, | Bank Line | 2-6CylOilEng 24x37 | | BL |
| 147,917 | Steel | Twin | 420.4 | 53.9 \| 26.5 | 5151 | | 9 | (Harland [Scot. | (Lim.) | | | |
| KRDW | 2D;Wireless;W. Bal 7BH | | | | | | | & Wolff, Lim.) | | | | |
| 1668 | **Birchton** | Scw | Br | Glasgow | 1006 | | 1924 | Dumbarton, | Mathews | 3Cyl TE 15,26,42x30; | | BL |
| 147,893 | Steel | | 250 | 43.2 \| 15.5 | 1732 | | | (A.McMillan [Scot. | S.S. Co. | 2SB;WP200lbs;800IHP. | | |
| KQLR | 1D;Well dk;W. Bal;Mchy aft 3BH | | F36′ | | | | | & Son, Ltd.) | | | | |
| 1669 | **Bird City** | Scw | Am | Phila. | 3066 | 7′ 9½″ | 191 | 9Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,905 | Steel | | 390 | 54.2 \| 27.6 \| 32′ | 4983 | 24′ 5″ | 9 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LSVB | 2D;Oil fuel F. P. above 150° F; 8BH | | | | 7825 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co;8700HS; | S.S.No.1,NY1,24; | |
| | W. Bal;Wireless C-36 | | P50′ | B121′ F40′ | | | | | | WP200lbs;2500SHP;EAC; | M.S.1,24;B.S.12,25; | |
| | | | | | | | | | | Dkd,d rpd4,26 | shft drn4,26;Clh BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t. | ..... | ...D.T | .36′892t; F.P.1 | 44t | | | | | | | |
| | F.O.....D.B.257′1162t;S. | T.14′1 | 29t | ..... | ... | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 670 | **Birk** | Scw | Nor | Bergen | | | 2178 | | 1920 | Pt. Glasgow, | Rederi. | 3Cyl TE25,41,68x48; | | N |
| | Steel | | 359.8 | 52.1 | 23.6 | | 3663 | | 9 | (R. Duncan & Co., Lim.) [Scot. | Odfjell. Aktles | 3SB;WP180lbs | | |
| MVTC | 2D;Wireless;W. Bal 6BH | | | F34′ | | | | | | | | | | |
| 671 | **Birkdale** | Bk | Br | Liverpool | | | 1389 | | '92 | London- | G. Ronald | Stl;1BH | | BL |
| 99,401 | | | 248.5 | 37.5 | 21.7 | | 1483 | | 5 | derry, Ire. | | | | |
| MPLH | 1D;B | | F27′ | | | | | | | (C. J. Bigger.) | | | | |
| 672 | **Birkenhead** | Scw | Am | New York | | | 4297 | | 1921 | Oakland, | Vacuum | 3Cyl TE27½,46,78x51; | ✠ — — | |
| 221,700 | Steel | | 425 | 57.2 | 33.1 | | 6960 | | 10 | (Moore [Cal. | Oil Co | 3SB;WP220lbs;3500IHP | ✠ — — | |
| MDGN | 2D;Mchy aft;Long. frmg; 16BH | | P105′ | B34′ | F41′ | | 10000 | | | S. B. Co.) | | | Withdrawn11,25 | |
| | Wireless;Oil in bulk; 9BH to Fbd dk | | | | | | | | | | | | | |
| | Oil fuel;SUB.SIG. 7BH to 2d dk | | | | | | | | | | | | | |
| 673 | **Birmingham** | Scw | Am | N. Orleans | | | 1436 | | 1920 | St. Louis, | U. S. Govt. | 2-3Cyl TE10¼,17,27x18; | | |
| 220,784 | Steel | | 280.1 | 49.1 | 10 | | 1537 | | | (St. Louis [Mo | (Miss.-Warrior | 2WTB;WP225lbs;800IHP. | | |
| | | | | | | | | | | Boat & Eng. Co.) | River Service) | | | |
| 674 | **Birmingham City** | Scw | Am | New York | | | 3715 | | 1920 | Chickasaw, | U. S. Steel | 3Cyl TE24,41,72x48; | | BL |
| 220,160 | Steel | | 395.5 | 55 | 31.4 | | 6032 | | 6 | (Chickasaw [Ala. | Products Co. | 3SB;WP210lbs;2800IHP | | |
| LWRC | 2D;Shel dk;Web frms; 7BH | | P45′ | B109′ | F38′ | | 9650 | | | S. B. Co.) | | | | |
| | Long. frmg;Oil fuel;Wireless;W. Bal | | | | | | | | | | | | | |
| 675 | **Birriwa** | Scw | Br | Sydney | | | 1817 | | 1918 | Seattle, | F. J. | 2-3Cyl TE15,25,42x30; | | |
| 150,152 | xWisteria xBirriwa Wood | Twin | 267.9 | 48.3 | 24.7 | | 2989 | | 6 | (Patterson [Wash. | Sandoz | 2WTB;WP200lbs | | |
| TQCB | 1D;Well dk;Wireless | | P & B | 169′ | F32′ | | | | | & MacDonald S. B. Co.) | | | | |
| 676 | **Birte** | Scw | Dan | Cop'hagen | | | 1027 | | 1921 | Copenhagen, | Dampskibs | 3Cyl TE18,28,48x33; | | V |
| | Steel | | 261 | 40.1 | 16.1 | | 1741 | | | (A/S. [Den | A/S. "Myren" | 2SB;WP185lbs;760IHP | | |
| NCWJ | 1D;Wireless;W. Bal 5BH | | P15′ | B106′ | F30′ | | | | | Kjobenhavns Flydedvk & Skibsvaerft.) | | | | |
| 677 | **Birte Jensen** | Scw | Dan | Cop'hagen | | | 2456 | | 1905 | Sunderland, | T. C. | 3Cyl TE25,41,67x45; | | V |
| | xAllaguash xRygia Steel | | 364.6 | 50.5 | 23.5 | | 3876 | | 6 | (J. L. [Eng | Christensen, Mgr. | 2SB;WP180lbs;1500IHP | | |
| NFJS | 2D;Deep frmg;Wireless;W. Bal 7BH | | P31′ | B242′ | F33′ | | | | | Thompson & Sons, Lim.) | | | | |
| 678 | **Biruta** | Scw | Ltv | Riga | | | 1091 | | 1907 | Grange- | P. Danne- | 3Cyl TE20,33,54x36; | | C |
| | xWraymore xPomaron Steel | | 276.3 | 40.5 | 18.5 | | 1879 | | 10 | mouth, Scot. | berg | 2SB;WP180lbs;148RHP. | 2dS.S.No.1,Antw8,23;A.S.4,26; | |
| TBCR | 1D;Deep frmg;SUB.SIG; 4BH | | P24′ | B60′ | F29′ | | | | | (Grangemouth & Greenock Dock Co.) | | | shft drn3,26,M.&B.S.4,26 | |
| | Wireless;W. Bal | | | | | | | | | | | | | |
| 679 | **Biscayne** | Brg | Am | Phila. | | | 473 | | 1914 | Elkton, | Southern | YP,WO,Hk(Sltd) | ✠ — — | |
| 165,570 | | | 200.2 | 23.7 | 11 | | 473 | | 1 | (E. Delbert [Md. | Trans. Co. | | Suspended7,19 | |
| | 1D | | | | | | | | | & Bros.) | | | | |
| 680 | **Biskra** | Scw | Fr | Marseilles | | | 1145 | | 1914 | Middlesbro, | Cie. Gen. | 3Cyl TE23½,38,62x39; | | V |
| | xAsia Steel | | 260 | 40.2 | 20.8 | | 2091 | | | (W. Hark- [Eng. | Transatlantique | 2SB;WP180lbs;2000IHP | | |
| ODIW | 2D;Wireless;W. Bal 7BH | | | | | | | | | ness & Son, Lim.) | | | | |
| 681 | **Bisley** | Scw | Br | London | | | 2826 | | 1911 | W. Hartle- | Fawcett, | 3Cyl TE25,41,68x48; | | BL |
| 132,802 | xRoselands Steel | | 374.7 | 51.3 | 26 | | 4408 | | 9 | pool, Eng. | Coverdale & Co., | 2SB;1AuxSB;WP180lbs | | |
| HTKV | 1D;Wireless;W. Bal 6BH | | P25′ | B103′ | F36′ | | | | | (W. Gray & Co., Lim.) | Mgrs. | | | |
| 682 | **Bisp** | Scw | Nor | Bergen | | | 612 | | '89 | Sunderland, | A/S. D/S. | 3Cyl TE15,25,41x27; | | N |
| | xNorli xNormandie Steel | | 209.2 | 30.1 | 13.4 | | 1025 | | 2 | (Sunderland [Eng. | Bisp | 1SB;WP160lbs | | |
| HDJS | 1D;W. Bal 4BH | | P30′ | B99′ | F24′ | | | | | S. B. Co.) | | | | |
| 683 | **Bithina** | Scw | Br | London | | | 2338 | | '93 | Sunderland, | Anglo- | 3Cyl TE24½,40½,64x42; | | C |
| 101,828 | xSuram Steel | | 325 | 42.6 | 28.7 | | 3629 | | 5 | (Sir J. [Eng. | Saxon Petroleum | 2SB;WP160lbs | 3dS.S.No.1,Sing5,23;A.S.5,26; | |
| NOHK | 2D;Web frms;Oil in bulk; 3BH | | P76′ | B24′ | F32′ | | | | | Laing.) | Co. (Lim.) | | M.&B.S;shft drn5,26 | |
| | Mchy aft;Wireless;W. Bal | | | | | | | | | | | | | |
| 684 | **Bittern** | Scw | Am | | | | | | 1919 | Mobile, | U. S. Govt. | 3Cyl TE19,29,46x30; | | |
| | Steel | | 180 | 35.3 | 17.2 | | | | 8 | (Alabama [Ala. | (Navy Dept.) | 2WTB;WP200lbs;1400IHP | | |
| | 2D;W. Bal 11BH | | | | | | | | | D. D. & S. B. Co.) | | | | |
| | 8BH to Fbd dk | | | | | | | | | | | | | |
| | 3BH to 2d dk | | | | | | | | | | | | | |
| 685 | **Biwabik** | Brg | Am | Boston | | | 1332 | | '94 | Marine City, | Mystic S.S. | O | | |
| 3,625 | | Sch | 240 | 41 | 17 | | 1401 | | | (A. [Mich. | Co. | | | |
| | 1D | | | | | | | | | Anderson.) | | | | |
| 686 | **Biyo Maru** | M V | Jap | Yokoh'ma | | | 3922 | | 1921 | Tsurumi, | Toyo Kisen | Stm Tbn;Elect. Motors; | | BL |
| 28,158 | Steel | | 400 | 53.2 | 29.4 | | 5480 | | 5 | (Asano [Jap. | Kaisha | 2SB;1AuxSB;WP220lbs | | |
| SGRK | 2D;Oil fuel;Wireless;W. Bal 6BH | | P33′ | B124′ | F41′ | | | | | S. B. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1687 | **Bizkargi Mendi** Steel | Scw | Sp | Bilbao 46.6 \| 21.5 | 1959 3234 | | 1910 11 | Bilbao, (Cia. Euskalduna de Con. y Rp. de Buques.) [Spain | Cia. Nav. Sota y Aznar | 3CylTE22½,37,61x42; 2SB;WP180lbs | | BL |
| HDVS | 1D;Wireless;W. Bal 5BH | | 320 P29′ | B74′ F31′ | | | | | | | |
| 1688 | **Bjerka** Steel | Scw | Nor | Kragero 32.7 \| 14.7 \| 21.3 | 720 1188 | | 1905 3 | Sandefjord, (Framnes Mek. Vaerks.) [Nor. | K. Sandaas, Mgr. | 3CylTE15½,25,42x30; 1SB;WP180lbs | | N |
| 129,607 MCHB | xHellik 1D;Spar dk;Deep frmg;W. Bal 4BH | | 206.6 B46′ | | | | | | | | |
| 1689 | **Bjonongen** Steel | Scw | Nor | Tromso 24.3 \| 9.9 | 122 335 | | 1912 | Wilmington, (American Car & Foundry Co.) [Del. | Skibs A/S Samson | 2CylC16,33x26; 1SB;WP150lbs;475IHP | | |
| MQPC | xFrank Somers O,Hk,P;Gff 1D;Wireless | | 150.1 P69′ | F46′ | | | | | | | |
| 1690 | **Bjorneborg** Steel | Scw | Fin | Hels'gfors 40.4 \| 17.9 | 1401 2466 | | '94 2 | Stockton, (Ropner & Son.) [Eng. | Rederi A/B Soumi | 3CylTE23⅛,36½,62½x39; 2SB;WP160lbs | | BL |
| 602 SRNP | xArnoy xVestland 1D;Web frms; Wireless;W. Bal 5BH | | 295 P29′ | | | | | | | | |
| 1691 | **Bjornefjord** Steel | Scw | Nor | Bergen 50.8 \| 22.9 | 2340 3762 | | 1907 11 | Sunderland, (J. L. Thompson & Sons.) [Eng. | J. L. Mowinckel & Son | 3CylTE24½,40,66x45; 2SB;WP180lbs | | V |
| MJDF | xRiver Plate 1D;B;Deep frmg;Web frms; W. Bal;Wireless 6BH | | 346.5 P23′ | B92′ F31′ | | | | | | | |
| 1692 | **Björnstjerne Björnson** Steel | Scw Sch | Nor | Bergen 54 \| 26.4 | 3252 5268 | | 1910 2 | W. Hartlpl, (W. Gray & Co., Lim.) [Eng. | Olaf Orvig, Mgr. | 3CylTE26,42,70x48; 3SB;WP180lbs;d rpd2,26 | S.S.No.3,Kiel3,22;A.S.2,26; n shft1,22;shft drn12,25; M.&B.S.7,26 | C |
| MFVL | 2D;Deep frmg;Wireless;W. Bal 6BH | | P36′ | B254′ F44′ | | | | | | | |
| 1693 | **Blaafjeld I** Steel | Scw | Nor | Bergen 36.5 \| 15.7 | 652 1146 | | 1918 11 | Trondhjem, (Trondhjems Mek. Vaerks.) [Nor. | Harald Grieg Martens, Mgr. | 3CylTE17,27,46x30; 1SB;WP180lbs | | N |
| MSLG | xAnnemor 1D;W. Bal 4BH | | 226.3 P16′ | B53′ F27′ | | | | | | | |
| 1694 | **Black Bird** | Sch | Am | Crisfield 27 \| 8.5 | 96 124 | | '76 12 | City Island, (D. Carll.) N. Y. | Peter Bounds | O,Ch;Gif | | |
| 6,920 JSDW | xDavid Carll | | 103 | | | | | | | | | |
| 1695 | **Black Diamond** Steel | Scw | Am | New York 26.6 \| 13.5 | 129 243 | | 1914 | Port Richmond, N. Y. (Staten Island S. B. Co.) | Bee Line Trans. Co. | 2CylC20,42x26; 1SB;WP150lbs;250IHP. | | |
| 212,100 LDKJ | 1D 2BH | | 97.7 | | | | | | | | | |
| 1696 | **Black Diamond** Oak | Scw | Am | Chicago 35.7 \| 11.6 | 482 619 | | 1902 | Cleveland, Ohio | Pittsburg Coal Co. | 2-1Cyl14x16; 1SB;WP130lbs;400IHP. | | |
| 3,937 | 1D | Ltr Twin | 152 | | | | | | | | | |
| 1697 | **Black Prince** Wood | StW | Am | Seattle 19.6 \| 4.6 | 100 159 | | 1901 | Everett, Wash. | American Tug Boat Co. | 2-1Cyl11x48; 1Bir;WP150lbs;961IHP. | | |
| 3,866 | 2D | | 91.6 | | | | | | | | | |
| 1698 | **Black Rock** Oak | Scw | Am | Chicago 43 \| 23 | 1536 1987 | | '97 | Port Huron, (Jenks S. B. Co.) [Mich. | Indiana S.S. Co. | 2CylC25,50x40; 1FB;WP125lbs;450IHP | | |
| 3,721 LHNC | 2D | | 237 | | | | | | | | | |
| 1699 | **Black Sea** Steel | MV | Br | London 42 \| 22.1 | 1695 2961 | | '96 7 | Newcastle, (W. G. Armstrong & Co., Lim.) [Eng. | British Black Sea Shipping & Oil Co. (Lim.) | 4CylOilEng20x37 | | BL |
| 145,034 KGSV | xBorjom 1D;Web frms;Mchy aft; Oil in bulk;W. Bal;Wireless 12BH | | 310 P79′ | B35′ F37′ | | | | | | | | |
| 1700 | **Black Swan** Wood | MV | Am | San Fran. 20.3 \| 10.5 | 96 189 | | 1922 | E. Oakland, (Worcester & Cryder.) [Cal. | F. C. Hubbell | 2-6CylOilEng8¼x12; 400IHP | | |
| 222,385 | 1D | Twin | 112.5 | | | | | | | | | |
| 1701 | **Blackhawk** Steel | Scw | Am | New York 53.9 \| 34.2 | 3857 6381 | | 1913 10 | Philadel (Wm. Cramp & Sons S. & E. B. Co.) [phia, Pa. | U. S. Govt. (Navy Dept.) | 4CylQE25,37,52,76x54; 3SB;WP223lbs;3500IHP. | | |
| 211,623 | xSanta Catalina 2D;B;Shel dk;Oil fuel; Web frms;Long. frmg; Wireless;W. Bal 7BH | Sch | 404.6 | | | | | | | | | |
| 1702 | **Blackheath** Steel | Scw Sch | Br | London 52 \| 27.8 | 2978 4868 | | 1911 6 | Stockton, (Ropner & Sons, Lim.) [Eng. | Watts, Watts & Co. (Lim.), Mgrs. | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 132,543 HSTW | 1D;Wireless;W. Bal 5BH | | 390 P34′ | B120′ F41′ | | | | | | | | |
| 1703 | **Blacktoft** Steel | Scw | Br | Goole 36.2 \| 14.5 | 654 1109 | | 1910 5 | Newcastle, (Wood, Skinner & Co., Lim.) [Eng. | J. H. Wetherall & Co. (Lim.) | 3CylTE18,30,50x33; 2SB;WP180lbs | | BL |
| 128,873 HQVK | 1D;W. Bal 4BH | | 225.2 P16′ | B48′ F25′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1704 | **Blair** | Scw | Am | New York | 3070 | 7′ 9½″ | 1919 | Hog Island, | Export S.S. | Stm Tbn; | ✠A1Ⓔ | |
| 218,136 | xSeltico Steel | | 390 | 54.2 \| 27.6 | 4971 | 24′ 5″ | 6 | (American [Pa. | Corp. | General Electric Co; | ✠AMS | |
| LRHB | 2D;sub.sig;Wireless;W. Bal; 3BH | | | \| 32′ | 7825 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co;8700HS; | S.S.No.1,Balt5,23; | |
| | Oil fuel F. P. above 150° F. | | P50′ | B121′ F40′ | | | | | | WP200lbs;2500SHP;EAC; | M.S.5,23;shft drn10,25; | |
| | | | | | | | | | | d rpd3,26;Dkd,s rps8,26 | B.S.8,26;Cih BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t.. | | ... D. | T.36′892t;F.P.1 | 44t | | | | | | | |
| | F.O.....D.B.257′1162t;S. | | T.14′1 | 29t; D. T.36′833t..... | ... | | | | | | | |
| 1705 | **Blairadam** | Scw | Br | Glasgow | 1779 | | 1914 | W. Hartle- | Northern | 3CylTE23,36,62x42; | | BL |
| 146,323 | xUbier Steel | | 320.3 | 46.5 \| 21.1 | 2889 | | 4 | (W. [pool, Eng. | Nav. Co. (Lim.) | 2SB;WP180lbs | | |
| KNMR | 1D;Wireless;W. Bal 5BH | | P25′ | B98′ F34′ | | | | Gray & Co., Lim.) | | | | |
| 1706 | **Blairbeg** | Scw | Br | Glasgow | 1783 | | 1905 | Sunderland, | Northern | 3CylTE23,38,62x42; | | BL |
| 119,980 | xMoerdijk xNorthcliffe Steel | | 317.3 | 46.5 \| 20.9 | 2844 | | 11 | (J. Blumer [Eng. | Nav. Co. | 2SB;WP160lbs | | |
| KMDV | 1D;Deep frmg;Wireless;W. Bal 5BH | | P30′ | B92′ F30′ | | | | & Co.) | | | | |
| 1707 | **Blairdevon** | Scw | Br | Glasgow | 2006 | | 1925 | Old Kirk- | Geo. Nisbet | 3CylTE22,35½,60x39; | | C |
| 147,946 | Steel | | 338.4 | 48.7 \| 22.6 | 3282 | | 1 | patrick, Scot. | & Co., Mgrs. | 2SB;WP200lbs | M.S.11,25 | |
| KSCH | 1D;Wireless;W. Bal 6BH | | P29′ | B104′ F34′ | | | | (Napier & Miller, Lim.) | | | | |
| 1708 | **Blairesk** | Scw | Br | Glasgow | 2018 | | 1925 | Old Kirk- | Geo. Nisbet | 3CylTE22,35½,60x39; | | C |
| 148,841 | Steel | | 340.4 | 48.7 \| 22.6 | 3299 | | 3 | patrick, Scot. | & Co., Mgrs. | 2SB;WP200lbs | A.S.4,26; | |
| KSGN | 1D;Wireless;W. Bal 6BH | | P29′ | B104′ F34′ | | | | (Napier & Miller, Lim.) | | | M.S.6,26 | |
| 1709 | **Blairgowrie** | Scw | Br | Glasgow | 1993 | | 1924 | Glasgow, | Clydesdale | 3CylTE22,35½,60x39; | | C |
| 147,920 | Steel | | 338.4 | 48.7 \| 22.6 | 3260 | | 8 | (Napier [Scot. | Nav. Co. (Lim.) | 2SB;WP200lbs | A.S.8,25; | |
| KRGD | 1D;Wireless;W. Bal 6BH | | P29′ | B104′ F34′ | | | | & Miller, Lim.) | | | M.S;shft drn11,25 | |
| 1710 | **Blairholm** | Scw | Br | Glasgow | 1698 | | 1906 | Blyth, | Clydesdale | 3CylTE23,38,61x42; | | BL |
| 120,672 | xKorsholm xSan Giacomo Steel | | 313 | 45.5 \| 20.5 | 2728 | | 3 | (Blyth [Eng. | Nav. Co. (Lim.) | 2SB;WP180lbs | | |
| KMFB | 1D;Deep frmg;Wireless;W. Bal 5BH | | P29′ | B90′ F34′ | | | | S. B. Co., Lim.) | | | | |
| 1711 | **Blairlogie** | Scw | Br | Glasgow | 1919 | | 1912 | Rotterdam, | Clydesdale | 3CylTE22,37,62x42; | | BL |
| 146,306 | xOostdijk Steel | | 325.8 | 47.4 \| 21.9 | 3071 | | 2 | (Rotterdam [Hol. | Nav. Co. (Lim.) | 2SB;WP160lbs | | |
| KMQS | 1D;Wireless;W. Bal 5BH | | P21′ | B94′ F31′ | | | | Drovyd Maat.) | | | | |
| 1712 | **Blairmore** | Scw | Br | Glasgow | 1947 | | 1901 | W. Hartle- | Fisher, | 3CylTE24,38,64x42; | | BL |
| 112,434 | xMountfield Steel | | 325 | 47.2 \| 22.4 | 3038 | | 2 | (W. [pool, Eng | Renwick & Co., | 2SB;WP160lbs | | |
| SFTQ | 1D;B;Deep frmg;Wireless; 5BH | | P27′ | B88′ F30′ | | | | Gray & Co. Lim.) | Mgrs | | | |
| | W. Bal | | | | | | | | | | | |
| 1713 | **Blairstown** | Scw | Am | New York | 263 | | 1916 | Elizabeth- | D. L. & W. | 2CylC18,40x28; | | |
| 214,246 | Steel | | 131.2 | 35.7 \| 12.3 | 403 | | | (New [port, N. J. | R.R. Co. | 18B;WP175lbs;800IHP. | | |
| | 1D | | | | | | | Jersey D. D. & Trans. Co.) | | | | |
| 1714 | **Blakeley** | Sch | Am | Mobile | 632 | | 1902 | Pt. Blake- | L. A. Scott | YF;Gif | | |
| 3,940 | | 4 M | 183.1 | 39 \| 14.2 | 744 | | 9 | ley, Wash. | | | | |
| KRWT | 1D | | | | | | | (Hall Bros.) | | | | |
| 1715 | **Blanche M. Thorbourn** | Sch | Br | Charlott'n | 70 | | '84 | Shelburne, | Charles | Sp,Hw;Icf | — Exp | |
| 88,551 | | | 83 | 23.3 \| 9 | | | 6 | (J. N. [N. S. | Lyons | | | |
| | 1D | | | | | | | Thorbourn.) | | | | |
| 1716 | **Blandford** | Trn | Am | St.Thomas | 293 | | 1914 | Liverpool, | St. Thomas | B,Bch,P,O,Sp;Gif(Sltd) | ✠ — — | |
| | | | 120.9 | 32 \| 11.5 | 362 | | 6 | (Robie [N. S. | Lumber & | | Suspended1,21 | |
| | 1D | | | | | | | Macleod.) | Trading Co. | | | |
| 1717 | **Blank** | Drg | Am | Baltimore | 202 | | 1925 | Baltimore, | Ellicott | Wd | | |
| 169,356 | | | 110 | 34.1 \| 6.1 | 205 | | 11 | (Ellicott [Md. | Machine Corp. | | | |
| | 1D;B | | | | | | | Machine Corp.) (Chas. Rohde & Sons.) | | | | |
| 1718 | **Blenda** | Scw | Nor | Bergen | 1154 | | 1908 | Sunderland, | A/S D/S | 3CylTE20½,33,54x36; | | C |
| | xKennington xGrantley Steel | Sch | 279.1 | 40.1 \| 18.1 | 1869 | | 2 | (Osborne, [Eng. | Saima | 2SB;WP180lbs;148RHP. | 2dS.S.No.2,So.Shlds2,24; | |
| WPDC | 1D;Deep frmg;sub.sig; 4BH | | P25′ | B60′ F28′ | | | | Graham & Co.) | | | A.S.11,25; | |
| | Wireless;W. Bal | | | | | | | | | | B.S.11,25;M.S;shft drn2,26 | |
| 1719 | **Blijdendijk** | Scw | Hol | Rotterd'm | 4219 | | 1921 | Krimpen, | Nederl. | Stm Tbns; | | BL |
| | Steel | | 400 | 54.3 \| 36.6 | 6854 | | 10 | (N. V. C. [Hol. | Amerik. Stoomv. | 3SB;WP215lbs | | |
| NHBL | 2D;Shel dk;Oil fuel; 6BH | | P50′ | | | | | Van der Giessen & Zonen's Scheeps.) | Maats. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1720 LDMB | **Blink** xGonzenheim xRapot Steel 1D;Wireless;W. Bal 4BH | Scw | Nor 264.6 P23′ | Oslo 42.2 \| 18 B68′ F13′ | 1119 1936 | | 1918 9 | Papendrecht (J. & A. van der Schuijts Scheepsw. u. Machf.) [Hol. | Dampsk. A. S. Bestum II | 3CylTE17,29,46x35; 2SB;WP180lbs;900IHP. | | N |
| 1721 NHBQ | **Blitar** Steel 3D;Oil fuel;Wireless;W. Bal 9BH | Scw | Hol 446.3 B68′ | Rotterd'm 54.3 \| 34.3 F57′ | 4451 7073 | | 1923 | Rotterdam, (Mij. Voor Scheeps. & Werkt. "Fijenoord.") [Hol. | Rotterdamsche Lloyd | 3CylTE27,47,77x54; 4SB;WP200lbs;3750IHP | | V |
| 1722 123.738 HJNL | **Bloemfontein** Steel 1D;Spar dk;Deep frmg; Wireless;W. Bal 6BH | Scw Sch | Br 401.1 P38′ | N. Shields 50 \| 18.1 B229′ F41′ | 2961 4674 | | 1906 10 | Dumbarton, (A. McMillan & Son, Lim.) [Scot. | Ellerman & Bucknall S.S. Co. (Lim.) | 3CylTE26,44,73x48; 2SB;1AuxSB;WP180lbs | | BL |
| 1723 NHBM | **Blommersdijk** Steel 2D;Shel dk;Oil fuel; Wireless;W. Bal 7BH | Scw | Hol 400 F50′ | Rotterd'm 54.3 \| 36.6 | 4229 6855 | | 1922 2 | Krimpen a/d Ysel. Hol (N. V. C. van der Giessen.) | Holland-Amerika Line | Stm Tbns; 3SB;WP215lbs | | BL |
| 1724 110,344 RJQK | **Bloomfield** Steel 1D;Spar dk;Oil fuel; Web frms;Oil in bulk; Mchy aft;Wireless;W. Bal 14BH | Scw | Br 350 P100′ | Newcastle 50.2 \| 22.5 B32′ F57′ | 2722 4455 | | '99 9 | Newcastle, (Tyne [Eng. I. S. B. Co.) | Hunting S.S. Co. (Lim.) | 3CylTE27,45,74x48; 3SB;WP180lbs | | BL |
| 1725 165,947 | **Bloomfield** 1D | Brg | Am 110.4 | New York 32.1 \| 13.5 | 483 483 | | 1913 | Perth Amboy, N. J. (Raritan D.D. Co.) | B. McLain | Wd | | |
| 1726 222,547 MDTG | **Blossom** xLucy R 1D | Trn | Am 96.5 | Cleveland 23.3 \| 8.9 | 103 128 | | 1920 12 | Church Point, N. S. (M. D. Belliveau.) | Cleveland Museum of Natural History | Sp,Bch;Gif | ✠ — — Suspended2,22 | |
| 1727 121,849 | **Blue Bell** Steel 2D 4BH | Scw | Br 150 | Toronto 30 \| 7.2 | 451 752 | | 1906 | Toronto, (Polson Iron Wks.) [Ont. | Toronto Ferry Co. | 2CylC17,34x48; 1SB;WP150lbs;250IHP. | | |
| 1728 225,211 MDTS | **Blue Bird** xYpres 1D | Trn | Am 230.5 | Savannah 44.5 \| 18.8 | 1494 1618 | | 1918 | Seattle, (Puget Sound Bridge & Dredging Co.) [Wash. | G. W. Urquhart | F;Gif;2BH | | |
| 1729 164,282 | **Blue Crest** xFrancis Scully | Brg | Am 165 | New York 34 \| 19 | 907 931 | | 1910 11 | Gildersleeve, (S. Gilder-sleeve & Sons.) [Conn. | McWilliams Bros., Inc. | O,YP;Gif | | |
| 1730 165,825 | **Blue Diamond** xIda Woods 1D | Brg | Am 117.3 | New York 31.4 \| 13.6 | 524 524 | | 1914 | Kingston, (D. J. Murphy.) [N. Y. | McWilliams Bros., Inc. | Wd | | |
| 1731 152,577 | **Blue Dolphin** 1D | Sch Aux | Br 99.6 | Shelburne 22.3 \| 12 | 86 90 | | 1926 4 | Shelburne, (Shelburne [N. S. Shipbuilders, Lim.) | S. H. Valie | B,Bch,O,Sp;Gif 4 Cyl Oil Eng 8½x12; Bessemer Gas Eng. Co:110BHP | A1 Yachting Service. AMS | |
| 1732 163,659 | **Blue Feather** xFrank P. Scully 1D | Brg | Am 130 | New York 30 \| 16 | 588 608 | | 1908 10 | Gildersleeve, (S. Gilder-sleeve & Sons.) [Conn. | McWilliams Bros., Inc. | O,YP;Gif | | |
| 1733 166,157 | **Blue Girl** 1D | Brg | Am 112 | New York 29 \| 12.4 | 423 435 | | 1915 | So. Rondout, (C. Hiltebrant D. D. Co.) [N. Y. | Frederick T. Kellers | Wd | | |
| 1734 163,617 | **Blue Gown** xJames H. Scully 1D | Brg | Am 130 | New York 30 \| 16 | 588 608 | | 1908 8 | Gildersleeve, (S. Gilder-sleeve & Sons.) [Conn. | McWilliams Bros., Inc | O,YP;Gif | | |
| 1735 110,429 | **Blue Line** xHokendauqua Wood 1D | Scw | Am 123 | New York 22.8 \| 10 | 68 137 | | '80 | Newburgh, N. Y. | | 2CylC24,42x28; 500IHP | | |
| 1736 224,099 MFPT | **Blue Moon** 1D | Sch Aux Yct | Am 94 | N.Bedford 22.5 \| 11.1 | 66 101 | | 1924 7 | Camden, (Camden Anchor Rockland Machine Co.) [Me. | Mrs. M. T. Garland | O,YP; OilEng;90BHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1737 | **Blue Oak** | Brg | Am | New York | 495 | | 1914 | Rondout, | McWilliams | Wd | | |
| 165,815 | | | 116.2 | 30.4 \| 13.4 | 495 | | | (C. [N. Y. | Bros., Inc | | | |
| | 1D | | | | | | | Hiltebrant D. D. Co.) | | | | |
| 1738 | **Blue Point** | Scw | Am | New York | 220 | | 1919 | Savannah, | Fair Oaks | 3Cyl TE 12¾,21½,35x24; | | |
| 220,891 | Steel | | 137 | 22.8 \| 12.5 | 324 | | 4 | (Foundation [Ga. | S.S. Co. | 1SB;WP180lbs | | |
| MCDS | 1D;Wireless | | | | | | | Co.) | | | | |
| 1739 | **Blue Seal** | Brg | Am | New York | 505 | | 1914 | Kingston, | McWilliams | Wd | | |
| 165,807 | xHelen Woods | | 117.6 | 30.2 \| 13.9 | 505 | | | (D. J. [N. Y. | Bros., Inc. | | | |
| | 1D | | | | | | | Murphy.) | | | | |
| 1740 | **Blue Thistle** | Brg | Am | New York | 515 | | 1914 | Kingston, | McWilliams | Wd | | |
| 165,798 | xRose M. Feeney | | 118.6 | 31 \| 14 | 515 | | | (Daniel [N. Y. | Bros., Inc. | | | |
| | 1D | | | | | | | J. Murphy.) | | | | |
| 1741 | **Blue Triangle** | Scw | Am | New York | 3117 | 7′ 9½″ | 1920 | Hog Island, | Export S.S. | Stm Tbn; | ✠A1Ⓔ | |
| 219,712 | Steel | | 390 | 54.2 \| 27.8 | 5120 | 24′ 5″ | 3 | (American [Pa. | Corp. | General Electric Co: | ✠AMS | |
| LVTQ | 2D;Wireless;sub.sig;W. Bal; 8BH | | P50′ | 32′ B121′ F40′ | 7825 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co;8700HS; WP200lbs;2500SHP;EAC; | S.S.No.1,NY6,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | d rpd1,22;rps8,25;Dkd,s rps7,26 | M.S.6,24;shft drn8,25; | |
| | | | | | | | | | | | B.S.7,26;Cih BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t. | | D. | T.36′892t;F.P.1 | 44t | | | | | | | |
| | F.O.....D.B.257′1162t;S. | T.14′1 | 29t;D. | T.36′833t;..... | ... | | | | | | | |
| 1742 | **Blue Water** | Brg | Am | New York | 480 | | 1915 | Kingston, | McWilliams | Wd | | |
| 166,106 | xMary Horan | | 115 | 30 \| 13.5 | 480 | | | (Bernard [N. Y. | Bros., Inc. | | | |
| | 1D | | | | | | | J. Donovan.) | | | | |
| 1743 | **Blythmoor** | Scw | Br | London | 4032 | | 1922 | Sunderland, | Moor Line | 3Cyl TE 27,44,75x54; | | BL |
| 146,540 | Steel | | 420 | 54 \| 34.3 | 6582 | | 3 | (W. Doxford [Eng. | (Lim.) | 3SB;WP180lbs | | |
| KLTM | 1D;Shel dk;Oil fuel;Wireless; 6BH | | | | | | | & Sons, Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 1744 | **Boa Sorte** | Sch | Ptg | Oporto | 174 | | 1918 | Dayspring, | J.d'Almeida | Wd | | |
| | xMargaret Moulton | | 120.4 | 28 \| 12.5 | 210 | | | (M. [N. S. | | | | |
| | 1D | | | | | | | Leary.) | | | | |
| 1745 | **Boba Secondo** | Scw | It | Genoa | 1658 | 4′ 2½″ | 1920 | Ecorse, | Industrie | 3Cyl TE 21,35,59x42; | ✠A1Ⓔ | |
| | xLake Elwin Steel | | 253.4 | 43.6 \| 26 | 2674 | 24′ 3½″ | 3 | (Great [Mich. | Navali Societa | Great Lakes Eng. Wks; | ✠AMS | |
| | 1D;B;Wireless; 4BH | | | 28′ 4″ | 4000 | | | Lakes Eng. Wks.) | Anonina | 2SB;John Brennan & Co; | shft drn5,26;B.S.6,26; | |
| | sub.sig;W. Bal; C-29 | | P25′ | B65′ F24′ | | | | | | 4720HS;WP190lbs;1350IHP; | Scip;CL | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | EAC;d rpd8,20;Dkd,rps6,26 | | |
| | W.B.—A.P.98t.....D.B | .203′41 | 8t.... | .....F.P | 51t | | | | | | | |
| | F.O.—A.P.92t;D.T.a14′110t;D.B | .164′29 | 8t; W. | T.m38′173t.... | ... | | | | | | | |
| 1746 | **Bobby Ho** | Brg | Am | Pensacola | 371 | | 1903 | Pensacola, | Aiken Tow | Wd | | |
| 162,045 | | | 159.8 | 35.2 \| 9.3 | 379 | | | Fla. | Boat & Barge Co., Inc | | | |
| | 1D | | | | | | | | | | | |
| 1747 | **Bobolink** | Scw | Am | ..... | ..... | | 1919 | Locust | U. S. Gov- | 3Cyl TE 19,29,46x30; | | |
| | Steel | | 180 | 35.3 \| 17.2 | | | 4 | Point, Md. | ernment (Navy | 2WTB;WP200lbs;1400IHP | | |
| | 2D;W. Bal; Oil fuel 11BH | | | | | | | (Baltimore D. D. & S. B. Co.) | Dept.) | | | |
| 1748 | **Bocaina** | Scw | Brz | Rio Jan'ro | 1044 | | 1909 | Belfast, | Lloyd | 2-3Cyl TE 14,22,37x21; | | C |
| | Steel | Twin | 276.2 | 44.9 \| 16.4 | 1695 | | 12 | (Workman, [Ire. | Brasileiro | 2SB;WP180lbs | S.S.No.3,RioJ8,22;A.S.4,25; | |
| | 1D;Wireless;Deep frmg;W. Bal 4BH | | F29′ | | | | | Clark & Co., Lim.) | | | M.&B.S;n shfts4,25 | |
| 1749 | **Bocamaule** | Scw | Chl | Valparaiso | 1441 | | 1922 | Dublin, | Cia. | 3Cyl TE 20,33,54x36; | | BL |
| 1,131 | Steel | | 290.2 | 44.3 \| 18.5 | 2515 | | 2 | (Dublin [Ire. | Carbonifera y de | 3SB;WP180lbs | | |
| HBLK | 1D;Well dk;W. Bal 4BH | | P21′ | F32′ | | | | Dkyd. Co., Lim.) | Fundicion Schwager | | | |
| 1750 | **Boccaccio** | Scw | It | Fiume | 1394 | | '93 | Newcastle, | "Adria" | 3Cyl TE 22,36,59x39 | | I |
| 11 | xNagy Lajos | Sch | 285.5 | 38.2 \| 23.2 | 2253 | | 11 | (Wigham [Eng. | Soc. Anon. di | | | |
| NGQV | 2D;Web frms;Wireless;W. Bal 5BH | | P34′ | B60′ F33′ | | | | Richardson & Co.) | Nav. Marittima | | | |
| 1751 | **Bochum** | Scw | Ger | Hamburg | 3772 | | 1921 | Hamburg, | Deutsch- | 3Cyl TE 31,52,84x59; | | G |
| | Steel | | 450 | 58.3 \| 26.8 | 6121 | | 10 | (Akt. [Ger. | Austral | 4SB;WP206lbs | | |
| RCGL | 2D;Well dk;Wireless; 8BH | | P & B | 366′ F59′ | | | | Ges. "Vulcan.") | Dampschiff. Ges. | | | |
| | sub.sig;W. Bal | | | | | | | | | | | |
| 1752 | **Bockenheim** | Scw | Ger | Bremen | 2432 | | 1913 | Middlesbro, | Unterweser | 3Cyl TE 25,40,67x45; | | BL |
| | xWinterton Steel | | 359.6 | 52.2 \| 23.9 | 3868 | | 9 | (Rayiton, [Eng. | Reederei A. G. | 3SB;WP180lbs | | |
| QLWT | 1D;Wireless;W. Bal 7BH | | P32′ | B220′ F36′ | | | | Dixon & Co., Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1753 | **Boden** | Scw | Swd | Stockholm | 1985 | | 1914 | Sunderland, | Trafikaktieb | 3Cyl TE 26½,43,72x48; | | BL |
| 5,595 | Steel | | 385 | 53.7 \| 23.6 | 4251 | | 5 | (J. L. Thompson & Sons, Lim.) [Eng. | Grangesberg-Oxelosund | 3SB;WP180lbs | | |
| JTSL | 1D;Shel dk;Wireless;W. Bal 7BH | | | | | | | | | | | |
| 1754 | **Bodia** | Scw | Swd | Gothenb'g | 1075 | | '99 | Stockton, | H. Met- | 3Cyl TE 21,34,56x39; | | BL |
| 5,534 | xAlla xEleanora Mall Steel | | 269 | 40.7 \| 18 | 1865 | | 1 | (Craig, Taylor & Co.) [Eng. | calfe, Mgr. | 2SB;WP160lbs | | |
| JTNM | 1D;Deep frmg;Wireless;W. Bal 4BH | | P27′ | B62′ F30′ | | | | | | | | |
| 1755 | **Bodnant** | Scw | Br | Liverpool | 3230 | | 1919 | Glasgow, | African S.S. | 3Cyl TE 27,44,73x48; | | BL |
| 140,634 | Steel | | 401 | 52.3 \| 28.5 | 5342 | | 7 | (J. Brown & Co., Lim.) [Scot. | Co. (Lim.) | 3SB;WP180lbs | | |
| KBRQ | 2D;Wireless;W. Bal 7BH | | P40′ | B113′ F49′ | | | | | | | | |
| 1756 | **Boeroe** | Scw | Hol | Amst'dam | 4196 | | 1914 | W. Hartle- | Stoomv. | 3Cyl TE 28,46,77x54; | | BL |
| Steel | | | 420.4 | 54.5 \| 33.4 | 6591 | | 4 | pool, Eng. (W. Gray & Co., Lim.) | Maats. Nederland | 4SB;WP180lbs | | |
| NHBR | 2D;Shel dk;Wireless;W. Bal 7BH | | | | | | | | | | | |
| 1757 | **Boeton** | Scw | Hol | Amst'dam | 4055 | | 1913 | W. Hartle- | Stoomv. | 3Cyl TE 28,46,77x48; | | BL |
| Steel | | | 400 | 53.5 \| 34.6 | 6403 | | 2 | pool, Eng. (W. Gray & Co., Lim.) | Maats. Nederland | 4SB;WP180lbs | | |
| NHBW | 2D;Shel dk;Wireless;W. Bal 6BH | | | | | | | | | | | |
| 1758 | **Bogo** | Scw | Dan | Cop'hagen | 728 | | 1920 | Glasgow, | D/S Baltic | 3Cyl TE 15,25,40x27; | | BL |
| xGallicier Steel | | | 240.3 | 35.7 \| 15.1 | 1214 | | 11 | (Lloyd Royal Belge of Great Britain.) [Scot. | | 2SB;WP185lbs | | |
| NFDK | 1D;W. Bal 4BH | | P27′ | B57′ F25′ | | | | | | | | |
| 1759 | **Bogota** | Scw | Am | New York | 1622 | 4′ 1½″ | 1920 | Wyandotte, | Colombian | 3Cyl TE 21,35,59x42; | ✠A1Ⓔ | |
| 219,351 | xVinton County Steel | | 251 | 43.6 \| 26.1 | 2627 | 24′ 3″ | 4 | (Detroit S. B. Co.) [Mich. | S.S. Co., Inc. | Detroit S. B. Co; | ✠AMS | |
| LVBR | 1D;W. Bal;Wireless;SUB.SIG; 4BH | | | 28′ 2″ | 4050 | | | | | 2SB;Detroit S. B. Co; | S.S.No.1,NY8,24; | |
| | Oil fuel F. P. above 150° F. C-30 | | P25′ | B64′ F23′ | | | | | | 5467HS;WP185lbs;1500IHP; | M.S;n shft8,24;B.S.7,26; | |
| | W.B.—A.P.96t;D.B.204′436t;D.T. | a12′80 | t..... | | .....F.P.72t | | | | | d rpd6,23;Dkd5,26;s rps6,26 | SBP;CL | |
| | F.O.—A.P.90t;D.B.158′288t;D.T. | a12′75 | t;W.T. | 30′200t..... | | | | | | | | |
| 1760 | **Bogota** | Scw | Br | Liverpool | 3127 | | 1919 | Birkenhead, | Pacific Stm. | 3Cyl TE 27,44,73x48; | | BL |
| 140,618 | Steel | | 400 | 52.4 \| 28.4 | 5167 | | 5 | (Cammell Laird & Co., Lim.) [Eng. | Nav. Co. | 3SB;WP180lbs | | |
| KBDW | 2D;W. Bal;Wireless 7BH | | P49′ | B113′ F40′ | | | | | | | | |
| 1761 | **Boheme** | Scw | It | Lussinpiccolo | 2587 | | 1911 | Sunderland, | M. U. Mar- | 3Cyl TE 25,41,68x45; | | I |
| 6 | Steel | Sch | 369.5 | 50 \| 26.3 | 4562 | | 5 | (W. Dox-ford & Sons, Lim.) [Eng. | tinolich & Co. | 3SB;WP180lbs;1700IHP | | |
| NGRO | 1D;W. Bal 6BH | | P32′ | B115′ F34′ | | | | | | | | |
| 1762 | **Bohemia** | S | Am | San Fran. | 1528 | | '75 | Bath, | Cecil B. De | O,YP;Icf; | — Exp | |
| 2,986 | | | 221.7 | 40.2 \| 26.2 | 1633 | | 9 | (Hough-ton Bros.) [Me. | Mille Pictures Corp. | | | |
| JRGK | 2D;B;Wireless | | | | | | | | | | | |
| 1763 | **Bohemia** | Sch | Am | Gloucester | 86 | | 1901 | Gloucester, | Sylvanus | O,YP;Icf | | |
| 3.883 | | | 96.4 | 25.4 \| 10.2 | 124 | | | Mass. (John Bishop.) | Smith & Co. | | | |
| 1764 | **Bohemian Club** | Scw | Am | Phila. | 4255 | 7′ 6¼″ | 1921 | Oakland, | Atlantic | 3Cyl TE 27½,46,78x51; | ✠A1Ⓔ Oil Carrier. | |
| 221,408 | Steel | | 425 | 57.2 \| 33.1 | 6882 | 25′ 9″ | 7 | (Moore S. B. Co.) [Cal | Refining Co. | Hooven, Owens, Rentschler Co; | ✠AMS | |
| MCWF | 2D;Mchy aft; 16BH | | | 33′ | 10000 | | | | | 3SB;Moore S. B. Co; | S.S.No.1,NptN9,25; | |
| | Long. frmg; 9BH to Fbd dk | | P105′ | B40′ F41′ | | | | | | 9078HS;WP220lbs;3200IHP;EAC; | u shft3,24;M.&B.S.9,25; | |
| | Wireless;SUB.SIG; 7BH to 2d dk | | | | | | | | | d rpd9,25;Dkd,s rps6,26;Exmd10,26 | shft drn6,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.29t;D.B.61′147t..... | ..... | D.T.a | 4′207;Dt.T.f.43′ | 541t;T | .D.36t | | | | | | |
| | F.O..... | ..... | D.T.a | 11′532t;D.T.f.9′ | 404t..... | | | | | | | |
| 1765 | **Bohol** | Scw | Am | Manila | 536 | | '82 | Glasgow, | Compania | 2CylC 26,50x30; | | |
| | xBelgika Iron | | 207 | 30 \| 14.9 | 895 | | | (Blackwood & Gordon.) [Scot. | Maritima | 1SB | | |
| | 1D;B 4BH | | | | | | | | | | | |
| 1766 | **Boieldieu** | Bk | Fr | Nantes | 1981 | | 1902 | Nantes, | G. Belot, | Stl;2BH | | |
| | | | 277.9 | 40.5 \| 22.4 | 2207 | | | (Chantiers Nantais.) [Fr. | Mgr. | | | |
| ODLS | 1D;B | | P68′ | F54′ | | | | | | | | |
| 1767 | **Bois des Buttes** | Scw | Fr | Nantes | 108 | | 1919 | Savannah, | Brossard | 3Cyl TE 12½,22,35x24; | | V |
| | xHondshoote Steel | | 141.9 | 25 \| 14.6 | 362 | | 8 | (Foundation Co.) [Ga | | 1SB;WP180lbs;580IHP | | |
| ODLU | 1D;Wireless 5BH | | | F26′ | | | | | | | | |
| 1768 | **Bois des Caures** | Scw | Br | Grimsby | 108 | | 1919 | Savannah, | F. Parker- | 3Cyl TE 12½,22,35x24; | | |
| | xWattignies Steel | | 150 | 25 \| 14.7 | 362 | | 8 | (The Foundation Co.) [Ga | Fleetwood | 1SB;WP180lbs;580IHP | | |
| | 1D;Wireless;D.F. 5BH | | | F26′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1769 | **Bokuyo Maru** | Scw | Jap | Yokoh'ma | 6269 | | 1924 | Tsurumi, | Nippon | Stm Tbns; | | BL |
| 30,256 | Steel | Twin | 445 | 58 \| 32 | 8603 | | 10 | (Asano [Jap. | Yusen K.K. | 4SB;WP200lbs | | |
| SRNB | 2D;Shel dk;Wireless;W. Bal 8BH | | F48′ | | | | | S. B. Co.) | | | | |
| 1770 | **Bolinao** | Scw | Am | Manila | 128 | | '84 | Paisley, | S. Malfodi | 2CylC18,34x24; | | |
| | Iron | | 134 | 24.1 \| 7.9 | 247 | | | Scot. | | 1SB | | |
| | 1D 4BH | | | | | | | (Abercorn & Co.) | | | | |
| 1771 | **Bolingbroke** | Scw | Br | London | 4145 | | 1917 | Newcastle, | Canadian | 3CylTE29,49,80x54; | | BL |
| 140,349 | xMontcalm Steel | | 420.1 | 53.4 \| 36.3 | 6608 | | 9 | (Northum- [Eng. | Pacific | 3SB;WP180lbs | | |
| JQWH | 2D;Shel dk;SUB.SIG; 7BH | | | | | | | berland S. B. Co., | Steamships (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | Lim.) | Mgrs | | | |
| 1772 | **Bolivar** | Scw | Mex | Vera Cruz | 943 | | 1920 | Toronto, | Mexican | 3CylTE19,31,50x36; | | BL |
| | xFloraba Steel | | 251 | 39.7 \| 17.4 | 1655 | | 9 | (Dominion [Can. | Govt. | 2SB;WP180lbs | | |
| | 1D;Oil fuel;W. Bal 4BH | | P22′ | B61′ F24′ | | | | S. B. & Repair | | | | |
| | | | | | | | | Co., Lim.) | | | | |
| 1773 | **Bolivar** | Scw | Am | New York | 1612 | 4′ 1½″ | 1919 | Wyandotte, | Colombian | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 218,560 | xLake Fackler Steel | | 251 | 43.6 \| 26.1 | 2606 | 24′ 3″ | 11 | (Detroit [Mich | S.S. Co., Inc | American S. B. Co; | ✠AMS | |
| LSCF | 1D;W. Bal;Wireless; 4BH | | | 28′ 2″ | 4050 | | | S. B. Co.) | | 2SB;American S. B. Co; | S.S.No 1,NY10,23; | |
| | Oil fuel F. P. above 150° F. C-30 | | P25′ | B64′ F23′ | | | | | | 5467HS;WP185lbs;1500IHP; | M.S.10,23; | |
| | | | | | | | | | | Dkd,s rps11,26 | B.S;n shft11,26;SBP;CL | |
| | W.B.—A.P.96t;D.B.204′436t;D.T .a12′80 t..... .....F.P.72t | | | | | | | | | | | |
| | F.O.—A.P.90t;D.B.158′288t;D.T .a12′75 t;W.T. 30′200t..... | | | | | | | | | | | |
| 1774 | **Bolivia** | Scw | Swd | Gothenb'g | 1021 | | '90 | Newcastle, | H.Metcalfe, | 3CylTE20,32,53x36; | | BL |
| 5,275 | xNaparima Steel | Sch | 260 | 36.2 \| 16.8 | 1677 | | 2 | (Edwards [Eng. | Mgr | 2SB;WP160lbs; | | |
| JSMN | 1D;Well dk;Web frms; 4BH | | P29′ | B106′ F29′ | | | | S. B. Co., Lim.) | | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 1775 | **Bolivia** | Scw | Dan | Cop'hagen | 3125 | | 1921 | Danzig, | Dampskslsk. | Stm Tbn; | | BL |
| | Steel | | 398.7 | 55.9 \| 29.1 | 5197 | | 2 | Dzg. | Orient | 3SB;WP200lbs | | |
| NCLT | 3D;Wireless;W. Bal 6BH | | F54′ | | | | | (F. Schichau.) | | | | |
| 1776 | **Bolivian** | Scw | Br | Liverpool | 3154 | | 1920 | W. Hartle- | F. Leyland | 3CylTE27,44,73x48; | | BI |
| 143,618 | Steel | | 400 | 52.3 \| 28.5 | 5116 | | 3 | pool, Eng | & Co. (Lim.) | 3SB;WP180lbs; | | |
| KDWF | 2D;SUB.SIG;Wireless;W. Bal 7BH | | P49′ | B113′ F38′ | | | | (Irvines S. B. & | | | | |
| | | | | | | | | D. D. Co., Lim.) | | | | |
| 1777 | **Bolivier** | Scw | Blg | Antwerp | 3169 | | 1920 | Sunderland, | Lloyd | 3CylTE27,45,75x48; | | BL |
| | Steel | | 400.2 | 52.3 \| 28.5 | 4953 | | 3 | (Bartram [Eng | Royal Belge | 3SB;WP180lbs | | |
| MBJN | 2D;Wireless;W. Bal 7BH | | P36′ | B117′ F39′ | | | | & Sons, Lim.) | Soc. Anon | | | |
| 1778 | **Bolmen** | Scw | Br | | 2139 | | '96 | Glasgow, | T. W. | 3CylTE24,40,64x42; | | |
| | xAladin xBolmen xYmer Steel | | 338.3 | 43.5 \| 19 | 3460 | | 5 | (Russell [Scot | Ward (Lim.) | 2SB;WP165lbs | | |
| | 1D;Spar dk;Deep frmg; 6BH | | P39′ | B71′ F37′ | | | | & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 1779 | **Bolo** | MV | Am | New York | 104 | | 1925 | Neponset, | C. M. | Oil Engs; | | |
| 225,205 | Wood | Yct | 86.3 | 19.9 \| 9.6 | 153 | | | (Geo. [Mass. | Swift | 250BHP | | |
| | 1D;B | | | | | | | Lawley & Co.) | | | | |
| 1780 | **Bologna** | Scw | It | Genoa | 2636 | | 1905 | Belfast, | Nav. Gen. | 2-3CylTE19½,33,55½x39; | | I |
| 295 | Steel | Twin | 380.3 | 46.8 \| 26.6 | 4675 | | 5 | (Harland [Ire. | Italiana | 2DB;WP180lbs; | | |
| NGSA | 3D;Wireless;D.F;W. Bal 6BH | | P41′ | B144′ F55′ | | | | & Wolff, Lim.) | | | | |
| 1781 | **Bolton Castle** | Scw | Br | Liverpool | 3689 | | 1914 | Pt. Glasgow, | J. Chambers | 3CylTE28,45,75x51; | | BL |
| 135,581 | Steel | | 424.2 | 53 \| 29.9 | 5826 | | 5 | (W. [Scot. | & Co., Mgrs. | 3SB;WP180lbs; | | |
| JDFC | 2D;Web frms;Long. frmg; 7BH | | P36′ | B145′ F48′ | | | | Hamilton & Co., | | | | |
| | Wireless;W. Bal | | | | | | | Lim.) | | | | |
| 1782 | **Boma** | Scw | Br | Liverpool | 3313 | | 1920 | Glasgow, | British & | 3CylTE27,44,73x48; | | BL |
| 143,615 | Steel | | 400.6 | 52.3 \| 28.5 | 5408 | | 2 | (Harland [Scot. | African Steam | 3SB;WP180lbs; | | |
| KDVB | 2D;Wireless;W. Bal 7BH | | P49′ | B112′ F39′ | | | | & Wolff.) | Nav. Co. | | | |
| 1783 | **Bomarsund** | Scw | Fin | Hels'gfors | 2571 | | 1907 | Flensburg, | A/B Naxos | 3CylTE27¾,46½,76x48; | | BL |
| | xCooee xNeumunster Steel | | 388.7 | 51 \| 25.2 | 4328 | | 5 | (Flensburger [Ger. | Prince | 3SB;WP180lbs | | |
| | 2D;Deep frmg;Wireless; 7BH | | P & B | 315′ F50′ | | | | Schiffsb. Ges.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 1784 | **Bombay** | Brg | Am | Searsport | 1231 | | '90 | Duluth, | White Oak | Stl | | |
| 53,260 | x107 | | 276.5 | 36.1 \| 18.9 | 1295 | | | Minn. | Trans. Co. | | | |
| | (Whaleback);W. Bal | | | | | | | (A. McDougall.) | | | | |
| 1785 | **Bombay Maru** | Scw | Jap | Kobe | 3102 | | 1900 | Sunderland, | Dai Nippon | 3CylTE25,42,70x45; | | C-J |
| 8,537 | xGlamorganshire Steel | Sch | 377.2 | 47.1 \| 20.5 | 4352 | | 8 | (Sunderland [Eng. | Engyo Kabu- | 2SB;WP185lbs;244RHP. | ✠S.S.No.3,Kobe8,24;A.S.7,25; | |
| JQFB | 1D;Spar dk;Deep frmg;Wireless; 6BH | | P38′ | B92′ F46′ | | | | S. B. Co., Lim.) | shiki Kaisha | | shft drn8,24;M.&B.S.7,25 | |
| | W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1786 | **Bompata** | Scw | Br | Liverpool | 3352 | | 1921 | Belfast, | British & | Stm Tbns; | | BL |
| 145,845 | Steel | | 410 | 54.3 \| 27.9 | 5570 | | 4 | (Harland [Ire. | African Steam | 3SB;WP200lbs | | |
| KJDF | 2D;Wireless;W. Bal 7BH | | P41′ | B157′ F47′ | | | | & Wolff, Lim.) | Nav. Co. (Lim.) | | | |
| 1787 | **Bonchamp** | Bk | Fr | Nantes | 1948 | | 1902 | St. Nazaire, | M. Potet | Stl;2BH | | V |
| | | | 280.3 | 40.2 \| 22.9 | 2193 | | | (Atel. & [Fr. | | | | |
| ODML | 1D;B | | | | | | | Chant. de la Loire.) | | | | |
| 1788 | **Bondowoso** | Scw | Hol | Rotterd'm | 3184 | | 1919 | W. Hartle- | W. Ruys & | 3CylTE27,44,73x48; | | BL |
| | Steel | | 400.1 | 52.3 \| 28.5 | 5106 | | 10 | pool, Eng. | Zonen, Mgrs. | | | |
| NHCK | 2D;Well dk;W. Bal;Wireless 6BH | | P & B | 322′ F39′ | | | | (W. Gray & Co., Lim.) | | 3SB;WP180lbs | | |
| | Oil fuel | | | | | | | | | | | |
| 1789 | **Bonham** | Brg | Am | New York | 197 | | 1913 | Rondout, | Mallory | Wd | | |
| 166,204 | | | 92.4 | 31.9 \| 8.1 | 197 | | | (Jacob [N. Y. | S.S. Co. | | | |
| | 1D | | | | | | | Rice.) | | | | |
| 1790 | **Bonheur** | Scw | Br | Liverpool | 3170 | | 1920 | Belfast, | Lamport & | Stm Tbns; | | BL |
| 143,672 | Steel | | 400.4 | 52.4 \| 28.4 | 5327 | | 10 | (Harland & [Ire. | Holt, Mgrs. | 3SB;WP200lbs | | |
| KGTV | 2D;Oil fuel;Wireless;W. Bal 6BH | | P40′ | B128′ F47′ | | | | Wolff, Lim.) | | | | |
| 1791 | **Bonita** | Scw | Am | New York | 199 | | 1907 | New London, | Miss Eva | 2CylC17,34x25; | | |
| | xTasco Wood | | 109 | 32.4 \| 11.3 | 319 | | | (R. Palmer [Conn. | M. Huntley | 1SB;WP150lbs;750IHP. | | |
| | 1D;Mchy aft;Wireless 1BH | | | | | | | & Sons Co.) | | | | |
| 1792 | **Bonito** | MV | Am | Pittsbu'gh | 152 | | 1902 | Croton, | Alex. | 2-6CylGasEng5½x6¾; | | |
| 3,950 | Wood | Twin | 94.5 | 23 \| 4.4 | 159 | | | (Osborn.) [N. Y. | Laughlin | 150IHP. | | |
| KSFC | 1D | | | | | | | | | | | |
| 1793 | **Bonneveine** | S | Fr | Havre | 1995 | | 1902 | La Seyne, | M. Potet | Stl;2BH | | V |
| | | | 278.1 | 40.8 \| 22.9 | 2617 | | | (Forges [Fr. | | | | |
| ODMV | 3D | | | | | | | & Chantiers de la Mediterranee.) | | | | |
| 1794 | **Bonnie Brook** | Scw | Am | Phila. | 3700 | 7′ 10½″ | 1920 | Harriman, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 220,681 | Steel | | 400.7 | 54.4 \| 30.4 | 5976 | 25′ 2″ | 10 | (Merchant [Pa | ping Board | Westinghouse E. & Mfg. Co; | ✠AMS | |
| MBQH | 2D;W. Bal;Wireless;SUB.STG; 7BH | | | 32′10″ | 8822 | | | S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P35′ | B54′ F44′ | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | | | | | | | | | | Dkd,s rps7,21 | | |
| | W.B.—A.P.143t;D.B.335′1311t;D | T.27′8. | 46t. | .....F.P.120t | | | | | | | | |
| | F.O.....D.B.281′1092t;D | T.27′7. | 90t; S. | T.63t..... | | | | | | | | |
| 1795 | **Bonny** | Scw | Br | Liverpool | 3165 | | 1919 | W. Hartle- | Elder, | 3CylTE27,44,73x48; | | C |
| 140,615 | Steel | | 400 | 52.3 \| 28.4 | 5173 | | 4 | pool, Eng. | Dempster & Co. | 3SB;WP180lbs | S.S.No.1,Lvpl7,24;A.S.7,25; | |
| JWRM | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F38′ | | | | (Irvine's S. B. & D. D. Co.) | (Lim.), Mgrs. | | B.S.7,25;M.S;shft drn3,26 | |
| 1796 | **Boobyalla** | MV | Am | Seattle | 2457 | | 1919 | Seattle, | Pacific | 2-6CylOilEng16x24; | | BL |
| 219,685 | Fir;Gff | Twin | 268.4 | 48.3 \| 24.7 | 3099 | | 10 | (Patterson [Wash. | Motorship Co. | 1000BHP | | |
| LVSW | 1D;B;Well dk;Mchy aft; 3BH | | P & B | 167′ B32′ | | | | MacDonald S. B. Co.) | | | | |
| | Wireless | | | | | | | | | | | |
| 1797 | **Boomberg** | Scw | Hol | Amsterdm | 1034 | | 1910 | Capelle | Vinke & Co., | 3CylTE20,33,54x36; | | BL |
| | Steel | Sch | 270.1 | 39.1 \| 17.4 | 1699 | | 3 | a/d Ysel, Hol. | Mgrs. | 2SB;WP160lbs | | |
| NHDB | 1D;Deep frmg;Wireless;W. Bal 4BH | | P18′ | B66′ F27′ | | | | (A. Vuijk & Zonen) | | | | |
| 1798 | **Borborema** | Scw | Brz | Rio Jan'ro | 1082 | | 1908 | Stockton, | Lloyd | 2-3CylTE14,22,37x24; | | |
| | Steel | Twin | 275 | 44.8 \| 16.5 | 1811 | | 6 | (Craig, [Eng. | Brasileiro | 2SB;WP185lbs;174RHP. | | |
| | 1D;Wireless;W. Bal 4BH | | F28′ | | | | | Taylor & Co., Lim.) | | | | |
| 1799 | **Bordeaux** | Scw | Fr | Nantes | 1726 | | 1918 | Alloa, | Chemins | 3CylTE20½,33,54x39; | | C |
| | Steel | | 304.1 | 42.8 \| 21.5 | 2719 | | 1 | (Forth [Scot. | de fer de | 2SB;WP180lbs;1200IHP | | |
| ODNQ | 1D;Wireless;W. Bal 5BH | | P23′ | B85′ F31′ | | | | S. B. & Eng. Co., Lim.) | Paris-Orleans | | | |
| 1800 | **Bordeaux Maru** | Scw | Jap | Kobe | 4104 | | 1923 | Kobe, | Kawasaki | Stm Tbns; | | BL |
| 27,895 | Steel | | 405 | 53 \| 37 | 6567 | | 12 | (Kawasaki [Jap. | Dock Yard Co. | 3SB;WP200lbs | | |
| SFNP | 2D;Oil fuel;Wireless;W. Bal 6BH | | F33′ | | | | | Dkyd. Co., Lim.) | (Lim.) | | | |
| 1801 | **Borden** | Scw | Br | London | 3042 | | 1906 | Glasgow, | Canadian | 3CylTE27,45,73x48; | | BL |
| 120,650 | xMethven xHeliopolis Steel | | 390 | 52.7 \| 27.1 | 4852 | | 1 | (D. & W. [Scot. | Pacific Rlwy. Co. | 3SB;WP200lbs | | |
| HFJG | 2D;Deep frmg;Shel dk; 6BH | | | | | | | Henderson & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| | (*Now Perseus*) | | | | | | | | | | | |
| 1802 | **Bordentown** | Brg | Am | Phila. | 243 | | 1915 | Cramer Hill, | James | Wd | | |
| 165,883 | | | 116.6 | 29.2 \| 8.6 | 243 | | | (James [N. J. | Rickenbach | | | |
| | 1D | | | | | | | Rickenbach.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | | | | | | | | | |
| 1803 | **Border King** | Scw | Am | Seattle | 549 | | 1908 | Hoquiam, (Matthews [Wash. S. B. Co.) | Border Line Transp. Co., Inc. | 2CylC14,32x24; | | |
| 204,900 KWML | xSan Jacinto Wood 1D;Oil fuel | Sch | 160.3 | 36.8 \| 12 | 938 | | | | 1SB;425IHP | | |
| 1804 | **Border Queen** | Scw | Am | Seattle | 527 | | 1913 | Hoquiam, (Matthews [Wash. S. B. Co.) | Border Line Transp. Co., Inc. | 3Cyl TE13½,22,36x24; | — — | |
| 211,634 LDGK | xRosalie Mahony O,P;Gif 2D;Oil fuel | | 201 | 41 \| 14.7 | 953 1250 | | 9 rb'17 | | | 2WTB;WP200lbs;600IHP | — — Cancelled4,23 | |
| 1805 | **Borderer** | Scw | Br | Liverpool | 2835 | | 1904 | Pt. Glasgow, Scot. (Russell & Co.) | Ellerman Lines, (Lim.) | 3Cyl TE26,42,70x45; | | BL |
| 119,188 HBPV | Steel 1D;Spar dk;Wireless;Deep frmg; W. Bal | Sch | 374.5 P46′ | 48.9 \| 19.6 B102′ F40′ | 4372 | | 12 | | | 2SB;WP180lbs | | |
| 1806 | **Bore** | Scw | Swd | Gothenb'g | 2045 | | '97 | Stockton, (Ropner [Eng & Son.) | G. E. Sandstrom, Mgr. | 3Cyl TE22,38,63x42; | | BL |
| 5,671 JVDN | xAlarich xErken xOrion Steel 1D;B;Web frms;Wireless;W. Bal 5BH | | 325 P31′ | 46 \| 23.2 B66′ F32′ | 3366 | | 8 | | | 2SB;WP210lbs | | |
| 1807 | **Boreas** | Scw | Am | | 3716 | | 1919 | Oakland, (Moore [Cal. S. B. Co.) | U. S. Govt. (Navy Dept.) | Stm Tbns; | | |
| 217,489 LPQF | xYaquina Steel 3D;Long. frmg;W. Bal 7BH Wireless; SUB.SIG;Oil fuel | | 402.5 P34′ | 53 \| 32 \| 34′ 6″ B81′ F37′ | 5094 8370 | | 2 | | | 4WTB;WP225lbs;2800SHP | | |
| 1808 | **Boree** | Sch | Fr | Nantes | 883 | | 1920 | St. Malo, (Chant de [Fr Saint Malo.) | G. Gautier | O,E;Gif | | V |
| ORBF | xPresident Clemenceau 3D | | 192 7 | 37.1 \| 20 | 999 | | | | | | | |
| 1809 | **Borelis** | Scw | Br | London | 2651 | | 1901 | Middlesbro, (R. Craggs [Eng. & Sons.) | Anglo-Saxon Petroleum Co. (Lim.) | 3Cyl TE25,40,68x48; | | BL |
| 138,896 | xMeteor Steel 1D;Spar dk;Web frms; 12BH Mchy aft;Oil in bulk;Wireless;W. Bal | | 349.6 P79′ | 47 \| 21.1 B24′ F43′ | 4155 | | 5 | | | 3SB;WP180lbs | | |
| 1810 | **Boren** | Scw | Swd | Gothenb'g | 2704 | | 1921 | Gothenburg, (Akt. [Swd. Lindholmens Motala.) | Rederi A/B. Trans-atlantic | 3Cyl TE27,44,72x48; | | BL |
| 6,515 KDFS | Steel 1D;Shel dk;Oil fuel;Wireless; 6BH W. Bal | | 377.8 F38′ | 54.2 \| 24.4 | 4528 | | 7 | | | 3SB;WP185lbs | | |
| 1811 | **Borga** | MV | Nor | Oslo | 2968 | | 1923 | Oslo, (Akers [Nor. mek. Verksted.) | A/S. Borga | 2-6CylOilEng23x35 | | N |
| LCVS | Steel 3D;Wireless;W. Bal 6BH | Twin | 362.4 | 51.4 \| 22.5 | 4821 | | 4 | | | | | |
| 1812 | **Borgestad** | MV | Nor | Porsgrund | 2336 | | 1924 | Copenhagen, (Burmeister [Den. & Wain.) | Gunnar Knudsen, Mgr. | 2-6CylOilEng19x35 | | N |
| LDSH | Steel 1D;Wireless;W. Bal 6BH | Twin | 351.1 P33′ | 51.4 \| 24.2 B115′ F42′ | 3923 | | | | | | | |
| 1813 | **Borghild** | Scw | Nor | Bergen | 2158 | | '98 | Newcastle, (C. S. [Eng Swan & Hunter, Lim.) | Torp & Wiese | 3Cyl TE24,40,64x42; | | N |
| MVFT | xPolarstjernen Steel 2D;Spar dk;Deep frmg; 5BH Wireless;W. Bal | | 330 B82′ | 45.3 \| 18.1 F38′ \| 25.9 | 3386 | | 7 | | | 2SB;WP170lbs | | |
| 1814 | **Borgland** | MV | Nor | Oslo | 2211 | | 1918 | Oslo, (Akers [Nor. Mek. Vaerks.) | Den Norske Sud-Amerika Linje, Mgrs. | 2-6CylOilEng21¼x28¾ | | BL |
| MRVL | Steel 2D;Wireless;W. Bal 6BH | Twin | 362 P32′ | 51.5 \| 31 B & F 309′ | 3636 | | 5 | | | | | |
| 1815 | **Borglum** | Scw | Dan | Cop'hagen | 1169 | | 1906 | Kiel, (Howaldts- [Ger. werke.) | C. K. Han-sen, Mgr. | 3Cyl TE20,33,55x35; | | BL |
| NPVD | xSecalia Steel 1D;Deep frmg;Wireless;W. Bal 4BH | Sch | 284 | 42 \| 18.5 \| 26 | 1909 | | 8 | | | 2SB;WP185lbs | | |
| 1816 | **Borneo** | Scw | Hol | Amst'dam | 4142 | | 1916 | Amsterdam, (Neder- [Hol. landsche Scheeps-bouw Mij.) | Stoomvaart Mij. Nederland | 3Cyl TE28,46,77x54; | | |
| NHFC | Steel 3D;Wireless;W. Bal 8BH | | 420.4 P40′ | 54.8 \| 33.5 F40′ | 6550 | | | | | 4WTB;WP180lbs;3400IHP | | |
| 1817 | **Borneo** | Scw | Am | Zamb'nga | 87 | | 1901 | Sandakan, (China, [P. I. Borneo Co., Lim.) | So. Philip-pine S.S. Co. | 2CylC14,28x21 | | |
| | Wood 1D;Awng dk | | 110 | 21 \| 9.5 | 168 | | | | | | | |
| 1818 | **Borneo Maru** | Scw | Jap | Osaka | 4262 | | 1917 | Kobe, (Kawasaki [Jap. Dkyd. Co., Lim.) | Osaka Shosen Kabushiki Kaisha | 3Cyl TE26,43,72x48; | | C-J |
| 21,145 NPHC | Steel 3D;Wireless;W. Bal 6BH | | 385 | 51.2 \| 25.6 | 5864 | | 11 | | | 2SB;WP200lbs;258RHP. | S.S.No.2;Tama4,26; M.&B.S;shft drn4,26 | |
| 1819 | **Bornholm** | Scw | Dan | Cop'hagen | 638 | | 1908 | Helsingor, (Helsingor [Den. Jernsk. og Maskinb.) | A/S. Det. Dansk Franske Dampskibs | 3Cyl TE15,24,40x27; | | G |
| NQWB | xRimfaxe Steel 1D;W. Bal 4BH | | 211.3 P22′ | 32.2 \| 17.9 B90′ F24′ | 1052 | | 6 | | | 2SB;WP185lbs | | |
| 1820 | **Bornholm** | Bg | Fin | Mariehmn | 199 | | '64 | Prince Edward Island (Ronne, Den.) | K. Karlsson | M;Gif (Sltd) | — Exp | |
| | xGlencairn | | 113.8 | 24.4 \| 12.4 | 234 | | rb'19 | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1821 | **Borongan** Steel<br>1D 5BH | Scw | Am<br>150.2 | Manila<br>26 \| 9.5 | 185<br>368 | | 1901 | Renfrew, Scot.<br>(Lobnitz & Co.) | Cia. Generale Tobacos de Philipinas | 2CylC10,22x18;<br>1SB;WP90lbs | | |
| 1822 | **Bosanka** Steel<br>1D;Spar dk;Deep frmg;W. Bal; Wireless 6BH | Scw | Jg Slv<br>341.2<br>P30′ | Dubrvnik<br>46.8 \| 15.9<br>B94′ F30′ | 2244<br>3456 | | 1905<br>3 | Newcastle,<br>(Northum- [Eng. berland S. B. Co., Lim.) | Dubrovacka Parobrvodka Plovida | 3CylTE24,40,65x45;<br>2SB;WP160lbs | | BL |
| 1823<br>135,363<br>JKGT | **Boscan**<br>xFlaxmere Steel<br>1D;Shel dk;Wireless;W. Bal 5BH | Scw | Br<br>267.3 | Manches'r<br>38.8 \| 16.7 | 877<br>1525 | | 1915<br>3 | Sunderland,<br>(Sunderland [Eng. S. B. Co., Lim.) | Mac-Andrews & Co. (Lim.) | 3CylTE19,33,54x36;<br>2SB;WP180lbs | | BL |
| 1824<br>NHFP | **Boschdijk** Steel<br>2D;Shel dk;Oil fuel; Wireless;W. Bal 5BH | Scw | Hol<br>400.2<br>P35′ | Rotterd'm<br>54.3 \| 36.6<br>F50′ | 4240<br>6872 | | 1922<br>10 | Alblasser-<br>(N. V. [dam, Hol. Werf. de Noord.) | Nederl.-Amerik. Stoomv. Maats. | Stm Tbns;<br>3SB;WP215lbs | | BL |
| 1825<br>ODPB | **Bossuet**<br>1D;B | Bk | Fr<br>276.1 | Nantes<br>40.5 \| 22.4 | 1954<br>2204 | | 1900 | Nantes,<br>(Ateliers et [Fr. Chantiers de la Loire.) | Marcel Potet | Stl;2BH | | V |
| 1826<br>200,941<br>KTDG | **Boston** Steel<br>1D;Wireless;W. Bal Sch Twin | Scw | Am<br>292.6 | Fall River<br>63 \| 20.4 | 2466<br>3626 | | 1904<br>5 | Quincy,<br>(Fore [Mass. River S. B. Co.) | New England S.S. Co. | 2-3CylTE24,37,63x42;<br>5000IHP. | | |
| 1827<br>223,749<br>MFLH | **Boston** Steel<br>1D;2nd dk at ends;Super dk; Oil fuel F. P. above 150° F; Wireless 7BH | Scw<br>Twin | Am<br>385.3 | P'tsmouth<br>72.5 \| 20.9 | 2703<br>4989 | | 1924<br>5 | Sparrows Pt.<br>(Bethlehem [Md. S. B. Corp.) | Eastern S.S. Lines, Inc. | Stm Tbns;<br>Bath Iron Wks;<br>6SB;Bethlehem S.B.Corp;<br>21174HS;WP200lbs;<br>7600SHP;DB;EAC;<br>d rpd12,25;Dkd4,26;s rps8,26 | **A1** Coastwise<br>New York to Boston<br>AMS<br>S.S.NY11,24;<br>SBP;CL | |
| 1828<br>218,224<br>LRKQ | **Boston** Steel<br>1D 5BH | Scw | Am<br>126.5 | Wilm'gton<br>25.1 \| 13.3 | 212<br>343 | | 1919 | Baltimore,<br>(Spedden [Md S. B. Co.) | Northern Barge Corp. | 3CylTE14½,23,36x26;<br>1SB;WP160lbs;750IHP. | | |
| 1829<br>215,929<br>LJPC | **Boston** Steel<br>xU. S. Cruiser<br>3D | Scw | Am<br>275.3 | ---<br>42.2 \| 22.8 | 1538<br>2557 | | '87<br>rb'19 | Chester,<br>(J. Roach [Pa. & Sons.) | U. S. Govt.<br>(Navy Dept.) | 3CylC;<br>4SB;1500IHP. | | |
| 1830<br>208,239<br>LBRT | **Boston** Steel<br>xRipple<br>1D 4BH | Scw | Am<br>114.3 | Boston<br>22.5 \| 11.6 | 114<br>244 | | 1910 | Quincy,<br>(Fore River [Mass. S. & E. B. Co.) | Massachusetts Trawling Co. | 3CylTE12¾,22,36x24;<br>1SB;WP180lbs;450IHP | | |
| 1831<br>134,724<br>KGPR | **Boston City** Steel<br>2D;Shel dk;Oil fuel;Wireless; W. Bal 6BH | Scw | Br<br>316.1 | Bristol<br>43.8 \| 23.6 | 1714<br>2870 | | 1920<br>8 | Bristol,<br>(C. Hill [Eng. & Sons, Lim.) | C. Hill & Sons (Lim.), Mgrs. | 3CylTE24,39,66x45;<br>2SB;WP180lbs | | BL |
| 1832<br>26,358<br>RTJC | **Boston Maru** Steel<br>2D;Wireless;W. Bal 6BH | Scw | Jap<br>400<br>P33′ | Kobe<br>53.2 \| 29.4<br>B124′ F41′ | 3388<br>5438 | | 1919<br>10 | Tsurumi,<br>(Asano [Jap. S. B. Co.) | Kokusai Kisen Kaisha | 3CylTE26,43,72x48;<br>3SB;WP200lbs | | BL |
| 1833<br>223,680<br>MFLC | **Boston Socony** Steel<br>1D;Mchy aft;Web frms; Oil fuel F. P. above 150° F.<br>W.B.—A.P.47t.....<br>F.O.....D.T.4′52t 11BH | MV<br>Twin<br>Brg | Am<br>252.9 | New York<br>40.1 \| 12.8 | 753<br>1199 | | 1924<br>5 | Camden,<br>(New York [N. J. S. B. Corp.) | Standard Transp. Co. | 2-6CylOilEng13x18;<br>McIntosh & Seymour Corp;<br>700BHP;EAC;Dkd,d rpd11,25 | ✠**A1**Ⓔ Oil Carrier.<br>Inland & Sound, New York to Boston via Cape Cod Canal; Short Lake Trips in Summer, as Oswego to Cape Vincent.<br>✠AMS<br>Clh BB | |
| 1834<br>130,512<br>KHSB | **Boswell** Iron<br>1D 2BH | Scw | Am<br>125 | N. Orleans<br>25 \| 14.7 | 155<br>311 | | '90 | Camden, N. J.<br>(J. H. Dialogue.) | Lester F. Alexander Co. | 3CylTE14½,24,40x20;<br>1Bir;WP155lbs;650IHP. | | |
| 1835<br>143,686<br>KHDF | **Boswell** Steel<br>2D;Oil fuel;Wireless;W. Bal 6BH | Scw | Br<br>400.4<br>P40′ | Liverpool<br>52.4 \| 28.4<br>B128′ F47′ | 3169<br>5327 | | 1920<br>11 | Belfast,<br>(Harland [Ire. & Wolff.) | Lamport & Holt, Mgrs. | Stm Tbns;<br>3SB;WP200lbs | | BL |
| 1836<br>143,043<br>JWDC | **Bosworth** Steel<br>xWar Peridot<br>1D;Shel dk;SUB.SIG; Wireless;W. Bal 8BH | Scw | Br<br>412.5 | London<br>55.5 \| 34.4 | 4140<br>6661 | | 1919<br>3 | Sunderland,<br>(J. L. Thompson & Sons, Lim.) [Eng. | Canadian Pacific Steamships (Lim.), Mgrs. | 3CylTE27,45,75x54;<br>3SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1837 | **Bothwell** | Scw | Br | London | 4094 | | 1919 | Sunderland, | Canadian | 3CylTE27,44,73x48; | | BL |
| 143,057 | xWar Beryl Steel | | 412.5 | 55.5 \| 34.4 | 6723 | | 4 | (W. Doxford [Eng. | Pacific Steamships | 3SB;WP180lbs | | |
| JVWQ | 1D;Shel dk;SUB.SIG; 8BH | | | | | | | & Sons, Lim.) | (Lim.), Mgrs. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 1838 | **Botne** | Scw | Nor | Drammen | 569 | | 1922 | Larvik, | Finn Friis | 3CylTE15,25,42x30; | | N |
| | Steel | | 214.2 | 34.3 \| 14.2 | 990 | | 1 | (Holens [Nor. | & C. O. Lund | 2SB;WP180lbs | | |
| LCMP | 1D;W. Bal 4BH | | P22′ | B61′ F26′ | | | | Verksted.) | | | | |
| 1839 | **Botnia** | Scw | Nor | Bergen | 840 | | 1918 | Bergen, | William | 3CylTE18,29,49x33; | | N |
| | xModerni Steel | | 244.5 | 37.7 \| 15.5 | 1483 | | 10 | (Bergens [Nor. | Hansen, Mgr. | 2SB;WP180lbs | | |
| MSJK | 1D;Wireless;W. Bal 4BH | | P16′ | B65′ F27′ | | | | Mek. Vaerks.) | | | | |
| 1840 | **Botte** | Scw | Swd | Hgsbyhga | 878 | | '83 | Newcastle, | Rederi A/B. | 2CylC32,60x39; | | BL |
| 7,056x | Addington Iron | | 260 | 36.1 \| 18.7 | 1549 | | 12 | (Edwards [Eng. | Botte | 2SB;WP80lbs | | |
| KFJL | 1D;B;Well dk;Wireless;W. Bal 4BH | | P26′ | B50′ F27′ | | | | Sons & Craig.) | | | | |
| 1841 | **Boucherville** | SW | Br | Montreal | 256 | | '86 | Sorel, | A. | 1Cyl36x108; | | |
| 90,546 | xHocheraga Oak | | 178.9 | 26.3 \| 9.2 | 419 | | | (H. [Que. | Desmarteau | 85RHP. | | |
| | 1D | | | | | | | Beauchemin.) | | | | |
| 1842 | **Bougainville** | Scw | Fr | Havre | 4571 | | 1914 | Havre, | Chargeurs | 3CylTE28,46,76x52; | | V |
| | Steel | | 414.7 | 54.2 \| 34.8 | 7417 | | | (Forg. & [Fr. | Reunis | 3SB;WP200lbs;4000IHP. | | |
| ODPN | 3D;W. Bal;Wireless 8BH | | B148′ | | | | | Chant. de la Medit.) | | | | |
| 1843 | **Boukadra** | Scw | Br | Swansea | 2356 | | 1910 | W. Hartle- | F. C. Strick | 3CylTE24,38,64x42; | | BL |
| 128,915 | Steel | | 350.1 | 50.1 \| 23.6 | 3722 | | 7 | (W. [pool, Eng. | & Co. (Lim.), | 2SB;WP180lbs | | |
| HRJF | 1D;Wireless;W. Bal 6BH | | P29′ | B67′ F33′ | | | | Gray & Co., Lim.) | Mgrs | | | |
| 1844 | **Bouker No. 4** | Scw | Am | New York | 30 | | 1919 | Green Bay, | Bouker | 2CylC18,38x20; | ✠ — — | |
| 218,853 | xMastiff O;F;Gif | | 95.5 | 24 \| 12.2 | 177 | | 9 | (Northwest [Wis. | Contracting Co. | 1SB;WP155lbs;450IHP. | ✠ — — | |
| LSQV | 1D 1BH | | | | | | | Eng. Wks.) | | | Cancelled3,22 | |
| 1845 | **Bouker No. 6** | Scw | Am | New York | 168 | | 1919 | Baltimore, | Bouker | 2CylC20,40x28; | | |
| 218,104 | Steel | | 112.2 | 26.5 \| 12 | 285 | | | (Balt. [Md. | Contracting Co. | 1SB;WP150lbs;950IHP. | | |
| LRGC | 5BH | | | | | | | S. B. & D. D. Co.) | | | | |
| 1846 | **Bound Brook** | Scw | Am | New York | 501 | | 1901 | Wilmington, | Central | 4CylTE19.30,35,35x30; | | |
| 3,909 | Steel | | 200 | 44 \| 17.3 | 1016 | | 11 | (Harlan & [Del. | R.R. of N. J. | WP170lbs;1000IHP. | | |
| | 2D | | | | | | | Hollingsworth.) | | | | |
| 1847 | **Bourbaki** | Bk | Fr | Nantes | 1957 | | '98 | Nantes, | G. Belot, | Stl;2BH | | |
| | | | 275.6 | 40.5 \| 22.7 | 2207 | | | (Atel. [Fr. | Mgr. | | | |
| ODPZ | 1D;B | | | | | | | & Chant. Loire.) | | | | |
| 1848 | **Bourbonnais** | Scw | Fr | Marseilles | 2836 | | 1914 | Greenock, | Compagnie | 3CylTE25,41,68x48; | | V |
| | xPort de Bologne xBaytigern Steel | | 375.5 | 52.2 \| 25.7 | 4484 | | 1 | (Greenock [Scot. | Maritime des | 3SB;WP180lbs;1770IHP. | | |
| ODQE | 2D;Deep frmg; 8BH | | P36′ | B102′ F43′ | | | | & Grangemouth | Transports | | | |
| | Wireless;W. Bal | | | | | | | Dkyd. Co.) | Colonisaux | | | |
| 1849 | **Bourges** | Scw | Fr | Nantes | 1774 | | 1919 | Alloa, | Chemins | 3CylTE20,33,54x39; | | V |
| | Steel | | 319.2 | 44.3 \| 23.1 | 2910 | | 9 | (Forth [Scot | de Fer Paris- | 2SB;WP180lbs;1200IHP. | | |
| ODQF | 1D;W. Bal;Wireless 7BH | | P28′ | B85′ F33′ | | | | S. B. & E. Co., | Orleans | | | |
| | | | | | | | | Lim.) | | | | |
| 1850 | **Bourne** | Brg | Am | Fall River | 1484 | | 1921 | Bath, | Staples | Wd;Gif | | |
| 221,512 | | Sch | 244.8 | 41.1 \| 20.2 | 1626 | | 8 | (Kelley- [Me | Transp. Co. | | | |
| MDBR | 1D | | | | | | | Spear Co.) | | | | |
| 1851 | **Bournemouth** | Scw | Br | London | 2782 | | 1909 | Newcastle, | Leeston | 3CylTE26,42,70x48; | | BL |
| 129,030 | xErrington Court Steel | | 380 | 52.3 \| 25.4 | 4461 | | 8 | (Northum- [Eng. | Shipping Co. | 2SB;1AuxSB;WP180lbs | | |
| HPKV | 1D;B;Deep frmg;Wireless; 6BH | | P45′ | B96′F34′ | | | | berland S. B. Co., | (Lim.) | | | |
| | W. Bal | | | | | | | Lim.) | | | | |
| 1852 | **Boutry** | Scw | Br | London | 3192 | | 1919 | W. Hartle- | Elder, | 3CylTE27,44,73x48; | | BL |
| 143,295 | Steel | | 400 | 52.3 \| 28.5 | 5182 | | 6 | pool, Eng. | Dempster & Co. | 3SB;WP180lbs | | |
| KBQD | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F38′ | | | | (Irvine's S. B. | (Lim.),Mgrs. | | | |
| | | | | | | | | Co., Lim.) | | | | |
| 1853 | **Bovenkerk** | Scw | Hol | TheHague | 3723 | | 1913 | Bremen, | Vereenigde | 3CylTE28,46,75x53; | | BL |
| | xBolton Abbey xHuberfels Steel | | 422.5 | 56.2 \| 29.9 | 5921 | | 1 | (Akt. Ges. [Ger | de Nederl. | 3SB;WP192lbs | | |
| NHFR | 2D;Wireless;W. Bal 6BH | | P60′ | B126′ F54′ | | | | "Weser.") | Scheepv. Maats. | | | |
| 1854 | **Boverton** | Scw | Br | London | 1766 | | 1910 | Sunderland, | E. Thomas, | 3CylTE23,38,62x42; | | L |
| 128,517 | Steel | | 315.5 | 46.5 \| 21.5 | 2958 | | 9 | (J. Blumer [Eng. | Radcliffe & Co., | 2SB;WP180lbs | | |
| HRQL | 1D;Wireless;W. Bal 5BH | | P26′ | B92′ F29′ | | | | & Co.) | Mgrs. | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where Built. / Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1855 | **Bowden** Steel | Scw | Nor | Oslo | 716 | | 1912 | Fredrikstad, | L. Harboe | 3CylTE20½,33,56x36; | | N |
| MHNK | 2D;W. Bal 4BH | | 235 | 33.7 \| 19.9 | 1255 | | 5 | (Fredrikstad [Nor. Mek. Verksted ) | Jensen & Co., Mgr. | 2SB;WP180lbs | | |
| 1856 | **Bowes Castle** Steel | Scw | Br | Liverpool | 634 | | 1913 | Geeste- | J. Cham- | 3CylTE28,46,75x54; | | BL |
| 143,102 | xSolfels | | 418.5 | 56.1 \| 29.8 | 5787 | | 5 | munde, Ger. | bers & Co., | 3SB;WP192lbs | | |
| JWQS | 2D;Wireless;W. Bal 6BH | | P60′ | B136′ F54′ | | | | (J. C. Tecklenborg A. G.) | Mgrs. | | | |
| 1857 | **Bowie** | Brg | Am | New York | 284 | | 1923 | Kingston, | Southern | YP | | |
| 168,861 | 1D | | 101.3 | 34 \| 9.2 | 284 | | 12 | (W. F. & R. Boat Builders, Inc.) [N. Y. | Pacific Co | | | |
| 1858 | **Boxer** Wood | Scw | Am | Phila. | 121 | | '99 | East Boston, | The | 2CylC20,36x26; | | |
| 3,777 | | | 113.7 | 25.3 \| 13.5 | 216 | | | (Atlantic Works.) [Mass. | Cottman Co. | 1SB;WP125lbs;550IHP. | | |
| KPBF | 1D | | | | | | | | | | | |
| 1859 | **Boyd C. Taylor** Wood | StW | Am | Pittsbu'gh | 157 | | '91 | Pittsburgh, | Richland | | | |
| 92,348 | xM. D. Wayman | | 125 | 24 \| 3.8 | 242 | | | Pa. | Coal Co. | 390IHP. | | |
| | 1D | | | | | | | | | | | |
| 1860 | **Boylston** | Brg | Am | Boston | 515 | | '79 | Bucksport, | American | Hw,Hk,O;Icf | — Exp | |
| 3,095 | 2D | | 135.6 | 31.6 \| 18.3 | 568 | | 7 | (W. H. Genn & Co.) [Me. | Agricultural Chemical Co. | | | |
| 1861 | **Boyne** Steel | Scw | Br | London | 2781 | | 1910 | Sunderland, | Foster, | 3CylTE25,42,68x48; | | BL |
| 129,121 | | Soh | 373.7 | 51.5 \| 26.2 | 4445 | | 8 | (J. L. Thompson & Sons, Lim.) [Eng. | Hain & Read (Lim.), Mgrs. | 2SB;WP180lbs | | |
| HRLD | 2D;Wireless;W. Bal 6BH | | P25′ | B159′ F38′ | | | | | | | | |
| 1862 | **Braa** Steel | Scw | Nor | Oslo | 1323 | | 1908 | Havre, | Nilssen & | 3CylTE20,33.52x35; | | BL |
| | xTosca xEvanger | | 291 | 44 \| 19 | 2214 | | 10 | (Forg, Ch. de la Medit.) [Fr. | Sons | 2SB;WP170lbs | | |
| MHTD | 1D;Deep frmg;Wireless;W. Bal 6BH | | P23′ | B74′ F35′ | | | | | | | | |
| 1863 | **Brabant** Iron and Steel | Scw | Am | Pt. Arthur | 1758 | | '90 | Newcastle, | The Texas | 3CylTE23,37,60x39; | | |
| 212,587 | xGeestmunde | | 309.3 | 40.2 \| 28.2 | 2773 | | | (Armstrong, Mitchell & Co., Lim.) [Eng. | Co. | 2SB;WP160lbs;1550IHP. | | |
| LDQK | 2D;Mchy aft;Oil in bulk; 12BH | | | | | | | | | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 1864 | **Bracciano** Steel | Scw | It | Genoa | 1267 | | 1918 | Collingwood | Soc. Italiano | 3CylTE18,30,50x36; | | C-I |
| 1,364 | xCitta de Lecce xWar Wizard | | 251 | 43.8 \| 18 | 2067 | | 7 | (Collingwood [Ont. S. B. Co., Lim.) | di Servizi Marittimi | 2SB;WP180lbs | S.S.No.1,Genoa4,24;A.S.6,26; shft drn12,19;M.&B.S.6,26 | |
| NIZR | 1D;Wireless;W. Bal 4BH | | P24′ | B63′ F23′ | | | | | | | | |
| 1865 | **Bradavon** Steel | Scw | Br | Bideford | 3164 | | 1918 | Stockton, | Leeds | 3CylTE27,44,73x48; | | C |
| 142,443 | xWar Vulture | | 400.1 | 52.4 \| 28.5 | 5204 | | 6 | (Richardson, Duck & Co., Lim.) [Eng. | Shipping Co. (Lim.) | 3SB;WP180lbs | S.S.No.1,SoShlds1,22;A.S.11,25; M.&B.S;shft drn12,25 | |
| JTFL | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F40′ | | | | | | | | |
| 1866 | **Bradburn** Stee | Scw | Br | Bideford | 2934 | | 1912 | Stockton, | Leeds | 3CylTE26,42,70x48; | | C |
| 132,861 | xAtlantic City | | 378.5 | 51.5 \| 27.5 | 4707 | | 3 | (Ropner & Sons, Lim.) [Eng | Shipping Co. (Lim.) | 2SB;WP180lbs;400RHP | S.S.No.3,Barry4,24;A.S.6,26; B.S.10,25; shft drn5,26;M.S.6,26 | |
| HVKR | 1D;Deep frmg;W. Bal;Wireless 6BH | | P38′ | B126′ F39′ | | | | | | | | |
| 1867 | **Bradclyde** Steel | Scw | Br | Bideford | 3558 | | 1918 | Newcastle, | Leeds | 3CylTE27,45,75x54; | | BL |
| 142,667 | xWar Castle | | 399.6 | 53 \| 32.8 | 5685 | | 10 | (North- umberland S. B. Co., Lim.) [Eng. | Shipping Co. (Lim.) | 3SB;WP180lbs | | |
| JVFR | 1D;Shel dk;Wireless;W. Bal 7BH | | F39′ | | | | | | | | | |
| 1868 | **Braddock** Wood | StW | Am | Pittsbu'gh | 119 | | 1916 | Elizabeth, | American | 2-1Cyl18x72; | | |
| 214,539 | | | 131.5 | 26 \| 4.1 | 196 | | | (Elizabeth Marine Ways Co.) [Pa. | Steel & Wire Co. | 3Blrs;WP207lbs;620IHP. | | |
| | 2D | | | | | | | | | | | |
| 1869 | **Braddock** Steel | Scw | Am | Kearny | 4122 | 8′ ½″ | 1919 | Kearny, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 217,769 | | | 395.5 | 55 \| 31.4 \| 34′ 11″ | 6629 | 27′ | 4 | (Federal S. B. Co.) [N. J. | ping Board | General Electric Co; 3SB;Federal S. B. Co;8934HS; WP210lbs;2500SHP;EAC; d rpd3,26;Dkd6,26;s rps10,26 | ✠AMS S.S.No.1,Mbl10,23; M.S.10,23;shft drn8,25; B.S.11,25;SBP;CL | |
| LQKG | 1D;Shel dk;SUB.STG; 7BH | | | | 9683 | | | | | | | |
| | Long. frmg;Web frms;W. Bal; C-36 | | | | | | | | | | | |
| | Oil fuel F.P. above 150° F. | | | | | | | | | | | |
| | W.B.—A.P.175t;D.B.331′1518t... ..... | | F.P.25 | 5t | | | | | | | | |
| | F.O.—A.P.163t;D.B.289′1169t;S. T.77t; | | F.P.23 | 8t | | | | | | | | |
| 1870 | **Bradford City** Steel | Scw | Br | Bideford | 3178 | | 1919 | Stockton, | W. R. Smith | 3CylTE27,44,73x48; | | C |
| 140,857 | | | 400.1 | 52.3 \| 28.4 | 5261 | | 3 | (Craig, Taylor & Co., Lim.) [Eng. | & Sons, Mgrs. | 3SB;WP180lbs | S.S.No.1,Crdf12,23; shft drn8,24;M.&B.S.7,26 | |
| JWCF | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F40′ | | | | | | | | |
| 1871 | **Bradford E. Jones** | Sch | Am | Boston | 1510 | | 1919 | Boothbay | New Eng- | O,P;Gif | | V |
| 218,083 | | 4M | 221.9 | 42.2 \| 22.6 | 1648 | | | Harbor, Me. (Atlantic Coast Co.) | land Maritime Co., Inc. | | | |
| LRFG | 2D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1872 JBDT | **Braga** xViktor Schuppe Steel xGlittertind xSophia 6BH 1D;B;Web frms;Wireless;W. Bal | Scw | Ger 330.7 P29′ | Hamburg 47.1 \| 24 B180′ F36′ | 2073 3356 | | 1901 10 | Middlesboro (R. Cragg's [Eng. & Sons.) | Seerederei "Frigga" A. G. | 3CylTE24,38,64x42; 2SB;WP160lbs | | G |
| 1873 ODRI | **Braga** xEuropa xLaura Steel 2D;Shel dk;Deep frmg;Wireless; 7BH W. Bal | Scw Twin | Fr 415.3 F76′ | Marseilles 49.6 \| 25.1 | 3655 5890 | | 1907 4 | Pt. Glasgow, (Russell [Scot. & Co.) | Cie. Franc-aise de Nav. a. Vap. | 2-3CylTE24,40,65x45; 5SB;WP180lbs | | BL |
| 1874 6,340 KCQS | **Braheholm** Steel 2D;Oil fuel;Wireless;W. Bal 6BH | Scw | Swd 410.5 P44′ | Gothenb'g 54.1 \| 27.5 B115′ F47′ | 4070 5778 | | 1920 4 | Vancouver, (J. Coughlan [B. C & Sons, Lim.) | Aktieb Svenska Amerika Mexiko Linien | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 1875 HMJG | **Brand** xLabor Steel 1D;W. Bal 4BH | Scw | Nor 245.5 F32′ | Bergen 36.3 \| 16.4 B57′ | 933 1510 | | 1901 7 | Grange-mouth, Scot. (Grangemouth & Greenock Dockyard Co.) | H. Gran-kahrs | 3CylTE18,30,50x33; 1SB;WP180lbs | | N |
| 1876 166,557 | **Brandon** 1D | Brg | Am 99.6 | New York 31 \| 8.8 | 462 462 | | 1916 | Brooklyn, (Theo. A. [N. Y. Crane's Sons Co.) | N. Y. Central R.R. Co. | Wd | | |
| 1877 3,915 | **Brandon** Steel 1D 4BH | Scw | Am 200.5 | New York 37 \| 17.3 \| 17.8 | 639 1062 700 | | 1902 1 | Wilmington, (Harlan & [Del. Hollingsworth.) | Eastern S.S. Lines | 3CylTE18,28,45x30; 2SB;117GS;3334HS; WP160lbs;1000IHP;EAC; d rpd10,18;clk dk10,19;rps5,26; Dkd,s rps10,26 | ✠A1 Short Coastwise. AMS 2dS.S.No.3,Bost5,26; shft drn10,19; M.&B.S.5,26;Scip | |
| 1878 207,301 LFMQ | **Brandon** Steel 2D;B;Mchy aft;SUB.SIG; 6BH Bulk Carrier | Scw Sch | Am 244 | Boston 43.2 \| 27.2 | 1432 2432 | | 1910 4 rb'22 | Wyandotte, (American [Mich. S. B. Co.) | Rutland-Lake Michigan Transit Co | 4CylQE17½,25½ 37,54x36; 2SB;WP210lbs;1250IHP; Dkd,d rpd4,26 | 100(GL) P.S.6,25 | |
| 1879 140,409 JRQT | **Brandon** xBredon xHolbrook Steel 1D;Shel dk;SUB.SIG; 7BH Wireless;W. Bal | Scw | Br 412.3 | London 55.5 \| 34.4 | 4155 6655 | | 1917 11 | Sunderland, (J. L. [Eng Thompson & Sons, Lim.) | Canadian Pacific Rlwy. Co | 3CylTE27,45,76x54; 4SB;WP180lbs | | BL |
| 1880 3,318 | **Brandywine** Iron 1D | Scw | Am 177.5 | Wilmngtn 25.1 \| 8.5 | 215 408 | | '85 | Wilmington, (Harlan & [Del. Hollingsworth S. & E. B. Co.) | Wilmington S. B. Co. | 2CylC24,42x24; 1000IHP. | | |
| 1881 217,210 LNSF | **Brandywine** Steel 2D;Long. frmg;W. Bal; 17BH Mchy aft; 16BH to Fbd dk Wireless;SUB.SIG; 1BH to 2d dk Oil fuel F. P. above 150° F. C-34 | Scw | Am 364.9 P94′ | Phila. 51 \| 29.5 \| 31′ 3″ B34′ F31′ | 3456 4969 7000 | 7′ 1¼″ 24′ 5″ | 1919 1 | Gloucester, (Pusey [N. J. & Jones Co.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 2SB;Pusey & Jones Co; 5203HS;WP210lbs;2400SHP; Dkd,s rps12,20 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.NY12,20; Bclp;CL (Laid up) | |
| 1882 162,109 | **Brandywine** xPerryville 1D | Brg | Am 158 | Phila. 23.9 \| 11 | 387 387 | | 1902 rb'15 | Elkton, (H. Deibert [Md Barge Bldg. Co.) | Southern Trans. Co | Wd;Gif | | |
| 1883 143,132 JWPB | **Branksome Hall** xArensburg Steel 1D;Spar dk;Web frms; 6BH Wireless;W. Bal | Scw | Br 386.9 P48′ | Liverpool 51.8 \| 24.9 B116′ F42′ | 2808 4467 | | 1905 9 | Newcastle, (Swan, [Eng. Hunter & Wigham Richardson.) | Hall Line (Lim.) | 4CylQE23,31,48,71x48; 2SB;WP213lbs | | BL |
| 1884 | **Brant** Steel 2D;Oil fuel;W. Bal 11BH | Scw | Am 180 | 34.3 \| 17.2 | | | 1918 11 | Chester, (Sun [Pa S. B. Co.) | U. S. Govt. (Navy Dept.) | 3CylTE19,29,46x30; 2WTB;WP200lbs;1400IHP | | |
| 1885 219,617 LVQD | **Brant** Steel 1D 5BH | Scw | Am 139.4 | Rockland 25.2 \| 14.2 | 209 414 | | 1919 | Savannah, (Foundation [Ga. Co.) | Deep Sea Fisheries, Inc. | 3CylTE12¾,21½,35x24; 1SB;WP180lbs;500IHP. | | |
| 1886 LDHS | **Brant County** xLennep Steel 2D;Well dk;Wireless;W. Bal 8BH | Scw | Nor 419.9 P & B | Bergen 54.1 \| 26.3 339′ F55′ | 3053 5000 | | 1915 | Rostock, (Akt. Ges. [Ger. "Neptun.") | Det. Bergenske Dampskibs | 3CylTE30,49,80x55; 4SB;WP213lbs | | N |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1887 | **Brantford** | Scw | Br | Montreal | 540 | | '88 | Grand Haven, Mich (T. W. Kirby.) | J. F. Sowards | 2CylC23,42x36; 1SB;WP130lbs;325IHP. | | |
| 107,426 | xSamuel Marshal. Wood | | 198 | 33.4 \| 14.6 | 772 | | | | | | | |
| | 1D | | | | | | | | | | | |
| 1888 | **Brasile** | Scw | It | Genoa | 2933 | | 1906 | Leghorn, (Fratell, Orlando.) [It. | Soc. Italiana di Servizi Marittimi | 2-3CylTE19,32,55x39 | | I |
| 1,238 | xArgentina Steel | Sch | 390 | 47 \| 27 | 5298 | | | | | | | |
| NHPD | 3D;Wireless;W. Bal 7BH | Twin | P65′ | B150′ F28′ | | | | | | | | |
| 1889 | **Brasileira** | Bk | Brz | Rio Jan'ro | 1201 | | '87 | Sunderland, (Pickersgill [Eng. & Sons.) | Couto & Co. | I;2BH | | |
| | xVerdi | | 237.2 | 35.7 \| 21.2 | 1321 | | | | | | |
| | 1D;B | | | | | | | | | | | |
| 1890 | **Brasilien** | Scw | Dan | Cop'hagen | 2506 | | 1921 | Copenhagen, (Kjoben- [Den. havens Flydk. & Skbs.) | Det. Forenede D/S. A/S. | Stm Tbns; 2SB;WP200lbs:2400IHP. | | V |
| | xAtlanterhavet Steel | | 378 | 52.2 \| 24.5 | 4076 | | 7 | | | | | |
| NCKW | 2D;Wireless;W. Bal 7BH | | | | | | | | | | | |
| 1891 | **Brask** | Scw | Nor | Oslo | 2561 | | 1911 | Sunderland, (W. Doxford [Eng. & Sons, Lim.) | Nilssen & Sonner | 3CylTE26,42,68x45; 2SB;WP160lbs;1600IHP; | | N |
| | xBogen xOrangemead Steel | | 350.8 | 51.1 \| 24 | 4079 | | | | | | |
| LFCQ | 1D;B;Wireless;W. Bal 6BH | | P28′ | F41′ | | | | | | | | |
| 1892 | **Bratland** | Scw | Nor | Porsgrund | 1471 | | 1902 | W. Hartlpl, (W. Gray [Eng. & Co., Lim.) | G. Knudsen, Mgr. | 3CylTE21,33,56x36; 2SB;WP160lbs | | N |
| | xWermland Steel | Sch | 282 | 42.6 \| 16.5 | 2308 | | 7 | | | | | |
| MGKL | 1D;Deep frmg;Wireless;W. Bal 4BH | | | | | | | | | | | |
| 1893 | **Bratsberg** | Scw | Nor | Porsgrund | 2418 | | 1907 | Sunderland, (J. L. [Eng. Thompson & Sons, Lim.) | G. Knudsen, Mgr. | 3CylTE25,42,68x48; 2SB;WP180lbs | | N |
| | Steel | Sch | 345.9 | 49.6 \| 25.4 | 3856 | | 8 | | | | | |
| MDNB | 1D;B;Web frms;Wireless; W. Bal 6BH | | P22′ | B94′ F29′ | | | | | | | | |
| 1894 | **Brattan Castle** | Scw | Br | London | 4154 | | 1920 | Newcastle, (Armstrong, [Eng. Whitworth & Co., Lim.) | The Union-Castle Mail S.S. Co. (Lim.) | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 144,539 | Steel | | 412.2 | 55.8 \| 34.4 | 6696 | | 5 | | | | | |
| KFMW | 1D;Shel dk;Long.frmg; W. Bal;SUB.SIG;Wireless 6BH | | P55′ | F36′ | | | | | | | | |
| 1895 | **Brattingsborg** | Scw | Dan | Copenhgn | 1959 | | '96 | W. Hartle- (W. [pool, Eng. Gray & Co., Lim.) | C. K. Hansen, Mgr. | 3CylTE24,38,64x42; 2SB;WP160lbs | | BL |
| | xAtlantic Steel | Sch | 325 | 47.1 \| 22.4 | 3135 | | 7 | | | | | |
| NKDF | 1D;B;Web frms;W. Bal; Wireless 5BH | | P27′ | B32′ F32′ | | | | | | | | |
| 1896 | **Brave Coeur** | Scw | Am | Seattle | 4710 | 8′ 1″ | 1919 | Seattle, (Skinner [Wash. & Eddy Corp.) | U. S. Shipping Board | 3CylTE25,42,72x48; Skinner & Eddy Corp; 3SB;Commercial Boiler Wks;3086HS; WP210lbs;2800IHP;EAC;d rpd6,24; Dkd,9,26;s rps11,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S No.1,Gvstn6,24; M.S.6,24;B.S.6,26; shft drn9,26;Cih BB;CL | |
| 219,062 | Steel | | 402.6 | 54.5 \| 32.1 | 6458 | 26′ 8″ | 10 | | | | | |
| LTGS | 2D; 8BH | | | 34′ 6″ | 9500 | | | | | | | |
| | Long. frmg;Wireless; 7BH to Fbd dk SUB.SIG;W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-36 | | P48′ | F42′ | | | | | | | | |
| | W.B.—A.P.158t;D.B.343′1407t;D | .T.30′1 | 035t... | .....F.P.140t | | | | | | | | |
| | F.O.—A.P.147t;D.B.303′1114t;D | .T.30′9 | 66t;S T | .70t; F.P.131t | | | | | | | | |
| 1897 | **Bravo** | Bk | Urg | Mntevdeo | 674 | | '76 | Sunderland, (Bartram [Eng. Haswell & Co.) | H. E. Wolden | I;1BH | | |
| | xSanta Chiara xBille xMercia | | 186 | 31.7 \| 18.6 | 755 | | 4 | | | | | |
| | 1D;B | | | F23′ | | | | | | | | |
| 1898 | **Bravo I** | Scw | Nor | Oslo | 947 | | 1908 | Fredrikstad, (Fredrikstad [Nor. Mek. Vaerks.) | A/S Bonheur | 3CylTE18,29,50x36; 2SB;WP180lbs | | N |
| | xBarfond xBravo Steel | | 241.4 | 36.1 \| 20.7 | 1584 | | 7 | | | | | |
| MFGH | 2D Spar dk;W. Bal 4BH | | P18′ | B71′ F26′ | | | | | | | | |
| 1899 | **Brazil** | Scw | Am | Gary | 1655 | | '90 | Buffalo, (Union [N. Y. D. D. Co.) | Illinois Ship & Dredge Co. | 3CylTE19,32,52x45; 2SB;WP115lbs;985IHP | 95CF(GL) P.S.4,26 | |
| 3,467 | xGlenbrae Steel | | 276.1 | 40.2 \| 24.4 | 2166 | | 2 rb'25 | | | | | |
| | 2D;Mchy aft;Web frms 2BH | | | | | | | | | | | |
| 1900 | **Brazil** | Scw | Brz | Rio Jan'ro | 1260 | | '90 | Clydebank, (J. & G. Scot. Thompson.) | Lloyd Brasileiro | 3CylTE27,40,61x45; 2DB | | |
| | Steel | | 232 | 38.1 \| 20.7 | 2003 | | 5 | | | | |
| | 2D;Wireless;W. Bal 4BH | | F48′ | | | | | | | | | |
| 1901 | **Brazil** | MV | Nor | Oslo | 1395 | | 1914 | Oslo, (Akers [Nor. Mek. Verksted.) | Den Norske Sud-Amerika Linje, Mgrs. | 2-6CylOilEng19¾x25½ | | N |
| | Steel | Twin | 308.3 | 48.1 \| 18.2 | 2365 | | 12 | | | | | |
| MKQW | 2D;Wireless;W. Bal 5BH | | | | | | | | | | | |
| 1902 | **Brazil Maru** | Scw | Jap | Kobe | 4260 | | 1919 | Kobe, (Kawasaki [Jap. Dkyd. Co., Lim.) | Kokusai Kisen Kabushiki Kaisha | 3CylTE26,43,72x48; 2SB;1AuxSB;WP200lbs | | BL |
| 25,457 | Steel | | 385 | 51 \| 36 | 5860 | | 6 | | | | | |
| RNMC | 2D;Wireless;W. Bal 6BH | | | | | | | | | | | |
| 1903 | **Brazilier** | Scw | Blg | Antwerp | 3181 | | 1919 | Glasgow, (Fairfield [Scot. S. B. & E. Co., Lim.) | Lloyd Royal Belge Soc. Anon. | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| | Steel | | 400.1 | 52.3 \| 28.4 | 5168 | | 5 | | | | |
| MBOL | 1D;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1904 | **Brazos** | Scw | Am | New York | 2793 | | '99 | Newport | Mallory | 3CylTE32,52,84x54; | ✠ — — | |
| 136,761 | xEl Rio Steel | Sch | 379.7 | 48.3 \| 15.8 | 4497 | | 10 | News, Va. (Newport News S. B. & D. D. Co.) | S.S.Co., Inc | 3DB;WP180lbs;3900IHP | Cancelled | |
| KPJW | 2D;Wireless 6BH | | | | | | | | | | | |
| 1905 | **Breaker** | Scw | Am | Boston | 119 | | 1913 | Quincy, | Bay State | 3CylTE12¾,22,36x24; | | |
| 211,543 | Steel | | 117.8 | 22.5 \| 11.6 | 248 | | 8 | (Fore [Mass. River Shipbuilding Corp.) | Fishing Co. | 1SB;WP180lbs;450IHP | | |
| LDFH | 1D 4BH | | | | | | | | | | | |
| 1906 | **Breaker** | MV | Am | Seattle | 181 | | 1916 | Seattle, | Nelson | GasEng; | | |
| 213,935 | Wood | | 88.6 | 26.4 \| 6.8 | 257 | | | Wash. (Nilsen & Kelz.) | Lagoon Packing Co. | 120IHP. | | |
| | 1D | | | | | | | | | | | |
| 1907 | **Breaksea Light** | Scw | Br | Cardiff | 2294 | | 1903 | Pt. Glasgow, | Bristol | 3CylTE24,40,65x45; | | V |
| 118,049 | xScaldier xAldgate Steel | | 339.5 | 46 \| 17 | 3547 | | 9 | (Russell [Scot. & Co.) | Channel Steamers (Lim.) | 2SB;WP180lbs;1125IHP. | | |
| VFSH | 1D;Spar dk;Deep frmg; 7BH | | P36′ | B84′ F40′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 1908 | **Brecon** | Scw | Br | London | 4157 | | 1918 | Sunderland, | Canadian | 3CylTE27,45,76x54; | | BL |
| 142,305 | xDunbridge Steel | | 412.3 | 55.5 \| 34.4 | 6650 | | 2 | (J. L. [Eng. Thompson & Sons, Lim.) | Pacific Rlwy. Co. | 4SB;WP180lbs | | |
| JSGN | 1D;Shel dk;SUB.SIG; 7BH | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 1909 | **Breconian** | Scw | Br | Newcastle | 2577 | | 1906 | Sunderland, | Tyneside | 3CylTE26,42,68x45; | | V |
| 85,279 | Steel | | 350 | 51.2 \| 24 | 4121 | | | (W. Doxford [Eng. & Sons, Lim.) | Line (Lim.) | 2SB;WP160lbs;1500IHP | | |
| HFNB | 1D;B;Wireless;W. Bal 7BH | | | | | | | | | | | |
| 1910 | **Breda** | Scw | Hol | Amst'dam | 4374 | | 1921 | Schiedam, | Koninkl. | Stm Tbns; | | V |
| | Steel | | 402.7 | 58.4 \| 37 | 6914 | | | (Scheepsb. [Hol. Mij De Nieuwe Waterweg.) | Nederl. Stoomb Mij | 4SB;WP180lbs;3000SHP | | |
| NHGD | 3D;Oil fuel;Wireless;W. Bal 8BH | | | \| 34.8 | | | | | | | | |
| 1911 | **Breedijk** | Scw | Hol | Rotterd'm | 4229 | | 1922 | Bolnes, | Holland- | Stm Tbns; | | BL |
| | Steel | | 400.9 | 54.3 \| 36.6 | 6861 | | 2 | (N. V. [Hol. Boele's Scheepsw.) | American Line | 3SB;WP215lbs | | |
| NHGJ | 2D;Shel dk;Oil fuel; 6BH | | F50′ | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 1912 | **Breidablik** | Scw | Nor | Bergen | 650 | | 1910 | Bergen, | Albert | 3CylTE16,25½,43x30; | | N |
| | Steel | | 229 | 35.1 \| 15.8 | 1116 | | 2 | (Laxevaags [Nor. Msk. & Jrnskb.) | Schjelderup, Mgr. | 1SB;WP175lbs | | |
| MFVT | 1D;W. Bal 4BH | | P19′ | B64′ F25′ | | | | | | | | |
| 1913 | **Brema** | Scw | Ger | Bremen | 3289 | | '99 | Sunderland, | Rhed. | 3CylTE28,43,72x48; | | G |
| | xGranada xSestrojezk Steel | | 395.9 | 52.2 \| 27.8 | 5170 | | 9 | (J. [Eng. Priestman & Co.) | "Visurgis" A. G. | 3SB;WP180lbs | | |
| QLNK | 3D;SUB.SIG. 6BH | | B102′ | | | | | | | | | |
| 1914 | **Bremen** | Scw | Ger | Bremen | 6084 | | 1900 | Stettin, | Nord- | 2-4CylQE27,40,57,82x55; | | G |
| | xPocahontas xPrinzess Irene Steel | Twin | 523.5 | 60.2 \| 34.7 | 10826 | | 9 | (Act. Ges. [Ger. "Vulcan.") | deutscher Lloyd | 6SB;WP213lbs | | |
| QLPB | 4D;SUB.SIG;Wireless;W. Bal 13BH | | P110′ | B242′ F104′ | | | | | | | | |
| 1915 | **Bremerhaven** | Scw | Ger | Lubeck | 927 | | 1920 | Vegesack, | Nord- | 3CylTE16,26,44x29; | | G |
| | Steel | | 237 | 33.9 \| 19.5 | 1566 | | 12 | (Bremer [Ger Vulkan.) | deutscher Lloyd | 2Birs | | |
| QLFR | 2D;SUB.SIG;Wireless;W. Bal 4BH | | B38′ | F31′ | | | | | | | | |
| 1916 | **Bremerton** | Scw | Am | Seattle | 130 | | 1906 | Portland, | Kitsap | 3CylTE12,19½,32x18; | | |
| 203,160 | Wood | | 131.7 | 20.8 \| 7.5 | 191 | | | Ore. | Transportation Co. | 1WTB;WP275lbs;750IHP. | | |
| | 2D | | | | | | | | | | | |
| 1917 | **Bremerton** | Scw | Am | Seattle | 3040 | 5′ 9″ | 1918 | Seattle, | U. S. Ship- | 3CylTE24,40,70x48; | ✠A1Ⓔ | |
| 216,182 | xKitsap Steel | | 380 | 53.2 \| 27 | 4927 | 23′ 9″ | 4 | (Seattle [Wash. Const. & D. D. Co.) | ping Board | Seattle Const. & D. D. Co; | ✠AMS | |
| LKMQ | 2D;W. Bal;Wireless;SUB.SIG. 7BH | | | \| 29′ 4″ | 7500 | | | | | 3SB;Seattle Const. & D. D. Co; | S.S.No.1,NY4.22; | |
| | | | P40′ | B100′ F41′ | | | | | | 169GS;6831HS;WP190lbs;2100IHP; | M.S.4,22;shft drn;B.S.10,26; | |
| | | | | | | | | | | d rpd10,23;Dkd,s rps10,26 | Clh BB;CL | |
| | W.B.—A.P.264t;D.B.325′1039t;D | T 22′5 | 90t;F. | P.115t | | | | | | | | |
| 1918 | **Brenta II** | Scw | It | Trieste | 3319 | | 1920 | Trieste, | Nav. | 3CylTE27,42,68x48; | | BL |
| 92 | xBrenta Steel | | 400.6 | 54.1 \| 29 | 5400 | | 8 | (Cantiere [It. San Rocco, S. A.) | Libera Triestina | 3SB;WP180lbs;2300IHP. | | |
| NGVY | 1D;Shel dk;W. Bal 6BH | | | | | | | | | | | |
| 1919 | **Brento** | Scw | It | Genoa | 1537 | | '91 | Whitby, | A. T. | 3CylTE22,36,59x39; | | |
| 893 | xRavenswood Steel | | 289.6 | 38.2 \| 19.8 | 2384 | | 4 | (T. Turnbull [Eng. & Son.) | Rosasco | 2SB | | |
| NGWK | 1D;Web frms;W. Bal 6BH | | P28′ | | | | | | | | | |
| 1920 | **Brescia** | Scw | Br | Liverpool | 2058 | | 1903 | Sunderland, | Cunard | 3CylTE24,40,66x45; | | BL |
| 118,021 | Steel | | 330 | 45.2 \| 16.8 | 3235 | | 5 | (J. L. [Eng. Thompson & Sons, Lim.) | S.S. Co | 2SB;WP200lbs | | |
| VCFJ | 1D;Spar dk;Web frms; 6BH | | | \| 25 | | | | | | | | |
| | Wireless;W. Bal | | P39′ | B80′ F39′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1921 | **Bretagne** | Sch | Fr | Papeete | 825 | | '72 | Harrington, | L. Ozanne | I;2BH; | | V |
| | xAnnie Johnson | 4 M | 212.1 | 34.1 \| 21.6 | 1028 | | 6 | Eng. (Williamson.) | | 2-4CylOilEngs16¼x18⅞ | | |
| | 2D | Aux | | | | | | | | | | |
| 1922 | **Breton** | Brg | Am | Phila. | 456 | | 1910 | Elkton, | Southern | O,Hk,YP;Gif(Sltd) | ✠ — — | |
| 164,117 | | | 195 | 23.8 \| 10.9 | 456 | | 6 | (H. Diebert [Md. Brg. Bldg. Co.) | Trans. Co | | Suspended7,19 | |
| | 1D | | | | | | | | | | | |
| 1923 | **Bretwalda** | Scw | Br | Newcastle | 3274 | | 1919 | Sunderland, | Hall Bros. | 3Cyl TE27,44,73x48; | | BL |
| 142,834 | Steel | | 400 | 52.4 \| 28.4 | 5293 | | 6 | (Sunderland [Eng. | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| KBMH | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | S. B. Co., Lim.) | | | | |
| 1924 | **Breville** | Trn | Fr | St.Pre.Mq | 172 | | 1919 | Conqueral | C. P. | Bch,B,Sp,OP;Gif | | V |
| | xRuby & Dorothy | | 110.7 | 26 \| 11.4 | 206 | | 1 | Bank, N. S. (J. N. Rafuse & Sons.) | Chartier & Cie. | | | |
| | 1D | | | | | | | | | | | |
| 1925 | **Brewster** | Brg | Am | New York | 269 | | 1925 | East Boston, | New York | Stl | | |
| 169,300 | | | 100 | 31.2 \| 9.2 | 269 | | | (Atlantic [Mass. Works.) | Central R.R. Co | | | |
| | 1D;B | | | | | | | | | | | |
| 1926 | **Breynton** | Scw | Br | Cardiff | 2674 | | 1909 | W.Hartle- | Humphries, | 3Cyl TE26,42,70x45; | | BL |
| 128,497 | Steel | Sch | 365 | 50.8 \| 25.7 | 4267 | | 10 | (W. [pool, Eng. | Cardiff (Lim.), | 3SB;WP180lbs | | |
| HPTW | 1D;Deep frmg;Wireless;W. Bal 6BH | | P27′ | B229′ F34′ | | | | Gray & Co., Lim.) | Mgrs. | | | |
| 1927 | **Brian Boru** | Brg | Am | Buffalo | 296 | | '89 | Toledo, | Dunbar & | Stl | | |
| 162,712 | | Drg | 96 | 28 \| 8 | 348 | | | (Toledo [Ohio | Sullivan Dredging | | | |
| | 1D | | | | | | | F. & M. Co.) | Co. | | | |
| 1928 | **Briarpark** | Scw | Br | Greenock | 1194 | | 1923 | Grange- | Denholm | 3Cyl TE21,35,57x36; | | BL |
| 145,608 | Steel | | 280.3 | 41.9 \| 19 | 1942 | | 4 | mouth, Scot. (Grangemouth | Shipping Co. (Lim.) | 2SB;WP180lbs | | |
| KNSL | 1D;Wireless;W. Bal 4BH | | P21′ | B68′ F29′ | | | | Dkyd Co., Lim.) | | | | |
| 1929 | **Briarwood** | Scw | Br | Middlsbro | 2362 | | 1905 | Newcastle, | Joseph | 3Cyl TE25,42,68x45; | | BL |
| 118,651 | xDeemster xGrelben xReliance Steel | | 343.3 | 50.1 \| 23.5 | 3638 | | 3 | (R. Stephen- [Eng. | Constantine S.S. | 2SB;WP180lbs | | |
| HCFL | 1D;Deep frmg;Wireless;W. Bal 6BH | | P36′ | B165′ F26′ | | | | son & Co., Lim.) | Line (Lim.) | | | |
| 1930 | **Bricoldoc** | Scw | Br | Ft.Will'm | 3278 | | 1902 | W. Superior, | Paterson | 3Cyl TE20⅞,31,55x40; | | |
| 153,111 | xJames H. Hoyt Steel | | 421.9 | 50.2 \| 23.9 | 4364 | | 7 | (Superior [Wis. | S.S. (Lim.) | 2WTB;WP250lbs;480IHP | | |
| | 1D;B;Mchy aft;SUB.SIG. 3BH | | | | | | | S. B. Co.) | | | | |
| 1931 | **Bridgepool** | Scw | Br | W.Hartlpl | 3009 | | 1924 | Stockton, | Pool | 3Cyl TE26,43,72x48; | | BL |
| 139,232 | Steel | | 390 | 55.5 \| 26.4 | 4845 | | 5 | (Ropner [Eng. | Shipping Co. | 3SB;WP180lbs | | |
| KQPD | 1D;Wireless;W. Bal 6BH | | P29′ | B221′ F42′ | | | | S. B. & Repairing Co., Lim.) | (Lim.) | | | |
| 1932 | **Bridgeport** | Scw | Am | | 4808 | | 1901 | Vegesack, | U. S. Govt. | 2-4Cyl QE20,29,42,61x43; | | |
| | xBreslau Steel | Twin | 429.3 | 54.3 \| 39.6 | 7524 | | | (Bremer [Ger. | (Navy Dept.) | 2DB;2SB;WP213lbs;3200IHP. | | |
| | 2D;B;SUB.SIG;Wireless;W. Bal 9BH | | F49′ | | | | | Vulcan.) | | | | |
| 1933 | **Bridgeton** | Scw | Am | Phila. | 526 | | 1913 | Wilmington, | Philadel- | 3Cyl C18,26,26x22; | | |
| 211,805 | Steel | | 142.6 | 38.1 \| 14.6 | 774 | | | (Harlan & [Del. | phia & Camden | 2WTB;WP220lbs;700IHP. | | |
| | 1D 6BH | | | | | | | Hollingsworth Co.) | Ferry Co | | | |
| 1934 | **Bridgeton** | Scw | Am | New York | 163 | | 1906 | Wilmington, | Central | 2Cyl C18,35x30; | | |
| 203,341 | Steel | | 109.2 | 24.6 \| 14.7 | 240 | | | (Harlan & [Del Hollingsworth Co.) | R.R. of N. J. | 700IHP | | |
| 1935 | **Bridgetown** | Scw | Am | New York | 1586 | 4′ 2″ | 1920 | Toledo, | Colombian | 3Cyl TE22,36,59x42; | ✠A1Ⓔ | |
| 219,616 | xLake Fillmore Steel | | 251 | 43.6 \| 25.8 28′ 2″ | 2559 | 24′ 2″ | 4 | (Toledo [Ohio | S.S. Co., Inc | Toledo S. B. Co; | ✠AMS | |
| LVQC | 1D;B;W. Bal;Wireless; 4BH | | | | 4050 | | | S. B. Co.) | | 2SB;Toledo S. B. Co; | S.S.No.1,NY4,24; | |
| | Oil fuel F. P. above 150° F. C-29 | | P24′ | B64′ F19′ | | | | | | 1640HS;WP180lbs;1500IHP:EAC; d rpd6,25;Dkd,s rps10,26 | M.S.4,24;n shft4,25;B.S.7,26 | |
| | W.B.—A.P.105t. . . . . D.B .204′44 | | 1t. . . . | . . . . . F.P.71t | | | | | | | | |
| | F.O.—A.P. 98t;D.T.a12′80t;D.B .158′29 | | 3t;W.T | .30′208t. . . . . | | | | | | | | |
| 1936 | **Brielle** | Scw | Hol | Amst'dam | 3924 | | 1921 | Schiedam, | Koninkl. | 3Cyl TE30,48,79x54; | | V |
| | Steel | | 402.7 | 58.3 \| 34.8 | 6908 | | | (New [Hol. | Nederl. Stoomb. | 4SB;WP180lbs;3300IHP. | | |
| NHGP | 3D;Oil fuel;Wireless;W. Bal 8BH | | F32′ | | | | | Waterway S. B. Co.) | Maats. | | | |
| 1937 | **Bright** | Sch | Am | Bath | 2011 | | 1918 | Seattle, | North & | F;Gif(Sltd) | | |
| 217,271 | | 5 M | 258.3 | 48.6 \| 24.2 | 2176 | | 10 | (National [Wash | South Shipping | | | |
| LNWJ | 1D;B | | | | | | | S. B. Co.) | Co., Inc | | | |
| 1938 | **Brightie** | Sch | Am | Bay Port | 570 | | '68 | Cleveland, | Brightie | O | 90(GL) | |
| 2,587 | | | 182 | 33.2 \| 13 | 600 | | rb'17 | (La [Ohio Frimer Co.) | Transp. Co | | P.S.5,26 | |
| | 1D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 939 | **Brighton** | Brg | Br | Montreal | 607 | | '97 | Kingston, | Canada S.S. | Comp;3BH | 90(GL) | |
| 103,954 | 1D | | 179.6 | 34.7 \| 11.4 | 634 | | | (Canadian [Ont. L. & E. Co.) | Lines | | Except Lake Superior P.S.4,26 | |
| 940 | **Brighton** Steel | Scw | Nor | Oslo | 715 | | 1902 | Sandefjord, | A. F. Klave- | 3Cyl TE20,32,52x33; | | N |
| HNKF | 1D;W. Bal 4BH | Sch | 227.1 | 31.6 \| 15.1 | 1129 | | 4 | (Framnes [Nor. Mek Vaerks.) | ness & Co., Mgrs. | 2SB;WP180lbs | | |
| 941 | **Brigitte Sturm** | Scw | Ger | Hamburg | 936 | | 1906 | Lubeck, | K. W. E. | 3Cyl TE19,32,51x33 | | G |
| | xOtto Leonhardt Steel | | 245.8 | 36.2 \| 19.3 | 1555 | | | (Schiffsw. [Ger. | Sturm | | | |
| QJDC | 1D;Spar dk;W. Bal | | P15′ | B63′ F28′ | | | | v. Henry Koch.) | | | | |
| 942 | **Brignogan** | Scw | Br | Montreal | 892 | | 1903 | Wyandotte, | Steamships | 3Cyl TE16,25,42x30; | 95(GL) | |
| 150,359 | xAlbert M. Marshall Steel | | 247 | 41.2 \| 15.3 | 1594 | | | (Detroit [Mich. | (Lim.) | 2SB;WP180lbs;87IHP. | P.S.5,26 | |
| | 1D;B;Mchy aft;W. Bal 6BH | | | | | | | S. B. Co.) | | | | |
| 943 | **Brilliant** | MV | Am | Phila. | 473 | | 1920 | Port Jeffer- | Atlantic | Elect Motor;Oil Eng; | ✠ — — | |
| 220,249 | xAnahuac Steel | | 180 | 31.2 \| 16.1 \| 17′ | 828 | 8 | (New [son, L. I. | Refining Co. | 375IHP. | ✠ — — | |
| LWTD | 2D;Web frms;Mchy aft; 9BH | | | | 1150 | | | York Harbor | | | | |
| | Oil fuel;W. Bal | | P61′ | F16′ | | | | D. D. Co.) | | | Withdrawn11,25 | |
| 944 | **Brills** | Brg | Am | New York | 474 | | 1913 | Tottenville, | Manhattan | O;If | | |
| 165,425 | | | 100.4 | 31 \| 8 | 474 | | | (A. C. [N. Y. Brown & Sons.) | Lighterage Co. | | | |
| 945 | **Brina P. Pendleton** | Sch | Am | New York | 1404 | | 1918 | Bath, | Pendleton | O,YP;Gif(Sltd) | | V |
| 217,397 | | 4 M | 210 | 41 \| 21.9 | 1513 | | 12 | (Pendleton [Me. Bros.) | Bros. | | | |
| LPHB | 1D | | | | | | | | | | | |
| 946 | **Brindilla** | Scw | It | | 2582 | | '94 | Stettin, | Mario | 3Cyl TE24,40½,64x29; | | |
| | xWashington Steel | | 354.1 | 45.1 \| 30 | 4224 | | 2 | (Vulcan [Ger Wks.) | Olivetti | 3SB;WP160lbs;1800IHP | | |
| | 1D;Mchy aft;SUB.SIG; 15BH | | | | | | | | | | | |
| | Oil fuel;Oil in bulk;W. Bal | | | | | | | | | | | |
| 947 | **Brion** | Scw | Hol | Curacao | 323 | | 1922 | Montrose, | West | 3Cyl TE15,25,40x27; | | C |
| | Steel | | 202.9 | 33.2 \| 10.5 | 780 | | 3 | (Coaster [Scot. Const. Co., Lim.) | Indische scheepvaart Maats | 2SB;WP180lbs;Dkd,s rps5,26 | S.S.No.1,Cr64,26;A.S.4,26; B.S.4,26;M.S.5,26 | |
| TNDM | 1D;Shel dk;Oil fuel;W. Bal 5BH | | B60′ | F24′ | | | | | | | | |
| 948 | **Bris** | Scw | Swd | Gothenb'g | 1159 | | '84 | Sunderland, | G. E. Sand- | 2CylC30,62x42; | | BL |
| 4,458 | xSwanbridge Iron | | 270.2 | 40.3 \| 18.7 | 1993 | | 6 | (W. Pickers- [Eng. gill & Sons) | strom, Mgr. | 2SB;WP80lbs | | |
| JPKT | 1D;Well dk;Web frms; 4BH | | | B66′ F32′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 949 | **Briseis** | Scw | Fr | Rouen | 2036 | | 1914 | Rostock, | Cie. | 3Cyl TE22,36,59x29; | | V |
| | xGenua Steel | | 320.8 | 45.1 \| 23.2 | 3271 | | 11 | (Actien [Ger. Ges. Neptun.) | Auxiliaire de Nav | 2SB;WP185lbs;1200IHP | | |
| ODTM | 1D;W. Bal;Wireless 5BH | | | | | | | | | | | |
| 950 | **Bristol** | Scw | Am | Portland | 2454 | | 1916 | Camden, | Coastwise | 3Cyl TE23¼,38½,67x45; | ✠A1 | |
| 213,859 | Steel | | 359.5 | 49.2 \| 25.6 | 3922 | | 1 | (New York [N. J S. B. Co.) | Transp. Corp. | New York S. B. Co; | AMS | |
| LFRQ | 1D;B;Bulk Carrier;Mchy aft; 8BH | | F34′ | B18′ P35′ | 6850 | | | | | 2SB;New York S. B. Co; | S.S.No.2,Bost1,25; | |
| | SUB.SIG;W. Bal | | | | | | | | | 12SGS;5406HS;WP190lbs;1950IHP; | n shft9,20;M.S.1,25; | |
| | | | | | | | | | | EAC;d rpd12,25;Dkd4,26;s rps5,26; | shft drn8,25;B.S.5,26; | |
| | | | | | | | | | | Exmd11,26 | Clh BB;CL | |
| 951 | **Bristol** | Brg | Am | Wilm'gton | 250 | | 1903 | Wilmington, | Jackson | Wd | | |
| 166,238 | xChristina | | 109.2 | 23.5 \| 7.2 | 250 | | | (American [Del. Car & Foundry Co.) | Hughes, Inc. | | | |
| | 1D | | | | | | | | | | | |
| 952 | **Bristol** Steel | SW | Am | Newport | 181 | | 1905 | Wilmington, | Newport & | | | |
| 202,095 | | | 106.3 | 24 \| 11.2 | 257 | | 6 | (Pusey [Del. & Jones Co.) | Providence R.R. Co. | 225IHP. | | |
| | 1D | | | | | | | | | | | |
| 953 | **Bristol** | Scw | Am | Fall River | 193 | | 1914 | Pt. R'mond, | Staples | 3Cyl TE14,22,36x24; | | |
| 212,678 | Steel | | 118.3 | 24.6 \| 14.5 | 284 | | 10 | (Staten [N. Y. Island S. B. Co.) | Transportation Co. | 1SB;WP185lbs;600IHP. | | |
| LHFD | 1D;B 5BH | | | | | | | | | | | |
| 954 | **Bristol City** | Scw | Br | Bristol | 1713 | | 1920 | Bristol, | C. Hill & | 3Cyl TE24,39,66x45; | | BL |
| 134,722 | Steel | | 316.5 | 43.8 \| 23.6 | 2858 | | 3 | (C. Hill [Eng. & Sons.) | Sons, Mgrs. | 2SB;WP180lbs | | |
| KDWC | 2D;Shel dk;Oil fuel; 5BH | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 955 | **Britannia** | Scw | Br | Vancouv'r | 222 | | 1902 | Vancouver, | West- | 3Cyl TE10,16,25½x16; | | |
| 111,995 | Wood | | 104.8 | 22.4 \| 6.9 | 326 | | 7 | B. C. (G. E. Gates.) | minster Marine Ry. Co. (Lim.) | 33RHP. | | |
| | 2D | | | | | | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1956 | **Britannia** | Scw | Am | Detroit | 256 | | 1906 | Wyandotte, | Detroit & | 3CylTE20,32,50x36; | | |
| 203,237 | Steel | | 164 | 45 \| 17.9 | 579 | | | Mich. | Windsor Ferry | 2SB;WP180lbs;1500IHP. | | |
| | 5D 5BH | | | | | | | (Detroit S. B. Co.) | Co. | | | |
| 1957 | **Britannia** | Scw | Am | Wilm'gton | 78 | | '79 | Newburgh, | Knicker- | 2CylC18,36x28; | | |
| 3,105 | Wood | | 100 | 21 \| 9.5 | 115 | | | N. Y. | bocker Stm. Towage Co. | 325IHP | | |
| | 1D;W. Bal | | | | | | | | | | | |
| 1958 | **Britannia** | Scw | Fr | Marseilles | 2751 | | 1903 | Port de | C. Fabre | 3CylTE38,59,90x51; | | V |
| | xGermania Steel | | 410.1 | 46.6 \| 27.1 | 5103 | | (Ch. & [Bouc, Fr. | & Co., Mgrs. | 5SB;WP160lbs;4500IHP. | | |
| ODTP | 2D;Spar dk;Wireless;W. Bal 8BH | | P30′ | B82′ F30′ | | | | Atel de Provence.) | | | | |
| 1959 | **British Admiral** | Scw | Br | London | 4243 | | 1917 | Newcastle, | British | 3CylTE27,45,74x54; | | BL |
| 140,315 | Steel | | 430.1 | 57 \| 33.1 | 6842 | | 6 | (Swan, [Eng. | Tanker Co. | 3SB;WP180lbs | | |
| JQDS | 2D;Web frms;Long. frmg; 18BH | | P97′ | B31′ F43′ | | | | Hunter & Wigham | (Lim.) | | | |
| | Oil in bulk;Oil fuel; | | | | | | | Richardson.) | | | | |
| | Wireless;Mchy aft;W. Bal | | | | | | | | | | | |
| 1960 | **British Beacon** | Scw | Br | London | 4065 | | 1918 | Belfast, | British | 3CylTE27,45,75x54; | | BL |
| 142,670 | Steel | | 430.1 | 57 \| 33 | 6891 | | 10 | (Workman, [Ire. | Tanker Co. | 3SB;WP190lbs | | |
| CQHJ | 2D;Web frms;Long. frmg; 19BH | | P99′ | B33′ F56′ | | | | Clark & Co., Lim.) | (Lim.), Mgrs. | | | |
| | Mchy aft;Oil in bulk; | | | | | | | | | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 1961 | **British Birch** | Scw | Br | London | 3545 | | 1916 | Sunderland, | British | 3CylTE27,45,75x48; | | BL |
| 139,174 | xBirchleaf Steel | | 405.3 | 52 \| 31.5 | 5883 | | 12 | (Short [Eng. | Tanker Co. | 3SB;WP180lbs | | |
| JNQC | 1D;Shel dk;Long. frmg; 16BH | | P113′ | F34′ | | | | Bros., Lim.) | (Lim.) | | | |
| | Oil fuel;Oil in bulk;Wireless; | | | | | | | | | | | |
| | W. Bal;Mchy aft | | | | | | | | | | | |
| 1962 | **British Chancellor** | Scw | Br | London | 4224 | | 1921 | Sunderland, | British | Stm Tbns; | | BL |
| 146,197 | Steel | | 440.3 | 57.1 \| 34 | 7086 | | 12 | (J. Laing [Eng | Tanker Co. | 3SB;WP200lbs | | |
| KLGQ | 2D;Web frms;Long. frmg; 17BH | | P113′ | B32′ F48′ | | | | & Sons, Lim.) | (Lim.) | | | |
| | Oil in bulk;Oil fuel;Mchy aft; | | | | | | | | | | | |
| | Wireless; W. Bal | | | | | | | | | | | |
| 1963 | **British Corporal** | Scw | Br | London | 4072 | | 1922 | Newcastle, | British | Stm Tbns; | | BL |
| 146,561 | Steel | | 440 | 57.1 \| 33.8 | 6972 | | 5 | (Palmers [Eng. | Tanker Co. | 3SB;WP200lbs | | |
| KMDG | 2D;Web frms;Long. frmg; 17BH | | P113′ | B32′ F50′ | | | | Co., Lim.) | (Lim.) | | | |
| | Mchy aft;Oil fuel;Oil in bulk; | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 1964 | **British Councillor** | Scw | Br | London | 4190 | | 1922 | Sunderland, | British | Stm Tbns; | | BL |
| 146,562 | Steel | | 440.3 | 57.1 \| 33.9 | 7045 | | 5 | (Sir J. [Eng. | Tanker Co. (Lim.) | 3SB;WP200lbs | | |
| KMDJ | 2D;Web frms;Long. frmg; 17BH | | P113′ | B32′ F48′ | | | | Laing & Sons,Lim.) | | | | |
| | Oil fuel;Mchy aft;Wireless; | | | | | | | | | | | |
| | W. Bal;Oil in bulk | | | | | | | | | | | |
| 1965 | **British Duke** | Scw | Br | London | 2327 | | '99 | Sunderland, | British | 3CylTE24,40,66x45; | | BL |
| 110,150 | xTerek Steel | | 335.5 | 45 \| 28.1 | 3710 | | 6 | (J. Laing [Eng. | Tanker Co. | 2SB;WP180lbs | | |
| RFSN | 2D;Web frms;Oil in bulk; 12BH | | P81′ | B22′ F38′ | | | | & Sons, Lim.) | (Lim.) | | | |
| | Wireless;W. Bal;Mchy aft | | | | | | | | | | | |
| 1966 | **British Earl** | Scw | Br | London | 3772 | | 1901 | Newcastle, | British | 3CylTE27,46,77x48; | | BL |
| 112,811 | xPinna Steel | | 420.8 | 52.1 \| 32.2 | 6298 | | 3 | (Armstrong, [Eng. | Tanker Co. | 3SB;WP180lbs | | |
| SFHP | 2D;Web frms;Mchy aft; 14BH | | P100′ | B20′ F56′ | | | | Whitworth & | (Lim.) | | | |
| | Oil in bulk;Oil fuel;Wireless; | | | | | | | Co., Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 1967 | **British Empress** | Scw | Br | London | 4253 | | 1917 | Newcastle, | British | 3CylTE27,45,74x54; | | BL |
| 140,297 | Steel | | 430.1 | 57 \| 33.1 | 6847 | | 5 | (Swan, [Eng. | Tanker Co. | 3SB;WP180lbs | | |
| JPSM | 2D;Web frms;Long. frmg; 18BH | | P97′ | B31′ F97′ | | | | Hunter & Wigham | (Lim.) | | | |
| | Mchy aft;Oil in bulk; | | | | | | | Richardson.) | | | | |
| | Oil fuel; Wireless;W. Bal | | | | | | | | | | | |
| 1968 | **British Enterprise** | Scw | Br | London | 2312 | | 1921 | Glasgow, | British | 3CylTE23,36,58x42; | | BL |
| 146,219 | Steel | | 351.4 | 49.1 \| 27.1 | 4204 | | 12 | (W. Beard- [Scot. | Tanker Co. (Lim.) | 2SB;WP180lbs | | |
| KLMQ | 2D;Mchy aft;Oil in bulk; 14BH | | P83′ | B40′ F57′ | | | | more & Co., Lim.) | | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 1969 | **British Fern** | Scw | Br | London | 3375 | | 1917 | Glasgow, | British | 3CylTE27,44,75x48; | | BL |
| 139,189 | xFernleaf Steel | | 408.8 | 54.1 \| 28.8 | 5831 | | 1 | (Napier & [Scot. | Tanker Co. | 3SB;WP180lbs | | |
| JNSK | 2D;Mchy aft;Oil fuel; 12BH | | P103′ | B29′.F55′ | | | | Miller, Lim.) | (Lim.) | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 1970 | **British Fusilier** | Scw | Br | London | 4100 | | 1923 | Newcastle, | British | Stm Tbns; | | BL |
| 146,692 | Steel | | 440 | 57 \| 33.7 | 6943 | | 1 | (Swan, [Eng. | Tanker Co. (Lim.) | 3SB;WP200lbs | | |
| KNLV | 2D;Web frms;Long. frmg; 16BH | | P113′ | B33′ F49′ | | | | Hunter & Wigham | | | | |
| | Mchy aft;Oil in bulk;Oil fuel; | | | | | | | Richardson, Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions Lth. \| Bth. \| Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1971 | **British Holly** | Scw | Br | London | 3209 | | 1917 | Pt. Glasgow, | British | 3Cyl TE25,42,70x48; | | BL |
| 140,257 | xHollyleaf Steel | | | 50 \| 27.2 | 5162 | | 3 | (W. [Scot. | Tanker Co. | 2SB;1AuxSB;WP180lbs | | |
| JPBC | 2D;Web frms;Long. frmg; 11BH | | | B119′ F47′ | | | | Hamilton & Co., | (Lim.) | | | |
| | Oil in bulk;Oil fuel;Wireless;W. Bal | | | | | | | Lim.) | | | | |
| 1972 | **British Isles** | Scw | Br | London | 4427 | | 1917 | Newcastle, | British | 3Cyl TE27,45,74x54; | | BL |
| 140,406 | Steel | | 430.2 | 57 \| 33.7 | 7108 | | 11 | (Armstrong, [Eng. | Tanker Co. | 3SB;WP180lbs | | |
| JRPW | 2D;Web frms;Long.frmg; 19BH | | P101′ | B32′ F44′ | | | | Whitworth & Co., | (Lim.) | | | |
| | Mchy aft;Oil fuel; | | | | | | | Lim.) | | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 1973 | **British Judge** | Scw | Br | London | 4025 | | 1921 | Sunderland, | British | 3Cyl TE28,46,75x51; | | BL |
| 146,208 | Steel | | 420.5 | 56.4 \| 33.4 | 6735 | | 12 | (Sir J. Laing [Eng. | Tanker Co. (Lim.) | 3SB;WP180lbs | | |
| KLJQ | 2D;Web frms;Long. frmg; 15BH | | P99′ | B35′ F55′ | | | | & Sons, Lim.) | | | | |
| | Mchy aft;Oil in bulk; | | | | | | | | | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 1974 | **British Lady** | Scw | Br | London | 3520 | | 1923 | Sunderland, | British | Stm Tbns; | | BL |
| 146,698 | Steel | | 412 | 54.8 \| 32.9 | 6098 | | 2 | (J. L. [Eng. | Tanker Co. | 3SB;WP200lbs | | |
| KNMS | 2D;Web frms;Long. frmg; 16BH | | P114′ | B35′ F53′ | | | | Thompson & | (Lim.) | | | |
| | Mchy aft;Oil fuel;Oil in bulk; | | | | | | | Sons, Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 1975 | **British Lantern** | Scw | Br | London | 4067 | | 1918 | Belfast, | British | 3Cyl TE27,45,75x54; | | BL |
| 142,604 | Steel | | 430.1 | 57 \| 33 | 6897 | | 8 | (Workman, [Ire. | Tanker Co. | 3SB;WP190lbs | | |
| GQHK | 2D;Web frms;Long. frmg; 19BH | | P99′ | B33′ F56′ | | | | Clark & Co., Lim.) | (Lim.), Mgrs. | | | |
| | Mchy aft;Oil fuel; | | | | | | | | | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 1976 | **British Light** | Scw | Br | London | 3889 | | 1917 | Newcastle, | British | 3Cyl TE28,46,76x51; | | BL |
| 140,449 | Steel | | 419.7 | 54.3 \| 32.4 | 6470 | | 12 | (Palmers' [Eng. | Tanker Co. | 3SB;WP180lbs | | |
| GQKM | 2D;Web frms;Long. frmg; 16BH | | P104′ | B25′ F49′ | | | | Co., Lim.) | (Lim.), Mgrs. | | | |
| | Oil fuel;Oil in bulk; | | | | | | | | | | | |
| | Mchy aft;Wireless;W. Bal | | | | | | | | | | | |
| 1977 | **British Lord** | Scw | Br | London | 3520 | | 1922 | Sunderland, | British | Stm Tbns; | | BL |
| 146,658 | Steel | | 412 | 54.8 \| 32.9 | 6098 | | 11 | (J. L. [Eng | Tanker Co. (Lim.) | 3SB;WP200lbs | | |
| KNCB | 2D;Web frms;Long. frmg; 16BH | | P114′ | B35′ F53′ | | | | Thompson & Sons, | | | | |
| | Mchy aft;Oil fuel;Oil in bulk; | | | | | | | Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 1978 | **British Major** | Scw | Br | London | 2577 | | 1913 | Newcastle, | British | 3Cyl TE25,42,68x48; | | BL |
| 133,526 | xRoumanian Prince Steel | | 357.3 | 48.2 \| 28.2 | 4147 | | 2 | (Tyne [Eng. | Tanker Co. | 2SB;WP180lbs | | |
| JBQG | 2D;Mchy aft;Web frms; 14BH | | P87′ | B25′ F39′ | | | | I. S. B. Co., Lim.) | (Lim.) | | | |
| | Long. frmg;Oil in bulk;Oil fuel; | | | | | | | | | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 1979 | **British Maple** | Scw | Br | London | 5806 | | '98 | Newcastle, | British | 3Cyl TE28,46,75x54; | | |
| 109,498 | xMapleleaf xMount Royal Steel | | 470 | 56 \| 32 | 8039 | | 11 | (C. S. [Eng | Tanker Co. | 4SB;WP180lbs;510RHP. | | |
| JNPD | 2D;B;Deep frmg;Shel dk; 6BH | | | | | | | Swan & Hunter, | (Lim.) | | | |
| | SUB.SIG;Wireless;W. Bal | | | | | | | Lim.) | | | | |
| 1980 | **British Marquis** | Scw | Br | London | 3140 | | 1908 | Sunderland, | British | 3Cyl TE26,44,72x48; | | BL |
| 125,685 | xServian Steel | | 385 | 51 \| 27.7 | 5021 | | 5 | (J. Laing [Eng. | Tanker Co. | 3SB;WP180lbs | | |
| HMPF | 2D;Web frms;Oil fuel; 16BH | | P30′ | B33′ F40′ | | | | & Sons.) | (Lim.) | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 1981 | **British Marshal** | Scw | Br | London | 2584 | | 1912 | Newcastle, | British | 3Cyl TE25,42,68x48; | | BL |
| 133,513 | xRussian Prince Steel | | 357.2 | 48.2 \| 28.2 | 4158 | | 9 | (Tyne [Eng. | Tanker Co. | 2SB;WP180lbs | | |
| HWNT | 2D;Web frms;Long. frmg; 14BH | | P87′ | B25′ F39′ | | | | I. S. B. Co., | (Lim.) | | | |
| | Mchy aft;Oil fuel; | | | | | | | Lim.) | | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 1982 | **British Merchant** | Scw | Br | London | 4017 | | 1922 | Glasgow, | British | Stm Tbns; | | BL |
| 146,655 | Steel | | 440.7 | 57.2 \| 34.1 | 6994 | | 11 | (W. Beard- [Scot. | Tanker Co. (Lim.) | 3SB;WP200lbs | | |
| KNBR | 2D;Mchy aft;Oil fuel; 16BH | | P116′ | B35′ F49′ | | | | more & Co., Lim.) | | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 1983 | **British Monarch** | Scw | Br | Glasgow | 3538 | | 1923 | Glasgow, | Monarch | Stm Tbns; | | C |
| 146,326 | Steel | | 420.6 | 54.2 \| 29.1 | 5661 | | 2 | (Napier [Scot. | S.S. Co. (Lim.) | 2SB;WP200lbs; | A.S.11.25 | |
| KNRC | 2D;Oil fuel;Wireless;W. Bal 6BH | | P48′ | B129′ F47′ | | | | & Miller, Lim.) | | Dkd,s rps8,26 | M.S.11,25 | |
| 1984 | **British Officer** | Scw | Br | London | 4083 | | 1922 | Newcastle, | British | Stm Tbns; | | BL |
| 146,646 | Steel | | 440.2 | 57.1 \| 33.8 | 6990 | | 9 | (Palmers' [Eng. | Tanker Co. | 3SB;WP200lbs | | |
| | 2D;Web frms;Long. frmg; 17BH | | P113′ | B32′ F50′ | | | | Co., Lim.) | (Lim.) | | | |
| | Oil in bulk;Oil fuel; | | | | | | | | | | | |
| | Mchy aft;Wireless;W. Bal | | | | | | | | | | | |
| 1985 | **British Peer** | Scw | Br | London | 3087 | | 1908 | Newcastle, | British | 3Cyl TE26,44,72x48; | | BL |
| 125,715 | xCarpathian Steel | | 385 | 51 \| 27.6 | 4900 | | 7 | (Armstrong, [Eng. | Tanker Co. | 3SB;WP180lbs | | |
| HMVP | 2D;Web frms;Oil in bulk; 16BH | | P30′ | B33′ F36′ | | | | Whitworth & | (Lim.) | | | |
| | Wireless;Oil fuel;W. Bal | | | | | | | Co., Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1986 146,684 KNGJ | **British Premier** Steel 2D;Web frms;Long. frmg; Oil fuel;Oil in bulk;Mchy aft; Wireless;W. Bal 16BH | Scw | Br 400.6 P107′ | London 53.7 \| 32.7 B34′ F49′ | | 3377 5872 | | 1922 12 | Newcastle, (Palmers' [Eng. Co., Lim.) | British Tanker Co. (Lim.) | Stm Tbns; 3SB;WP200lbs | | BL |
| 1987 140,298 JPSN | **British Princess** Steel 2D;Web frms;Long. frmg; Oil fuel;Mchy aft; Oil in bulk;Wireless;W. Bal 18BH | Scw | Br 430 P101′ | London 57 \| 33.7 B32′ F44′ | | 4382 7034 | | 1917 5 | Newcastle, (Armstrong, [Eng. Whitworth & Co., Lim.) | British Tanker Co. (Lim.) | 3Cyl TE27,45,74x54; 3SB;WP180lbs | | BL |
| 1988 142,723 JVST | xWar Rajah Steel 1D;Web frms;Long. frmg; Oil fuel;Oil in bulk;Wireless;W. Bal 11BH | Scw | Br 400 P49′ | London 52.3 \| 28.4 B121′ F39′ | | 3444 5576 | | 1918 12 | Newcastle, (Swan, [Eng. Hunter & Wigham Richardson.) | British Tanker Co. (Lim.) | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 1989 142,707 JVNT | xWar Sikh Steel 1D;Web frms;Oil fuel; Oil in bulk;Long. frmg; Wireless;W. Bal 11BH | Scw | Br 400 P49′ | London 52.3 \| 28.4 B121′ F39′ | | 3505 5564 | | 1918 11 | West Hartlepool, Eng. (W. Gray & Co., Lim.) | British Tanker Co. (Lim.) | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 1990 140,319 JQKL | **British Sovereign** Steel 2D;Web frms;Long. frmg; Mchy aft;Oil fuel; Oil in bulk;Wireless;W. Bal 13BH | Scw | Br 345.2 P88′ | London 49.1 \| 25.6 B39′ F46′ | | 2176 3657 | | 1917 7 | Newcastle, (Armstrong, [Eng. Whitworth & Co., Lim.) | British Tanker Co. (Lim.) | 3Cyl TE23,38,62x42; 3SB;WP180lbs | | BL |
| 1991 142,337 GQKN | **British Star** Steel 2D;Long. frmg;Web frms; Mchy aft;Oil in bulk;Oil fuel; Wireless;W. Bal 19BH | Scw | Br 430 P99′ | London 57 \| 33.1 B33′ F60′ | | 4080 6888 | | 1918 3 | Newcastle, (Swan, [Eng. Hunter & Wigham Richardson.) | British Tanker Co. (Lim.), Mgr | 3Cyl TE27,45,74x54; 3SB;WP180lbs | | BL |
| 1992 127,458 HRBT | **British Transport** Steel 1D;Wireless;W. Bal Sch 6BH | Scw | Br 364.8 P25′ | W.Hartlpl 51.1 \| 26.1 B94′ F36′ | | 2663 4144 | | 1910 6 | Middlesbro, (Sir Raylton Dixon & Co., Lim.) [Eng. | Houlder Bros. & Co. (Lim.), Mgrs. | 3Cyl TE25,40,67x45; 3SB;WP180lbs | | BL |
| 1993 146,550 KMBC | **British Workman** Steel 2D;Web frms;Long. frmg; Oil fuel;Oil in bulk; Mchy aft;Wireless;W. Bal 17BH | Scw | Br 440.4 P113′ | London 57.0 \| 33.9 B34′ F65′ | | 4066 6994 | | 1922 4 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | British Tanker Co | Stm Tbns; 3SB;WP200lbs | | BL |
| 1994 3,493 LJTM | **Briton** Steel 2D;W. Bal Sch 3BH | Scw | Am 296.2 | Fairport 40.4 \| 21.1 | | 1802 2434 | | '91 12 | Cleveland, (Globe Iron Wks.) [Ohio | Buckeye S.S. Co. | 3Cyl TE24,38,61x42; 2SB;WP160lbs;1200IHP | 90(GL) P.S.8,26 | |
| 1995 NHGT | **Britsum** xNettuno xAvondale Steel 1D;Deep frmg;W. Bal;Wireless 5BH | Scw | Hol 286 P23′ | Amsterdm 43.1 \| 19.8 B72′ F27′ | | 1442 2352 | | '99 9 | Sunderland, (Short Bros.) Eng | Vinke & Co., Mgrs. | 3Cyl TE21,35,57½x39; 2SB;WP160lbs | | BL |
| 1996 53,269 | **Brittania** x116 1D;B;Whaleback;Oil in bulk;W. Bal | Brg | Am 250 | New York 36 \| 22 | | 1110 1169 | | '91 5 | W. Superior, (Am. Steel Barge Co.) [Wis. | Sinclair Nav. Co. | Stl;2BH | | |
| 1997 215,988 LJQT | **Broad Arrow** Steel 2D,B;Shel dk;Oil in bulk; SUB.SIG;Mchy aft;Web frms; Long. frmg;Oil fuel;W. Bal 16BH | Scw | Am 467.6 | New York 62.7 \| 32 | | 4760 7796 | | 1918 3 | Camden, (New York [N. J. S. B. Co.) | Standard Transportation Co. | 4Cyl QE24,35,51,75x51; 3SB;WP220lbs;3300IHP. | | BL |
| 1998 106,403 PDGJ | **Broadgarth** xClydesdale Steel 1D;B;Spar dk;Web frms; Wireless;W. Bal 6BH | Scw | Br 351.1 P21′ | Sund'rl'nd 44.7 \| 18.5 \| 26′ 3″ B92′ F40′ | | 2393 3754 | | '95 11 | Sunderland, (J. Laing.) [Eng. | Henry Clapham & Co. (Lim.) | 3Cyl TE24½,40,66x45; 3SB;WP180lbs | | BL |
| 1999 166,190 | **Broadway** 1D | Brg | Am 111.3 | New York 30.5 \| 12.5 | | 439 439 | | 1915 | Rondout, (Jacob Rice & Sons.) [N. Y. | John F. Hurley | Wd | | |
| 2000 111,430 KSCQ | **Broadway** xRansom B. Fuller Wood 1D | S W | Am 317.5 | New York 40.1 \| 14 | | 1617 2329 | | 1902 10 | Bath, (New England Co.) [Me. | Boston, New York & Southern S.S. Co. | 1Cyl 63x132; 1600IHP | | |
| 2001 204,944 LJQC | **Brockton** xValdez xBennington Steel 2D;B;Mchy aft;Oil fuel;W. Bal 3BH | Scw | Am 244 | Chicago 43.2 \| 27 | | 1729 2308 | | 1908 3 | Ecorse, (Great Lakes Eng. Wks.) [Mich. | Rutland- Lake Michigan Transit Co | 4Cyl QE16,24,35,51x36; 2SB;1350IHP. | 100(GL) P.S.6,25 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2002 3,796 KPGW | **Brockton** | Brg Sch | Am 175 | Fall River 34.6 \| 11.7 | 499 567 | | '99 8 | Noank, (Robt. Palmer & Son.) [Ct. | Staples Trans. Co. | O,Hk,YP;Gif | | |
| 2003 107,421 | **Brockville** Oak 1D | Scw | Br 105 | Picton 21.5 \| 5.7 | 88 191 | | '98 | Toronto, (J. Simpson.) [Ont. | Kingston Nav. Co. | 2CylC9,18x14; 1FB;WP165lbs;140IHP. | | |
| 2004 157,088 | **Brocton** xDanville O,YP;Icf 3D;Wireless | Scw Sch | Am 208.2 | New York 34.9 \| 22.4 | 909 1297 | | '82 11 | Baltimore, (Woodall & Co.) [Md. | Colonial Nav. Co. | 2CylC30,50x36; 900IHP. | — Exp | |
| 2005 133,551 JFLD | **Brompton Manor** xWarszawa xAydon xCharity Steel 1D;Well dk;Mchy aft; 4BH Wireless;W. Bal | Scw | Br 255 B14′ | London 38.3 \| 17 F29′ | 1021 1735 | | 1914 4 | Blyth, (Blyth S. B. & D. Lim.) [Eng. | Manor Line | 3CylTE20,33,54x36; 2SB;WP180lbs | | BL |
| 2006 129,738 HPWL | **Bromsgrove** Steel 1D;Deep frmg; 4BH Well dk;W. Bal | Scw | Br 239.5 P24′ | Newcastle 36 \| 15.7 B50′ F26′ | 833 1445 | | 1909 11 | Sunderland, (J. Crown & Sons, Lim.) [Eng. | The Hill Steam Shipping Co. (Lim.) | 3CylTE19,31,51x36; 1SB;WP180lbs | | BL |
| 2007 | **Bronte** Steel Oil fuel;Oil in bulk | Scw Twin | It | Genoa | 2964 5049 | | 1905 | Leghorn, (Flli. Orlando.) [It. | Soc. Anon. Cooperativa Garibaldi | 2-6CylTE22,36,60x39 4SB | | I |
| 2008 140,623 KBHN | **Bronte** Steel 2D;Wireless;W. Bal 7BH | Scw | Br 400.5 P49′ | Liverpool 52.2 \| 28.5 B113′ F39′ | 3233 5314 | | 1919 6 | Dumbarton, (A. McMillan & Son, Lim.) [Scot. | Lamport & Holt (Lim.) | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 2009 202,348 | **Bronx** Steel 2D;B 6BH | Scw | Am 246.4 | New York 46.1 \| 18.4 | 1329 1954 | | 1905 10 | SparrowsPt., (Maryland Steel Co.) [Md. | City of New York | 2-2CylC22½,50x30; 4WTB;WP225lbs;3500IHP. | — — Cancelled. | |
| 2010 217,298 LPBS | **Brookdale** Flr;Gif 2D;Wireless 4BH | Scw Twin | Am 272.5 P22′ | Los Ang's 49.1 \| 25.8 B62′ F34′ | 1730 2935 | | 1918 8 | Aberdeen, (Grays Harbor Motorship Corp.) [Wash. | Brookdale S.S. Corp. | 2-3CylTE15½,26,44x26; 2WTB;WP200lbs;1400IHP. | | |
| 2011 217,978 LQWG | **Brookings** xCowiche Steel 1D;Mchy aft; 4BH W. Bal 1BH to Super dk 3BH to Fbd dk Oil fuel F. P. above 150° F. C-29 W.B.—A.P.74t;D.B.209′576t;T.T .124′33 | Scw | Am 253.4 | San Fran. 43.6 \| 25.1 \| 27′ 7″ 0t;F. P .152t | 1388 2327 4200 | 4′ 8″ 23′ | 1919 5 | Ashtabula, (Great Lakes Eng. Wks.) [Ohio | California-Oregon Lumber Co. | 3CylTE21,34½,57x42; Great Lakes Eng. Wks; 2SB;Lake Erie Blr. Wks; 104GS;4160HS;WP175lbs;1350IHP; EAC;Dkd,d rpd10,26 | ✠A1Ⓔ ✠AMS S.S.No.1,LosA1,23; M.S.1,23;n shft11,24; shft drn8,25;B.S.10,26; Clh BB;CL | |
| 2012 219,998 LWMJ | **Brookline** Steel 2D;W. Bal;Wireless;sub.sig; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.250t;D.B.356′1342t;D .T.29′7 F.O.....D.B.314′1085t;D .T.29′7 | Scw | Am 410.5 P60′ 65t... 14t; S. | P'tsmouth 54.2 \| 27 \| 29′ 9″ B114′ F47′ .....F.P.87t T.—t..... | 3965 5527 8800 | 5′ 9½″ 24′ 2″ | 1920 5 | Portsmouth, (Atlantic Corp.) [N. H. | U. S. Shipping Board | 3CylTE24½,41½,72x48; Atlantic Corp; 3WTB;Oil City Boiler Wks; 9150HS;WP225lbs;2800IHP;EAC; 8 rps4,21;Dkd8,22 | ✠A1Ⓔ ✠AMS Clh BB;CL (Laid up) | |
| 2013 212,402 | **Brooklyn** xGov. Martin H. Glynn Wood 1D | Scw | Am 89.4 | New York 17.8 \| 9.9 | 75 133 | | 1914 | Tonawanda, (W. H. Follette.) [N. Y. | Brooklyn & Buffalo Nav. Corp. | 75IHP. | | |
| 2014 222,528 MDSV | **Brooklyn** xMargaret Overman 2D;B | Brg Sch | Am 266 P36′ | New York 40.2 \| 24.1 F37′ | 1791 1880 | | '83 | Greenock, (Russell & Co.) [Scot. | Neptune Line | I;1BH | | |
| 2015 202,349 | **Brooklyn** Steel 2D;B 6BH | Scw | Am 246.4 | New York 46.1 \| 18.4 | 1329 1954 | | 1905 9 | SparrowsPt., (Maryland Steel Co.) [Md. | City of New York | 2-2CylC22½,50x30; 4WTB;WP225lbs;3500IHP. | ✠ — — Cancelled. | |
| 2016 207,864 LBQF | **Brooklyn** Steel 1D 4BH | Scw | Am 91.7 | New York 24.1 \| 12.1 | 131 194 | | 1910 8 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) [phia, Pa. | New York Dock Co | 2CylC18,36x26; 1CRTB;WP152lbs;800IHP. | | |
| 2017 31,705 LHDB | **Brooklyn** YF;Gif 1D;Oil fuel | Scw | Am 137 | San Fran. 34.1 \| 10.5 | 216 383 | | 1901 12 | Aberdeen, (J. Lindstrom.) [Wash. | Sudden & Christensen | 2CylC12½,27x20; 1SB;450IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2018 111,697 | **Brooklyn** | Trn | Br 116.4 | Liverpool 30.4 \| 11.8 | 247 279 | | 1901 10 | Brooklyn, N. S (H. McLeod.) | C. Edgar Whidden | M;Gicf | ✠ — — Cancelled. | |
| 2019 165,480 | **Brooklyn Eastern District Terminal No. 6** 1D | Brg | Am 266.3 | New York 36.7 \| 9.4 | 825 825 | | 1913 | Camden, (New York [N. J. S. B. Corp.) | Brooklyn Eastern District Terminal Co. | Stl | | |
| 2020 168,394 | **Brooklyn Eastern District Terminal No. 10** 1D | Brg | Am 340 | New York 38 \| 11 | 1166 1166 | | 1922 5 | Camden, (New York [N. J. S. B. Corp.) | Brooklyn Eastern District Terminal Co | Stl | | |
| 2021 | **Brooklyn Eastern District Terminal No. 11** | Brg | Am 340 | New York 38 \| 11 | 1166 1166 | | 1922 | Camden, (New York [N. J. S. B. Corp.) | Brooklyn Eastern District Terminal Co | Stl | | |
| 2022 165,553 | **Brooklyn Eastern District Terminal No. 19** 1D | Brg | Am 340 | New York 38 \| 11 | 1166 1166 | | 1922 5 | Camden, (New York [N. J. S. B. Corp.) | Brooklyn Eastern District Terminal Co. | Stl | | |
| 2023 168,561 | **Brooklyn Eastern District Terminal No. 20** 1D | Brg | Am 340 | New York 38 \| 11 | 1166 1166 | | 1923 | Camden, (New York [N. J. S. B. Corp.) | Brooklyn Eastern District Terminal Co. | Stl | | |
| 2024 168,572 | **Brooklyn Eastern District Terminal No. 21** 1D | Brg | Am 340 | New York 38 \| 11 | 1166 1166 | | 1923 | Camden, (New York [N J. S. B. Corp.) | Brooklyn Eastern District Terminal Co | Stl | | |
| 2025 | **Brooks** xDoctor F. Brooks 1D | Brg Sch | Fr 204.5 | Dunkirk 23.9 \| 11.6 | 535 555 | | 1916 8 | Philadel- phia, Pa. (Clinton S. B. & R. Co.) | La Grande Union | Stl;2BH | ✠ — — Cancelled | V |
| 2026 203,583 KVQH | **Brooks-Scanlon** xGypsum King Steel 1D;sub.sig;Oil fuel 4BH | Scw Sch | Am 151.9 | Jcksnville. 29.6 \| 18.2 19.9 | 331 581 | | 1906 10 | Port Rich- mond, N. Y. (Burlee D. D. Co.) | Brooks- Scanlon Corp. | 3Cyl TE17,27,45x36; 2SB;WP180lbs;1100IHP;DB; Dkd,s rps9,26 | ✠ — — — — Withdrawn11,25; shft drn9,26 | |
| 2027 111,855 KMBW | **Brookton** xDornoch xThe Iroquois Steel xColorado xTadenac 6BH 1D;Wireless;W. Bal | Scw | Br 252.5 | Toronto 43.2 \| 22.3 | 1640 2286 | | 1902 | Toronto, (Bertram [Can. Eng. Wks. Co.) | Mathews S.S. Co. | 3Cyl TE17,28,46x36; 2SB;WP185lbs;1000IHP. | 95(GL) P.S.6,26 | |
| 2028 119,973 KCDW | **Brookvale** xArvonian Steel 1D;Deep frmg;Wireless;W. Bal 6BH | Scw | Br 331.3 P30′ | Liverpool 47.6 \| 20.1 B170′ F29′ | 1786 2833 | | 1905 9 | Stockton, (Richardson, Duck & Co.) [Eng | Owen & James, Mgrs. | 3Cyl TE23,39,64x42; 2SB;WP160lbs | | BL |
| 2029 147,805 KPMW | **Broompark** Steel 1D;Wireless;W. Bal 4BH | Scw | Br 295.4 P28′ | Greenock 43.7 \| 20.4 B90′ F33′ | 1439 2464 | | 1923 9 | Hessle, (Livingstone [Eng. & Cooper, Lim.) | Denholm Line Steamers (Lim.) | 3Cyl TE20½,33,54x39; 2SB;WP180lbs;s rps12.25 | | BL |
| 2030 NFGQ | **Brosund** xDanevirke xWilneconne Steel 2D;Web frms;Long. frmg; 5BH Wireless;W. Bal | Scw | Dan 305 P19′ | Cop'hagen 43.7 \| 27.2 B82′ F32′ | 1828 2939 | | 1916 5 | Osaka, (Osaka [Jap. Iron Wks.) | T. C. Christensen, Mgr. | 3Cyl TE22,37,61x42; 2SB;WP180lbs | | BL |
| 2031 169,004 | **Broward II** 1D;B | Brg Drg | Am 110.2 | Baltimore 30.1 \| 5.9 | 163 174 | | 1924 6 | Baltimore, (Ellicott [Md. Mach. Corp.) | Ellicott Mach. Corp. | Wd | | |
| 2032 140,646 KCHJ | **Browning** Steel 2D;Wireless;W. Bal 7BH | Scw | Br 400.8 P49′ | Liverpool 52.2 \| 28.5 B113′ F39′ | 3150 5332 | | 1919 9 | Dumbarton, (A.McMillan [Scot. & Son, Lim.) | Lamport & Holt (Lim.), Mgrs. | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 2033 9,860 JGWL | **Brownstone** xManchester | Sch | Am 105.6 | Reedville 27.9 \| 8.5 | 167 176 | | '67 | Hartford, Conn. | O. W. B. Vane | Wd | | |
| 2034 132,422 NTSG | **Broxton** Flr;Gff 2D;Wireless | Scw | Br 312.5 F40′ | Lyttelton 49.6 \| 29.4 | 2664 3585 | | 1919 9 | Seattle, (Puget [Wash. Sound Bridge & Dredging Co.) | Union S.S. Co. of New Zealand (Lim.) | 3Cyl TE19,32,56x36; 2WTB;WP200lbs;1400IHP. | | |
| 2035 MBQK | **Bruges** xKybfels. Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Blg 400.9 P50′ | Antwerp 52.2 \| 20.2 B117′ F50′ | 3103 4984 | | 1904 9 | Geeste- munde, Ger. (J. C. Tecklenborg, A. G.) | Armement Deppe | 4Cyl QE24,34,50,72x53; 3SB;WP212lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2036 | **Brulin** | Scw | Br | Newcastle | 1576 | | 1924 | Newcastle, | Bruce | 3Cyl TE 18,30,49x36; | | BL |
| 148,087 | Steel | | 248 | 43 \| 22.8 | 2241 | | 8 | (Palmer's Co., Lim.) [Eng. | Lindsay Bros. (Lim.) | 2SB;WP180lbs | | |
| KRGV | 1D;Mchy aft;W. Bal 3BH | | F42' | | | | | | | | | |
| 2037 | **Brunswick** | Brg | Am | Phila. | 473 | | 1914 | Chesapeake | Southern | WO,YP;Gif(Sltd) | ✠ — — | |
| 155,631 | 1D | | 201.3 | 23.8 \| 11 | 473 | | 5 | City, Md. (Southern Trans. Co.) (Shipyard Dept.) | Trans. Co | | Suspended7,19 | |
| 2038 | **Brunswick** | Scw | Am | New York | 1280 | 3′ 1″ | 1919 | Manitowoc, | New Eng- | 3Cyl TE 20,33,54x40; | ✠A1Ⓔ | |
| 217,954 | xPython Steel | | 250.5 | 43.7 \| 20.1 23′ 1″ | 2153 | 20′ 1″ | 5 | (Manitowoc [Wis. S. B. Co.) | land, New York & Texas S.S. Corp. | Manitowoc S. B. Co; 2SB;Manitowoc S. B. Co; 8SGS;3992HS;WP190lbs; 1250IHP;EAC;d rpd11,19; Dkd,s rps3,26 | ✠AMS shft drn2,26;M.&B.S.3,26; Scip;CL | |
| LQVP | 1D;SUB.SIG;Wireless; 4BH | | | | 3400 | | | | | | | |
| | W. Bal C-28 | | P27' | B64' F26' | | | | | | | | |
| | W.B.—A.P.55t;D.B.212'626t;F.P. 66t | | | | | | | | | | | |
| 2039 | **Brunswick** | Scw | Am | San Fran. | 283 | | '98 | North Bend, | National | 3Cyl TE 14,22,36x24; | | |
| 3,749 | YF;Gif | | 161.3 | 34.4 \| 12.2 | 532 | | rb '03 | (A. M. Simpson.) [Ore | S.S. Co., Inc. | 1SB;500IHP. | | |
| KNJD | 1D;Oil fuel | | | | | | | | | | | |
| 2040 | **Brunswick** | Scw | Br | St. John's | 73 | | 1901 | Canning, | St. Georges | 2CylC 15,32x24; | — Exp | |
| 112,056 | M;Glef | Sch | 110 | 23 \| 8.7 | 184 | | 11 | N. B. (J. E. Bigelow.) | S.S. Co. (Lim.) | 1Blr;WP150lbs;42RHP. | | |
| | 1D | | | | | | | | | | | |
| 2041 | **Brunswijk** | Scw | Hol | Rotterd'm | 1350 | | 1912 | Alblasser- | Erhardt & | 3Cyl TE 21,35,57x39; | | BL |
| | Steel | | 287.3 | 42.1 \| 19.4 | 2142 | | 1 | dam, Hol. (Schpw. V. Jan Smit, Csn.) | Dekkers, Mgrs. | 2SB;WP160lbs | | |
| NHLQ | 1D;SUB.SIG;Wireless;W. Bal 4BH | | P21' | B72' F33' | | | | | | | | |
| 2042 | **Brush** | Scw | Am | Phila. | 3102 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbns; | ✠A1Ⓔ | |
| 218,200 | xSchroon Steel | | 390 | 54.2 \| 27.6 32′ | 5114 | 24′ 5″ | 6 | (American [Pa. Int. S. B. Corp.) | ping Board | General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; d rpd9,23;Dkd2,26;s rps9,26 | ✠AMS S.S.No.1,Gvstn9,23; n shft3,23;M.S.9,23; shft drn5,25;B.S.9,26; Clh BB;CL | |
| LRKB | 2D;SUB.SIG;Wireless;W. Bal; 8BH | | | | 7825 | | | | | | | |
| | Oil fuel F. P. above 150° F. C-36 | | P50' | B121' F40' | | | | | | | | |
| | W.B.—A.P.100t;D.B.284'1380t.... | | ....D. | T.36'892t;F.P.1 | 44t | | | | | | | |
| | F.O.....D.B.257'1162t;S. | T.14'1 | 29t.... | ..... | ... | | | | | | | |
| 2043 | **Bruxelles** | Scw | Blg | Antwerp | 3156 | | 1919 | Sunderland, | Cie. Trans- | 3Cyl TE 27,44,73x48; | | C |
| | xSouthern Steel | | 400.3 | 52.3 \| 28.5 | 4965 | | 4 | (Bartram [Eng. & Sons, Lim.) | atlantique Belge | 3SB;WP180lbs | S.S.No.1,Antw1,24;A.S.2,26; | |
| MBRK | 2D;Wireless;W. Bal 7BH | | P49' | B113' F38' | | | | | | | shft drn1,25;M.&B.S.7,25 | |
| 2044 | **Bruyere** | Scw | Br | Liverpool | 3156 | | 1919 | Dumbarton, | Lamport & | 3Cyl TE 27,44,73x48; | | BL |
| 143,601 | Steel | | 400.9 | 52.3 \| 28.5 | 5335 | | 10 | (A. [Scot. McMillan & Son.) | Holt (Lim.), Mgrs. | 3SB;WP180lbs | | |
| | 2D;Wireless;W. Bal 7BH | | P49' | B113' F39' | | | | | | | | |
| 2045 | **Bryn Mawr** | Brg | Am | Duluth | 3412 | | 1900 | Chicago, | Pittsburg | Stl;3BH | | |
| 3,845 | | | 400 | 50.2 \| 23.9 | 3854 | | rb '21 | (Chicago [Ill S. B. Co.) | S.S. Co. | | | |
| | 1D | | | | | | | | | | | |
| 2046 | **Brynhild** | Scw | Dan | Helsingor | 1345 | | 1907 | Sunderland, | Det for- | 3Cyl TE 22,36,60x39; | | BL |
| | xLeif Steel | | 285 | 43.6 \| 18.9 | 2195 | | 5 | (Sunderland [Eng. S. B. Co., Lim.) | enede Dampskelsk | 2SB;WP180lbs | | |
| NQGD | 1D;Deep frmg;Wireless;W. Bal 5BH | | P24' | B78' F29' | | | | | | | | |
| 2047 | **Brynje** | MV | Nor | Porsgrund | 2328 | | 1926 | Copenhagen, | A/S. | 2-6CylOilEngs 19 1/16 x35 1/8 | | |
| | Steel | | 351.3 | 51.4 \| 24.2 | 3916 | | | (Burmeister [Den & Wain.) | Borgestad | | | |
| LFRN | 1D;Wireless;W. Bal | | | | | | | | | | | |
| 2048 | **Bryntawe** | Scw | Br | Swansea | 2094 | | 1917 | Stockton, | Times S.S. | 3Cyl TE 24,40,65x42; | | BL |
| 136,147 | Steel | | 345.1 | 47.8 \| 22.3 | 3364 | | 12 | (Richardson, [Eng. Duck & Co., Lim.) | Co. (Lim.) | 2SB;WP180lbs | | |
| JRWH | 1D;Wireless;W. Bal 6BH | | P29' | B100' F33' | | | | | | | | |
| 2049 | **Buccaneer** | Scw | Am | Balt. | 126 | | 1900 | E. Boston, | Boston | 2CylC 20,36x26; | | |
| 3,825 | O,YP;Ief | | 114.1 | 25.6 \| 14.5 | 226 | | 5 | (Atlantic [Mass. Works.) | Iron & Metal Co. | CRTB;WP125lbs;700IHP. | | |
| KPST | 1D;Wireless 3BH | | | | | | | | | | | |
| 2050 | **Buccari** | Scw | It | Genoa | 2859 | | 1907 | Glasgow, | Soc. Anon. | 3Cyl TE 25,41,68x48; | | BL |
| 1,175 | xLabicum xStrathblane Steel | | 376.2 | 52.2 \| 17.5 25.5 | 4482 | | 5 | (Napier [Scot. & Miller, Lim.) | Parodi & Corrado | 3SB;WP180lbs | | |
| NGYZ | 1D;Deep frmg;Spar dk; 7BH | | | | | | | | | | | |
| | Wireless;W. Bal | | P27' | B94' F39' | | | | | | | | |
| 2051 | **Buccinum** | Scw | Br | London | 3082 | | 1910 | Middlesbro | Anglo- | 3Cyl TE 28,46,77x48; | | BL |
| 131,294 | xBerwindmoor Steel | | 405 | 54.2 \| 26.4 | 5237 | | 9 | (Raylton [Eng. Dixon & Co., Lim.) | Saxon Petroleum Co. (Lim.) | 3SB;WP180lbs | | |
| HRST | 1D;Mchy aft;Oil fuel; 6BH | | P247' | F42' | | | | | | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2052 PHBD | **Bucegi** Steel 2D;Deep frmg;Wireless;W. Bal 8BH | Scw | Rou P35′ | Braila 375.7 \| 52.2 \| 25.5 B99′ F41′ | 2952 4330 | | 1913 8 | Greenock, (Greenock & Grangemouth Dkyd. Co., Lim.) [Scot. | The Roumanian State Maritime Service | 3CylTE25,41,68x48; 3SB;WP180lbs;2200IHP. | | V |
| 2053 144,727 KRPW | **Buchanness** Steel 1D;Shel dk;Oil fuel; Wireless;W. Bal 7BH | Scw | Br F41′ | Bideford 401.6 \| 54.3 \| 25.3 | 2841 4573 | | 1924 11 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Oakwin Steamship Co. (Lim.) | 3CylTE26,42,71x48; 3SB;WP180lbs | A.S.4,25;M.S.11,24 | C |
| 2054 165,700 | **Buck Hill** 1D | Brg | Am | New York 110.5 \| 29.4 \| 13.4 | 459 459 | | 1914 | Kingston, (Albert M. Cooper.) [N. Y. | Mesick & Mesick, Inc. | Wd | | |
| 2055 3,747 KNHQ | **Buck Ridge** | Brg Trn | Am 195 | New York 34.8 \| 17.6 | 847 915 | | '98 4 | Noank, (R. Palmer & Son.) [Ct. | Thomas J. Howard | O,Ch,Hk,YP;Gif✕ | — Exp | |
| 2056 148,532 | **Buckleigh** Steel 2D;Wireless;W. Bal 7BH | Scw | Br P37′ | London 400 \| 52.2 \| 28.5 B117′ F44′ | 3146 5074 | | 1925 1 | Sunderland, (Bartram & Sons, Lim.) [Eng. | Tatem S. N. Co. (Lim.) | 3CylTE27½,45,75x48; 3SB;WP180lbs;Exmd8,26 | A.S.2,26; M.S.3,25 | C |
| 2057 166,835 | **Bucksport** | Brg | Am 110.4 | New York 35.2 \| 9.3 | 332 332 | | 1917 | Tottenville, (H. Cossey.) [N. Y. | N. Y. & Cuba Mail S.S. Co. | Wd | | |
| 2058 253 | **Budapest** xSzterenyi xLeopardi Steel 1D;Deep frmg;Wireless;W. Bal 5BH | Scw | It P25′ | Fiume 331 \| 48.3 \| 22 B124′ F30′ | 2083 3227 | | 1907 3 | W. Hartlepool, Eng. (W. Gray & Co., Lim.) | Fiumana Soc. di Navig. | 3CylTE24,40,65x42; 2SB;WP180lbs | | BL |
| 2059 | **Budeny** xEthelaida Steel 1D;B;Well dk;W. Bal 6BH | Scw Sch | Rus P28′ | Leningrad 300.4 \| 41.5 \| 20.2 B132′ F33′ | 1685 2685 | | '91 10 | So. Shields, (J. Readhead & Sons.) [Eng. | Govt. Baltic S.S. Co. | 3CylTE23,37½,61½x42; 2SB;WP160lbs | | |
| 2060 MNKJ | **Bueland** xSenta xMars Steel 1D;B;Deep frmg;W. Bal; Wireless 5BH | Scw | Nor P27′ | Bergen 331.5 \| 47.2 \| 24.7 B82′ F30′ | 2299 3667 | | 1900 11 | W. Hartlepool, Eng. (W. Gray & Co., Lim.) [pool, | J. G. Hansen, Mgr. | 3CylTE25,40,65x42; 2SB;WP160lbs | | BL |
| 2061 219,188 LTNR | **Buenaventura** xLake Flattery Steel 1D;B;Wireless;W. Bal; 4BH Oil fuel F. P. above 150° F. C-29 W.B.—A.P.103t.....D.B F.O.—A.P. 96t;D.T.a12′81t;D.B | Scw | Am P25′ 204′44 .158′29 | New York 251 \| 43.5 \| 26.2 B64′ F20′ 7t.....F.P. 8t; W. T.m30′220t.... | 1610 2609 4100 72t ... | | 1919 11 | Duluth, (McDougall, Duluth Co.) [Minn. | Panama R.R. Co. | 3CylTE21,35,59x42; McDougall, Duluth Co; 2SB;McDougall, Duluth Co; 115GS;5466HS;WP185lbs; 1500IHP;d rpd6,20;Dkd,s rps8,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY8,23; M.S.8,23;B.S.12,25; shft drn8,26;Scip;CL | |
| 2062 LDTQ | **Buena Vista** Steel 2D;Wireless;W. Bal 5BH | Scw | Nor P32′ | Oslo 303 \| 42.2 \| 17.1 B&F250′ | 1037 1999 | | 1925 1 | Oslo, (Akers Mek. Vaerks.) [Nor. | F. Olsen & Co. | 3CylTE22,35,60x42; 2SB;WP180lbs | | N |
| 2063 6,212 KCGS | **Buenos Aires** Steel 2D;Shel dk;W. Bal 7BH | MV Twin | Swd 426.9 | Stockholm 56.2 \| 26.1 | 3446 5614 | | 1920 2 | Goteborg, (A/B Gotaverken.) [Swd. | Axel A. Johnson, Mgr. | 2-6CylOilEng24$\frac{13}{16}$x37$\frac{13}{16}$ | | BL |
| 2064 HFBQ | **Buenos Aires** Steel 3D;sub.sig;Wireless;D.F;W. Bal 6BH | Scw Sch | Sp P42′ | Barcelona 410.6 \| 48.3 \| 22.4 B164′ F48′ | 3765 5311 | | '87 11 | Dumbarton, (W. Denny & Bros.) [Scot. | Compania Transatlantica | 4CylQE32,46½,64½,92x60; 3DB;WP170lbs | | BL |
| 2065 206,937 | **Buffalo** xTuscarora Wood 1D | Scw | Am 91.7 | New York 91 \| 17 \| 9.5 | 91 135 | | 1909 | Tonawanda, N. Y. | Brooklyn & Buffalo Nav. Corp. | 120IHP. | | |
| 2066 169,301 | **Buffalo** 1D;B | Brg | Am 100 | New York 269 \| 31.2 \| 9.2 | 269 269 | | 1925 | East Boston, (Atlantic Works.) [Mass. | New York Central R.R. Co. | Stl | | |
| 2067 31,618 | **Buffalo** Wood | Scw Elvr | Am 120 | Jersey City 351 \| 31 \| | 351 | | '99 | Wilmington, (Jackson & Sharp.) [Del. | International Elevating Co. | 1Cyl18x18; 1Blr;WP110lbs;200IHP. | | |
| 2068 222,703 | **Buffalo** Steel 1D 4BH | Scw | Am 210.6 | New York 879 \| 43.2 \| 18.1 | 1292 | | 1922 | Elizabethport, (John W. Sullivan.) [N. J. | Delaware, Lackawanna & Western R.R. Co. | 2-2CylC18,38x28; 2SB;WP180lbs;1900IHP. | | |
| 2069 202,663 | **Buffalo** Steel 1D | Scw | Am 101 | New York 279 \| 30.2 \| 11.2 | 431 | | 1905 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Delaware, Lackawanna & Western R.R. Co. | 1Cyl22x26; 1SB;WP125lbs;300IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2070 218,821 LSQB | **Buffalo Bridge** Steel 7BH 1D;2d dk at ends;Wireless; SUB.SIG; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252'847t;D.T .20'394t F.O.—A.P.66t;D.B.214'643t | Scw | Am | San Fran. 324 \| 46.2 \| 25 \| 28' 6" P41' B90' F35' ..F.P.111t ..S.T.3 1t | 1987 3249 5500 | 5' 9" 22' 11" | 1919 10 | Newark, (Submarine Boat Corp.) [N. J. | Charles Nelson Co. | Stm Tbn; Westinghouse E. & Mfg. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; d rpd7,21;Dkd,s rps9,26; Exmd10,26 | ✠A1Ⓔ ✠AMS shft drn8,26;M.&B.S.9,26; Clh BB;CL | |
| 2071 220,603 | **Buffalo Socony** Steel 1D;Oil in bulk 3BH | MV | Am | New York 188.7 \| 28.4 \| 11.8 | 401 533 | | 1920 10 | Elizabeth, (Bethlehem S. B. Co.) [N. J. | Standard Oil Co. (N. Y.) | 6Cyl OilEng 12x14; 300IHP | | |
| 2072 ODUX | **Buffon** 2D;B | Bk | Fr | Nantes 276.9 \| 40.4 \| 22.6 | 1972 2609 | | 1902 | Nantes, (Atel & Chant. de la Loire.) [Fr. | G. Belot, Mgr. | Stl;2BH | | |
| 2073 222,958 MFCN | **Buford** xMississippi Steel | Scw | Am | San Fran. 370.8 \| 44.2 \| 26.6 | 3042 4805 | | '90 | Belfast, (Harland & Wolff, Lim.) [Ire. | Fred. Linderman | 3Cyl TE 25,42,70x51; 2DB;WP180lbs;2000IHP. | | |
| 2074 NHLW | **Buitenzorg** Steel 3D;W. Bal;Wireless 9BH | Scw | Hol | Rotterd'm 446.6 \| 54 \| 34.3 B59' F56' | 4520 7098 | | 1916 | Flushing, (Kon. Maats. de Schelde.) [Hol. | W. Ruys & Zonen, Mgrs. | 3Cyl TE 29,48,82x54; 2SB;2DB;WP200lbs;3775IHP | | V |
| 2075 1,119 NHAF | **Bulgaria** Steel 2D;B;Wireless;W. Bal 7BH | Scw | It | Genoa 321.3 \| 39.2 \| 22.5 B114' F37' | 1547 2576 | | '98 | Sestri Ponente, It. (G. Ansaldo & Co.) | Soc. Italiana di Servizi Marittimi | 3Cyl TE 22½,37,59x40 | | I |
| 2076 143,434 KCGP | **Bulgarian** xOtto Kalthoff xMarie Menzell Steel 1D;Wireless;W. Bal 4BH | Scw | Br | London 292.5 \| 41.2 \| 18.8 P17' B175' F34' | 1268 2064 | | 1904 | Flensburg, (Flensburger Schiffsb. Ges.) [Ger. | Westcott & Laurence Line (Lim.) | 3Cyl TE 21,35,55x35; 2SB;WP170lbs | | BL |
| 2077 208,989 LCBV | **Bulko** xPerfection Steel 1D;B;Oil fuel;Oil in bulk; 12BH Mchy aft;SUB.SIG;Wireless;W. Bal | Scw Sch | Am | New York 250 \| 43 \| 23 P92' F52' | 1150 2209 | | 1911 7 | Cleveland, (American S. B. Co.) [Ohio | United States Tank Ship Corp. | 3Cyl TE 19,31,54x42; 2SB;WP200lbs;1300IHP. | | |
| 2078 6,002 KCBT | **Bullaren** Steel 2D;Shel dk;Oil fuel; 6BH Wireless;W. Bal | MV Twin | Swd | Gothenb'g 436.8 \| 56.2 \| 26.9 F36' | 3428 5722 | | 1918 5 | Gothenburg, (Aktieb. Gotaverken) [Swed. | Rederiak-tieb Transatlantic | 2-6Cyl OilEng 29½x43 5/16 | | BL |
| 2079 MVRS | **Bur** xSedbergh Steel 1D;Wireless;W. Bal 6BH | Scw | Nor | Bergen 360 \| 52.2 \| 25.6 P23' B102' F38' | 2618 4343 | | 1917 11 | Stockton, (Ropner & Sons, Lim.) [Eng. | O. G. Olsen & I. H. Olsen | 3Cyl TE 25,42,68x45; 2SB;WP180lbs | | BL |
| 2080 6967 KFBS | **Bur** xRisvaer Steel 1D;Wireless;W. Bal 4BH | Scw | Swd | Stockholm 266.4 \| 42.3 \| 18 P23' B72' F29' | 1096 1963 | | 1919 6 | Shanghai, (Shanghai Dock & Eng. Co., Lim.) [China | Rederi A/B. Bur | 3Cyl TE 18,29,50x36; 2SB;WP180lbs | | N |
| 2081 132,694 HVNK | **Buranda** Steel 1D;Wireless;W. Bal 6BH | Scw | Br | London 352 \| 50.2 \| 22.7 P29' B104' F35' | 2276 3651 | | 1912 4 | Stockton, (Richardson, Duck & Co., Lim.) [Eng. | Buranda S.S. Co. (Lim.) | 3Cyl TE 24,40,66x45; 2SB;WP180lbs | | BL |
| 2082 135,313 JDSQ | **Burdale** Steel 1D;Wireless;W. Bal 6BH | Scw | Br | London 380 \| 51 \| 24.6 P33' B240' F37' | 2698 4352 | | 1914 1 | Stockton, (Richardson, Duck & Co., Lim.) [Eng. | Burdick & Cook, Mgr. | 3Cyl TE 26,42,69x45; 2SB;WP180lbs | | BL |
| 2083 NHMD | **Burgerdijk** Steel 2D;Shel dk;Oil fuel;Wireless; 6BH W. Bal | Scw | Hol | Rotterd'm 400 \| 54.3 \| 36.6 F50' | 4230 6853 | | 1921 4 | Krimpen a/d Ysel, Hol. (C. v. Giessen & Zonen.) | Nederl. Amerik Stoomv. Maats. | Stm Tbns; 3SB;WP215lbs | | BL |
| 2084 MBUG | **Burgondier** Steel 1D;Wireless;W. Bal 7BH | Scw | Blg | Antwerp 400.1 \| 52.3 \| 28.5 P50' B113' F39' | 3175 5196 | | 1919 4 | Greenock, (Caird & Co., Lim.) [Scot. | Lloyd Royal Belge Soc. Anon. | 3Cyl TE 27,44,73x48; 3SB;WP180lbs | | BL |
| 2085 LBFN | **Burgos** xBrabant Steel 2D;Wireless;W. Bal 5BH | Scw | Nor | Oslo 310.7 \| 45.2 \| 27.7 B70' | 1929 3219 | | 1920 10 | Oslo, (Nylands Vaerksted.) [Nor. | A/S Ganger Rolf | Stm Tbns; 3SB;WP225lbs | | N |
| 2086 115,231 TBKR | **Burgundy** Steel 1D;Spar dk;Web frms; 6BH Wireless;W. Bal | Scw | Br | Liverpool 350 \| 47.1 \| 15.9 P28' B108' F37' | 2169 3364 | | 1901 11 | Stockton, (Richardson, Duck & Co.) [Eng. | D. MacIver, Sons & Co. (Lim.) | 3Cyl TE 26,44,72x48; 3SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2087 OVWI | **Burin** xCape Pine 1D | Trn | Fr 126.7 | St. Pierre 32.2 \| 11.8 | 311 356 | | 1919 | Allendale, (T. M. Rawding.) [N. S. | La Morue Francaise et Pecheries de Fecamp | Bch,Sp,P;Gif(Sltd) | | V |
| 2088 216.377 LKSP | **Burkeland** 1D;B | Sch 4 M | Am 176 | Aplchicola 35 \| 16 | 649 706 | | 1918 5 | Milton, (Bagdad S. B. Co.) [Fla. | W. A. Avant | LO,YP;Gif; d rpd4,22; a rps,s b clkg,clk t,dk,exmd4,25 | ✠A1 S.S.No.2,Pncla4,25 | |
| 2089 29,769 | **Burlington** xRamon Marimon xMinneapolis 2D;Mchy aft Steel | Scw | Am 238 | Chicago 42.2 \| 22.2 | 1222 2029 | | '97 | Chicago, (Chicago S. B. Co.) [Ill. | Rutland- Lake Michigan Transit Co. | 3Cyl TE17,29,47x36; 2SB;WP170lbs;700IHP; Dkd,d rpd4,26 | 100(GL) P.S.10,26 | |
| 2090 223,670 MFKR | **Burlington Socony** 1D;Mchy aft;Web frms; Oil fuel F. P. above 150° F. W.B.—A.P.47t ..... F.O.....D.T.4'52t Steel 11BH | MV Twin Brg | Am 252.9 | New York 40.1 \| 12.8 | 753 1199 | | 1924 5 | Chester, (Sun S. B. & D. D. Co.) [Pa. | Standard Transp. Co. | 2-6Cyl Oil Eng 13x18; McIntosh & Seymour Corp; 700BHP;EAC;Dkd,d rpd3,26 | ✠A1Ⓔ Oil Carrier. Inland & Sound; New York to Boston via Cape Cod Canal; Short Lake Trips in Summer, as Oswego to Cape Vincent. ✠AMS Cih BB | |
| 2091 272 NHBP | **Burma** 2D;Wireless;W. Bal Steel 6BH | Scw | It 400 P29′ | Fiume 52.2 \| 25 B228′ F36′ | 3381 5408 | | 1912 6 | W. Hartle- (W. Gray & Co., [pool, Eng. Lim.) | Soc. Anon. di Armamento Marett. "Oriente." | 3Cyl TE26,42,70x48; 2SB;1AuxSB;WP180lbs | | BL |
| 2092 111,765 | **Burma** 1D | Brg | Br 183.6 | Montreal 39.5 \| 15 | 885 922 | | 1901 | Garden Island, Ont. (Calvin Co.) | Sincennes- McNaughton Line (Lim.) | O | 90(GL) Lake Erie & St. Lawrence River P.S.5,26 | |
| 2093 136,333 JHCT | **Burma** 2D;Deep frmg;Oil fuel; Wireless;W. Bal Steel 7BH | Scw | Br 466.5 P70′ | Glasgow 58.1 \| 30.6 B157′ F44′ | 4847 7564 | | 1914 11 | Dumbarton, (Wm. Denny & Bros.) [Scot. | P. Henderson & Co., Mgrs. | 3Cyl TE20½,50,84x60; 4SB;WP200lbs;348RHP | S.S.No.2,Glas7,22;A.S.3,26; shft drn5,24;M.&B.S.3,26 | C |
| 2094 19,893 NGBQ | **Burma Maru** 3D;Shel dk;Wireless;W. Bal Steel 6BH | Scw | Jap 385 | Osaka 51 \| 25.6 | 2823 4585 | | 1917 1 | Kobe, (Kawasaki Dkyd. Co., Lim.) [Jap. | Osaka Shosen Kabushiki Kaisha | 3Cyl TE26,43½,72x48; 2SB;WP200lbs;258RHP | S.S.No.2,Kobe3,26;A.S.3,25; M.&B.S;shft drn3,26 | C-J |
| 2095 129,765 HSKC | **Burmese Prince** 2D;Shel dk;Wireless;SUB.SIG; W. Bal Steel 6BH | Scw Sch | Br 396 | Newcastle 54.4 \| 26.8 | 3034 4825 | | 1911 4 | Sunderland, (Short Bros., Lim.) [Eng. | Prince Line (Lim.) | 3Cyl TE27,45,74x51; 3SB;WP180lbs | | BL |
| 2096 140,680 JQMW | **Burnhope** 1D;Well dk;Wireless;W. Bal Steel 4BH | Scw | Br 321.2 | Newcastle 43.2 \| 19.5 F32′ | 1602 2683 | | 1917 7 | Newcastle, (Wood, Skinner & Co., Lim.) [Eng. | Burnett S.S. Co. (Lim.) | 3Cyl TE22,37,61x42; 2SB;WP180lbs | | BL |
| 2097 141,623 | **Burpee L. Tucker** 1D | Sch | Br 156.5 | Parrsboro 35.5 \| 13 | 464 511 | | 1920 | Pt. Greville, (George E. Wagstaff.) [N. S. | W. Ogilvie | Wd;Gif | | V |
| 2098 222,253 | **Burro** 1D Wood 1BH | Scw | Am 53.8 | Tacoma 22.5 \| 4.7 | 88 108 | | 1922 6 | Gig Harbor, (F. N. Hunt.) [Wash. | L. B. Hunt | 3Cyl TE6,10½,16x10; 1WTB;WP200lbs;75IHP. | | |
| 2099 150,489 | **Burt Barnes** 1D | Sch | Br 95 | Kingston 24 \| 10.5 | ..... 118 | | '82 | Manitowoc, (Manitowoc S. B. Co.) [Wis. | Jas. Swift Coal Co. (Lim.) | O | 80CF(GL) P.S.4,26 | |
| 2100 142,732 JVRF | **Burutu** xWar Swan 2D;Wireless;W. Bal Steel 7BH | Scw | Br 400 P49′ | Liverpool 52.4 \| 28.4 B113′ F39′ | 3220 5275 | | 1918 12 | Sunderland, (Sunderland S. B. Co., Lim.) [Eng. | British & African S. N. Co. (Lim.) | 3Cyl TE27,44,73x48; 3SB;WP180lbs;535RHP | S.S.No.1,Hull12,23;A.S.2,26; shft drn1,25;B.S.1,26;M.S.3,26 | C |
| 2101 LDGW | **Busen** xBritish Vine xVineleaf xBusen xPatrician 1D;Deep frmg;Web frms;Oil in bulk; Wireless;W. Bal Steel 9BH | Scw | Nor 470 P37′ | Tonsberg 56.2 \| 31.8 B162′ F44′ | 4643 7878 | | 1901 4 | Newcastle, (C. S. Swan & Hunter, Lim.) [Eng. | Akties Tonsbergs Hvalfangeri | 3Cyl TE27,45,75x60; 2DB;1SB;WP180lbs;800RHP. | 2dS.S.No.1,Grnk10,20; A.S.7,25; shft drn7,25;M.&B.S.8,25 | C |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2102 | **Bushnell** Steel 3D;Oil fuel;SUB.SIG. 8BH | Scw | Am 300 | 45.8 \| 15 | 1756 2768 | | 1915 8 | Seattle, (Seattle Const. & D. D. Co.) [Wash. | U. S. Government (Navy Dept.) | Stm Tbns; 2WTB;WP220lbs | | |
| 2103 NHMG | **Bussum** Steel 1D;W. Bal;Wireless 5BH | Scw | Hol 360 P27′ | Amst'dam 48.2 \| 22.8 B101′ F27′ | 2289 3683 | | 1917 3 | Capelle a/d Ysel, Hol. (L. Vuijk & Zonen.) | Stoomv. Maats. "Oostzee" | 3Cyl TE 24½,40,67x45; 3SB;WP180lbs | | BL |
| 2104 166,564 | **Butler** 1D | Brg | Am 79.6 | Baltimore 28 \| 7.3 | 298 298 | | 1916 | Brooklyn, (Theo. A. Crane's Sons Co.) [N. Y. | Baltimore & Ohio R.R. Co. | Wd | | |
| 2105 218,243 LRMN | **Buttercup** Steel 1D;Wireless;SUB.SIG. 5BH | Scw | Am 142 | 27.7 \| 14.8 | 200 418 | | 1919 | Elizabeth-port, N. J. (Bethlehem S. B. Co.) | Ford Motor Co. | 3Cyl TE 17,25,43x30; 2SB;WP180lbs;850IHP | | |
| 2106 218,244 LRMP | **Butterfield** Steel 1D;Wireless;SUB.SIG. 3BH | Scw | Am 142 | Appleton 27.7 \| 14.8 | 203 429 | | 1919 7 | Elizabeth, (Bethlehem S. B. Corp., Lim.) [N. J. | Newaygo Towing Line | 3Cyl TE 17,25,43x30; 2SB;WP180lbs;850IHP | 100 (GL) P.S.5,25 | |
| 2107 24,999 RLQB | **Buyo Maru** Steel 2D;W. Bal;Wireless 6BH | Scw | Jap 400 P33′ | Kobe 53.2 \| 29.4 B124′ F41′ | 3407 5450 | | 1919 3 | Tsurumi, (Asano S. B. Co., Lim.) [Jap. | Kokusai Kokusai Kaisha | 3Cyl TE 26,43,72x48; 3SB;WP200lbs | | BL |
| 2108 220,102 LWPR | **Buzzard** O,YP;Gff 1D | Scw | Am 88 | Mobile 25.5 \| 13 | 101 187 | | 1920 8 | South Jacksonville, Fla. (Gibbs Gas Eng. Co.) | Mobile Towing & Wrecking Co. | 2CylC 18,38x26; 1SB;WP155lbs;450IHP. | ✠ — — Suspended11,20 | |
| 2109 213,834 LFRK | **Bylayl** Steel 1D;B;Mchy aft;SUB.SIG; Wireless;W. Bal 7BH | Scw | Am 318.5 P79′ | Wilm'gton 49.5 \| 24.2 B18′ F31′ | 1980 3289 | | 1916 1 | Camden, (New York S. B. Co.) [N. J. | Pocahontas S.S. Co. | 3Cyl TE 21,35,58x42; 2SB;WP200lbs;1400IHP | | BL |
| 2110 MTNR | **Byna** Steel 1D;Wireless;W. Bal 4BH | Scw | Nor 268.8 P29′ | Oslo 42.2 \| 18.2 B68′ F23′ | 1107 1927 | | 1919 11 | Papendrecht (J. & A. v. d. Schuyt.) [Hol. | A. O. Anderson & Co.'s Efti, Mgrs. | 3Cyl TE 17½,29,46x36; 2SB;WP180lbs | | N |
| 2111 147,667 KQTP | **Byron** xMegali Hellas Steel xVasilefs Constantinos 9BH 2D;Shel dk;Deep frmg;SUB.SIG; Wireless;W. Bal | Scw Twin | Br 470 P45′ | London 58 \| 32.7 B272′ F100′ | 4885 9272 | | 1915 3 | Birkenhead, (Cammell Laird & Co., Lim.) [Eng. | Byron S.S. Co. (Lim.) | 2-4Cyl QE 27,39,56,80x54; 9SB;WP220lbs;Dkd,s rps10,26 | S.S.No.2,Plr8,23;A.S.6,26; shfts drn8,22;B.S.2,26;M.S.6,2f | C |
| 2112 221,861 MDJG | **Byron D. Benson** Steel 2D;Shel dk;Web frms; Long. frmg;Mchy aft;SUB.SIG; Oil in bulk;Oil fuel;Wireless;W. Bal 17BH | Scw | Am 465.4 | New York 60.2 \| 27.8 | 4932 7953 | | 1922 1 | Tampa, (Oscar Daniels Co.) [Fla. | Tide Water Oil Co. | 4Cyl QE 24,35,51,75x51; 3SB;WP220lbs;2800IHP | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2113 | **C.** | Brg | Mex | | 787 | | 1919 | Westlake, | | YP;Gif | | |
| | 1D | | 200.2 | 40.1 \| 10.6 | 787 | | | (Clooney [La. Const. & Towing Co.) | | | | |
| 2114 | **C. A. Canfield** | Scw | Am | Los Ang's | 3898 | | 1913 | Newcastle, | Pan-Ameri- | 3CylTE27,45,75x51; | | BL |
| 212,628 | Steel | | 405 | 55.5 \| 33.9 | 6156 | | 4 | (Armstrong, [Eng. | can Petroleum | 2SB;WP180lbs | | |
| LDRS | 2D;Web frms;Long. frmg; 15BH | | P99' | B25' F41' | | | | Whitworth & Co., Lim.) | & Transport Co. | | | |
| | Mchy aft;Oil in bulk;Oil fuel; Wireless;SUB.SIG;W. Bal | | | | | | | | | | | |
| 2115 | **C. A. Culberson** | StW | Am | Omaha | 133 | | 1908 | Jefferson- | Woods | 2-1Cyl12x48; | | |
| 220,976 | Wood | | 106 | 28 \| 5 | 189 | | | ville, Ind. | Bros. Const. Co | 2Blrs;WP175lbs;200IHP. | | |
| | 2D 5BH | | | | | | | | | | | |
| 2116 | **C. A. Larsen** | Scw | Nor | Sandefj'rd | 9614 | | 1913 | Newcastle, | Hvalfanger | 4CylQE28½,41,58,84x54; | | BL |
| | xSan Gregorio Steel | Sch | 527.2 | 66.6 \| 33.9 | 13246 | | 7 | (Swan, [Eng. | A/S Rosshavet | 4SB;WP220lbs | | |
| LFWC | 2D;Shel dk;Long. frmg; 20BH | | | | | | | Hunter & Wigham | | | | |
| | Mchy aft;Oil fuel;Oil in bulk; Wireless;Web frms;W. Bal | | | | | | | Richardson.) | | | | |
| 2117 | **C. A. Snider** | Scw | Am | New York | 1647 | | 1917 | Wilmington, | Union Sul- | 3CylTE21½,35,58x42; | | BL |
| 215,362 | xOlean Steel | | 299.2 | 45.2 \| 24.3 | 2784 | | 7 | (Harlan & [Del. | phur Co. | 2SB;WP180lbs;1350IHP. | | |
| LHNF | 2D;Oil fuel;Wireless;W. Bal 5BH | | P24' | B96' F29' | | | | Hollingsworth.) | | | | |
| 2118 | **C. A. Thayer** | Trn | Am | Seattle | 390 | | '95 | Fairhaven, | Pacific | Wd | | |
| 127,097 | | | 156 | 36 \| 11.3 | 452 | | | Cal. | Coast Codfish Co. | | | |
| KMHV | 1D | | | | | | | | | | | |
| 2119 | **C & M** | Scw | Am | Alpena | 96 | | '91 | Toledo, | Clarence L. | 1Cyl14x16; | | |
| 222,924 | Wood | | 96 | 21 \| 11 | 142 | | | (Craig [Ohio | Monroe | 1FB;WP100lbs;100IHP. | | |
| | 1D 2BH | | | | | | | | S. B. Co.) | | | |
| 2120 | **C. B. 7** | Brg | Am | Kearny | 369 | | 1921 | Kearny, | U. S. Govt. | Stl;4BH | ✠A1 | |
| | 1D | | 145 | 24.2 \| 11.3 | 369 | | 5 | (Federal [N. J | (Mississippi | | River & Harbor Service. | |
| | | | | | | | | S. B. Co.) | Warrior Service) | | | |
| 2121 | **C. B. 8** | Brg | Am | Kearny | 369 | | 1921 | Kearny, | U. S. Govt. | Stl;4BH | ✠A1 | |
| | 1D | | 145 | 24.2 \| 11.3 | 369 | | 5 | (Federal [N. J. | (Mississippi | | River & Harbor Service. | |
| | | | | | | | | S. B. Co.) | Warrior Service) | | | |
| 2122 | **C. B. 9** | Brg | Am | Kearny | 369 | | 1921 | Kearny, | U. S. Govt. | Stl;4BH | ✠A1 | |
| | 1D | | 145 | 24.2 \| 11.3 | 369 | | 6 | (Federal [N. J. | (Mississippi | | River & Harbor Service. | |
| | | | | | | | | S. B. Co.) | Warrior Service) | | | |
| 2123 | **C. B. 10** | Brg | Am | Kearny | 369 | | 1921 | Kearny, | U. S. Govt. | Stl;4BH | ✠A1 | |
| | 1D | | 145 | 24.2 \| 11.3 | 369 | | 6 | (Federal [N. J. | (Mississippi | | River & Harbor Service. | |
| | | | | | | | | S. B. Co.) | Warrior Service) | | | |
| 2124 | **C. B. 11** | Brg | Am | Kearny | 369 | | 1921 | Kearny, | U. S. Govt. | Stl;4BH | ✠A1 | |
| | 1D | | 145 | 24.2 \| 11.3 | 369 | | 6 | (Federal [N. J. | (Mississippi | | River & Harbor Service. | |
| | | | | | | | | S. B. Co.) | Warrior Service) | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2125 | **C. B. 12**<br>1D | Brg | Am<br>145 | Kearny<br>24.2 \| 11.3 | 369<br>369 | | 1921<br>6 | Kearny, (Federal [N. J. S. B. Co.) | U. S. Govt. (Mississippi Warrior Service) | Stl;4BH | ✠A1<br>River & Harbor Service. | |
| 2126<br>5,834<br>JVRP | **C. B. Pedersen**<br>xSvecia xElsa Olander<br>1D;B | Bk | Swd<br>289<br>P48′ | Gothenb'g<br>40.5 \| 25.3<br>F36′ | 1843<br>2142 | | '91 | Pertusola (Continental Lead & Iron Co., Lim.) | Rederi A/B Portunus | Stl;1BH | | BL |
| 2127<br>211,687 | **C. Blaine Warner**<br>xWilliam J. Gillen Wood | Scw | Am<br>98.9 | New York<br>32.6 \| 9.7 | 130<br>203 | | 1913 | Tottenville, N. Y. | Warner Sugar Refining Co. | 300IHP. | | |
| 2128<br>143,009<br>TCVB | **C. Bryant**<br>1D | Trn | Br<br>94 | St. Johns<br>26.8 \| 11 | 141<br>180 | | 1921 | Pt. Union, (Union [Nfld. S. B. Co., Lim.) | Nina L. C. Shipping Co. (Lim.) | Wd | | |
| 2129<br>126,452<br>KDWJ | **C. C. Wehrum**<br>1D | Trn<br>O B | Am<br>139 | Tampa<br>36 \| 10 | 337<br>396 | | '87<br>10 | Wilmington, (Jackson [Del. & Sharp Co.) | G. Bacher | O,YP,Gif (Sltd) | — Exp 5,21 | |
| 2130<br>215,756<br>LJFM | **C. D. Johnson III**<br>xLake Superior Steel<br>1D;W. Bal;Wireless;SUB.SIG; 4BH<br>Oil fuel F. P. above 150° F.<br>W.B.—A.P.51t;D.B.208′491t;F.P. .60t<br>F.O.....D.B.166′374t..... | Scw | Am<br>252<br>P21′ | Newport<br>43.8 \| 18.9 \| 21′<br>B64′ F30′ | 1202<br>1985<br>3000 | 2′ 7″<br>18′ 7½″ | 1917<br>10 | Toledo, (Ohio [Ohio S. B. Co.) | Pacific Spruce Corp | 3CylTE20½,33,54x40;<br>Toledo S. B. Co;<br>2SB;Toledo S. B. Co;<br>126GS;4828HS;WP180lbs;<br>1250IHP;Dkd,rps5,26 | ✠A1Ⓔ<br>✠AMS<br>S.S.No.2,Alg1,26;<br>shft drn12,25;M.&B.S.1,26;<br>Scip;CL | |
| 2131<br>165,257 | **C. D. S. Miller**<br>1D | Brg | Am<br>114.5 | New York<br>28 \| 13.3 | 397<br>397 | | 1913 | So. Rondout, N. Y. (C. Hiltebrant D. D. Co.) | Mesick & Mesick | Wd | | |
| 2132<br>126,609 | **C. E. Redfern**<br>Wood<br>1D | MV<br>xBrg<br>Twin | Am<br>181 | Mich. City<br>35 \| 14.2 | 639<br>680 | | '90<br>rb '26 | W. Bay City, (F. W. Wheeler.) [Mich. | J. L. Larsen | 2-4CylOilEng10x12½;<br>DB;220IHP | 90CF(GL)<br>P.S.6,26 | |
| 2133<br>126,887 | **C. F. Bielman**<br>Wood<br>1D | Scw<br>Twin | Am<br>291 | Pt. Huron<br>41 \| 19.8 | 1709<br>2056 | | '92<br>rb '18 | W. Bay City (F. W. Wheeler & Co.) [Mich. | Spokane S.S. Co. | 2-2CylC18,52x42;<br>2SB;WP145lbs;900IHP | | |
| 2134<br>6,360<br>KCRQ | **C. F. Liljevalch**<br>Steel<br>1D;Shel dk;Wireless;W. Bal 6BH | Scw | Swd<br>394.4 | Stockholm<br>52.2 \| 30.8 | 2816<br>5476 | | 1920<br>9 | Gothenburg, (Aktieb. [Swd. Gotaverken.) | Trafikakieb, Grangesberg Oxelosund | 3CylTE28,42,72x48;<br>3SB;WP185lbs | | BL |
| 2135<br>6,666<br>KDJG1 | **C. G. Thulin**<br>Steel<br>D;Wireless;W. Bal 4BH | Scw | Swd<br>264.7<br>P30′ | Stockholm<br>42.2 \| 17.7<br>B71′ F29′ | 1053<br>1836 | | 1921<br>9 | Fredrikstad, (Fredrikstad [Nor. Mek. Verksted.) | Rederi A/B Roslagen | 3CylTE18,29,50x36;<br>2SB;WP180lbs | | N |
| 2136<br>126,001 | **C. H. Green**<br>Wood<br>1D 1BH | Scw | Am<br>192.6 | Escanaba<br>33.1 \| 12.8 | 349<br>694 | | '81 | East Saginaw, Mich. (J. Arnold.) | Pine Ridge Transp. Co. | 2CylC22,44x40;<br>1SB;WP125lbs;530IHP. | | |
| 2137<br>5,992 | **C. H. Hackley**<br>1D | Sch | Am<br>124.8 | Tampa<br>27.2 \| 8.4 | 197<br>207 | | '68<br>rb '89 | Milwaukee, (Allen.) [Wis. | W. M. Fielder | O | | |
| 2138<br>216,437<br>LKVG | **C. H. Lawrence, Jr.**<br>xLake Washburn Steel<br>1D;Wireless;SUB.SIG;W. Bal 6BH<br>C-28<br>W.B.—A.P.92t;D.B.200′478t;F.P. 75t. | Scw | Am<br>251<br>P37′ | New York<br>43.7 \| 19.2<br>B65′ F26′ | 1225<br>2121<br>3350 | | 1918<br>6 | Superior, (Globe [Wis. S. B. Co.) | Lawrence S.S. Co. | 3CylTE20,33,54x40;<br>Filer & Stowell Co;<br>2SB;Duluth Blr. Wks;<br>126GS;5144HS;WP178lbs;<br>1250IHP;Dkd,d rpd9,26 | ✠A1Ⓔ<br>✠AMS<br>S.S.No.2,Nfk1,26;<br>M.&B.S;shft drn1,26;Scip;CL | |
| 2139<br>127,765 | **C. H. Little**<br>Oak<br>1D | Scw | Am<br>144 | Detroit<br>28 \| 8 | 241<br>324 | | 1903 | Detroit, Mich. | United Fuel & Supply Co. | 2CylC8,16x12;<br>2SB;175IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2140 | **C. H. McCullough, Jr.** | Scw | Am | Fairport | 4422 | | 1907 | Superior, | Interlake | 4CylQE18,28,43,66x42; | | |
| 204,499 | xWard Ames Steel | | 540 | 56 \| 30 | 5750 | | 9 | (Superior [Wis. | S.S. Co. | 2WTB;WP250lbs;2000IHP. | | |
| | 1D;Mchy aft;Wireless;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 2141 | **C. H. Starke** | Scw | Am | Cleveland | 266 | | '81 | Milwaukee | Cuyahoga | 2CylC18,28x20; | | |
| 125,945 | Wood | | 149.5 | 30.1 \| 9.7 | 317 | | (Milwaukee [Wis. | Lumber Co. | 1SB;WP110lbs;410IHP. | | |
| | 1D | | | | | | rb'90 | Shipyard Co.) | | | | |
| 2142 | **C. I. P** | Scw | Fr | Marseilles | 3641 | | 1922 | Grand | Soc. | 3CylTE27,44,75x51; | | V |
| | Steel | | 422.6 | 57.5 \| 30 | 6587 | | Quevilly, Fr. | Mazout Transport | 4SB;WP178lbs;3500IHP. | | |
| OEQM | 2D;Oil fuel;Mchy aft; 18BH | | P117′ | B33′ F50′ | | | | (Ch. & Atel de St. Nazaire.) | | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 2143 | **C. I. Shepard** | Brg | Am | N. Haven | 433 | | 1915 | Gildersleeve, | Connecticut | Wd | | |
| 165,843 | | | 116.5 | 30.2 \| 12 | 450 | | (Gilder- [Conn. | Transportation | | | |
| | 1D | | | | | | | sleeve Shipbldg. | Corporation | | | |
| | | | | | | | | Co.) | | | | |
| 2144 | **C. Lopez y Lopez** | Scw | Sp | Barcelona | 2483 | | '91 | Glasgow, | Cia. Tras- | 3CylTE29½,48,78x54; | | BL |
| | xWestmount Steel | | 396 | 43.2 \| 28.5 | 4170 | 1 | (Barclay, [Scot. | atlantica | 2DB;WP160lbs | | |
| HGRD | 3D;Wireless;D.F;SUB.SIG;W. Bal 8BH | | P33′ | B96′ F46′ | | | | Curle & Co., Lim.) | | | | |
| 2145 | **C. Maud Gaskill** | Trn | Br | Weymo'th | 397 | | 1919 | Little Brook, | J. E. Gaskill | P,Sp,Bch;Gicf (Sltd) | | V |
| 138,809 | | | 143.5 | 33.2 \| 12.4 | 461 | | (J. E. [N. S | | | | |
| TPBR | 1D | | | | | | | Gaskill.) | | | | |
| 2146 | **C. Minsinger** | StW | Am | Portland | 143 | | 1909 | Portland, | Chris. | | | |
| 206,353 | Wood | | 122 | 24 \| 5.9 | 179 | | 6 | (C. M. [Ore. | Minsinger | 300IHP. | | |
| | 1D | | | | | | | Nelson.) | | | | |
| 2147 | **C. P. Raymond** | Scw | Am | New York | 55 | | '93 | Athens, | Robert | 1Cyl20x26; | | |
| 126,982 | Wood | | 85 | 21.5 \| 9.7 | 111 | | (McGee.) [N. Y. | Aikman | 1RTB;WP135lbs;250IHP. | | |
| | 1D 1BH | | | | | | | | | | | |
| 2148 | **C. R. Gardinor** | Brg | Am | N. Haven | 506 | | 1915 | Gildersleeve, | Connecticut | Wd | | |
| 166,139 | | | 116.5 | 30.2 \| 14 | 524 | | (Gilder- [Conn. | Trans. Co. | | | |
| | 1D | | | | | | | sleeve S. B. Co.) | | | | |
| 2149 | **C. R.R. of N. J. No. 26** | Scw | Am | New York | 316 | | 1908 | Wilmington, | Central | 1Cyl21x26; | | |
| 205,859 | xHigh Bridge Steel | | 99.8 | 30.1 \| 12.3 | 465 | | | (Harlan & [Del. | R.R. of N. J. | 1SB;WP130lbs;250IHP. | | |
| | 1D 2BH | | | | | | | Hollings- worth Corp.) | | | | |
| 2150 | **C. R.R. of N. J. No. 27** | Scw | Am | New York | 316 | | 1908 | Wilmington, | Central | 1Cyl21x26; | | |
| 205,883 | xEaston Steel | | 99.8 | 30.1 \| 12.3 | 465 | | | (Harlan & [Del. | R.R. of N. J. | 1SB;WP130lbs;250IHP | | |
| | 1D 2BH | | | | | | | Hollings- worth Corp.) | | | | |
| 2151 | **C. R.R. of N. J. No. 28** | Scw | Am | New York | 316 | | 1908 | Wilmington, | Central | 1Cyl21x26; | | |
| 205,898 | xKeyport Steel | | 99.8 | 30.1 \| 12.3 | 465 | | | (Harlan & [Del. | R.R. of N. J. | 1SB;WP130lbs;250IHP. | | |
| | 1D 2BH | | | | | | | Hollings- worth Corp.) | | | | |
| 2152 | **C. R.R. of N. J. No. 29** | Scw | Am | New York | 316 | | 1908 | Wilmington, | Central | 1Cyl21x26; | | |
| 205,916 | xMatawan Steel | | 99.8 | 30.1 \| 12.3 | 465 | | | (Harlan & [Del | R.R. of N. J. | 1SB;WP130lbs;250IHP. | | |
| | 1D 2BH | | | | | | | Hollings- worth Corp.) | | | | |
| 2153 | **C. R.R. of N. J. No. 30** | Scw | Am | New York | 193 | | 1916 | Elizabeth, | Central | 1Cyl22x26; | | |
| 214,247 | Steel | | 116.3 | 32.2 \| 12.4 | 327 | | (John W. [N. J. | R.R. of N. J. | 1SB;WP150lbs;550IHP. | | |
| | 1D | | | | | | | Sullivan Co.) | | | | |
| 2154 | **C. Russell Hubbard** | Scw | Am | Fairport | 5389 | | 1906 | Cleveland, | The | 3CylTE23½,38,63x42; | (★100(GL) | |
| 203,582 | xHenry A. Hawgood Steel | | 532 | 56 \| 31 | 6839 | | | (American [Ohio | Columbia S.S. Co. | 2SB;WP180lbs;1760IHP. | P.S.5,25 | |
| | 1D;Mchy aft;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 2155 | **C. S. Goldsborough** | Scw | Am | New York | 95 | | 1913 | Manitowoc, | Erie R.R. | 2CylC18,38x30; | | |
| 211,513 | xWauwatosa Steel | | 83.6 | 23.4 \| 12.9 | 140 | | | (Manitowoc [Wis | Co. | 1FB;WP130lbs;500IHP. | | |
| | 1D 3BH | | | | | | | S. B. Co.) | | | | |
| 2156 | **C. S. Holmes** | Sch | Am | Seattle | 556 | | '93 | Pt. Blake- | Ellen M. | YF;Gicf | | |
| 126,992 | | | 162.8 | 37 \| 11.5 | 623 | 9 | ley, Wash. | Backland | | | |
| KLSG | 1D | | | | | | | (Hall Bros.) | | | | |
| 2157 | **C. S. Robinson** | Scw | Am | Cleveland | 5361 | | 1906 | Lorain, | Interlake | 3CylTE22,36,60x42; | | |
| 202,373 | xLoftus Cuddy Steel | | 525 | 55 \| 31 | 6829 | 3 | (American [Ohio | S.S. Co. | 2SB;WP180lbs;1500IHP. | | |
| | 1D;Mchy aft;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 2158 | **C. T. Lawrence** | Scw | Am | New York | 1122 | | '98 | Wilmington, | Lawrence | 3CylTE20,33,50x36; | | |
| 116,862 | xSanturce Steel | | 255 | 41 \| 21.2 | 1836 | 12 | (Harlan & [Del. | S.S. Co. | 2SB;WP165lbs;850IHP; | shift drn2,24 | |
| KNRW | 2D;Wireless;W. Bal 4BH | | B52′ | F27′ | | | | Hollingsworth.) | | Dkd,d rpd2,24 | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2159 | **C. W. Cadwell** | Scw | Am | Detroit | 212 | | 1911 | Superior, | United Fuel | 2CylC16,25x26; | | |
| 208,798 | Steel | | 164 | 37 \| 17.5 | 593 | | | (Superior [Wis. | & Supply Co. | 1SB;WP125lbs;280IHP. | | |
| | 1D 4BH | | | | | | | S. B. Co.) | | | | |
| 2160 | **C. W. Chamberlain** | Scw | Br | Windsor | 243 | | '81 | Walkerville, | Sincennes | 2CylC18,32x26; | | |
| 80,574 | xC. N. Pratt Oak | | 127 | 26.6 \| 9.7 | 385 | | rb '90 | (Jenkins.) [Ont. | McNaughton Line | 1SB;WP110lbs;400IHP. | | |
| | 1D | | | | | | | | | | | |
| 2161 | **C. W. Crane** | Brg | Am | New York | 367 | | 1908 | Kingston, | Philip J. | Wd | | |
| 166,283 | | | 112 | 28.1 \| 11.6 | 367 | | | (Richard [N. Y. | Keany | | | |
| | 1D | | | | | | | Lenahan.) | | | | |
| 2162 | **C. W. Jacob** | Scw | Am | Erie | 1714 | | '91 | W. Bay City, | Hammer- | 3CylTE20,33,54x42; | 90(GL) | |
| 126,722 | xCity of Paris Wood | | 298 | 41 \| 21 | 2063 | | 6 rb '19 | (J. [Mich. | mill Paper Co. | 2SB;WP140lbs;1000IHP. | P.S.5,26 | |
| | | | | | | | | Davidson.) | | | | |
| 2163 | **C. W. Kraft** | Scw | Am | Cleveland | 44 | | 1920 | Chicago, | Cleveland | 1Cyl20x22; | | |
| 220,360 | Comp | | 74 | 18.8 \| 8.8 | 65 | | | (Kraft [Ill. | Eng. & Const. Co | 1FB;450IHP. | | |
| | 1D | | | | | | | S. B. Co.) | | | | |
| 2164 | **C. W. Watson** | Scw | Am | Duluth | 2825 | | 1902 | Lorain, | National | 3CylTE22,35,58x40; | | |
| 127,629 | Steel | Sch | 380 | 50 \| 28 | 3698 | | 3 rb'20 | Ohio | S.S. Co. | 2SB;WP170lbs;1450IHP. | | |
| | 1D;B;Mchy aft;W. Bal 3BH | | | | | | | (Amer. S. B. Co.) | | | | |
| 2165 | **Cabedello** | Scw | Brz | Rio Jan'ro | 2180 | | 1912 | Flensburg, | Lloyd | 3CylTE25,41,68x48; | | V |
| | xPrussia Steel | | 364.3 | 51 \| 32 | 3557 | | 4 | (Flensburger [Ger. | Brasileiro | 3SB;WP185lbs;2200IHP | | |
| | 2D;Wireless;W. Bal 7BH | | | | | | | Schiffsb. Ges.) | | | | |
| 2166 | **Cabegon** | Scw | Am | Phila. | 3755 | 7′ 10½″ | 1919 | Bristol, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,588 | Steel | | 400.7 | 54.2 \| 30.4 | 6107 | 25′ 2″ | 2 | (Merchants [Pa. | ping Board | Westinghouse E. & Mfg. Co: | ✠AMS | |
| LPVR | 2D;Wireless;W. Bal; 7BH | | | 32′ 10″ | 8822 | | | S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | | |
| | Oil fuel F. P. above 150° F. C-36 | | P35′ | B123′ F44′ | | | | | | 8700HS;WP200lbs;3000SHP;EAC. | shft drn2,20;Cih BB;CL | |
| | | | | | | | | | | Dkd,s rps12,20 | (Laid up) | |
| | W.B.—A.P.143t;D.B.335′1311t. .....F | | .P.120t | | | | | | | | | |
| | F.O. .....D.B.281′1092t;S. | T.63t | ..... | | | | | | | | | |
| 2167 | **Cabimas** | Scw | Vnz | Maracaibo | 1111 | | 1924 | New Castle, | Venezuelan | 3CylTE19,30,49x36; | | BL |
| | Steel | | 279.8 | 47.2 \| 16.2 | 1976 | | 12 | (Palmers' [Eng. | Gulf Oil Co. | 2SB;WP180lbs | | |
| | 1D;Web frms;Long. frmg; 10BH | | P69′ | B22′ F31′ | | | | Co., Lim.) | | | | |
| | Mchy aft;Oil fuel;Oil in bulk; | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2168 | **Cabo Carvoeiro** | Scw | Sp | Seville | 1157 | | 1909 | Newcastle, | Ybarra & | 3CylTE19,32,52x36; | | BL |
| | Steel | | 265.8 | 38.5 \| 16 | 1858 | | 2 | (W. [Eng. | Co. | 2SB;WP180lbs | | |
| HFJB | 1D;B;W. Bal;Wireless 5BH | | B50′ | | | | | Dobson & Co.) | | | | |
| 2169 | **Cabo Cervera** | Scw | Sp | Seville | 1499 | | 1912 | Bilbao, | Ybarra & | 3CylTE19½,32½,52½x36; | | BL |
| | Steel | | 265.5 | 38.5 \| 23.9 | 2164 | | 12 | (Cia. [Spain | Co. | 2SB;WP180lbs | | |
| HFJQ | 2D;B;W. Bal;Wireless 5BH | | B56′ | | | | | Euskalduna de | | | | |
| | | | | | | | | Con. y Rp. de | | | | |
| | | | | | | | | Busque.) | | | | |
| 2170 | **Cabo Creux** | Scw | Sp | Seville | 2343 | | 1919 | Bilbao, | Ybarra & | 3CylTE24,40,65x45; | | BL |
| | Steel | | 325.4 | 46.9 \| 22.2 | 3717 | | 4 | (Soc. Anon. [Spain | Co. | 2SB;1AuxSB;WP180lbs | | |
| | 1D;W. Bal;Wireless 5BH | | P28′ | B100′ F45′ | | | | Astilleros del | | | | |
| | | | | | | | | Nervion.) | | | | |
| 2171 | **Cabo Cullera** | Scw | Sp | Seville | 1506 | | '82 | Middlesbro | Ybarra & | 2CylC38,71x45; | | BL |
| | xYbarra No. 4 Iron | | 270.4 | 39.3 \| 25.9 | 2246 | | 12 | Eng | Co. | 2DB;WP80lbs | | |
| HFGW | 1D;B;W. Bal;Wireless 4BH | | | | | | | (R. Dixon & Co.) | | | | |
| 2172 | **Cabo Espartel** | Scw | Sp | Seville | 2478 | | 1920 | Cadiz, | Ybarra & | 3CylTE25,41,68x45; | | BL |
| | Steel | | 330.1 | 48 \| 22.9 | 3711 | | 3 | (Echevarrieta [Sp | Co. | 2SB;WP180lbs | | |
| HFDJ | 2D;Web frms;Long. frmg; 5BH | | | | | | | & Larrinaga.) | | | | |
| | Oil fuel;W. Bal;Wireless | | | | | | | | | | | |
| 2173 | **Cabo Hatteras** | Scw | Sp | Seville | 3345 | | 1919 | Bilbao, | Ybarra & | 3CylTE24,40,65x45; | | BL |
| | xJose Taya Steel | | 355 | 49.2 \| 25.3 | 4594 | | 8 | (Cia. Eus- [Sp. | Co. | 2SB;1AuxSB;WP180lbs | | |
| HPVK | 2D;B;Oil fuel;Wireless;W. Bal 6BH | | P39′ | B102′ F35′ | | | | kalduna de Const.) | | | | |
| 2174 | **Cabo Huertas** | Scw | Sp | Seville | 1531 | | 1922 | Bilbao, | Ybarra & | 3CylTE22,36,59x39; | | BL |
| | Steel | | 280 | 41.8 \| 16.2 | 2776 | | 8 | (Soc. [Spain. | Co | 2SB;WP180lbs | | |
| HBFG | 1D;Long. frmg;Oil fuel; 5BH | | P22′ | B68′ F26′ | | | | Espanola de Const.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2175 | **Cabo Menor** | Scw | Sp | Seville | 1251 | | 1912 | Grange- | Ybarra & | 3CylTE19,32,52x36; | | BL |
| | Steel | | 265.2 | 38.5 \| 23.7 | 2042 | | 10 | mouth, Scot. | Co. | 2SB;WP180lbs | | |
| HFCW | 2D;W. Bal;Wireless 5BH | | B52′ | | | | | (Greenock & Grangemouth Dkyd. Co., Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2176 HFGB | **Cabo Ortegal** Steel 1D;Wireless;W. Bal 5BH | Scw | Sp | Seville 325.4 \| 46 9 \| 22.2 P28′ B100′ F45′ | 2296 3660 | | 1919 12 | Bilbao, (Soc. Anon. Astilleros del Nervion.) [Spain | Ybarra & Co., Mgrs. | 3Cyl TE24,40,65x45; 3SB;WP180lbs | | BL |
| 2177 HFJD | **Cabo Sacratif** Steel 2D;W. Bal;Wireless 5BH | Scw | Sp | Seville 265.5 \| 38.6 \| 23.8 B56′ | 1338 2174 | | 1909 9 | Bilbao, (Cia. Euskalduna de Const.) [Spain | Ybarra & Co. | 3Cyl TE19,32,52x36; 2SB;WP180lbs | | BL |
| 2178 MBRK | **Cabo Santa Maria** xSegundo Steel 2D;SUB.SIG;Wireless;W. Bal; 6BH Oil fuel F. P. above 150° F. | Scw | Sp | Seville 331.5 \| 47 \| 25 \| 28′ 6″ P29′ B72′ F39′ | 3002 3923 6300 | 5′ 3″ 23′ 5″ | 1900 3 | Sparrows Point, Md. (Maryland Steel Co.) | Ybarra & Co. | 3Cyl TE21,35,56x42; Maryland Steel Co; 2SB;Baltimore D. D. & S. B. Co; WP200lbs;1500IHP;Dkd2,25; d rpd12,25 | ✠A1 AMS 2dS.S.No.2,NY4,20; M.S;n Blrs4,20; B.S;n shft2,25;Clh BB;CL | |
| | W.B.—A.P.208t;D.B.274′725t;T. T.40t. F.P.359t<br>F.O.—A.P.194t;D.B.274′677t. S T.50t; F.P.335t | | | | | | | | | | | |
| 2179 | **Cabo Torres** xPrimero Steel 2D;Super dk;SUB.SIG; 6BH Wireless;W. Bal; Oil fuel F. P. above 150° F. | Scw | Sp | Seville 331.5 \| 47 \| 25 \| 35.5 \| 28′ 6 | 3407 4510 6382 | 2′ 11½″ 25′ 8½″ | 1901 6 | Sparrows Point, Md. (Maryland Steel Co.) | Ybarra & Co. | 3Cyl TE21,35,56x42; Maryland Steel Co; 2SB;Maryland Steel Co; WP175lbs;1400IHP;EAC; d rpd8,25;Dkd,s rps2,26 | ✠A1 AMS 2dS.S.No.2,NY2,24; n shft3,20;M.S.2,24; shft drn1,25;B.S.2,26;Clh BB | |
| | W.B.—A.P.125t;D.B.272′751t;F. P.226t | | | | | | | | | | | |
| 2180 | **Cabo Tortosa** xHemland Steel 1D;Shel dk;Wireless;W. Bal 6BH | MV Twin | Sp | Seville 392.9 \| 53.9 \| 30.2 F36′ | 3403 5677 | | 1921 11 | Gothenburg, (Aktiefl Gotaverken.) [Swd. | Ybarra & Co. | 2-6CylOilEng $23\frac{3}{16}$x$35\frac{7}{16}$ | | BL |
| 2181 HFJN | **Cabo Tres Forcas** Steel 2D;W. Bal;Wireless 5BH | Scw | Sp | Seville 273.5 \| 38.6 \| 23.9 | 1600 2265 | | 1914 1 | Bilbao, (Cia. Euskalduna de Const.) [Spain | Ybarra & Co. | 3Cyl TE19½,32½,52½x36; 2SB;WP180lbs | | BL |
| 2182 HSTI | **Cabo Verde** xSao Thiago xSanta Barbara Steel 1D;Wireless;W. Bal 7BH | Scw | Ptg | Lisbon 351.7 \| 50.2 \| 23.4 P24′ B216′ F43′ | 2347 3763 | | 1908 | Rostock, (Akt. Ges. "Neptun.") [Ger. | Cia. Nacional de Nav. | 3Cyl TE22,36,60x41; 2Blrs | | |
| 2183 HFGS | **Cabo Villano** Steel 1D;Web frms;Long. frmg; 5BH Oil fuel;W. Bal;Wireless | Scw | Sp | Seville 330.1 \| 48 \| 22.9 P31′ B91′ F32′ | 2523 3754 | | 1920 8 | Cadiz, (Echevarrieta y Larrinaga.) [Sp. | Ybarra & Co. | 3Cyl TE25,41,68x45; 2SB;WP180lbs | | BL |
| 2184 133,825 | **Cabotia** xHiawatha Oak 1D;B | Scw | Br | Montreal 234.5 \| 35.6 \| 19.6 | 932 1530 | | '80 | Gibraltar, (Linn & Craig.) [Mich. | Donnelly Salv. & Wrecking Co. | 2CylC21,50x42; 1SB;WP125lbs;700IHP. | | |
| 2185 133 NHFO | **Caboto** xWar Celt Steel 1D;Wireless;W. Bal 8BH | Scw | It | Venice 400.5 \| 52.3 \| 28.5 P49′ B113′ F39′ | 3208 5223 | | 1919 2 | Pt. Glasgow, (W. Hamilton & Co., Lim.) [Scot. | Societa Veneziana di Navig. a Vapore | 3Cyl TE27,44,73x48; 3SB;WP180lbs;2988IHP | | I |
| 2186 OUHC | **Cabourg** xSierre Madre xWar Fife Steel 1D;Well dk;Wireless;W. Bal 7BH | Scw | Fr | Havre 285.9 \| 42.1 \| 19.1 P25′ B66′ F32′ | 1263 2423 | | 1918 7 | Sunderland, (S. P. Austin & Son, Lim.) [Eng. | Soc. Maritime Nationale | 3Cyl TE25,41,68x45; 2SB;WP180lbs | | |
| 2187 217,676 LQFH | **Cabrille** Steel 2D;Long. frmg;SUB.SIG; 14BH Mchy aft; 8BH to Fbd dk W. Bal; 6BH to 2d dk Oil fuel F. P. above 150° F. C-36 | Scw | Am | Wilm'gton 391.8 \| 51.3 \| 28.8 \| 30′ 2″ | 3690 5030 7500 | 6′ 2″ 24′ 3″ | 1919 7 | Wilmington, (Bethlehem S. B. Corp.) [Del. | U. S. Shipping Board | 3Cyl TE27,45,75x48; Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 7125HS;WP190lbs;2700IHP;DB; EAC;Dkd,d rpd10,23 | ✠A1Ⓔ Oil Carrier. ✠AMS shft drn;B.S.8,23; Clh BB;CL (Laid up) | |
| | W.B.—A.P.30t;D.B.a76′214t. D.T. a8′377 t;D.T.f 8′377t. D. T. f65′ | | | | 818t;F | .P.89t | | | | | | |
| 2188 201,058 KTFD | **Cabrillo** Wood 1D;Oil fuel;Wireless | Scw Sch | Am | Los Ang's 182 \| 32 \| 13.5 | 387 611 | | 1904 6 | San Pedro, (W. Miller.) [Cal. | Wilmington Trans. Co. | 4Cyl TE18,32,38,38x26; 1500IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2189 15,257 | **Cachalot III** Hw,Sp,O,WP;Gicf 1D | MV Sch Yct | Br 90 | Shelburne 21.2 / 11.4 | 61 99 | | 1924 12 | Shelburne, (W. C. MacKay & Sons, Lim.) [N. S. | Maritime Associates (Lim.) | 6CylOilEng10½x12½; Fairbanks Morse Co; 150BHP. | ✠A1 Yachting Service. AMS SBP | |
| 2190 832 HCKS | **Cachapoal** Iron 2D;Wireless;W. Bal 5BH | Scw Sch | Chl 334.6 | Valp'raiso 40.2 / 20.8 | 1547 2370 | | '81 8 | Birken- (Laird Bros.) head, Eng. | Compania Sud Americana de Vap. | 2CylC45,80x54 | | |
| 2191 212,852 LDWK | **Cacique** Steel 2D;Shel dk;Oil fuel; 7BH Wireless;W. Bal | Scw Sch | Am 394.2 | New York 52.3 / 34.7 | 3888 6245 | | 1910 2 | Sunderland, (Short Bros., Lim.) [Eng. | Grace S.S. Co. | 4Cyl2QE24,34½,49,71x48; 3SB;WP220lbs;2100IHP | | BL |
| 2192 203,447 KVPD | **Cacoosing** 1D;B | Brg Sch | Am 177 | Phila. 35 / 14.2 | 623 721 | | 1906 8 | Noank, (R. Palmer & Son.) [Conn. | Reading Company | O,Ch,YP;Icf(Sltd) | | |
| 2193 217,153 LNPB | **Cadaretta** Steel 1D;sub.sig;W. Bal; 6BH Oil fuel F. P. above 150° F. C-29 W.B.—A.P.67t;D.B.246'619t.... F. F.O.—A.P.63t;D.B.206'466t;S.T. 20t; F. | Scw | Am 289 | San Fran. 44.1 / 19.2 / 21' 6" F.83t F.78t | 1621 2648 3500 | 2' 7" 19' ½" | 1918 11 | Portland, (Albina Eng. & Machine Wks., Inc.) [Ore. | Charles Nelson Co., Inc. | 3Cyl TE22,36½,60x42; Albina Engine & Mach. Wks., Inc; 2SB;Willamette I. & S. Wks; 4522HS;WP180lbs;1400IHP;EAC; Dkd3,26;d rpd4,26 | ✠A1Ⓔ ✠AMS S.S.No.1,SanF3,24; shft drn;M.S.3,24;B.S.8,26; SSP;CL | |
| 2194 212,945 LFBT | **Caddo** xWinnepeg Steel 2D;Mchy aft; 15BH W. Bal;Web frms; 8BH to Fbd dk Wireless; 7BH to 2d dk Oil fuel F. P. above 150° F. W.B.—A.P.31t;D.B.a91'205t..... D.T.f4 F.O.—.....D.T. a22'77 | Scw | Am 415 P104' | New York 55.2 / 19.2 / 31.1 B26' F46' 31;T.T 234'1014t..... | 3877 6223 | 5'500t; | 1912 8 | Newcastle, (Armstrong, Whitworth & Co., Lim.) [Eng. | Standard Oil Co. (N. J.) | 4Cyl QE24,35,50½,73x48; Wallsend Slipway Eng. Co; 3SB;Wallsend Slipway Eng. Co; 8844HS;WP220lbs;2870IHP; EAC;Dkd5,26;s rps11,26 F.P.70t | A1 Oil Carrier. AMS S.S.No.3,NY12,24; M.S.12,24;B.S:n shft5,26; Clh BB;CL | |
| 2195 217,293 LPBJ | **Caddopeak** Steel 1D;W. Bal;Wireless; 6BH Oil fuel F. P. above 150° F. C-29 W.B.—A.P.67t;D.B.246'619t.... F. F.O.—A.P.63t;D.B.206'466t;S.T. 20t; F. | Scw | Am 289 | San Fran 44.1 / 19.2 / 21' 6" F.83t F.78t | 1769 2865 3500 | 2' 7" 19' ½" | 1918 12 | Portland, (Albina Eng. & Machine Works, Inc.) [Ore. | Charles Nelson Co., Inc | 3Cyl TE22,36½,60x42; Albina Engine & Mach. Wks., Inc; 2SB;Willamette I. & S. Wks; 4522HS;WP180lbs;1400IHP;EAC; Dkd,d rpd4,26;s rps8,26 | ✠A1Ⓔ ✠AMS S.S.No.1,SanF12,23; n shft;M.S.12,23;B.S.8,26; Clh BB;CL | |
| 2196 140,703 JRTC | **Cadillac** Steel 2D;Shel dk;Web frms; 23BH Long. frmg;Mchy aft;Oil fuel; Oil in bulk;Wireless;W. Bal | Scw | Br 530.2 | Newcastle 66.3 / 33.8 | 7560 12074 | | 1917 12 | Newcastle, (Palmers Co., Lim.) [Eng. | J. Hamilton, Mgr. | 4Cyl QE28,41,58,84x54; 4SB;WP220lbs | | BL |
| 2197 117,134 | **Cadillac** xSteel King Steel 1D;B;Mchy aft;W. Bal 3BH | Scw | Am 380 | Fairport 50 / 28 | 2855 3586 | | 1902 rb'23 | Lorain, (American S. B. Co.) [Ohio | Cleveland Cliff S.S. Co. | 3Cyl TE22,35,58x40; 2SB;WP170lbs;1480IHP. | 100(GL) P.S.4,26 | |
| 2198 HFJS | **Cadiz** Steel 2D;Spar dk;Wireless;W. Bal 7BH | Scw | Sp 414.4 P66' | Barcelona 53 / 20.2 / 28' 2" F58' | 3667 5617 | | 1908 3 | Glasgow, (C. Connell & Co., Lim.) [Scot. | Cia. Trans- oceanica de Nav. | 3Cyl TE30,50,82x60; 2DB;18B;WP180lbs | | BL |
| 2199 150 NHGM | **Cadore** Steel 1D;Shel dk;W.Bal 7BH | Scw | It 399.9 F38' | Venice 52.9 / 32.8 | 3640 5876 | | 1920 9 | Newcastle, (Northum- berland S. B. Co., Lim.) [Eng. | Lloyd Adriatico Soc. di Nav. | 3Cyl TE27,45,75x51; 3SB;WP180lbs | | I |
| 2200 204,486 KWGP | **Cadosia** 1D;B | Brg Sch | Am 180.8 | New York 35.1 / 14.3 | 651 756 | | 1907 8 | Bath, (Kelley, Spear & Co.) [Me. | N. Y., Ontario & West- ern Railway Co. | O,Hw,Hk,YP;Gicf(Sltd) | | |
| 2201 1,268 NHGO | **Caffaro** Steel 3D;Oil fuel;W. Bal 6BH | Scw | It 398.3 B90' | Genoa 53.6 / 28.1 | 3908 6476 | | 1924 11 | Sestri Ponente, It. ("Ansaldo" Soc. An.) | Soc. di Nav. Transatlantica Italiana | Stm Tbns; 3SB;WP180lbs | A.S.10,25; M.&B.S.10,25 | C-I |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2202 220,570 | **Cahokia** xBayside Steel 1D | Scw | Am 142 | 27.7 \| 14.8 | 200 426 | | 1920 | City Island, (Provi- [N. Y. dence Eng. Wks.) | U. S. Govt. (Treasury Dept.) | 3CylTE17,25,43x30; 2SB;WP180lbs;800IHP | | |
| 2203 HCJB | **Caibarien** xCampeche Steel 1D;W. Bal 4BH | Scw | Cuban 140 F17′ | Havana 23.1 \| 9.2 | 184 276 | | '97 | Dumbarton, (A. [Scot. McMillan & Son, Lim.) | Empresa Naviera de Cuba | 3CylTE12,18½,31x22; 1SB | | |
| 2204 219,948 LWKD | **Caibarien** 1D | Brg Sch | Am 120.2 | Tampa 31 \| 8.8 | 274 288 | | 1920 | Tampa, Fla. | P. P. Culbreath, Jr. | Wd | | |
| 2205 ODXA | **Caid** xAurelien Scholl Steel 2D;B;W.Bal 7BH | Scw | Fr 247.5 | St. Pierre 35.4 \| 21.1 | 941 1603 | | 1905 | Nantes, (De la [Fr. Brosse & Fouche.) | C. P. Chartier & Cie. | 3CylTE18,29,47x35; 2SB;WP179lbs;1300IHP. | | V |
| 2206 142,828 JWLS | **Cairndhu** Steel 2D;Wireless;D.F;W. Bal 7BH | Scw | Br 399.3 P49′ | Newcastle 52.2 \| 28.5 B113′ F39′ | 3218 5250 | | 1919 3 | Newcastle, (Palmers [Eng. Co., Lim.) | Cairns, Noble & Co., Mgrs. | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 2207 | **Cairnesk** Steel Wireless;D.F. | Scw | Br 400 P46′ | Newcastle 55.2 \| 26.2 | 2900 5000 | | 1926 | Sunderland, (W. [Eng. Pickersgill & Sons, Lim.) | Cairn Line of Steamships (Lim.) | Stm Tbns | | |
| 2208 142,829 JWPQ | **Cairngowan** Steel 2D;Wireless;D.F;W. Bal 7BH | Scw | Br 400 P49′ | Newcastle 52.4 \| 28.4 B113′ F39′ | 3257 5295 | | 1919 4 | Sunderland, (Sunderland [Eng. S. B. Co.) | Cairns, Noble & Co., Mgrs. | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 2209 140,707 JSLG | **Cairnmona** Steel 2D;Shel dk;Wireless;D.F;W. Bal 6BH | Scw | Br 390.2 | Newcastle 53.1 \| 33.7 | 2806 4666 | | 1918 3 | Sunderland, (Sunderland [Eng. S. B. Co., Lim.) | Cairns, Noble & Co., Mgrs. | 3CylTE28,46,75x51; 3SB;WP180lbs | | BL |
| 2210 145,449 KJGT | **Cairnross** Steel 2D;Shel dk;Oil fuel;Wireless; D.F;W. Bal 8BH | Scw | Br 425 F49′ | Newcastle 55 \| 26.6 | 3316 5494 | | 1921 6 | Sunderland, (Sunderland [Eng. S. B. Co., Lim.) | Cairns, Noble & Co., Mgrs. | Stm Tbns; 3SB;WP200lbs | | BL |
| 2211 145,505 KNMC | **Cairntorr** Steel 2D;Shel dk;Wireless;D.F;W. Bal 7BH | Scw | Br 425 | Newcastle 55 \| 26.6 | 3250 5387 | | 1922 11 | Sunderland, (Sunderland [Eng. S. B. Co., Lim.) | Cairn Line of Steamships (Lim.) | 3CylTE28,46½,78x54; 4SB;WP180lbs | | BL |
| 2212 140,718 JVDH | **Cairnvalona** Steel 2D;Shel dk;Wireless; D.F;W. Bal 6BH | Scw | Br 415.2 | Newcastle 53.1 \| 25.2 | 2971 4929 | | 1918 8 | Sunderland, (Sunderland [Eng. S. B. Co., Lim.) | Cairns, Noble & Co., Mgrs. | 3CylTE28,46,75x51; 3SB;WP180lbs | | BL |
| 2213 221,136 | **Cairo** Steel 1D;Wireless | Scw Twin | Am 200 | N. Orleans 40 \| 7.9 | 410 757 | | 1921 | Pt. Pleasant, (Marietta [Va. Mfg. Co.) | U. S. Govt. (F'd'l Bg. Line) | 2-2CylC15,25x44; 2WTB;1800IHP | | |
| 2214 115,831 TKDS | **Caithness** xRamsay Steel 2D;Web frms;Wireless;W. Bal 6BH | Scw | Br 351.5 P37′ | London 49.3 \| 25.8 B106′ F35′ | 2505 4013 | | 1902 5 | Sunderland, (J. L. [Eng. Thompson & Sons.) | Griffiths, Payne & Co. (Lim.), Mgrs. | 3CylTE25,40,67x45; 2SB;WP160lbs | | BL |
| 2215 HFKB | **Cala Figuera** 1D | Sch Aux | Sp 111.8 | Pal.Majca 23.5 \| 11.7 | 176 198 | | 1919 | Majorca, (Mayol Calafet & Co ) Spain. | J. & P. Mayol | Wd; 3CylGas Eng10x14½ | | |
| 2216 5,803 JVQB | **Calabria** Steel 1D;Shel dk;Wireless;W. Bal 4BH | Scw | Swd 236.2 | Gothenb'g 37.7 \| 24 | 1084 1845 | | 1916 6 | Oskarshamn (Oskarshamns M. V. Aktieb.) Swd. | H.Metcalfe, Mgr. | 3CylTE19,31⅛,51½x33; 2SB;WP185lbs | | BL |
| 2217 212,654 LDSQ | **Calamares** Steel 3D;Wireless;W. Bal;SUB.SIG; Oil fuel 7BH | Scw Twin | Am 470.4 P45′ | NewYork 55.3 \| 30.8 B245′ F47′ | 3846 7244 | | 1913 12 | Belfast, (Workman, [Ire. Clark & Co., Lim.) | United Fruit S.S. Corp. | 2-4CylQE23½,33½,47½,68x45; 3DB;1SB;WP215lbs;1242RHP; Dkd,s rps9,26 | S.S.No.2,NY12,21;A.S.5,26; M.S.5,26;shfts drn;B.S.6,26 | C |
| 2218 216,804 LMQF | **Calaveras** Steel 1D;Wireless;W. Bal;SUB.SIG. 4BH C-28 | Scw | Am 250.5 P25′ | New York 43.7 \| 24.2 B64′ F23′ | 1447 2380 3500 | | 1918 9 | Toledo, (Toledo [Ohio S. B. Co.) | Ford Motor Co. | 3CylTE20½,33,54x40; Toledo S. B. Co; 2SB;Toledo S. B. Co;88GS;3780HS; WP190lbs;1250IHP;s rps11,20; Dkd,d rpd12,20 | ✠A1Ⓔ ✠AMS S.S.Balt6,20 n shft12,20;CL (Laid up) | |
| | W.B.—A.P.93t;D.B.208′538t;F.P. 59t | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2219 | **Calawaii** | Scw | Am | Los Ang's | 4165 | | '93 | Belfast, | Los Angeles | 2-3CylTE22½,36½,60x48; | | BL |
| 222,730 | xSherman xMobile Steel | Twin | 445 | 49.2 \| 30 | 7270 | | | (Harland [Ire. & Wolff, Lim.) | S.S. Co. | 2SB;2DB;WP175lbs;4000IHP. | | |
| MDWL | 3D;sub.sig;Wireless;Oil fuel 7BH | | P45′ | B152′ | | | | | | | | |
| 2220 | **Calbuco** | Bk | Chl | Pto Mont | 1481 | | '85 | Glasgow, | J. Oelckers | I;1BH | | BL |
| | xKarmo xCirce | 4M | 249 | 39.5 \| 22.5 | 1619 | | 11 | (A. Stephen [Scot. & Sons.) | | | | |
| | 1D;B | | P40′ | F27′ | | | | | | | | |
| 2221 | **Calchas** | Scw | Br | Liverpool | 6313 | | 1921 | Belfast, | Ocean S.S. | Stm Tbns; | | |
| 143,742 | Steel | Twin | 490.8 | 62.4 \| 39.6 | 10304 | | | (Workman, [Ire. Clark & Co., Lim.) | Co. (Lim.) | Dkd6.26 | | |
| KJBP | 3D;Wireless;W. Bal | | P67′ | B121′ F58′ | | | | | | | | |
| 2222 | **Calcite** | Scw | Am | Detroit | 2459 | | 1912 | Wyandotte, | Bradley | 4CylQE19,27½,40,58x42; | (★100(GL) | |
| 209,763 | Steel | Sch | 416 | 54 \| 29 | 3996 | | 4 | (Detroit [Mich. S. B. Co.) | Transp. Co. | 3SB;WP210lbs;2000IHP | P.S.4,25 | |
| | 1D;Mchy aft;sub.sig;Wireless; 3BH | | | | | | | | | | | |
| | W.Bal | | | | | | | | | | | |
| 2223 | **Calcutta Maru** | Scw | Jap | Tokio | 3214 | | 1917 | Nagasaki, | Nippon | 3CylTE26½,44½,75x48; | | C-J |
| 20,373 | Steel | | 400 | 54.5 \| 30 | 5339 | | 7 | (Mitsu [Jap. | Yusen Kabushiki | 3SB;WP200lbs;277RNP | S.S.No.2,Kobe7,26; | |
| NHWQ | 2D;Wireless;W. Bal 8BH | | P39′ | B121′ F40′ | | | | Bishi Dkyd. & E. Wks.) | Kaisha | | shft drn5,24;M.&B.S.7,26 | |
| 2224 | **Caldy Light** | Scw | Br | Cardiff | 2481 | | 1911 | Sunderland, | J. German | 3CylTE25,40,68x48; | | BL |
| 124,297 | xArabier xManningtry Steel | | 352.5 | 50.9 \| 24.8 | 3869 | | 9 | (J. L. [Eng. Thompson & Sons, Lim.) | & Co., Mgrs | 3SB;WP180lbs | | |
| HTMD | 1D;Wireless;W. Bal 6BH | | P33′ | B100′ F37′ | | | | | | | | |
| 2225 | **Caledonia** | Scw | Swd | Gothenb'g | 1020 | | 1913 | Oskrshmns, | H. Met- | 3CylTE19,31,51x33; | | BL |
| 5,545 | xOrvar Steel | | 227.7 | 36.7 \| 16 | 1702 | | 12 | (Oskar- [Swd. shamns M. V. Aktieb.) | calfe, Mgr. | 2SB;WP185lbs | | |
| JTPD | 1D;Shel dk;Wireless;W. Bal 4BH | | | | | | | | | | | |
| 2226 | **Caledonia** | Scw | Br | Glasgow | 10292 | | 1925 | Glasgow, | Anchor Line | Stm Tbns; | | C |
| 148,878 | Steel | Twin | 553 | 70.4 \| 38.7 | 17046 | | 9 | (A. Stephen [Scot. & Sons, Lim.) | (Lim.) | s rps9,26 | RMC7,26; | |
| KTGD | 4D;Oil fuel;sub.sig;Wireless; 10BH | | B & F | 467′ | | | | | | | M.S.1,26 | |
| | W. Bal | | | | | | | | | | | |
| 2227 | **Caledonian** | Scw | Br | Liverpool | 3210 | | 1900 | Dundee, | F. Leyland | 3CylTE25,41½,71x60; | | BL |
| 113,363 | Steel | Sch | 426.5 | 50.3 \| 28.4 | 4998 | | 6 | (Caledon [Scot. S. & E. Co., Lim.) | & Co. (Lim.) | 4SB;WP200lbs | | |
| RQNK | 3D;Wireless;sub sig;W. Bal 7BH | | P48′ | B104′ F96′ | | | | | | | | |
| 2228 | **Caledonier** | Scw | Blg | Antwerp | 3120 | | 1917 | Birkenhead, | Lloyd Royal | 3CylTE27,44,73x48; | | BL |
| | xWar Myrtle Steel | | 400 | 52.4 \| 28.4 | 5074 | | 12 | (Cammell, [Eng. Laird & Co., Lim.) | Belge | 3SB;WP180lbs | | |
| MCAN | 1D;Wireless;W. Bal 7BH | | P49′ | B113′ F40′ | | | | | Soc. Anon. | | | |
| 2229 | **Calgarian** | Scw | Br | Montreal | 1454 | | 1905 | Dundee, | Canada S.S. | 3CylTE19,33,54x36; | | C |
| 112,205 | xGlenellah Steel | Sch | 250 | 43.2 \| 23.5 | 2272 | | 9 | (Caledon [Scot. S. B. & E. Co.) | Lines (Lim.) | 2SB;WP180lbs;900IHP | Annual Lake Survey3,25; | |
| | 2D;Deep frmg;Mchy aft;W. Bal 3BH | | F47′ | | | | | | | | shft drn8,25;M.&B.S.3,26 | |
| 2230 | **Calgarolite** | Scw | Br | Halifax | 5510 | | 1921 | Vancouver, | Imperial | 4CylQE24,35,51,75x51; | | BL |
| 150,248 | Steel | | 463.3 | 60.2 \| 36.6 | 8764 | | 5 | (G. M. [Wash. Standifer Const. Corp.) | Oil (Lim.) | 3SB;WP220lbs | | |
| VGJN | 2D;Shel dk;Web frms; 18BH | | | | | | | | | | | |
| | Long. frmg;Mchy aft;Oil in bulk; | | | | | | | | | | | |
| | Oil fuel;sub.sig;W. Bal;Wireless | | | | | | | | | | | |
| 2231 | **Calgary** | Scw | Fr | La Pallice | 1604 | | 1919 | Victoria, | Soc. Anon. | 2-3CylTE13½,22,30x26; | | |
| | xHudson Wood | Twin | 279 | 46.9 \| 21.2 | 2624 | | | (Founda- [B. C. | Des Enterprises | 2SB;WP190lbs;1100IHP | | |
| ODX8 | 1D;B | Sch | P166′ | F36′ | | | | tion Co. of B. C., Lim.) | Gere | | | |
| 2232 | **Calicorock** | Scw | Am | New York | 1447 | 3′ 4″ | 1918 | Toledo, | U. S. Ship- | 3CylTE20½,33,54x40; | ✠A1Ⓔ | |
| 217,079 | Steel | | 250.5 | 43.7 \| 22.5 | 2379 | 21′ 1″ | 10 | (Toledo [Ohio | ping Board | Toledo S. B. Co; | ✠AMS | |
| LNJC | 1D;W. Bal;Wireless;sub.sig. 4BH | | | \| 24′ 2½″ | 3500 | | | S. B. Co.) | | 2SB;Toledo S. B. Co; | (Laid up) | |
| | C-28 | | P25′ | B64′ F23′ | | | | | | 8SGS;3780HS;WP190lbs;1250IHP; | | |
| | | | | | | | | | | EAC | | |
| | W.B.—A.P.93t;D.B.208′538t;F.P. 59t | | | | | | | | | | | |
| 2233 | **California** | MV | Dan | Cop'hagen | 2864 | | 1913 | Copenhagen | Det Forende | 2-8CylOilEng21¼x28¾; | | V |
| | Steel | Twin | 405.4 | 54.2 \| 31.6 | 4611 | | 9 | (Akt. Bur- [Den. | Dampskibs | 2600BHP | | |
| NSLD | 2D;Wireless;W. Bal 7BH | | P47′ | B36′ F45′ | | | | meister & Wain.) | Selsk. | | | |
| 2234 | **California** | Scw | Br | Glasgow | 10135 | | 1923 | Glasgow, | Anchor Line | Stm Tbns; | | C |
| 147,871 | Steel | Twin | 553 | 70.4 \| 38.8 | 16792 | | 8 | (A. Stephen [Scot. & Sons, Lim.) | (Lim.) | 3SB;3DB;WP220lbs;s rps1,26 | RMC*6,26 | |
| KPLC | 4D;Oil fuel;sub.sig; 10BH | | | B & F454′ | | | | | | | A.S.12,25; | |
| | Wireless;W. Bal | | | | | | | | | | M.S;shft drn4,26 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2235 222,054 MDNF | **Californian** Steel 2D;3d dk ford;W. Bal; 8BH Wireless;D.F; 6BH to Fbd dk SUB.SIG; 1BH to 2d dk 1BH to 3d dk Oil fuel F. P. above 150° F. C-39 W.B.—A.P.190t;D.B.380'1378t;D.T.28'8 F.O.....D.B.380'1287t..... | MV Twin | Am 445.1 | New York 59.8 \| 27.1 \| 39' 75t; F. | 4927 7899 11000 | 10′ 7¾″ 28′ 8″ | 1922 5 | Chester, (Merchant S. B. Corp.) [Pa. | American-Hawaiian S.S. Co. | 2-6Cyl-OilEng29⅛x45¼; Wm. Cramp & Sons S. & E. B. Co; 3400BHP;DB;EAC; Dkd,d rpd8,26;Exmd11,26 | **A1**Ⓔ With Freeboard. AMS S.S.No.1,SanF2,26; M.&B.S.2,26;shfts drn8,26; SBP;CL | |
| 2236 ODXV | **Californie** Steel 3D;Spar dk;Wireless;W. Bal 8BH | Scw Sch | Fr 371.1 P40′ | Havre 47.6 \| 32.1 F41′ | 3308 5158 | | 1905 11 | Dunkirk, (Atel. & Chant. de France.) [Fr. | Cie. Generale Transatlantique | 3Cyl TE25,42,71x48; 3SB;WP185lbs;2300IHP | | V |
| 2237 217,143 LNMQ | **Calispell** Steel 1D;Wireless;SUB.SIG;W. Bal 4BH C-28 W.B.—A.P.93t;D.B.208'528t;F.P. 59t | Scw | Am 250.5 P25′ | New York 43.7 \| 22.5 B64′ F23′ | 1447 2380 3500 | | 1918 10 | Toledo, (Toledo S. B. Co.) [Ohio | U. S. Shipping Board | 3Cyl TE20½,33,54x40; Toledo S. B. Co; 2SB;Toledo S. B. Co; 88GS;3780HS;WP190lbs;1250IHP; Dkd,s rps8,20 | ✠A1Ⓔ ✠AMS S.S.F.R.8,20 (Laid up) | |
| 2238 204,629 | **Calistoga** xFlorida Steel 2D;W. Bal | Scw | Am 298 | San Fran. 45 \| 16.1 | 1486 2185 | | 1907 10 | Sparrows Point, Md. (Maryland Steel Co.) | Monticello S.S. Co. | 4Cyl TE24,40,47,47x42; 4SB;WP170lbs;2600IHP. | | |
| 2239 217,394 LPGW | **Callabasas** Steel 1D;Wireless;W. Bal; 6BH Oil fuel F. P. above 150° F. C-29 W.B.—A.P.67t;D.B.246'619t.... F.P.83t F.O.—A.P.63t;D.B.206'466t;S.T. 20t; F.P.78t | Scw | Am 289 | New York 44.1 \| 19.2 \| 21′ 6″ | 1330 2220 3500 | 2′ 7″ 19′ ½″ | 1919 1 | Portland, (Albina Eng. & Machine Wks., Inc.) [Ore. | Callabasas S.S. Corp. | 3Cyl TE22,37½,60x42; Ellicott Machine Corp; 2SB;Willamette I. & S. Wks; 4722HS;WP180lbs;1600IHP;EAC; d rpd2,25;Dkd9,25;s rps2,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY1,24 B.S.5,23;M.S;n shft1,24; SSP;CL | |
| 2240 147,553 KPRD | **Callandia** xSoestdijk Steel 2D;B;Shel dk;Wireless;W. Bal 6BH | Scw Sch | Br 400.4 | London 52.1 \| 29.3 | 4165 6485 | | 1901 8 | W. Hartlepool, Eng. (Furness, Withy & Co., Lim.) | H. M. Thomson | 3Cyl TE27,46,77x48; 4SB;WP180lbs | | BL |
| 2241 NHPQ | **Callisto** Steel 2D;W. Bal;Wireless 8BH | Scw | Hol 377.7 P31′ | Rotterd'm 51.6 \| 25.1 B223′ F34′ | 2660 4310 | | 1920 | Rotterdam, (Rotterdam Droogd. Maat.) [Hol. | Mij Zeevaart | 3Cyl TE25,41,68x45; 3SB;WP180lbs;1850IHP. | | V |
| 2242 218,455 LRVK | **Calno** Steel 1D;2d dk at ends;Wireless; 7BH SUB.SIG; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252'847t;D.T.20'394t..... F.P.111t F.O.—A.P.66t;D.B.214'643t;D.T.20'368t;S.T.3tt..... | Scw | Am 324 P41′ | Newark 46.2 \| 25 \| 28′ 6″ B90′ F35′ | 2000 3283 5500 | 5′ 9″ 22′ 11″ | 1919 7 | Newark, (Submarine Boat Corp.) [N. J. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & Mfg. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; d rpd9,19;Dkd,rps11,21 | ✠A1Ⓔ ✠AMS Clh BB;CL (Laid up) | |
| 2243 OVUP | **Calonne** xArgonne Steel 2D;Wireless;W. Bal 6BH | Scw | Fr 385 | Toulon 51 \| 36 | 4344 5823 | | 1916 12 | Kobe, (Kawasaki Dkyd. Co., Lim.) [Jap. | Cie. Francaise de Marine et de Commerce | 3Cyl TE26,43,72x48; 2SB;WP200lbs | | BL |
| 2244 212,642 LDSF | **Caloria** xChatham Steel 1D;Super dk; 13BH Wireless; C-35 Oil fuel F. P. above 150° F. | Scw | Am 369.3 | N.Orleans 50.9 \| 30.3 \| 25′ | 2543 4095 6030 | 2′ 5″ 22′ 9½″ | 1906 3 | Newcastle, (Armstrong, Whitworth & Co., Lim.) [Eng. | Standard Fruit & S.S.Co. | 3Cyl TE26½,44,72x48; Blair & Co; 3SB;1AuxSB;Blair & Co; 8008HS;WP180lbs;1800IHP;DB; Dkd,d rpd10,26 | **A1** With Freeboard. Oil Carrier. AMS 2dS.S.No.2,NO10,23; M.S.10,23;B.S.12,25; shft drn5,26;Scip;CL | |
| 2245 MKLP | **Caloric** Steel 2D;Mchy aft;Oil in bulk; 15BH Wireless;Web frms;Long. frmg; Oil fuel;W. Bal | Scw | Nor 425 P101′ | Bergen 57 \| 33.1 B28′ F45′ | 4425 7013 | | 1914 9 | Sunderland, (Sir J. Laing & Sons, Lim.) [Eng. | W. Jebsen, Mgr. | 3Cyl TE27,45,74x54; 4SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2246 | **Calulu** | Scw | Br | HongK'ng | 3927 | | 1907 | Flensburg, | Anstral- | 3CylTE27,46,76x48; | | BL |
| 139,019 | xOsnabruck Steel | | 390.3 | 51 \| 25.2 | 5480 | | 9 | (Flensburger [Ger. | China Nav. | 3SB;WP180lbs | | |
| JLBT | 2D;Deep frmg;Wireless;W. Bal 7BH | | P & B | 315′ F50′ | | | | Schiffsb. Ges.) | Co. (Lim.) | | | |
| 2247 | **Calumet** | Scw | Br | Liverpool | 4462 | | 1923 | Clydebank, | Imperial | Stm Tbns; | | BL |
| 147,204 | Steel | | 440.2 | 59.2 \| 31.1 | 7268 | | 3 | (J. Brown [Scot. | Direct Line | 4SB;WP215lbs | | |
| KNQJ | 2D;Wireless;W. Bal 7BH | | P37′ | B188′ F49′ | | | | & Co., Lim.) | (Lim.) | | | |
| 2248 | **Calumet** | Scw | Am | New York | 87 | | 1903 | Boston, | J. A. | 4CylTE12,18,22,22x15; | | |
| 201,027 | Steel | | 115.9 | 17.5 \| 10.3 | 153 | | | (Geo. [Mass. | Farrell | 1000IHP. | | |
| KTDQ | 1D | | | | | | | Lawley & Son.) | | | | |
| 2249 | **Calumet** | Scw | Am | Fairport | 3385 | | 1907 | Wyandotte, | Interlake | 3CylTE22,35,58x42; | | |
| 204,447 | Steel | Sch | 420 | 52.2 \| 29 | 4641 | | 8 | Mich. | S.S. Co. | 2SB;WP180lbs;1500IHP. | | |
| | 1D;Mchy aft;SUB.SIG;W. Bal 3BH | | | | | | rb'21 | (Detroit S. B. Co.) | | | | |
| 2250 | **Calumet** | Sch | Brz | Sao Paulo | 1094 | | 1900 | Bath, | F. Dell' | O,Hw,Hk,YP;Icf(Sltd) | ✠ — — | |
| | | 4 M | 190.4 | 40.1 \| 18.9 | 1241 | | 5 | (Kelley, [Me. | Azinga | | Suspended11,20 | |
| HSBL | 2D | | | | | | | Spear & Co.) | | | | |
| 2251 | **Calvert** | Scw | Am | Baltimore | 604 | | 1902 | Philadel- | Baltimore & | 2CylC24,40x48; | | |
| 127,606 | Steel | | 180 | 40 \| 10.3 | 889 | | 3 | phia, Pa. | Virginia Stmbt | 1CRTB;WP125lbs;1500IHP. | | |
| KRLS | 3D | | | | | | | (Neafie & Levy.) | Co. | | | |
| 2252 | **Calvert** | Scw | Vnz | | 91 | | 1911 | Baltimore, | Gulf | 2CylC15,30x22; | | |
| 209,492 | Steel | | 99.1 | 21 \| 11.5 | 160 | | | (McIntyre [Md. | Refining Co. | 1SB;WP142lbs;350IHP. | | |
| LKJR | 1D;Wireless | | | | | | | & Henderson.) | | | | |
| 2253 | **Calvert** | Scw | Am | Baltimore | 2514 | 5′ 8¼″ | 1919 | Baltimore, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,970 | Steel | | 339.3 | 49.1 \| 26.5 | 4071 | 23′ 1½″ | 5 | (Baltimore [Md. | ping Board | Westinghouse E. & Mfg. Co; | ✠AMS | |
| LQWB | 2D;Long. frmg;Wireless; 6BH | | | 28′ 7¾″ | 6300 | | | D. D. & S. B. Co.) | | 3SB;Baltimore D. D. & S. B. Co; | S.S.Phila4,20; | |
| | SUB.SIG;W. Bal C-33 | | P34′ | B75′ F30′ | | | | | | 189GS;5102HS;WP195lbs;1800SHP; | shft drn4,20;Clh BB;CL | |
| | | | | | | | | | | Dkd,d rpd2,21;s rps8,21 | (Laid up) | |
| | W.B.—A.P.132t; D.B.294′794t; F | P.98t | | | | | | | | | | |
| 2254 | **Calvin Austin** | Scw | Am | P'tsmouth | 2853 | | 1903 | Wilmington, | Eastern S.S. | 3CylTE26,43,71x42; | | |
| 127,768 | Steel | | 298.9 | 60.8 \| 17.8 | 3826 | | 4 | (Harlan & [Del. | Lines, Inc. | 4SB;WP175lbs;2700IHP. | | |
| KSNB | 2D;Oil fuel;Wireless 4BH | | | | | | | Hollingsworth.) | | | | |
| 2255 | **Calvin T. Davison** | Brg | Am | Baltimore | 440 | | 1910 | Milford, | Davison | O,YP;Gif | | |
| 164,070 | | | 190 | 23 \| 11 | 449 | | 4 | (W. G. [Del. | Chemical Co. | | | |
| | 1D;B | | | | | | | Abbott.) | | | | |
| 2256 | **Calypso** | Scw | Hol | Amst'dam | 1415 | | 1911 | Amsterdam | Koninklijke | 3CylTE21,33,57x39½; | | V |
| | Steel | | 301.5 | 42.2 \| 16.6 | 2258 | | | (Ned. [Hol. | Nederlandsche | 3SB;WP180lbs;1200IHP | | |
| NHPV | 2D;Long. frmg;Wireless;W. Bal 6BH | | | | | | | | Scheepsbouw Mij.) | Stoomboot Mij. | | |
| 2257 | **Calypso** | Scw | Br | Hull | 2333 | | '98 | Middlesbro, | Ellerman's | 3CylTE27,43,72x48; | | C |
| 143,069 | xAlexandra Woermann Steel | | 353.6 | 44.2 \| 23.4 | 3820 | | 4 | (Rayiton, [Eng. | Wilson Line | 3DB;WP180lbs | | |
| JWNP | 2D;Wireless;W. Bal 7BH | | P & B | 249′ F43′ | | | | Dixon & Co., Lim.) | (Lim.) | | 2dS.S.No.3,Hull3,23;A.S.3,26; | |
| | | | | | | | | | | | B.S;shft drn3,26; M.S.7,26 | |
| 2258 | **Camaguey** | Scw | Am | New York | 2162 | 4′ 11″ | 1903 | W. Hartle- | New York | 3CylTE25,40,67x45; | ✠A1 | |
| 212,919 | xTabaristan Steel | Sch | 358 | 45 \| 16.3 | 3462 | 22′ 1″ | 11 | pool, Eng. | & Cuba Mail | Central Marine Eng. Wks; | AMS | |
| LFDK | 2D;W. Bal; 6BH | | | 26′ 10″ | 5144 | | | (W. Gray & Co.) | S.S. Co. | 2SB;W. Gray & Co; | 2dS.S.No.2,NY7,24; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | 5183HS;WP178lbs;1800IHP;EAC; | n shft9,23;M.S.7,24; | |
| | | | | | | | | | | d rpd2,26;Dkd,s rps7,26 | shft drn12,25; | |
| | | | | | | | | | | | B.S.7,26;Clh BB | |
| 2259 | **Camamu** | Scw | Brz | Rio Jan'ro | 3510 | | 1911 | Stettin, | Lloyd | 4CylQE23,31½,48,71x47; | | V |
| | xStelermark Steel | | 399.8 | 52.7 \| 27.1 | 5546 | | | (Akt. Ges. [Ger. | Brasileiro, Mgrs. | 4WTB;WP213lbs;2500IHP | | |
| HRFT | 2D;SUB.SIG;Long. frmg; 7BH | | F33′ | | | | | "Vulcan.") | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2260 | **Camano** | Sch | Am | Seattle | 631 | | 1902 | Pt. Blakely, | H. G. | Wd | | |
| 127,614 | | | 184.7 | 39.4 \| 14.2 | 730 | | 1 | Wash. | Seaborn | | | |
| KRMN | | | | | | | | (Hall Bros.) | | | | |
| 2261 | **Camberley** | Scw | Jap | | 1964 | | 1912 | Sunderland, | | 3CylTE23,38,61x42; | | BL |
| | xWyvisbrook Steel | | 332.5 | 48.7 \| 21.9 | 3158 | | 3 | (J. Blumer [Eng. | | 2SB;WP180lbs | | |
| | 1D;Wireless;W. Bal 5BH | | P28′ | B101′ F32′ | | | | & Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2262 | **Cambrai** | Scw | Am | | 3908 | 12′ 2½″ | 1920 | Hog Island, | U. S. Govt. | Stm Tbns; | ✠A1Ⓔ With Freeboard. | |
| 220,778 | Steel | | 436.9 | 58.2 \| 26.4 | 7555 | 28′ | 10 | (American [Pa. | (War Dept.) | General Electric Co; | ✠AMS | |
| MBTF | 3D;W. Bal; 13BH | | | 40′ | 6970 | | | Int. S. B. Corp.) | | 6WTB;Babcock & Wilcox Co; | Clh BB | |
| | Wireless;D.F; 11BH to Fbd dk | | P90′ | B135′ F81′ | | | | | | 17400HS;WP200lbs;6000SHP;EAC; | | |
| | SUB.SIG; 2BH to 2d dk | | | | | | | | | Dkd,s rps10,22 | | |
| | Oil fuel F. P. above 150° F. C-40 | | | | | | | | | | | |
| | W.B.—A.P.161t;W.T.53t;D.B.290 | '1284t | | F | P.103t | | | | | | | |
| | F.O. D.B.241 | ' 922t; | D.T.a9 | '370t;f.13'611t. | | | | | | | | |
| 2263 | **Cambraisien** | Scw | Fr | Dunkirk | 1964 | | 1921 | Ardrossan, | Cie. des | 3Cyl TE24,40,65x45; | | V |
| | Steel | | 331.4 | 47.3 \| 22.1 | 3151 | | 10 | (Ardrossan [Scot. | Bateaux a Vap. | 2SB;WP180lbs | | |
| ODYG | 2D;Wireless;W. Bal 6BH | | P29′ | B170′ F39′ | | | | D. D. & S. B. Co., Lim.) | du Nord | | | |
| 2264 | **Cambria** | Scw | Am | Cleveland | 4861 | | 1910 | Wyandotte, | Bethlehem | 3Cyl TE23½,38,63x42; | 100(GL) | |
| 207,568 | xE. H. Utley Steel | Sch | 504 | 54.2 \| 30.1 | 6287 | | 6 | (Detroit [Mich. | Transp. Corp. | 2SB;WP180lbs;1650IHP. | P.S.5.26 | |
| | 1D;Mchy aft;W. Bal 4BH | | | | | | | S. B. Co.) | | | | |
| 2265 | **Cambrian Duchess** | Scw | Br | London | 3049 | | 1913 | Sunderland, | William | 3Cyl TE26,42½,70x48; | | BL |
| 142,364 | xNovgorod Steel | | 390 | 50.7 \| 28 | 4865 | | 7 | (Sir J. [Eng. | Thomas Shipping | 2SB;WP180lbs | | |
| JSQT | 2D;Wireless;W. Bal 6BH | | P40′ | B111′ F42′ | | | | Laing & Sons, Lim.) | Co. (Lim.) | | | |
| 2266 | **Cambrian Empress** | Scw | Br | Liverpool | 2426 | | 1907 | So. Shields, | William | 3Cyl TE26,43,71x48; | | BL |
| 125,621 | xSongster Steel | | 359.3 | 47.6 \| 15.2 | 3815 | | 10 | (J. Read- [Eng | Thomas Shipping | 2SB;WP180lbs | | |
| HLPK | 1D;Spar dk;Deep frmg; 6BH | | | | | | | head & Sons.) | Co. (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2267 | **Cambrian Idylle** | Scw | Br | Liverpool | 2894 | | 1907 | Glasgow, | William | 3Cyl TE25,42,70x51; | | BL |
| 124,088 | xJunin Steel | | 391.5 | 50.2 \| 25.7 | 4612 | | 9 | (W. Beard- [Scot. | Thomas Shipping | 3SB;WP190lbs | | |
| HLNT | 2D;Deep frmg;Shel dk; 7BH | | | | | | | more & Co., Lim.) | Co. (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2268 | **Cambrian Maid** | Scw | Br | Liverpool | 2650 | | 1910 | Newcastle, | William | 3Cyl TE26,43,72x48; | | BL |
| 128,026 | xSiddons xTremont Steel | | 385.2 | 51 \| 25.6 | 4189 | | 3 | (Armstrong, [Eng. | Thomas Shipping | 2SB;WP180lbs | | |
| HQMR | 2D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Whitworth & Co., Lim.) | Co. (Lim.) | | | |
| 2269 | **Cambrian Princess** | Scw | Br | London | 3032 | | 1914 | Sunderland, | William | 3Cyl TE26,43,71x48; | | BL |
| 135,307 | xGlenearn Steel | | 390 | 50.5 \| 28.1 | 4828 | | 1 | (Bartram [Eng | Thomas Shipping | 3SB;WP180lbs | | |
| JDRW | 2D;Wireless;W. Bal 6BH | | P33′ | B115′ F36′ | | | | & Sons, Lim.) | Co. (Lim.) | | | |
| 2270 | **Cambrian Princess** | Scw | Br | London | 2587 | | 1906 | Newcastle, | R. J. | 3Cyl TE27,45,74x48; | | BL |
| 123,696 | xPort Augusta Steel | | 380.6 | 49.1 \| 25.7 | 4063 | | 9 | (Hawthorn, [Eng. | Thomas & Co. | 2SB;WP180lbs | | |
| HJBL | 2D;Deep frmg;Shel dk; 6BH | | | | | | | Leslie & Co., Lim.) | (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2271 | **Cambrian Queen** | Scw | Br | London | 3673 | | 1917 | Flensburg, | William | 3Cyl TE31,50,84x53; | | BL |
| 143,140 | xMaritime xWaldenburg Steel | | 450 | 58.1 \| 26.9 | 5854 | | | (Flensburger [Ger | Thomas Shipping | 4SB;WP185lbs | | |
| JWTL | 2D;Wireless;W. Bal 9BH | | P & B | 377′ F53′ | | | | Schiffsb. Ges.) | Co. (Lim.) | | | |
| 2272 | **Cambridge** | Scw | Am | Baltimore | 693 | | '90 | Baltimore, | Baltimore, | 2CylC20,36x26; | — Exp | |
| 126,668 | O,YP,Ifr;If | | 165.3 | 37.5 \| 10 | 834 | | 6 | (Wm. E. [Md. | Ches. & Atlantic | 2CRTB;WP125lbs;500IHP | | |
| | 1D;B 3BH | | | | | | | Woodall & Co.) | R. W. Co. | | | |
| 2273 | **Cambridge** | Scw | Am | New York | 1399 | | '96 | Philadelphia | New York | 3Cyl TE23¼,38½,64¾x36; | ✠A1 | |
| 107,216 | xAtlanta Steel | | 225.2 | 42.1 \| 14.2 | 2095 | | 5 | (Wm. Cramp [Pa. | & New Orleans | Wm. Cramp & Son S. & E. B. Co; | Bay, Sound & Short Coastwise. | |
| KMQD | 2D;Wireless 4BH | | | | | | | & Son S. & E. B. Co.) | S.S. Co. | 4SB;Federal S. B. Co; | AMS | |
| | | | | | | | | | | 200GS;6000HS;WP165lbs;2300IHP; | 3d S.S.No.1,NY5,25; | |
| | | | | | | | | | | rps6,22;d rpd9,25;Dkd3,26 | n Blrs6,22;M.&B.S.5,25; | |
| | | | | | | | | | | | shft drn9,25;Scip;CL | |
| 2274 | **Cambridge** | Scw | Br | London | 6678 | | 1916 | Geeste- | Federal | 2-3Cyl TE28,45,74x51; | | BL |
| 144,589 | xVogtland Steel | Twin | 524.5 | 65.7 \| 37.3 | 10850 | | | munde, Ger. | Steam Nav. Co. | 6SB;WP200lbs | | |
| KFNP | 3D;Wireless;Oil fuel;W. Bal 9BH | | P67′ | B140′ F45′ | | | | (J. C. Tecklenborg, A. G.) | (Lim.) | | | |
| 2275 | **Cambronne** | Scw | Fr | Nantes | 1904 | | 1919 | Grange- | Soc. Anon. | 3Cyl TE25,41,68x45; | | BL |
| | Steel | | 331.4 | 46.7 \| 23.2 | 3059 | | 6 | mouth, Scot. | Chargeurs de | 3SB;WP180lbs | | |
| ODYH | 1D;Long. frmg;Wireless;W. Bal 7BH | | P33′ | B97′ F28′ | | | | (Grangemouth Dkyd. Co., Lim.) | l'Ouest | | | |
| 2276 | **Camden** | Scw | Am | P'tsmouth | 1143 | | 1907 | Bath, | Eastern S.S | Stm Tbns; | | |
| 204,087 | Steel | Sch | 320.5 | 40 \| 16.1 | 2153 | | 6 | (Bath [Me. | Lines, Inc. | 4000SHP | | |
| KWCG | 1D;Wireless | | | | | | | Iron Works.) | | | | |
| 2277 | **Camden** | Brg | Am | New York | 630 | | '72 | Cleveland, | Morecraft | Wd | | |
| 125,027 | | Sch | 190.2 | 33.5 \| 14.5 | 696 | | | Ohio | Trans. Corp. | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2278 **Camden** 127,157 | Steel 1D | Scw | Am | Phila. 38 \| 13.2 | 515 757 | | '96 | Elizabeth, (Lewis Nixon.) [N. J. | Philadelphia & Camden Ferry Co. | 2CylC18,36x22; 2WTB;WP200lbs;600IHP. | | |
| 2279 **Camden** xKiel KHBC | Steel 2D;B;Spar dk;Wireless;W. Bal 6BH | Scw | Am P & B | Newark 47.9 \| 28.4 242′ F41′ | 2872 4494 | | 1900 12 | Flensburg, (Flensb. Schiffsb. Ges.) [Ger. | U. S. Govt. (Navy Dept.) | 4Cyl QE24,34,50,74x54; 4SB;WP213lbs;2600IHP. | | |
| 2280 **Camden** 220,909 MCFJ | Steel 2D;Mchy aft;Long. frmg; 14BH Wireless; 11BH to Fbd dk SUB.SIG; 3BH to 2d dk Oil fuel F. P. above 150° F. C-37 | Scw | Am P101′ | New York 56.5 \| 32.8 \| 33′ 4″ B36′ F34′ | 4153 6653 9820 | 7′ 9¾″ 25′ 8½″ | 1921 1 | Camden, (New York S. B. Corp.) [N. J. | United Fruit Tanker Corp. | 3Cyl TE27,45,75x51; New York S. B. Corp; 3SB;New York S. B. Corp; 8952HS;WP195lbs;3200IHP; EAC;Dkd,d rpd6,26;s rps10,26 | ✠A1Ⓔ Oil Carrier ✠AMS S.S.No.1,Mbl.12,24; M.&B.S.12,24;shft drn11,25; Clh BB;CL | |
| W.B.—A.P.46t;D.B.a65′280t F.O. D.T. a11′53 | | | | | F.P.305t 41t;F.P.285t | 41t.10′ | | | | | | |
| 2281 **Camel** 219,635 LVRB | Fir;O;Gif 1D 1BH | Scw | Am | Norfolk 24.7 \| 12.2 | 30 180 | | 1920 6 | Sturgeon Bay, Wis. (Leatham & Smith Towing & Wrecking Co.) | Lamberts Point Towboat Co. | 2CylC18,38x26; 1SB;WP155lbs;450IHP | ✠ — — ✠ — — Cancelled11,22 | |
| 2282 **Cameo** 125,689 JTCN | 1D | Sch | Am | Fall River 27.1 \| 10.5 | 200 243 | | '78 9 | Bath, (Goss & Sawyer.) [Me. | Chas. C. Trenholm | O,Hk;Icf | — Exp | |
| 2283 **Camerata** 128,912 HRFQ | Steel 1D;Wireless;W. Bal 6BH | Scw | Br | Swansea 50.1 \| 23.6 B67′ F33′ | 2361 3723 | | 1910 6 | W. Hartle- (W. [pool, Eng. Gray & Co., Lim.) | F. C. Strick & Co. (Lim.), Mgrs. | 3Cyl TE24,38,64x42; 2SB;WP180lbs | | BL |
| 2284 **Cameronia** 144,242 KHSQ | Steel 2D;Shel dk;Oil fuel;Wireless; 10BH D.F;SUB.SIG;W. Bal | Scw Twin | Br 552.4 B & F | Glasgow 70.4 \| 38.8 455′ | 9877 16365 | | 1920 9 | Glasgow, (W. Beard- [Scot. more & Co., Lim.) | Anchor Line | Stm Tbns; 3DB;3SB;WP220lbs | | BL |
| 2285 **Camilla Gilbert** MVDJ | Steel 1D;Shel dk;Oil fuel;Wireless; 7BH W. Bal | Scw | Nor F37′ | Bergen 399.5 53 \| 32.8 | 3532 5658 | | 1920 4 | Newcastle, (Northum- [Eng berland S B. Co., Lim.) | A/S Gilbert Damps. Selskab. | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | N |
| 2286 **Camilla May Page** 201,935 KTSV | 1D | Sch 4 M | Am | Jcksnville 36.5 \| 14.2 | 567 688 | | 1905 4 | Bath, (Jas. W. Hawley) [Me. | Putnam Lumber Co. | O,Hw,Hk,YP;Gicf(Sltd) | — Exp 5,20 | V |
| 2287 **Camillo** 127,931 HNFP | xJoyo Maru Steel 2D;Mchy aft;Oil in bulk; 15BH Web frms;Wireless;W. Bal | Scw Sch | Br 385 P99′ | Liverpool 50.5 \| 30.2 B25′ F42′ | 3149 5135 | | 1908 10 | Newcastle, (Armstrong, Whitworth & Co., Lim.) [Eng. | C. T. Bowring & Co. (Lim.), Mgrs. | 3Cyl TE26,43,72x48; 3SB;WP180lbs | | BL |
| 2288 **Camito** 137,796 JLHT | Steel 4D;SUB.SIG;Wireless;W. Bal 8BH | Scw Twin | Br 426.3 P40′ | Glasgow 54.2 \| 30.4 B195′ F47′ | 4058 6611 | | 1915 6 | Glasgow, (A. Stephen & Sons, Lim.) [Scot. | Elders & Fyffes (Lim.) | 2-3Cyl TE23,39,67x48; 2DB;2SB;WP205lbs;1027RHP. | S.S.No.2,Avth2,24;A.S.6,26; shfts drn3,25;B.S.3,26; M.S.6,26 | C |
| 2289 **Campania** 890 NHKG | xWar Bracken Steel 1D;Wireless;W. Bal 7BH | Scw | It P50′ | Genoa 400.5 52.3 \| 28.5 B113′ F39′ | 3184 5182 | | 1918 1 | Greenock, (Caird & Co., Lim.) [Scot. | L. Pittaluga | 3Cyl TE27,44,73x48; 3SB;WP180lbs;Exmd1,26 | | I |
| 2290 **Campeche** 120,447 | 1D | Sch Aux | Br | Kingston 25 \| 9.4 82.6 | 83 115 | | 1916 | Essex, (A. W. Story.) Mass. | West Indies Chemical Works (Lim.) | Wd; Oil Eng | | |
| 2291 **Campeiro** | Steel 1D;Wireless;W. Bal 5BH | Scw Twin | Brz | Rio Jan'ro 43.7 \| 23.4 295.3 | 1605 2687 | | 1912 2 | Newcastle, (Wood, Skinner & Co., Lim.) [Eng. | Lloyd Nacional | 2-3Cyl TE15,25,41x27; 2SB;WP180lbs | | BL |
| 2292 **Campinas** xPosteiro KHBD | Steel 1D;W. Bal;Wireless 5BH | Scw Twin | Brz P26′ | Rio Jan'ro 43.5 \| 16 B161′ F30′ 275 | 1390 2306 | | 1909 11 | Newcastle, (Armstrong, Whitworth & Co., Lim.) [Eng. | Lloyd Nacional | 2-3Cyl TE15,25,41x27; 3SB;WP180lbs | | BL |
| 2293 **Campos** xAsuncion KHBF | Steel 2D;B;Wireless | Scw | Brz P & B | Rio Jan'ro 46.1 \| 27.2 226′ F54′ 376.1 | 3018 4663 | | '94 | Hamburg, (Blohm & Voss.) [Ger. | Lloyd Brasileiro, Mgrs. | 4Cyl QE21,31,46,66x48 | | |
| 2294 **Campos Salles** xAlfenas xSan Nicolas KHBG | Steel 2D;B;Web frms;Wireless;W. Bal 6BH | Scw | Brz P & B | Rio Jan'ro 46.3 \| 27.5 238′ F50′ 375.8 | 3041 4739 | | '97 9 | Hamburg, (Blohm & Voss.) [Ger. | Brazilian Govt. | 4Cyl QE21,31,46,66x51; 2Birs;WP213lbs | 3dS.S.No.1,RioJ8,23;A.S.9,25; shft drn8,25;M.&B.S.9,25 | C |

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| No. (or No. Signal Letters) | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2295 | **Campus** | Scw | Br | Cardiff | 2250 | | 1925 | Newcastle, | Tempus | 3Cyl TE 25,41,68x45; | | BL |
| 145,252 | Steel | | 362.5 | 50.9 \| 22.5 | 3667 | | 3 | (North- [Eng. | Shipping Co. | 3SB;WP180lbs | | |
| KSJB | 1D;Wireless;W. Bal 6BH | | P33′ | B221′ F30′ | | | | umberland S. B. Co., Lim.) | (Lim.) | | | |
| 2296 | **Camranh** | MV | Fr | Havre | 5450 | | 1924 | Nantes, | Chargeurs | 2-4Cyl Oil Eng 27x47; | | V |
| | Steel | Twin | 453.1 | 59.1 \| 28.3 | 8898 | | | (Atel. & Ch. [Fr. | Reunis | 4270BHP | | |
| OUWS | 3D;W. Bal;Wireless 9BH | | B290′ | F37′ | | | | de la Loire.) | | | | |
| 2297 | **Canada** | Scw | It | | 5707 | | '96 | Belfast, | | 2-3Cyl TE 28½,47½,77x54 | | |
| | Steel | Sch | 500.4 | 58.2 \| 38.9 | 9472 | | | (Harland [Ire. | | (Broken up) | | |
| | 4D;SUB.SIG;Wireless;W. Bal | Twin | P64′ | B256′ F60′ | | | | & Wolff, Lim.) | | | | |
| 2298 | **Canada** | MV | Swd | Stockholm | 3412 | | 1921 | Gothenburg, | Rederi | 2-6Cyl Oil Eng 24 13/16 x37 13/16 | | BL |
| 6,413 | Steel | Twin | 426.9 | 56.2 \| 26.1 | 5527 | | 2 | (Aktieb [Swd. | Aktieb | | | |
| KCVS | 2D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Gotaverken.) | Nordstjernan | | | |
| 2299 | **Canada** | Scw | Fr | Marseilles | 5668 | | 1912 | La Seyne, | C. Fabre | 2-3Cyl TE 30½,49½,79½x51; | | I |
| | Steel | Sch | 476 | 56.6 \| 39.1 | 9684 | | 2 | (Forges & [Fr. | & Co | 7SB;WP180lbs;8000IHP; | Pt shft drn3,21; | |
| ODZA | 4D;Wireless;W. Bal 9BH | Twin | | B207′ | | | | Chantiers.) | | Dkd,s rps8,24 | Stbd shft drn8,24 | |
| 2300 | **Canada Maru** | Scw | Jap | Osaka | 3546 | | 1911 | Nagasaki, | Osaka | 2-3Cyl TE 19,32,54x48; | | BL |
| 13,690 | Steel | Sch | 407.9 | 49.7 \| 29.8 | 5769 | | 4 | (Mitsu Bishi [Jap. | Shosen | 3SB;WP200lbs | | |
| LPSF | 2D;Deep frmg;Wireless; W. Bal 7BH | Twin | P34′ | B152′ F44′ | | | | D. & E. Works.) | Kabushiki Kaisha | | | |
| 2301 | **Canadian** | Scw | Br | Montreal | 1444 | | 1907 | Newcastle, | Canada | 3Cyl TE 19,32,52x36; | | C |
| 125,427 | Steel | Sch | 248.3 | 43 \| 22.8 | 2214 | | 8 | (Dobson [Eng | S.S. Lines (Lim.) | 2SB;WP180lbs;186RHP | Annual Lake Survey 3,25: | |
| | 2D;Deep frmg;Mchy aft; Wireless;W. Bal 3BH | | | F43′ | | | | & Co.) | | | M.&B.S;shft drn5,26 | |
| 2302 | **Canadian Aviator** | Scw | Br | Montreal | 2057 | | 1919 | Vancouver, | Canadian | 3Cyl TE 25,41,68x45; | | BL |
| 141,547 | Steel | | 331 | 46.7 \| 23.2 | 3388 | | 11 | (Wallace [B. C. | Govt. | 3SB;WP180lbs | | |
| TPMB | 2D;W. Bal;Wireless 7BH | | P33′ | B98′ F33′ | | | | Shipyards, Inc.) | | | | |
| 2303 | **Canadian Beaver** | Scw | Br | Montreal | 1451 | | 1920 | Kingston, | Canadian | 3Cyl TE 18,30,50x36; | | C |
| 141,592 | Steel | | 251 | 43.6 \| 23.6 | 2410 | | 5 | (Collingwood [Can. | Govt. | 2SB;WP180lbs;124RHP | S.S.No.1,Mntl10,24; | |
| TPRD | 2D;Wireless;W. Bal 5BH | | P22′ | B64′ F28′ | | | | S. B. Co., Lim.) | | | B.S.3,24;M.S;shft drn10,24 | |
| 2304 | **Canadian Britisher** | Scw | Br | P. Rupert | 3244 | | 1921 | Prince | Canadian | 3Cyl TE 27,44,73x48; | | C |
| 150,578 | Steel | | 400.3 | 52.2 \| 28.4 | 5370 | | 11 | Rupert, Can. | Govt. | 3SB;WP180lbs;s rps8,26 | RMC*6,25 | |
| TQGS | 2D;Wireless;W. Bal 6BH | | P50′ | B113′ F39′ | | | | (Wallace S. B. & D. D. Co., Lim.) | | | A.S.4.26; shft drn6,25;M.&B.S.4,26 | |
| 2305 | **Canadian Carrier** | Scw | Br | Montreal | 1908 | | 1920 | Pt. Arthur, | Canadian | 3Cyl TE 23,38,63x42; | | C |
| 141,835 | Steel | | 319.6 | 44.2 \| 22.4 | 3101 | | 9 | (Pt. Arthur [Ont. | Govt. | 2SB;WP180lbs;198RHP. | S.S.No.1,Hlfx3.25;A.S.3,25; | |
| TPVN | 2D;W. Bal;Wireless 6BH | | P28′ | B96′ F34′ | | | | S. B. Co.) | | | n shfts2,24;B.S.3,25;M:S.7,25 | |
| 2306 | **Canadian Challenger** | Scw | Br | Montreal | 3331 | | 1921 | Levis, | Canadian | 3Cyl TE 27,44,73x48; | | BL |
| 150,366 | Steel | | 400.1 | 52.2 \| 28.3 | 5439 | | 11 | (Davie [P. Q. | Govt. | 3SB;WP180lbs | | |
| TQGP | 2D;Oil fuel;Wireless;W. Bal 6BH | | P49′ | B113′ F40′ | | | | S. B. & Rpng Co., Lim.) | | | | |
| 2307 | **Canadian Coaster** | Scw | Br | Montreal | 1464 | | 1921 | Kingston, | Canadian | 3Cyl TE 18,30,50x36; | | C |
| 150,351 | Steel | | 251 | 43.6 \| 23.6 | 2422 | | 5 | (Collingwood [Can. | Govt. | 2SB;WP180lbs;124RHP;Exmd9,25 | S.S.No.1,Van8,25; | |
| TQFC | 2D;Wireless;W. Bal 5BH | | P23′ | B64′ F28′ | | | | S. B. Co.) | | | shft drn8,24;M.&B.S.8,25 | |
| 2308 | **Canadian Commander** | Scw | Br | Montreal | 3347 | | 1921 | Montreal, | Canadian | 3Cyl TE 27,44,73x48; | | BL |
| 141,832 | Steel | | 400 | 52.4 \| 23.5 | 5493 | | 4 | (Canadian [Can. | Govt. | 3SB;WP180lbs | | |
| TQDW | 2D;Wireless;W. Bal 6BH | | P49′ | B120′ F41′ | | | | Vickers.) | | | | |
| 2309 | **Canadian Conqueror** | Scw | Br | Montreal | 3336 | | 1920 | Montreal, | Canadian | 3Cyl TE 27,44,73x48; | | BL |
| 141,831 | Steel | | 400.4 | 52.3 \| 23.5 | 5448 | | 10 | (Canadian [Can. | Govt. | 3SB;WP180lbs | | |
| TPVJ | 2D;W. Bal;Wireless 6BH | | P49′ | B120′ F41′ | | | | Vickers, Lim.) | | | | |
| 2310 | **Canadian Constructor** | Scw | Br | Halifax | 4413 | | 1922 | Halifax, | Canadian | 3Cyl TE 29,50,80x54; | | BL |
| 150,465 | Steel | | 430 | 56.2 \| 34.8 | 7178 | | 1 | (Halifax [N. S. | Govt. | 4SB;WP180lbs | | |
| TQHC | 2D;Shel dk;Wireless; Oil fuel;W. Bal 7BH | | P46′ | F45′ | | | | Shipyards, Lim.) | | | | |
| 2311 | **Canadian Cruiser** | Scw | Br | Halifax | 4413 | | 1921 | Halifax, | Canadian | 3Cyl TE 29,50,80x54; | | BL |
| 150,463 | Steel | | 430 | 56.2 \| 34.8 | 7178 | | 11 | (Halifax [N. S. | Govt. | 4SB;WP180lbs | | |
| TQGR | 2D;Shel dk;Wireless;Oil fuel; W. Bal 7BH | | P46′ | F45′ | | | | Shipyards, Lim.) | | | | |
| 2312 | **Canadian Explorer** | Scw | Br | Montreal | 3321 | | 1921 | Halifax, | Canadian | 3Cyl TE 27,44,73x48; | | BL |
| 150,245 | Steel | | 400 | 52.3 \| 28.4 | 5408 | | 2 | (Halifax [N. S. | Govt. | 3SB;WP180lbs | | |
| TQDR | 2D;Wireless;W. Bal 6BH | | P49′ | B113′ F39′ | | | | Shipyards, Lim.) | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. Lth. \| Bth. \| Dth. / Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. / Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2313 | **Canadian Farmer** | Scw | Br | Montreal | 1460 | | 1920 | Collingwood | Canadian | 3Cy\|TE18,30,50x36; | | C |
| 141,590 | Steel | | 251 | 43.5 \| 23.6 | 2410 | | 4 | (Collingwood [Ont. | Govt | 2SB;WP180lbs;Exmd6,25 | S.S.No.1,Van2,25;A.S.7,25; | |
| TPRC | 2D;Wireless;Oil fuel;W. Bal 5BH | | P22′ | B64′ F28′ | | | | S. B. Co., Lim.) | | | B.S.8,24;shft drn7,25;M.S.1,26 | |
| 2314 | **Canadian Fisher** | Scw | Br | Montreal | 2200 | | 1921 | Three Rivers | Canadian | 3Cy\|TE25,41,68x45; | | BL |
| 150,346 | Steel | | 331.1 | 46.8 \| 23.2 | 3687 | | 1 | (Tidewater [P. Q | Govt. | 3SB;WP180lbs | | |
| TQDN | 1D;Wireless;W. Bal 6BH | | P33′ | B98′ F33′ | | | | Shipbuilders, Lim.) | | | | |
| 2315 | **Canadian Forester** | Scw | Br | Montreal | 2192 | | 1921 | Three Rivers | Canadian | 3Cy\|TE25,41,68x45; | | BL |
| 150,347 | Steel | | 331.5 | 46.8 \| 23.3 | 3673 | | 2 | (Tidewater [P. Q. | Govt | 3SB;WP180lbs | | |
| TQDP | 1D;Wireless;W. Bal 6BH | | P33′ | B98′ F33′ | | | | Shipbuilders, Lim.) | | | | |
| 2316 | **Canadian Freighter** | Scw | Br | Vancouv'r | 3357 | | 1921 | Vancouver, | Canadian | 3Cy\|TE27,44,78x48; | | C |
| 150,593 | Steel | | 400 | 52.4 \| 28.7 | 5466 | | 11 | (J. Coughlan [B. C. | Govt. | 3SB;WP180lbs;267RHP; | RMC*4,25 | |
| TQFL | 2D;Oil fuel;Wireless;W. Bal 6BH | | P62′ | B120′ F41′ | | | | & Sons, Lim.) | | d rpd4,25 | A.S.11,25; | |
| | | | | | | | | | | | n shft 11,24;M.&B.S.4,26 | |
| 2317 | **Canadian Gunner** | Scw | Br | Montreal | 1455 | | 1919 | Collingwood | Canadian | 3Cy\|TE18,30,50x36; | | C |
| 141,478 | Steel | | 251 | 43.6 \| 23.6 | 2415 | | 11 | (Collingwood [Ont. | Govt. | 2SB;WP180lbs | S.S.No. 1,Hlfx3,24; | |
| TPMK | 2D;Wireless;W. Bal 5BH | | P23′ | B64′ F28′ | | | | S. B. Co., Lim.) | | | shft drn11,22;M.&B.S.3,24 | |
| 2318 | **Canadian Highlander** | Scw | Br | Montreal | 3260 | | 1921 | N. Van- | Canadian | 3Cy\|TE27,44,73x48; | | BL |
| 150,265 | Steel | | 400 | 52.4 \| 28.8 | 5370 | | 1 | couver, B. C. | Govt. | 3SB;WP180lbs | | |
| TPVQ | 2D;Oil fuel;Wireless;W. Bal 6BH | | P49′ | B113′ F41′ | | | | (Wallace S. B. & D. D. Co., Lim.) | | | | |
| 2319 | **Canadian Hunter** | Scw | Br | Montreal | 2169 | | 1920 | Lauzon, | Canadian | 3Cy\|TE25,41,68x45; | | BL |
| 141,769 | Steel | | 331.1 | 46.7 \| 23.2 | 3610 | | 8 | (Davie [P. Q. | Govt. | 3SB;WP180lbs | | |
| TPSG | 2D;W. Bal;Wireless 6BH | | P33′ | B98′ F33′ | | | | S. B. & Repairing Co.) | | | | |
| 2320 | **Canadian Importer** | Scw | Br | Montreal | 3400 | | 1920 | Vancouver, | Canadian | 3Cy\|TE27,44,73x48; | | BL |
| 141,568 | Steel | | 400 | 52.4 \| 28.8 | 5465 | | 2 | (J. [B. C. | Govt. | 3SB;WP180lbs | | |
| TPQC | 2D;Wireless;W. Bal 6BH | | P49′ | B113′ F40′ | | | | Coughlan & Sons.) | | | | |
| 2321 | **Canadian Inventor** | Scw | Br | Montreal | 3384 | | 1920 | Vancouver, | Canadian | 3Cy\|TE27,44,73x48; | | BL |
| 141,705 | Steel | | 400.1 | 52.4 \| 28.8 | 5497 | | 7 | (J. [B. C. | Govt. | 3SB;WP180lbs | | |
| TPQF | 2D;W. Bal;Wireless 6BH | | P49′ | B113′ F40′ | | | | Coughlan & Sons.) | | | | |
| 2322 | **Canadian Leader** | Scw | Br | Montreal | 3342 | | 1921 | Montreal, | Canadian | 3Cy\|TE27,44,73x48; | | BL |
| 141,833 | Steel | | 400.3 | 52.4 \| 28.5 | 5492 | | 5 | (Canadian [Que. | Govt. | 3SB;WP180lbs | | |
| TQFB | 2D;Wireless;W. Bal 6BH | | P49′ | B120′ F41′ | | | | Vickers, Lim.) | | | | |
| 2323 | **Canadian Mariner** | Scw | Br | Montreal | 3311 | | 1920 | Halifax, | Canadian | 3Cy\|TE27,44,73x48; | | BL |
| 141,861 | Steel | | 399.3 | 52.3 \| 28.4 | 5384 | | 11 | (Halifax [N. S. | Govt. | 3SB;WP180lbs | | |
| TPWS | 2D;Wireless;W. Bal 6BH | | P49′ | B113′ F39′ | | | | Shipyards, Lim.) | | | | |
| 2324 | **Canadian Miller** | Scw | Br | Montreal | 3336 | | 1919 | Montreal, | Canadian | 3Cy\|TE27,44,73x48; | | BL |
| 141,474 | Steel | | 400.3 | 52.3 \| 28.5 | 5439 | | 9 | (Canadian [Can | Govt. | 3SB;WP180lbs | | |
| TPLB | 2D;W. Bal;Wireless 6BH | | P49′ | B113′ F39′ | | | | Vickers, Lim.) | | | | |
| 2325 | **Canadian Observer** | Scw | Br | Montreal | 1460 | | 1920 | Collingwood, | Canadian | 3Cy\|TE18,30,50x36; | | C |
| 141,761 | Steel | | 251 | 43.6 \| 23.6 | 2410 | | 6 | (Collingwood [Ont. | Govt. | 2SB;WP180lbs | S.S.No.1,Van4,24;A.S.5,26; | |
| TPRJ | 2D;Wireless;W. Bal 5BH | | P23′ | B64′ F28′ | | | | S. B. Co.) | | | shft drn4,24;M.&B.S.5,26 | |
| 2326 | **Canadian Otter** | Scw | Br | Montreal | 1887 | | 1920 | Welland, | Canadian | 3Cy\|TE23,38,63x42; | | C |
| 141,760 | Steel | | 319.9 | 43.9 \| 22.7 | 3097 | | 8 | (British [Ont. | Govt. | 2SB;WP180lbs | S.S No.1,Mntl11,24;A.S.6,25; | |
| TPSQ | 2D;Wireless;W. Bal 6BH | | P28′ | B97′ F34′ | | | | Amer. S. B. Co., Lim.) | | | shft drn1,23;B.S.10,24; M.S.10,25 | |
| 2327 | **Canadian Pioneer** | Scw | Br | Montreal | 3549 | | 1919 | Montreal, | Canadian | 3Cy\|TE27,44,73x48; | | BL |
| 140,958 | Steel | | 400.4 | 52.4 \| 28.5 | 5758 | | 5 | (Canadian [Can. | Govt. | 3SB;WP180lbs | | |
| TPFR | 2D;W. Bal;Wireless 6BH | | P49′ | B113′ F39′ | | | | Vickers, Lim.) | | | | |
| 2328 | **Canadian Planter** | Scw | Br | Montreal | 3333 | | 1920 | Montreal, | Canadian | 3Cy\|TE27,44,73x48; | | BL |
| 141,482 | Steel | | 400.3 | 52.4 \| 28.6 | 5399 | | 1 | (Canadian [Can. | Govt. | 3SB;WP180lbs | | |
| TPNQ | 2D;Wireless;W. Bal 6BH | | P49′ | B113′ F39′ | | | | Vickers, Lim.) | | | | |
| 2329 | **Canadian Prospector** | Scw | Br | Montreal | 3380 | | 1920 | Vancouver, | Canadian | 3Cy\|TE27,44,73x48; | | BL |
| 141,729 | Steel | | 400 | 52.4 \| 28.8 | 5492 | | 6 | (J. Coughlan [B. C. | Govt. | 3SB;WP180lbs | | |
| TPQH | 2D;W. Bal;Wireless 6BH | | P49′ | B113′ F40′ | | | | & Sons, Lim ) | | | | |
| 2330 | **Canadian Raider** | Scw | Br | Montreal | 2052 | | 1920 | North Van- | Canadian | 3Cy\|TE25,41,68x45; | | BL |
| 141,564 | Steel | | 331 | 46.7 \| 23.2 | 3384 | | 1 | couver, B. C. | Govt. | 3SB;WP180lbs | | |
| TPNR | 2D;W. Bal;Wireless 7BH | | P33′ | B98′ F33′ | | | | (Wallace Shipyards, Lim.) | | | | |
| 2331 | **Canadian Rancher** | Scw | Br | Montreal | 2159 | | 1920 | Three Rivers | Canadian | 3Cy\|TE25,41,68x45; | | BL |
| 141,489 | Steel | | 331.6 | 46.8 \| 23.3 | 3551 | | 5 | (Tidewater [P. Q. | Govt. | 3SB;WP180lbs | | |
| TPNJ | 1D;Wireless;W. Bal 6BH | | P33′ | B98′ F33′ | | | | S. B., Lim.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey, No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2332 140,961 TPGL | **Canadian Ranger** Steel 2D;W. Bal;Wireless 6BH | Scw | Br P49′ | Montreal 52.4 \| 28 4 B113′ F39′ | 3551 5752 | | 1919 5 | Montreal, (Canadian Vickers, Lim.) | Canadian Govt. | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 2333 141,856 TQDB | **Canadian Rover** Steel 2D;Wireless;W. Bal 5BH | Scw | Br P23′ | Montreal 43.6 \| 23.6 B64′ F28′ | 1464 2422 | | 1920 11 | Collingwood (Collingwood [Ont. S. B. Co., Lim.) | Canadian Govt. | 3Cyl TE18,30,50x36; 2SB;WP180lbs;124RHP | S.S.No.1,Van2,25;A.S.4,26; shft drn3,25;M.&B.S.2,26 | C |
| 2334 141,834 TPSD | **Canadian Runner** Steel 2D;W. Bal;Wireless 6BH | Scw | Br P28′ | Montreal 43.8 \| 22.5 B97′ F34′ | 1812 3091 | | 1920 10 | Port Arthur, (Port Arthur S. B. Co.) [Ont. | Canadian Govt. | 3Cyl TE23,38,63x42; 2SB;WP180lbs;198RHP. | S.S.No.1,Mntl5,25; shft drn8,23;B.S.6,24; M.S.9,25 | C |
| 2335 141,859 TQBD | **Canadian Sapper** Steel 1D;W. Bal;Wireless 4BH | Scw | Br P28′ | Montreal 38.2 \| 17.9 B65′ F27′ | 1041 1763 | | 1920 12 | New Glas- (Nova gow, N. S. Scotia Steel & Coal Co., Lim.) | Canadian Govt. | 3Cyl TE17,28,47x33; 2SB;WP185lbs | | BL |
| 2336 150,573 TQGC | **Canadian Scottish** Steel 2D;Wireless;W. Bal 6BH | Scw | Br P49′ | P. Rupert 52.2 \| 28.5 B113′ F40′ | 3242 5334 | | 1921 8 | Prince Rupert, Can. (Wallace S. B. & D. D. Co., Lim.) | Canadian Govt. | 3Cyl TE27,44,73x48; 3SB;WP180lbs | RMC*12,24 A.S.4,26; shft drn1,25;B.S.9,25;M.S.4,26 | C |
| 2337 141,368 TPJG | **Canadian Seigneur** Steel 2D;W. Bal;Wireless 6BH | Scw | Br P49′ | Montreal 52.3 \| 28.4 B113′ F39′ | 3554 5757 | | 1919 8 | Montreal, (Canadian Vickers, Lim.) [Can. | Canadian Govt. | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 2338 141,488 TPMV | **Canadian Settler** xPortmore xCanadian Settler Steel 1D;Wireless;W. Bal 6BH | Scw | Br P33′ | Montreal 46.8 \| 22.9 B98′ F33′ | 2155 3548 | | 1919 12 | Three Rivers (Tidewater Shipbuilders, Lim.) [P. Q. | Canadian Govt. | 3Cyl TE25,41,68x45; 3SB;WP180lbs | | BL |
| 2339 150,421 TPWK | **Canadian Skirmisher** Steel 2D;Oil fuel;Wireless;W. Bal 6BH | Scw | Br P49′ | Montreal 52.4 \| 28.7 B113′ F41′ | 3278 5373 | | 1921 4 | Vancouver, (Wallace S. B. & D. D. Co., Lim.) [B. C. | Canadian Govt. | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 2340 141,481 TPMW | **Canadian Spinner** Steel 2D;W. Bal;Wireless 6BH | Scw | Br P49′ | Montreal 52.4 \| 28.5 B113′ F39′ | 3331 5404 | | 1919 12 | Montreal, (Canadian Vickers, Lim.) [Can. | Canadian Govt. | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 2341 141,853 TQBR | **Canadian Squatter** Steel 2D;Wireless;W. Bal 6BH | Scw | Br P28′ | Montreal 43.9 \| 22.6 B97′ F34′ | 1900 3091 | | 1920 11 | Welland, (British American S. B. Co., Lim.) [Ont. | Canadian Govt. | 3Cyl TE23,38,63x42; 2SB;WP180lbs;188RHP. | S.S.No.1,Mntl10,24; A.S.10,24; shft drn3,26;M &B.S.4,26 | C |
| 2342 127,460 HRKP | **Canadian Transport** Steel 1D;Wireless;W. Bal 6BH | Scw | Br P25′ | W.Hartlpl 51.1 \| 26.2 B94′ F36′ | 2664 4176 | | 1910 7 | Middlesbro, (Rayiton, Dixon & Co., Lim.) [Eng. | Houlder Bros. & Co. (Lim.), Mgrs. | 3Cyl TE25,40,67x45; 3SB;WP180lbs | | BL |
| 2343 150,448 TPWM | **Canadian Transporter** Steel 2D;Wireless;Oil fuel;W. Bal 6BH | Scw | Br P62′ | Vancouv'r 52.4 \| 28.7 B120′ F41′ | 3352 5458 | | 1921 10 | Vancouver, (John Coughlan & Sons, Lim.) [B. C. | Canadian Govt. | 3Cyl TE27,44,78x48; 3SB;WP180lbs | S.S.No.1,Van12,25; M.S;n shft5,26 | C |
| 2344 141,585 TPNW | **Canadian Trapper** Steel 1D;W. Bal;Wireless 6BH | Scw | Br P33′ | Montreal 46.8 \| 23.3 B98′ F33′ | 2183 3600 | | 1920 4 | Levis, (Davie S. B. & Repairing Co.) [P. Q. | Canadian Govt. | 3Cyl TE25,41,68x45; 3SB;WP180lbs | | BL |
| 2345 150,349 TQDV | **Canadian Traveller** Steel 2D;Wireless;W. Bal 6BH | Scw | Br P49′ | Montreal 52.2 \| 28.5 B113′ F38′ | 3361 5455 | | 1921 3 | Victoria, (Harbour Marine, Lim.) [B. C. | Canadian Govt. | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 2346 141,431 TPHG | **Canadian Trooper** Steel 1D;W.Bal;Wireless 5BH | Scw | Br P29′ | Montreal 44.2 \| 22.9 B96′ F34′ | 1953 3180 | | 1919 8 | Vancouver, (Wallace Shipyards, Lim.) [B. C. | Canadian Govt. | 3Cyl TE25,41,67x45; 2SB;WP180lbs | | BL |
| 2347 141,765 TPSR | **Canadian Victor** Steel 2D;W. Bal;Wireless 6BH | Scw | Br P50′ | Montreal 52.4 \| 28.5 B120′ F51′ | 3340 5454 | | 1920 8 | Montreal, (Canadian Vickers, Lim.) [Can. | Canadian Govt. | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 2348 141,424 TPGD | **Canadian Volunteer** Steel 1D;W. Bal;Wireless 5BH | Scw | Br P29′ | Montreal 44.2 \| 22.9 B96′ F34′ | 1910 3188 | | 1919 6 | North Vancouver, B. C. (Wallace Shipyards, Inc.) | Canadian Govt. | 3Cyl TE25,41,67x45; 2SB;WP180lbs | | BL |
| 2349 140,957 TPFQ | **Canadian Voyageur** Steel 1D;W. Bal;Wireless 5BH | Scw | Br P43′ | Montreal 44.3 \| 22.6 B96′ F36′ | 1868 3099 | | 1919 1 | Montreal, (Canadian Vickers, Lim.) [Can. | Canadian Govt. | 3Cyl TE25,41,67x45; 2SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2350 141,862 TQBD | **Canadian Winner** Steel 2D;Wireless;W. Bal 6BH | Scw | Br 399.8 P49′ | Montreal 52.2 \| 28.5 B113′ F40′ | 3375 5482 | | 1920 12 | Victoria, (Harbour [B. C Marine, Lim.) | Canadian Govt. | 3Cyl TE 27,44,73x48; 3SB;WP180lbs | | BL |
| 2351 207,479 | **Canadiana** Steel 3D 5BH | Scw | Am 209.7 | Buffalo 45 \| 15 8 | 427 974 | | 1910 5 | Buffalo, (Buffalo [N. Y D. D. Co.) | Buffalo & Crystal Beach Corp | 3Cyl TE 20,32,50x36; 2SB;WP180lbs;1446IHP. | 100(GL) P S.6,25 | |
| 2352 116,576 | **Canadoc** Steel xMars 1D;B;Mchy aft;W. Bal; 4BH SUB.SIG. | Scw | Br 421.9 | Ft.Will'm 50.2 \| 23.9 | 2894 4580 | | '99 rb '13 | Cleveland, (Globe [Ohio Iron Wks.) | Paterson S.S. (Lim.) | 3Cyl TE 20 7/8,37 1/2,63x42; 3SB;WP180lbs;1700IHP | | |
| 2353 | **Canadolite** Steel 1D;Shel dk;Web frms; 21BH Long. frmg;Mchy aft; Oil in bulk;SUB.SIG;Wireless;W. Bal | Scw Twin | Br 510.9 B34′ | Toronto 68.2 \| 37.9 F42′ | 6668 11309 | | 1926 4 | Kiel, (Frd. [Ger. Krupp.) | Imperial Oil (Lim.) | 2-4Cyl Oil Engs 25 9/16 x51 3/16 | | BL |
| 2354 220,388 MBDJ | **Cananova** Steel 1D;B;Shel dk;Oil fuel;Wireless; 3BH W. Bal | Scw | Am 249.8 | New York 37.7 \| 14.8 | 1055 1926 | | 1920 7 | Manitowoc, (Manitowoc [Wis. S. B. Co.) | Cananova S.S. Corp. | 3Cyl TE 23,37,63x39; 2SB;WP190lbs;1900IHP | | BL |
| 2355 124,173 HKLR | **Candidate** Steel xCrown of Castile xOrmiston 2D;Deep frmg;Wireless;W. Bal 6BH | Scw | Br 400 P34′ | Liverpool 52 \| 27.1 B173′ F42′ | 3147 4843 | | 1907 4 | Glasgow, (A. Stephen [Scot. & Sons, Lim.) | Charente S.S. Co. (Lim.) | 3Cyl TE 26,42,70x54; 3SB;WP180lbs | | BL |
| 2356 | **Canelos** Steel xWilhelm Oelssner 1D;W. Bal | Scw | Chl 255.6 P & B | Valdivia 37.9 \| 15.6 201′ F30′ | 817 1431 | | 1914 | Stettin, (Stettiner [Ger. Oderwerke.) | Alb. Haverbeck & Hijos | 3Cyl TE 20 7/16,31 1/2,51 1/8 x35 3/8 | | G |
| 2357 167,916 | **Caney Fork** 1D C-24 | Brg | Am 200 | N. Orleans 35 \| 16.6 | 872 902 | | 1920 8 | Nashville, (Nashville [Tenn. Bridge Co.) | W. E. Winship | Stl;8BH; DB;8 rps10,24 | ✠A1Ⓔ Bulk Oil Barge. River & Harbor Service; S.S.No.1,NO10,24 | |
| 2358 126,853 | **Canisteo** 1D | Brg Sch | Am 158.2 | New York 33.8 \| 15.8 | 643 671 | | '91 | Noank, (Robt. [Conn. Palmer Marine Ry. Co.) | Morecraft Trans. Corp. | Wd | | |
| 2359 216,095 LJVS | **Canoga** Steel 2D;SUB.SIG. 6BH C-36 W.B.—A.P.340t;D.B.356′1264t;F.P.120t | Scw | Am 409.6 | Seattle 54.1 \| 27.1 29′ 9″ | 4154 5575 8800 | 5′ 10″ 24′ 1 1/2″ | 1918 3 | Seattle, (Skinner [Wash. & Eddy Corp.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 3SB;Commercial Boiler Wks;181GS; 7500HS;WP210lbs;2500SHP;EAC; Dkd,rps4,21 | ✠A1Ⓔ ✠AMS BBP;CL (Laid up) | |
| 2360 143,660 KGQB | **Canonesa** Steel 3D;Oil fuel;Wireless;W. Bal 7BH | Scw | Br 450.2 P35′ | Liverpool 53.3 \| 37.1 F43′ | 5102 8286 | | 1920 11 | Belfast, (Workman, [Ire. Clark & Co., Lim.) | Furness, Houlder Argentine Lines (Lim.) | Stm Tbns; 4SB;WP210lbs;4300SHP. | RMC*7,26 S.S.No.1,Ldn12,24;A.S.12,25; B.S;shft drn12,24;M.S.3,26 | C |
| 2361 113,408 RVJB | **Canopic** Steel xCommonwealth 3D;SUB.SIG;Wireless;W. Bal | Scw Sch Twin | Br 578.3 P99′ | Liverpool 59.3 \| 35.8 B338′ F67′ | 7593 12268 | | 1900 | Belfast, (Harland [Ire. & Wolff, Lim.) | T. W. Ward (Lim.) | 2-4Cyl TE 29 1/2,50,58,58x54 | | |
| 2362 218,346 LRQK | **Canopus** Steel xSanta Leonora 4D;W. Bal; 6BH Wireless;SUB.SIG. | Scw | Am 360.3 B130′ | 51.7 \| 23.1 F39′ | 3083 5281 5325 | | 1919 6 | Camden, (New York [N. J. S. B. Corp.) | U. S. Govt. (Navy Dept.) | 4Cyl QE 25 1/2,38 1/2,55 1/2,81x54; 4SB;WP220lbs;2850IHP | | |
| 2363 202,149 | **Canopus** Steel xGeo. H. Russell 1D;Mchy aft;SUB.SIG;W. Bal 3BH | Scw | Am 462 | Fairport 50 \| 24 | 3770 4978 | | 1905 7 | St. Clair, (St. Clair [Mich. Eng. Works.) | Interlake S.S. Co. | 3Cyl TE 22,36,60x40; 2SB;WP170lbs;1500IHP. | | |
| 2364 138,800 | **Canora** Steel 2D;Web frms;Wireless 7BH | Scw | Br 308 | Quebec 52.1 \| 19.7 | 940 2383 | | 1918 10 | Levis, (Davie S. B. [Que. & Repairing Co., Lim.) | Canadian Northern Steamships (Lim.) | 4Cyl TE 24,38,48,48x30; 4SB;WP175lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2365 | **Cansumset** | Scw | Am | San Fran. | 4465 | 8′ 2″ | 1919 | Bay Point, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard | |
| 218,689 | Steel | | 402.5 | 53 \| 32 | 5996 | 26′ 6″ | 8 | (Pacific [Cal. | ping Board | Kerr Turbine Co; | ✠AMS | |
| LSGV | 2D;Long. frmg; 7BH | | | 34′ 6″ | 9400 | | | Coast S. B. Co.) | | 3SB;Moore S. B. Co;8745HS | BSP:CL | |
| | Wireless; 6BH to Fbd dk | | P34′ | F38′ | | | | | | WP2101bs;2800SHP;EAC; | (Laid up) | |
| | SUB.SIG;W. Bal; 1BH to 2d dk | | | | | | | | | d rpd8,19;Dkd,s rps9,20 | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.49t;D.B.344′1271t; D. | T.30′5 | 40t... | .....F.P.72t | | | | | | | | |
| | F.O.....D.B.327′1106t; D. | T.30′5 | 04t; S. | T.41t..... | | | | | | | | |
| 2366 | **Cantal** | Scw | Fr | Marseilles | 1984 | | 1916 | Osaka, | Cie. Gen. | 3Cyl TE22,37,61x42; | | BL |
| | xUnkal Maru No. 6 Steel | | 305 | 43.7 \| 27.2 | 3113 | | 7 | (Osaka [Jap. | Transatlantique | 2SB;WP180lbs | | |
| ODZK | 2D;Web frms; Long. frmg; 5BH | | P19′ | B82′ F32′ | | | | Iron Works.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2367 | **Canterbury** | Bk | It | | 1175 | | '74 | Pt. Glasgow, | | I;1BH | | |
| | | | 239.7 | 36 \| 20.8 | 1290 | | 5 | (R. [Scot. | | | | |
| | 1D;B | | P70′ | F35′ | | | | Duncan & Co.) | | | | |
| 2368 | **Cap Blanc Nez** | Scw | Fr | Dunkirk | 798 | | 1918 | Haarlem, | Soc. Anon. | 3Cyl TE18,29,47x35; | | V |
| | xOude Maas Steel | | 238.1 | 37.3 \| 17.6 | 1324 | | | (N. V. Werf. [Hol. | de Gerance & | 2SB;WP180lbs;900IHP. | | |
| ODZS | 1D;W. Bal 5BH | | B57′ | F25′ | | | | Conrad.) | d'Arm. | | | |
| 2369 | **Cap D'Alprecht** | Scw | Fr | Dunkirk | 1075 | | 1917 | Wyandotte, | Soc. Anon. | 3Cyl TE20,33,54x40; | | BL |
| | xCambrier xLakewood Steel | | 251 | 43.8 \| 18.5 | 1847 | | 11 | (Detroit [Mich. | de Gerance et | 2SB;WP180lbs | | |
| OUYB | 1D;Wireless;W. Bal 5BH | | P25′ | B64′ F23′ | | | | S. B. Co.) | d'Armement | | | |
| 2370 | **Cap D'Antifer** | Scw | Fr | Dunkirk | 1232 | | 1917 | Wyandotte, | Soc. Anon. | 3Cyl TE20.33,54x40; | | BL |
| | xLabor Steel | | 251 | 43.8 \| 18.2 | 2004 | | 7 | (Detroit [Mich | de Gerance et | 2SB;WP180lbs | | |
| OKXF | 1D;Wireless;W. Bal 4BH | | P27′ | B65′ F28′ | | | | S. B. Co.) | d'Armement | | | |
| 2371 | **Cap Fedhala** | Scw | Fr | Dunkirk | 1066 | | 1917 | Superior, | Soc. Anon. | 3Cyl TE20,33,54x40; | | BL |
| | xKoffiehandel xSicilier Steel | | 251 | 43.8 \| 18.2 | 1874 | | 10 | (Superior [Wis. | de Gerance & | 2SB;WP192lbs | | |
| OUCF | 1D;Wireless;W. Bal 4BH | | P28′ | B64′ F27′ | | | | S. B. Co.) | d'Armement | | | |
| 2372 | **Cap La Heve** | Scw | Fr | Dunkirk | 1115 | | 1917 | Chicago, | Soc. Anon. | 3Cyl TE20,33,54x40; | | BL |
| | xSerbier xLake Huron Steel | | 250.5 | 43.6 \| 18.2 | 1897 | | 11 | (Chicago [Ill. | de Gerance et | 2SB;WP180lbs | | |
| OUYQ | 1D;Wireless;W. Bal 4BH | | P25′ | B64′ F26′ | | | | S. B. Co.) | d'Armement | | | |
| 2373 | **Cap Lopez** | Scw | Fr | Dakar | 787 | | 1906 | Einswarden, | Soc. Com. | 2-3Cyl TE11,17,30x22; | | BL |
| | xNicolas Toussaint Steel | Twin | 235.5 | 36 \| 11 | 1422 | | 10 | (J. Frerichs [Ger | Industrielle & | 2SB;WP186lbs | | |
| OEAR | 1D;Wireless;W. Bal 5BH | | P31′ | B56′ F25′ | | | | & Co., A. G.) | Agr., du Haut-Ogooue | | | |
| 2374 | **Cap Nord** | Sch | Dan | Cop'hagen | 1178 | | 1918 | North Van- | Hans | Wd (Sltd) | | BL |
| | 5 M | Aux | 242.8 | 44.4 \| 18.7 | 1458 | | 9 | couver, B. C. | Petersen, | 2-4CylOilEng11½x15 | | |
| NFSV | 1D;B;Mchy aft | Twin | P28′ | F32′ | | | | (Wm. Lyall S. B. Co., Lim.) | Mgr. | | | |
| 2375 | **Cap Norte** | Scw | Ger | Hamburg | 8027 | | 1922 | Hamburg, | Hamburg- | 2-3Cyl TE27,43,70x51; | | G |
| | Steel | Twin | 499.5 | 64 \| 38.7 | 13615 | | 9 | (Vulcan [Ger. | Sudamer. | 5SB;WP206lbs | | |
| RCQD | 3D;SUB.SIG;Wireless;W. Bal 9BH | | | | | | | Werke, A. G.) | Dampfschiff. Ges. | | | |
| 2376 | **Cap-Padaran** | Scw | Fr | Le Havre | 4790 | | 1922 | Nantes, | Ateliers & | Stm Tbns; | | V |
| | xD'Iberville Steel | | 417.8 | 55.1 \| 34.7 | 7696 | | | (Atel. & [Fr. | Chantiers de la | 3SB;WP200lbs;2800IHP | | |
| OFNY | 3D;Wireless;W. Bal 8BH | | B149′ | F45′ | | | | Chant. de la Loire.) | Loire | | | |
| 2377 | **Cap Polonio** | Scw | Ger | Hamburg | 9609 | | 1914 | Hamburg, | Hamburg- | 2-4Cyl TE33,54,60,60x61; | | G |
| | Steel | Trpl | 637.3 | 72.4 \| 39.5 | 20576 | | 3 | (Blohm [Ger. | Sudamer. | Stm Tbn: | | |
| RBLM | 3D;Wireless;SUB.SIG;W. Bal 11BH | | P26′ | B & F 64′ | | | | & Voss.) | Dampfschiff. Ges. | 15WTB;WP235lbs | | |
| 2378 | **Cap Saint Jacques** | Scw | Fr | Havre | 5163 | | 1921 | Nantes, | Cie. des | Stm Tbn; | | V |
| | xGuichen Steel | | 417.9 | 55.2 \| 34.5 | 8169 | | | Atel. & [Fr. | Chargeurs Reunis | 3SB;WP200lbs;2800IHP | | |
| OIQC | 3D;W. Bal 9BH | | | | | | | Chant. de la Loire.) | | | | |
| 2379 | **Capafric** | Scw | Fr | Dunkirk | 2663 | | 1902 | Sunderland, | Cie. | 3Cyl TE25,42,68x48; | | BL |
| | xMadawaska Steel | Sch | 373 | 51.1 \| 25.7 | 4120 | | 9 | (J. L. [Eng. | Venture Weir | 3SB;WP180lbs | | |
| OULY | 1D;Shel dk;Web frms; 6BH | | | | | | | Thompson & Sons, Lim.) | Soc. Anon. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2380 | **Cape Ann** | Scw | Am | Phila. | 4526 | 7′ 7¼″ | 1920 | Oakland, | Cape S.S. | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ Oil Carrier. | |
| 220,437 | xSapulpa Steel | | 425 | 57 \| 31.2 | 7311 | 25′ 7″ | 7 | (Moore [Cal. | Co. | Llewellyn Iron Wks; | ✠AMS | |
| MBFQ | 2D;Long. frmg; 16BH | | | 33′ | 9758 | | | S. B. Co.) | | 3SB;Moore S. B. Co; | S.S.No.1,Ches12,24; | |
| | W. Bal;Mchy aft; 9BH to Fbd dk | | P105′ | B40′ F41′ | | | | | | 8745HS;WP210lbs;2800IHP; | M.S.12,24;B.S.7,26; | |
| | Wireless;SUB.SIG; 7BH to 2d dk | | | | | | | | | Dkd,d rpd9,26 | shft drn9,26;Clh BB;CI, | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.29t;D.B.61′147t..... | ..... | D.T.a4 | '207t.....D.T. | f.43′541t; T. | D.36t | | | | | | |
| | F.O.....D.T.a | 11′532t | ..... | ....D.T.f.9′40 | 4t.... | ..... | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2381 | **Cape Blomidon** | Sch | Br | Parrsboro | 393 | | 1919 | Canning, | H. Mac- | Wd;Gif(Sltd) | | V |
| 141,267 | | | 144.9 | 34.1 \| 13 | 453 | | | (H. [N. S | Aloney | | | | |
| TPHL | 1D | | | | | | | MacAloney.) | | | | |
| 2382 | **Cape Charles** | Scw | Am | C. Charles | 201 | | 1910 | Camden, | N. Y., Phila. | 3Cyl TE17,24,41x30; | | |
| 207,392 | Steel | | 125 | 25 \| 12.6 | 296 | | | (J. H. [N. J. | & Norfolk R.R. | 1SB;WP180lbs;800IHP. | | |
| LBMD | 1D;W. Bal 3BH | | | | | | | Dialogue & Sons.) | Co. | | | |
| 2383 | **Cape Cod** | Scw | Am | Phila. | 4357 | 7′ 7¼″ | 1920 | Oakland, | Cape S.S. | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ Oil Carrier. | |
| 219,755 | xQuabbin Steel | | 425.8 | 57 \| 31.2 | 7017 | 25′ 7″ | 3 | (Moore [Cal. | Co. | Llewellyn Iron Wks; | ✠AMS | |
| LWBH | 2D;W. Bal; 16BH | | | 33′ | 9801 | | | S. B. Co.) | | 3SB;Moore S. B. Co; | S.S.No.1,NY8,24; | |
| | Long. frmg;SUB.SIG; 9BH to Fbd dk | | P105′ | B40′ F41′ | | | | | | 8745HS;WP210lbs;2800IHP; | M.S.8,24;n shft6,25;B.S.4,26; | |
| | Mchy aft;Wireless; 7BH to 2d dk | | | | | | | | | Dkd,d rpd4,26;Exmd9,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.29t;D.B.61′147t..... | ..... | D.T.a4 | ′207t..... | D.T. | f.43′541t; T. | D.36( | | | | | |
| | F.O.....D.T.a | 11′532t | ..... | ....D.T. f.9′40 | 4t.... | ..... | ..... | | | | | |
| 2384 | **Cape Cod** | Scw | Am | New York | 355 | | 1900 | Essex, | Thames | 3Cyl TE16,26½,40x28; | | |
| 127,452 | O,YP;Ice | | 151 | 32.1 \| 13.5 | 557 | | 7 | (Arthur [Mass. | River Line | 1000IHP. | | |
| KQFV | 1D | | | | | | | D. Story.) | | | | |
| 2385 | **Cape Comorin** | Scw | Br | Glasgow | 3237 | | 1912 | W. Hartle- | Lyle | 3Cyl TE28,46,77x48; | | BL |
| 7,916 | xArakan Steel | | 400 | 53.5 \| 27.1 | 5146 | | 11 | (W. [pool, Eng. | Shipping Co. | 4SB;WP180lbs | | |
| KRFG | 2D;Wireless;W. Bal 6BH | | P30′ | B258′ F41′ | | | | Gray & Co., Lim.) | (Lim.) | | | |
| 2386 | **Cape Corso** | Scw | Grk | Hydra. | 2510 | | 1905 | Pt. Glasgow, | A. Coul- | 3Cyl TE25,42,68x48; | | BL |
| | Steel | Sch | 369.7 | 49 \| 17.6 | 3890 | | 9 | Scot. | ouras | 3SB;WP180lbs | | |
| JFBN | 1D;Spar dk;Deep frmg; 6BH | | P32′ | B200′ F40′ | | | | (Russell & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2387 | **Cape Cross** | Scw | Br | London | 2596 | | 1910 | Geeste- | Sun Ship- | 3Cyl TE23,38,63x43; | | BL |
| 143,323 | xHans Wilhelm Hemsoth Steel | | 369.2 | 47.7 \| 27 | 4141 | | | munde, Ger. | ping Co. (Lim.) | 3SB;WP185lbs | | |
| KBTC | 2D;Wireless;W. Bal 6BH | | P38′ | B91′ F44′ | | | | (Rickmers | | | | |
| | | | | | | | | Akt. Ges.) | | | | |
| 2388 | **Cape Diamond** | SW | Br | Montreal | 610 | | ′77 | Wilmington, | Canada S.S. | 2-1Cyl60x132; | | |
| 101,261 | xMurray Bay xCarolina Iron | | 251 | 34.7 \| 7.9 | 969 | | | (J. Roach [Del | Lines (Lim.) | 2Blrs | | |
| | 1D | | | | | | | & Sons.) | | | | |
| 2389 | **Cape Eternity** | Scw | Br | Montreal | 1407 | | 1910 | Wyandotte, | Canada S.S. | 2-4Cyl TE16,25,31,31x22; | | |
| 141,863 | xRochester Steel | Twin | 246. | 42.3 \| 15.9 | 2484 | | | (Detroit [Mich. | Lines (Lim.) | 4SB;WP165lbs;2000IHP. | | |
| | 1D;B;Wireless;W. Bal 5BH | | | | | | | S. B. Co.) | | | | |
| 2390 | **Cape Girardeau** | StW | Am | St. Louis | 470 | | 1923 | Jefferson- | Eagle | 2-1Cyl 18x96; | | |
| 223,447 | Steel | | 210 | 38 \| 6.5 | 470 | | | ville, Ind | Packet Co. | 3Blrs;WP200lbs;900IHP. | | |
| | 1D 32BH | | | | | | | (Howard Ship | | | | |
| | | | | | | | | Yard.) | | | | |
| 2391 | **Cape Henlopen** | Scw | Am | Phila. | 4306 | 7′ 8½″ | 1919 | Sparrows | Cape S.S. | 3Cyl TE27,47,78x48; | ✠A1Ⓔ Oil Carrier. | |
| 217,744 | xHouma Steel | | 434.8 | 56.2 \| 31.8 | 7069 | 25′ 11½″ | 3 | Point, Md. | Co. | Bethlehem S. B. Corp; | ✠AMS | |
| LQJK | 2D;Mchy aft;W. Bal; 15BH | | | 33′ 6″ | 10000 | | | (Bethlehem | | 3SB;Bethlehem S. B. Corp; | S.S.No.1,NY8,23; | |
| | Long. frmg;SUB.SIG; 9BH to Fbd dk | | P106′ | B47′ F42′ | | | | S. B. Corp.) | | 8235HS;WP220lbs;2600IHP;EAC; | M.S.8,23;B.S;shft drn8,26; | |
| | 6BH to 2d dk | | | | | | | | | Dkd,d rpd8,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.74t;D.B.a64′203t..... | ..... | ..D.T. | f50′881t;F.P.97t | | | | | | | | |
| | F.O.....D.T. | a19′919 | t;D.T.f | 50′824t..... | | | | | | | | |
| 2392 | **Cape Henry** | Scw | Am | Baltimore | 2832 | 5′ 9¾″ | 1918 | Sparrows | U. S. Ship- | 3Cyl TE24,41,68x48; | ✠A1Ⓔ | |
| 216,327 | Steel | | 377 | 52.3 \| 27.3 | 4628 | 23′ 10½″ | 5 | Point, Md. | ping Board | Bethlehem S. B. Corp; | ✠AMS | |
| LKRG | 2D;Long. frmg;Wireless; 6BH | | | 29′ 6″ | 7500 | | | (Bethlehem | | 3SB;Bethlehem S. B. Corp;7237HS; | S.S.Built10,20 | |
| | SUB.SIG;W. Bal; C-34 | | P54′ | B94′ F39′ | | | | S. B. Corp.) | | WP220lbs;2500IHP. | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | d rpd10,20;s rps2,22;Dkd5,25 | (Laid up) | |
| 2393 | **Cape La Have** | Sch | Br | Yarmouth | 316 | | 1918 | Yarmouth, | Geo. | Wd;(Sltd) | | V |
| 141,136 | | | 137.8 | 32.2 \| 12.3 | 413 | | | (Milton [N. S. | McLearn | | | |
| TPCG | 1D | | | | | | | S. B. Co.) | | | | |
| 2394 | **Cape May** | SW | Am | Phila. | 532 | | 1901 | Wilmington, | Wilmington | 1Cyl VB44x120; | | |
| 127,566 | Steel | | 156 | 30 \| 13 | 714 | | | (Harlan & [Del. | & Penns Grove | 1Blr;WP55lbs;620IHP. | | |
| | 1D | | | | | | | Hollingsworth Co.) | Trans. Co. | | | |
| 2395 | **Cape May** | Scw | Am | Phila. | 695 | | 1926 | Wilmington, | Delaware | 2-2CylC17,34x24; | | |
| 225,575 | Steel | F. B. | 189.5 | 36.1 \| 14.7 | 1028 | | 6 | (Bethlehem [Del. | River Ferry Co. | 2Blrs;WP160lbs;1200IHP | | |
| | 1D;B 5BH | | | | | | | S. B. Corp.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. Deck / Bth. Erections / Dth. Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines. Boilers | Ship-Class-Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers-Class-Dates. Tail Shaft Drawn-Date. | Other Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2396 | **Cape Ortegal** | Scw | Br | Glasgow | 3136 | | 1911 | Pt. Glasgow, | Lyle Ship- | 3Cyl TE 27,44,73x48; | | BL |
| 129,539 | Steel | Sch | 405 | 52.4 \| 27.4 | 4896 | | 2 | (Russell [Scot. | ping Co. | 3SB;WP180lbs | | |
| HSFK | 2D;Wireless;W. Bal 6BH | | P41′ | B121′ F46′ | | | | & Co.) | (Lim.) | | | |
| 2397 | **Cape Point** | Scw | Br | London | 2270 | | 1904 | Bremer- | Sun Ship- | 3Cyl TE 23,38,63x43; | | BL |
| 143,444 | xStambul xMaria Rickmers Steel | | 354.2 | 45.2 \| 26.2 | 3667 | | | haven, Ger. | ping Co. (Lim.) | 3SB;WP185lbs | | |
| KCNP | 2D;Wireless;W. Bal 6BH | | P33′ | B94′ F44′ | | | | (Rickmers Akt. Ges.) | | | | |
| 2398 | **Cape Race** | Trn | Br | St. John's | 332 | | 1918 | Liverpool, | Mark | YP,Sp,Bch;Gif (Sltd) | | |
| 140,869 | | | 126.8 | 32.4 \| 11.8 | 378 | | 12 | (T. M. [N. S. | Burke | | | |
| TNWR | 1D | | | | | | | Rawding) | | | | |
| 2399 | **Cape Recife** | Scw | Br | London | 3426 | | '98 | Newcastle, | Sun Ship- | 4Cyl QE 24,34,51,74x54; | | BL |
| 145,027 | xHohenfels Steel | | 418 | 54 \| 20.1 / 28.2 | 5394 | | 5 | (Wigham [Eng. | ping Co. (Lim.) | 3SB;WP210lbs | | |
| KGLB | 1D;Spar dk;Web frms; 6BH | | | | | | | Richardson & Co.) | | | | |
| | Wireless;W. Bal | | P60′ | B94′ F48′ | | | | | | | | |
| 2400 | **Cape Romain** | Scw | Am | Baltimore | 2880 | 5′ 9¾″ / 23′ 10½″ | 1918 | Sparrows | U. S. Ship- | 3Cyl TE 24,41,68x48; | ✠A1Ⓔ ✠AMS | |
| 216,466 | Steel | | 376.4 | 52.3 \| 27 / 29′ 6″ | 4695 | | 6 | Point, Md. | ping Board | Bethlehem S. B. Corp; | | |
| LKWD | 2D;Long. frmg;Wireless; 6BH | | | | 7400 | | | (Bethlehem S. B. | | 3SB;Bethlehem S. B. Corp;169GS; | S.S.Balt7,20;shft drn7,20; | |
| | SUB.SIG;W. Bal C-34 | | P40′ | B94′ F38′ | | | | Corp.) | | 7237HS;WP200lbs;2500IHP; | Clh BB;CL | |
| | | | | | | | | | | s rps12,21;Dkd5,25 | (Laid up) | |
| | W.B.—A.P.206t;D.B.323′1140t;F. | P.116t | | | | | | | | | | |
| 2401 | **Cape St. Agnes** | Scw | Br | London | 3243 | | 1918 | Greenock, | Sun Ship- | 3Cyl TE 27,44,73x48; | | BL |
| 142,619 | xTitan xWar Briton Steel | | 400 | 52.3 \| 28.5 | 5193 | | 8 | (Greenock [Scot. | ping Co. (Lim.) | 3SB;WP180lbs | | |
| KTNV | 1D;Wireless;W. Bal;Oil fuel 11BH | | P50′ | B113′ F39′ | | | | & Grangemouth Dkyd. Co., Lim.) | | | | |
| 2402 | **Cape St. Francis** | SW | Br | Montreal | 1160 | | '67 | Sorel, | Sorel | 1Cyl 56x132; | | |
| 122,406 | xSt.Irenee xCanada Iron | | 268.2 | 58 \| 31.8 | 2094 | | rb'05 | (W. C. [Que. | Mechanical | 2FB | | |
| | 3D | | | | | | | White.) | Shops (Lim.) | (Broken up) | | |
| 2403 | **Cape St. Lucia** | Scw | Br | London | 1429 | | 1918 | Willington | Sun Ship- | 3Cyl TE 21,34,57x39; | | BL |
| 148,715 | xJunon Steel | | 290.5 | 43.9 \| 20.8 | 2298 | | 12 | (Jos. [Quay, Eng. | ping Co. (Lim.) | 2SB;WP180lbs | | |
| KTNS | 2D;W. Bal 5BH | | P24′ | B90′ F31′ | | | | T. Eltringham & Co., Lim.) | | | | |
| 2404 | **Cape St. Martin** | Scw | Br | London | 3591 | | 1906 | Geeste- | Sun | 4Cyl QE 24,34,50,74x53; | | BL |
| 139,045 | Rotenfels Steel | Sch | 421 | 55.1 \| 20.3 | 5589 | | 11 | munde, Ger. | Shipping Co. | 3SB;WP213lbs | | |
| JLGD | 1D;Spar dk;Web frms; 6BH | | P58′ | B125′ F51′ | | | | (J. C. Tecklen- | (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | borg, A. G.) | | | | |
| 2405 | **Cape Town Maru** | Scw | Jap | Kobe | 4263 | | 1919 | Kobe, | Kokusai | 3Cyl TE 26,43,72x48; | | BL |
| 25,492 | Steel | | 385 | 51 \| 36 | 5863 | | 9 | (Kawasaki [Jap. | Kisen Kabushiki | 2SB;1AuxSB;WP200lbs | | |
| RNQJ | 2D;Oil fuel;Wireless;W. Bal 5BH | | | | | | | Dkyd. Co., Lim.) | Kaisha | | | |
| 2406 | **Cape Transport** | Scw | Br | W. Hartlpl | 2650 | | 1910 | Howdon-on- | Houlder | 3Cyl TE 25,40,67x45; | | C |
| 127,457 | Steel | Sch | 365 | 51.4 \| 25.9 | 4109 | | 5 | Tyne, Eng. | Bros. & Co. | 3SB;WP180lbs;335RHP | S.S.No.3,Nprt9,22;A.S.12,25; | |
| HQWN | 1D;Deep frmg;Wireless;W. Bal 6BH | | P24′ | B91′ F32′ | | | | (Northumberland S. B. Co., Lim.) | (Lim.), Mgrs. | | n shft11,24;B.S.7,25;M.S.6,26 | |
| 2407 | **Cape Trinity** | Scw | Br | Montreal | 1469 | | 1911 | Collingwood | Canada S.S. | 2-4Cyl QE 12,18,26,40x18; | | |
| 111,964 | xSyracuse xGeronia Steel | Twin | 219.6 | 42 \| 10.4 | 2105 | | | (Collingwood [Ont. | Lines (Lim.) | 2WTB;WP250lbs;1500IHP | | |
| | 4D;Long. frmg;Wireless 4BH | | | | | | | S. B. Co., Lim.) | | | | |
| 2408 | **Cape York** | MV | Br | Glasgow | 3117 | | 1926 | Glasgow, | Cape York | 2-6Cyl Oil Eng 22 1/16 x39 3/8; | | BL |
| 148,897 | Steel | Twin | 410 | 54 \| 27 | 5027 | | 3 | (Lithgows, [Scot. | Motorship Co. | DB | | |
| KTVP | 2D;Shel dk;Wireless;W. Bal 7BH | | | | | | | Lim.) | | | | |
| 2409 | **Capella** | Scw | Am | | 3128 | | 1920 | Hog Island, | U. S. Govt. | Stm Tbns; | | |
| 219,838 | xComerant Steel | | 390 | 54.2 \| 27.8 / 32′ | 5105 | | 4 | (American [Pa. | (Navy Dept.) | 3WTB;WP200lbs;2500SHP | | |
| LWFM | 2D;Wireless;SUB.SIG;W. Bal; 8BH | | | | 7840 | | | Int. S. B. Corp.) | | | | |
| | Oil fuel | | P50′ | B121′ F40′ | | | | | | | | |
| 2410 | **Capena** | MV | It | Genoa | 3462 | | 1923 | Cornigliano, | Soc. di | 2-4Cyl Oil Eng 23x37; | | C-I |
| 1,193 | Steel | Twin | 381.8 | 51.5 \| 28.2 | 5937 | | 9 | (Cant. [Italy | Nav. "Roma" | DB | A.S.2,25; | |
| NHOD | 2D;Oil in bulk;Mchy aft; 15BH | | P104′ | B36′ F34′ | | | | Offic. Savoia.) | | | shfts drn4,24;M.S.4,26 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2411 | **Capillo** | Scw | Am | Phila. | 3127 | 7′ 9½″ / 24′ 5″ | 1920 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ ✠AMS | |
| 219,904 | Steel | | 390 | 54.2 \| 27.8 / 32′ | 5135 | | 4 | (American [Pa. | ping Board | General Electric Co; | S.S.No.1,NY12,24; | |
| LWHS | 2D;Wireless;SUB.SIG; 8BH | | | | 7825 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co;8700HS; | n shft2,24;M.S.12,24;B.S.7,26; | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | WP200lbs;2500SHP;EAC; | shft drn10,26;Clh BB;CL | |
| | | | | | | | | | | d rpd6,22;rps12,24; | | |
| | | | | | | | | | | Dkd,s rps10,26 | | |
| | W.B.—A.P.100t;D.B.284′1380t..... | | ....D. | T.36′892t;F.P.1 | 44t | | | | | | | |
| | F.O.....D.B.257′1162t;S. | T.14′1 | 29t;D. | T.36′833t..... | .... | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2412 / OFIJ | **Capitaine Damiani** / Steel / 2D;Web frms;Long. frmg; 13BH / Mchy aft;Oil in bulk;Wireless;W. Bal | Scw | Fr / 380.7 / P101′ | Marseilles / 51.8 \| 28.2 / B35′ F44′ | 2689 / 4854 | | 1921 / 11 | Three Rivers, P. Q. (National S. B. Corp.) | Soc. Nahptes Transport | 3CylTE27,44,73x48; / 3SB;WP180lbs | | BL |
| 2413 / OEAI | **Capitaine Faure** / Steel / 2D;Shel dk;W. Bal;Wireless 8BH | Scw / Twin | Fr / 445 | Dunkirk / 58 \| 37.6 | 5059 / 8055 | | 1917 / 4 | Tsurumi, (Asano S. B. Co., Lim.) [Jap | Soc. de Nav. a Vap. France Indo-Chine | 2-3CylTE22,36,60x48; / 4SB;WP200lbs;5311IHP. | | V |
| 2414 / OEAL | **Capitaine Huet** / xScotia Belle / 1D | Sch | Fr / 139 | St. Servan / 32.7 \| 12 | 354 / 393 | | 1918 | Meteghan, (J. E. Gaskill.) [N. S. | Lucien Huet | Wd;Gif(Sltd) | | V |
| 2415 / OVUW | **Capitaine Joseph Plisson** / xBlaise Pascal Steel / 2D;Wireless;W. Bal 7BH | Scw | Fr / 362.1 / P233′ | Havre / 49.2 \| 24.5 / F44′ | 2899 / 4785 | | 1923 | Havre, (Chantiers & Ateliers de la Gironde.) [Fr. | Cie. des Chargeurs Francais | 3CylTE25,42,70x45; / 3SB;WP185lbs;2500IHP. | | V |
| 2416 / OLHN | **Capitaine Le Masne** / Steel / 1D;Well dk;Wireless;W. Bal 7BH | Scw | Fr / 362.1 | Havre / 49.2 \| 24.4 | 2549 / 4578 | | 1922 | Havre, (Ch. & Atel. Ie la Gironde.) [Fr. | Soc. Commerciale de Nav. | 3CylTE24,39,66x44; / 3SB;WP185lbs;2000IHP. | | V |
| 2417 / OEAP | **Capitaine Maurice Eugene** / Steel / 1D;Wireless;W. Bal 6BH | Scw | Fr / 386 / P35′ | Dunkirk / 52.2 \| 28.3 / B110′ F45′ | 3120 / 4945 | | 1921 / 9 | Bordeaux, (Atel. & Chant. du Sud-Quest.) [Fr. | Cie. Francaise d'Arm. et Import. de Nitrate de Soude | 3CylTE26,42,70x48; / 3SB;WP180lbs;2400IHP | | BL |
| 2418 / OEAV | **CapitainePaulLemerle** / Steel / 2D;Wireless;W. Bal 7BH | Scw | Fr / 386 / P35′ | Bordeaux / 52.5 \| 25.5 / B110′ F46′ | 3120 / 4945 | | 1922 | Bordeaux, (Atel. & Chant. du Sud-Quest.) [Fr. | Soc. Gen. de Transports Maritimes a Vapeur | 3CylTE26,42,70x48; / 3SB;WP180lbs;2400IHP. | | V |
| 2419 / 208,044 | **Capital City** / 1D | SW | Am / 220 | San Fran. / 42.6 \| 9.3 | 701 / 1142 | | 1910 | San Francisco, Cal. | California Transp. Co. | 2CylC25,43x108; / 4Blrs;WP160lbs;1200IHP. | | |
| 2420 / 220,019 / LWND | **Capital of Nebraska** / Steel / 1D;B; 7BH / Wireless; 6BH to Fbd dk / SUB.SIG; 1BH to 2d dk / Oil fuel F. P. above 150° F. C-32 / W.B.—A.P.114t;D.B.252′902t;D. / F.O.....D.B.214′692t.... | Scw / T.20′3 | Am / 324 / P41′ / 86t... / ...S.T | Mobile / 46.1 \| 25 \| 27′8″ / B90′ F34′ / ....F.P.148t / .31t;F.P.136t | 2179 / 3545 / 5000 | 4′ 10″ / 23′ | 1920 / 7 | Mobile, (Mobile S. B. Co.) [Ala. | U. S. Shipping Board | 3CylTE22,37½,60x42; / Ellicott Machine Corp; / 2WTB;Chas. Ward Eng. Co;5994HS; / WP200lbs;1600IHP;EAC; / Dkd,s rps4,21 | ✠A1Ⓔ / ✠AMS / shft drn4,21;Cih BB;CL / (Laid up) | |
| 2421 / 201,194 / KVFT | **Capitola** / Steel / 4BH | Scw / Sch | Am / 137.6 | P. Huron / 19.6 \| 9.8 | 83 / 123 | | 1904 | Toledo, (Craig S. B. Co.) [Ohio | Harry T. Wickes | 3CylTE9¾,15½,22x16; / 1WTB;WP250lbs;500IHP | | |
| 2422 | **Capo-Mele** / xFrancisca Steel / 1D;W. Bal;Wireless 5BH | Scw | It / 250.1 | Genoa / 43.2 \| 20.1 | 1280 / 2116 | | 1918 | Toronto, (Polson Iron Works Co., Ld.) [Can. | Cia. Genovese di Navigazione a Vapore | 3CylTE20½,33,54x36; / 2SB;WP180lbs;1250IHP | | V |
| 2423 | **Capo-Noli** / xFranquette Steel / 1D;Wireless;W. Bal 5BH | Scw | It / 252.5 | Genoa / 43.7 \| 20.8 | 1287 / 2113 | | 1918 | Toronto, (Polson Iron Works Co., Ld.) [Can. | Cia. Genovese di Navigazione a Vapore | 3CylTE20½,33,54x36; / 2SB;WP180lbs;900IHP | | I |
| 2424 / 896 / NHQB | **Capodimonte** / xWar Tiger Steel / 2D;Oil fuel;Wireless;W. Bal 6BH | Scw | It / 385.3 | Genoa / 51.2 \| 33.5 | 3544 / 5872 | | 1917 / 10 | Kobe, (Kawasaki Dkyd. Co., Lim.) [Jap. | Soc. di Nav. Mar. Italiana | 3CylTE26,43,72x48; / 2SB;WP200lbs;3841IHP | | I |
| 2425 / 143,041 / JWGM | **Capsa** / xWar Khan Steel / 1D;B;Web frms;Long. frmg; 11BH / Oil fuel;Wireless;W. Bal | Scw | Br / 400 / P50′ | London / 52.4 \| 28.5 / B121′ F39′ | 3478 / 5574 | | 1919 / 3 | Sunderland, (J. Laing & Sons, Lim.) [Eng. | Anglo-Saxon Petroleum Co. (Lim.) | 3CylTE27,44,73x48; / 3SB;WP180lbs | | BL |
| 2426 / 201,645 / KTNW | **Captain A. F. Lucas** / Steel / 2D;Mchy aft; 12BH / SUB.SIG; 9BH to Fbd dk / W. Bal; 3BH to 2d dk / Oil fuel F. P. above 150° F. | Scw | Am / 360 / B18′ | San Fran. / 50 \| 21.5 / F29′ | 3257 / 4188 / 6500 | | 1904 / 12 | Richmond, (Wm. R. Trigg Co.) [Va. | Standard Oil Co. (Cal.) | 3CylTE25,41½,68x42; / Wm. R. Trigg Co; / 2SB;Wm. Cramp & Sons S. & E. B.Co; / 5536HS;WP180lbs;2300IHP; / EAC;Dkd,s rps7,26 | A1 Oil Carrier. / AMS / S.S.Oak12,25; / M.&B.S.12,25;n shft7,26; / Cih BB;CL | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2427 | **Capt. Barker** | MV | Am | Seattle | 176 | | 1919 | Vancouver, | Foss Co. | 2-3CylGasEng11¾x15; | | |
| 223,169 | Concrete | Twin | 94.1 | 25 \| 11.9 | 259 | | | (Great Northern Boat Building Co.) [Wash. | | 220BHP. | | |
| | 1D 4BH | | | | | | | | | | | |
| 2428 | **Capt. Chas. D. Harris** | StW | Am | Memphis | ..... | | 1921 | Pittsburgh, | U. S. Govt. | 2-2Cyl12,28x60; | | |
| | Steel | | 137.5 | 29 \| 5.5 | | | | (John Eichleay, Jr.) [Pa. | (Engineer Corps) | 1WTB;3001HP. | | |
| | 3D | | | | | | | | | | | |
| 2429 | **Captain Charles W. Rowell** | Scw | Am | New York | 75 | | 1907 | Wilmington, | U. S. Gov- | 2-2CylC7½,15x14; | | |
| | Steel | Twin | 86 | 20 \| 11.2 | 128 | | 6 | (Pusey & Jones Co.) [Del. | ernment (Quartermaster's Dept.) | 1WTB;WP150lbs | | |
| | 1D;B;W. Bal 3BH | | | | | | | | | | | |
| 2430 | **Captain Collier** | MV | Am | Pt. Arthur | 78 | | 1911 | Philadel- | Gulf | 2CylGasEng; | | |
| 208,473 | Steel | | 103.6 | 22.7 \| 9.1 | 128 | | 12 | phia, Pa. | Refining Co. | 75IHP | | |
| LBTV | 1D;W. Bal | | | | | | | (Wm. Cramp & Sons S. & E. B Co.) | | | | |
| 2431 | **Captain Dan** | Scw | Br | Montreal | 711 | | '82 | Buffalo, | George Hall | 2CylC24,44x42; | | |
| 141,373 | xHecla Wood | | 230.6 | 35.3 \| 17.3 | 1167 | | | (Union D. D. Co.) [N. Y. | Coal Co. of Canada (Lim.) | 1SB;WP130lbs;84RHP | | |
| | 1D | | | | | | | | | | | |
| 2432 | **Captain Gregory Barrett** | Scw | Am | San Fran. | 70 | | 1909 | Portland, | U. S. Gov- | 2CylC13,26x18; | | |
| | Steel | | 98 | 22 \| 11.7 | 132 | | 8 | (Willamette Iron & Steel Wks.) [Ore. | ernment (Quartermaster's Dept.) | 1WTB;WP150lbs | | |
| | 1D;W. Bal 5BH | | | | | | | | | | | |
| 2433 | **Capt. James Fornance** | Scw | Am | Portland | 70 | | 1909 | Portland, | U. S. Gov- | 2CylC13,26x18; | | |
| | Steel | | 98 | 22 \| 11.7 | 132 | | 8 | (Willamette Iron & Steel Wks.) [Ore. | ernment (Quartermaster's Dept.) | 1WTB;WP150lbs | | |
| | 1D;B;W. Bal 5BH | | | | | | | | | | | |
| 2434 | **Capt. M. Quinn** | Brg | Am | New York | 462 | | 1913 | Brooklyn, | Cleary Bros. | YP;If | | |
| 165,341 | | | 110 | 30.3 \| 13.5 | 462 | | 6 | (Ira S. Bushey & Sons) [N. Y. | | | | |
| | 1D | | | | | | | | | | | |
| 2435 | **Capt. R. S. Clark** | Brg | Am | New York | 247 | | 1917 | Brooklyn, | Conklin & | Wd | | |
| 166,602 | | | 111.8 | 33.6 \| 9.2 | 247 | | | (M. N. Martin.) [N. Y. | Foss Co. | | | |
| | 1D | | | | | | | | | | | |
| 2436 | **Capt. Savidge** | Scw | Am | New York | 91 | | 1900 | Rockland, | Neptune | 1Cyl15x30; | | |
| 25,332 | xUnique Wood | | 96.9 | 20.4 \| 10.1 | 134 | | rb'18 | Me | Line, Inc. | 1SB;WP180lbs;300IHP. | | |
| | 1D 2BH | | | | | | | | | | | |
| 2437 | **Captain T. W. Morrison** | Scw | Br | Quebec | 68 | | 1907 | Wilmington, | The | 2-2CylC7½,15x14; | | |
| 152,776 | Steel | Twin | 70 | 18 \| 10 | 123 | | 5 | (Pusey & Jones.) [Del. | National Dock & Dredging Corp. (Lim.) | 1WTB;WP150lbs | | |
| | 1D;B;W. Bal 3BH | | | | | | | | | | | |
| 2438 | **Capt. Thomas Wilson** | Scw | Am | Fairport | 3091 | | 1900 | Pt. Huron, | Wilson | 3CylTE23,38,63x40; | (★100(GL) | |
| 127,469 | Steel | | 420.5 | 50 \| 24 | 4318 | | rb'20 | (Jenks S. B. Co.) [Mich | Transit Co. | 2SB;WP175lbs;1300IHP. | P.S.5.25 | |
| | 1D;B;Mchy aft;W. Bal 4BH | | | | | | | | | | | |
| 2439 | **Captain Tom** | Brg | Am | New York | 224 | | 1917 | Brooklyn, | L. Boyer's | Wd | | |
| 166,617 | | | 94.8 | 32.1 \| 8.3 | 224 | | | (Olsen & Jensen Boatbuilding Co.) [N. Y. | Sons Co. | | | |
| | 1D | | | | | | | | | | | |
| 2440 | **Captain Weber** | SW | Am | San Fran. | 569 | | '92 | San Fran- | California | 2CylC20,40x48; | | |
| 126,869 | | | 174.5 | 36.5 \| 8 | 690 | | | cisco, Cal. | Transp. Co. | 4Birs;WP160lbs;350IHP | | |
| | 1D | | | | | | | | | | | |
| 2441 | **Captiva** | MV | Am | New York | 218 | | 1915 | Elizabeth, | Payne | 2-6CylGasEng9x14; | | |
| 213,016 | Steel | Twin | 129.7 | 21.2 \| 7.9 | 279 | | | (N. J. D. D. & T. Co.) [N. J. | Whitney | 150IHP. | | |
| LFHC | 1D | | | | | | | | | | | |
| 2442 | **Capto** | Scw | Nor | Hauges'nd | 2777 | | 1917 | Oakland, | B. Stolt- | Stm Tbn; | | N |
| | Steel | | 376.1 | 52.3 \| 25.6 | 4442 | I | (Moore & Scott.) [Cal | Nielsen & Co. | 3SB;WP210lbs;2400SHP. | | |
| LBTC | 2D;Oil fuel;Wireless;W. Bal 5BH | | P33′ | B70′ F40′ | | | | | | | | |
| 2443 | **Capulin** | Scw | Am | Phila. | 3032 | 7′ 9½″ | 1920 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 220,257 | Steel | | 390 | 54.2 \| 27.8 \| 32′ | 4977 | 24′ 5″ | 6 | (American Int. S. B. Corp.) [Pa. | ping Board | General Electric Co; 3WTB;Babcock & Wilcox Co;8700HS. WP200lbs;2500SHP;EAC; Dkd,d rpd10,26 | ✠AMS | |
| LWTM | 2D;Wireless;SUB.SIG;W. Bal; 8BH | | P50′ | B121′ F40′ | 7825 | | | | | | S.S.No.1,Ches9,24; M.S.9,24;shft drn2,26;B.S.8,26; Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.100t;D.B.284′1380t. ..... ....D. T.36′892t;F.P.1 44t | | | | | | | | | | | |
| | F.O.....D.B.257′1162t;S. T.14′1 29t... ..... | | | | | | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. Lth. \| Bth. \| Dth. / Deck Erections \| Mid. | Tons Net / Gross / D.W. | Freeboard. / Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. / Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2444 | **Carabobo** | Scw | Am | Wilmngtn | 1718 | 3′ 10½″ | 1923 | Camden, | Atlantic & | Stm Tbns; | ✠A1Ⓔ With Freeboard. | |
| 223,478 | Steel | Twin | 305.2 | 48.2 \| 19.9 \| 21′ 10″ | 2916 | 18′ 1½″ | 12 | (New York [N. J. | Caribbean Steam | W. & A. Fletcher Co; | ✠AMS | |
| MFJB | 2D;W. Bal;Wireless; 6BH | | | | 3184 | | | S. B. Corp.) | Navigation Co. | 2SB;New York S. B. Corp; | ✠RMC | |
| | Oil fuel F. P. above 150° F. C-30 | | P52′ | B117′ F37′ | | | | | | 5805HS;WP200lbs;2200SHP; EAC;DB;s rps3,25;Dkd6,26 | SBP;CL | |
| | W.B.—A.P.87t; D.B.248′610t. | | ....F. | P.107t | | | | | | | | |
| | F.O..... D.B.191′427t; W. | T.41′1 | 55t; F. | P.100t | | | | | | | | |
| 2445 | **Caracas** | Scw | Am | Wilmngtn | 1850 | | '89 | Philadelphia, | Atlantic & | 3Cyl TE25,41,67x42; | ✠A1 | |
| 126,576 | Iron | ½ B | 311.6 | 40.2 \| 22.1 \| 29.8 | 2886 | | 9 | (Wm. [Pa. | Caribbean Steam | 4CRTB12′6″D13′L;240GS;6700HS; | AMS | |
| KGMT | 3D;Shel dk;Wireless;SUB.SIG. 5BH | | | | 2250 | | | Cramp & Sons Co.) | Navigation Co. | WP140lbs;1800IHP;DB; Dkd1,26;s rps8,26 | 3dS.S.No.2,NY4,22; n shft4,20;M.S.4,22; B.S.9,24;shft drn1,26;SBP;CL | |
| 2446 | **Caracoli** | Scw | Fr | Havre | 3082 | | 1903 | St. Nazaire, | Cie. Gener- | 3Cyl TE25,42,68x44; | | V |
| | xBreiz Izel Steel | Sch | 390.1 | 50 \| 25.9 | 4838 | | | (Atel. & [Fr. | ale Transatlan- | 3SB;WP170lbs;2200IHP | | |
| ODRY | 2D;Wireless;W. Bal 7BH | | | | | | | Chant. Loire.) | tique | | | |
| 2447 | **Caraibe** | Scw | Fr | St.Nazaire | 1888 | | 1906 | Dundee, | Cie. Gener- | 3Cyl TE24,42,65x42; | | V |
| | xRegistan Steel | Sch | 332 | 43.4 \| 22.3 | 2976 | | 9 | (Gourlay [Scot. | ale Transatlan- | 2SB;WP178lbs;2000IHP | | |
| OEBC | 2D;B;Spar dk;Wireless;W. Bal 8BH | | P25′ | B84′ F34′ | | | | Bros. & Co., Lim.) | tique | | | |
| 2448 | **Caramanie** | Scw | Fr | Marseilles | 2275 | | 1904 | Hamburg, | Cie. de | 3Cyl TE23,42,67x47; | | G |
| | xAssunzione xTsad Steel | | 354.2 | 43.7 \| 28.9 | 4006 | | 12 | (Reihsteig [Ger. | Nav. Paquet | 3SB;WP200lbs | | |
| | 2D;Web frms;Wireless;W. Bal 7BH | | P38′ | B113′ F68′ | | | | Schiffsw.) | | | | |
| 2449 | **Carare** | Scw | Br | Liverpool | 4194 | | 1925 | Birkenhead, | Elders & | 2-3Cyl TE23,39,67x48 | | C |
| 147,345 | Steel | Twin | 425.2 | 55.1 \| 29.9 | 6878 | | | (Cammell, [Eng. | Fyffes (Lim.) | | | |
| KTMF | 4D;SUB.SIG;Wireless;D.F;W. Bal | | P42′ | B194′ F49′ | | | | Laird & Co., Lim.) | | | | |
| 2450 | **Caravellas** | Scw | Fr | Havre | 1991 | | '93 | St. Nazaire, | Chargeurs | 3Cyl TE24,40,65x44; | | V |
| | Steel | | 341.5 | 42.8 \| 25.6 | 3127 | | | (Atel. & [Fr. | Reunis | 2SB;WP160lbs;1600IHP. | | |
| OEBD | 1D;B;Spar dk;Wireless;W. Bal 7BH | | P22′ | F40′ | | | | Chant. Loire.) | | | | |
| 2451 | **Caravelle** | Scw | Fr | Havre | 1578 | | 1904 | Pt. Glasgow, | Cie. Gener- | 3Cyl TE24,40,65x42; | | V |
| | xDora Steel | Sch | 293.8 | 40.3 \| 25.3 | 2518 | | 11 | Scot. | ale Transatlan- | 2SB;WP180lbs;1600IHP | | |
| OEBF | 2D;B;Spar dk;Wireless;W. Bal 5BH | | | | | | | (Russell & Co.) | tique | | | |
| 2452 | **Carbet** | Scw | Fr | Havre | 2326 | | 1920 | Glasgow, | Cie. Gener- | 3Cyl TE26,42,69x48; | | V |
| | Steel | | 363.7 | 49.2 \| 24.8 | 3689 | | | (Napier [Scot. | ale Transatlan- | 3SB;WP180lbs;2400IHP | | |
| OEBH | 2D;Wireless;W. Bal 7BH | | P & B | 219′ F47′ | | | | & Miller.) | tique | | | |
| 2453 | **Cardenas** | Brg | Am | Fall River | 1428 | | 1901 | Bath, | Staples | O,Hw,Hk,YP;Gif | ✠ — — | |
| 127,525 | Sch | | 245.9 | 43.2 \| 19 | 1576 | | 5 | (Kelley, [Me. | Trans. Co. | | Cancelled | |
| KQSN | 1D;B 4 M | | | | | | | Spear & Co.) | | | | |
| 2454 | **Cardenas** | Sch | Am | Tampa | 298 | | 1920 | Tampa, | P. P. | YP | | |
| 220,236 | | | 135 | 30.9 \| 9.2 | 307 | | | Fla. | Culbreath, Jr. | | | |
| LWSN | 1D | | | | | | | | | | | |
| 2455 | **Cardiff** | Scw | Br | Cardiff | 2297 | | '98 | Sunderland, | Lewis S.S. | 3Cyl TE23½,40,66x45; | | BL |
| 110,526 | xBrockdale xBerriedale Steel | | 350 | 46.2 \| 17.6 | 3607 | | 12 | (W. Pickers- [Eng. | Co. (Lim.) | 2SB;WP180lbs | | |
| QMPH | 1D;Spar dk;Deep frmg; 6BH | | P31′ | B104′ F33′ | | | | gill & Sons.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2456 | **Cardiganshire** | Scw | Br | Belfast | 5993 | | 1913 | Belfast, | Royal Mail | 2-3Cyl TE24,40½,68x48; | | BL |
| 132,045 | Steel | Twin | 500.3 | 62.4 \| 34.6 | 9426 | | 11 | (Workman, [Ire. | Steam Packet | 2DB;2SB;WP200lbs | | |
| JDNC | 2D;SUB.SIG;Wireless;Oil fuel; 8BH | | P107′ | B180′ F87′ | | | | Clark & Co., Lim.) | Co. | | | |
| | W. Bal | | | | | | | | | | | |
| 2457 | **Cardita** | Scw | Br | London | 3413 | | 1919 | Pt. Glasgow, | Anglo- | 3Cyl TE27,44,73x48; | | BL |
| 143,423 | xWar Gackwar Steel | | 400.3 | 52.2 \| 28.4 | 5545 | | 9 | (Lithgows, [Scot | Saxon Petroleum | 3SB;WP180lbs | | |
| KCLG | 1D;B;Web frms;Long. frmg; 11BH | | P50′ | B121′ F39′ | | | | Lim.) | Co. (Lim.) | | | |
| | Oil fuel;W. Bal;Wireless | | | | | | | | | | | |
| 2458 | **Cardonia** | Scw | Am | Phila. | 3106 | 7′ 9½″ | 1920 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 220,186 | Steel | | 390 | 54.2 \| 27.8 \| 32′ | 5104 | 24′ 5″ | 6 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LWRS | 2D;Wireless;SUB.SIG;W. Bal; 8BH | | | | 7825 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,NO6,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; Dkd,d rpd10,26 | M.S.6,24;n shft6,26;B.S.7,26; Clh BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t. | | ....D. | T.36′892t;F.P.] | 44t | | | | | | | |
| | F.O.....D.B.257′1162t;S | T.14′1 | 29t; D. | T.36′833t..... | .. | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2459 / 220,552 / MBJL | **Carenco** / Steel / 2D;Wireless;SUB.SIG;W. Bal; 8BH / Oil fuel F. P. above 150° F. C-36 / W.B.—A.P.100t;D.B.284'1380t. / F.O.....D.B.257'1162t;S. | Scw | Am / 390 / P50' | New York / 54.2 \| 27.8 \| 32' / B121' F40' / ..... D. / T.14'1 29t; D. T.36'892t; F.P.1 T.36'833t | 3116 / 5109 / 7825 / 44t | 7′ 9½″ / 24′ 5″ | 1920 / 8 | Hog Island, (American [Pa. Int. S. B. Corp.) | Export S.S. Corp. | Stm Tbn; / General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; Dkd,s rps9,26 | ✠A1Ⓔ ✠AMS / S.S.No 1,NY10.24; B.S.6.24;M.S.10.24; shft drn10.25;Cib BB;CL | |
| 2460 / xKwiek xGebroeders / 1D;Mchy aft | **Cargo Shipper** / Sch / Aux | Arg / 136 / P26' | Buen Aires / 24.5 \| 11.2 | 243 / 320 | | 1919 | Martens- (Gebr. [hoek G. & H. Bodewes.) | Angel Medone y Cia. | Stl;3BH; / 4CylOilEng12x14;152BHP | | BL |
| 2461 / 214,561 / LGMQ | **Carib** / Steel / 1D;Wireless;W. Bal 4BH | Scw | Am / 251 / P27' | New York / 43.8 \| 18.2 / B65' F27' | 1259 / 2118 | | 1916 | Wyandotte, (Detroit [Mich. S. B. Co.) | New York & Porto Rico S. S. Co. | 3CylTE20,33,54x40; / 2SB;WP180lbs;1300IHP | | BL |
| 2462 / 1D | **Carib II** | Trn | Pan / 112 | Colon / 28 \| 11.2 | 194 / 219 | | 1901 / 4 | Shelburne, (John A. [N. S. McGowan.) | ..... | M;Gicf(Sltd) | — Exp | |
| 2463 / TNEC / 1D | **Caribe** | Trn | Hol / 120 | Curacao / 27 \| 11 | 176 / 249 | | 1921 | Curacao, Hol. (J. Hellmund.) | Prospero Blas & Co., Mgrs. | Wd;Gicf(Sltd) | | |
| 2464 / 147,267 / KRCJ | **Cariboo** / Steel / 2D;Wireless;W. Bal 7BH | Scw | Br / 440.4 / P37' | Liverpool / 59.2 \| 31.1 / B188' F49' | 4463 / 7275 | | 1924 / 8 | Clydebank, (J. Brown [Scot. & Co., Lim.) | Elder, Demptser & Co. (Lim.) | Stm Tbns; / 4SB;WP215lbs | | BL |
| 2465 / 116,249 / 2D | **Caribou** / xHiram A. Dixon Oak / 3BH | Scw | Br / 144.8 | Sault Ste. Marie / 26.6 \| 10.5 | 371 / 597 | | 1904 | Goderich, (Wm. [Ont. Marlton.) | Booth Fisheries Co. of Canada | 2CylC16,32x26; / 1SB;WP140lbs;450IHP. | | |
| 2466 / 162,956 | **Caribou** | Brg | Am / 86 | St. Mich'el / 24.7 \| 4 | 186 / 186 | | 1906 | St. Michael, Alaska | Northern Navigation Co | Wd | | |
| 2467 / 883 / NHSX | **Carignano** / xWar Pigeon Steel / 2D;Wireless;W. Bal 7BH | Scw / Sch | It / 400 / P49' | Genoa / 52.4 \| 28.4 / B113' F40' | 3230 / 5359 | | 1918 / 9 | Stockton, (Ropner [Eng. & Sons, Lim.) | Lloyd Sabaudo | 3CylTE27,44,73x48; / 3SB;WP180lbs | | I |
| 2468 / 225,458 / 1D | **Caritas** / Steel | MV / Yct Twin | Am / 156.9 | New York / 25.7 \| 12.4 | 138 / 395 | | 1925 | Kiel, (Germania [Ger. Werft.) | J. Percy Bartram | 2-6CylOilEngs13¾x13¾; / 600BHP | | |
| 2469 / 130,479 | **Carl** / xNathan Hale | Brg | Am / 138 | N. London / 28 \| 14 | 252 / 289 | | '90 / 12 | New London (Thames [Conn. Towboat Co.) | Thames Towboat Co. | O,YP;Gif | | |
| 2470 / 215,018 / 1D;B;Mchy aft | **Carl D. Bradley** / Steel / 2BH | Scw | Am / 530 | Fairport / 60 \| 32 | 5557 / 7203 | | 1917 | Lorain, (American [Ohio S. B. Co.) | Bradley Trans. Co. | 3CylTE25½,41,67x42; / 3SB:WP185lbs;2100IHP. | (★100 (GL) / P.S. 8.26 | |
| 2471 / RDCS | **Carl Legien** / Steel / 2D;SUB.SIG;Wireless;W. Bal 1BH | Scw | Ger / 409.8 | Hamburg / 53.1 \| 23.7 | 3434 / 5708 | | 1922 / 12 | Wilhelms- haven, Ger. (Marinewerft.) | A. G. Hugo Stinnes | 3CylTE25½,41,66⅛x49¼; / 3Blrs;WP199lbs | | G |
| 2472 / 134,054 / 1D | **Carl S.** | Sch | Br | Lunenb'rg | 82 / 105 | | 1914 | Lunenberg, N. S. | Wilson Garland | Wd | | |
| 2473 / QLNT | **Carl Vinnen** / Steel / 2D;Mchy aft;SUB.SIG; Wireless;W. Bal 3BH | Sch | Ger / Aux / 261.8 / 5 M | Bremen / 44.3 \| 19.1 / F55' | 1524 / 1827 | | 1922 / 2 | Kiel, (Fried. [Ger. Krupp, A. G.) | F. A. Vinnen & Co. | 4CylOilEng15¾x21⅛ | | G |
| 2474 / 224 / NHTU | **Carla** / Steel / 1D;Shel dk;W. Bal 6BH | Scw | It / 362 | Trieste / 49.9 \| 35.2 | 3111 / 5187 | | 1921 / 6 | Monfalcone, (Cant. [It. Nav. Triestino.) | "Cosulich" Soc. Triestina di Nav. | 3CylTE24,41,68x45; / 2SB;WP180lbs | | I |
| 2475 / 1D | **Carleton Bell** | Sch | Ptg / 93.7 | St. Vincent / 24.5 \| 9.3 | 104 / 139 | | '86 / 4 | Bath, (Deer- [Me. ing & Donnell.) | M. Gomes Madeira & Filha Luzia d'Andrade, Successora | WO;Gif | | |
| 2476 / MCFN | **Carlier** / xItauri Steel / 3D;Wireless;W.Bal 10BH | Scw | Blg / 472.1 | Antwerp / 60.9 \| 28.7 | 5003 / 7217 | | 1915 / 8 | Flensburg, (Flensburger [Ger. Schiffsb. Ges.) | Lloyd Royal Belge Soc. Anon. | 3CylTE31,51,84x54; / 4SB;WP185lbs;3600IHP. | | V |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2477 | **Carlin** | Scw | Br | London | 2308 | | '99 | So. Shields, | Malabar | 3Cyl TE 24,40,65x45; | | BL |
| 110,051 | xBelltown xChatton Steel | | 341 | 46.6 \| 24.7 | 3624 | | 1 | (J. Read- [Eng. | Shipping Co. | 2SB;WP160lbs | | |
| QPNV | 1D;B;Deep frmg; 6BH | | P29′ | B84′ F32′ | | | | head & Sons.) | (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2478 | **Carlisle** | Scw | Am | Phila. | 438 | | 1901 | Philadelphia | Reading Co. | 3Cyl TE 18,28,45x30; | ✠ — — | |
| 127,578 | Steel | | 157 | 29 \| 17.5 | 644 | | 11 | Pa. | | 2CRTB;WP165lbs;500IHP. | Suspended 11,21 | |
| KRGV | 2D 4BH | | | | | | | (Neafie & Levy S. & E. B. Co.) | | | | |
| 2479 | **Carlo Pisacane** | Scw | It | Genoa | 1858 | | 1904 | Rostock, | Andrea | 3Cyl TE 20,35,55x37; | | C-I |
| 1,112 | xAlgier xHernfels Steel | | 301.7 | 45.3 \| 25.9 | 3117 | | 12 | (Akt. [Ger. | Zanchi & Co. | 2SB;WP185lbs;1100IHP | | |
| NHWF | 2D;Wireless;W. Bal 4BH | | | | | | | Ges. "Neptun") | | | 2dS.S.No.2,Genoa8,24; shft drn4,25;B.S.4,25;M.S.8,26 | |
| 2480 | **Carlos** | Scw | Am | San Fran. | 541 | | 1908 | San Fran., | Donovan | 3Cyl TE 14,22,36x24; | | |
| 205,805 | Wood | | 198.4 | 39.2 \| 14.8 | 865 | | 10 | Cal. | S.S. Co. | 1SB;700IHP. | | |
| KWRT | 1D;Oil fuel;Wireless | | | | | | | | | | | |
| 2481 | **Carlos** | ½B | Ptg | Praia,C.V. | 494 | | '75 | Bangor, | Serra Oli- | Hw,Hk;Icf | — Exp | |
| | xHarry Smith | | 134.1 | 30.9 \| 17.2 | 520 | | 19 | (Crosby [Me. | veira & Co. | | | |
| VDGP | 2D | | | | | | | Bros.) | | | | |
| 2482 | **Carlota** | Scw | Hol | Willmstad | 1481 | | 1924 | Glasgow, | Curacoasche | 2-3Cyl TE 14,23,38x27; | | BL |
| | Steel Twin | | 305 | 50.2 \| 15 | 2696 | | | (W. [Scot. | Scheepv. Maats. | 2SB;WP180lbs | | |
| TNEB | 1D;Long. frmg;Oil fuel; 8BH | | F42′ | | | | | | Beardmore & Co., Lim.) | | | |
| | Oil in bulk;Mchy aft;Wireless;W. Bal | | | | | | | | | | | |
| 2483 | **Carlow Castle** | Scw | Br | London | 3708 | | 1917 | Newcastle, | Union- | 3Cyl TE 27,45,74x48; | | BL |
| 139,190 | Steel | | 400 | 53 \| 32.8 | 5833 | | 2 | (Northum- [Eng. | Castle Mail | 3SB;WP180lbs | | |
| JNVR | 1D;Shel dk;Wireless; 6BH | | | | | | | berland S. B. Co., Lim.) | S.S. Co. (Lim.) | | | |
| | SUB.SIG;W. Bal | | | | | | | | | | | |
| 2484 | **Carlsholm** | Scw | Swd | Gothenb'g | 2165 | | 1906 | Copenhagen | V. R. | 3Cyl TE 25,42,70x45; | | BL |
| 4,777 | xCanton Steel | | 366.1 | 47.5 \| 23.7 | 3422 | | 7 | (Akt. [Den. | Olburs, Mgr. | 3SB;WP180lbs | | |
| JQPS | 2D;Deep frmg;Wireless;W. Bal 6BH | | P290′ | F39′ | | | | Burmeistr & Wain.) | | | | |
| 2485 | **Carlton** | Scw | Am | Phila. | 3124 | 7′ 9½″ | 1920 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 220,550 | Steel | | 390 | 54.2 \| 27.8 | 5127 | 24′ 5″ | 8 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| MBJH | 2D;Wireless;SUB.SIG;W. Bal; 8BH | | | 32′ | 7825 | | | Int. Corp.) | | 3WTB;Babcock & Wilcox Co; | shft drn5,25;M.S.8,24;B.S.8,26; | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | Clh BB;CL | |
| | | | | | | | | | | d rpd10,25;Dkd,s rps10,26 | | |
| | W.B.—A.P.100t;D.B.284′1380t | | D. | T.36′892t;F.P.1 | 44t | | | | | | | |
| | F.O.....D.B.257′1162t;S. | T.14′1 | 29t; D. | T.36′833t..... | ... | | | | | | | |
| 2486 | **Carlton** | Scw | Br | Newcastle | 3205 | | 1924 | Sunderland, | R. Chap- | 3Cyl TE 25,41,68x48; | | BL |
| 148,059 | Steel | | 390 | 53.5 \| 28.6 | 5162 | | 4 | (Short [Eng. | man & Son | 2SB;WP180lbs | | |
| KQJP | 1D;Wireless;W. Bal 6BH | | P33′ | B113′ F41′ | | | | Bros., Lim.) | | | | |
| 2487 | **Carmania** | Scw | It | Genoa | 3858 | | 1900 | Greenock, | Ditta L. | 3Cyl TE 29,50,82x60; | | C-I |
| 1,350 | xAlcinous Steel | | 441.7 | 52.6 \| 30.3 | 6319 | | | (Scott [Scot. | Pittaluga | 2DB;WP180lbs | 2dS.S.No.3,Gen11,25; | |
| | 2D;Wireless;W. Bal 7BH | | P50′ | B154′ F58′ | | | | & Co.) | | | M.S.&B.S.11,25;shft drn4,25 | |
| 2488 | **Carmania** | Scw | Br | Liverpool | 9250 | | 1905 | Clydebank, | Cunard S.S. | Stm Tbns; | | BL |
| 120,901 | Steel | Trpl | 650.4 | 72.2 \| 40 | 19566 | | 11 | (J. Brown [Scot. | Co. (Lim.) | 8DB;5SB;WP195lbs | | |
| HFBJ | 3D;SUB.SIG;Wireless;Oil fuel; 12BH | | | | | | | & Co., Lim.) | | | | |
| | Web frms;Shel dk;W. Bal | | | | | | | | | | | |
| 2489 | **Carmania** | SW | Am | Boston | 103 | | '96 | Newport | New Eng- | 2CylC 17,34x48; | — Exp | |
| 92,720 | xMargaret xTlacotalpam Steel | | 175 | 26 \| 7.5 | 321 | | 10 | News, Va. | land Oil Refining | 1SB;WP110lbs;500IHP. | | |
| | 2BH | | | | | | | (Newport News S. B. & D. D. Co.) | Corp. | | | |
| 2490 | **Carmarthenshire** | Scw | Br | Belfast | 4969 | | 1915 | Belfast, | Royal Mail | 4Cyl QE 27,39,57,82x54; | | BL |
| 136,347 | Steel | | 470.2 | 58.3 \| 32.2 | 7823 | | 2 | (Workman, [Ire. | Steam Packet | 4SB;WP215lbs | | |
| JHSV | 2D;Oil fuel;SUB.SIG;Wireless; 7BH | | P99′ | B171′ F79′ | | | | Clark & Co., Lim.) | Co. | | | |
| | W. Bal | | | | | | | | | | | |
| 2491 | **Carmel** | Scw | Am | San Fran. | 349 | | 1906 | Aberdeen, | Sudden & | 2CylC 14,32x24; | | |
| 203,557 | Wood | | 170 | 38 \| 12.3 | 655 | | 11 | (Londstrom [Wash. | Christensen | 1SB;500IHP. | | |
| LBHK | 1D;Oil fuel 2BH | | | | | | | S. B. Co.) | | | | |
| 2492 | **Carmelo Polizzi** | Scw | It | Catania | 1300 | | '91 | Hayle, | ..... | 3Cyl TE 19,33,56x39; | | BL |
| | xMalmesbury xPenpol Steel | | 276 | 36.9 \| 19 | 2061 | | 2 | (Harvey [Eng. | | 2SB;WP160lbs | | |
| | 1D;Web frms;Wireless;W. Bal 5BH | | P29′ | B110′ F28′ | | | | & Co., Lim.) | | | | |
| 2493 | **Carmen** | Trn | Sp | Barcelona | 302 | | '84 | Milford, | J. Minguel | WO,YP;Gif (Sltd) | ✠ — — | |
| | xA. & M. Carlisle | | 135.4 | 32.6 \| 10.8 | 350 | | 7 | (Simpler [Del. | & Bros. | | Suspended 6,19 | |
| | 1D | | | | | | | & Reville.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2494 | **Carmen** | Scw | Dan | Esbjerg | 753 | | 1920 | Glasgow, | A/S D/S | 3CylTE15,25,40x27; | | BL |
| | xCatalonier Steel | | 240 | 35.7 \| 15.3 | 1234 | | 10 | (Lloyd [Scot. | Vesterhavet | 2SB;WP185lbs | | |
| NDSR | 1D;W. Bal 4BH | | P27′ | B57′ F25′ | | | | Royal Belge of Great Britain.) | | | | |
| 2495 | **Carmen** | Scw | Nor | Oslo | 1108 | | 1917 | Cleveland, | T. Lod- | 3CylTE20,33,54x40; | | BL |
| | Steel | | 251.3 | 43.7 \| 17.9 | 1902 | | 6 | (American [Ohio | ding, Mgr. | 2SB;WP180lbs | | |
| MTCJ | 1D;W. Bal;Wireless 4BH | | P27′ | B64′ F25′ | | | | S. B. Co.) | | | | |
| 2496 | **Carmi A. Thompson** | Scw | Am | Fairport | 5658 | | 1917 | Lorain, | Producers | 3CylTE23,38,63x42; | (★100(GL) | |
| 215,614 | Steel | | 525 | 58 \| 31 | 7038 | | | (American [Ohio | S.S. Co. | 2SB;WP180lbs;1900IHP. | P.S.10,26 | |
| | 1D;B;Web frms;Long. frmg; 5BH | | | | | | | S. B. Co.) | | | | |
| | W. Bal;SUB.SIG. | | | | | | | | | | | |
| 2497 | **Carmia** | Scw | Br | Glasgow | 3677 | | 1906 | Greenock, | Donaldson | 2-3CylTE26,42,70x48; | | BL |
| 124,130 | xCassandra Steel | Twin | 455 | 53.2 \| 29.1 | 6407 | | 9 | (Scott's [Scot. | Line (Lim.) | 2DB;2SB;WP180lbs | | |
| HJBC | 2D;Shel dk;Deep frmg; 7BH | | | | | | | S. B. & E. Co., Lim.) | | | | |
| | Wireless;D.F;W. Bal | | | | | | | | | | | |
| 2498 | **Carmina** | MV | Am | Baltimore | 148 | | 1903 | Boston, | Maryland | 6CylOilEng14½x18; | | |
| 200,039 | Steel | | 140.1 | 21.5 \| 11.6 | 260 | | 7 | (Chas. [Mass. | Pilots Assn | 400BHP;Dkd,rps8,26 | | |
| KSNV | 2D;B 5BH | | | | | | | Fletcher.) | | | | |
| 2499 | **Carna** | Scw | Hol | Curacao | 814 | | 1921 | Lobith, | Koninkl. | 3CylTE20,31,51x35; | | V |
| | Steel | | 264.5 | 39.2 \| 14.1 | 1399 | | | (N. V. [Hol. | Nederl. Stoomb. | 2WTB;WP200lbs;900IHP | | |
| TNED | 2D;Oil fuel;Wireless; 5BH | | B42′ | | | | | Lobithsche Scheepsb My.) | Maats. | | | |
| | W. Bal | | | | | | | | | | | |
| 2500 | **Carnac** | Scw | Br | London | 2349 | | '99 | Pt. Glasgow, | Malabar | 3CylTE24,39,65x45; | | BL |
| 148,663 | xFederica Steel | Sch | 340 | 46.1 \| 17.9 | 3707 | | 10 | (Russell [Scot. | Shipping Co. | 2SB;WP180lbs | | |
| KTCR | 1D;Deep frmg;Spar dk; 6BH | | P21′ | B72′ F36′ | | | | & Co.) | (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2501 | **Carnaro** | Scw | It | Trieste | 1942 | | 1913 | Pt. Glasgow, | Lloyd | 4CylQE22,32,47,68x48; | | I |
| 223 | xFerencz Jozsef Kiraly Steel | | 335 | 46.4 \| 22.6 | 3526 | | 12 | (Clyde S. B. [Scot | Triestino | 4SB;WP225lbs;3610IHP | | |
| NIBQ | 2D;Wireless;W. Bal 6BH | | P50′ | B178′ F40′ | | | | & Eng. Co., Lim.) | | | | |
| 2502 | **Carnarvonshire** | Scw | Br | Belfast | 5955 | | 1914 | Belfast, | Royal Mail | 2-3CylTE24,40½,68x48; | | BL |
| 132,049 | Steel | Twin | 500.3 | 62.4 \| 34.6 | 9406 | | 3 | (Workman, [Ire. | Steam Packet | 2DB;2SB;WP200lbs | | |
| JFBW | 2D;SUB.SIG;Wireless;Oil fuel; 8BH | | P107′ | B180′ F88′ | | | | Clark & Co., Lim.) | Co. | | | |
| | W. Bal | | | | | | | | | | | |
| 2503 | **Carnegie** | MV | Am | Wash'ton | 246 | | 1909 | Brooklyn, | Carnegie | 4CylGasEng11x12; | | |
| 206,536 | Wood | | 135.6 | 32.2 \| 11.9 | 323 | | | (Tebo [N. Y. | Institution, Washington | 150IHP | | |
| LBDW | | | | | | | | Y. B. Co.) | | | | |
| 2504 | **Carnia** | Scw | It | Trieste | 3590 | | 1923 | Trieste, | Nav. | 3CylTE27,42,68x48; | | I |
| 627 | Steel | | 404.2 | 54 \| 29 | 5794 | | 1 | (Cant. San [Italy | Libera Triestina | 3SB;WP180lbs | | |
| NIBU | 1D;Shel dk;Wireless;W. Bal 7BH | | | | | | | Rocco S. A.) | Soc. in Az. | | | |
| 2505 | **Carniolia** | Scw | It | Trieste | 1674 | | 1900 | Trieste, | Soc. di Nav. | 3CylTE23,39,65x45 | | I |
| 2 | Steel | | 315.4 | 40.8 \| 14 | 2941 | | | (Lloyd [Aus. | Lloyd | 2SB;2000IHP | | |
| NICE | 2D;Spar dk;W. Bal 6BH | | P49′ | B85′ F63′ | | | | Austriaco.) | Triestino | | | |
| 2506 | **Carolina** | Scw | Am | Duluth | 887 | | '92 | Philadel- | Goodrich | 2-2CylC20,40x28; | | |
| 96,172 | xChas. H. Hackley xHartford Iron | Twin | 220 | 40 \| 13 | 1304 | | 3 | phia, Pa. | Transp. Co. | 4FB;WP120lbs;1000IHP. | | |
| KLGP | 3D;Wireless 7BH | | | | | | | (Neafie & Levy.) | | | | |
| 2507 | **Carolina** | Scw | Am | Phila. | 61 | | '92 | Philadel- | Southern | | | |
| 116,485 | xSea King Wood | | 92.6 | 21 \| 10 | 123 | | | phia, Pa. | Transportation Co. | 455IHP. | | |
| LHRG | ID | | | | | | | | | | | |
| 2508 | **Carolina** | Scw | Swd | Gothenb'g | 1434 | | '88 | Sunderland, | Afrikanska | 3CylTE22⅛,37,60x39; | | BL |
| 3,521 | xBollwerk xCarolina Steel | | 290 | 38.7 \| 20.9 | 2294 | | 12 | (J. L. [Eng. | Angf. Aktieb | 2SB;WP150lbs | | |
| JKTD | 1D;Well dk;Web frms;Wireless; 6BH | | P29′ | B112′ F33′ | | | | Thompson & Sons.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 2509 | **Carolina** | Scw | It | Trieste | 2974 | | 1905 | Pt. Glasgow, | Cosulich | 3CylTE27,43,72x48; | | I |
| 456 | Steel | Sch | 359.8 | 48 \| 25.3 | 4752 | | 9 | Scot. | Soc. Triestina | 3SB;WP180lbs;2800IHP | | |
| NICX | 2D;Shel dk;Deep frmg;Wireless; 6BH | | | | | | | (Russell & Co.) | di Nav. | | | |
| | W. Bal | | | | | | | | | | | |
| 2510 | **Carolina E. De Perez** | Scw | Sp | Santand'r | 1659 | | '96 | Stockton, | A. F. Perez | 3CylTE21,35,59x39; | | V |
| | xSuningdale Steel | Sch | 300.4 | 43 \| 22 | 2696 | | 10 | (Ropner [Eng. | | 2SB;WP160lbs;1000IHP. | | |
| HFTN | 1D;Web frms;Wireless;W. Bal 6BH | | B66′ | F34′ | | | | & Son.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2511 219,782 LWCK | **Carolinas** xPinellas Steel 1D;2d dk in No. 1 and No. 4 Holds Long. frmg; 7BH Wireless; 6BH to Fbd dk W. Bal;SUB.SIG; 1BH to 2d dk Oil fuel F. P. above 150° F C-32 | Scw | Am | Charlest'n 333.8 \| 48 \| 24.7 \| 27' 6" P36' B97' F36' | 2144 3513 6000 | 5' 2" 22' 6" | 1920 5 | Jackson-(Merrill-[ville, Fla. Stevens S. B. Corp.) | Carolina S.S. Corp. | Stm Tbn; W. & A. Fletcher Co; 2SB;Sun S. B. Co; 5554HS;WP190lbs;2000SHP; EAC;Dkd,d rpd3,26;s rps9,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Chstn11,22; M.&B.S.11,22;shft drn9,25; Clh BB;CL | |
| | W.B.—A.P.219t;D.B.278'835t. F.O. D.B.131'456t;W. T.345t | | | D.T.2 3'495t F D.T.2 3'402t;S.T. t | P.86t | | | | | | | |
| 2512 221,657 MDFR | **Caroline** | Brg Sch | Am | Baltimore 267.3 \| 46 \| 23.6 | 2179 2301 | | 1921 | So.Portland, (Cumberland [Me. S. B. Co.) | P. Dougherty Co. | Wd | | |
| 2513 166,465 | **Caroline** 1D | Brg | Am | New York 115.2 \| 34.4 \| 8.9 | 326 326 | | 1912 | Brooklyn, (Jakobson [N. Y. & Peterson) | Jacobus Grauwiller Co. | Wd | | |
| 2514 127,676 KRVG | **Caroline** 1D | Brg xSch | Am | San Fran. 163.1 \| 38 \| 11.6 | 434 511 | | 1902 8 | Pt. Blake-ley, Wash. (H. K. Hall.) | Gardiner Mill Co. (Inc.) | YF;Icf | | |
| 2515 OECD | **Caroline** Steel 2D;Spar dk;Wireless;W. Bal 7BH | Scw Twin | Fr | Havre 413.4 \| 52.1 \| 35 P53' F45' | 4262 6698 | | 1908 | Port de Bouc, Fr. (Chant. & Atel. de Provence.) | Cie. Gener-ale Transatlan-tique | 2-3Cyl TE24,37,61x43; 4SB;WP178lbs;4200IHP. | | V |
| 2516 212,893 LFCM | **Carolinian** xSoutherner Steel 1D;B;Deep frmg;Wireless; 6BH W. Bal | Scw | Am | New York 359.8 \| 50.2 \| 26.4 P32' B114' F36' | 2707 4170 | | 1906 10 | W. Hartle-pool, Eng. (Furness, Withy & Co., Lim.) | Garland S.S. Corp. | 3Cyl TE24,39,66x48; 2SB;WP180lbs;1600IHP. | | BL |
| 2517 210,278 LCMN | **Carolyn** xParkgate Steel 2D;SUB.SIG;Web frms; 5BH Long. frmg;Wireless;oil fuel;W. Bal | Scw Sch | Am | New York 313.5 \| 46.1 \| 22.7 P36' B94' F31' | 2389 3209 | | 1912 7 | N'port N'ws, (Newport News S. B. & D. D. Co.) [Va. | A. H. Bull S.S. Co. | 3Cyl TE22,37,60x42; 2SB;WP180lbs;1200IHP | | BL |
| 2518 120,826 HBTQ | **Caronia** Steel 3D;Web frms;Shel dk;Oil fuel; 12BH SUB.SIG;Wireless;D.F;W. Bal | Scw Sch Twin | Br | Liverpool 650 \| 72.2 \| 40.2 B400' | 9752 19782 | | 1905 2 | Clydebank, (J. Brown & Co., Lim.) [Scot. | Cunard S.S. Co. (Lim.) | 2-4Cyl QE39,54½,77,110x66; 6SB;WP210lbs | | BL |
| 2519 203,545 KVPT | **Carpender** xNumber 25 1D;B | Brg Sch | Am | Phila. 227 \| 36.1 \| 19.6 | 1520 1566 | | 1906 9 | Camden, (N. Y. Shipbuilding Co.) [N. J. | Westmore-land Coal Co. | Stl | | |
| 2520 146,158 KJVM | **Carpio** Steel 1D;Shel dk;Oil fuel; 4BH Wireless;W. Bal | Scw | Br | London 264.8 \| 41.2 \| 18.8 | 893 1847 | | 1921 8 | Liverpool, (H. & C. Grayson.) [Eng. | MacAn-drews & Co.(Lim.) | 3Cyl TE21,34,56x36; 2SB;WP180lbs | | BL |
| 2521 220,598 MBKS | **Carplaka** Steel 2D;Wireless;SUB.SIG;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 | Scw | Am | Phila. 390 \| 54.2 \| 27.8 \| 32' P50' B121' F40' | 3113 5104 7825 | 7' 9½" 24' 5" | 1920 8 | Hog Island, (American [Pa. Int. S. B. Corp.) | U. S. Ship-ping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; Dkd8,26;s rps10,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NO10,24 M.S.10,24;shft drn10,24; B.S.10,26;Clh BB;CL | |
| | W.B.—A.P.100t;D.B.284'1380t. F.O. D.B.257'1162t;S. T.14'1 | | | D. T.36'892t;F.P.1 29t. | 44t | | | | | | | |
| 2522 220,597 MBKR | **Carrabulle** Steel 2D;Wireless; 15BH SUB.SIG; 7BH to Fbd dk W. Bal; 8BH to 2d dk Oil fuel F. P. above 120° F. C-36 | Scw | Am | Baltimore 390 \| 54.2 \| 27.8 \| 32' P50' B121' F40' | 3105 5030 7825 | 7' 9½" 24' 5" | 1920 8 | Hog Island, (American [Pa. Int. S. B. Corp.) | Cuba Dis-tilling Co. | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; d rpd4,26;Dkd9,26;s rps11,26 | ✠A1Ⓔ Crude Oil Carrier. ✠AMS S.S.No.1,Balt10,25 shft drn5,25;M.&B.S.10,25; Clh BB;CL | |
| | W.B.—A.P.100t;D.B.279'1393t. F.O. D.B.257'1186t;S. T.14'1 | | | F.P. 29t. | .144t | | | | | | | |
| 2523 126,060 | **Carrie** xSaco 1D | Sch | Am | Baltimore 93.1 \| 23.7 \| 6.6 | 96 101 | | '82 | Cambridge, (J. H. Johnson.) Md. | John E. Clark | O,YP;Gif | | |
| 2524 | **Carrie A. Bucknam** 1D | Trn | Am | New York 128 \| 29.3 \| 10.8 | 236 287 | | '83 1 | Verona, (Wm. Beazley & Co.) [Me. | K. H. Butler & Co., Inc. | Hw,Hk,YP;Icf(Resltd) | — Exp | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2525 126,119 | **Carrie L. Hirtle** Sch | Sch | Br | Lunenb'rg 101.2 \| 25.3 \| 10.4 | 99 | | 1909 | Lunenburg, N. S. | Louis Goldman & Joseph Steckler | Wd | | |
| 2526 203,782 KVSR | **Carrie T. Meseck** xIndustry Steel 1D 2BH | Scw | Am | New York 87 \| 23.6 \| 12 | 111 163 | | 1906 | Port Richmond, N. Y. (Burlee D. D. Co.) | Meseck Towing & Transp. Co. | 2CylC18,38x26; SB;WP150lbs;637IHP. | | |
| 2527 127,006 | **Carrier** Steel 1D | SW | Am | N. Orleans 280.3 \| 44 \| 10 | 734 1097 | | '92 | Newburgh, N. Y. | Morgan's La. & Texas R.R. & S.S. Co. | 450IHP. | | |
| 2528 113,508 SGPB | **Carrigan Head** Steel Sch 2D;Deep frmg;Wireless;W. Bal 6BH | Scw Sch | Br | Belfast 370.5 \| 46 \| 28.7 P43' B104' F43' | 2708 4208 | | 1901 4 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | G. Heyn & Sons, Mgrs. | 3CylTE23.43,70x48; 2SB;1AuxSB;WP190lbs | | BL |
| 2529 212,652 LDSN | **Carrillo** Steel Sch 3D;B;Oil fuel;SUB.SIG;Wireless; W. Bal 4BH | Scw Sch | Am | New York 378.8 \| 50.3 \| 29.1 B161' F45' | 2769 4538 | | 1911 9 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | United Fruit S.S. Corp. | 3CylTE27,45,75x54; 5SB;WP190lbs;648RHP; Dkd,s rps10,26 | S.S.No.3,NY9,23;A.S.4,26; shft drn4,25;M.S.9,25;B.S.9,26 | C |
| 2530 217,374 LPDG | **Carriso** xMagunkook Steel 2D;SUB.SIG;W. Bal; 6BH Oil fuel F. P. above 150° F. C-32 W.B.—A.P102t; D.B.290'888t. F.O. D.B.250'690t; S. | MV Twin | Am | San Fran. 340.5 \| 48 \| 24.7 \| 27' 3" F.P.12 T.65t; F.P.11 | 2452 3899 5900 | 4' 11½" 22' 5" | 1919 1 | Long Beach, (Long Beach S. B. Co.) [Cal. | Oceanic S.S. Co. | 2-6CylOilEng 20½x35 7/16; Pacific Diesel Engine Co; 1650BHP;EAC;2D BLRS; Dkd,d rpd1,26;s rps6,26 0t 2t | ✠A1Ⓔ ✠AMS S.S.No.1,SanF11,23; n Engs;n shfts11,23;B.S.9,24; M.S.12,24;Clh BB;CL | |
| 2531 219,485 LVHW | **Carroll** 1D;B | Brg Sch | Am | Baltimore 228 \| 38 \| 19.1 | 1210 1281 | | 1920 2 | Locust P'nt, (Coastwise S. B. Co.) [Md. | T. J. Hooper | F,YP;Gif✕ clk a;Exmd10,24 | ✠A1Ⓔ Towing Barge. Coastwise & W. I. S.S.No.1,Nflk10,24 | |
| 2532 145,594 KHVQ | **Carronpark** xEllen Stub Steel 1D;Wireless;W. Bal 5BH | Scw | Br | Greenock 300.6 \| 43.6 \| 21.9 P29' B85' F34' | 1584 2630 | | 1920 11 | Pt. Glasgow, (Ferguson Bros., Lim ) [Scot. | Denholm Line Steamers (Lim.) | 3CylTE21,34,57x36; 2SB;WP180lbs | | BL |
| 2533 116 NIEK | **Carso** Steel 1D;Shel dk;Wireless;W. Bal 7BH | Scw | It | Trieste 419 \| 54 \| 30.1 B130' F35' | 3955 6274 | | 1922 1 | Trieste, (Stabilimento Tecnico.) [It. | Nav. Libera Triestina | 3CylTE26,42,70x48; 3SB;WP180lbs | | I |
| 2534 124,123 HGRS | **Carspey** xAustralpeak xStrathspey Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Br | London 370 \| 52.2 \| 17.5 P25' B92' F41' | 2852 4432 | | 1906 7 | Greenock, (Grange-mouth & Greenock Dkyd. Co.) [Scot. | Carspey S.S. Co. (Lim.) | 3CylTE25,41,68x48; 3SB;WP180lbs | | BL |
| 2535 VBPF | **Carston** xArthur Balfour Steel 1D;B;Spar dk;Web frms;W. Bal 6BH *(now Goulandris)* | Scw | Egp | Alex'ndria 340 \| 47.1 \| 20 P31' B105' F32' | 2499 3849 | | 1903 5 | Newcastle, (R. Stephenson & Co., Lim.) [Eng. | ..... ..... | 3CylTE24,40,67x45; 2SB;WP160lbs | | BL |
| 2536 212,584 LDQH | **Cartago** Steel 3D;SUB.SIG;Wireless;W. Bal; 4BH Oil fuel | Scw Sch | Am | New York 378.8 \| 49.8 \| 29.6 B152' F44' | 2801 4611 | | 1908 7 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | United Fruit S.S. Corp. | 3CylTE27,45,75x54; 5SB;WP190lbs;3650IHP;Dkd7,26; s rps8,26 | 2dS.S.No.1,NO6,25;A.S.7,26; B.S.11,25;M.S;shft drn7,26 | C |
| 2537 223,033 | **Carteret** Steel 1D;Mchy aft;Oil fuel;Oil in bulk | Scw Brg Twin | Am | New York 149.9 \| 32.6 \| 9.6 | 226 373 | | 1923 | Chester, (Sun S. B. & D. D. Co.) [Pa | Mexican Petroleum Co. | 2CylC11,24x15; 400IHP. | | |
| 2538 OECN | **Casamance** Steel 2D;Wireless;W. Bal 7BH | Scw | Fr | Havre 392.1 \| 55.1 \| 29 P38' B124' F53' | 3455 5817 | | 1921 | St. Nazaire, (Atel & Chant. de la Loire.) [Fr. | Chargeurs Reunis | Stm Tbns; 2SB;WP200lbs;2800IHP | | V |
| 2539 TNEF | **Casandra** Steel 1D;Long. frmg;Mchy aft; 8BH Oil in bulk;Oil fuel;Wireless;W. Bal | Scw Twin | Hol | Willemst'd 305 \| 50.2 \| 15 F42' | 1482 2701 | | 1924 12 | Glasgow, (W. Beardmore & Co., Lim.) [Scot. | Curacaosche Scheep. Maats. | 2-3CylTE14,23,38x27; 2SB;WP180lbs | | BL |
| 2540 1,260 NIFO | **Casaregis** Steel 3D;Oil fuel;Wireless;W. Bal 6BH | Scw | It | Genoa 398.3 \| 53.6 \| 28.1 | 3908 6485 | | 1924 10 | Sestri Ponente, It. (Gio. Ansaldo & Co.) | Soc. di Nav. Transatlantica Italiana | Stm Tbns; 3SB;WP180lbs | A.S.8,25; M.S.6,26 | C-I |

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| No. · Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. L.th. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2541 218,102 LRGB | **Cascade** Steel 2D;Long. frmg;Wireless;W. Bal 7BH C-35 W.B.—A.P.318t;D.B.334'1089t;D | Scw | Am 380.2 P39' | Tacoma 53.1 \| 26.9 \| 20' 4" B102' F42' T.24'6 66t; F. | 3635 4839 7562 | 5' 10½" 23' 8" P.91t | 1919 5 | Tacoma, (Todd D. D. & Const. Corp.) [Wash. | U. S. Shipping Board | 3Cyl TE24,40,70x48; Skinner & Eddy S. B Corp; 3SB;Seattle Const. & D. D. Co; 169GS;6831HS;WP190lbs;2100IHP; Dkd,s rps8,20 | ✠A1Ⓔ ✠AMS S.S.Phila8,20; CL (Laid up) | |
| 2542 215,796 LJGP | **Cascade** xLakebridge Steel 1D;Wireless; 4BH W. Bal;SUB.SIG; C-28 Oil fuel F. P. above 150° F. | Scw | Am 251.2 P21' | San Fran. 43.5 \| 18.9 B64' F30' | 1109 1853 3000 | | 1917 11 | Toledo, (Toledo S. B. Co.) [Ohio | E. K. Wood Lumber Co. | 3Cyl TE20½,33,54x40; Toledo S. B. Co; 2SB;Toledo S. B. Co; 126GS;4828HS;WP186lbs;1250IHP; d rpd6,25;Dkd,s rps8,26 | ✠A1Ⓔ ✠AMS SS.No.2,SanF8,26; n shft6,25;shft drn11,25; B.S.12,25;M.S.8,26;Cih BB;CL | |
| 2543 209,586 | **Cascades** Wood 1D;Oil fuel | StW | Am 160 | Portland 30.8 \| 6.5 | 350 407 | | 1912 3 | Portland, (Portland S. B. Co.) [Ore. | Shaver Transportation Co. | 1B;WP160lbs;850IHP. | | |
| 2544 76,824 | **Case** xJames C. Lockwood 1D | Scw | Am 286 | Cleveland 42.5 \| 22 | 1902 2279 | | '89 | Cleveland, (Quayle's Sons.) [Ohio | W. J. Willoughby | 3Cyl TE20,32,52x40; 2Blrs;WP150lbs | | |
| 2545 219,292 LTVP | **Casey** Steel 2D;SUB.SIG;Wireless;W Bal; 8BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.100t;D.B.284'1380t F.O. D.B.257'1162t;S. | Scw | Am 390 P50' T.14'1 | Phila. 54.2 \| 27.6 \| 32' B121' F40' D. 29t; D. | 3094 5017 7840 T.36'892t;F.P.1 T.36'833t | 7' 9½" 24' 5" 44t | 1919 12 | Hog Island, (American Int. S. B. Corp.) [Pa. | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; d rpd11,24;Dkd,s rps3,26;Exmd7,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NO5,24; shft drn;M.S.5,24;B.S.4,26; Cih BB;CL | |
| 2546 138,759 TN8Q | **Cashier** 1D | Sch 4 M | Br 170 | Halifax 37 \| 13.7 | 663 709 | | 1918 9 o'24 | Sheet Harbor, N. S. (J. Lewis & Son.) | John Lewis | Bch,Sp,Hk;Gif(Sltd) clk t10,24;clk b,dk11,24;s rps10,25 | ✠A1Ⓔ S.S.No.2,StJ2,24 | |
| 2547 213,590 KWTB | **Casiana** xCassandra Steel 2D;Oil fuel;Wireless 7BH | Scw Twin | Am 254 | Los Ang's 33.3 \| 18.6 | 551 1227 | | 1908 6 | Greenock, (Scott's S. B. & E. Co.) [Scot. | Edward L. Doheny | 2-3Cyl TE16,26,42x27; 2SB;WP200lbs;2500IHP. | | LY |
| 2548 1,278 NIVS | **Casmona** xSatsuma Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw Sch | It 389.2 P39' | Genoa 48.5 \| 26.7 \| 28' 9" B & F 302' | 3196 5205 | | 1901 5 | Sunderland, (Short Bros., Lim.) [Eng | P. Gennaro | 3Cyl TE26,43,71x48; 3SB;WP160lbs | | BL |
| 2549 200,856 KTCB | **Caspar** xNushagak Steel 1D;Mchy aft;Wireless; 3BH Oil fuel; W. Bal | Scw | Am 175.5 P43' | San Fran. 34 \| 14.5 F38' | 478 739 | | 1904 4 | Alameda, (United Engineering Works) [Cal. | Remco S.S. Co., Inc. | 3Cyl TE14,22,38x30; 2SB;WP180lbs;700IHP | | BL |
| 2550 204,919 KWMB | **Caspar** xCapastrano Wood 1D;Oil fuel | Scw | Am 175.1 | San Fran. 38.3 \| 12.4 | 362 648 | | 1907 | Aberdeen, (J. Lindstrom.) [Wash. | Caspar Lumber Co. | 2CylC14,32x24; 18B;450IHP. | | |
| 2551 218,655 LSFW | **Casper** Steel 2D;SUB.SIG;Wireless;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.100t;D.B.284'1380t F.O. D.B.257'1162t;S. | Scw | Am 390 P50' T.14'1 | Phila. 54.2 \| 27.6 \| 32' B121' F40' D. 29t. | 3054 4975 7825 T.36'892t;F.P.1 | 7' 9½" 24' 5" 44t | 1919 8 | Hog Island, (American Int. S. B Corp.) [Pa. | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; Dkd,d rpd9,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY8,23; M.S.8,23;B.S.7,25;n shft1,26; Cih BB;CL | |
| 2552 209,518 LCHB | **Caspian** Steel 1D 4BH | Scw | Am 80.6 | Phila. 21.6 \| 10.2 | 85 125 | | 1912 | Camden, (J. H. Dialogue & Son.) [N. J. | Tugboat Caspian Co. | 2CylC15,30x22; 1Blr;WP125lbs;350IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 553 HCSL | **Cassequel** xPangim xNumantia Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw | Ptg | Lisbon 384.5 \| 52.1 \| 25.6 P40′ B145′ F40′ | 2875 4503 | | 1901 4 | W. Hartle- (W. [pool, Eng. Gray & Co., Lim.) | Cia. Colonial de Navegacao | 3CylTE27,43,72x45; 3SB;WP180lbs | | BL |
| 554 | **Cassiar** xJ. R. McDonald YP;Gff 1D | Scw Sch | Am 120.6 | Seattle 29 \| 6.9 | 384 597 | | '90 rb '01 | Vancouver, (A. [B. C. Wallace.) | Gilmore | 2CylC16,32x21; 1SB;WP120lbs;250IHP. | | |
| 555 220,574 MBKD | **Cassimir** Steel 2D;Wireless; 15BH SUB.SIG; 7BH to Fbd dk W. Bal; 8BH to 2d dk Oil fuel F. P. above 120° F. C-36 W.B.—A.P.100t;D.B.279′1393t... F.O.....D.B.257′1186t;S. T.14′1 | Scw | Am 390 P50′ ....F.P 29t... | Baltimore 54.2 \| 27.8 \| 32′ B121′ F40′ .144t .... | 3105 5030 7825 | 7′ 9½″ 24′ 5″ | 1920 8 | Hog Island, (American [Pa Int. S. B. Co.) | Cuba Distilling Co. | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; 1 rps4,21;d rpd5,25;s rps10,25; Dkd5,26 | ✠A1Ⓔ Crude Oil Carrier. ✠AMS S.S.No.1,Balt12,24; shft drn4,24;M.&B.S.12,24; Clh BB;CL | |
| 556 136,656 JFGN | **Cassis** Steel 2D;Web frms;Long. frmg; 15BH Mchy aft;Oil in bulk;Oil fuel; Wireless;W. Bal | Scw | Br 380 P94′ | London 52.7 \| 29.3 B28′ F38′ | 2896 4792 | | 1914 4 | Greenock, (Greenock [Scot. & Grangemouth Dockyard Co.) | Anglo- Saxon Petroleum Co. (Lim.) | 3CylTE24,42,68x45; 2SB;WP180lbs | | BL |
| 557 124,140 HJKM | **Castalia** Steel 2D;Wireless; 7BH Oil fuel;Deep frmg;W. Bal | Scw | Br 440.5 P48′ | Glasgow 53.2 \| 29.8 B158′ F49′ | 4171 6601 | | 1906 10 | Glasgow, (Barclay, [Scot. Curle & Co., Lim.) | Anchor Line | 3CylTE29,49,81x54; 3DB;WP180lbs;328RHP | 2dS.S.No.1,Glas7,22; shft drn9,23;M.&B.S.4,26 | C |
| 558 220,630 MBNC | **Castana** Steel 2D;W. Bal; 15BH Wireless;SUB.SIG; 7BH to Fbd dk 8BH to 2d dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.100t;D.B.279′1393t... F.O.....D.B.257′1186t;S. T.14′1 | Scw | Am 390 P50′ ....F.P 29t... | New York 54.2 \| 27.8 \| 32′ B121′ F40′ .144t .... | 3105 5030 7825 | 7′ 9½″ 24′ 5″ | 1920 9 | Hog Island, (American [Pa. Int. S. B. Corp.) | United States Tank Ship Corp. | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; rps4,21;Dkd,s rps10,26;Exmd11,26 | ✠A1Ⓔ Crude Oil Carrier. ✠AMS shft drn9,26;M.&B.S.10,26; Clh BB;CL | |
| 559 143,384 KCJF | **Castilian** Steel 1D;Shel dk;Wireless;W. Bal 7BH | Scw | Br 331.3 P33′ | London 46.8 \| 23.2 B98′ F29′ | 1849 3067 | | 1919 8 | Middlesbro', (Sir [Eng. Raylton Dixon & Co., Lim.) | Ellerman Lines (Lim.) | 3CylTE25,41,68x45; 3SB;WP180lbs | S.S.No.1,Ldn9,23;A.S.7,26; B.S.4,26;M.S;shft drn7,26 | C |
| 560 145,963 KMPB | **Castilian Prince** Steel xAlleghany 1D;Shel dk;Oil fuel;Oil in bulk; 7BH SUB.SIG;Wireless;W. Bal | Scw | Br 363.3 F68′ | London 52.1 \| 22 | 1803 3489 | | 1922 6 | Haverton Hill, Eng. (Furness S. B. Co., Lim.) | Rio Cape Line (Lim.) | 3CylTE26,43,73x48; 3SB;WP180lbs | | BL |
| 561 147,243 KQCH | **Castilian Prince** Steel xSycamore 1D;B;Well dk;SUB.SIG; 6BH Wireless;W. Bal | MV Twin | Br 364 P & B | Liverpool 52.2 \| 24.1 225′ F88′ | 2041 3908 | | 1923 11 | Haverton Hill-on-Tees, Eng. (Furness S. B. Co., Lim.) | Prince Line (Lim.) | 2-6CylOilEng24 7/16 x38 3/8 | | BL |
| 562 217,860 LQRC | **Castle Town** Steel 1D;SUB.SIG;Wireless;W. Bal 6BH Oil fuel F. P. above 150° F. C-32 W.B.—A.P.108t;D.T.10′47t;D.B. 266′ 10 F.O.—A.P.101t.....D.B. 224′ 8 | Scw | Am 321.7 P37′ 56t.... 00t; S. | San Fran. 50 \| 21.6 \| 24′ 9″ B82′ F31′ .....F.P.84t T.45t;F.P.78t | 2029 3321 5143 | 4′ 6¾″ 20′ 5″ | 1919 5 | Gloucester City, N. J. (Pusey & Jones Co.) | Charles Nelson Co. | 3CylTE19¾,31½,54¼x36; Pusey & Jones Co; 2SB;Sun S. B. Co; 123GS;5554HS;WP190lbs; 1650IHP;EAC;Dkd,d rpd6,26; s rps7,26;Exmd8,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY4,23; n Blrs4,21;M.S.4,23; n shft2,24;shft drn12,24; B.S.6,26;Csh BB;CL | |
| 563 113,515 KJMC | **Castlegarth** Steel xPontos xFernley 1D;B;Deep frmg;Web frms; 6BH Wireless;W. Bal | Scw | Br 340 P28′ | Newcastle 49.6 \| 25.6 B87′ F31′ | 2453 3836 | | 1901 12 | W. Hartle- pool, Eng. (W. Gray & Co., Lim.) | Henry Clapham & Co. (Lim.) | 3CylTE25,40,67x45; 2SB;WP160lbs | | BL |
| 564 146,613 KMPV | **Castlemoor** Steel 1D;Shel dk; 6BH Wireless;W. Bal | Scw | Br 420 | London 54 \| 34.3 | 4078 6574 | | 1922 | Sunderland, (W. Doxford [Eng. & Sons, Lim.) | Moor Line (Lim.) | 3CylTE27,44,75x54; 3SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2565 220,629 MBLW | **Catahoula** Steel 2D;Wireless; 15BH sub.sig; 7BH to Fbd dk W. Bal; 8BH to 2d dk Oil fuel F. P. above 120° F. C-36 W.B.—A.P.100t;D.B.279'1393t... F.O.....D.B.257'1186t;S. | Scw | Am | Baltimore 390 \| 54.2 \| 27.8 \| 32' P50' \| B121' F40' ..F.P. 144t T.14'1 29t... | 3105 5030 7825 | 7′ 9½″ 24′ 5″ | 1920 9 | Hog Island, (American [Pa. Int. S. B. Corp.) | Cuba Distilling Co. | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co;8700HS; WP200lbs;2500SHP;EAC; d rpd5,26;Dkd,s rps11,26 | ✠A1Ⓔ Crude Oil Carrier. ✠AMS S.S.No.1,Balt11,25 shft drn8,24; M.S.11,25;B.S.11,26; Clh BB;CL | |
| 2566 223,907 MFNS | **Catalina** Steel 1D; 6BH Oil fuel F. P. above 150° F. C-31 | Scw Twin | Am | Wilm'gton 285.2 \| 52.1 \| 18.8 | 1161 1766 | | 1924 7 | San Pedro, (Los Angeles [Cal. S. B. & D. D. Corp.) | Wilmington Transportation Co. | 2-3CylTE20½,35,60x36; Hooven, Owens, Rentschler Co; 4WTB;Babcock & Wilcox Co; 13628HS;WP220lbs;4500IHP;EAC; Dkd,s rps5,26 | ✠A1Ⓔ Short Coastwise. ✠AMS Clh SB | |
| 2567 211,941 | **Cataract** Steel 1D 3BH | Scw | Am | Baltimore 89.4 \| 25 \| 12.3 | 125 185 | | 1914 | Baltimore, (Spedden [Md. S. B. Co.) | City of Baltimore (Fire Dept.) | 2Cyl18,18x18; 4WTB;WP175lbs;550IHP. | | |
| 2568 77,698 | **Cataract** Comp. 1D | Scw xBrg | Br | Montreal 174.6 \| 33.2 \| 15 | 451 839 | | '82 rb '18 | Hamilton, (A. M. [Ont. Robertson.) | Sorel Sand Co. | 2CylC20,40x36; 1SB;WP135lbs;400IHP. | | |
| 2569 165,207 | **Catawba** 1D | Brg | Am | Phila. 201.3 \| 23.8 \| 11 | 473 473 | | 1913 4 | Elkton, (E. Deibert & Bros.) [Md. | Southern Trans. Co. | O,Hk,YP;Gif(Sltd) | ✠ — — Suspended7,19 | |
| 2570 127,168 KMWJ | **Catawissa** Steel 2D 4BH | Scw | Am | Phila. 158 \| 29 \| 13 | 352 558 | | '96 | Wilmington, (Harlan & Hollingsworth) [Del. | Reading Co. | 3CylTE18,28,45x30; 2SB;WP170lbs;1000IHP. | | |
| 2571 587 NLMR | **Caterina Accame** xDiego Saures Steel 2D;Web frms;Deep frmg; 6BH Wireless;W. Bal | Scw | It | Genoa 361.7 \| 47.1 \| 19.3 P & B \| B227' F35' | 2504 3865 | | 1900 8 | Sunderland, (Sir J. Laing & Sons, Lim.) [Eng. | Soc. di Nav. "Giano" | 3CylTE24½,40,66x45; 3SB;WP180lbs | 2dS.S.No.2,Gen1,25;A.S.4,26; shft drn1,25;B.S.4,26;M.S.7,26 | C-I |
| 2572 16 NIJM | **Caterina Barbaro** xItala xJasper 1D | Bkt | It | Palermo 136.1 \| 27.5 \| 12.9 F14' | 285 322 | | '75 5 | Sunderland, (W. Richardson.) [Eng. | G. & S. Barbaro | O,P;Icf(Sltd) | | |
| 2573 532 NIKJ | **Caterina Gerolimich** Steel 2D;W. Bal 6BH | Scw Sch | It | Trieste 382.8 \| 50.3 \| 26.1 P31' \| B247' F41' | 3451 5622 | | 1912 12 | Trieste, (Cantiere San Rocco.) [Aus. | Nav. Gen., Gerolimich & Co. | 3CylTE26,42,70x48; 2SB;WP180lbs | | I |
| 2574 166,144 | **Catharine Kelly** 1D | Brg | Am | New York 114.4 \| 29 \| 12.5 | 425 425 | | 1915 | Kingston, (R. Lenahan Co.) [N. Y. | Thos. J. Kelly | Wd | | |
| 2575 216,616 LMGC | **Catherine** xLake Greenwood Steel 1D;Oil fuel;sub.sig; 6BH Wireless;W. Bal | Scw | Am | New York 250.5 \| 43.7 \| 20.4 P27' \| B64' F26' | 1278 2121 | | 1918 7 | Manitowoc, (Manitowoc [Wis S. B. Co.) | A. H. Bull S.S. Co. | 3CylTE21,35,59x42; 2SB;WP190lbs;1550IHP | | BL |
| 2576 201,004 | **Catherine Burke** 1D;B | Sch Aux | Am | Gloucester 101 \| 24.2 \| 11.2 | 68 130 | | 1904 | Essex, (Orner & Story.) [Mass. | Gorton Pew Vessels Co. | O,YP;If; Gas Eng | | |
| 2577 216,216 LKNW | **Catherine D** Fir;Gif(Sltd) 2D; 4BH Oil fuel F. P. above 150° F. | Scw Twin | Am | Seattle 242 \| 41.6 \| 24.3 | 1624 2224 2900 | | 1918 11 | Bellingham, (Pacific American Fisheries.) [Wash. | Pacific-American Fisheries | 2-3CylTE13, 21,35x24; Seattle Machine Wks; 2WTB;Puget Sound Mchy Depot; 5030HS;WP190lbs;1000IHP; EAC;s rps2,23;Dkd,Exmd5,23 | ✠A1Ⓔ ✠AMS S.S.No.1,Seat2,23; shft drn2,22;M.&B.S.2,23; Bclp (Laid up) | |
| 2578 217,043 LNGM | **Catherine G. Scott** xJere G. Shaw 1D | Sch 4 M | Am | Mobile 174.6 \| 35.6 \| 15.2 | 674 739 | | 1918 11 | Biddeford, (Biddeford [Me. S. B. Co.) | L. A. Scott | O,YP,WO;If(Sltd) | | V |
| 2579 204,835 KWLS | **Catherine G. Sudden** xThorbjorg xGeorge W. Fenwick Steel 1D;Mchy aft;Wireless;W. Bal 5BH | Scw | Am | San Fran. 277 \| 43 \| 17.5 P50' \| B27' F31' | 1218 2052 | | 1907 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Sudden & Christenson | 3CylTE19,34,52x40; 2SB;WP165lbs;1350IHP. | | V |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2580 211,510 | **Catherine Johnson** xEdith B. Wood 1D 2BH | Scw | Am 100 | New York 29 \| 8.4 196 | 99 | | 1913 | Milford, (C. B. [Del. McLaury.) | U. S. Govt. | 2CylC12,29x19; 1SB;WP150lbs;300IHP. | | |
| 2581 141,402 | **Catherine M. Moulton** 1D | Trn | Br 119.2 | St. Johns 26 \| 11.4 207 | 168 | | 1919 | Conquerall (J. N. [Bank, N. S. Rafuse & Sons.) | J. T. Moulton | Wd (Abandoned11,26) | | |
| 2582 225,229 | **Catherine O'Boyle** xIsonzo Steel 1D;Wireless; 5BH Oil fuel F. P. above 150° F. | MV Twin | Am 208.5 P72′ | New York 31.5 \| 15.7 F33′ | 805 1169 | | 1918 | Cornigliano (Cant. [Ligure, It Offic. Savola.) | Anthony O'Boyle | 2-4CylOilEng13⅘x21¼; Ansaldo San Giorgio; 800BHP;DB;Dkd11,25;s rps6,26 | A1 AMS S.S.No.2,Mbl4,26; shfts drn11,25; M.&B.S.4,26;SBP | |
| 2583 148,555 KSGH | **Catherine Radcliffe** Steel 1D;Wireless;W. Bal 7BH | Scw | Br 415.5 P45′ | London 55.5 \| 26.6 B & F 327′ | 3412 5590 | | 1925 2 | Stockton, (Craig, [Eng Taylor & Co.,Lim.) | Clarissa Radcliffe S.S. Co. (Lim.) | 3CylTE28,46,75x48; 3SB;WP180lbs | | BL |
| 2584 216,488 LKWR | **Catherine Weems** xGaribaldi Steel 1D;Wireless;W. Bal 7BH | Scw | Am 309.2 P25′ | Baltimore 48.2 \| 21.5 \| 24′ B96′ F38′ | 1658 2873 4500 | | 1918 6 | Wilmington, (Bethlehem [Del. S. B. Corp.) | Baltimore & Carolina S.S. Co. | 3CylTE21½,35,58x42; 2SB;WP190lbs;1650IHP;Dkd12,25 | ✠ — — ✠ — — Withdrawn12,25 | |
| 2585 219,196 LTPC | **Cathlamet** Steel 2D;SUB.SIG; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.273t;D.B.353′838t; D. T.34′1 000t. . . F.P.110t F.O. . . . . D.B. . . . . D. T.34′ 934t;S. T. . . . . | Scw | Am 410.3 | Seattle 54.2 \| 27.7 \| 31′ 10½″ | 3635 5869 9600 | 6′ 6″ 25′ 7″ | 1919 10 | Seattle, (Ames [Wash S. B. & D. D. Co.) | U. S. Shipping Board | 3CylTE24½,41½,72x48; Allis Chalmers Co; 3SB;Puget Sound Mchy Depot; 8946HS;WP210lbs;2800IHP;EAC; d rpd10,25;Dkd,s rps8,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY10,24; M.S.10,24;n shft10,25;B.S.8,26; Clh BB;CL | |
| 2586 219,956 LWKQ | **Cathwood** Steel 2D;Long. frmg;Mchy aft; 15BH Wireless; W. Bal; 9BH to Fbd dk SUB.SIG; 6BH to 2d dk Oil fuel F. P. above 150° F. C-38 W.B.—A.P.74t;D.B.64′203t. . . . . D.T. . . f.50′881t;F.P.97t F.O. . . . . D.T.a 19′919t; D.T f.50′824t. . . . . | Scw | Am 435 P106′ | Los Ang's 56 \| 32 \| 33′ 6″ B50′ F44′ | 4360 7072 10000 | 7′ 9″ 25′ 11½″ | 1920 4 | Alameda, (Bethlehem [Cal. S. B. Corp.) | Union Oil Co. of Cal. | 3CylTE27,47,78x48; Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 8235HS;WP220lbs;2800IHP;EAC; Dkd,s rps 4.26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,SPed9,24; M.S.4,24;n shft9,24;B.S.4,26; Clh BB;CL | |
| 2587 OECV | **Catinat** xMenes Steel 2D;Wireless;W.Bal 9BH | Scw | Fr 472.4 F50′ | Havre 60.1 \| 28.5 | 4410 7113 | | 1913 | Geestemunde, Ger (J. C. Tecklenborg A. G.) | Soc. Generale d'Armament | 3CylTE30,49,81x55; 4SB;WP207lbs;3700IHP | | V |
| 2588 219,152 LTMC | **Catonsville** 1D;B | Brg Sch | Am 228 | Baltimore 38 \| 19.1 | 1210 1281 | | 1919 11 | Locust Point, Md. (Coastwise S. B. Co.) | T. J. Hooper | F,YP;Gif✕; s rps,Exmd,tr b clkg5,23 | ✠A1Ⓔ Towing Barge. Coastwise & W. I. | |
| 2589 223,190 | **Catskill** Steel 1D 5BH | Scw | Am 186.9 | New York 40.4 \| 11.4 | 443 652 | | 1923 8 | Mariners Harbor, N. Y. (Staten Island S. B. Co.) | Catskill Evening Line, Inc. | 3CylTE12¾,21½,35x24; 1SB;WP180lbs;400IHP. | | |
| 2590 142,53⅜ | **Cattleya** xGeneral S. B. Holabird Steel 1D;W. Bal 5BH | Scw | Br 110.8 | Trinidad 23.2 \| 12.5 | 150 279 | | 1910 | Philadelphia, Pa. (Wm. Cramp & Sons S. & E. B. Co.) | Trinidad Lake Asphalt Operating Co. (Lim.) | 3CylTE12,20,34x24; 1WTB;WP180lbs;550IHP. | | |
| 2591 MCJL | **Caucasier** xSydney Steel 2D;Well dk;Wireless;D.F.;W.Bal 8BH | Scw | Blg 450 P & B | Antwerp 58 \| 27 385′ F54′ | 3613 5852 | | 1911 8 | Flensburg, (Flensburger [Ger. Schiffsb. Ges.) | Lloyd Royal Belge Soc. Anon. | 3CylTE30⅞,50,84x54; 4SB;WP185lbs | | BL |
| 2592 223,977 | **Caucus** Wood 2D 1BH | Scw | Am 193.2 | Galveston 41 \| 20 | 644 1280 | | 1905 | Greenport, (James [N. Y. Riley Rep. & Sup. Co.) | Standard Dredging Co. | 2CylC22½,44x30; 2SB;WP125lbs;725IHP. | | |
| 2593 214,559 LGMN | **Cauto** Steel 2D;Oil fuel;Wireless;W. Bal 4BH | Scw | Am 351 P44′ | New York 47.9 \| 24.7 B90′ F38′ | 2160 3570 | | 1916 12 | Seattle, (Seattle [Wash. Const. & D.D. Co.) | N. Y. & Cuba Mail S.S. Co. | 3CylTE24,40,70x48; 3SB;WP190lbs;2500IHP. | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2594 151,883 | **Cavalier** 1D | Sch | Br | Nassau 105.2 / 24.8 / 10.9 | 133 153 | | 1904 | Essex, (James & Tarr.) [Mass. | Allan H. Kelly | O,YP;If | | |
| 2595 | **Cavalla** xBylgia Steel 1D;W. Bal | Scw | Grk | 291.2 / 41.2 / 18.7 P19′ B160′ F34′ | 1294 2037 | | 1901 | Rostock, (Akt. Ges. "Neptun.") [Ger. | Greek Gov't | 3Cyl TE20,35,55x35 | | |
| 2596 | **Cavally** xBerkist Steel 1D;Spar dk;Web frms; 6BH Wireless;W. Bal | Scw | Fr | Marseilles 388.4 / 51.9 / 16.8 | 2803 4415 | | 1905 11 | Vegesack, (Bremer Vulkan.) [Ger. | Cie. Marseillaise de Nav. a'Vap. | 4Cyl QE23,32,48,70x49; 2SB;WP213lbs | | BL |
| 2597 147,896 KQND | **Cavina** Steel 4D;sub.sig;Wireless;W. Bal 8BH | Scw Twin | Br 425 P41′ | Glasgow 54.1 / 30.3 B193′ F47′ | 4016 6907 | | 1924 5 | Glasgow, (Alex. Stephen & Sons, Lim.) [Scot. | Elders & Fyffes (Lim.) | 2-3Cyl TE23½,39½,67x48; 2SB;2DB;WP205lbs | A.S.3,25; M.S.5,24 | C |
| 2598 105,333 NWVJ | **Cavour** Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw Sch | Br 410.1 P45′ | Liverpool 51.3 / 27.7 B108′ F47′ | 3076 4978 | | '95 8 | Middlesbro, (Sir R. Dixon & Co.) [Eng. | Lamport & Holt (Lim.), Mgrs. | 3Cyl TE31,49,82x54; 3DB;WP180lbs | | BL |
| 2599 | **Caxambu** xMinneburg Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Brz | Rio Jan'ro 399.3 / 54.2 / 17 P48′ B116′ F48′ | 2999 4748 | | 1909 5 | Geeste- munde, Ger. (J. C. Tecklenborg A. G.) | Lloyd Brasileiro | 3Cyl TE26,42,70x48; 2SB;WP185lbs | | BL |
| 2600 | **Cayo Cristo** xP. D. 10 Steel 1D;Mchy aft;Oil fuel;W. Bal 4BH | Scw | Cuban 180 B16′ | Havana 31.2 / 13 F28′ | 409 642 | | 1919 1 | London- derry, Ire. (No. of Ireland S. B. Co., Lim.) | Empresa Naviera de Cuba, S. A. | 3Cyl TE13,23,37x26; 1SB;WP200 bs;Dkd,s rps8,26 | M.&B.S;shft drn8,26 | C |
| 2601 | **Cayo Mambi** xP. D. 8 Steel 1D;Oil fuel;Mchy aft;W. Bal 4BH | Scw | Cuban 180 P16′ | Havana 31.2 / 13 F28′ | 2409 649 | | 1919 9 | London- derry, Ire. (No. of Ireland S. B. Co., Lim.) | Empresa Naviera de Cuba, S. A. | 3Cyl TE13,23,37x26; 1SB;WP200lbs;Dkd,s rps9,26 | shft drn;M.&B.S.9,26 | C |
| 2602 220,287 LWVH | **Cayo Mambi** Steel 1D;Oil fuel;Shel dk;Wireless; 4BH W. Bal | Scw | Am 249.8 | New York 37.7 / 14.8 | 1055 1925 | | 1920 4 | Manitowoc, (Manitowoc S. B. Co.) [Wis. | Cayo Mambi S.S. Corp. | 3Cyl TE23,37,63x39; 2SB;WP190lbs;2000IHP. | | BL |
| 2603 220,781 MBTJ | **Cayuga** Steel 1D;Wireless;Oil fuel 4BH | Scw | Am 251 P27′ | Detroit 43.6 / 24.2 B64′ F26′ | 1440 2309 | | 1920 9 | Wyandotte, (Detroit S. B. Co.) [Mich. | Indepen- dent S.S. Co. | 3Cyl TE20,33,54x42; 2SB;WP185lbs;1300IHP | | |
| 2604 122,219 | **Cayuga** Steel 2D;Wireless;W. Bal 6BH | Scw Twin | Br 305 | Toronto 36.6 / 14.2 | 1168 2196 | | 1907 | Toronto, (Canadian S. B. Co.) [Ont. | Canada S.S. Lines (Lim.) | 2-4Cyl QE17½,25,36,52x30; 7SB;WP210lbs;3800IHP. | | |
| 2605 63,034 | **Cayuga** xMarie Hooper xWm. J. McIlvaine 1D | Brg | Am 163.3 | Phila. 23.5 / 11 | 374 374 | | '98 rb'12 | Elkton, (H. Delbert Barge Bldg. Co.) [Md. | Southern Trans. Co. | Wd;Gif | | |
| 2606 127,756 | **Cazardero** Wood 1D;Oil fuel | SW | Am 228.5 | San Fran. 38 / 17 | 991 1682 | | 1903 | Alameda, Col. | North- western Pacific R.R. Co. | 1Cyl VB56x144; 2RTB;1600IHP. | | |
| 2607 | **Ceara** Steel 2D;Wireless;Deep frmg;W. Bal 6BH | Scw Sch Twin | Brz 340.2 F67′ | Rio Jan'ro 44.8 / 23.5 | 2078 3324 | | 1907 7 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Lloyd Brasileiro | 2-3Cyl TE18,30,49x42; 3SB;WP180lbs | | |
| 2608 6813 KDQN | **Cecil** xNelly xIngrid xSneaton Steel 1D;Web frms;Well dk; 4BH Wireless;W. Bal | Scw | Swd 250 P19′ | Landsk'na 35.5 / 15.6 B96′ F29′ | 776 1340 | | '88 10 | Sunderland, (J. Blumer & Co.) [Eng. | Rederi A/B Cecil | 3Cyl TE19,31,51x33; 1SB;WP160lbs | | BL |
| 2609 220,259 LWTP | **Cecil County** Steel 2D;Long. frmg; 17BH sub.sig;Mchy aft; 13BH to Fbd dk Wireless;W. Bal; 4BH to 2d dk Oil fuel F. P. above 150° F. C-38 W.B.—A.P.60t;D.B.54′132t F.O. D.T.a | Scw | Am 431 P104′ .. D.T. 16′820 t; D.T. | Baltimore 59.2 / 31.4 / 33′ 3″ B36′ F39′ f.40′453t;F.P.12 f.40′423t | 4678 7641 10254 0t | 8′ 1½″ 25′ 3½″ | 1920 7 | Baltimore, (Baltimore D. D. & S. B. Co.) [Md. | Oil Trans- port Co. | Stm Tbn; W. & A. Fletcher & Co; 3SB;Baltimore S. B. & D. D. Co; 7926HS;WP200lbs;2800SHP;EAC; d rpd3,26;Dkd,s rps11,26 | ✠A1Ⓔ Oil Carrier ✠AMS S.S.No.1,NY9,24; M.S.9,24;n shft2,26; shft drn3,26;B.S.11,26; Cih BB;CL | |
| 2610 217,641 LQCJ | **Cecil P. Stewart** 2D | Bkt 4 M | Am 222 | Rockland 41 / 18 | 1040 1216 | | 1919 | Thomaston, (Dunn & Elliott.) [Me. | Dunn & Elliott Co | O,Hw;Gif (Sltd) | | V |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2611 215,031 LHCJ | **Cecilia M. Dunlop** xParknook 2D | Sch | Am 198 | San Juan 32.2 \| 19.6 | 793 835 | | '76 6 | Whitehaven, (White- [Eng. haven S. B. Co.) | E. A. Bailey | 1;1BH | | |
| 2612 123,970 HRNF | **Cedar Branch** Steel 2D;Deep frmg;Wireless;W. Bal 7BH | Scw | Br 390.5 F36′ | Sund'rl'nd 51 \| 29.3 | 2222 3554 | | 1910 8 | Sunderland, (Bartram [Eng & Sons.) | F. & W. Ritson, Mgrs. | 3Cyl TE28,47,78x51; 3SB;WP180lbs;484RHP. | S.S.No.3,Antw8,23;A.S.6,26; shft drn7,24;M.&B.S.6.26 | C |
| 2613 217,299 LPBT | **Cedar Spring** Steel 1D;W. Bal 4BH C-28 W.B.—A.P.95t;D.B.208′552t;F.P .60t | Scw | Am 251 | Norfolk 43.5 \| 22.2 \| 24′ 4″ | 1418 2343 3670 | 3′ 4″ 21′ $1\frac{1}{2}$″ | 1918 12 | Duluth, Minn. (McDougall-Duluth S. B. Co.) | U. S. Shipping Board | 3Cyl TE20,33,54x40; McDougall-Duluth S. B. Co: 2SB;McDougall, Duluth S. B. Co: 100GS;3828HS;WP190lbs;1350IHP; EAC;d rpd5,20;Dkd,s rps10,20 | ✠A1Ⓔ ✠AMS shft drn10,20; CL (Laid up) | |
| 2614 147,929 KRMV | **Cedarbank** Steel 2D;Oil fuel;Oil in bulk; Wireless;W. Bal | Scw Twin | Br 420.4 | Glasgow 53.9 \| 26.5 | 3162 5151 | | 1924 10 | Glasgow, (Harland [Scot. & Wolff, Lim.) | Bank Line (Lim.) | 2-6Cyl Oil Eng $24\frac{13}{16}$x$37\frac{13}{16}$ | | BL |
| 2615 150,835 | **Cedarbay** xVernon xCharpentier Steel 1D;Mchy aft;Wireless;W. Bal 7BH | Scw Twin | Br 218.8 P75′ | Montreal 34.3 \| 12.4 F29′ | 640 1239 | | 1919 | La Seyne, (Forg. & [Fr. Ch. de la Medit.) | Tree Line Nav. Co. (Lim.) | 2-3Cyl TE12,20,31x16$\frac{1}{2}$; 2SB;WP150lbs;700IHP. | | V |
| 2616 220,762 MBSP | **Cedarhurst** Steel 2D;W. Bal; 15BH Wireless; 7BH to Fbd dk SUB.SIG; 8BH to 2d dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.100t;D.B.279′1393t.....F.P.144t F.O.....D.B.257′1186t;S.T.14′1 29t..... | Scw | Am 390 P50′ | New York 54.2 \| 27.8 \| 32′ B121′ F40′ | 3105 5030 7825 | 7′ $9\frac{1}{2}$″ 24′ 5″ | 1920 11 | Hog Island, (American [Pa. Int. S. B. Corp.) | Steamer Freeport Corp. | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co;8700HS; WP200lbs;2500SHP;EAC;l rps9,21; d rpd11,23;Dkd2,26;s rps7,26 | ✠A1Ⓔ Crude Oil Carrier ✠AMS B.S.7,24:n shft2,26,Cih BB;CL | |
| 2617 145,606 KNCP | **Cedarpark** Steel 2D;Web frms;Long. frmg; 16BH Oil fuel;Oil in bulk;Mchy aft; Wireless;W. Bal | Scw | Br 375.8 P99′ | Greenock 52.1 \| 29.1 B35′ F44′ | 3006 5087 | | 1922 8 | Greenock, (Greenock [Scot. Dockyard Co., Lim.) | Denholm Shipping Co. (Lim.) | 3Cyl TE25,41,68x48; 3SB;WP180lbs | | BL |
| 2618 147,891 KQJS | **Cedarton** Steel 1D;Well dk;Mchy aft;W. Bal 3BH | Scw | Br 250.1 F36′ | Glasgow 43.2 \| 15.5 | 1005 1732 | | 1924 4 | Dumbarton, (A. [Scot. McMillan & Son, Lim.) | Mathews S.S. Co. (Lim.) | 3Cyl TE15,26,42x30; 2SB;WP200lbs | | BL |
| 2619 MVQB | **Cederic** xHunsworth xAndros Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | Nor 338.2 F33′ | Trondhjm 48.1 \| 20.9 | 3060 4101 | | 1911 8 | Rostock, (Akt. Ges. [Ger. "Neptun.") | A/S Det. Selmerske Rederi | 3Cyl TE24,38,62x41; 2SB;WP180lbs | | BL |
| 2620 115,354 TSVB | **Cedric** Steel 4D;SUB.SIG;Wireless;D .F;W. Bal | Scw Sch Twin | Br 680.9 P150′ | Liverpool 75.3 \| 44.1 B334′ F105′ | 12831 21227 | | 1903 | Belfast, (Harland [Ire. & Wolff, Lim.) | White Star Line | 2-4Cyl QE33,47,68,98x63 | | |
| 2621 142,323 JSLV | **Cedrington Court** xCabotia xWar Viper Steel 2D;Wireless;Oil fuel;W. Bal 7BH | Scw | Br 400.4 P49′ | London 52.3 \| 28.4 B113′ F40′ | 3122 5160 | | 1918 3 | Belfast, (Harland [Ire. & Wolff, Lim.) | Court Line (Lim.) | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 2622 HGDW | **Ceferino Ballesteros** xRosario xKendal Castle Steel 1D;Deep frmg;Wireless;W. Bal 6BH | Scw | Sp 310 P27′ | Aviles 42.9 \| 19.2 | 1747 2884 | | '96 5 | Sunderland, (W. Pickers- [Eng. gill & Sons.) | Soc. Anon. Fabrica de Mieres | 3Cyl TE21,36,60x42; 2SB;WP180lbs | | BL |
| 2623 | **Ceiba** Steel 1D;B;Shel dk;Wireless; 4BH Oil fuel;W. Bal | Scw | Hon 309.6 | Ceiba 39.2 \| 16.6 | 1054 1698 | | 1911 4 | Newcastle, (Swan, [Eng. Hunter & Wigham Richardson, Lim.) | Mexican-American Fruit S.S. Corp. | 3Cyl TE23,39,66x42; 2SB;WP195lbs | | BL |
| 2624 NJSH | **Celaeno** Steel 1D;Wireless;W. Bal 7BH | Scw | Hol 361.5 P24′ | Rotterd'm 49.9 \| 22.1 B214′ F34′ | 2153 3544 | | 1916 | Rotterdam, (Droogd. [Hol. Maats.Rotterdam.) | Mij. Zeevaart | 3Cyl TE25,41,67x45; 3SB;WP180lbs;1450IHP | | V |
| 2625 NJSL | **Celebes** Steel 2D;Wireless;W. Bal 7BH (*Now Rijperkerk*) | Scw | Hol 394.8 | Amsterdm 51.6 \| 34.3 | 3806 5875 | | 1907 | W. Hartlepool, Eng. (Furness, Withy & Co., Lim.) | Stoomv. Maats. "Nederland" | 3Cyl TE26$\frac{1}{2}$,43,72x48; 3SB;WP180lbs;2500IHP | | V |
| 2626 21,395 NPHS | **Celebes Maru** Steel 2D;Wireless;W. Bal 6BH | Scw | Jap 385 | Osaka 51 \| 36 | 4262 5863 | | 1917 12 | Kobe, (Kawasaki [Jap. Dkyd. Co., Lim.) | Osaka Shosen Kabushiki Kaisha | 3Cyl TE26,43,72x48; 2SB;1AuxSB;WP200lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2627 | **Celestine McNally** | Brg | Am | Wilm'gton | 441 | | 1906 | Elkton, Md. | Eastern | O,YP;Gif | | |
| 162,675 | | | 193 | 23.8 \| 12 | 441 | | 2 | (Henry Deibert.) | Transportation Co. | | | |
| 2628 | **Celilo** | Scw | Am | San Fran. | 576 | | 1913 | St. Helens, | Charles R. | 3Cyl TE 13½,23,40x30; | | |
| 211,948 | Wood | Sch | 202 | 40.2 \| 14.7 | 943 | | | (St. Helens (Ore. | McCormick | 2WTB;800HP | | |
| LDJM | 1D;Oil fuel;Wireless | | | | | | | S. B. Co.) | Lumber Co. | | | |
| 2629 | **Celio** | Scw | It | Trieste | 2203 | | 1908 | Trieste, | Lloyd | 3Cyl TE 26,43,73x48; | | I |
| 55 | xBruenn Steel | | 356.3 | 42.3 \| 23 | 3873 | | 12 | (Lloyd (It. | Triestino | 3SB;WP200lbs;3200IHP | | |
| NIML | 1D;Spar dk;Deep frmg; 6BH | | P & B | 246′ F66′ | | | | Austriaco.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2630 | **Cellina** | MV | It | Venice | 4360 | | 1925 | Trieste, | Nav. Libera | 6Cyl Oil Eng 29 1/10 x59; | | I |
| 191 | 2D;Shel dk;Wireless;W. Bal Steel | | 430 | 55.2 \| 38.2 | 7061 | | | (Stabilimnto (It. | Triestina, S. A. | s rps6,26 | | |
| | Wireless 7BH | | | | | | | Tecnico.) | | | | |
| 2631 | **Celtic** | Scw | Br | Liverpool | 13046 | | 1901 | Belfast, | White Star | 2-4Cyl QE 33,47,68,98x63 | | |
| 113,476 | Steel | Sch | 680.9 | 75.3 \| 44.1 | 21179 | | | (Harland (Ire. | Line | | | |
| SMBF | 4D;SUB.SIG;Wireless;D.F;W. Bal | Twin | P81′ | B334′ F105′ | | | | & Wolff, Lim.) | | | | |
| 2632 | **Celtic** | Scw | Am | San Fran. | 2429 | | '91 | Belfast, | Robert | 3Cyl TE 26,44,72x48 | | |
| | xCeltic King Steel | | 371.8 | 44.2 \| 27.2 | 3738 | | 1 | (Workman, (Ire. | Dollar Co. | | | |
| | 2D;W. Bal | | | | | | | Clark & Co., Lim.) | | | | |
| 2633 | **Celtic Prince** | Scw | Br | Newcastle | 5403 | | 1918 | Sunderland, | Prince Line | 4Cyl QE 25,36,52,76x54; | | BL |
| 140,717 | Steel | | 449.5 | 57.3 \| 39.4 | 8655 | | 6 | (Short (Eng. | (Lim.) | 4SB;WP220lbs | | |
| JTNP | 2D;Shel dk;Wireless; 7BH | | | | | | | Bros., Lim.) | | | | |
| | SUB.SIG;W. Bal | | | | | | | | | | | |
| 2634 | **Celticstar** | Scw | Br | London | 3466 | | 1918 | Pt. Glasgow, | Blue Star | 3Cyl TE 24,41,70x48; | | BL |
| 142,437 | xCamana Steel | | 390.7 | 53.2 \| 24.7 | 5574 | | 6 | (Dunlop, (Scot. | Line (Lim.), | 3SB;WP200lbs | | |
| JTNL | 2D;Wireless;W. Bal 6BH | | F50′ | | | | | Bremner & Co., | Mgrs. | | | |
| | | | | | | | | Lim.) | | | | |
| 2635 | **Centaurus** | Scw | Am | New York | 3418 | | 1919 | Portland, | Planet S.S. | 3Cyl TE 24½,41½,72x48; | | BL |
| 219,283 | Steel | | 409.8 | 54.2 \| 27.7 | 5550 | | 12 | (Northwest (Ore. | Corp. | 3SB;WP210lbs;2800IHP. | | |
| LTVH | 2D;Oil fuel;Wireless;W. Bal 7BH | | P44′ | B115′ F47′ | | | | Steel Co.) | | | | |
| 2636 | **Centennial** | Bkt | Am | San Fran. | 1138 | | '75 | E. Boston, | Alaska | O,YP;Icf | — Exp | |
| 125,415 | | xS | 190.4 | 38 \| 24 | 1286 | | 5 | (Smith (Mass. | Packers' Assn. | | | |
| JRCM | 2D | | | | | | | & Townsend.) | | | | |
| 2637 | **Cento** | Scw | Br | Liverpool | 2389 | | 1911 | Sunderland, | W. R. | 3Cyl TE 24½,40,66x45; | | BL |
| 131,396 | Steel | | 348.3 | 50.2 \| 23.6 | 3716 | | 11 | (J. L. (Eng. | Davies S.S. Co. | 2SB;WP180lbs | | |
| HTRS | 1D;Web frms;Long. frmg; 6BH | | P23′ | B94′ F33′ | | | | Thompson & Sons, | | | | |
| | Wireless;W. Bal | | | | | | | Lim.) | | | | |
| 2638 | **Central American** | Scw | Am | Pt. Arthur | 169 | | 1918 | Bath, | Texas Co. | 2Cyl C 16,34x24; | | BL |
| 217,072 | Steel | | 124.6 | 30 \| 12.3 | 357 | | 10 | (Texas (Me. | of Mexico | 1SB;WP160lbs | | |
| LNHT | 1D;Mchy aft;Oil fuel;Wireless; 4BH | | | | | | | S. S. Co.) | | | | |
| | W.Bal | | | | | | | | | | | |
| 2639 | **Central West** | Scw | Am | Fairport | 2809 | | '95 | W. Bay City, | Paisley | 3Cyl TE 20,32½,55x42; | 100 (GL) | |
| 77,170 | xJohn J. McWilliams Steel | | 352 | 44.8 \| 22.8 | 3400 | | 5 | (F. W. (Mich. | S.S. Co | 2SB;WP170lbs;1100IHP. | P.S.5,26 | |
| | 1D;B;Mchy aft;W. Bal 3BH | | | | | | | Wheeler & Co.) | | | | |
| 2640 | **Centralia** | Scw | Am | San Fran. | 324 | | 1902 | Alameda, | Stark, | 3Cyl TE 11,18½,32x24; | | |
| 127,718 | Wood | Sch | 160.5 | 36 \| 12.5 | 475 | | 12 | (J. Dickie.) (Cal. | Mason Navigation Co. | 1WTB;475IHP. | | |
| KSFD | 1D;Oil fuel;Wireless | | | | | | | | | | | |
| 2641 | **Centurian** | Scw | Am | Houston | 197 | | 1919 | Fall River, | U. S. Ship- | 3Cyl TE 17,25,43x30; | ✠A1Ⓔ Towing Service. | |
| 217,869 | O,YP;Gif | | 142 | 31.6 \| 14.4 | 415 | | | (Crownin- (Mass. | ping Board | Vulcan Iron Wks: | Coastwise & W. I. | |
| LQRH | 1D; | | | | | | | shield S. B. Co.) | | 2SB;P. Delaney Boiler Wks; | ✠AMS | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | 3044HS;WP180lbs;850IHP;EAC; | Scip | |
| | | | | | | | | | | d rpd11,21;s rps,s b clkg6,22 | (Laid up) | |
| 2642 | **Century** | Scw | Br | Melbourne | 2748 | | 1906 | Howdon-on- | Australian | 3Cyl TE 25,41,69x48; | | C |
| 120,663 | Steel | Sch | 360 | 47.9 \| 28.1 | 4313 | | 2 | Tyne, Eng. | Steamships | 3SB;WP180lbs;372RHP. | 2dS.S.No.1,M1b10,22;A.S.5,26; | |
| HFNK | 2D;Deep frmg;Wireless;W. Bal 6BH | | P27′ | B96′ F37′ | | | | (Northumberland | Proprietary (Lim.) | | shft drn10,23;B.S.2,26; | |
| | | | | | | | | S. B. Co., Lim.) | | | M.S.5,26 | |
| 2643 | **Cephee** | Scw | Fr | Marseilles | 6093 | | 1912 | Vegesack, | Messageries | 2-3Cyl TE 24,40,66x47; | | V |
| | xBuenos Aires Steel | Twin | 491.3 | 59.2 \| 35.9 | 9680 | | | (Bremer (Ger. | Maritimes | 4SB;WP200lbs;4600IHP | | |
| OEGA | 3D;Wireless;SUB.SIG;W. Bal 9BH | | B124′ | F103′ | | | | Vulkan.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2644 125,904 | **Cepheus** Iron 3D 15BH | SW | Am 213.6 | New York 32.4 \| 11.5 882 | 578 | | '81 4 | Chester, (Jno. Roach & Son.) [Pa. | Iron Steamboat Co. | 1CylVB53x144; 3CRTB;900IHP. | — Exp | |
| 2645 143,048 JWDM | **Cepolis** xWar Jandoli Steel 1D;Web frms;Long. frmg; 11BH Oil fuel;Oil in bulk;Wireless;W. Bal | Scw | Br 400 P49′ | London 52.3 \| 28.4 B121′ F39′ | 3365 5578 | | 1919 3 | Newcastle, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | Anglo-Saxon Petroleum Co. (Lim.) | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 2646 217,471 LPNG | **Ceralvo** Steel 1D;Wireless;SUB.SIG;W. Bal 4BH C-28 W.B.—A.P.95t;D.B.208′552t;F.P .60t | Scw | Am 251 P24′ | New York 43.6 \| 22.2 \| 24′ 4″ B64′ F21′ | 1394 2323 3760 | 3′ 4″ 21′ 1½″ | 1919 4 | Duluth, Minn. (McDougall-Duluth S. B. Co.) | U. S. Shipping Board | 3Cyl TE20,33,54x40; McDougall, Duluth S.B. Co; 2SB;McDougall, Duluth S.B. Co; 100GS;3828HS;WP190lbs;1350IHP; EAC;Dkd,d rpd7,20 | ✠A1Ⓔ ✠AMS Scip;CL (Laid up) | |
| 2647 135,474 JCNK | **Ceramic** Steel 3D;B;SUB.SIG;Wireless;W. Bal | Scw Trpl | Br 655.1 B371′ | Liverpool 69.4 \| 43.8 | 11719 18495 | | 1913 | Belfast, (Harland & Wolff, Lim.) [Ire. | White Star Line | 2-4Cyl TE26,42,47,47x51; 18StmTbn | | |
| 2648 | **Cerberus** Steel 1D 3BH | Scw | Am 100 | New York 22 \| 12.6 | 206 | | 1905 7 | Camden, (J. H. Dialogue & Son.) [N. J. | U. S. Supervisors, Port of New York | 2CylC16,32x24; 1WTB;WP150lbs;350IHP. | ✠ — — Cancelled. | |
| 2649 237 NIPJ | **Cerea** Steel 2D;Web frms;Wireless;W. Bal 7BH | Scw | It 342.2 | Genoa 47.9 \| 23 | 2726 4295 | | 1900 9 | Spezia, (Cant. Nav. di Muggiano.) [It. | Nav. Alta Italia Soc. di Nav. a Vap. | 3Cyl TE24,40,66x48; 2SB;WP180lbs;1900IHP. | | V |
| 2650 NJTB | **Ceres** Steel 3D;Oil fuel;Wireless;W. Bal 6BH | Scw | Hol 347.1 | Amst'dam 48.2 \| 18.4 | 1629 2672 | | 1919 | Kinderdyk, (J. & K. Smits Schps.) [Hol. | Koninklyke Nederl Stoomboot Maats. | 3Cyl TE23,37,63x43; 3SB;WP180lbs;1800IHP | | V |
| 2651 217,802 LQMR | **Cerosco** Steel 1D;Wireless;SUB.SIG;W. Bal 4BH C-28 W.B.—A.P.95t;D.B.208′552t;F.P .60t | Scw | Am 251 P24′ | New York 43.6 \| 22.2 \| 24′ 4″ B64′ F21′ | 1394 2323 3760 | 3′ 4″ 21′ 1½″ | 1919 4 | Duluth, Minn. (McDougall-Duluth S. B. Co.) | U. S. Shipping Board | 3Cyl TE20,33,54x40; McDougall-Duluth S. B. Co; 2SB;McDougall-Duluth S. B. Co; 100GS;3828HS;WP190lbs;1350IHP; EAC;Dkd,d rpd3,20 | ✠A1Ⓔ ✠AMS Scip;CL (Laid up) | |
| 2652 216,945 LMWT | **Cerrito** Steel | MV | Am 155 | San Juan 25.4 \| 12.6 | 259 490 | | 1918 | San Juan, (Harold S. Graham & Sucrs. de Abarca.) [P. R. | Harold S. Graham & Sucrs. de Abarca | 4CylOilEng14x14; 250IHP | | |
| 2653 221,144 MCPS | **Cerro Azul** Steel 2D;She dk; 18BH Long. frmg;Mchy aft; 9BH to Fbd dk Wireless;SUB.SIG; 9BH to 2d dk Oil fuel F. P. above 150° F. C-41 W.B.—A.P.84t;D.B.a84′321t F.O. D.T. a17′10 | Scw | Am 480.5 | Los Ang's 66 \| 36.8 \| 37′ D.T.f.39′ 38t.f.2 | 5540 8876 12600 255t;F. 0′939t | 10′ 4½″ 26′ 11″ P.186t | 1921 4 | Chester, (Sun S. B. Co.) [Pa. | Pan-American Petroleum & Trans. Co. | 4Cyl QE26,38¼,56,82x54; Sun S. B. Co; 4SB;Sun S. B. Co; 12264HS;WP220lbs;4300IHP;EAC; d rpd1,26;Dkd,s rps10,26 | ✠A1Ⓔ With Freeboard. Oil Carrier. ✠AMS S.S.No.1,NY5,25; M.&B.S;n shft5,25; shft drn10,26;Clh BB;CL | |
| 2654 221,129 MCPH | **Cerro Ebano** Steel 2D;Shel dk;Long. frmg; 18BH Wireless;SUB.SIG; 9BH to Fbd dk Mchy aft; 9BH to 2d dk Oil fuel F. P. above 150° F. C-41 W.B.—A.P.84t;D.B.a84′321t F.O. D.T. a17′10 | Scw | Am 480.5 | Los Ang's 66 \| 36.8 \| 37′ D.T.f.39′ 38t.f.2 | 5543 8880 12500 255t;F. 0′939t | 10′ 4½″ 26′ 11″ P.186t | 1921 3 | Chester, (Sun S. B. Co.) [Pa. | Pan-American Petroleum & Trans. Co. | 4Cyl QE26,38¼,56,82x54; Sun S. B. Co; 4SB;Sun S. B. Co; 12264HS;WP220lbs;4300IHP;EAC; Dkd,d rpd4,26 | ✠A1Ⓔ With Freeboard. Oil Carrier. ✠AMS S.S.No.1,NY8,25; n shft3,23; M.&B.S;shft drn8,25; Clh BB;CL | |
| 2655 217,803 LQMS | **Cerro Gardo** Steel 1D;Wireless;SUB.SIG;W. Bal 4BH C-28 W.B.—A.P.95t;D.B.208′552t;F.P .60t | Scw | Am 251 P24′ | New York 43.5 \| 22.2 \| 24′ 4″ B64′ F31′ | 1420 2347 3760 | 3′ 4″ 21′ 1½″ | 1919 5 | Duluth, Minn. (McDougall-Duluth S. B. Co.) | U. S. Shipping Board | 3Cyl TE20,33,54x40; McDougall-Duluth S. B. Co; 2SB;McDougall-Duluth S. B. Co; 100GS;3828HS;WP190lbs;1350IHP; EAC;d rpd1,21 | ✠A1Ⓔ ✠AMS Scip;CL (Laid up) | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2656 | **Certo** | Scw | Nor | Hauges'nd | 1339 | | 1919 | Toronto, | B. Stolt | 3Cyl TE 20,33,54x40; | | N |
| | xSaga xGeneral Williams Steel | | 251 | 43.6 \| 21.5 | 2222 | | 9 | (Dominion [Can. | Nielsen & Co | 2SB;WP180lbs | | |
| LCDV | 1D;W. Bal;Wireless 4BH | | P25′ | B64′ F20′ | | | | S. B. Co., Lim.) | | | | |
| 2657 | **Cervino** | Scw | It | Genoa | 2599 | | 1913 | Sunderland, | A. Zanchi | 3Cyl TE 24,39,66x45; | | BL |
| 1,115 | xTatra Steel | | 379.1 | 53 \| 23.3 | 4363 | | 7 | (J. Priest- [Eng. | | 3SB;WP180lbs | | |
| NIPY | 1D;W. Bal;Wireless 7BH | | P32′ | B234′ F39′ | | | | man & Co.) | | | | |
| 2658 | **Cesar Mabro** | Scw | Egp | Alex'ndria | 1697 | | '94 | W. Hartle- | G. & T. | 3Cyl TE 23,36½,62x39; | | BL |
| | xRounton Steel | Sch | 304.5 | 42 \| 18.3 | 2640 | | 3 | (W. [pool, Eng. | Mabro | 2SB;WP160lbs | | |
| | 1D;Web frms;Wireless;W. Bal 5BH | | P29′ | | | | | Gray & Co., Lim.) | | | | |
| 2659 | **Cesare Battisti** | Scw | It | Genoa | 4505 | | 1920 | Sestri | Soc. de | Stm Tbns; | | C-I |
| 1,092 | Steel | Twin | 434.4 | 50.5 \| 27.7 | 8331 | | 8 | Ponente, It | Navigazione | 7SB;WP180lbs;7742SHP. | A.S.3,26; | |
| NIQW | 4D;Wireless;W. Bal 10BH | | | | | | | (G. Ansaldo & Co.) | Transatlantica Italiana | | shfts drn10,25;M.&B.S.3,26 | |
| 2660 | **Cethana** | MV | Am | Seattle | 1777 | | 1918 | Olympia, | Pacific | 2-6CylOilEng16x24; | | BL |
| 219,330 | Wood(Sltd) | Twin | 262.5 | 46.3 \| 21.8 | 2341 | | 2 | (Sloan [Wash. | Motorship Co. | 1000IHP. | | |
| LVBG | 1D;B;Mchy aft;Wireless 3BH | | P64′ | B36′ F38′ | | | | Shipyards Corp.) | | | | |
| 2661 | **Cetus** | SW | Am | New York | 581 | | '81 | Philadel- | Iron Steam- | 1CylVB52x132; | — Exp | |
| 125,903 | Iron | | 213.3 | 32 \| 10.6 | 848 | | 3 | (Wm. [phia, Pa. | boat Co. | 160SIHP. | | |
| JVGN | 3D 15BH | | | | | | | Cramp & Sons.) | | | | |
| 2662 | **Ceuta** | Scw | Br | London | 1003 | | 1912 | Lubeck, | C. A. | 3Cyl TE 22,35,56x33; | | BL |
| 145,235 | Steel | | 278.2 | 39 \| 17.9 | 1741 | | | (Schiffsw. v. [Ger. | Stewart & Co. | 2SB;WP185lbs | | |
| KJGN | 1D;Well dk;Wireless;W. Bal 4BH | | P & B | 224′ F31′ | | | | Henry Koch.) | | | | |
| 2663 | **Cevennes** | Scw | Fr | La Roch'le | 1499 | | 1921 | Nantes, | Cie Delmas | Stm Tbn; | | V |
| | Steel | | 292.8 | 43.4 \| 19.8 | 2509 | | | (Ateliers [Fr. | Freres & Vieljeux | 2SB;WP178lbs;1100IHP. | | |
| OEGU | 1D;Wireless;W. Bal 7BH | | | | | | | & Chantiers de Bretagne.) | | | | |
| 2664 | **Ceylan** | Scw | Fr | Havre | 5128 | | 1907 | Wallsend, | Chargeurs | 2-3Cyl TE 25,43,70x48; | | V |
| | Steel | Twin | 482.3 | 55.6 \| 33.6 | 8430 | | | (Swan, [Eng. | Reunis | 6SB;WP200lbs;5800IHP. | | |
| OEGX | 3D;Wireless;W. Bal 11BH | | P32′ | B177′ F54′ | | | | Hunter & Wigham Richardson, Lim.) | | | | |
| 2665 | **Ceylon** | Scw | Swd | Gothenb'g | 3267 | | 1911 | Newcastle, | G. Borin, | 3Cyl TE 27,45,75x51; | | BL |
| 5,244 | Steel | | 425 | 54.1 \| 26.9 | 5235 | | 9 | (Hawthorn [Eng. | Mgr. | 3SB;1AuxSB;WP180lbs | | |
| JSKP | 2D;Well dk;Wireless;W. Bal 7BH | | P & B | 349′ F44′ | | | | Leslie & Co., Lim.) | | | | |
| 2666 | **Ceylon** | Scw | Hol | Rotterd'm | 3110 | | 1913 | Dumbarton, | Rotter- | 3Cyl TE 27,44,73x48; | | BL |
| | Steel | | 400.8 | 52.1 \| 27.3 | 4999 | | 8 | (A. McMillan [Scot. | damsche Lloyd | 3SB;WP180lbs | | |
| NJTL | 2D;Wireless;W. Bal 6BH | | P35′ | B129′ F56′ | | | | & Sons, Lim.) | | | | |
| 2667 | **Ceylon Maru** | Scw | Jap | Tokio | 2996 | | 1904 | Nagasaki, | Nippon | 3Cyl TE 26,43,72x48; | | BL |
| 8,914 | Steel | Sch | 385 | 48.6 \| 27 | 4905 | | 2 | (Mitsu [Jap. | Yusen Kabushiki | 3SB;WP185lbs | | |
| JNFQ | 2D;Deep frmg;Wireless;W. Bal 6BH | | P44′ | B125′ F48′ | | | | Bishi Dockyard & E. Wks.) | Kaisha | | | |
| 2668 | **Chaco** | Scw | Arg | Buen Aires | 1268 | | 1923 | Danzig, | Argentine | 3Cyl TE 22,35,59x42; | | G |
| | xRio Claro Steel | | 260.8 | 37.9 \| 22 | 2162 | | 8 | (Danziger [Dzg. | Govt. | 3Birs | | |
| | 2D;Oil fuel;Wireless;W. Bal 1BH | | F28′ | | | | | Werft.) | | | | |
| 2669 | **Chaco** | MV | Am | Seattle | 96 | | 1916 | Dockton, | Puget | 2CylOilEng; | | |
| 214,149 | Wood | | 57.8 | 21.9 \| 4.9 | 104 | | | Wash | Sound Freight | 60BHP. | | |
| | 1D | | | | | | | (John Martinalich.) | Lines | | | |
| 2670 | **Chagres** | Brg | Am | Pt. Arthur | 1132 | | '73 | Pt. Glasgow, | Magnolia | I | | |
| 216,516 | xLoa | Sch | 205.3 | 31 \| 22.8 | 1161 | | | [Scot. | Petroleum Co. | | | |
| LMBN | 2D;Oil in bulk | | | | | | | | | | | |
| 2671 | **Chal McWilliams** | Scw | Am | New York | 114 | | 1909 | Tottenville, | McWilliams | 2CylC 16,34x26; | | |
| 26,169 | xJ. S. Packard Wood | | 90.5 | 26 \| 11.6 | 168 | | | N. Y. | Bros., Inc. | 1SB;WP150lbs;600IHP. | | |
| | 1D | | | | | | | | | | | |
| 2672 | **Chaleur** | Scw | Br | Sthamptn | 2930 | | '93 | Belfast, | Royal Mail | 2-3Cyl TE 18½,30,50x42 | | |
| 98,863 | xCarmarthenshire Steel | Twin | 400.5 | 47.2 \| 26.7 | 4758 | | | (Harland [Ire. | Steam Packet | | | |
| NBSD | 3D;SUB.SIG;Wireless;W. Bal | | P47′ | B142′ F55′ | | | | & Wolff, Lim.) | Co. | | | |
| 2673 | **Challamba** | MV | Am | Tacoma | 1791 | | 1918 | Olympia, | Pacific | 2-6CylOilEng16x24; | | BL |
| 219,331 | Wood;Gff(Sltd) | Twin | 262.2 | 46.4 \| 21.7 | 2400 | | 7 | (Sloan [Wash. | Motorship Co. | 1000IHP | | |
| LVBH | 1D;B;Mchy aft;Wireless 3BH | | P64′ | B36′ F38′ | | | | Shipyards Corp.) | | | | |
| 2674 | **Challenge** | Scw | Am | | 128 | | '89 | Camden, | U. S. Govt. | 3Cyl TE 16,24,40x28; | | |
| 141,021 | xDefiance Iron | | 122 | 22.2 \| 14.2 | 255 | | | (J. H. [N. J. | (Navy Dept.) | 1SB;WP120lbs;800IHP. | | |
| KGPH | 1D;Oil fuel 6BH | | | | | | | Dialogue & Son.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2675 | **Challenger** | MV | Am | Phila. | 5764 | 10′ 8¼″ | 1918 | Alameda, | Sun S. B. & | 4Cyl opposed Piston | ✠A1Ⓔ With Freeboard | |
| 217,003 | Steel | | 410 | 56 \| 29 | 7590 | 30′ 6″ | 10 | (Bethlehem [Cal. | D. D. Co. | OilEng.22⅖x45$\frac{9}{20}$; | ✠AMS | |
| LNDS | 3D;Long. frmg; 7BH | | | 41′ | 11620 | | | S. B. Corp., | | Sun S. B. & D. D. Co; | S.S.No.1,Ches1,24; | |
| | W. Bal; 6BH to Fbd dk | | | | | | | Lim.) | | 3060BHP;DB;EAC;Dkd,d rpd4,26 | n Eng;n shft1,24;n DB; | |
| | Wireless; 1BH to 2d dk | | | | | | | | | | M.S.4,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.195t;D.T.a30′229t;D.F.O. | B.330′ | 1319t | .....F.P. D.T.30′892t | 80t | | | | | | | |
| 2676 | **Chalmette** | Scw | It | | 2043 | | '79 | Philadel- | | 2CylC35,70x54; | — Exp | |
| | xJ. S. Packard Iron | Trn | 320.2 | 42.2 \| 21.3 | 3205 | | 9 | (Wm. [phia, Pa. | | 4CRTB;1500IHP. | | |
| | 3D;Wireless;W. Bal 5BH | | | | | | | Cramp & Sons.) | | | | |
| 2677 | **Chama** | Scw | Br | Liverpool | 1977 | | 1905 | Newcastle, | Elder, | 3CylTE25,42,70x45; | | BL |
| 120,508 | Steel | | 350 | 48.3 \| 20.7 | 3152 | | 4 | (Palmer's [Eng | Dempster & Co. | 3SB;WP200lbs; | | |
| HCGR | 1D;Shel dk;Web frms;SUB.SIG; 6BH | | F45′ | | | | | Co., Lim.) | (Lim.), Mgrs. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2678 | **Chamberino** | Scw | Am | New York | 1394 | 3′ 4″ | 1919 | Duluth, | U. S. Ship- | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 218,075 | Steel | | 251 | 43.6 \| 22.2 \| 24′ 4″ | 2323 | 21′ 1½″ | 6 | Minn | ping Board | McDougall-Duluth S. B. Co; | ✠AMS | |
| LRDW | 1D;SUB.SIG;Wireless;W. Bal 4BH | | | | 3670 | | | (McDougall- | | 2SB;McDougall-Duluth S. B. Co; | Sclp;CL | |
| | C-28 | | P24′ | B64′ F21′ | | | | Duluth S. B. Co.) | | 100GS;3828HS;WP190lbs;1350IHP; | (Laid up) | |
| | W.B.—A.P.95t;D.B.208′552t;F.P. | .60t | | | | | | | | EAC;Dkd,s rps8,21 | | |
| 2679 | **Chamblee** | Scw | Am | New York | 1394 | 3′ 4″ | 1919 | Duluth, | U. S. Ship- | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 217,804 | Steel | | 251 | 43.5 \| 22.2 \| 24′ 4″ | 2323 | 21′ 1½″ | 5 | Minn. | ping Board | McDougall-Duluth S. B. Co; | ✠AMS | |
| LQMT | 1D;Wireless;SUB.SIG;W. Bal 4BH | | | | 3760 | | | (McDougall- | | 2SB;McDougall-Duluth S. B. Co; | Sclp;CL | |
| | C-28 | | P24′ | B64′ F31′ | | | | Duluth S. B. Co.) | | 100GS;3828HS;WP190lbs;1350IHP; | (Laid up) | |
| | W.B.—A.P.95t;D.B.208′552t;F.P. | .60t | | | | | | | | EAC;Dkd,s rps9,20 | | |
| 2680 | **Chambord** | Scw | Fr | Marseilles | 4459 | | 1903 | Hamburg, | Messageries | 2-3CylTE23½,39½,68½x48; | | V |
| | xCap Ortegal Steel | Twin | 441.9 | 52.4 \| 28.1 | 7563 | | | (Blohm [Ger. | Maritimes | 2DB;2SB;WP208lbs;4200IHP | | |
| OEHR | 2D;Wireless;W. Bal 9BH | | P & B | 311′ F75′ | | | | & Voss.) | | | | |
| 2681 | **Champion** | Scw | Am | New York | 159 | | '99 | Tottenville, | Merritt- | 2-3CylTE11,17,27x20; | | |
| 127,335 | O,YP;Gif | Twin | 122.7 | 35.2 \| 11.1 | 342 | | 5 | (A. C. [N. Y. | Chapman & Scott | 600IHP. | | |
| | 1D | | | | | | | Brown & Sons.) | Corp. | | | |
| 2682 | **Champlain** | Brg | Am | Phila. | 473 | | 1914 | Chesapeake | Southern | WO,YP;Gif(Sltd) | ✠ — — | |
| 165,723 | | | 201.3 | 23.8 \| 11 | 473 | | 10 | City, Md | Transportation | | Suspended7,19 | |
| | 1D | | | | | | | (Southern | Co. | | | |
| | | | | | | | | Trans. Co.) | | | | |
| 2683 | **Champlain** | Scw | Am | New York | 2181 | | '89 | Sunderland, | L. H. | 3CylTE28,44,72x48; | | |
| 222,721 | xCulgoa Steel | | 334.2 | 43.1 \| 26.5 | 3513 | | | (J. L. [Eng. | Stewart | 2DB;WP160lbs | | |
| MDWH | 2D;W. Bal 6BH | | | | | | | Thompson & Sons.) | | | | |
| 2684 | **Chancellor** | Scw | Br | Liverpool | 2942 | | 1916 | Pt. Glasgow, | Charente | 3CylTE27,44,73x48; | | BL |
| 137,822 | xCrown of Cadiz Steel | | 385 | 52 \| 26.5 | 4607 | | 10 | (Russell [Scot. | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| JNHR | 2D;Wireless;W. Bal 6BH | | P34′ | B121′ F49′ | | | | & Co.) | | | | |
| 2685 | **Chancellor** | Scw | Am | New York | 187 | | 1910 | Tottenville, | Merritt- | 2CylC17,34x25; | | |
| 207,144 | O,YP;Gif | | 122 | 36.5 \| 11.9 | 383 | | 4 | (A. C. [N. Y. | Chapman & Scott | 1CRTB;WP160lbs;550IHP. | | |
| LBJD | 1D 4BH | | | | | | | Brown & Sons.) | Corp. | | | |
| 2686 | **Changuinola** | Scw | Br | Bristol | 3552 | | 1912 | Newcastle, | Elders & | 2-3CylTE23½,39,66x45; | | BL |
| 134,701 | xCarl Schurz Steel | Twin | 410.9 | 51.1 \| 30.4 | 5978 | | 10 | (Swan, [Eng. | Fyffes (Lim.) | 2DB;2SB;WP200lbs | | |
| JFKW | 3D;Shel dk;Wireless;D.F;SUB.SIG;7BH | | P40′ | B206′ F53′ | | | | Hunter & Wigham | | | | |
| | W. Bal | | | | | | | Richardson, Lim.) | | | | |
| 2687 | **Chantecler** | Scw | Fr | Cherbourg | 181 | | 1915 | Port Rich- | Lloyd | 3CylTE13,22,36x28; | ✠ — — | V |
| | xPetrel Steel | | 123.7 | 26.1 \| 21.4 | 498 | | 5 | mond, N. Y. | Boulonnais | 1SB;WP185lbs;455IHP | Cancelled11,22 | |
| OEIH | 2D;B;Wireless 5BH | | | | | | | (Staten Island | | | | |
| | | | | | | | | S. B. Co.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2688 218,076 LRFB | **Chantier** Steel 1D;sub.sig;Wireless;W. Bal 4BH C-28 W.B.—A.P.95t;D.B.208'552t;F.P.60t | Scw | Am 251 P24' | New York 43.5 \| 22.2 \| 24' 4" B64' F31' | 1394 2323 3670 | 3' 4" 21' 1½" | 1919 7 | Duluth, Minn. (McDougall-Duluth S. B. Co.) | U. S. Shipping Board | 3Cyl TE20,33,54x40; McDougall-Duluth S. B. Co; 2SB;McDougall-Duluth S. B. Co; 100GS;3828HS;WP190lbs;1350IHP; EAC;d rpd4,21;Dkd,s rps4,26 | ✠A1Ⓔ ✠AMS n shft3,26;Scip;CL | |
| 2689 OVNE | **Chantilly** xKerguelen Steel 3D;Wireless;W. Bal Twin 10BH | Scw | Fr 478.3 | Marseilles 59.2 \| 35.1 | 5959 9986 | | 1922 | St. Nazaire, (Atel. & Chant. de la Loire.) [Fr. | Soc. de Services Contractuels des Messageries Maritimes | Stm Tbns; 6SB;WP200lbs;5600SHP. | | V |
| 2690 218,070 LRDP | **Chaparel** Steel 1D;Wireless;sub.sig;W. Bal 4BH C-28 W.B.—A.P.95t;D.B.208'552t;F.P.60t | Scw | Am 251 P24' | New York 43.5 \| 22.2 \| 24' 4" B64' F31' | 1394 2323 3760 | 3' 4" 21' 1½" | 1919 7 | Duluth, Minn. (McDougall-Duluth S. B. Co.) | U. S. Shipping Board | 3Cyl TE20,33,54x40; McDougall-Duluth S. B. Co; 2SB;McDougall-Duluth S. B. Co; 100GS;3828HS;WP190lbs;1350IHP; EAC;Dkd,d rpd3,20 | ✠A1Ⓔ ✠AMS shft drn3,20; Scip;CL (Laid up) | |
| 2691 214,913 LHRC | **Chapman Bros** Steel 1D 6BH | Scw | Am 135.8 | New York 35.6 \| 12.6 | 321 472 | | 1917 6 | Elizabeth-port, N. J. (John W. Sullivan Co.) | Merritt-Chapman & Scott Corp | 2CylC18,40x28; 2SB;WP170lbs;740IHP. | | |
| 2692 219,958 LWKS | **Chappaqua** Steel 2D;Wireless;sub.sig;W. Bal 7BH C-34 W.B.—A.P.48t;D.B.324'1029t;D.T.678t;F.P.106t | Scw | Am 377 P41' | New York 52 \| 26.8 \| 29' B106' F41' | 2912 4755 7500 | 5' 5½" 23' 8½" | 1920 6 | Shooters Island, N. Y. (Standard S.B. Co.) | U. S. Shipping Board | 3Cyl TE25,42,70x48; Standard S. B. Corp; 3SB;Standard S. B. Corp; 181GS;6900HS;WP190lbs;2500IHP; EAC;Dkd8,22;s rps12,22 | ✠A1Ⓔ ✠AMS shft drn8,22; SBP;CL (Laid up) | |
| 2693 217,805 LQMV | **Chappell** Steel 1D;Wireless;sub.sig;W. Bal 4BH C-28 W.B.—A.P.95t;D.B.208'552t;F.P.60t | Scw | Am 251 P24' | New York 43.5 \| 22.2 \| 24' 4" B64' F31' | 1394 2323 3760 | 3' 4" 21' 1½" | 1919 5 | Duluth, Minn. (McDougall-Duluth S. B. Co.) | U. S. Shipping Board | 3Cyl TE20,33,54x40; McDougall-Duluth S. B. Co; 2SB;McDougall-Duluth S. B. Co; 100GS;3828HS;WP190lbs;1350IHP; EAC;Dkd,s rps6,20 | ✠A1Ⓔ ✠AMS Scip;CL (Laid up) | |
| 2694 163,813 | **Chaptico** 1D | Brg | Am 115.8 | Phila. 22.7 \| 9.7 | 238 238 | | 1909 | Camden, (Noecker & Ake S. B. Co.) [N. J. | Southern Trans. Co. | Wd;Gif | | |
| 2695 JDQK | **Charalambos** xAthena xHermiston Steel 1D;Spar dk;Deep frmg; Wireless;W. Bal 6BH | Scw | Grk 374.7 P31' | Cephal'nia 48.1 \| 27.9 B90' F38' | 2831 4389 | | 1901 7 | Pt. Glasgow, (R. Duncan & Co., Lim.) [Scot. | Soc. Anon. Ionienne de Nav. a Vap. Yannoulatos | 3Cyl TE26,42,70x48; 3SB;WP180lbs | | BL |
| 2696 | **Charitas** xMelville Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw | It 385 P38' | Genoa 48.8 \| 26.9 B104' F41' | 2899 4484 | | 1902 | Pt. Glasgow, (R. Duncan & Co., Lim.) [Scot. | Soc. Anon. per l'Industria ed il Commercio Maritt. | 3Cyl TE27,43,72x48; 3SB;WP180lbs;393RHP | 2dS.S.No.2,Hbg6,23;A.S.4,26; n shft2,25;B.S.3,26;M.S.4,26 | C |
| 2697 NSKH | **Charkow** Steel 2D;W. Bal 5BH | Scw | Dan 236.1 | Cop'hagen 35.6 \| 21.2 | 525 1026 | | 1913 | Elsinore, (Helsingors Jernskibs og Maskinbyggeri.) [Den. | Det Forenede Dampskibs-Selskab | 3Cyl TE18,30,50x36; 2SB;WP185lbs;800IHP. | | V |
| 2698 143,322 KBTG | **Charlbury** xSakkarah Steel 2D;Deep frmg;Shel dk; Wireless;W. Bal 6BH | Scw | Br 400 | London 52 \| 27 | 2997 4691 | | 1906 9 | Newcastle, (Armstrong, Whitworth & Co., Lim.) [Eng. | Alexander Shipping Co. (Lim.) | 3Cyl TE27,45,75x48; 3SB;1AuxSB;WP180lbs | | BL |
| 2699 162,697 | **Charles** | Brg | Am 120 | New York 27 \| 12 | 378 396 | | 1906 | Gildersleeve, (Gilder-sleeve S. B. Co.) [Conn. | Louis Gildersleeve | Wd;If | | |
| 2700 217,624 LQBS | **Charles A. Dean** 2D | Sch 4 M | Am 195 | Boston 40.8 \| 20 | 1015 1143 | | 1919 | Camden, (R. L. Dean.) [Me. | Boston Maritime Co. | O,Hw;Gif (Sltd) | | V |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2701<br>166,603 | **Charles A. Freeburn**<br>1D | Brg | Am<br>111.8 | New York<br>33.6 \| 9.2 | 307<br>307 | | 1900 | Brooklyn,<br>(M. N. Martin.) [N. Y. | Conklin & Foss Co. | Wd | | |
| 2702<br>165,495 | **Charles A. Riley**<br>1D | Brg | Am<br>96 | Albany<br>17.5 \| 7.8 | 100<br>108 | | 1913 | Whitehall,<br>(John Ryan) [N. Y. | John Ryan | Wd | | |
| 2703<br>125,691 | **Chas. B. Kenney**<br>2D | Brg | Am<br>179.3 | San Fran.<br>37.2 \| 22.8 | 981<br>1074 | | '78<br>10 | Bath,<br>(Goss, Sawyer & Packard.) [Me. | Rolph Nav. & Coal Co., Inc. | O,YP;Icf | — Exp | |
| 2704<br>216,074<br>LJVD | **Charles Brower**<br>xCarolyn Frances<br>1D | Trn<br>Aux | Am<br>146<br>P34′ | San Fran.<br>38 \| 13.7<br>F40′ | 325<br>569 | | 1918<br>2 | Alameda,<br>(Barnes & Tibbitts.) [Cal. | H. Liebes & Co., Inc. | Wd(Sltd);<br>6CylGasEng12x18;500IHP; | | |
| 2705<br>226,031 | **Charles C. Donoghue**<br>Steel<br>1D 5BH | Scw<br>F. B. | Am<br>164.8 | Boston<br>40.8 \| 15 | 514<br>757 | | 1926<br>9 | Quincy,<br>(Bethlehem S. B. Corp., Lim.) [Mass. | City of Boston | 2-2CylC15,30x24;<br>Bethlehem S. B. Corp., Lim;<br>2SB;Bethlehem S. B. Corp., Lim;<br>153GS;3266HS;WP150lbs;800IHP;<br>EAC | ✠A1Ⓔ Ferry Service.<br>✠AMS<br>SCS;CL | |
| 2706<br>126,164<br>KBSL | **Chas. C. Lister**<br>1D | Sch | Am<br>127 | New York<br>33 \| 9.3 | 266<br>281 | | '83 | Milford,<br>(Simpler & Revill.) [Del. | W. C. Reid | Wd | | |
| 2707<br>225,066 | **Charles C. West**<br>Steel<br>1D;W. Bal 11BH | Scw | Am<br>456.2 | Cleveland<br>60.1 \| 29.1 | 5004<br>6644 | | 1925 | Manitowoc,<br>(Manitowoc S. B. Corp.) [Wis. | Rockport S.S. Co. | 3CylTE17½,28½,48x36;<br>3SB;WP190lbs;2000IHP. | (★100(GL)<br>P.S.11,25 | |
| 2708<br>218,628<br>LSFG | **Charles Christenson**<br>xWest Hepburn Steel<br>2D;W. Bal 7BH<br>Oil fuel F. P. above 150° F. C-36<br>W.B.—A.P.39t;D.B.355′1259t;D.<br>F.O.—..... ..D.B.310′ 990t;D. | Scw<br>T.29′7<br>T.29′6 | Am<br>409.7<br>43t...<br>94t;S.T | San Fran.<br>54.2 \| 27.7 \| 30′2½″<br>...F.P.148t<br>87t..... | 3495<br>5630<br>8550 | 6′ 4½″<br>24′ | 1919<br>8 | Seattle,<br>(J. F. Duthie & Co.) [Wash. | Sudden & Christenson, Inc. | 3CylTE24½,41½,72x48;<br>Hooven, Owens, Rentschler Co;<br>3SB;Willamette I. & S. Wks;<br>8112HS;WP210lbs;2800IHP;EAC;<br>1 d rpd12,20;Dkd,s rps4,26 | ✠A1Ⓔ<br>✠AMS<br>M.&B.S;shft drn4,26;<br>Cih BB;CL | |
| 2709<br>127,365 | **Charles Clarke**<br>Steel<br>1D | Scw | Am<br>108.9 | Galveston<br>22.6 \| 11.8 | 144<br>211 | | '99<br>8 | Camden,<br>(John H. Dialogue.) [N. J. | City of Galveston | 2CylC20,40x26;<br>500IHP. | | |
| 2710<br>201,711 | **Chas. D. McAllister**<br>xBouker No. 3 Wood<br>1D | Scw | Am<br>93.7 | New York<br>25.5 \| 10.3 | 110<br>161 | | 1905 | Tottenville,<br>N. Y. | James P. McAllister | 900IHP. | | |
| 2711<br>217,316<br>LPCQ | **Charles D. Stanford**<br>1D | Sch<br>4 M | Am<br>183.4 | Mobile<br>37.2 \| 13.3 | 627<br>714 | | 1918<br>12<br>0′25 | Brewer,<br>(Bangor Brewer S. B. Co.) [Me. | Walter Wrightson | O,YP,Hk;If(Sltd)<br>clk dk5,20;<br>d rpd,s dk clkg,clk t11,25;<br>s rps,clk b1,26 | ✠A1<br>S.S.No.2,Balt11,25 | |
| 2712<br>141,678 | **Chas. Dick**<br>Steel<br>1D;Mchy aft;W. Bal 7BH | Scw | Br<br>244<br>F35′ | Toronto<br>43.2 \| 18.9 | 651<br>2015 | | 1922<br>7 | Collingwood<br>(Collingwood S. B. Co., Lim.) [Ont. | National Sand & Material Co. | 3CylTE19,32,56x36;<br>2SB;WP180lbs;1250IHP. | Lake Survey3,26;<br>M.S.11,22 | C |
| 2713<br>212,716<br>LDVF | **Charles E. Harwood**<br>Steel<br>2D;Web frms;Mchy aft; 14BH<br>Wireless:Long. frmg;Oil in bulk;<br>Oil fuel;SUB.SIG;W. Bal | Scw<br>Sch | Am<br>320<br>P68′ | Los Ang's<br>45.1 \| 26.3<br>B12′ F28′ | 1738<br>2990 | | 1913<br>9 | Newcastle,<br>(Armstrong, Whitworth & Co., Lim.) [Eng. | Pan-American Petroleum & Transport Co. | 3CylTE19,31½,50x36;<br>2SB;WP160lbs;1000IHP; | | BL |
| 2714<br>126,702<br>KJCQ | **Charles F. Crocker**<br>1D | Bkt | Am<br>204 | San Fran.<br>40 \| 15 | 709<br>860 | | '90 | Oakland,<br>(White.) Cal. | Pacific Freighters Co. | YF;If | | |
| 2715<br>201,265<br>KTHB | **Charles F. Prichard**<br>1D | Brg<br>Sch | Am<br>190 | Phila.<br>35.3 \| 16.1 | 753<br>861 | | 1904<br>8 | Bath,<br>Me. | Westmoreland Coal Co. | O,Hw,Hk,YP;Gif | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2716 221,842 | **Charles F. Richardson** Steel 1D | StW | Am 207 | Paducah 45 \| 6.5 | 544 803 | | 1921 | Hays, (John Eichleay, Jr., Inc.) [Pa. | West Ky. Coal Co. | 2-2CylC21,45x108; 6Blrs;WP225lbs;1500IHP. | | |
| 2717 226,114 MGJB | **Charles G. Black** xG. Harrison Smith Steel 1D;Long. frmg;Wireless 16BH SUB.SIG; 7BH to Fbd dk Mchy aft; 9BH in Wings to Fbd dk Oil fuel F. P. above 150° F. C-46 | Scw Twin | Am 550.3 P119′ | New York 72.2 \| 43.7 F51′ | 9325 14900 20000 | | 1921 9 | Sparrows Point, Md. (Bethlehem S. B. Corp.) | Standard Oil Co. (N. J.) | 2-3CylTE25,41,68x48; Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 13491HS;WP200lbs;5000IHP;EAC; d rpd5,23;Exmd11,25;Dkd,s rps3,26 | ✠A1Ⓔ Ore and Oil Carrier. ✠AMS S.S.No.1,NY6,25; M.&B.S.6,25;shfts drn10,26; Clh BB;CL | |
| | W. B.—A.P.322t;D.B.a73′346t F.O. D. | | T.a20′ | 1029t; | D.T.f.28′1550t; | D.T.f 2 | F P. 7′1009t | 720t | | | | |
| 2718 126,078 JWRT | **Chas. G. Joyce** 1D | Sch C B | Am 97.9 | Baltimore 27.5 \| 7.5 | 117 123 | | ′82 11 | Baltimore, Md. (W. E. Woodall.) | C. C. Paul & Co | O,YP;Gif | — Exp | |
| 2719 126,653 | **Chas. H. Bradley** Wood 1D | Scw | Am 201 | Bay Port 37 \| 13.6 | 624 804 | | ′90 | W.Bay City, (F. W. Wheeler Co.) [Mich. | O. W. Blodgett | 2CylC24,48x40; 1SB;WP175lbs;700IHP. | 90(GL) P.S. 4.26 | |
| 2720 220,711 MBRG | **Charles H. Cramp** Steel 2D;Long. frmg;Wireless; 7BH SUB.SIG; 2BH to Fbd dk W. Bal; 5BH to 2d dk Oil fuel F. P. above 150° F. C-36 | Scw | Am 404.6 P27′ | New York 53.9 \| 26.2 \| 33′ 9½″ B84′ F30′ | 3812 6220 9450 | 8′ 7¼″ 28′ 4″ | 1920 10 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) [phia, Pa. | Nautilus S.S. Corp. | 4CylQE25½,37,52,76x54; Wm. Cramp & Sons S. & E. B. Co; 4SB;Wm. Cramp & Sons S. & E. B. Co; 8923HS;WP223lbs:3300IHP;EAC; d rpd3,24;rps5,25;Dkd11,25; s rps10,26,Exmd11,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,Balt5,25; M.&B.S;shft drn5,25 Clh BB;CL | |
| 2721 127,290 | **Chas. H. Hamilton** 1D Wood | StW | Am 190 | S.Michael 38 \| 5.5 | 297 595 | | ′97 | St. Michael, Alaska | American Yukon Nav. Co. | 240IHP. | | |
| 2722 127,597 KRJW | **Charles H. Klinck** 1D | Trn | Am 150.3 | N.London 35 \| 12.6 | 444 522 | | 1901 12 | Noank, Ct. | Carlos Barry | O,Ch,YP;If | | |
| 2723 215,662 LJBN | **Charles H. MacDowell** 2D | Sch 4 M | Am 205.8 | Chicago 41.5 \| 19.6 | 1159 1325 | | 1917 8 | Jacksonville, (Baxter Shipyard, Inc.) [Fla. | Planters Transp. Co. | Wd;Gif(Sltd) | | |
| 2724 225,206 | **Charles H. Markham** Wood 1D | Scw | Am 78.6 | New York 21.8 \| 9.8 | 73 108 | | 1925 9 | Milford, (W. G. Abbott.) | Ocean S.S. [Del.Co. of Svnh. | 1Cyl18x22; 1SB;WP150lbs;350IHP | | |
| 2725 202,252 | **Charles H. Shaw** xAmpere 1D;B | Brg Sch | Am 156 | Phila. 34.5 \| 16 | 628 698 | | 1905 7 | Newburgh, (T. S. Marvel S. B. Co.) [N. Y | L. B. Shaw | Stl | | |
| 2726 134,492 | **Chas. H. Shaw** xJas. R. Langdon Wood 2D;Spar dk | Scw | Br 240 | Quebec 14.9 \| 23.4 | 951 1489 | | ′89 | Detroit, (Detroit D. D. Co.) [Mich | Quebec & Levis Ferry Co. | 2CylC28,52x40; 2SB;WP120lbs;700IHP. | | |
| 2727 211,352 | **Charles Heiden** Steel 1D | Scw | Am 160 | Detroit 35 \| 14 | 446 717 | | 1913 | Ecorse, (G. L. Eng. Wks.) [Mich. | United Fuel & Supply Co. | 2CylC13,27x18; 1SB;WP125lbs;400IHP. | | |
| 2728 203,918 | **Charles Hubbard** Steel 1D;Mchy aft;W. Bal 3BH | Scw Sch | Am 438.7 | Oswego 52 \| 23.9 | 4287 4846 | | 1907 3 | Toledo, (Toledo S.B. Co.) [Ohio | Great Lakes S.S. Co. | 4CylQE16½,24,35,50x42; 2SB;WP210lbs;1250IHP. | | |
| 2729 201,054 KTFC | **Charles J. Colonna** Wood 1D | Scw Sch | Am 124.4 | Reedville 22 \| 10.5 | 101 248 | | 1904 7 | Berkley, Va. (C. J. Colonna) | Seaboard Oil & Guano Co. | 2CylC15,30x22; 450IHP. | | |
| 2730 225,861 | **Charles J. Connell** Steel 1D 3BH | Scw | Am 75 | Chicago 21 \| 12 | 67 99 | | 1926 | Manitowoc, (Manitowoc S. B. & D. D. Co.) [Wis. | Fitzsimmon & Connell Dredge & Dock Co. | 2CylC15,35x26; 1SB;WP180lbs;400IHP | | |
| 2731 222,439 MDSH | **Charles J. Hooper** 2D | Brg Sch | Am 267.3 | Wilm'gton 46 \| 23.6 | 2131 2217 | | 1922 | Stratford, Conn. | Eastern Transportation Co. | Wd | | |
| 2732 214,499 | **Charles L. Hutchinson** Steel xSir Trevor Dawson Steel xWilliam C. Moreland 6BH 1D;Web frms;Mchy aft;Wireless | Scw | Am 580 F49′ | Fairport 58 \| 32 | 5505 7215 | | 1910 rb'16 | Lorain, (American S. B. Co.) [Ohio | Pioneer S.S. Co. | 3CylTE24,39,65x42; 3SB;WP170lbs;2000IHP | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2733 | **Charles L. O'Connor** | Scw | Am | New York | 1433 | | 1918 | Ecorse, | M. & J. | 3CylTE21,34½,57x42; | ✠A1Ⓔ | |
| 217,203 | xCostilla Steel | | | 253.5 | 43.5 \| 25.1 | 2351 | 11 | (Great [Mich. | Tracy, Inc. | Great Lakes Eng. Wks; | ✠AMS | |
| LNRS | 1D;Bulk carrier;Mchy aft; 4BH | | | | | 4200 | | Lakes Eng. Wks.) | | 2SB;John Brennan Co; | S.S.No.1,NY10,22; | |
| | W. Bal;SUB.SIG. C-29 | | | | | | | | | 19GS,4160HS;WP175lbs,1350IHP; | M.S.10,22;B.S.8,24; | |
| | W.B.—A.P.74t;D.B.209'576t;T.T | .124'33 | 0t; F.P | .152t | | | | | | EAC;d rpd8,25;Dkd,8 rps6,26 | shft drn6,26;Scip;CL | |
| 2734 | **Chas. L. Rohde** | Trn | Am | Wash'ton | 185 | | '91 | Sharptown, | Johnson & | O; Gif | | |
| 126,732 | xChas. T. Strann | C B | | 125.2 | 23.8 \| 8.4 | 215 | 5 | (Geo. K. [Md. | Wimsatt, Inc. | | | |
| KJMB | | | | | | | | Phillips & Co.) | | | | |
| 2735 | **Charles Lyon** | Scw | Br | Prescott | 1127 | | 1908 | Toronto, | Canadian | 2-2CylC22,44x30; | | |
| 125,975 | Steel | Twin | | 280 | 40 \| 19.9 | 1658 | | (Polson [Ont. | Pacific Car & | 4SB;WP180lbs;800IHP. | | |
| | 1D;W. Bal 3BH | | | | | | | Iron Works, Lim.) | Passenger Transfer Co | | | |
| 2736 | **Charles M. Everest** | Scw | Am | New York | 3238 | | 1918 | Wilmington, | Vacuum | 3CylTE27,45,74x48; | | BL |
| 217,130 | Steel | | | 411.6 | 53.4 \| 31.2 | 5372 | 12 | (Bethlehem [Cal | Oil Co. | 2SB;WP180lbs;2600IHP | | |
| LNMB | 3D;Long frmg;Web frms; 18BH | | | P114' | B29' F41' | | | S. B. Corp.) | | | | |
| | Mchy aft;Oil in bulk;Oil fuel; | | | | | | | | | | | |
| | SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 2737 | **Charles M. Hall** | Brg | Am | New York | 828 | | 1914 | Manitowoc, | Gahagan | Stl | | |
| 165,655 | Drg | | | 135 | 43 \| 11 | 825 | | (Manitowoc [Wis. | Dredging Co. | | | |
| | 1D | | | | | | | S. B. & D. D. Co.) | | | | |
| 2738 | **Charles M. Schwab** | Scw | Am | Cleveland | 6206 | | 1923 | Cleveland, | Interlake | 3CylTE24½,41,65x42; | (★100(GL) | |
| 223,200 | Steel | | | 580 | 60 \| 32 | 7935 | | (American [Ohio | S.S. Co. | 3SB;WP185lbs;2200IHP. | P.S.9,26 | |
| | 1D;W. Bal SUB.SIG 6BH | | | | | | | S. B. Co.) | | | | |
| 2739 | **Charles M. Struven** | Sch | Am | Baltimore | 562 | | 1917 | Pocomoke | Chas. M. | O,YP,Hk;Gif(Sltd) | ✠A1 | |
| 215,086 | | 4 M | | 171.1 | 37 \| 13.1 | 632 | 5 | City, Md | Struven | s rps,clk a12,25 | S.S.No.2,NY12,25 | |
| LHDM | 1D | | | | | | | (E. James Tull) | | | | |
| 2740 | **Charles M. Warner** | Scw | Am | New York | 166 | | 1912 | Camden, | Warner | 1Cyl22x26; | | |
| 210,488 | xWillard U. Taylor Steel | | | 96.5 | 30 \| 12.3 | 244 | 12 | (John H. [N. J | Sugar Refining | 1Blr;WP150lbs;500IHP. | | |
| | 1D 3BH | | | | | | | Dialogue & Son.) | Co. | | | |
| 2741 | **Charles M. Warner** | Scw | Am | Oswego | 2733 | | 1903 | Chicago, | Great | 3CylTE20,33½,55x40; | | |
| 127,752 | Steel | | | 370 | 48 \| 24 | 3812 | | Ill. | Lakes S.S. Co. | 2SB;WP170lbs;1200IHP. | | |
| | 1D;B;Mchy aft;W. Bal 3BH | | | | | | rb'15 | (Chicago S. B. Co.) | | | | |
| 2742 | **Chas. Macalester** | SW | Am | Geot'wn DC | 463 | | '90 | Wilmington, | Mt. Vernon | 1CylVB44x120; | | |
| 126,621 | Iron | | | 195 | 30 \| 10.6 | 625 | | (Harlan & [Del | & Marshall Hall | 2RTB;WP56lbs;1150IHP | | |
| | 1D 3BH | | | | | | | Hollingsworth.) | S. B. Co. | | | |
| 2743 | **Charles McAllister** | Scw | Am | N. Haven | 68 | | '78 | Philadel- | N. Y., N. H. | 1Cyl26x26; | | |
| 145,167 | xTransfer No. 1 Iron | | | 94 | 21.3 \| 10.4 | 136 | | phia, Pa. | & Hartford R. R. Co. | 1SB;350IHP. | | |
| 2744 | **Charles McVea** | Scw | Am | Kenosha | 263 | | '88 | Saugatuck, | West Ports | 2CylC14,26x20; | | |
| 126,517 | Oak | | | 123 | 24.1 \| 10 | 331 | | (R. C. [Mich. | S.S. Line | 1SB;WP130lbs;450IHP. | | |
| | 2D 2BH | | | | | | rb'15 | Britton.) | | | | |
| 2745 | **Charles Nelson** | Sch | Am | San Fran. | 603 | | '98 | Alameda, | Chas. | Wd | | |
| 127,253 | | | | 196.5 | 37.8 \| 12.8 | 688 | | Cal. | Nelson Co. | | | |
| KNLF | 1D | | | | | | | | | | | |
| 2746 | **Charles O. Jenkins** | Scw | Am | Fairport | 4827 | | 1907 | Wyandotte, | Jenkins | 3CylTE22½,36,60x42; | | |
| 204,306 | Steel | Sch | | 504 | 54.2 \| 31 | 6285 | 7 | (Detroit [Mich. | S.S. Co. | 2SB;WP180lbs;1650IHP. | | |
| | 1D;B;Wireless;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 2747 | **Charles P. Crawford** | Scw | Am | New York | 116 | | 1915 | Port Rich- | Erie R.R. | 2CylC18,38x26; | | |
| 213,038 | Steel | | | 97.4 | 23.9 \| 11.6 | 171 | | mond, N. Y. | Co. | 1SB;WP155lbs;700IHP. | | |
| | 1D;B 5BH | | | | | | | (Staten Island S. B. Co.) | | | | |
| 2748 | **Charles P. Greenough** | Scw | Am | Boston | 145 | | 1913 | Rockland, | Mystic S.S. | 3CylTE15,24,40x30; | | |
| 211,689 | Oak | | | 128.5 | 27.4 \| 15.3 | 296 | 10 | (Cobb, [Me. | Co. | 1SB;WP175lbs;850IHP. | | |
| LDGP | 2BH | | | | | | | Butler & Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2749 213,399 LFSR | **Charles Pratt** Steel 3D;W. Bal;Long. frmg; 19BH Mchy aft; 1BH to Fbd dk Wireless; 14BH to 2d dk SUB.SIG; 4BH to 3d dk Oil fuel F. P. above 150° F. | Scw Twin | Am 500 | New York 68 \| 27 \| 38′ 3½″ | 5644 8982 14900 | 11′ 3½″ 27′ 2½″ | 1916 3 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Standard Oil Co. (N. J.) | 2-3Cyl TE20½,35,60x42; Newport News S. B. & D. D. Co; 3SB;Newport News S. B. & D. D. Co; 8700HS;WP200lbs;3800IHP; EAC;DB;Dkd6,27;d rpd10,26 | **A1** With Freeboard Oil Carrier. AMS S.S.No.2,LosA5,24; n shfts9,23;M.S.5,24: B.S;shfts drn7,26;Clh BB;CL | |
| 2750 148,898 | **Charles R. Huntley** Steel 1D;Mchy aft;W. Bal | Scw | Br 253.1 F36′ | Glasgow 43.2 \| 17.9 | 1304 1760 | | 1926 3 | Glasgow, (Napier & Miller, Lim.) [Scot. | Eastern S.S. Co. (Lim.) | 3Cyl TE17,28½,47x33; 2SB;WP180lbs | M.S.3,26 | C |
| 2751 220,434 MBFL | **Charles R. McCormick** xApus Steel 2D;Shel dk;Long. frmg; 7BH W. Bal;Wireless; 5BH to Fbd dk SUB.SIG; 2BH to 2d dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.149t;D.B.343′1217t;D F.O.....D.B.303′ 967t;D | Scw | Am 401.4 P34′ T. 101 T. 94 | San Fran. 53.2 \| 31.9 \| 34′ 7″ B114′ F38′ lt.... 2t;S.T ....F.P.82t 59t..... | 3816 6094 9601 | 7′ 6¾″ 27′ 3″ | 1920 8 | Vancouver, (G. M. Standifer Const. Corp.) [Wash. | Charles R. McCormick Lumber Co. | 3Cyl TE24½,41½,72x48; Llewellyn Iron Wks; 3SB;Willamette Iron & Steel Wks; 8112HS;WP210lbs;2800IHP;EAC; Dkd,d rpd9,26 | ✠**A1**Ⓔ With Freeboard ✠AMS S.S.No.1,Seat4,25; M.S;n shft4,25;shft drn11,25; B.S.9,26;SBP;CL | |
| 2752 213,612 | **Chas. R. Norman** xG. W. Lethbridge Wood 2D | Scw | Am 83.2 | New York 29.2 \| 9.8 | 92 165 | | 1915 | West New Brighton, N. Y. (Verdon & Co.) | East Jersey Railroad and Terminal Co. | 1Cyl18x24; 1Blr;WP150lbs;350IHP. | | |
| 2753 219,432 | **Charles R. Wilson** xVan Wood 1D | StW | Am 128 | Louisville 22.6 \| 4 | 146 146 | | 1919 | Paducah, Ky. | Wilson Sand & Supply Co. | 2-1Cyl15x60; 3Blrs;400IHP. | | |
| 2754 126,821 KLDC | **Chas. R. Wilson** 1D | Sch | Am 150 | Seattle 35 \| 11 | 328 345 | | '91 | Fairhaven, Cal. | Pacific Coast Cod Fish Co | Wd | | |
| 2755 125,088 | **Chas. Rietz** Oak 1D | Scw | Am 127 | Cleveland 26.5 \| 9.4 | 168 245 | | '72 | Trenton, N. J (A. A. Turner.) | M. A. Callahan | 2CylC15,28x26; 1B;WP125lbs;350IHP. | | |
| 2756 166,581 | **Charles S.** 1D | Brg | Am 112 | New York 29 \| 13.1 | 447 447 | | 1916 | Rondout, (R. Lenahan Co.) [N. Y. | Dwyer Bros. | Wd | | |
| 2757 202,889 | **Charles S. Hebard** Steel 1D;W. Bal 3BH | Scw Sch | Am 504 | Fairport 54 \| 30 | 4854 6291 | | 1906 3 | Cleveland, Ohio (Amer. S. B. Co.) | Wilson Transit Co. | 3Cyl TE23,38,63x42; 2SB;WP180lbs;1760IHP. | (★100(GL) P.S.5,25 | |
| 2758 OUYB | **Charles Schiaffino** xMichael Steel 2D;Wireless;W. Bal 7BH | Scw | Fr 300.9 P34′ | Algiers 45.8 \| 22.7 B76′ F37′ | 1830 3089 | | 1914 7 | Middlesbro, (R. Dixon & Co., Lim.) [Eng. | Soc. Algerienne de Nav. pour L'Afrique du Nord | 3Cyl TE23,38,63x42; 3SB;WP180lbs | | BL |
| 2759 214,165 | **Charles Van Damme** Wood 1D | SW F.B. | Am 152.8 | San Fran. 36.9 \| 11 | 551 789 | | 1916 8 | Benicia, (J. Robertson) [Cal. | Richmond & San Rafael Ferry & Trans. Co. | 2CylC16,20x—; 2Blrs;WP175lbs;300IHP. | | |
| 2760 220,665 MBPL | **Charles W. Baird** xBusunger 1D;B | Brg Sch | Am 267.3 | New York 46 \| 23.6 | 2118 2204 | | 1919 1 | Mariners Harbor, N. Y. (Johnson S. B. Co.) | United States Gypsum Transp. Co. | O,YP;Gif✕;2BH; s b clkg8,22 | ✠**A1** Towing Barge Coastwise & W I. S.S.No.1,NY4,21 | |
| 2761 5,380 JBPN | **Chas. W. Morgan** 2D | Bk | Am 105.6 | N.Bedford 27.7 \| 17.6 | 298 314 | | '41 | N. Bedford, Mass. | Harry Neyland | O;Icf | | |
| 2762 202,377 KVBN | **Charles Whittemore** 1D;B | Sch 4 M | Am 177.9 | Boston 38.2 \| 14 | 582 693 | | 1905 9 o'24 | Mystic, (M. B. McDonald.) [Ct. | Irving G. Hall, Jr. | O,YP,Ch;Gicf(Sltd) clk a6,19;l rps5,20; s rps,s clkg a,Exmd3,24;Dkd9,25 | ✠**A1** 2dS.S.No.1,PA3,24 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2763 | **Charles and Vernon** | Trn | Br | La Have | 296 | | 1919 | Bridgewater, | Daniel | B,Bch,Sp,O;Gif; | ✠A1 | |
| 141,288 | | | 136.2 | 32 \| 11.8 | 347 | | 5 | (Wm. A. [N. S | Getson | clk t4,22;s t clkg5,24;clk dk7,24; | S.S.No.1,NY5,24 | |
| TPHJ | 1D | | | | | | | Naugler.) | | s rps,clk b6,25;Dkd5,26 | | |
| 2764 | **Charleston** | Brg | Am | Phila. | 473 | | 1914 | Elkton, | Southern | O,YP,Hk,Gif (Sltd) | ✠ — — | |
| 165,813 | | | 201.3 | 23.8 \| 11 | 473 | | (E. Deibert & Bros.) [Md. | Transportation Co. | | Suspended7,19 | |
| | 1D | | | | | | | | | | | |
| 2765 | **Charlie O. Smith** | Scw | Am | Detroit | 39 | | '63 | Cleveland, | United Fuel | 2CylC14,28x22; | | |
| 22,380 | xRumage Wood | | 74 | 17 \| 8.3 | 64 | | rb '21 | (Quayle & Martin.) [Ohio | & Supply Co. | 1FB;WP100lbs;250IHP. | | |
| 2766 | **Charlie Watson** | MV | Am | San Fran. | 998 | 2′ 9½″ | 1920 | Oakland, | Standard | 2-6CylOilEng16⅝x29½; | ✠A1Ⓔ Oil Carrier. | |
| 220,856 | Steel | Twin | 250 | 37 \| 19.6 | 1769 | 18′ 4½″ | 11 | (Union [Cal. | Oil Co. (Cal.) | Skandia Pacific Oil Eng. Co; | ✠AMS | |
| MCBF | 2D;W. Bal;Wireless 11BH | | | \| 21′ | 2197 | | | Const. Co.) | | 1100BHP;EAC;DB;d rpd10,24; | S.S.No.1,SanF1,25; | |
| | SUB.SIG;Mchy aft; 9BH to Fbd dk | | P78′ | B30′ F48′ | | | | | | Dkd,s rps3,26 | shfts drn1,24;M.&B.S.1,25; | |
| | 2BH to 2d dk | | | | | | | | | | SBP. | |
| | Oil fuel F. P. above 150° F. C-27 | | | | | | | | | | | |
| | W.B.—A.P.72t..... | ..... | F.P.8 | 3t | | | | | | | | |
| | F O.....D.B.a40′57t;D.T.f | 30′162 | t..... | | | | | | | | | |
| 2767 | **Charlotte** | Brg | Am | New York | 320 | | 1914 | Brooklyn, | Jacobus | Wd | | |
| 166,459 | | | 115.2 | 34.4 \| 8.7 | 320 | | | (Jakobson [N. Y. | Grauwiller Co. | | | |
| | 1D | | | | | | | & Peterson.) | | | | |
| 2768 | **Charlotte Cords** | Scw | Ger | Rostock | 1049 | | 1924 | Rostock, | Dampfsch. | 3CylTE19,31,51x35; | | G |
| | Steel | | 266.3 | 40.2 \| 16.9 | 1779 | | 3 | (A. G. [Ger. | Ges. August | 2Blrs | | |
| MFLN | 1D;Wireless;W. Bal 4BH | | B76′ | F31′ | | | | Neptun.) | Cords G. m. b. H. | | | |
| 2769 | **Charlton** | Scw | Br | Windsor | 265 | | '62 | Chicago, | Victoria | 2CylC22,44x32; | | |
| 88,622 | xJohn Prindiville Oak | | 135 | 19.4 \| 10.4 | 389 | | rb '92 | (Miller [Ill. | Harbor & | 1FB;WP105lbs;400IHP. | | |
| | 2D | | | | | | | Bros.) | Lumber Co. | | | |
| 2770 | **Charlton Hall** | Scw | Am | New York | 2947 | | 1907 | Pt. Glasgow, | U.S. Steel | 3CylTE26,44,73x48; | | BL |
| 212,853 | Steel | Sch | 400 | 50 \| 27.2 | 4785 | | 7 | (W. [Scot | Products Co. | 28B;WP180lbs;2200IHP | | |
| LDQB | 1D;Spar dk;Deep frmg; 6BH | | P37′ | B238′ F37′ | 7830 | | | Hamilton & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2771 | **Charmer** | Scw | Br | Victoria | 497 | | '87 | San Fran- | Canadian | 3CylTE23,34,56x36 | | |
| 100,793 | xPremier Steel | | 200 | 42 \| 12.9 | 1044 | | | cisco, Cal. | Pacific Ry. Co. | | | |
| | 2D 7BH | | | | | | | (Union Iron Works) | | | | |
| 2772 | **Charterhague** | Scw | Br | Cardiff | 1425 | | 1920 | Chepstow, | Charter | Stm Tbns; | | BL |
| 145,093 | xSilverway xWar Fig Steel | | 303 | 43 \| 20.7 | 2568 | | 11 | (Monmouth [Eng. | Shipping Co. | 2WTB;WP100lbs | | |
| KFTJ | 1D;Wireless;W. Bal 5BH | | P33′ | B80′ F33′ | | | | S. B. Co., Lim.) | (Lim.) | | | |
| 2773 | **Charterhaven** | Scw | Br | Cardiff | 2749 | | 1912 | Sunderland, | Charter | 3CylTE25,42,68x45; | | BL |
| 129,373 | xAirway xArdoyne Steel | | 364 | 50.7 \| 26.1 | 4315 | | 1 | (Sunderland [Eng. | Shipping Co. | 2SB;WP180lbs | | |
| HVFL | 1D;Web frms;Long. frmg; 6BH | | P29′ | B106′ F31′ | | | | S. B. Co., Lim.) | (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2774 | **Charterhouse** | Scw | Br | Cardiff | 2225 | | 1910 | Middlesbro, | Charter | 3CylTE26,42,70x48; | | BL |
| 128,047 | xBrookway xKwarra Steel | | 360 | 52 \| 34.8 | 4426 | | 5 | (Sir Raylton [Eng. | Shipping Co. | 3SB;WP180lbs | | |
| HQVT | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Dixon & Co.,Lim.) | (Lim.) | | | |
| 2775 | **Charterhulme** | Scw | Br | Cardiff | 2116 | | 1912 | Stockton, | Charter | 3CylTE25,41,68x45; | | BL |
| 143,135 | xNorthway xTempestuous Steel | | 360.5 | 50.1 \| 21.6 | 3437 | | 9 | (Craig, [Eng. | Shipping Co. | 2SB;WP180lbs | | |
| JWVB | 1D;Well dk;Wireless;W. Bal 4BH | | P & B | 288′ F39′ | | | | Taylor & Co., Lim.) | (Lim.) | | | |
| 2776 | **Charterhurst** | Scw | Br | Cardiff | 2467 | | '97 | Glasgow, | Charter | 3CylTE26,41,67x45; | | BL |
| 106,062 | xLeeway xMarshal French Steel | | 370 | 48 \| 24.7 | 3989 | | 3 | (A. Stephen [Scot. | Shipping Co. | 2SB;WP170lbs | | |
| PQBH | 2D;Deep frmg;Wireless;W. Bal 6BH | | P24′ | B100′ F37′ | | | | & Sons.) | (Lim.) | | | |
| 2777 | **Charterhythe** | Scw | Br | Cardiff | 2339 | | 1911 | W. Hartle- | Charter | 3CylTE25½,40½,67x45; | | BL |
| 132,806 | xHighway xMarshal Haig Steel | | 370 | 51.5 \| 22.4 | 3736 | | 10 | (W. [pool, Eng. | Shipping Co. | 2SB;WP180lbs | | |
| HTNS | 1D;Wireless;W. Bal 6BH | | P29′ | B223′ F38′ | | | | Gray & Co., Lim.) | (Lim.) | | | |
| 2778 | **Chasina** | Scw | Am | | 139 | | '81 | Glasgow, | | 2CylC18,36x21; | | |
| | xSelma Iron & Steel | | 141.8 | 22.1 \| 11.6 | 259 | | | (J. Elder [Scot. | | 80RHP. | | |
| | 1D | | | | | | | & Co.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2779 NFBJ | **Chastine Maersk** Steel 1D;Shel dk;Wireless;W. Bal 6BH | MV Twin | Dan 378 F33′ | Svendborg 50.2 \| 31.7 5177 | 3199 | | 1923 7 | Odense, (Odense Staalskibs.) [Den. | A/S. D/S. Svendborg | 2-6CylOilEng19x35 | | BL |
| 2780 OELD | **Chateau Palmer** Steel 2D;W. Bal;Wireless 5BH | Scw | Fr 274.6 P26′ | Havre 38.1 \| 20.1 B97′ F37′ 1912 | 823 | | 1914 11 | Nantes, (Atel. & Ch. de [Fr. La Loire.) | Worms & Co. | 3CylTE21,36,59x41; 2SB;WP186lbs;1780IHP | | V |
| 2781 220,808 MBVJ | **Chateau Thierry** Steel 3D;W. Bal; 13BH Wireless;D.F.; 11BH to Fbd dk SUB.SIG; 2BH to 2d dk Oil fuel F. P. above 150° F. C-40 W.B.—A.P.161t;W.T.53t; D.B.29 0′1284t F.O. D.B.24 1′ 922t | Scw | Am 436.9 P90′ ..... D.T.a | 58.2 \| 26.4 \| 40′ B135′ F81′ 9′370t; f.I3′611t | 3908 7555 6970 F.P.10 ..... | 12′ 2½″ 28′ 3t .. | 1920 11 | Hog Island, (American [Pa. Int. S. B. Corp.) | U. S. Govt. (War Dept.) | Stm Tbns; General Electric Co; 6WTB;Babcock & Wilcox Co; 17400HS;WP200lbs;6000SHP;EAC; Dkd,s rps8,25 | ✠A1Ⓔ With Freeboard. ✠AMS Cih BB | |
| 2782 126,487 | **Chateaugay** Steel 1D 3BH | SW | Am 196 | Burlingt'n 29.7 \| 9.4 742 | 576 | | '88 | Shelburne Harbor, Vt. | Champlain Trans. Co. | 1CylVB44x120; 2Blrs;WP52lbs;1000IHP. | | |
| 2783 OELG | **Chateauroux** Steel 1D;Well dk;Wireless;W. Bal 7BH | Scw | Fr 363.1 | Nantes 52.1 \| 23.1 4185 | 2546 | | 1921 | Newcastle, (Tyne Iron [Eng. S. B. Co., Lim.) | Chemin de fer Paris-Orleans | 3CylTE23,38,64x42; 3SB;WP180lbs;1600IHP. | | V |
| 2784 209,563 LCHJ | **Chatham** | Brg Sch | Am 263.5 | Fall River 44.3 \| 19.7 1812 | 1581 | | 1912 | Bath, Me. | Staples Transportation Co. | Wd | | |
| 2785 114,515 TGVP | **Chatham** xEastville Steel 1D;B;Deep frmg;Wireless; 6BH W. Bal | Scw | Br 341.3 P41′ | London 46.7 \| 25.9 B92′ F32′ 3564 | 2256 | | 1902 3 | So. Shields, (J. [Eng. Readhead & Sons.) | Britain S.S. Co. | 3CylTE24,40,65x45; 2SB;WP160lbs | | BL |
| 2786 96,148 | **Chatham** xHamburg Steel 3BH | Scw Twin | Am 219.2 | New York 40.2 \| 16.7 1266 | 834 | | '91 7 | Newburgh, (T. S. [N. Y. Marvel Co.) | Delaware, Lackawanna & Western R.R. Co. | 2-2CylC20,36x28; 2Blrs;WP125lbs;750IHP | | |
| 2787 225,471 MGBN | **Chatham** Steel 3D;Super dk; 6BH Long. frmg; 1BH to Super dk Wireless; 1BH to Fbd dk SUB.SIG; 4BH to 2d dk Oil fuel F. P. above 150° F. C-34 W.B.—A.P.41t. D.B.29 4′687t; F.O.—. W.T.240t;D.B.10 8′360t. | Scw | Am 350.7 | Baltimore 52.2 \| 16 \| 27′ 9″ F.P.10 ..... | 3456 5649 2t .. | 8′ 9½″ 19′ 1″ | 1926 5 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Merchants & Miners Transp. Co. | 4CylTE25,42½,54,54x48; Newport News S. B. & D. D. Co; 4SB;Newport News S. B. & D. D. Co; 9740HS;WP200lbs;27001HP;EAC | ✠A1Ⓔ With Freeboard. ✠AMS Cih BB;CL | |
| 2788 127,255 | **Chattanooga** 1D | Brg | Am 308 | Fairport 45 \| 21.5 2340 | 2266 | | '98 rb '21 | West Bay (J. [City, Mich. Davidson.) | Pringle Barge Line | O | | |
| 2789 217,996 LQWR | **Chattanooga** Steel 1D;2d dk at ends;SUB.SIG; 7BH W. Bal; 6BH to Fbd dk 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252′847t;D.T .20′394 F.O.—A.P.66t;D.B.214′643t;D.T .20′368 | Scw | Am 324 ..... t;S.T.3 | Newark 46.2 \| 25 \| 28′ 6″ .F.P.111t lt. | 2179 3545 5500 | 5′ 9″ 22′ 11″ | 1919 5 | Newark, (Submarine [N. J. Boat Corp.) | Ford Motor Co. | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co;5800HS; WP200lbs;1500SHP;EAC; Dkd5,21;s rps10,21 | ✠A1Ⓔ ✠AMS Scip;CL (Laid up) | |
| 2790 221,643 MDFN | **Chattanooga City** Steel 2D;W. Bal;Wireless; 7BH Oil fuel F. P. above 150° F. C-37 W.B.—A.P.63t;D.B.368′1432t F.O.—A.P.59t;D.B.315′1081t; D. T.22′1 | Scw | Am 424.2 P42′ ..... 34t; F. | New York 56.2 \| 26.5 \| 30′ B & F349′ F. P.109t P.102t | 3450 5686 9380 | 4′ 4″ 25′ 10″ | 1921 9 | Chickasaw, (Chickasaw [Ala. S. B. Co.) | U. S. Steel Products Co. | Stm Tbn; Federal S. B. Co; 3SB;Federal S. B. Co; 7836HS;WP210lbs;3000SHP;EAC; Dkd,d rpd10,26 | ✠A1Ⓔ ✠AMS S.S.No.1, Balt6,25; shftdrn11,24;B.S.5,25;M.S.6,25; SBP;CL | |
| 2791 123,693 HJBT | **Chaudiere** xMandingo xPhilippeville Steel 2D;SUB.SIG;Deep frmg; 6BH Wireless;W. Bal | Scw Twin | Br 370.1 P&B | London 46.2 \| 22.8 261′ F42′ 4019 | 2500 | | '99 8 | Middlesbro, (Raylton [Eng. Dixon & Co., Lim.) | Royal Mail Steam Packet Co. | 2-3CylTE21,34,59x42; 4SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2792 | **Chaumont** | Scw | Am | 436.9 \| 58.2 \| 26.4 \| 40′ P90′ B135′ F81′ | 3908 7555 6970 | | 1920 12 | Hog Island, (American [Pa. Int. S. B. Corp.) | U. S. Govt. (Navy Dept.) | Stm Tbns; 6WTB;WP200lbs;6000SHP | | |
| 220,866 MCBQ | Steel 3D;W. Bal; 13BH Wireless; 11BH to Fbd dk SUB.SIG; 2BH to 2d dk Oil fuel | | | | | | | | | | | |
| 2793 | **Chauncey M. Depew** | Scw | Am | New York 185.1 \| 35.6 \| 13.5 | 282 652 | | 1913 2 | Bath, (Bath [Me. Iron Works.) | Hudson River Day Line | 4CylTE16,26,30,30x24; 1SB;WP170lbs;1200IHP. | | |
| 211,290 LDBG | xRangeley Steel 1D 4BH | | | | | | | | | | | |
| 2794 | **Chautauqua** | Scw | Am | New York 200.6 \| 45.8 \| 15.9 | 932 1372 | | '91 | Philadelphia Pa. | Erie R.R. Co. | 2CylC18,36x28; 2SB;WP156lbs;800IHP. | | |
| 76,922 | xJohn G. McCullough Steel 1D | | | | | | | | | | | |
| 2795 | **Chautauqua** | Trn | Br | Lunenb'rg 137.1 \| 32.8 \| 12.2 | 354 417 | | 1918 | Liverpool, (McKean [N. S. & Rawding.) | National Shipping & Forwarding Co. (Lim.) | Wd;Gif(Sltd) | | V |
| 138,835 TNGH | 1D | | | | | | | | | | | |
| 2796 | **Cheam** | Scw | Br | Vancouv'r 159 \| 32 \| 9.4 | 558 821 | | '91 | Vancouver, (McAlpin [B. C. & Allen.) | Union S.S. Co. (Lim.) | 2-2CylC14,26x18 | | |
| 96,995 | xBowena xCity of Nanaimo Wood 1D | Twin | | | | | | | | | | |
| 2797 | **Chebaulip** | Scw | Am | Seattle 380.6 \| 53.1 \| 27 P39′ B102′ F42′ | 3588 4839 7413 | | 1918 7 | Tacoma, (Todd [Wash. D. D. & Const. Corp.) | U. S. Shipping Board | 3CylTE24,40,70x48; Seattle Const. & D. D. Co; 3SB;Seattle Const. & D. D. Co; 169GS;6831HS;WP190lbs;2100IHP; Dkd,d rpd11,22;s rps2,23 | ✠A1Ⓔ ✠AMS S.S.Balt7,20 n shft10,21;Cih BB (Laid up) | |
| 216,589 LMFD | xTacoma Steel 2D;Long. frmg;Web frms 7BH C-36 | | | | | | | | | | | |
| | W.B.—A.P.318t;D.B.334′1089t;D.T.24′6 | | 66t; F. | P.91t | | | | | | | | |
| 2798 | **Chedabucto** | Scw | Br | Liverpool 145 \| 24.5 \| 9.1 | 269 509 | | 1910 6 | Dundee, (Dundee [Scot. S. B. Co., Lim.) | Halifax & Canso S.S. Co. (Lim.) | 2CylC18,40x27; 1SB;WP130lbs | | BL |
| 127,785 KLHS | xEllinis xFogota Steel 1D;Shel dk 4BH | | | | | | | | | | | |
| 2799 | **Cheektowaga** | Scw | Am | P. Amboy 126.3 \| 24.7 \| 15.3 | 166 331 | | 1902 9 | Pt. Richmond, N. Y. | Bee Line Trans. Co. | 2CylC24,44x28; 500IHP. | | |
| 127,693 KSBL | Steel 1D | | | | | | | | | | | |
| 2800 | **Chef Mecanicien Mailhal** | Scw | Fr | Marseilles 384.1 \| 51.2 \| 33.5 | 4282 5709 | | 1917 | Kobe, (Kawasaki [Jap. Dkyd. Co.) | Cie. des Massageries Maritimes | 3CylTE26,43,72x48; 2SB;WP200lbs;2300IHP | | V |
| OEMA | xWar Admiral Steel 3D;W. Bal;Wireless 7BH | | | | | | | | | | | |
| 2801 | **Chehalis** | Scw | Am | San Fran. 183.3 \| 37.5 \| 14.8 | 421 663 | | 1901 | Fairhaven, Cal | Sudden & Christenson | 3CylTE13,23,40x30; 2WTB;675IHP | | |
| 127,527 KQSP | 1D;Oil fuel;Wireless | | | | | | | | | | | |
| 2802 | **Chehaw** | Brg | Am | New York 181.4 \| 40 \| 15.4 | 922 944 | | 1913 11 o'22 | Wilmington, (American [Del. Car & Foundry Co.) | Savannah-New York Trans. Co. | O,YP,Gicf(Sltd) DB;clk t6,24;clk b7,25; s rps,s b clkg,clk dk5,26 | ✠A1 Coastwise S.S.No.2,PA8,22 | |
| 211,787 LDHN | | Sch | | | | | | | | | | |
| 2803 | **Chelatros** | Scw | Grk | Syra 360 \| 52 \| 23.6 | 2214 3489 | | 1914 4 | Newcastle, (Northum- [Eng. berland S. B. Co., Lim.) | Pnevmaticos, Rethymnis Yannaghas | 3CylTE25,41,69x48; 3SB;WP180lbs | | BL |
| 159 JFBS | xMagdala Steel 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | | | | | |
| 2804 | **Chelma** | Scw | Br | London 386.7 \| 52.5 \| 26.5 P36′ B113′ F42′ | 3170 5047 | | 1920 9 | Newcastle, (Palmers' [Eng. Co., Lim.) | Oxford S.S. Co. (Lim.) | 3CylTE26,43,71x48; 3SB;WP180lbs | | BL |
| 148,690 | xBacchus Steel 2D;Wireless;W. Bal 6BH | | | | | | | | | | | |
| 2805 | **Chelohsin** | Scw | Br | Vancouv'r 175.3 \| 35.1 \| 14 | 597 1134 | | 1911 9 | Dublin, (Dublin [Ire. Dockyard Co.) | Union S.S. Co. (Lim.) | 2-3CylTE13½,22,36x24; 2SB;WP185lbs | S.S.No.3,Van2,24;A.S.3,26; shfts drn2,25;M.&B.S.3,26 | C |
| 130,805 | Steel 2D;Wireless;Oil fuel;W. Bal 6BH | Sch Twin | | | | | | | | | | |
| 2806 | **Chelsea** | MV | Am | Miami 133.7 \| 23.2 \| 12 | 80 274 | | 1926 | Troon, (Ailsa [Scot. S. B. Co.) | John F. Harris | 2-6CylOilEngs11⅞x16Ⅾ; 440IHP | | LY |
| 226,016 | Steel 1D | Yct Twin | | | | | | | | | | |
| 2807 | **Chelsea** | Brg | Am | Phila. 231 \| 38.4 \| 18.6 | 1169 1327 | | 1919 9 | Bath, (Kelley [Me. Spear Co.) | Southern Trans. Co. | YP,F,WO;Gif✕ | ✠ — — Suspended1,24 | |
| 218,878 LSRQ | xNew Meadows 1D;B | Sch | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| 2808 | **Chelsea** | Scw | Am | Camden | 694 | | 1923 | Wilmington, | Philadelphia | 2-2CylC17,34x24; | |
| 223,222 | Steel | Twin | 189.5 | 36.1 \| 14.7 | 1028 | | | (Pusey [Del. | & Reading | 2Birs;WP160lbs;1100IHP. | |
| | 2D;B 5BH | | | | | | | & Jones Co.) | R.R. Co. | | |
| 2809 | **Cheltenham** | Scw | Am | Phila. | 77 | | '99 | Phila., Pa. | Reading Co. | 2CylC15,26x22; | |
| 127,346 | Steel | | 84.3 | 19 \| 9.2 | 118 | | | (Neafie & Levy | | 1CRTB;200IHP. | |
| | 1D 4BH | | | | | | | S. E. B. Co.) | | | |
| 2810 | **Chemong** | Scw | Br | Montreal | 1126 | | 1924 | London- | Carter | 3CylTE16,27,44x33; | C |
| 148,073 | Steel | | 252 | 42.5 \| 18 | 1902 | 6 | derry, Ire. | Wood Shipping | 2SB;WP180lbs | |
| KQTS | 1D;Web frms;Mchy aft;W. Bal 3BH | | F30′ | | | | (North of Ireland | Co. (Lim.) | | Lake Survey2,26; | |
| | | | | | | | S. B. Co.) | | | M.S;shft drn4,26 | |
| 2811 | **Chena** | Brg | Am | St.Mich'el | 440 | | 1906 | St. Michael, | American- | Wd | |
| 162,926 | | | 128 | 32.2 \| 6.9 | 440 | | | Alaska | Yukon Navigation Co. | | |
| 2812 | **Chenab** | Scw | Br | London | 2157 | | 1911 | Birkenhead, | James | 3CylTE24½,40,68x45; | BL |
| 132,589 | Steel | | 350.2 | 44.2 \| 27.6 | 3549 | 8 | (Cammell, [Eng. | Nourse (Lim.) | 2SB;WP200lbs | |
| HTFG | 1D;Shel dk;Wireless;W. Bal 6BH | | P41′ | F45′ | | | Laird & Co., Lim.) | | | | |
| 2813 | **Chenango** | Brg | Am | New York | 643 | | '91 | Noank, | Morecraft | Wd | |
| 126,855 | | Sch | 158.2 | 33.8 \| 15.8 | 671 | | (Robt. [Conn. | Trans. Corp. | | |
| | 1D | | | | | | | Pulmor S. B. & | | | |
| | | | | | | | | Marine Ry. Co.) | | | |
| 2814 | **Chenango** | Brg | Am | Phila. | 2049 | | 1919 | Mariners' | Southern | YP,Gif✕ | ✠ — — |
| 219,484 | | Sch | 268 | 44.6 \| 23.2 | 2150 | 6 | Harbor, N. Y. | Trans. Co. | | Suspended8,22 | |
| LVHT | 1D;B | | | | | | (Johnson Ship- | | | | |
| | | | | | | | yard Corp.) | | | | |
| 2815 | **Cheniston** | Scw | Br | London | 3035 | | 1912 | Sunderland, | T. Pratt & | 3CylTE26,43,71x48; | BL |
| 135,163 | Steel | | 390 | 50.5 \| 28.1 | 4819 | 11 | (Bartram [Eng. | Co., Mgrs. | 3SB;WP180lbs | |
| JBGC | 2D;Wireless;W. Bal 6BH | | P38′ | B115′ F36′ | | | & Sons.) | | | | |
| 2816 | **Chepadoa** | Scw | Am | Seattle | 4475 | 8′ 2″ | 1919 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. |
| 219,022 | Steel | | 401.9 | 53.2 \| 32 \| 34′ 6″ | 6935 | 26′ 6″ | 10 | (Seattle [Wash | ping Board | W. & A. Fletcher Co; | ✠AMS |
| LTFC | 2D;Long. frmg; 7BH | | | | 9500 | | | North Pacific | | 3WTB;Murray Iron Wks;9150HS; | B.S.10,20; |
| | Wireless; 6BH to Fbd dk | | P34′ | F38′ | | | | S. B. Co.) | | WP225lbs;2800SHP;EAC; | Csh BB;CL |
| | 1BH to 2d dk | | | | | | | | | Dkd10,20;s rps5,21 | (Laid up) |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | |
| | W.B.—A.P.55t;D.B.344′1274t;D | T.30′5 | 52t | ... F.P.74t | | | | | | | |
| | F.O. ..... D.B.327′1111t;D | T.30′5 | 14t; S | T.41t ..... | | | | | | | |
| 2817 | **Chepita** | Scw | Hol | Willemst'd | 1482 | | 1925 | Glasgow, | Curacaosche | 2-3CylTE14,23,38x27; | BL |
| | Steel | Twin | 305 | 50.2 \| 15 | 2702 | 2 | (W. [Scot. | Scheep. Maats. | | |
| TNEJ | 1D;Long. frmg;Oil in bulk; 8BH | | F42′ | | | | Beardmore & | | 2SB;WP180lbs | |
| | Oil fuel;Mchy aft;Wireless;W. Bal | | | | | | Co., Lim.) | | | |
| 2818 | **Chepstow Castle** | Scw | Br | London | 4684 | | 1913 | Sunderland, | Union- | 4CylQE25,36,52,76x54; | BL |
| 135,294 | xAnglo-Brazilian Steel | | 425.5 | 55.3 \| 28.3 | 7404 | 12 | (Short [Eng. | Castle Mail | 3SB;WP220lbs | |
| JDNS | 2D;Shel dk;Web frms; 7BH | | | | | | Bros., Lim.) | S.S. Co. (Lim.) | | |
| | Long. frmg;Wireless;SUB.SIG;W. Bal | | | | | | | | | |
| 2819 | **Cherca** | Scw | It | Trieste | 3319 | | 1920 | Trieste, | Nav. Libera | 3CylTE27,42,68x48; | I |
| 90 | Steel | | 400.6 | 52.1 \| 29 | 5400 | 6 | (Stabilimento [It. | Triestina Soc. | 3SB;WP180lbs | |
| NIRZ | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | Tecnico.) | Anon. | | |
| 2820 | **Cherokee** | StW | Am | San Fran. | 609 | | 1912 | Oakland, | Southern | 2CylC14,24x72; | |
| 210,246 | Wood | | 170.2 | 40.2 \| 7 | 741 | | Cal. | Pacific Co. | 1Blr;WP175lbs;400IHP. | |
| 2821 | **Cherokee** | Brg | Am | Phila. | 473 | | 1913 | Elkton, | Southern | O,Hk,YP,Gif(Sltd) | ✠ — — |
| 165,116 | | | 201.2 | 23.7 \| 11 | 473 | 1 | (E. Delbert [Md. | Transportation | | Suspended7,19 |
| | 1D | | | | | | | & Bros.) | Co. | | |
| 2822 | **Cherokee** | Scw | Am | New York | 3514 | 5′ 6½″ | 1925 | Newport | Cherokee- | Stm Tbn; | ✠A1Ⓔ With Freeboard. |
| 224,642 | Steel | | 387.5 | 54.3 \| 20 \| 31′ 6″ | 5807 | 18′ 1½″ | 6 | News, Va. | Seminole S.S. | Newport News S. B. & D. D. Co; | ✠AMS |
| MFSB | 6BH | | | | 2900 | | | (Newport News | Corp. | 4SB;Newport News S. B. & D. D. Co; | SBP;CL |
| | 2D;Super dk; 3BH to Super dk | | B280′ | F48′ | | | | S. B. & D. D. Co.) | | 1360HS;WP210lbs;4200SHP;EAC; | |
| | Wireless;SUB.SIG; 3BH to Fbd dk | | | | | | | | | Dkd7,26;s rps11,26 | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | |
| | W.B.—A.P.132t;D.B.112′335t;W | T.12′ 2 | 54t; F | P.58t | | | | | | | |
| | F.O. ..... D.B.288′774t;W | T.34′ 2 | 56t..... | ... | | | | | | | |
| 2823 | **Cherry Branch** | Scw | Br | Sund'rl'nd | 3051 | | 1909 | Glasgow, | F. & W. | 3CylTE27,43,72x48; | BL |
| 125,496 | xDunedin Steel | | 400 | 51.9 \| 17.9 | 4796 | 6 | (C.Connell [Scot. | Ritson, Mgrs. | 3SB;WP180lbs | |
| HPFQ | 1D;Spar dk;Deep frmg; 6BH | | P37′ | B120′ F44 | | | & Co., Lim.) | | | " |
| | Wireless;W. Bal | | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship-Class-Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers-Class-Dates. Tail Shaft Drawn-Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2824 140,278 GQRI | **Cherryleaf** Steel 2D;Web frms;Long. frmg; 20BH Wireless;Oil in bulk;Oil fuel; W. Bal | Scw Twin | Br 405.3 P36′ | London 54.5 \| 32.5 B32′ F90′ | 2901 5896 | | 1917 4 | Middlesboro (Raylton [Eng. Dixon & Co., Lim.) | The Admiralty | 2-3CylTE26,42,70x45; 6SB;WP200lbs | | BL |
| 2825 109,604 SCFN | **Chertsey** xDunbar Steel 2D;Web frms;Wireless;W. Bal 6BH | Scw | Br 355.1 P34′ | London 45 \| 25.8 B106′ F36′ | 2357 3672 | | 1900 11 | Glasgow, (C. Connell [Scot. & Co.) | Watts, Watts & Co. (Lim.), Mgrs. | 3CylTE25,41,66x45; 2SB;WP170lbs | | BL |
| 2826 3,704 | **Chesapeake** xBuffalo Steel 1D;B 2BH | Scw F. B. | Am 192 | Norfolk 36 \| 14.6 | 765 1021 | | '97 | Wilmington, (Harlan & [Del. Hollingsworth.) | Chesapeake Ferry Co. | 1Cyl50x120; 1Blr;WP50lbs;800IHP. | | |
| 2827 201,320 | **Chesapeake** Wood 1D | StW F. B. | Am 116.4 | Cincinnati 41.8 \| 5.7 | 216 216 | | 1904 | Pt. Pleasant, [Kanawha Dock Co.) [W. Va. | Chesapeake & Ohio Railway Co. | 2-1Cyl13x60; 1Blr;WP140lbs;150IHP. | | |
| 2828 223,239 | **Chesapeake** Wood 1D | Scw | Am 80.9 | Baltimore 21 \| 9.4 | 46 99 | | 1919 | Sharptown, (Eastern [Md. Shore S. B. Co.) | Chesapeake Lighterage & Towing Co. | 1Cyl18x24; WTBlr;350IHP. | | |
| 2829 127,757 | **Chesapeake** Wood 1D | Scw | Am 125 | Reedville 19.6 \| 8.5 | 83 145 | | 1903 | Baltimore, Md. | Seaboard Oil & Guano Co. | 2CylC10,20x18; SB;250IHP. | | |
| 2830 123,729 HJKT | **Chesham** xSingapore Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Br 364 P31′ | London 50 \| 17.9 B96′ F33′ | 2749 4295 | | 1906 10 | Dumbarton, (A. McMillan[Scot. & Son, Lim.) | Watts, Watts & Co. (Lim.), Mgrs. | 3CylTE25,41,67x48; 2SB;WP180lbs | | BL |
| 2831 127,620 | **Chester** Steel 1D | Scw | Am 140.5 | Phila. 27 \| 9.7 | 285 419 | | 1902 3 | Chester, (Del. River [Pa. I. S. B. & E. Wks.) | Chester Shipping Co. | 2CylC18,36x26; 1Blr;WP125lbs;400IHP | | |
| 2832 164,514 | **Chester** 1D | Brg | Am 195.2 | Phila. 23.8 \| 10.8 | 460 460 | | 1911 6 | Elkton, (H. Deibert [Md. & Bro.) | Southern Trans. Co. | O,Hk,YP,Gif(Sltd) | ✠ — — Suspended7,19 | |
| 2833 204,938 | **Chester** Steel 1D | Scw | Am 100.2 | New York 30.4 \| 11.4 | 179 263 | | 1908 | Port Richmond, N. Y. (Burlee D. D. Co.) | Delaware, Lackawanna & Western R.R. Co. | 1Cyl22x26; 1SB;WP125lbs;350IHP | | |
| 2834 220,397 MBDQ | **Chester Kiwanis** Steel 2D;Wireless;SUB.SIG;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.147t;D.B.338′1312t;D. F.O.....D.B.284′1092t;D. | Scw | Am 400.7 P36′ T.27′8 T.27′7 | Phila. 54.2 \| 30.4 \| 32′ 10″ B124′ F44′ 46t; F. 90t... | 3393 5502 8756 P.123t ..... | 7′ 10½″ 25′ 2″ | 1920 6 | Chester, (Merchant [Pa. S. B. Corp.) | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 3WTB;D. Connelly Boiler Co;8700HS; WP200lbs;3000SHP;Dkd,s rps6,21 | ✠A1Ⓔ ✠AMS Cih BB;CL (Laid up) | |
| 2835 215,878 LJMK | **Chester Sun** Steel 2D;Web frms;Long. frmg; 17BH Mchy aft;Oil in bulk; Oil fuel;Wireless;W. Bal | Scw | Am 429.3 P133′ | Phila. 59.2 \| 31.4 B36′ F40′ | 4091 6669 | | 1918 1 | Chester, (Sun [Pa. S. B. Co.) | Sun Oil Co. | 3CylTE27,45½,76x51; 3SB;WP190lbs;2500IHP | | BL |
| 2836 219,407 LVDK | **Chester Valley** Steel 2D;SUB.SIG;Wireless;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.100t;D.B.284′1380t.. F.O.....D.B.257′1162t;S. | Scw | Am 390 P50′ ..... T.14′1 | Phila. 54.2 \| 27.8 \| 32′ B121′ F40′ ... D. 29t; D. | 3110 5078 7840 T.36′892t; F.P.1 T.36′833t..... | 7′ 9½″ 24′ 5″ 44t ... | 1919 12 | Hog Island, (American [Pa. Int. S. B. Corp.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co;8700HS; WP200lbs;2500SHP;EAC; Dkd,rps3,26;s rps10,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Gvstn5,24; M.S.5,24;shft drn2,26; B.S.3,26;Cih BB;CL | |
| 2837 127,379 | **Chester W. Chapin** Steel 2D;Wireless;W. Bal | Scw Twin | Am 312 | N.London 64 \| 16.9 | 1822 2868 | | '99 10 | Sparrows Pt. (Maryland Steel Co.) [Md. | New England S.S. Co | 2-3CylTE24,38,60x30; WP170lbs;4200IHP | | |
| 2838 215,976 LJQG | **Chestnut Hill** Steel 2D;Long. frmg;Mchy aft; 16BH Wireless; 9BH to Fbd dk SUB.SIG; 7BH to 2d dk Oil fuel F. P. above 150° F. C-34 | Scw | Am 364.9 P95′ | Phila. 51 \| 29.5 B34′ F31′ | 2970 4935 7000 | | 1918 2 | Gloucester, (Pusey & [N. J. Jones Co.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 2SB;New York S. B. Co;5200HS; WP210lbs;2400SHP;Dkd11,20; s rps2,21 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.NY11,20; CL (Laid up) | |

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| No. Off. No. / Signal Letters | Name of Vessel / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions Lth. / Bth. / Dth. Deck / Erections / Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2839 | **Chetopa** | Scw | Am | San Fran. | 1989 | 5′ 9″ | 1919 | Newark, | Charles | Stm Tbn; | ✠A1Ⓔ | |
| 217,623 | Steel | | | 324 / 46.2 / 25 / 28′ 6″ | 3252 | 22′ 11″ | S | (Submarine [N. J. | Nelson Co. | Westinghouse E. & M. Co; | ✠AMS | |
| LQHR | 1D;2d dk at ends; 7BH | | | P41′ / 100′ F35′ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co;5800HS; | shft drn8,26;B.S.9,26; | |
| | sus.sig; 6BH to F'bd dk | | | | | | | | | WP200lbs;1500SHP;EAC; | Clh BB;CL | |
| | Wireless;W. Bal; 1BH to 2d dk | | | | | | | | | Dkd,rps9,26 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B — A F 711,D R-252/8470,D.T .20′304 | | | L . . . . . F.P.111t | | | | | | | | |
| | E.C. — A F 666,D R-214/6430,D.T .20′308 | | | L;B,T.3 16 . . . . . | | | | | | | | |
| 2840 | **Chevalier Bayard** | Trn | Fr | St. Servan | 374 | | 1917 | Pt. Greville, | Leon | Bch,Sp,P,Gif (Sltd) | ✠ — — | V |
| | xAdam B. MacKay | | | 155 / 35.8 / 12.1 | 474 | | 10 | (H. [N. S | Coursimenu, | | Suspended7,24 | |
| OVTN | 1D | | | | | | | Elderkin & Co.) | Esq. | | | |
| 2841 | **Chewink** | Scw | Am | . . . . . | . | | 1919 | Brooklyn, | U. S. Govt. | 3CylTE19,29,46x30; | | |
| | Steel | | | 180 / 35.3 / 17.2 | | | 4 | (Todd [N. Y. | (Navy Dept.) | 2WTB,WP200lbs,1400IHP | | |
| | 2D;W. Bal;Oil fuel 1BH | | | | | | | Shipyards Corp.) | | | | |
| 2842 | **Cheyenne** | Scw | Br | Newcastle | 3015 | | 1908 | Newcastle, | . . . . | 3CylTE26,43,72x48; | | |
| 126,450 | Steel | Sch | | 388.8 / 50.6 / 29.4 | 4987 | | 12 | (Swan, [Eng | | 4SB;WP180lbs | | |
| BNLC | 2D;Oil fuel;Mchy aft; 1BH | | | P94′ / B25′ F38′ | | | | Hunter & Wigham Richardson) | | | | |
| | Oil in bulk;Web frms;Wireless; | | | | | | | | | | | |
| | W. Bal | | | | | | | | | | | |
| 2843 | **Chi Chuen** | Scw | Chi | Hankow | ..... | | 1923 | Shanghai, | The | 2-3CylTE11⅞,17¼,27¾x16; | ✠A1Ⓔ River Service. | |
| | Steel | Twin | | 142.8 / 28 / 7 | 607 | | 11 | (Klangnan [China | Yangtse Rapid | Klangnan Dock & Eng. Wks; | AMS | |
| | 1D 6BH | | | B101′ / P22′ | | | | Dock & Eng. Wks.) | S.S. Co., Inc. | 2WTB;F. Schichau; | SBP;CL | |
| | W. B.S.F. P. 10t | | | | | | | | | WP250lbs;2000HP;EAC; | | |
| | | | | | | | | | | Dkd,d rpd9,26 | | |
| 2844 | **Chi Lai** | Scw | Am | Hankow | ..... | | 1924 | Shanghai, | Upper | . . . . . | | |
| | Steel | Twin | | 119.3 / 22 / 8.6 | 337 | | | (Klangnan [China | Yangtse S.S. & | | | |
| | 1D 1BH | | | | | | | Dock & Eng. Wks.) | Trading Co., Inc. | | | |
| 2845 | **Chi Nan** | Scw | Am | Hankow | | | 1924 | Shanghai, | Upper | . . . . . | | |
| | Steel | Twin | | 119.3 / 22 / 8.6 | 337 | | | (Klangnan [China | Yangtse S.S. & | | | |
| | 1D 1BH | | | | | | | Dock & Eng. Wks.) | Trading Co., Inc. | | | |
| 2846 | **Chi Ping** | Scw | Am | Shanghai | 284 | | 1924 | Shanghai, | Yangtse | . . . . . | | |
| | Steel | Twin | | 149.7 / 26.5 / 7 | 521 | | | (Klangnan [China | Rapid S.S. Co., | Dkd d rpd12,24 | shfts drn12,24 | |
| | 3D 6BH | | | | | | | Dock & Eng. Wks.) | Inc. | | | |
| 2847 | **Chiabrera** | Scw | It | Savona | 2585 | | '98 | Pt. Glasgow, | Soc. Anon. | 3CylTE25,42,70x48; | | BL |
| 69 | xAnselma de Larrinaga Steel | Sch | | 370.8 / 46.8 / 25.9 | 4004 | | 5 | (Russell [Scot. | Marit. Ligure | 2SB;WP200lbs | | |
| NHSJ | 2D;Deep frms;Wireless;W. Bal 6BH | | | P48′ / B90′ F44′ | | | | & Co.) | | | | |
| 2848 | **Chiapas** | Scw | Mex | Mazatlan | 854 | | 1918 | Grange- | Cia. Nav. | 4CylTE22,36,41,41x27; | | BL |
| | x Mistletoe Steel | | | 254.0 / 35.2 / 17.2 | 1473 | | 5 | mouth, Scot | de Los Estados | 1SB;WP180lbs | | |
| | 1D;Oil fuel 8BH | | | P & B 167′ F29′ | | | | (Greenock & Grangemouth | de Mexico S. A. | | | |
| | | | | | | | | Dkyd. Co., Lim.) | | | | |
| 2849 | **Chiat-Yek** | Scw | Am | Manila | 747 | | '90 | Ayr, | Siy Cong | 3CylTE20¾,33,54x36; | | |
| | xRobert Poland Steel | | | 230 / 31.1 / 16.5 | 1158 | | 2 | (S. [Scot. | Bieng & Co., | 2SB;WP160lbs;1100IHP. | | |
| | 2D;Well dk,Mchy aft;Wireless; 5BH | | | P & B 147′ F26′ | | | | McKnight) | Inc. | | | |
| | W. Bal | | | | | | | | | | | |
| 2850 | **Chicago** | Scw | Am | Buffalo | 2546 | | 1901 | Buffalo, | Great Lakes | 4CylQE19,27½,48,58x42; | | |
| 127,590 | Steel | Sch | | 324.4 / 44 / 14 | 3195 | | 11 | (Buffalo [N. Y | Transit Co. | 3SB;WP210lbs;1612IHP. | | |
| | 2D;Mchy aft;W. Bal 3BH | | | | | | | D. D. Co.) | | | | |
| 2851 | **Chicago** | Scw | Am | Seattle | 129 | | 1908 | Seattle, | Booth | 3CylTE15,24,38x24; | | |
| 204,943 | Steel | | | 139 / 24.6 / 15.6 | 419 | | 3 | Wash | Fisheries Co. | 1SB;WP180lbs;600IHP. | | |
| | 1D;Wireless;W. Bal 4BH | | | F33′ | | | | (Moran Co.) | | | | |
| 2852 | **Chicago** | Scw | Fr | Havre | 5871 | | 1908 | St. Nazaire, | Cie. Gener- | 2-3CylTE27,44,73x54; | | V |
| | Steel | Sch | | 508.8 / 57.9 / 39.6 | 10502 | | | (Chant. [Fr. | ale Transatlan- | 9SB;WP193lbs;9200IHP | | |
| OLMX | 4D;3pur dk;3oil std. 14BH | Twin | | | | | | de l'Atlantique.) | tique | | | |
| | Wireless;D,F;W. Bal | | | | | | | | | | | |
| 2853 | **Chicago** | Scw | Am | New York | 521 | | 1901 | Port Rich- | Penna. | . . . . . | | |
| 127,599 | Steel | | | 193.3 / 46 / 15.3 | 766 | | | mond, N. Y. | R.R. Co | 700IHP. | | |
| | 1D | | | | | | | (Burlee D. D. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2854 | **Chicago Bridge** | Scw | Am | Newark | 2004 | 5′ 9″ | 1919 | Newark, | Ford Motor | Stm Tbn; | ✠A1Ⓔ | |
| 217,486 | Steel | | 324 | 46.2 \| 25 | 3289 | 22′ 11″ | 4 | (Submarine [N. J. | Co. | Westinghouse E. & M. Co; | ✠AMS | |
| LPQC | 1D;2d dk at ends; 7BH | | | \| 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | Scip;CL | |
| | sub.sig;Wireless; 6BH to Fbd dk | | P30′ | B90′ | | | | | | 5800HS,WP200lbs;1500SHP;EAC; | (Laid up) | |
| | Web frms;W. Bal; 1BH to 2d dk | | | | | | | | | s rps8,20;Exmd3,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T .20′394 | | t..... | F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t..... | | S.T.31t | ..... | | | | | | | | |
| 2855 | **Chicago City** | Scw | Br | Bristol | 1478 | | '92 | Sunderland, | C. Hill & | 3CylTE23½,39,64x42; | | BL |
| 98,836 | Steel | Sch | 295 | 39.3 \| 22.5 | 2324 | | 12 | (J. [Eng. | Sons, Mgrs. | 2SB;WP160lbs | | |
| MVRB | 2D;B;Wireless;W. Bal 5BH | | P28′ | B82′ F36′ | | | | Blumer & Co.) | | | | |
| 2856 | **Chicago Maru** | Scw | Jap | Osaka | 3637 | | 1910 | Kobe, | Osaka | 2-3CylTE19,32,55x46; | | BL |
| 13,069 | Steel | Sch | 419.7 | 49.5 \| 29.9 | 5848 | | 3 | (Kawasaki [Japan | Shosen Kabushiki | 3SB;WP200lbs | | |
| LMGW | 2D;Deep frmg;Wireless;W. Bal 7BH | Twin | P26′ | B158′ F42′ | | | | Dkyd. Co., Lim.) | Kaisha | | | |
| 2857 | **Chicago Tribune** | Scw | Br | Montreal | 987 | | 1922 | Wallsend, | TheChicago | 3CylTE16,26½,44x30; | | C |
| 146,589 | Steel | | 250 | 43.1 \| 16.9 | 1689 | | 7 | (Swan, [Eng. | Tribune Transp. | 2SB;WP180lbs;800IHP. | | |
| KMJG | 1D;Mchy aft;W. Bal 3BH | | F40′ | | | | | Hunter & Wigham | Co. (Lim.) | | A.S.4,26; | |
| | | | | | | | | Richardson, Lim.) | | | shft drn12,24;M.S.12,25 | |
| 2858 | **Chichibu Maru** | Scw | Jap | Yokoh'ma | 833 | | 1923 | Yokohama, | Himuro | 3CylTE17,28,48x30; | | C-J |
| 29,395 | Steel | | 250 | 37 \| 19 | 1462 | | 5 | (Yokohama [Jap. | Shokryo | 2SB;WP200lbs | | |
| SMVW | 1D;Oil fuel;Mchy aft: 4BH | | P56′ | B60′ F37′ | | | | Dock Co., Lim.) | Kabushiki Kaisha | | A.S.2,25; | |
| | Wireless;W. Bal | | | | | | | | | | M.&B.S.2,25 | |
| 2859 | **Chickamauga** | Scw | Am | Jcksnville. | 2376 | 5′ 2″ | 1920 | Jacksonville, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,783 | Steel | | 333.8 | 48 \| 24.9 | 3853 | 22′ 6″ | 5 | (Merrill- [Fla. | ping Board | W. & A. Fletcher Co; | ✠AMS | |
| LWCM | 1D; 2nd dk in No. 1 and No. 4 Holds | | | \| 27′ 6″ | 6000 | | | Stevens S.B. Corp.) | | 2SB;Sun S. B. Co;5554HS; | Clh BB;CL | |
| | Long. frmg;W. Bal; 6BH | | P36′ | B97′ F36′ | | | | | | WP190lbs;2000SHP;EAC; | (Laid up) | |
| | Wireless; 5BH to Fbd dk | | | | | | | | | rps4,21;Dkd1,23;s rps2,23 | | |
| | sub.sig; 1BH to 2d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.219t;D.B.278′835t... | ..... | D.T.2 | 3′195t.....F | .P.86t | | | | | | | |
| | F.O.....D.B.131′456t;W. | T.345t | D.T.2 | 3′462t;S.T.—t. | ..... | | | | | | | |
| 2860 | **Chickasaw** | Scw | Am | Phila. | 3023 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,116 | Steel | | 390 | 54 \| 27.6 | 4948 | 24′ 5″ | 10 | (American [Pa | ping Board | General Electric Co; | ✠AMS | |
| LTJP | 2D;W. Bal; 8BH | | | \| 32′ | 7840 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,Balt8,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | M.S.8,23;B.S.10,24;n shft7,25; | |
| | | | | | | | | | | Dkd,d rpd4,26;s rps9,26 | Clh BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t.. | ..... | ....D. | T.36′892t;F.P.1 | 44t | | | | | | | |
| | F.O.....D.B.257′1162t;S. | T.14′1 | 20t... | ..... | ... | | | | | | | |
| 2861 | **Chickasaw City** | Scw | Am | New York | 3749 | | 1920 | Chickasaw, | U. S. Steel | 3CylTE24½,41½,72x48; | | BL |
| 219,875 | Steel | | 395.5 | 55 \| 31.4 | 6081 | | 5 | (Chickasaw [Ala | Products Co. | 3SB;WP210lbs;2800IHP | | |
| LWHC | 2D;Shel dk;Web frms; 7BH | | P45′ | B110′ F38′ | | | | S. B. Co.) | | | | |
| | Long. frmg;Oil fuel;W. Bal;Wireless | | | | | | | | | | | |
| 2862 | **Chicomico** | Scw | Am | Seattle | 4457 | 8′ 2″ | 1919 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard | |
| 219,208 | Steel | | 402.4 | 53.1 \| 32 | 6032 | 26′ 6½″ | 11 | (Seattle [Wash. | ping Board | W. & A. Fletcher Co; | ✠AMS | |
| LTPQ | 2D;Long frmg; 7BH | | | \| 34′ 6″ | 9500 | | | North Pacific S. B. | | 3WTB;Murray Iron Wks;9156HS; | Csh BB;CL | |
| | Wireless; 6BH to Fbd dk | | P48′ | F38′ | | | | Co.) | | WP225lbs;2800SHP;EAC; | (Laid up) | |
| | sub.sig;W. Bal; 1BH to 2d dk | | | | | | | | | Dkd11,20;s rps8,21 | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.55t;D.B.344′1274t; D. | T.30′5 | 52t... | .....F.P.74t | | | | | | | | |
| | F.O.....D.B.327′1111t; D. | T.30′5 | 14t; S. | T.41t..... | | | | | | | | |
| 2863 | **Chicora** | Scw | Am | Duluth | 171 | | 1909 | Buffalo, | New York- | 2CylC10½,20x14; | | |
| 206,433 | xFavorite Steel | | 124.5 | 33 \| 8 | 297 | | | (Samuel [N. Y. | Ontario Ferries, | 1SB;WP140lbs;200IHP | | |
| | 3D 2BH | | | | | | | Sloan.) | Inc. | | | |
| 2864 | **Chief Wawatam** | Scw | Am | Gr. Haven | 1793 | | 1911 | Toledo, | Mackinac | 2-3CylTE21,33,52x40; | | |
| 209,235 | Steel | Twin | 338.8 | 62 \| 20.7 | 2990 | | | (Toledo [Ohio | Trans. Co. | 6SB;WP185lbs;4500IHP. | | |
| | 2D;W. Bal 2BH | | | | | | | S. B. Co.) | | | | |
| 2865 | **Chieftain** | MV | Am | New York | 108 | | 1917 | Camden, | Albert B. | 2-6CylGasEng8¼x11; | | |
| 214,678 | Wood | Twin | 100 | 20.7 \| 9.8 | 159 | | | (Mathias [N. J. | Dick | 300IHP. | | |
| LGQD | 1D | | | | | | | Yct. Bldg. Co.) | | | | |
| 2866 | **Chieftain** | Brg | Am | Duluth | 2692 | | 1902 | W. Bay City, | Jas. David- | O;If | | |
| 127,703 | | | 842 | 46 \| 26 | 2704 | | 10 '17 | (J. [Mich. | son | | P.S.4,25 | |
| | 1D | | | | | | | Davidson.) | | | | |

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| No. Off. No / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where Built. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2867 | **Chifuku Maru** | Scw | Jap | Kobe | 4259 | | 1919 | Kobe, | Kokusai | 3Cyl TE26,43,72x48; | | BL |
| 24,087 | Steel | | 385 | 51 \| 36 | 5857 | | 1 | (Kawasaki [Jap. | Kisen Kabushiki | 2SB;1AuxSB;WP200lbs | | |
| RGTQ | 2D;Wireless;W. Bal 5BH | | | | | | | Dkyd. Co., Lim.) | Kaisha | | | |
| 2868 | **Chignecto** | Scw | Br | Sthamptn | 2943 | | '93 | Belfast, | Royal Mail | 2-3Cyl TE18,30,50x42 | | |
| 98,870 | xPembrokeshire Steel | Twin | 400.5 | 47.2 \| 26.9 | 4756 | | | (Harland [Ire. | Steam Packet Co. | | | |
| NDGF | 3D;SUB.SIG;Wireless;W. Bal | | P47′ | B142′ F55′ | | | | & Wolff.) | | | | |
| 2869 | **Chihuahua** | Scw | Mex | Mazatlan | 849 | | 1917 | W. Hartle- | Cia. Nav. | 4Cyl TE22,35,40,40x30; | | BL |
| | xMontbretia Steel | | 254.4 | 35.1 \| 17.3 | 1471 | | 12 | pool, Eng. | de los Estados | 1SB,WP180lbs | | |
| | 2D;Oil fuel;W. Bal 8BH | | P16′ | B165′ F32′ | | | | (Irvine's S. B. & | de Mexico S. A. | | | |
| | | | | | | | | D. D. Co., Lim.) | | | | |
| 2870 | **Chilco** | Scw | Br | Vancouv'r | 197 | | '83 | Glasgow, | Union S.S. | 2CylC18,36x21; | | |
| 87,034 | xSanta Maria Steel | | 154 | 22 \| 12.4 | 309 | | | (J. Elder [Scot | Co. (Lim.) | 80RHP. | | |
| HBTF | 1D | | | | | | | & Co.) | | | | |
| 2871 | **Chilcop** | Scw | Br | London | 3531 | | 1920 | Vancouver, | Sheridan | 3Cyl TE27,44,73x48; | | BL |
| 141,803 | xMargaret Coughlan Steel | | 411.5 | 54.1 \| 27.5 | 5704 | | 6 | (J. Coughlan [B. C. | S. S Co. (Lim.) | 3SB,WP180lbs | | |
| TPQK | 2D;Oil fuel;W. Bal;Wireless 5BH | | P44′ | B115′ F47′ | | | | & Sons, Lim.) | | | | |
| 2872 | **Chile** | MV | Dan | Cop'hagen | 5218 | | 1915 | Copenhagen, | Akties det | 2-6Cyl Oil Eng 24 13/16 x37 13/16 | | BL |
| | Steel | Twin | 425.3 | 55.2 \| 27.5 | 6913 | | 12 | (Akt. [Den | Ostoslatiske | | | |
| NTPH | 2D;Shel dk;W. Bal;Wireless 7BH | | | | | | | Burmeister&Wain.) | Kompagni | | | |
| 2873 | **Chile** | Scw | Chl | Valparaiso | 1965 | | 1907 | Glasgow, | Gonzalez, | 2-3Cyl TE20,33,55x40; | | BL |
| | xQuillota Steel | Twin | 361.4 | 46.2 \| 22.2 | 3602 | | 2 | (W. Beard- [Scot. | Sofia & Co. | 4SB;WP100lbs | | |
| | 2D;Deep frmg; 7BH | | P41′ | F55′ | | | | more & Co., Lim.) | | | | |
| | Web frms;Wireless;W. Bal | | | | | | | | | | | |
| 2874 | **Chile Maru** | Scw | Jap | Kobe | 4260 | | 1919 | Kobe, | Kokusai | 3Cyl TE26,43,72x48; | | BL |
| 25,451 | Steel | | 385 | 51 \| 36 | 5860 | | 5 | (Kawasaki [Jap. | Kisen Kabushiki | 2SB;1AuxSB;WP200lbs | | |
| RNLQ | 2D;Wireless;W. Bal 6BH | | | | | | | Dkyd. Co., Lim.) | Kaisha | | | |
| 2875 | **Chili** | Scw | Fr | Marseilles | 3247 | | '95 | La Ciotat, | Messageries | 3Cyl TE41,62,101x51; | | V |
| | Steel | | 468.8 | 48 \| 34.2 | 6113 | | | (Messageries [Fr. | Maritimes | 14WTB;WP228lbs;5800IHP. | | |
| OEMZ | 3D;Spar dk;Wireless;W. Bal 10BH | | | | | | | Maritimes) | | | | |
| 2876 | **Chilka** | Scw | Br | Glasgow | 2209 | | 1922 | Dumbarton, | British | Stm Tbns; | | |
| 146,280 | Steel | Twin | 390 | 52.7 \| 23.2 | 4360 | | 1 | (W. Denny [Scot. | India Steam | 2SB,1AuxSB,WP215lbs | | |
| KLQH | 2D;Oil fuel;Wireless;W. Bal 9BH | | F56′ | | | | | & Bros., Lim.) | Nav. Co. (Lim.) | | | |
| 2877 | **Chilkat** | Scw | Am | San Fran. | 98 | | 1901 | San Fran- | Alaska | 2CylC13,28x20; | | |
| 127,522 | Wood | | 115.5 | 24 \| 10.5 | 172 | | | cisco, Cal. | Packers Assn. | 250IHP. | | |
| KRGT | 1D | | | | | | | (Fulton Eng. & | | | | |
| | | | | | | | | S. B. Wks.) | | | | |
| 2878 | **Chilkoot** | Scw | Br | Vancouv'r | 411 | | 1920 | Vancouver, | Union S.S. | 3Cyl TE15,26,44x26; | | C |
| 141,710 | Steel | | 172.6 | 30.2 \| 12.9 | 756 | | 5 | B. C. | Co. of B. C. | 1SB;WP180lbs;95RHP | S.S.No.1,Van6,24;A.S.6,25; | |
| | 1D;Oil fuel;Mchy aft; 4BH | | P69′ | F18′ | | | | (Wallace | (Lim.) | | shft drn12,24;M.&B.S.5,26 | |
| | Web frms;W. Bal | | | | | | | Shipyards, Lim.) | | | | |
| 2879 | **Chillicothe** | S | Am | Astoria | 1726 | | '92 | Glasgow, | Columbia | Stl,1BH; | **A1** | |
| 215,218 | xGame Cock xArnoldus Vinnen | | 257.6 | 40 \| 23 | 1862 | | 3 | (C. [Scot. | River Packers' | n dk8,18;tr dk clkg,n bh3,23; | 3dS.S.No.1,PtdO5,22 | |
| LHJG | 2D | | P36′ | F31′ | | | | Connell & Co.) | Assn. | Dkd,s rps3,25 | | |
| 2880 | **Chilliwack** | Scw | Br | Vancouv'r | 222 | | 1903 | Bowling, | Union S.S. | 3Cyl TE14,22½,37x27; | | |
| 119,063 | xBritish Columbia Steel | | 170.7 | 27.1 \| 10.5 | 557 | | | (Scott [Eng. | Co. (Lim.) | 81RHP. | | |
| VHKG | 1D;Well dk;Mchy aft;W. Bal | | | B10′ F26′ | | | | & Sons.) | | | | |
| 2881 | **Chilore** | Scw | Am | New York | 8393 | 11′ 11½″ | 1923 | Alameda, | Ore S.S. | Stm Tbns; | ✠A1Ⓔ Ore Carrier. | C |
| 223,031 | Steel | Twin | 549.6 | 72.2 \| 40.5 | 13154 | 32′ 4″ | 6 | (Bethlehem [Cal. | Corp., Mgrs. | Bethlehem S. B. Corp; | ✠AMS | |
| MFDG | 1D;Mchy aft;Long. frmg; 9BH | | | 44′ | 20000 | | | S. B. Corp.) | | 3SB;Bethlehem S. B. Corp; | shft drn6,26;Pt shft drn9,26; | |
| | Wireless; C-46 | | P118′ | F50′ | | | | | | 1286THS;WP220lbs;5000SHP; | SBP;CL | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | DB;EAC;Dkd,d rpd9,26 | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2882 220,680 MBQG | **China Arrow** Steel 2D;Super dk;Long frmg; 17BH W. Bal;Mchy aft; 2BH to Super dk Wireless; 9BH to Fbd dk SUB.SIG; 6BH to 2d dk Oil fuel F. P. above 150° F. C-40 W.B.—A.P.131t;D.B.a76'285t F.O. D.T | Scw | Am 468.3 | New York 62.7 \| 32 \| 32' ½" D.T.f. a19'87 5t;W.T | 5228 8403 12600 40'518t a19'131t;D.T.f. | 5' 2¼" 27' F.P.270t 40'483t | 1920 10 | Quincy, (Bethlehem S. B. Corp., Lim.) [Mass. | Standard Transportation Co. | 4Cyl QE24,35,51,75x51; Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp;9315HS; WP220lbs;3200IHP;EAC;DB; Dkd,s rps10,26 | ✠A1Ⓔ With Freeboard Oil Carrier. ✠AMS S.S.No.1,SanF5,25; M.S.5,25;n shft1,26; B.S.10,26;Clh BB;CL | |
| 2883 26,215 RSMN | **China Maru** Steel 2D;Wireless;W. Bal 6BH | Scw | Jap 385 | Kobe 51 \| 36 | 4266 5870 | | 1920 4 | Kobe, (Kawasaki Dkyd. Co., Lim.) [Jap. | Kawasaki Kisen Kabushiki Kaisha | 3Cyl TE26,43,72x48; 2SB;1AuxSB;WP200lbs | | BL |
| 2884 212,892 LFCK | **Chincha** Steel 2D;Shel dk;Web frms; 7BH Long. frmg;Oil fuel;Wireless;W. Bal | Scw Sch | Am 403 | New York 52.3 \| 26.8 | 3983 6348 | | 1912 9 | Sunderland, (J. L. Thompson & Sons.) [Eng. | Planet S.S. Corp. | 4Cyl QE24,34½,49,71x48; 3SB;WP220lbs;2500IHP. | | BL |
| 2885 128,930 HWBL | **Chindwara** xArabistan Steel 2D;Wireless;W. Bal 6BH | Scw | Br 400 P30' | Glasgow 53.5 \| 27.1 B124' F49' | 3307 5192 | | 1912 5 | W. Hartle- (W. Gray & Co., Lim.) [pool, Eng. | British India Steam Nav. Co. (Lim.) | 3Cyl TE28,46,77x48; 3SB | | |
| 2886 128,943 JCVP | **Chinkoa** xArabistan Steel 2D;Wireless;W. Bal 6BH | Scw | Br 400.2 P30' | Glasgow 53.6 \| 27.2 B124' F39' | 3295 5222 | | 1913 8 | W. Hartle- (W. Gray & Co., Lim.) [pool, Eng. | British India Stm. Nav. Co. (Lim.) | 3Cyl TE28,46,77x48; 3SB;WP180lbs | | |
| 2887 162,193 | **Chinook** 1D | Ltr | Am 130 | Detroit 32.2 \| 8.2 | 316 316 | | 1904 | Duluth, (Napoleon Grignon.) [Minn. | H. N. Jex | O | | |
| 2888 HPSF | **Chios** xVagliano Steel 1D;Web frms;Wireless;W. Bal 6BH | Scw Sch | Grk 310 | Chios 41.3 \| 18.4 | 1681 2700 | | '95 8 | Sunderland, (R. Thompson & Son.) [Eng. | P. Lemos | 3Cyl TE21½,37,60x42; 2SB;WP165lbs | | BL |
| 2889 | **Chios** xConstantinos Vasilefs Steel 2D;Wireless;W. Bal 5BH | Scw | Grk 360.4 P & B | 50.2 \| 23.2 234' F45' | 2870 4549 | | 1920 6 | Rostock, (Akt. Ges. "Neptun.") [Ger. | Greek Government | 3Cyl TE25,41,68x47; 3SB;WP200lbs | | |
| 2890 218,149 LRHJ | **Chipchung** Steel 2D;Long. frmg; 7BH W. Bal;Wireless; 6BH to Fbd dk SUB.SIG; 1BH to 2d dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.49t;D.B.345'1295t; D. F.O.—A.P.46t;D.B.327'1132t; D. | Scw T.30'5 T.30'5 | Am 402.5 P34' 46t. 09t; S. | San Fran. 53 \| 32 \| 34' 6" B81' F31' F.P.73t T.43t;F.P.68t | 4630 6163 9400 | 8' 3½" 26' 5" | 1919 6 | Oakland, (Moore S. B. Co.) [Cal. | U. S. Shipping Board | Stm Tbn; W. & A. Fletcher Co; 4WTB;Heine Safety Boiler Co; 11132HS;WP225lbs;2800SHP; Dkd,s rps7,21 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.Balt6,20; shft drn7,21;Clh BB;CL (Laid up) | |
| 2891 201,920 KTSQ | **Chippewa** Steel 3D;SUB.STG;W. Bal 4BH | Scw Sch | Am 275.9 | New York 40.1 \| 21.7 | 2155 2696 3100 | | 1905 5 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) [phia, Pa. | Clyde S.S. Co. | 3Cyl TE18,30,49x30; Wm. Cramp & Sons S. & E. B. Co; 2SB;Wm. Cramp & Sons S.& E. B. Co; 2790HS;96GS;WP175lbs; 950IHP;EAC;d rpd5,24; Dkd,s rps3,26 | ✠A1 Coastwise & W. I. AMS 2dS.S.No.1,NY5,22; M.S.5,22;B.S.5,24; shft drn3,26;SBP;CL | |
| 2892 220,783 MBTL | **Chippewa** Steel 1D;Oil fuel;Wireless 4BH | Scw | Am 251 P27' | Detroit 43.6 \| 24.2 B64' F26' | 1440 2309 3500 | | 1920 9 | Wyandotte, (Detroit S. B. Co.) [Mich. | Independent S.S. Co. | 3Cyl TE20,33,54x42; 2SB;WP185lbs;1300IHP | 100(GL) P.S.8,26 | |
| 2893 127,440 KVRW | **Chippewa** Steel 3D;Awng dk;Wireless 4BH | Scw | Am 200 | Seattle 34 \| 19.8 | 649 722 | | 1900 6 | Toledo, (Craig S. B. Co.) Ohio | Puget Sound Nav. Co. | 3Cyl TE20,32½,55x30; 4WTB;WP200lbs;1000IHP. | | |
| 2894 206,249 | **Chippewa** xR. C. Fessendon Iron 2D 3BH | SW | Am 198 | Toledo 28 \| 10 | 285 452 | | '84 rb '10 | Buffalo, N. Y. | Sandusky & Islands Stmbt. Co. | 1Cyl VB48x108; 2B;WP65lbs;800IHP | | |
| 2895 100,753 | **Chippewa** Comp. 3D;Wireless 4BH | SW | Br 308.5 | Toronto 36.3 \| 12.5 | 764 1514 | | '93 | Hamilton, (Hamilton Bridge Works.) [Ont. | Canada S.S. Lines (Lim.) | 1Cyl VB75x132; 5Blrs;WP45lbs;2000IHP. | | |
| 2896 215,978 LJQK | **Chiquimula** 1D | Sch 4 M | Am 176.3 P30' | San Juan 36.1 \| 14.2 F20' | 615 700 | | 1917 12 | Portland, (Columbia Eng. Wks.) [Ore. | Primitiva Graw | Wd,Gif (Sltd) | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | | | | | | | | | |
| 2897 | **Chirripo** | Scw | Br | Belfast | 3273 | | 1920 | Belfast, | Elders & | 3Cyl TE 27,46,78x54; | | C |
| 142,498 | Steel | | 400 \| 51.3 \| 30 | | 5357 | | 7 | (Workman, [Ire. | Fyffes (Lim.) | 4SB; WP 205lbs; 760RHP. | S.S.No.1, Hull 8,24; A.S.4,26; | |
| KFWN | 4D; Wireless; SUB. SIG; W Bal 7BH | | P43′ | B158′ F42′ | | | | Clark & Co., Lim.) | | | B.S.8,24; shft drn 11,25; M.S.7,26 | |
| 2898 | **Chisolm** | Brg | Am | Phila. | 746 | | 1917 | Elkton, | Southern | O, YP, Hk, Gif (Sltd) | ✠ — — | |
| 166,667 | | | 205.5 | 32 \| 12.5 | 766 | | 3 | (E. Deibert [Md. | Trans. Co. | | Suspended 9,19 | |
| | 1D | | | | | | | & Co.) | | | | |
| 2899 | **Chiswick** | Scw | Br | London | 2175 | | '96 | Newcastle, | Watts, | 3Cyl TE 24,40,64x45; | | BL |
| 105,896 | xBedeburn Steel | | 345 | 46 \| 17 | 3486 | | 11 | (Tyne [Eng. | Watts & Co. | 2SB; WP 180lbs | | |
| PMLS | 1D; Spar dk; Deep frmg; W. Bal; 6BH | | P30′ | B98′ F37′ | | | | I. S. B.) | (Lim.), Mgrs | | | |
| | Wireless | | | | | | | | | | | |
| 2900 | **Chiton** | Scw | Br | London | 3444 | | 1919 | Pt. Glasgow, | Anglo- | 3Cyl TE 27,44,73x48; | | BL |
| 143,197 | xWar Shikari Steel | | 400.3 | 52.2 \| 28.4 | 5540 | | 5 | (Lithgow's [Scot. | Saxon Petroleum | 3SB; WP 180lbs | | |
| JWGR | 1D; B; Web frms; Long. frmg; 11BH | | P50′ | B121′ F39′ | | | | Lim.) | Co. (Lim.) | | | |
| | Oil fuel; Wireless; W. Bal | | | | | | | | | | | |
| 2901 | **Chitose Maru** | Scw | Jap | Tokio | 1532 | | 1921 | Yokohama, | Kinkai | 3Cyl TE 23,38,64x48; | | J |
| 28,115 | Steel | | 300 | 43 \| 25 | 2669 | | 4 | (Yokohama [Jap | Yusen Kabushiki | 3SB; WP 200lbs; 202RHP. | | |
| SGMK | 2D; Wireless; W. Bal 5BH | | P40′ | B98′ F42′ | | | | Dock Co., Lim.) | Kaisha | | | |
| 2902 | **Chivichiaga** | Scw | Sp | SanSebstn | 1337 | | 1919 | Bilbao, | Cie. Nav. | Stm Tbns; | | BL |
| | Steel | | 277.2 | 40 \| 20.7 | 2211 | | 11 | (Soc. Espanola [Sp. | "Easo" | 2SB; WP 180lbs | | |
| HJRF | 1D; Long. frmg; Mchy aft; 4BH | | P74′ | F34′ | | | | de Constr. Naval.) | | | | |
| | Wireless; W. Bal | | | | | | | | | | | |
| 2903 | **Chivo** | Trn | Urg | Mntevdeo | 478 | | 1918 | St. Martins, | H. E. | Wd | | |
| | Celina K. Goldman | | 158.8 | 35 \| 12.4 | 504 | | | (St. [N. B. | Wolden | | | |
| MBLC | 1D | | | | | | | Martins S. B. Co.) | | | | |
| 2904 | **Chloe** | Scw | Grk | Argostoli | 3615 | | '99 | Hamburg, | N. D. | 4Cyl QE 23,33,50,69x54; | | C |
| | xSalaverry xUarda Steel | | 431.2 | 54.5 \| 27.9 | 5730 | | 6 | (Reiherstag [Ger. | Lyklardopulo | 2DB; WP 200lbs; 2500IHP. | 2dS.S.No.3, Antw 1,25; | |
| | 2D; B; Wireless; W. Bal 8BH | | P37′ | B119′ F44′ | | | | Schiffsn.) | | | A.S.11,25; | |
| | | | | | | | | | | | shft drn 1,25; B.S.2,26; M.S.7,26 | |
| 2905 | **Choctaw** | MV | Am | Pt. Arthur | 209 | | 1918 | Jackson- | Gulf | Oil Eng; | | |
| 216,707 | Steel | | 145 | 23.3 \| 12 | 350 | | 5 | ville, Fla | Refining Co. | 308IHP. | | |
| LMJG | 1D; Wireless | | | | | | | (Merrill-Stevens | | | | |
| | | | | | | | | S. B. Corp.) | | | | |
| 2906 | **Choctaw** | Brg | Am | Mobile | 649 | | '76 | Sunderland, | Mobile | I | | |
| 166,193 | xHilja | | 181 | 29.9 \| 19.9 | 707 | | | (Engford [Eng. | Coal Co., Inc. | | | |
| | 1D | | | | | | | & Sons.) | | | | |
| 2907 | **Choctaw** | Scw | Am | New York | 1277 | | 1917 | Chicago, | New York | 3Cyl TE 20,33,54x40; | | BL |
| 215,580 | Steel | | 249.6 | 43.6 \| 18.2 | 2086 | | 9 | (Chicago [Ill. | & Porto Rico | 2SB; WP 180lbs; Exmd 7,26 | | |
| LHTP | 1D; W. Bal 4BH | | P25′ | B64′ F26′ | | | | S. B. Co.) | S.S. Co. | | | |
| 2908 | **Chofuku Maru** | Scw | Jap | Kobe | 3289 | | 1908 | Pt. Glasgow, | Kawasaki | 3Cyl TE 26,42,70x48; | | BL |
| 28,936 | xPendragon Castle xInverkip Steel | | 385 | 49.8 \| 18.4 | 4498 | | 1 | (Russell [Scot. | Kisen Kabushiki | 2SB; WP 180lbs | | |
| SKWB | 1D; Spar dk; Deep frmg; 6BH | | P36′ | B108′ F41′ | | | | & Co.) | Kaisha | | | |
| | Wireless; W. Bal | | | | | | | | | | | |
| 2909 | **Chokyu Maru** | Scw | Jap | Kobe | 1217 | | 1920 | Bridgeburg, | Oguma | 3Cyl TE 20,33,54x40; | | BL |
| 29,845 | xSouth American Steel | | 252 | 43.6 \| 20.5 | 2100 | | 10 | (Canadian [Ont. | Shoten Gomei | 2SB; WP 180lbs; 1400IHP | | |
| SPRM | 1D; Wireless; W. Bal 4BH | | P27′ | B64′ F24′ | | | | Allis Chalmers Co.) | Kaisha | | | |
| 2910 | **Choluteca** | Scw | Hon | Pto Cortez | 1532 | | 1921 | Newburgh, | Cuyamel | 2-3Cyl TE 18,30,48x33; | | BL |
| | Steel | Twin | 301.3 | 42.3 \| 22.6 | 2499 | | 3 | (Newburgh [N. Y. | Fruit Co. | 3SB; WP 185lbs | | |
| | 1D; Shel dk; Oil fuel; W. Bal 5BH | | | | | | | Shipyards, Inc. | | | | |
| 2911 | **Choptank** | Scw | Am | Baltimore | 282 | | '83 | Baltimore, | Baltimore, | 1Cyl 26x26; | | |
| 126,161 | Wood | | 126.5 | 25.2 \| 8.5 | 347 | | | Md. | Chesapeake & A. | 225IHP. | | |
| | 1D | | | | | | | | Ry. Co. | | | |
| 2912 | **Choptank** | Brg | Am | Phila. | 376 | | '98 | Elkton, | Southern | Wd; Gif | | |
| 51,302 | xMagnolia | | 162.9 | 23.3 \| 11 | 376 | | | (E. [Md. | Trans. Co. | | | |
| | 1D | | | | | | rb '09 | Deibert & Bros.) | | | | |
| 2913 | **Chosen Maru** | Scw | Jap | Osaka | 1928 | | 1911 | Newcastle, | Osaka | 3Cyl TE 22,37,61x42; | | C-J |
| 14,458 | Steel | | 305.1 | 44.1 \| 24.9 | 3110 | | 10 | (Armstrong, [Eng. | Shosen Kabushiki | 2SB; WP 180lbs; 186RHP. | 2dS.S.No.1, Osaka 6,25; A.S.5,26; | |
| LVGN | 2D; Web frms; Long. frmg; 5BH | | P19′ | B85′ F32′ | | | | Whitworth & Co., | Kaisha | | M.&B.S; shft drn 5,26 | |
| | Wireless; W. Bal | | | | | | | Lim.) | | | | |
| 2914 | **Chowan** | Brg | Am | Phila. | 375 | | '98 | Elkton, | Southern | O, YP; Gif | | |
| 36,928 | xE. A. Souder | | 162.9 | 23.3 \| 11 | 375 | | 1 | (E. Deibert [Md | Trans. Co. | | | |
| | | | | | | | rb '09 | & Bros.) | | | | |
| 2915 | **Choyo Maru** | Scw | Jap | Yokoh'ma | 3417 | | 1919 | Tsurumi, | Toyo Kisen | 3Cyl TE 26,43,72x48; | | BL |
| 25,595 | Steel | | 400 | 53 \| 32 | 5455 | | 5 | (Asano [Jap. | Kabushiki Kaisha | 3SB; WP 200lbs | | |
| RPFG | 2D; Oil fuel; W reless; W. Bal 6BH | | P33′ | B124′ F41′ | | | | S. B. Co.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2916 | **Chr. H. Rasmussen** | Trn | Dan | Marstal | 95 | | 1903 | Marstal, | R. H. | Wd | | V |
| NMFD | 1D | | 91.8 | 72.1 \| 9.4 | 110 | | | (N. Hansen.) [Den. | Ostermann | | | |
| 2917 | **Chr. Matthiessen** | Scw | Swd | Stockholm | 531 | | 1907 | Capelle a/d | A/B | 3CylTE17,28,47x33; | | N |
| 7,051 | xPhaliron xThora Steel | | 219.4 | 30.2 \| 18.7 | 1056 | | 10 | Ysel, Hol. | Banantransport | 2SB;WP180lbs | | |
| KFJG | 2D;Wireless;W. Bal 4BH | | | | | | | (A. Vlujk & Zonen.) | | | | |
| 2918 | **Chris Greene** | StW | Am | Cincinnati | 396 | | 1925 | Charleston, | Cincinnati | 2Cyl16,16x72; | | |
| 224,795 | Steel | | 190 | 35.3 \| 6 | 482 | | (Chas. [W. Va. | & Pomeroy | 4Blrs;WP230lbs;500IHP. | | |
| | 4D;B 8BH | | | | | | | Ward Eng. Wks.) | Packet Co. | | | |
| 2919 | **Chris. Moller** | Sch | Br | Shanghai | 2015 | | 1917 | Olympia, | A. McGillies | Wd;Gif(Sltd); | | |
| 142,202 | xWergeland Aux | | 265.6 | 48 \| 24.1 | 2521 | | 7 | (Olympia [Wash. | | 2-4CylOilEng16½x22 | | |
| | 1D;B;Mchy aft Twin | | P52′ | F38′ | | | | S. B. Co.) | | | | |
| 2920 | **Christel Vinnen** | Sch | Ger | Bremen | 1548 | | 1922 | Kiel, | F. A. | Stl;3BH; | | G |
| | Aux | | 261.8 | 44.4 \| 19.1 | 1859 | 9 | (Frd. Krupp [Ger. | Vinnen & Co. | 4 Cyl Oil Eng 15¾x21⅝ | | |
| OLPK | 2D;sub.sig;Mchy aft;Wireless | | F55′ | | | | | Act. Ges.) | | | | |
| 2921 | **Christel Vinnen** | S | It | | 2935 | | '90 | Belfast, | Luigi | Stl;1BH | | |
| | xAlster xCalifornia | | 329.3 | 45.2 \| 26.7 | 3076 | 4 | (Harland [Ire. | Belardi | | | |
| | 2D;B | | P48′ | F35′ | | | | & Wolff, Lim.) | | | | |
| 2922 | **Christian Bors** | Scw | Nor | Bergen | 2788 | | 1905 | Newcastle, | V. Torkild- | 3CylTE25,41,67x45; | | BL |
| | Steel | Sch | 375.5 | 51 \| 25.5 | 4306 | 6 | (Swan, Hun- [Eng. | sen | 3SB;WP180lbs | | | |
| MCHT | 1D;Spar dk;Deep frmg; 6BH | | P33′ | B110′ F37′ | | | | ter & Wigham | | | | |
| | Wireless;W. Bal | | | | | | | Richardson.) | | | | |
| 2923 | **Christian Michelsen** | Scw | Nor | Bergen | 2292 | | 1906 | So. Shields, | Bergh & | 3CylTE24,40,65x45; | | N |
| | Steel | Sch | 341 | 46.6 \| 24.7 | 3554 | 6 | (J. Read- [Eng. | Helland, Mgrs. | 3SB;WP160lbs | | | |
| MCRV | 1D;B;Wireless;W. Bal 6BH | | P29′ | B82′ F33′ | | | | head & Sons.) | | | | |
| 2924 | **Christian Woldemar** | Trn | Ltv | Riga | 215 | | 1903 | Peters- | Schiff. Ges. | Wd;Gif(Sltd) | | V |
| | | | 123.1 | 25.7 \| 12.3 | 290 | | | capelle | "Austra" | | | |
| HDEN | 1D | | | | | | | (Klonn.) | | | | |
| 2295 | **Christiana** | Brg | Am | Phila. | 363 | | 1901 | Elkton, | Southern | Wd,Gif | | |
| 162,165 | xSharon Hill- | | 159.4 | 23.5 \| 11 | 363 | | (H. Deibert [Md. | Trans. Co. | | | |
| | 1D | | | | | | rb'08 | Barge Bld. Co.) | | | | |
| 2926 | **Christiansborg** | Scw | Dan | Cop'hagen | 1929 | | 1922 | Alblasser- | Akt. | Stm Tbns; | | BL |
| | Steel | | 332.2 | 48.7 \| 22.2 | 3270 | 2 | dam, Hol. | Dampskibs. | 3SB;WP200lbs | | |
| NDJC | 1D;Oil fuel;Wireless;W. Bal 5BH | | P30′ | B212′ F24′ | | | | (Scheepsw. v. Jan | Dannebrog | | | |
| | | | | | | | | Smit, Cyn.) | | | | |
| 2927 | **Christina** | Scw | Grk | Andros | 2187 | | '98 | Stockton, | L. Boya- | 3CylTE24,40,66x45; | | BL |
| | xSouthway xHuddersfield Steel | | 339.1 | 46 \| 24.6 | 3438 | 11 | (Richardson, [Eng. | zides, Brother | 2SB;WP160lbs | | | |
| JFVW | xStellina 6BH | | P33′ | B91′ F32′ | | | | Duck & Co.) | & Co. | | | |
| | 1D;B;Web frms;Wireless;W. Bal | | | | | | | | | | | |
| 2928 | **Christine** | Scw | Hol | Smyrna | 1173 | | 1910 | W. Hartle- | W. H. Van | 3CylTE20½,33,54x36; | | C |
| | xTintern Abbey xColumbier Steel | | 279.3 | 40.1 \| 18.3 | 1883 | 4 | pool, Eng. | der Zee | 2SB;WP180lbs;196RHP. | S.S.No.3,Crdf2,23:A.S.10,25: | |
| | 1D;Deep frmg;Wireless;W. Bal 4BH | | P25′ | B71′ F29′ | | | | (Irvines S. B. & | | | n shft8,24;M.&B.S.2,26 | |
| | | | | | | | | D. D. Co., Lim.) | | | | |
| 2929 | **Christopher Columbus** | Scw | Am | Duluth | 945 | | '93 | W. Supe- | Goodrich | 3CylTE28,42,70x42; | | |
| 126,952 | Steel | | 362 | 42 \| 24 | 1511 | 5 | (Am. [rior, Wis. | Trans. Co. | 6SB;WP170lbs;2800IHP. | | |
| | 3D;Wireless(Whaleback); 7BH | | | | | | | Steel Barge Co.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 2930 | **Chronos** | Scw | Br | Melb'urne | 2612 | | 1915 | Pt. Glasgow, | Howard | 3CylTE25½,42,70x48; | | BL |
| 132,455 | Steel | | 364.7 | 51.4 \| 26 | 4364 | 4 | (W. [Scot. | Smith(Lim.), Mgr. | 3SB;WP180lbs | | |
| JKHW | 2D;Wireless;W. Bal 6BH | | P30′ | B81′ F33′ | | | | Hamilton & Co., | | | | |
| | | | | | | | | Lim.) | | | | |
| 2931 | **Chrysanthi** | Scw | Grk | Piraeus | 2082 | | 1900 | Pt. Glasgow, | Pateras | 3CylTE24,40,65x42; | | BL |
| | xN. Hadzikyriakos Steel | | 330.7 | 45.7 \| 16.2 | 3217 | 4 | (W. [Scot. | Bros. | 2SB;WP180lbs | | |
| HTQG | xAristides Bistis 6BH | | P31′ | B118′ F39′ | | | | Hamilton & Co.) | | | | |
| | 1D;B;Spar dk;Deep frmg; | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2932 | **Chukwa Maru** | Scw | Jap | Kobe | 1280 | | 1920 | Uraga, | Yamashita | 3CylTE18,29,50x39; | | C-J |
| 25,096 | Steel | | 280 | 43.2 \| 21 | 2187 | 2 | (Uraga [Jap. | Kisen | 2SB;WP200lbs;123RHP. | S.S.No.1,Insha8,23:A.S.6,26; | |
| RMCD | 2D;Wireless;W. Bal 5BH | | P34′ | B73′ F37′ | | | | Dock Co., Lim.) | Kabushiki Kaisha | | M.&B.S;shft drn6,26 | |
| 2933 | **Chuky** | Scw | Br | London | 4259 | | 1922 | Glasgow, | Sheridan | 3CylTE25,42,72x54; | | BL |
| 146,630 | Steel | | 440.8 | 56.1 \| 34.6 | 7335 | 9 | (Blythswood [Scot. | S.S. Co. (Lim.) | 3SB;WP215lbs | | |
| KMSN | 2D;Mchy aft;Oil in bulk; 16BH | | P105′ | B30′ F46′ | | | | S. B. Co., Lim.) | | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2934 | **Chulmleigh** | Scw | Br | London | 3146 | | 1925 | Sunderland, | Tatem | 3CylTE27½,45,75x48; | | C |
| 148,533 | Steel | | 400 | 52.2 \| 28.5 | 5076 | | 1 | (Bartram [Eng. | S. N. Co. (Lim.) | 3SB;WP180lbs | | |
| KSBP | 2D;Wireless;W. Bal 7BH | | P37′ | B120′ F40′ | | | | & Sons, Lim.) | | | A.S.10,25; M.S.2,25 | |
| 2935 | **Chung Woo** | Scw | Chi | Shanghai | 1086 | | 1904 | Stockton, | Hwah Tung | 3CylTE18¾,30½,50¼x32½; | | BL |
| | xPentaff Steel | | 279.3 | 38.3 \| 18.4 | 1809 | | 6 | (Craig, [Eng. | S.S. Co. (Lim.) | 2SB;WP180lbs | | |
| | 1D;Deep frmg;Wireless;W. Bal 4BH | | P26′ | B72′ F28′ | | | | Taylor & Co.) | | | | |
| 2936 | **Chungking** | Scw | Br | London | 1311 | | 1914 | Hong Kong, | China Nav. | 3CylTE19,31,53x36; | | |
| 137,671 | Steel | | 285 | 44.2 \| 19.1 | 2171 | | | (Taikoo [China | Co. (Lim.) | 1Blr | | |
| VJQM | 1D;W. Bal 5BH | | | | | | | Dkyd. & Eng. Co., Lim.) | | | | |
| 2937 | **Chyebassa** | Scw | Br | Glasgow | 4022 | | 1907 | Belfast, | British | 3CylTE33,53,86x60; | | |
| 124,171 | Steel | | 430.2 | 54.3 \| 32 | 6317 | | 3 | (Workman, [Ire. | India Steam | 4SB;1AuxSB;WP180lbs | | |
| HKLJ | 2D;B;Deep frmg;Oil fuel; Wireless;W. Bal 7BH | | P39′ | B82′ F43′ | | | | Clark & Co.,Lim.) | Nav. Co. (Lim.) | | | |
| 2938 | **CiaDeNavegacionInterioS.A.No.112** | Brg | Mex | | 971 | | 1916 | Westlake, | | Wd | | |
| | 1D | | 225 | 40.6 \| 12 | 976 | | | (Clooney [La. Const. & Towing Co.) | | | | |
| 2939 | **Cia Transcontinental de Petroleo S. A. No. 113** | Brg | Mex | | 480 | | 1920 | Jacksonville, Fla. | | Wd | | |
| | | | 175 | 40 \| 7.2 | 480 | | | | | | | |
| 2940 | **Cia Transcontinental de Petroleo S. A. No. 114** | Brg | Mex | | 480 | | 1920 | Jacksonville, Fla. | | Wd | | |
| | | | 175 | 40 \| 7.2 | 480 | | | | | | | |
| 2941 | **Cibao** | Scw | Nor | Oslo | 691 | | 1912 | Grimstad, | L. Harboe | 3CylTE18½,30,49x33; | | N |
| | Steel | | 225 | 33.6 \| 20 | 1185 | | 1 | (Sorlandets [Nor Skibsbyg.) | Jensen, Mgr. | 2SB;WP180lbs | | |
| MHBS | 2D;W. Bal 4BH | | | | | | | | | | | |
| 2942 | **Cienfuegos** | Scw | Cuban | Havana | 606 | | 1919 | St. Nazaire, | Empresa | 2-2CylC16,30x19 | | |
| | xSebou xMarin Steel | Twin | 216.6 | 34.2 \| 13.1 | 1146 | | | (Atel. & Ch. Fr. de la Loire.) | Naviera de Cuba, S. A | | | |
| | 1D;W. Bal | | | | | | | | | | | |
| 2943 | **Cilurnum** | Scw | Br | Newcastle | 1848 | | 1919 | Middlesbro | Hall Bros. | 3CylTE25,41,68x45; | | C |
| 142,855 | Steel | | 331.4 | 46.8 \| 23.2 | 3077 | | 12 | (Sir Raylton [Eng. | S.S. Co. (Lim.) | 3SB;WP180lbs;276RHP. | S.S.No.1,Crdf5,24;A.S.8,25; | |
| KDGW | 1D;Wireless;W. Bal 5BH | | P33′ | B101′ F28′ | | | | Dixon & Co., Lim.) | | | shft drn5,24;M.&B.S.1,26 | |
| 2944 | **Cincinnati** | Scw | Am | New York | 727 | | '91 | Elizabeth, | Penn. R.R. | 2CylC18,26x36; | | |
| 126,803 | Steel | | 193.2 | 46.5 \| 15.4 | 1255 | | | N. J. | Co. | 2CRTB;650IHP. | | |
| 2945 | **Cincinnati** | SW | Am | Cincinnati | 866 | | 1924 | Midland, | Louisville | 2-2Cyl22,40x108; | | |
| 223,580 | Steel | | 285 | 45.6 \| 7.5 | 1056 | | | (Midland [Pa. Barge Co.) | & Cincinnati Packet Co. | 6Blrs;WP220lbs | | |
| | 4D 38BH | | | | | | | | | | | |
| 2946 | **Circassie** | Scw | Fr | Marseilles | 1392 | | '90 | Dundee, | Cie. de Nav. | 3CylTE25,40,64x45; | | V |
| | Steel | | 312.2 | 37.8 \| 21.8 | 2185 | | | (Gourlay [Scot. | Paquet | 4SB;WP157lbs;1700IHP | | |
| OEQP | 2D;W. Bal;Wireless 7BH | | P28′ | F28′ | | | | Bros. & Co.) | | | | |
| 2947 | **Circe** | Scw | Br | Singapore | 314 | | 1912 | Hong Kong, | Straits S.S. | 3CylTE15,25,42x30; | | |
| 128,715 | Steel | Sch | 195.7 | 31.5 \| 12.4 | 778 | | 7 | (Taikoo [China | Co. (Lim.) | 1SB | | |
| JMFQ | 1D;B;W. Bal 5BH | | | | | | | Dockyard & Eng. Co.) | | | | |
| 2948 | **Circinus** | Scw | Am | New York | 3428 | | 1919 | Portland, | Planet S.S. | 3CylTE24½,41½,72x48; | | BL |
| 219,268 | Steel | | 410 | 54.2 \| 27.5 | 5567 | | 12 | (Columbia [Ore. | Corp. | 3SB;WP210lbs;2800IHP | | |
| LTSP | 2D;Oil fuel;Wireless;W. Bal 7BH | | P44′ | B115′ F47′ | | | | River S. B. Corp.) | | | | |
| 2949 | **Ciscar** | Scw | Br | London | 986 | | 1919 | Liverpool, | Mac- | 3CylTE21,34,56x36; | | BL |
| 143,855 | Steel | | 265 | 41.2 \| 18.9 | 1809 | | 12 | (H. & C. [Eng. | Andrews & Co. | 2SB;WP180lbs | | |
| KDBR | 1D;Shel dk;Wireless;W. Bal 3BH | | | | | | | Grayson, Lim.) | (Lim.) | | | |
| 2950 | **Cisil** | Scw | Fin | Hels'gfors | 1038 | | '89 | Sunderland, | Rederi A/B | 3CylTE21 9/16,34,56x39; | | BL |
| 176 | xSicilia Steel | Sch | 269.8 | 37.2 \| 17.1 | 1673 | | 11 | (W.Pickers- [Eng. | Steam | 2SB;WP160lbs | | |
| SQMG | 1D;B;Well dk;Wireless;W. Bal 4BH | | P29′ | B100′ F32′ | | | | gill & Sons.) | | | | |
| 2951 | **Cisneros** | Bk | Sp | Barcelona | 1778 | | '65 | Dumbarton, | M. Lopez | I;2BH | | |
| | xCurzon | 4 M | 282 | 38.5 \| 25.5 | 1982 | | 11 | (W. Denny [Scot. | Marin | | | |
| HGMW | 2D;B | | P75′ | F54′ | | | | & Bros.) | | | | |
| 2952 | **Cisneros** | Scw | Br | London | 1015 | | 1912 | Lubeck, | Mac- | 3CylTE22,35,56x33; | | |
| 145,215 | xRabat Steel | | 278.9 | 39.1 \| 17.9 | 1727 | | | (Schiffsw. v [Ger. | Andrews & Co. | 2SB;WP185lbs | | |
| KJGQ | 1D;Well dk;Wireless;W. Bal 4BH | | P & B | 222′ F35′ | | | | Henry Koch.) | (Lim.) | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2953 | **Cissy** | Scw | Nor | Bergen | 1297 | | 1920 | Sandefjord, | Torp & | 3CylTE22,35,61x36; | | N |
| | Steel | | 289.5 | 44.2 \| 19.4 | 2166 | | 9 | (Framnaes [Nor. | Wlese, Mgrs | 2SB;WP180lbs | | |
| LBFP | 1D;Wireless;W. Bal 4BH | | P27′ | B & F 242′ | | | | Mek. Vaerks.) | | | | |
| 2954 | **Cities Service No. 1** | Brg | Am | Bayonne | 501 | | 1923 | Chester, | Cities Ser- | Stl;5BH | | |
| 168,578 | xE. J. R.R. & T. Co. No. 30 | | 162 | 36 \| 9 | 501 | | | (Sun [Pa. | vice Transp. Co. | | | |
| | 1D;B | | | | | | | S. B. Co.) | | | | |
| 2955 | **Cities Service Petrol** | Scw | Am | New York | 5021 | 5′ 2¼″ | 1920 | Sparrows Pt. | Cities Ser- | 4CylQE24,35,51,75x51; | ✠A1Ⓔ With Freeboard | |
| 222,908 | xAgwisea Steel | | 468.3 | 62.7 \| 32 | 8013 | 27′ | 12 | (Bethlehem [Md. | vice Transp. Co. | Bethlehem S. B. Corp; | Oil Carrier. | |
| MCFH | 2D;Super dk;Mchy aft; 17BH | | | \| 32′ | 12620 | | | S. B. Corp.) | Inc | 3SB;Bethlehem S. B. Corp; | ✠AMS | |
| | Shel dk;Long. frmg; 8BH to Fbd dk | | | | | | | | | 9315HS;WP220lbs;3200IHP; | S.S.No.1,NY7,25; | |
| | Wireless;SUB.SIG; 6BH to 2d dk | | | | | | | | | EAC;DB;Dkd,d rpd10,26 | M.&B.S.7,25;shft drn10,26; | |
| | 3BH to Super dk | | | | | | | | | | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-40 | | | | | | | | | | | |
| | W.B.—A.P.131t;D.B.a76′285t | | | D.T.f4 | 0′518t; | F.P 270t | | | | | | |
| | F.O.— W. | T.a129t; | D.T. | a19′876t; | D.T.f4 | 0′483t. | | | | | | |
| 2956 | **Citos** | Scw | Swd | Helsnborg | 1281 | | '99 | W. Hartle- | Rederi A/B. | 3CylTE21,35,58x39; | | BL |
| 6,795 | xPendeen Steel | | 290 | 42 \| 19.2 | 2123 | | 2 | (W. [pool, Eng | Helsingborg | 2SB;WP160lbs | | |
| KDQC | 1D;Web frms;Wireless;W. Bal 5BH | | P25′ | B69′ F29′ | | | | Gray & Co., Lim.) | | | | |
| 2957 | **Citta di Brindisi** | Scw | It | Brindisi | 1869 | | '97 | Sunderland, | Soc. An. | 3CylTE24,40,66x45; | | I |
| 15 | xCitta di Palermo Steel | | 321 | 44 \| 16.3 | 3022 | | 10 | (Short [Eng. | Mar. Commerciale | 2SB;WP180lbs | | |
| NMSB | 1D;Spar dk;Deep frmg; 7BH | | P31′ | B104′ F35′ | | | | Bros.) | Brindisina | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2958 | **Citta di Elena** | Scw | It | Gaeta | 1701 | | '94 | Whitby, | Soc. Anon. | 3CylTE23,37½,61½x39; | | I |
| 7 | xPhoebe Steel | Sch | 313 | 40.6 \| 24 | 2758 | | 12 | (T. Turnbull [Eng. | Navig. Elenese | 2SB;WP160lbs;1250IHP | | |
| NIYV | 1D;Web frms;Wireless;W. Bal 6BH | | P29′ | | | | | & Son.) | | | | |
| 2959 | **Citta di Genova** | Scw | It | Genoa | 4503 | | 1903 | Stettin, | Navigaz | 2-3CylTE23⅜,40,69⅓x49⅕; | | C-I |
| 1,025 | xGneisenau Steel | Twin | 453.9 | 55.7 \| 35.8 | 7728 | | 3 | (A. G. [Ger. | Generale Italiana | 1SB;3DB;WP210lbs;5000IHP | 2dS.S.No.1,Genoa11,25; | |
| NFIZ | 3D;Well dk;Wireless 9BH | | P62′ | F95′ | | | | Vulcan.) | | | A.S.4,26; | |
| | | | | | | | | | | | B.S;shfts drn11,25;M.S.4,26 | |
| 2960 | **Citta di Porto Maurizio** | Scw | It | Genoa | 1680 | | '93 | Sunderland, | F. Bensa | 3CylTE22,37,61x41½; | | V |
| 751 | xCap Negro xGaarden Steel | | 300 | 40.4 \| 23.8 | 2700 | | | (Short [Eng. | di E. | 2SB;WP160lbs;1050IHP | | |
| NJBP | 2D;Wireless;Web frms;W. Bal 7BH | | P32′ | B74′ F38′ | | | | Bros.) | | | | |
| 2961 | **Citta di Trani** | Sch | Br | Nassau | 227 | | 1914 | Bremen, | Abaco | I; | | |
| 151,271 | | Aux | 137.1 | 29.1 \| 9 | 290 | | | Shipping Co. | 1Cyl Oil Eng18x18 | | |
| | 1D | | | | | | | (Atlas [Ger. | (Lim.) | | | |
| | | | | | | | | Works.) | | | | |
| 2962 | **City** | Scw | Br | Newcastle | 1875 | | '92 | Newcastle, | Frew, Elder | 3CylTE19¼,36½,61x42; | | BL |
| 101,801 | Steel | Sch | 310 | 40.8 \| 22.8 | 2893 | | 8 | (Palmers' [Eng. | & Co., Mgrs. | 2SB;WP180lbs | | |
| MRLJ | 1D;Web frms;Wireless;W. Bal 6BH | | P27′ | | | | | Co., Lim.) | | | | |
| 2963 | **City Ice Boat No. 2** | SW | Am | Phila. | 296 | | '68 | Philadel- | City of | 2-1CylNC45x96; | | |
| 208,124 | Iron | | 185.7 | 30.3 \| 12.5 | 471 | | | phia, Pa | Philadelphia | 4Birs;WP75lbs;1800IHP. | | |
| | 1D | | | | | | | (Neafie & Levy.) | | | | |
| 2964 | **City of Adelaide** | Scw | Br | Liverpool | 4178 | | 1920 | Sunderland, | Ellerman | Stm Tbns; | | BL |
| 143,683 | Steel | | 433 | 57.4 \| 30.2 | 6589 | | 11 | (W. Gray [Eng. | Lines (Lim.) | 3SB;WP225lbs | | |
| KHBS | 2D;Oil fuel;W. Bal;Wireless 7BH | | P89′ | B & F 308′ | | | | & Co., Lim.) | | | | |
| 2965 | **City of Agra** | Scw | Br | Liverpool | 3116 | | 1903 | Belfast, | Hall Line | 3CylTE26,44,74x48; | | C |
| 118,053 | Steel | | 400 | 50.2 \| 28.9 | 4836 | | 10 | (Workman, [Ire. | (Lim.), Mgrs. | 2SB;WP200lbs;520RHP. | 2dS.S.No.2,Grnk2,24;A.S.5,25; | |
| VGRC | 2D;Deep frmg;Wireless;W. Bal 6BH | | P31′ | B112′ F41′ | | | | Clark & Co., Lim.) | | | M.&B.S;shft drn6,26 | |
| 2966 | **City of Albany** | Scw | Am | Savannah | 1658 | 4′ 2½″ | 1919 | Ecorse, | Ocean S.S. | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 219,032 | xLake Elmhurst Steel | | 253.4 | 43.6 \| 26 | 2674 | 24′ 3½″ | 11 | (Great [Mich. | Co. of Savannah | Great Lakes Eng. Wks; | ✠AMS | |
| LTFJ | 2D;Wireless;SUB.SIG;W. Bal; 4BH | | | \| 28′ 4″ | 4000 | | | Lakes Eng. Wks.) | | 2SB;John Brennan & Co; | S.S.No.2,NY5,26; | |
| | Oil fuel F. P. above 150° F. C-29 | | P25′ | B65′ F24′ | | | | | | 4720HS;WP190lbs;1350IHP; | shft drn2,26;M.&B.S.5,26; | |
| | | | | | | | | | | EAC;Dkd,s rps5,26;Exmd6,26 | SBP;CL | |
| | W.B.—A.P.98t.....D.B | .203′41 | 8t..... | ....F.P.51t | | | | | | | | |
| | F.O.—A.P.92t;D.T.a14′110t;D.B | .164′29 | 8t; W. | T.m38′173t | | | | | | | | |
| 2967 | **City of Alma** | Scw | Am | Phila. | 3401 | 7′ 10½″ | 1920 | Harriman, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,571 | Steel | | 400.7 | 54.2 \| 30.4 | 5530 | 25′ 2″ | 2 | (Merchant [Pa. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LVNF | 2D;Wireless; 7BH | | | \| 32′10½″ | 8822 | | | S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | SUB.SIG;W. Bal; C-36 | | P35′ | B123′ F44′ | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd,s rps11,20 | | |
| | W.B.—A.P.143t;D.B.335′1311t;D | .T.27′8 | 46t... | .....F.P.120t | | | | | | | | |
| | F.O.....D.B.281′1092t;D | .T.27′7 | 90t; S. | T.63t..... | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2968 | **City of Alton** | Scw | Am | Phila. | 3453 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1(E) | |
| 219,259 | Steel | | | 54.2 \| 27.6 | 5590 | 24′ 5″ | 11 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LTBD | 2D;sub.sig;Wireless;W. Bal; 8BH | | | \| 32′ | 7840 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,Gvsth2,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | | P50′ B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | shft drn2,23;M.&B.S.2,24; | |
| | W.B.—A.P.100t;D.B.284′1380t | | | D. T.36′892t;F.P.1 | 44t | | | | | d rpd8,24;Dkd2,25 | Clh BB;CL | |
| | F.O. D.B.257′1162t;S. T.14′ 1 | | | 29t; D. T.36′833t | | | | | | | (Laid up) | |
| 2969 | **City of Angeles** | Scw | Am | Seattle | 347 | | 1906 | Terminal | Puget | 2-3CylTE9,14,25x16; | | |
| 203,193 | xCity of Long Beach Wood | F. B. | | 34.7 \| 10.2 | 442 | | | Sound Nav. Co. | 2WTB;WP250lbs;500IHP. | | |
| | 1D;Oil fuel 3BH | | | 124.7 | | | | Island, Cal. | | | | |
| 2970 | **City of Annapolis** | Scw | Am | Baltimore | 1127 | | 1913 | Sparrows Pt. | Chesapeake | 4CylTE23,38,45,45x36; | | BL |
| 211,709 | Steel | | | 53.1 \| 14.1 | 1923 | | 10 | (Maryland [Md. | Steamship Co. | 4SB;WP190lbs;2300IHP. | | |
| | 1D;B;Web frms;Long. frmg; 5BH | | | 261.6 | | | | Co.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 2971 | **City of Athens** | Scw | Br | Liverpool | 4190 | | 1923 | Sunderland, | Ellerman | 3CylTE26,45,78x54; | | BL |
| 147,227 | Steel | | 433 | 57.4 \| 30.2 | 6562 | | 7 | (W. Gray [Eng. | Lines (Lim.) | 3SB;WP230lbs | | |
| KPHV | 2D;Oil fuel;Wireless;W. Bal 7BH | | P89′ | B & F308′ | | | | & Co., Lim.) | | | | |
| 2972 | **City of Atlanta** | Scw | Am | Baltimore | 1161 | | 1907 | Camden, | Chesapeake | 4CylTE26,41,50,50x42; | ✠A1 | |
| 203,972 | xColumbia Steel | | 269 | 46 \| 14.8 | 1971 | | 4 | (New [N. J. | S.S. Co. | New York S. B. Co; | Inland Bay & Short Coastwise | |
| KWBD | 3D;Wireless 5BH | | | \| 18.1 | 650 | | | York S. B. Co.) | | 4SB;New York S. B. Co; | AMS | |
| | | | | | | | | | | 315GS;8280HS;WP175lbs;3000IHP; | S.S.No.3,Balt12,22; | |
| | | | | | | | | | | DB;EAC;Dkd9,24;d rpd6,25 | M.S.12,22;shft drn2,23; | |
| | | | | | | | | | | | B.S.12,24;Clh BB;CL | |
| 2973 | **City of Atlanta** | Scw | Am | Savannah | 4111 | | 1904 | Chester, | Ocean | 3CylTE26,46,75x48; | ✠A1 Coastwise. | |
| 201,103 | Steel | Sch | 377.5 | 49 \| 15.8 | 5433 | | 4 | (Del. River [Pa. | S.S. Co. | 4SB;Delaware Riv. I. S. B. & E. Wks; | AMS | |
| KTFN | 4D;Wireless;W. Bal 4BH | | | | 5100 | | | I. S. B. & E. Wks.) | | WP180lbs;5000IHP;EAC;DB; | S.S.No.3,NY4,20; | |
| | | | | | | | | | | Dkd,d rpd8,24;8 rpd7,26 | n shft;M.S.8,24, | |
| | | | | | | | | | | | B.S.8,26;Clh BB;CL | |
| 2974 | **City of Auckland** | Scw | Br | Liverpool | 5288 | | 1914 | Bremen, | Mont- | 4CylQE28,40,58,85x55; | | BL |
| 143,083 | xWeissenfels Steel | | 478.6 | 62.2 \| 33 | 8336 | | 12 | (Akt. [Ger. | gomerie & | 4SB;WP213lbs | | |
| JWMN | 2D;Web frms;sub.sig; 6BH | | P45′ | B140′ F59′ | | | | Ges. "Weser.") | Workman (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2975 | **City of Bagdad** | Scw | Br | Glasgow | 4710 | | 1919 | Geeste- | Montgom- | 3CylTE27,50,82x55; | | BL |
| 144,643 | xGeierfels Steel | | 470.3 | 58.2 \| 32.3 | 7501 | | | munde, Ger. | erie & Workman | 4SB;WP200lbs | | |
| KGFC | 2D;Wireless;W. Bal 6BH | | P67′ | B138′ F59′ | | | | (J. C. Teck- | (Lim.) | | | |
| | | | | | | | | lenborg, A. G.) | | | | |
| 2976 | **City of Baltimore** | Scw | Am | Baltimore | 1617 | | 1911 | Sparrows Pt. | Chesapeake | 4CylTE24,40,47,47x42; | ✠A1 Bay Service. | |
| 208,378 | Steel | | 297.5 | 46.5 \| 16.2 | 2379 | | 4 | (Maryland [Md. | S.S. Co. | Maryland Steel Co; | ✠AMS | |
| LBTG | 2D;B 5BH | | | | 600 | | | Steel Co.) | | 4SB;Bethlehem S. B. Corp; | S.S.No.3,Balt4,23; | |
| | | | | | | | | | | 24IGS;7560HS;WP190lbs;2700IHP; | M.S.4,23;n Birs;shft drn2,25; | |
| | | | | | | | | | | EAC;DB;Dkd8,25;d rpd5,26 | Clh BB;CL | |
| 2977 | **City of Bangor** | Scw | Am | Wilm'gton | 2847 | | '96 | West Bay | Nicholson | 3CylTE22,35½,59x44; | 95(GL) | |
| 127,131 | Steel | Sch | 445.5 | 44.8 \| 23 | 3094 | | 8 | (F. W. [City, Mich. | Transit Co. | 2SB;WP170lbs;1235IHP. | P.S.7,26 | |
| | 1D;Mchy aft;W. Bal 3BH | | | | | | | Wheeler & Co.) | | | | |
| 2978 | **City of Bangor** | SW | Am | Boston | 1113 | | '94 | Boston, | Eastern | 1CylVB63x144; | | |
| 127,029 | Wood | | 277 | 38 \| 14.2 | 1661 | | | Mass. | S.S. Lines, Inc. | 1600IHP | | |
| KLWN | 2D;Wireless;W. Bal | | | | | | | | | | | |
| 2979 | **City of Batavia** | Scw | Br | London | 3572 | | 1907 | Newcastle, | Ellerman & | 3CylTE28,46,77x54; | | BL |
| 143,224 | xGanelon Steel | | 425.5 | 53.1 \| 29.3 | 5655 | | 7 | (Swan. [Eng | Bucknall S.S. | 3SB;WP180lbs | | |
| KBJW | 2D;Deep frmg;Wireless;W. Bal 7BH | | P37 | B181′ F44′ | | | | Hunter & Wigham | Co. (Lim.) | | | |
| | | | | | | | | Richardson, Lim.) | | | | |
| 2980 | **City of Baton Rouge** | SW | Am | N. Orleans | 169 | | 1916 | Jefferson- | Baton | 1CylVB12x60; | | |
| 214,602 | Steel | | 115.2 | 28 \| 7.2 | 169 | | | ville, Ind. | Rouge Transp. | 1Dlr;WP170lbs;200IHP. | | |
| | 1D 6BH | | | | | | | (Howard Shipyard | Co. | | | |
| | | | | | | | | Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2981 | **City of Beaumont** | Bkt | Am | Baltimore | 1883 | | 1918 | Orange, | Francis J. | LO,YP;Gif; | | |
| 216,473 | | 5 M | 254.2 | 45.6 \| 22.4 | 2014 | | 7 | Tex. | Ruth | 2-4CylOilEng10¼x12¼;200IHP | | |
| LKWM | 1D;B | Aux | | | | | | (International S. B. Co.) | | | | |
| 2982 | **City of Bedford** | Scw | Br | Liverpool | 4107 | | 1924 | Sunderland, | Ellerman | 4CylQE24,35,51,74x51; | | BL |
| 147,284 | Steel | | 430 | 55.1 \| 31.1 | 6407 | | 10 | (W. Gray [Eng. | Lines (Lim.) | 3SB;1AuxSB;WP250lbs | | |
| KRMG | 2D;Oil fuel;Wireless;W. Bal 9BH | | P89′ | B162′ F42′ | | | | & Co., Lim.) | | | | |
| 2983 | **City of Bellingham** | Scw | Am | Seattle | 149 | | 1916 | Portland, | Navy Yard | 4CylTE13,20,26x13; | | |
| 214,056 | xKitsap II Wood | | 140.6 | 25.6 \| 7.3 | 259 | | 5 | (Joseph [Oro. | Route | 2SB,WP240lbs;2200IHP | | |
| | 1D 2BH | | | | | | | Supple.) | | | | |
| 2984 | **City of Benares** | Scw | Br | Glasgow | 4477 | | 1902 | Belfast, | Ellerman | 3CylTE29½,50,82x60; | | C |
| 114,004 | Steel | | 460.5 | 55.3 \| 31 | 6984 | | 1 | (Workman, [Ire. | Lines (Lim.) | 2DB;WP190lbs;760RHP | 2d S.S. No.2,Glas 8.21;A.S.7.25 | |
| TDWJ | 2D;Deep frmg;Wireless;W. Bal 7BH | | P86′ | B161′ F85′ | | | | Clark & Co., Lim.) | | | shft drn 24 B & I 24 M & T 7.26 | |
| 2985 | **City of Benton Harbor** | SW | Am | Mich. City | 811 | | 1904 | Toledo, | Goodrich | 3-6CylC38,55,55x78; | 100(GL) | |
| 200,919 | Steel | | 251.8 | 36.5 \| 14.4 | 1286 | | 6 | Ohio | Transit Co. | 4SB;WP150lbs;3000IHP | P.S.7.25 | |
| | 3D;Wireless 5BH | | | | | | | (Craig S. B. Co.) | | | | |
| 2986 | **City of Berkeley** | Scw | Am | San Fran. | 3746 | 8′ 2″ | 1920 | Oakland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 219,539 | Steel | | 402.5 | 53 \| 32 | 6039 | 26′ 6½″ | 1 | (Union [Cal. | ping Board | Midwest Eng. Co; | ✠AMS | |
| LVMB | 2D;Long. frmg;W. Bal; 7BH | | | 34′ 6″ | 9400 | | | Const. Co.) | | 3WTB;Union Iron Wks; | Clh BB;CL | |
| | Wireless; C-36 | | P34′ | B81′ F38′ | | | | | | 9150HS;WP225lbs;2800SHP;EAC; | (Laid up) | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | 8 rps1,21 | | |
| | W.B.—A.P.51t;D.B.344′1287t;D. | T.30′ 5 | 57t.....F.P.73t | | | | | | | | | |
| | F.O.....D.B.300′1003t;D. | T.30′ 5 | 20t; S. | T.39t..... | | | | | | | | |
| 2987 | **City of Birmingham** | Scw | Am | Savannah | 4343 | 7′ ½″ | 1923 | Newport | Ocean S.S. | 3CylTE26,44,76x48; | ✠A1Ⓔ With Freeboard. | |
| 223,293 | Steel | | 381.8 | 52.1 \| 14.9 | 5861 | 20′ 1½″ | 10 | News, Va. | Co. | Newport News S. B. & D. D. Co; | ✠AMS | |
| MSHC | 3D;Super dk; 6BH | | | 27′ | | | | (Newport News | | 4SB;Newport News S. B. & D. D. Co; | Clh BB;CL | |
| | W. Bal;Wireless 5BH to Fbd dk | | | | | | | S. B. & D. D. Co.) | | 2SCS,9100HS,WP200lbs. | | |
| | 1BH to Super dk | | | | | | | | | 2900IHP;EAC;Dkd,8 rps10,25 | | |
| | C-36 | | | | | | | | | | | |
| | W.B.—A.P.113t;D.B.324′866t;F.P. | 91 t | | | | | | | | | | |
| 2988 | **City of Birmingham** | Scw | Br | Glasgow | 4002 | | 1917 | W. Hartpl., | City Line | 3CylTE24,42,73x51; | | BL |
| 137,857 | Steel | | 391 | 54.2 \| 28.9 | 6182 | | 9 | (W. Gray [Eng | (Lim.) | 2SB;1AuxSB;WP220lbs | | |
| JRBT | 2D;Wireless;W. Bal 7BH | | P48′ | B & F 274′ | | | | & Co., Lim.) | | | | |
| 2989 | **City of Bombay** | Scw | Br | Liverpool | 3355 | | 1910 | Newcastle, | Ellerman | 3CylTE24½,41½,72½x48; | | BL |
| 131,286 | Steel | Sch | 401.2 | 50.8 \| 29.7 | 5186 | | 9 | Eng. | Lines (Lim.) | 2SB;1AuxSB;WP220lbs | | |
| HRNT | 2D;Wireless;W. Bal 7BH | | P43′ | B142′ F40′ | | | | (Palmer's Co., Lim.) | | | | |
| 2990 | **City of Boston** | Scw | Br | Liverpool | 3702 | | 1912 | Geeste- | Ellerman | 3CylTE27,46,78x53; | | BL |
| 145,214 | xDusseldorf Steel | | 452.1 | 57.2 \| 27 | 5885 | | 3 | munde, Ger. | Lines (Lim.) | 1SB,WP206lbs | | |
| KJTL | 2D;Well dk;Wireless;W. Bal 9BH | | P & B | 392′ F45′ | | | | (J. C. Tecklenborg A. G.) | | | | |
| 2991 | **City of Bremerton** | Scw | Am | Seattle | 346 | | 1901 | Everett, | Navy Yard | 3CylTE18,30½,51x28; | | |
| 93,135 | xWhatcom Wood | | 167.4 | 48 \| 13.7 | 510 | | 6 | (Health [Wash. | Route | 2SB,WP180lbs;1200IHP | | |
| | 2D 3BH | | | | | | | Shipyards.) | | | | |
| 2992 | **City of Brisbane** | Scw | Br | Liverpool | 4527 | | 1920 | Newcastle, | Hall Line | Stm Tbns; | | BL |
| 143,641 | Steel | | 463.6 | 58.8 \| 30.9 | 7138 | | 6 | (Swan, [Eng. | (Lim.), Mgrs. | 3SB,1AuxSB;WP225lbs | | |
| KFRD | 2D;B;W. Bal;Wireless;Oil fuel 7BH | | P98′ | B & F 332′ | | | | Hunter & Wigham Richardson, Lim.) | | | | |
| 2993 | **City of Bristol** | Scw | Br | Liverpool | 4345 | | 1912 | Wallsend, | Hall Line | 3CylTE26,44¾,78x54; | | C |
| 135,427 | Steel | | 452 | 56.6 \| 31.6 | 6741 | | 12 | (Swan, [Eng. | (Lim.), Mgrs. | 3SB;WP220lbs,6 50IHP. | S.S.No.3,Glas12.24; | |
| JBHK | 2D;Deep frmg;Wireless;W. Bal 7BH | | P93′ | B165′ F87′ | | | | Hunter & Wigham Richardson, Lim.) | | 8 rps2,25 | shft drn9.25;M.&B.S.4.26 | |
| 2994 | **City of Brockton** | SW | Am | Fall River | 1912 | | '86 | Chelsea, | New | 2CylVB44x96,68x144; | | |
| 126,386 | Wood | | 271.2 | 43.4 \| 18.1 | 2771 | | | Mass | England S.S. Co. | 2Blrs;WP110lbs;2250IHP. | | |
| 2995 | **City of Buffalo** | SW | Am | Cleveland | 1604 | | '96 | Wyandotte, | Cleveland & Buffalo Transit Co. | 2CylVB52x96,80x144; | (★100(GL) | |
| 127,132 | Steel | | 340.3 | 43.7 \| 17 | 2940 | | | (Detroit [Mich. | | 6SB;WP150lbs;5500IHP. | P.S.6.25 | |
| | 3D;Wireless 6BH | | | | | | | D. D. Co.) | | | | |
| 2996 | **City of Burnside** | SW | Am | Louisville | 161 | | 1916 | Burnside, | Cumberland Transportation Co. | 1CylH10½x40; | | |
| 214,603 | Wood | | 140.5 | 24.1 \| 4.4 | 161 | | | Ky. | | 2Blrs;200IHP. | | |
| | 1D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2997 | **City of Cairo** | Scw | Br | Liverpool | 5024 | | 1915 | Hull, | Hall Line | 4Cyl QE26½,38,55,80x54; | | BL |
| 137,423 | Steel | | 449.9 | 55.7 \| 31.3 | 7882 | | 1 | (Earle's [Eng. | (Lim.), Mgrs. | 3SB;1AuxSB;WP225lbs | | |
| JHRK | 2D;Wireless;W. Bal 7BH | | P94′ | B191′ F86′ | | | | Co., Lim.) | | | | |
| 2998 | **City of Calcutta** | Scw | Br | Glasgow | 4899 | | 1903 | Belfast, | Ellerman | 3Cyl TE30,50½,84x60; | | C |
| 115,759 | Steel | | 471.7 | 56.2 \| 31.9 | 7679 | | 5 | (Workman, [Ire. | Lines (Lim.) | 2DB;1SB;WP200lbs;815RHP. | 2dS.S.No.2,Bknhd7,23; | |
| VBLG | 2D;Deep frmg;Wireless;W. Bal 7BH | | P87′ | B156′ F91′ | | | | Clark & Co., Lim.) | | | A.S.2,26;shft drn6,25; M.&B.S.7,26 | |
| 2999 | **City of Cambridge** | Scw | Br | Glasgow | 4557 | | 1921 | Belfast, | City Line | 4Cyl QE26,37,53,76x51; | | BL |
| 144,236 | Steel | | 454 | 58.2 \| 34.5 | 7056 | | 2 | (Workman, [Ire. | (Lim.) | 3SB;WP225lbs | | |
| KHPV | 2D;Oil fuel;W. Bal;Wireless 8BH | | P112′ | B168′ F105′ | | | | Clark & Co., Lim.) | | | | |
| 3000 | **City of Camden** | Scw | Am | Wilm'gt'n | 414 | | 1916 | Wilmington, | Wilmington | | | |
| 214,055 | 1D | | 192.9 | 32 \| 10.6 | 730 | | | Del. | Steamboat Co. | 1450IHP. | | |
| 3001 | **City of Canton** | Scw | Br | Liverpool | 4471 | | 1916 | Newcastle, | Hall Line | Stm Tbns; | | BL |
| 137,520 | Steel | | 450.7 | 56.9 \| 31.1 | 6982 | | 9 | (Swan, [Eng. | (Lim.), Mgrs. | 3SB;WP190lbs | | |
| JNDW | 2D;Wireless;W. Bal 7BH | | P89′ | B192′ F89′ | | | | Hunter & Wigham Richardson, Lim.) | | | | |
| 3002 | **City of Chattanooga** | Scw | Am | Savannah | 4343 | 7′ ½″ | 1923 | Newport | Ocean S.S. | 3Cyl TE26,44,76x48; | ✠A1Ⓔ With Freeboard. | |
| 223,221 | Steel | | 381.8 | 52.1 \| 14.9 | 5861 | 20′ 1½″ | 9 | News, Va. | Co. | Newport News S. B. & D. D. Co; | ✠AMS | |
| MFGQ | 3D;Super dk; 6BH | | | 27′ | | | | (Newport News | | 4SB;Newport News S. B. & D. D. Co; | shft drn11,26; | |
| | Wireless;W. Bal 1BH to Super dk | | | | | | | S. B. & D. D. Co.) | | 28SGS;9100HS;WP200lbs; | Clh BB;CL | |
| | 5BH to Fbd dk | | | | | | | | | 2900IHP;EAC;Dkd,s rps11,26 | | |
| | C-36 | | | | | | | | | | | |
| | W.B.—A.P.113t; D.B.324′866t; F. | P.91t | | | | | | | | | | |
| 3003 | **City of Chester** | Scw | Br | Glasgow | 3521 | | 1910 | Glasgow, | Ellerman | 3Cyl TE25,42½,72½x48; | | C |
| 128,046 | Steel | | 410.5 | 52 \| 30.4 | 5413 | | 5 | (Barclay, [Scot. | Lines (Lim.) | 2SB;WP215lbs;256RHP; | S.S.No.3,Glas3,22;A.S.10,25; | |
| HQWF | 2D;Deep frmg;Wireless;W. Bal 8BH | | P83′ | B149′ F40′ | | | | Curle & Co., Lim.) | | Dkd,s rps9,26 | M.S;shft drn4,26;B.S.9,26 | |
| 3004 | **City of Chester** | Scw | Am | Wilm'gton | 327 | | '88 | Wilmington, | Wilmington | 3Cyl TE17½,27¼,42x24; | | |
| 126,493 | Iron F.B. | | 185.5 | 28 \| 9 | 611 | | | (Harlan & [Del | Steamboat Line | 2Blrs;WP175lbs;950IHP. | | |
| | 4D;B 4BH | | | | | | | Hollingsworth) | | | | |
| 3005 | **City of Christiania** | Scw | Br | Liverpool | 3031 | | 1921 | Hull, | Ellerman | 3Cyl TE23,41,71x48; | | BL |
| 145,882 | Steel | | 380.1 | 53 \| 28.5 | 4940 | | 8 | (Earle's [Eng. | Lines (Lim.) | 3SB;WP225lbs | | |
| KJSQ | 2D;Oil fuel;Wireless;W. Bal 6BH | | P85′ | B & F266′ | | | | Co.) | | | | |
| 3006 | **City of Cleveland III** | Scw | Am | Detroit | 2403 | | 1907 | Wyandotte, | Detroit & | 3Cyl C54,82,82x96; | | |
| 204,080 | Steel | | 390 | 54.2 \| 22.3 | 4568 | | | (Detroit [Mich. | Cleveland | 8SB;WP160lbs;6500IHP. | | |
| | 5D;Wireless;W. Bal 5BH | | | | | | | S. B. Co.) | Nav. Co. | | | |
| 3007 | **City of Columbus** | Scw | Am | Savannah | 4111 | | 1904 | Chester, | Ocean S.S. | 3Cyl TE28,46,75x48; | ✠A1 Coastwise. | |
| 200,840 | Steel Sch | | 377.5 | 49 \| 15.8 | 5433 | | 2 | (Del. [Pa. | Co. | Delaware Riv. I. S. B. & E. Wks; | AMS | |
| KTBS | 3D;Wireless;W. Bal 4BH | | | | 5100 | | | River I. S. B. & E. Wks.) | | 4CRTB;Delaware Riv.I.S.B.& E.Wks; | 2dS.S.No.2,Svnh11,25; | |
| | 3BH to Fbd dk | | | | | | | | | WP180lbs; 5000IHP; DB;EAC; | n shft8,19;shft drn9,24; | |
| | 1BH to 2d dk | | | | | | | | | Dkd,d rpd9,24;s rps4,26 | M.S.11,25;B.S.2,26; | |
| | | | | | | | | | | | Clh BB;CL | |
| 3008 | **City of Corinth** | Scw | Br | Liverpool | 3972 | | 1918 | W. Hartle- | Ellerman | 3Cyl TE24,42,73x51; | | BL |
| 140,555 | Steel | | 391 | 54.2 \| 28.9 | 6173 | | 1 | (W. [pool, Eng. | Lines (Lim.) | 2SB;1AuxSB;WP220lbs | | |
| JSBM | 2D;Wireless;Oil fuel;W. Bal 7BH | | P84′ | B & F274′ | | | | Gray & Co., Lim.) | | | | |
| 3009 | **City of Dalhart** | Scw | Am | Tampa | 3750 | 7′ 2″ | 1921 | Tampa, | U. S. Ship- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 221,006 | Steel | | 401.9 | 54.2 \| 31.3 | 5841 | 26′ 10″ | 3 | (Oscar [Fla. | ping Board | Hardie, Tynes Mfg. Co; | ✠AMS | |
| MCJS | 2D;Long. frmg; 7BH | | | 33′ 11″ | 9550 | | | Daniels Co.) | | 3WTB;Barber Asphalt Co; | Clh BB;CL | |
| | W. Bal;Wireless; 4BH to Fbd dk | | P34′ | B120′ F38′ | | | | | | 8745HS;WP200lbs;2800IHP;EAC; | (Laid up) | |
| | SUB.SIG; 3BH to 2d dk | | | | | | | | | s rps7,21;Dkd5,25 | | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.63t;D.B.335′1076t; D. | T.32′ 1 | 075t... | | .....F.P.108t | | | | | | | |
| | F.O.....D.B.297′ 847t; D. | T.32′ 1 | 003t;S. | T.57t..... | | | | | | | | |
| 3010 | **City of Dallas** | Scw | Am | Phila. | 1586 | 4′ 2″ | 1919 | Toledo, | Southern | 3Cyl TE22,36,59x42; | ✠A1Ⓔ | |
| 219,277 | xLake Fillion Steel | | 251 | 43.6 \| 25.8 | 2559 | 24′ 2″ | 11 | (Toledo [Ohio | S.S. Co. | Toledo S.B. Co; | ✠AMS | |
| LTVC | 1D;B;Wireless;SUB.SIG;W. Bal; 4BH | | | 28′ 2″ | 4050 | | | S. B. Co.) | | 2SB;Toledo S. B. Co; | S.S.No.1,Phila6,24; | |
| | Oil fuel F. P. above 150° F. C-29 | | P25′ | B64′ F23′ | | | | | | 4640HS;WP180lbs;1500IHP; | M.S;n shft6,24; | |
| | | | | | | | | | | rps4,25;Dkd6,26 | B.S;shft drn6,26;SBP;CL | |
| | W.B.—A.P.105t.....D.B | 204′44 | 1t..... | .....F.P.71 | t | | | | | | | |
| | F.O.—A.P. 98t;D.T.a12′80t;D.B | .158′29 | 3t; W. | T.30′208t..... | | | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc | Rig. | Nation. | Hailing Port. / Reg. Dimensions. Lth. \| Bth. \| Dth. / Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3011 | **City of Detroit III** | SW | Am | Detroit | 3328 | | 1912 | Wyandotte, (Detroit [Mich. S. B. Co.) | Detroit & Cleveland Nav. Co. | 3CylC62,92,92x102; 6SB;WP160lbs;9000IHP. | | |
| 209,571 | Steel | | 455.8 | 55.5 \| 22.5 | 6061 | | | | | | |
| | 2D;B;W. Bal;Wireless 12BH | | | | | | | | | | | |
| 3012 | **City of Dundee** | Scw | Br | Liverpool | 3309 | | 1921 | Newcastle, (Palmers' [Eng. Co., Lim.) | Ellerman Lines (Lim.) | Stm Tbns; 2SB;1AuxSB;WP220lbs | | BL |
| 143,734 | xSandon Hall Steel | | 406 | 52.1 \| 29.2 | 5273 | | 3 | | | | | |
| KHVW | 2D;Oil fuel;Wireless;W. Bal 8BH | | P80′ | B147′ F78′ | | | | | | | | |
| 3013 | **City of Dunedin** | Scw | Br | Liverpool | 4925 | | 1917 | Vegesack, (Bremer [Ger. Vulkan) | Ellerman Lines (Lim.) | 3CylTE32,52,86x55; 4SB;WP205lbs | | BL |
| 143,427 | xPorta Steel | | 476 | 60.7 \| 32.8 | 7857 | | | | | | | |
| KCLR | 2D;WIRELESS;SUB.SIG;W. Bal 8BH | | P28′ | B143′ F86′ | | | | | | | | |
| 3014 | **City of Dunkirk** | Scw | Br | Liverpool | 3759 | | 1912 | Glasgow, (Barclay, [Scot. Curle & Co., Lim.) | Hall Line (Lim.), Mgrs. | 3CylTE24½,42½,74x48; 2SB;WP220lbs;262RHP | S.S.No.3,Hull5,25;A.S.1,26; M.&B.S;shft drn1,26 | C |
| 131,464 | Steel | | 420.7 | 54.2 \| 30.3 | 5861 | | 10 | | | | | |
| JBCF | 2D;Deep frmg;Oil fuel; 6BH | | P82′ | B150′ F41′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3015 | **City of Durban** | Scw | Br | Liverpool | 2847 | | 1921 | Hull, (Earle's [Eng. Co., Lim.) | Ellerman Lines (Lim.) | Stm Tbns; 3SB;WP225lbs | | BL |
| 145,892 | Steel | | 379.7 | 52.1 \| 26.6 | 4499 | | 3 | | | | |
| KLBQ | 2D;Shel dk;Oil fuel;Wireless; 5BH | | F40′ | | | | | | | | | |
| | W. Bal | | | | | | | | | | | |
| 3016 | **City of Durham** | Scw | Br | Liverpool | 3460 | | 1911 | Newcastle, (Palmers' [Eng. Co., Lim.) | Hall Line (Lim.), Mgrs. | 3CylTE24,41½,72½x48; 2SB;1Aux SB;WP220lbs | | BL |
| 131,317 | Steel | Sch | 407 | 51.4 \| 30.2 | 5356 | | 2 | | | | | |
| HSFB | 2D;Wireless;W. Bal 7BH | | P44′ | B147′ F42′ | | | | | | | | |
| 3017 | **City of Edinburgh** | Scw | Br | Liverpool | 4015 | | '99 | Glasgow, (C. Connell & Co.) [Scot. | Ellerman Lines (Lim.) | 3CylTE28,44,78x60; 2DB;WP200lbs | | BL |
| 110,539 | xMaplemore Steel | Sch | 459 | 52.5 \| 31 | 6303 | | 2 | | | | |
| QRKH | 2D;B;Wireless;W. Bal 7BH | | P85′ | B180′ F119′ | | | | | | | | |
| 3018 | **City of Elwood** | Scw | Am | N. Orleans | 3797 | 8′ ½″ | 1921 | New Orleans, (Doullut [La. & Williams S. B. Co.) | U. S. Shipping Board | Stm Tbn; Midwest Engine Co.& Vulcan IronWks; 3WTB;Frost Mfg. Co; 9150HS;WP210lbs;2800SHP;EAC; d rpd6,21;s rps9,21 | ✠A1Ⓔ With Freeboard. ✠AMS Cih BB;CL (Laid up) | |
| 220,962 | Steel | | 395.5 | 55 \| 31.4 \| 34′11″ | 6171 | 27′ | 4 | | | | | |
| MCHF | 2D;Long. frmg;Wireless;W. Bal; 7BH | | | | 9600 | | | | | | | |
| | Oil fuel F. P. above 150° F. C-37 | | P44′ | B108′ F37′ | | | | | | | | |
| | W.B.—A.P.185t;D.B.330′1510t... | ..... | F.P.19 | 3t | | | | | | | | |
| | F.O.—A.P.173t;D.B.288′1163t;S. | T.74t; | F.P.18 | 0t | | | | | | | | |
| 3019 | **City of Erie** | SW | Am | Cleveland | 1280 | | '98 | Wyandotte, (Detroit [Mich. D. D. Co.) | Cleveland & Buffalo T. Co. | 2CylC54x96;80x144; 6SB;WP130lbs;2200IHP. | 100(GL) P.S.6,25 | |
| 127,242 | Steel | | 316 | 44 \| 18 | 2499 | | 5 | | | | | |
| | 3D;Wireless 5BH | | | | | | | | | | | |
| 3020 | **City of Eureka** | Scw | Am | New York | 3541 | 6′ 5″ | 1919 | Portland, (Columbia [Ore. River S. B. Corp.) | Export S. S. Corp. | Stm Tbn; General Elect. Co; 3SB;Columbia River S. B. Corp; 7542HS;WP210lbs;2500SHP;EAC; Dkd,d rpd5,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY10,23; M.S.10,23;n shft11,25; B.S.5,26;Cih BB;CL | |
| 218,018 | Steel | | 410 | 54.2 \| 27.6 \| 30′2″ | 5728 | 24′ | 5 | | | | | |
| LRBQ | 2D;SUB.SIG;W. Bal; 7BH | | | | 8700 | | | | | | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.152t;D.B.356′1170t;D | .T.30′7 | 64t... | .....F.P.137t | | | | | | | | |
| | F.O.—A.P.142t;D.B.311′ 911t;D | .T.30′7 | 13t; S. | T.81t;F.P.128t | | | | | | | | |
| 3021 | **City of Evansville** | Scw | Br | Liverpool | 4159 | | 1922 | W. Hartle- (W. [pool, Eng Gray & Co., Lim.) | Ellerman Lines (Lim.) | 3CylTE24,42,74x51; 3SB;WP225lbs | | BL |
| 145,980 | Steel | | 433.2 | 57.3 \| 30.1 | 6553 | | 10 | | | | |
| KMVW | 2D;Oil fuel;Wireless;W. Bal 8BH | | P88′ | B & F307′ | | | | | | | | |
| 3022 | **City of Fairbury** | Scw | Am | Phila. | 3094 | 7′ 9½″ | 1919 | Hog Island, (American [Pa. Int. S. B. Corp.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; d rpd8,24;Dkd6,26;s rps9,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Gvstn12,23; n shft7,23;M.S.12,23; shft drn6,26;B.S.7,26; Cih BB;CL | |
| 218,682 | Steel | | 390 | 54.2 \| 27.6 \| 32′ | 5053 | 24′ 5″ | 8 | | | | | |
| LSGQ | 2D;Wireless;SUB.SIG;W. Bal; 8BH | | | | 7825 | | | | | | | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | | | |
| | W.B.—A.P.100t;D.B.284′1380t... | ..... | ....D. | T.36′892t;F.P.1 | 44t | | | | | | | |
| | F.O.....D.B.257′1162t;S. | T.14′ 1 | 29t... | ..... | ... | | | | | | | |
| 3023 | **City of Flint** | Scw | Am | Phila. | 3033 | 7′ 9½″ | 1920 | Hog Island, (American [Pa. Int. S. B. Corp.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; d rpd3,25;Dkd,d rpd8,26;s rps11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Balt3,24; M.S.3,24;B.S.6,26; shft drn8,26;Cih BB;CL | |
| 219,614 | Steel | | 390 | 54.2 \| 27.8 \| 32′ | 4963 | 24′ 5″ | 2 | | | | | |
| LVPW | 2D;Wireless; SUB.SIG;W. Bal; 8BH | | | | 7840 | | | | | | | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | | | |
| | W.B.—A.P.100t;D.B.284′1380t... | ..... | ....D. | T.36′892t;F.P.1 | 44t | | | | | | | |
| | F.O.....D.B.257′1162t;S. | T.14′ 1 | 29t... | ..... | ... | | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. Lth. \| Bth. \| Dth. / Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3024 | **City of Florence** | Scw | Br | Liverpool | 4391 | | 1918 | W. Hartle- | Ellerman | 3CylTE26,44,77x51; | | BL |
| 140,559 | Steel | | 448.8 | 56.2 \| 31.4 | 6862 | | 2 | (W. [pool, Eng. | Lines (Lim.) | 3SB;WP220lbs | | |
| JSHQ | 2D;Oil fuel;Wireless;W. Bal 7BH | | P104′ | B171′ F93′ | | | | Gray & Co., Lim.) | | | | |
| 3025 | **City of Fort Myers** | Scw | Am | New York | 160 | | '92 | Wyandotte, | | 3CylTE16,28,38x21; | | |
| 81,406 | xWyandotte Steel | | 155.6 | 35 \| 9 | 320 | | 10 | Mich. | | 2Blrs;WP165lbs;630IHP | | |
| | 1D;Wireless 2BH | | | | | | | | | | | |
| 3026 | **City of Fort Worth** | Scw | Am | Wilm'gton | 4016 | 8′ 1/2″ | 1920 | Wilmington, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 220,347 | Steel | | 395.3 | 55.1 \| 31.4 | 6501 | 27′ | 8 | (Geo. A. [N. C. | ping Board | Badenhausen Co; | ✠AMS | |
| MBCK | 2D;W. Bal;Long. frmg; 7BH | | | \| 34′ 11″ | 9600 | | | Fuller Co.) | | 3WTB;Barber Asphalt Co; | Cih BB;CL | |
| | Wireless;SUB.SIG; C-36 | | P44′ | B109′ F38′ | | | | | | 9150HS;WP200lbs;2800IHP; | (Laid up) | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd,d rpd9,21 | | |
| | W.B.—A.P.142t;D.B.331′1536t... | | F.P.19 | 4t | | | | | | | | |
| | F.O.—A.P.133t;D.B.289′1186t;S. | T.63t; | F.P.18 | 1t | | | | | | | | |
| 3027 | **City of Fort Worth** | Scw | Am | Phila. | 1612 | | 1919 | Duluth, | Southern | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 219,248 | xLa Crosse Steel | | 251 | 43.6 \| 26.1 | 2606 | | 11 | Minn. | S.S. Co. | McDougall-Duluth Co; | ✠AMS | |
| LTRN | 1D;B;Wireless;SUB.SIG;W. Bal; 4BH | | P25′ | B64′ F20′ | 4100 | | | (McDougall- | | 2SB;McDougall-Duluth Co; | S.S.No.1,NptN6,24; | |
| | Oil fuel F. P. above 150° F. C-29 | | | | | | | Duluth Co.) | | 5467HS;WP185lbs;1650IHP; | M.S.6,24;n shft9,25; | |
| | | | | | | | | | | Dkd,d rpd6,26 | B.S;shft drn6,26;SBP;CL | |
| | W.B.—A.P.103t;.....D.B.2 | 04′447t | ..... | .....F.P.7 | 2t | | | | | | | |
| | F.O.—A.P. 96t;D.T.a12′81t;D.B.1 | 58′298t | W.T. | m30′220t..... | .. | | | | | | | |
| 3028 | **City of Freeport** | Scw | Am | New York | 2628 | | 1920 | Baltimore, | Steamer | Stm Tbn; | ✠ — — | BL |
| 220,564 | Steel | | 340.1 | 49.2 \| 28.7 | 4469 | | 9 | (Baltimore [Md. | Freeport Corp. | 2SB;WP200lbs;1800SHP | ✠ — — | |
| MBJT | 2D;Mchy aft;Long. frmg; 13BH | | P90′ | B34′ F30′ | 6000 | | | D. D. & S. B. Co.) | | | Cancelled4,23 | |
| | Wireless; Oil in bulk; | | | | | | | | | | | |
| | SUB.SIG; | | | | | | | | | | | |
| | Oil fuel | | | | | | | | | | | |
| 3029 | **City of Glasgow** | Scw | Br | Liverpool | 3405 | | 1920 | W. Hartle- | Ellerman | Stm Tbns; | | BL |
| 143,700 | Steel | | 391.3 | 54.2 \| 28.9 | 5321 | | 12 | pool, Eng. | Lines (Lim.) | 3SB;WP225lbs | | |
| KHLD | 2D;Oil fuel;Wireless; 8BH | | P84′ | B & F 274′ | | | | (W. Gray | | | | |
| | W. Bal | | | | | | | & Co., Lim.) | | | | |
| 3030 | **City of Gloucester** | Scw | Am | Boston | 395 | | '83 | Brooklyn, | Boston & | 2CylC21,36x30; | — Exp | |
| 126,139 | O,YP;Glef | Sch | 142.5 | 28 \| 11.6 | 560 | | 7 | N Y | Gloucester | 500IHP. | | |
| KBLV | 2D | | | | | | | (J. D. Leary.) | S. B. Co. | | | |
| 3031 | **City of Grand Haven** | Sch | Am | Milw'kee | 190 | | '72 | Grand | Wm. | O | 80CF(GL) | |
| 33,869 | | | 127 | 26 \| 9 | 200 | | rb'16 | Haven, Mich. | Schlosser | | P.S.7,26 | |
| | 1D | | | | | | | | | | | |
| 3032 | **City of Grand Rapids** | Scw | Am | Mich. City | 1572 | | 1912 | Cleveland, | Goodrich | 4CylTE26,42,51,51x42; | 100(GL) | |
| 210,065 | Steel | Sch | 291 | 48 \| 27 | 3061 | | | (American [Ohio | Transit Co | 6SB;WP200lbs;4500IHP. | P.S.7,25 | |
| | 5D;Wireless 6BH | | | | | | | S. B. Co.) | | | | |
| 3033 | **City of Hamilton** | Scw | Br | Ottawa | 630 | | '71 | Buffalo, | Canada S.S. | 2CylC22,44x36; | 90(GL) | |
| 126,526 | xJapan Iron | | 220 | 32 \| 15 | 1367 | | | (King [N. Y. | Lines (Lim.) | 2SB;WP127lbs;550IHP. | Lake Erie & St. Lawrence Rivers | |
| | 3D 6BH | | | | | | | Iron Works.) | | | P.S.4,26 | |
| 3034 | **City of Hankow** | Scw | Br | Liverpool | 4765 | | 1915 | W. Hartle- | Mont- | 4CylQE26,37½,54,78x54; | | BL |
| 137,452 | Steel | Sch | 465.4 | 58.2 \| 31.8 | 7369 | | 6 | pool, Eng. | gomery & | 3SB;1AuxSB;WP225lbs | | |
| JLFB | 2D;Wireless;W. Bal 7BH | | P107′ | B171′ F100′ | | | | (W. Gray & Co., Lim.) | Workman (Lim.) | | | |
| 3035 | **City of Harvard** | Scw | Br | Liverpool | 4410 | | 1907 | Vegesack, | Ellerman & | 4CylQE24,34,50,73x53; | | BL |
| 143,168 | xGiessen Steel | | 429.8 | 54.5 \| 27.9 | 7071 | | | (Bremer [Ger. | Bucknall | 3SB;1AuxSB;WP227lbs | | |
| JWQH | 2D;Web frms;SUB.SIG; 8BH | | P & B | 269′ F77′ | | | | Vulkan.) | S.S. Co. (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3036 | **City of Holland** | SW | Am | Detroit | 1277 | | '93 | Wyandotte, | Goodrich | 2CylVB44x88;66x132; | 100(GL) | |
| 126,988 | xCity of Mackinac II Steel | | 266 | 38 \| 24.4 | 1749 | | 5 | (Detroit [Mich. | Transit Co. | 2SB;WP120lbs;2000IHP. | P.S.4,26 | |
| | 2D;Wireless 4BH | | | | | | | D. D. Co.) | | | | |
| 3037 | **City of Honolulu** | Scw | Am | LosAngles | 5918 | 11′6″ | 1900 | Stettin, | Los Angles | 2-4CylQE27½,40,57½,82¾x55; | A1 | |
| 216,018 | xPresident Arthur Steel | Twin | 523.5 | 60.1 \| 34.7 | 10263 | 26′ 11½″ | 9 | (Actien [Ger. | S.S. Co. | Actien Ges. Vulcan; | AMS | |
| LJMR | 4D;W. Bal;SUB.SIG 13BH | | | \| 38′ | 10500 | | | Ges. Vulcan.) | | 3SB;3DB;Actien Ges. Vulcan; | 2dS.S.No.3,NY3,25; | |
| | | | | | | | | | | 527GS;19763HS;WP190lbs; | shfts drn;M.S.3,25; | |
| | | | | | | | | | | 9000IHP;EAC;Dkd,d rpd8,26 | B.S.6,26;Cih BB | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3038 | **City of Houston** | Scw | Am | Phila. | 1610 | 4′ 2″ | 1919 | Duluth, | Southern | 3Cyl TE 21,35,59x42; | ✠A1Ⓔ | |
| 219,228 | Steel | | 251 | 43.6 \| 25.2 | 2609 | 24′ 2″ | 11 | (McDougall [Minn. | S.S. Co. | McDougall Duluth Co; | ✠AMS | |
| LTQK | xLake Strymon 4BH | | | 28′ 2″ | 4100 | | | Duluth Co.) | | 2SB;McDougall Duluth Co; | S.S.No.1,Phila4,24; | |
| | 1D;Wireless;W. Bal; | | | | | | | | | 5467HS;WP185lbs;1500IHP; | M.S.4,24;B.S;n shft8,26; | |
| | Oil fuel F. P. above 150° F. C-29 | | P25′ | B64′ F20′ | | | | | | Dkd,d rpd8,26 | SBP;CL | |
| | W.B.—A.P.103t.....D.B | .204′44 | 7t..... | .....F.P. | 72t | | | | | | | |
| | F.O.—A.P. 96t;D.T.a12′81t;D.B | .153′29 | 8t; W. | T.m30′220t.... | ... | | | | | | | |
| 3039 | **City of Jacksonville** | SW | Am | New York | 395 | | ′82 | Wilmington, | Clyde S.S. | 1Cyl 30x72; | | |
| 126,081 | Iron | | 160.5 | 32.5 \| 6.6 | 459 | | 11 | (Harlan & [Del. | Co. | 1RTB;WP60lbs;700IHP. | | |
| | 1D 3BH | | | | | | | Hollingsworth.) | | | | |
| 3040 | **City of Joliet** | Scw | Am | Wilm'gton | 4016 | 8′ ½″ | 1920 | Wilmington, | U. S. Ship- | 3Cyl TE 24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 219,745 | Steel | | 395.3 | 55.1 \| 31.4 | 6501 | 27′ | 5 | (Geo. [N. C | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LVWG | 2D;Long. frmg;W. Bal; 7BH | | | 34′11″ | 9600 | | | A. Fuller Co.) | | 3WTB;Barber Asphalt Co; | S.S.NY5,21; | |
| | Wireless;SUB.SIG; C-36 | | P44′ | B109′ F38′ | | | | | | 9150HS;WP200lbs;2800IHP; | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | s rps5,21;Dkd6,25 | (Laid up) | |
| | W.B.—A.P.142t;D.B.331′1536t. | ..... | F.P.19 | 4t | | | | | | | | |
| | F.O.—A.P.133t;D.B.289′1186t;S. | T.63t; | F.P.18 | 1t | | | | | | | | |
| 3041 | **City of Karachi** | Scw | Br | Liverpool | 3571 | | 1905 | Belfast, | Ellerman | 4Cyl QE 25,36,52,75x51; | | C |
| 120,846 | Steel | | 413 6 | 51.5 \| 29.2 | 5573 | | 4 | (Workman, [Ire | Lines (Lim.) | 3SB;WP215lbs;650RHP | 2dS.S.No.2,Hull1,26; | |
| HCLG | 2D;Deep frmg;Wireless;W. Bal 6BH | | P76′ | B123′ F42′ | | | | Clarke & Co., Lim.) | | | shft drn12,25;B.S.1,26; | |
| | | | | | | | | | | | M.S.2,26 | |
| 3042 | **City of Keansburg** | Scw | Am | P. Amboy | 551 | | 1926 | Newburgh, | Keansburg | 2-3Cyl TE 15½,26,44x26; | | |
| 225,904 | Steel | Twin | 241.7 | 43 \| 12.5 | 1037 | | | (H. A. [N. Y. | Steamboat Co. | 2WTB | | |
| | 3D;Oil fuel | | | | | | | Marvel.) | | | | |
| 3043 | **City of Kingston** | Scw | Br | Montreal | 1013 | | 1926 | Quebec, | Steamships | 3Cyl TE 18,30,50x36; | | C |
| 152,837 | Steel | | 230.3 | 38.1 \| 23.2 | 1690 | | | (Lim.) | 2SB;WP185lbs;1100IHP | | |
| | 2D;Mchy aft;W. Bal 3BH | | F37′ | | | | | (Davie [Can. S. B. & Repg. Co.) | | | M.S.4,26 | |
| 3044 | **City of Lahore** | Scw | Br | Liverpool | 4463 | | 1911 | Wallsend, | Hall Line, | 4Cyl QE 26¼,38,54½,78x51; | | C |
| 131,336 | Steel | | 438.5 | 54.1 \| 31.2 | 6983 | | 4 | (Swan, [Eng | (Lim.), Mgrs. | 3SB;WP225lbs;658RHP; | S.S.No.3,Glas8,24;A.S.6,26; | |
| HSNF | 2D;Deep frmg;Wireless; 7BH | | P89′ | B155′ F57′ | | | | Hunter & Wigham Richardson, Lim.) | | Dkd,d rpd11,25 | shft drn2,25;M.&B.S.6,26 | |
| | W. Bal | | | | | | | | | | | |
| 3045 | **City of Lincoln** | Scw | Br | Liverpool | 3784 | | 1911 | Newcastle, | Hall Line | 3Cyl TE 25,43,76x51; | | BL |
| 131,377 | Steel | | 422 | 53.4 \| 30.9 | 5861 | | 8 | (Palmer's [Eng. | (Lim.), Mgrs. | 2SB;1AuxSB;WP220lbs | | |
| HTJL | 2D;Oil fuel;Wireless;W. Bal 7BH | | P44′ | B160′ F42′ | | | | Co., Lim.) | | | | |
| 3046 | **City of Lordsburg** | Scw | Am | Mobile | 2179 | 4′ 10″ | 1920 | Mobile, | U. S. Ship- | 3Cyl TE 22,37½,60x42; | ✠A1Ⓔ | |
| 220,116 | Steel | | 324 | 46.2 \| 25 | 3545 | 23′ | 9 | (Mobile [Ala. | ping Board | Ellicott Mach. Co; | ✠AMS | |
| LWQG | 1D;Wireless;SUB.SIG; 7BH | | | 27′ 8″ | 5000 | | | S. B. Co.) | | 2WTB;Chas. Ward Engr. Wks; | Cih BB;CL | |
| | W. Bal; 6BH to Fbd dk | | P41′ | B90′ F34′ | | | | | | 5994HS;WP200lbs;1600IHP;EAC; | (Laid up) | |
| | 1BH to 2d dk | | | | | | | | | Dkd9,21;s rps10,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B —A.P.114t;D.B.252′902t;D. | T.20′3 | 86t... | ....F.P.148t | | | | | | | | |
| | F.O.....D.B.214′692t... | ..... | ...S T. | 31t;F.P.138t | | | | | | | | |
| 3047 | **City of Los Angeles** | Scw | Am | LosAngles | 6992 | 9′ 10¼″ | ′99 | Danzig, | Los Angeles | Stm Tbns; | A1 | |
| 215,452 | xAeolus Steel | Twin | 560.4 | 62.3 \| 35.9 | 12642 | 29′ 6½″ | 12 | (F. [Ger. | S.S. Co. | Bethlehem S. B. Co; | ✠AMS | |
| LHQF | 4D;W. Bal; 15BH | | | 39′ | 12550 | | | Schichau.) | | 8WTB;Babcock & Wilcox Co; | ✠RMC 3,22 | |
| | Wireless; 8BH to Fbd dk | | P & B | 108′ F84′ | | | | | | 35200HS;WP270lbs;12000SHP; | 3dS.S.No.1,S.Ped6,24; | |
| | SUB.SIG; 7BH to 2d dk | | | | | | | | | EAC;d rpd8,24;Dkd,s rps6.26 | n Engs & Blrs6,24; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | shfts drn7,25;Cih BB;CL | |
| | W.B.—A.P.145t;D. T. a90′1101t. | W. T.3 | 5′411t. | ..... | ..... | ..... | ..... | .D.B.501′1733t;F.P | 207t | | | |
| | F.O..... | W. T.3 | 5′218t; | S.T.13′378t; W. | T.33′2 | 30t; D.T.88′ | 4094t | D.B.318′1101t.... | ..... | | | |
| 3048 | **City of L. A. No. 2** | Scw | Am | LosAngles | 74 | | 1925 | San Pedro, | City of Los | 3-6Cyl Gas Engs 7½x8½; | | |
| 225,138 | Steel | Trpl | 99 | 19 \| 9.6 | 106 | | 11 | (Los Angeles [Cal. | Angeles (Fire | 900BHP | | |
| | 1D 2BH | | | | | | | S. B. & D. D. Co.) | Dept.) | | | |
| 3049 | **City of Lowell** | Scw | Am | N. London | 1877 | | ′94 | Bath, | New Eng- | 2-3Cyl TE 26,40,64x37; | | |
| 127,035 | Steel | Twin | 322.3 | 49.7 \| 17.7 | 2975 | | | (Bath Iron [Me. | land S.S. Co. | 6CRTB;WP165lbs;4500IHP | | |
| KLWV | 2D;Wireless;Web frms 4BH | | | | | | | Works.) | | | | |
| 3050 | **City of Lyons** | Scw | Br | Liverpool | 4461 | | 1926 | Newcastle, | Ellerman | Stm Tbns; | | BL |
| 147,353 | Steel | | 455.5 | 58.1 \| 31.8 | 7063 | | 2 | (Swan, [Eng. | Lines (Lim.) | 3SB;WP240lbs | | |
| KTQJ | 2D;Wireless;Oil fuel 9BH | | P44′ | B & F309′ | | | | Hunter & Wigham Richardson, Lim.) | | | | |

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| No. Off. No / Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld | Tons Net Gross D W | Freeboard. Corresponding Draft | When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3051 | **City of Madras** Steel | Scw | Br | Liverpool | 3048 | | 1903 | Jarrow, | Hall Line | 3CylTE26¼,44,74x48; | | C |
| 118,015 | 2D;Deep frmg;Wireless;W. Bal 7BH | | 395.4 | 49.6 \| 29.3 | 4684 | | 5 | (Palmer's [Eng. S. & I. Co., Lim.) | (Lim.), Mgrs. | 2SB;WP200lbs;514RHP;s rps8,26 | 2dS.S.No.2,Lth0,24;A.S.2,26; shft drn8,24;M.&B.S.9,25 | |
| VBCD | | | P34′ | B108′ F37′ | | | | | | | | |
| 3052 | **City of Madrid** Steel | Scw | Br | Glasgow | 3132 | | 1901 | Belfast, | City Line | 3CylTE27,44½,74x54; | | BL |
| 113,965 | 2D;Deep frmg;Wireless; 6BH | | 406.8 | 48.8 \| 29.4 | 4901 | | 7 | (Workman, [Ire. Clark & Co., Lim.) | (Lim.) | 2DB;WP180lbs | | |
| SMBP | W. Bal | | P86′ | B121′ F90′ | | | | | | | | |
| 3053 | **City of Manchester** Steel | Scw | Br | Glasgow | 3554 | | 1903 | Glasgow, | Ellerman | 3CylTE27,45,76x54; | | C |
| 115,742 | 2D;Deep frmg;Wireless; 6BH | Sch | 421 | 51.5 \| 29.4 | 5720 | | 2 | (Barclay, [Scot. Curle & Co., Lim.) | Lines (Lim.) | 3SB;WP200lbs;284RHP. | 2dS.S.No.2,Brm4,23;A.S n shft3,24;shft drn2,25; B.S.11,25;M.S.4,26 | |
| T8WH | W. Bal | | P83′ | B124′ F83′ | | | | | | | | |
| 3054 | **City of Manila** Steel | Scw | Br | Liverpool | 4823 | | 1916 | W. Hartle- | Hall Line, | 4CylQE26½,37½,54,78x54; | | BL |
| 137,508 | 2D;Oil fuel;Wireless;W. Bal 8BH | Sch | 475 | 58.2 \| 31.8 | 7479 | | 6 | pool, Eng. (W. Gray & Co., Lim.) | (Lim.), Mgrs | 3SB;1AuxSB;WP225lbs | | |
| JMQW | | | P107′ | B180′ F101′ | | | | | | | | |
| 3055 | **City of Marquette** Oak | Scw | Am | Kenosha | 295 | | '90 | Manitowoc, | West Ports | 2CylC15,30x24; | | |
| 126,614 | 1D | | 114.2 | 25.3 \| 9.1 | 341 | | | (Burger [Wis. & Burger.) | S.S. Line | 18B;268IHP. | | |
| 3056 | **City of Marseilles** Steel | Scw | Br | Glasgow | 5284 | | 1913 | Newcastle, | Ellerman | 2-4CylQE20,29,42,61x45; | | BL |
| 135,436 | 2D;Wireless;W. Bal 7BH | Twin | 469.3 | 57 \| 32.1 | 8267 | | 1 | (Palmers' [Eng. Co., Lim.) | Lines (Lim.) | 4SB;1AuxSB;WP225lbs | | |
| JBNF | | | P92′ | B200′ F53′ | | | | | | | | |
| 3057 | **City of Melbourne** Steel | Scw | Br | Liverpool | 4125 | | 1919 | Sunderland, | Hall Line | 3CylTE27,44,73x48; | | BL |
| 140,631 | 1D;Shel dk;Wireless;W. Bal 7BH | | 412.5 | 55.5 \| 34.4 | 6630 | | 6 | (J. T. [Eng. Thompson & Sons, Lim.) | (Lim.), Mgrs. | 3SB;WP180lbs | | |
| KBQL | | | F36′ | | | | | | | | | |
| 3058 | **City of Montgomery** Steel | Scw | Am | Savannah | 4025 | | 1910 | N'port News | Ocean S. S. | 3CylTE26,43,72x48; | ✠A1 Coastwise & W. I | |
| 207,362 | 4D;Wireless;W. Bal 5BH | Sch | 371.6 | 49.7 \| 15.4 \| 27.9 | 5425 5000 | | 5 | (Newport [Va. News S. B. & D. D. Co.) | Co | Newport News S. B. & D. D. Co; 4SB;Newport News S. B. & D. D. Co; 258GS;3160HS;WP180lbs,2300IHP; EAC;d rpd1,25;Dkd4,26 | AMS S.S.No.3,Svnh11,23; n shft1,22;M.S.11,23; shft drn1,25;B.S.2,26; Clh BB;CL | |
| LBKQ | 4BH to Fbd dk 1BH to 2d dk | | | | | | | | | | | |
| 3059 | **City of Nassau** | Sch | Br | Nassau | 669 | | 1918 | Kennebunk- | C. K. Kelly | O,YP;Gif(Sltd) | ✠ — — | |
| 151,906 | xKennebunk 1D | 4 M | 174.7 | 35.2 \| 14.9 | 692 | | 12 | port, Me. (Ward & Smith.) | | | Suspended2,22 | |
| 3060 | **City of Newcastle** Steel | Scw | Br | Liverpool | 4462 | | 1915 | W. Hartle- | Hall Line | 3CylTE26,44½,77x51; | | BL |
| 137,421 | 2D;Wireless;W. Bal 7BH | | 456.5 | 56.4 \| 31 | 6921 | | 1 | pool, Eng (W. Gray & Co., Lim.) | (Lim.), | 3SB;WP220lbs | | |
| JHNS | | | P104′ | B171′ F91′ | | | | | | | | |
| 3061 | **City of Nome** Wood | MV | Am | Los Ang's | 1286 | | 1919 | Seattle, | W. H. | 2-8CylOilEng12⅝x18 | | |
| | xFjeldland xSemmeltind 2D;Wireless;Mchy aft | Twin | 245 P50′ | 47 \| 24 F35′ | 2143 | | 5 | (Elliot [Wash. Bay S. B. Co.) | Moore | | | |
| 3062 | **City of Norfolk** Iron | SW | Am | Norfolk | 308 | | '78 | Wilmington, | Hampton | 1Cyl38x108; | | |
| 75,980 | xPleasure Beach 1D | | 144 | 32.4 \| 9.5 | 412 | | | Del. | Rds. Transp. Co. | WP30lbs;625IHP. | | |
| 3063 | **City of Norfolk** Steel | Scw | Am | Baltimore | 1617 | | 1911 | Sparrows Pt. | Chesapeake | 4CylTE24,40,47,47x42; | ✠A1 Bay Service. | |
| 208,414 | 2D 5BH | | 207.5 | 46.5 \| 16.2 | 2379 | | 4 | (Maryland [Md Steel Co.) | S.S. Co. | Maryland Steel Co; 4SB;Bethlehem S. B. Corp; 242GS;7560HS;WP172lbs;2700IHP; EAC;DB;rps4,25; Dkd,s rps4,26 | ✠AMS S.S No.3,Balt12,23; M.S.12,23;n Blrs;shft drn4,25; Clh BB;CL | |
| LBTM | | | | | | | | | | | | |
| 3064 | **City of Norwich** Steel | Scw | Br | Liverpool | 4346 | | 1913 | W. Hartle- | Ellerman | 3CylTE25¾,44½,77x51; | | BL |
| 135,479 | 2D;Wireless;Oil fuel;W. Bal 7BH | Sch | 434.4 | 54.7 \| 31.2 | 6726 | | 7 | pool, Eng. (W. Gray & Co., Lim.) | Lines (Lim.) | 3SB;WP220lbs | | |
| JCNR | | | P77′ | B165′ F81′ | | | | | | | | |
| 3065 | **City of Omaha** Steel | Scw | Am | Wilm'gton | 4049 | 8′ ½″ | 1920 | Wilmington, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 219,515 | 2D;Long. frmg;W. Bal; 7BH | | 395.5 | 55.1 \| 31.4 \| 34′ 11″ | 6527 | 27′ | 2 | (Carolina [N. C. S. B. Corp.) | ping Board | Hooven, Owens, Rentschler Co; 3WTB;Barber Asphalt Co; 9150HS;WP200lbs;2800IHP; d rpd8,20;Dkd,s rps12,20 | ✠AMS S.S.SanFS,20; Clh BB;CL (Laid up) | |
| LVKG | Wireless;SUB.SIG; C-36 Oil fuel F. P. above 150° F. | | P44′ | B109′ F38′ | 9600 | | | | | | | |
| | W.B.—A.P.142t;D.B.331′1536t... F.O.—A.P.133t;D.B.289′1186t;S. | ..... T.63t; | F.P.19 F.P.18 | 4t 1t | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3066 137,804 JLTP | **City of Oran** Steel 2D;Wireless;Oil fuel;W. Bal 7BH | Scw Sch | Br 465.5 P107′ | Glasgow 58.1 \| 31.7 B171′ F100′ | 4778 7395 | | 1915 5 | W.Hartlepool, Eng. (W. Gray & Co., Lim.) | W. S. Workman, Mgr. | 3CylTE26¼,44½,77x54; 3SB;WP220lbs | | BL |
| 3067 122,018 | **City of Ottawa** xIndia Iron 3D 4BH | Scw Sch | Br 218 | Ottawa 32.6 \| 23.2 | 671 1323 | | '71 | Buffalo, (Union D. D. Co.) [N. Y. | Canada S.S. Lines (Lim.) | 2CylC22,24x36; 2SB;WP125lbs;81RHP. | 90(GL) Lake Erie & St. Lawrence. P.S.4,26 | |
| 3068 | **City of Panama** Steel 2D;Wireless;W. Bal 6BH | MV Twin | Pan 296 P38′ | Panama 45.9 \| 18 B110′ F38′ | 1384 2461 | | 1924 10 | Gothenburg, (Aktieb. Gotaverken.) [Swd. | Panama Mail S.S. Co. (Inc.) | 2-6CylOilEng23x35 | | BL |
| 3069 126,138 KBLN | **City of Papeete** 1D | Bkt | Am 145.6 | San Fran. 32.1 \| 12.4 | 370 390 | | '83 7 | Fairhaven, (Bendixon.) Cal. | Alaska Codfish Co. | F;Icf(Sltd) | | |
| 3070 146,256 KJPF | **City of Paris** Steel 2D;B;Shel dk;Oil fuel; Wireless;W. Bal 8BH | Scw | Br 484.7 | Glasgow 59.3 \| 32.6 | 6855 10902 | | 1922 2 | Newcastle, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | City Line (Lim.) | Stm Tbns; 5SB;WP225lbs | | BL |
| 3071 143,693 KHGS | **City of Pekin** Steel 2D;Oil fuel;Wireless;W. Bal 7BH | Scw | Br 442.8 P97′ | Liverpool 58.7 \| 31.6 B & F 309′ | 4426 6960 | | 1920 12 | Newcastle, (Palmers' Co., Lim.) [Eng. | Ellerman Lines (Lim.) | Stm Tbns; 3SB;WP220lbs | | BL |
| 3072 133,318 JCWH | **City of Perth** xKandahar Steel 2D;Wireless;W. Bal 7BH | Scw | Br 434.6 P90′ | N. Shields 55.6 \| 31.5 B174′ F87′ | 4153 6415 | | 1913 9 | Newcastle, (Swan, Hunter & Wigham Richardson.) [Eng. | Ellerman & Bucknalls S.S. Co. (Lim.) | 3CylTE25½,43½,76x51; 3SB;WP220lbs | | BL |
| 3073 219,256 LTRW | **City of Philadelphia** xLake Elsmere Steel 1D;B;SUB.SIG;Wireless;W. Bal; 4BH Oil fuel F. P. above 150° F. C-29 W.B.—A.P.98t.....D.B F.O.—A.P.92t;D.T.a14′110t;D.B | Scw 203′41 164′29 | Am 253.6 P25′ 8t.... 8t; W. | Phila. 43.7 \| 26.2 \| 28′ 4″ B65′ F24′ .....F.P. T.m38′173t.... | 1663 2674 4050 51t ... | 4′ 2½″ 24′ 3½″ | 1919 11 | Ashtabula, (Great Lakes Eng. Wks.) [Ohio | Southern S.S. Co | 3CylTE21,35⅝,59x42; Great Lakes Eng. Wks; 2SB;Lake Erie Bir. Wks; 4720HS;WP190lbs;1350IHP;EAC; d rpd11,24;Dkd6,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Phila4,24; n shft12,22; M.S.4,24;shft drn6,26; B.S.11,26;SBP;CL | |
| 3074 207,201 | **City of Philadelphia** Steel | Scw | Am 192.9 | Wilmngtn 32 \| 11.8 | 435 749 | | 1910 3 | Wilmington, (Harlan & Hollingsworth.) [Del. | Wilmington Steamboat Co. | 3CylTE19,29,44x24; 1250IHP. | | |
| 3075 145,898 KLGB | **City of Pittsburg** Steel 2D;Oil fuel;Wireless;W. Bal 8BH | Scw | Br 465.7 P98′ | Liverpool 58.6 \| 31.8 B & F329′ | 4719 7377 | | 1922 1 | Newcastle, (Palmers Co., Lim.) [Eng. | Hall Line (Lim.), Mgrs. | Stm Tbns; 3SB;WP225lbs | | BL |
| 3076 157,279 | **City of Port Huron** xCity of Cheboygan Wood 1D | Scw | Am 98 | Pt. Huron 29.9 \| 10 | 163 247 | | '90 rb '24 | Cleveland, (Cleveland S. B. Co.) [Ohio | Pt. Huron & Sarnia Ferry Co. | 2CylC20,38x24; 1FB;WP120lbs;425IHP. | 90(GL) P.S.7,26 | |
| 3077 214,008 LFWC | **City of Portland** 1D;B | Sch 5 M | Am 276 | New York 48.3 \| 19.1 | 1263 1833 | | 1916 | Sauvie Isld., (St. Helens S. B Co.) [Ore. | Estate of Fields S.Pendleton | F | | |
| 3078 126,507 | **City of Portsmouth** Iron 1D | SW | Am 145.1 | Norfolk 30.1 \| 10.1 | 309 458 | | '88 6 | Wilmington, Del. | Norfolk Ferry Co. | 1CylVB40x120; 1RTB;WP40lbs;600IHP | | |
| 3079 110,243 RKVM | **City of Pretoria** xWalwera Steel 2D;Deep frmg;Shel dk; 7BH Wireless;W. Bal | Scw | Br 425.7 P97′ | Sthamptn 54.1 \| 29.8 B&F309′ | 3775 5904 | | '99 2 | Dumbarton, (W. Denny & Bros.) [Scot. | Ellerman & Bucknall S.S. Co. (Lim.) | 3CylTE32½,52½,85x54; 5SB;WP180lbs | | BL |
| 3080 107,304 | **City of Punta Gorda** xEverglades Steel | MV | Am 103.3 | Tampa 23 \| 7.6 | 197 294 | | '97 | Philadelphia Pa. | Florida R.R. & Nav. Corp. | ---------- | | |
| 3081 135,582 JFPL | **City of Rangoon** Steel 2D;Wireless;W. Bal 7BH | Scw Sch | Br 443 P104′ | Liverpool 55.3 \| 31.2 B165′ F83′ | 4272 6635 | | 1914 6 | W. Hartlepool, Eng. (W. Gray & Co., Lim.) | Hall Lines (Lim.), Mgrs. | 3CylTE25¾,44½,77x51; 3SB;WP220lbs | | BL |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3082 220,677 MBQC | **City of Rayville** Steel 2D;W. Bal; 7BH Long. frmg; 4BH to Fbd dk Wireless; 3BH to 2d dk Oil fuel F. P. above 150° F. C-37 W.B.—A.P.63t;D.B.335'1076t;D. F.O.....D.B.297' 847t;D. | Scw | Am | Tampa. 54 \| 31.3 \| 34' 11" P34' B120' F38' T.32' 1 075t.. T.32' 1 003t;S. | 3797 5900 9550 | 7' 2" 26' 11" | 1921 1 | Tampa, (Oscar Daniels Co.) [Fla. | U. S. Shipping Board | 3CylTE24½,41½,72x48; Hardie-Tynes Mfg. Co; 3WTB;Union Iron Wks; 9150HS;WP200lbs;2800IHP;Dkd5,25; EAC; .....F.P.108t T.57t;..... | ✠A1Ⓔ With Freeboard. ✠AMS Clh BB;CL (Laid up) | |
| 3083 150,729 | **City of Reading** xPhiladelphia Steel 1D | SW | Am | Phila. 30 \| 13 | 521 703 | | '96 | Wilmington, (Harlan & Hollingsworth Co.) [Del. | Delaware River Ferry Co. | 1VB44x120; 1SB;WP55lbs;450IHP | | |
| 3084 126,560 | **City of Reading** Iron 2BH | SW | Am | Phila. 30.1 \| 11.1 | 445 577 | | '89 | Wilmington, (Harlan & Hollingsworth.) [Del. | Wilmington & Pennsgrove Transp. Co. | 1CylVB42x120; 1RTB;WP50lbs;1000IHP. | | |
| 3085 211,710 | **City of Richmond** Steel 1D;B;Web frms;Long. frms; 5BH W. Bal | Scw | Am | Baltimore 53.1 \| 14.1 | 1127 1923 | | 1913 11 | Sparrows Pt. (Maryland Stl. Co.) [Md. | Chesapeake S.S. Co. | 4CylTE23,38,45,45x36; 4SB;WP190lbs;2500IHP | | BL |
| 3086 208,581 LBTH | **City of Rome** xSuwannee Steel 3D;B;Wireless 5BH | Scw | Am | Savannah 46.2 \| 19.3 \| 30 | 2300 3648 3000 | | 1911 3 | Camden, (New York S.B. Co.) [N. J. | Ocean S.S. Co. | 3CylTE27½,45,75x48; New York S. B. Co; 4SB;New York S. B. Co; 312GS;10228HS;WP185lbs;2700IHP; EAC;ps;Dkd,d rpd11,25;s rps4,26 | ✠A1 Coastwise & W. I. AMS S.S.No.3,Svnh2,25; n shft12,19;M.S.2,25; shft drn9,25;B.S.11,25; Clh BB;CL | |
| 3087 126,332 | **City of St. Ignace** xCity of Cleveland Steel 2D;Wireless 6BH | SW | Am | Detroit 40.6 \| 14.6 | 1324 1923 | | '86 * | Wyandotte, (Detroit Dry Dock Co.) [Mich. | Western Reserve Nav. Co. | 1CylVB66x144; 4SB;WP60lbs;2500IHP. | | |
| 3088 126,627 | **City of St. Joseph** xCity of Chicago Steel 3D;Wireless 6BH | SW | Am | Mich. City 34.6 \| 13.6 | 1012 1439 | | '90 rb'15 | W. Bay City, (F. W. Wheeler & Co.) [Mich. | Goodrich Transit Co. | 2CylCVB36x120;54x120; 2FB;WP110lbs;1650IHP. | 100(GL) P.S.7,25 | |
| 3089 219,396 LVCS | **City of St. Joseph** Steel 2D;sub.sig;Wireless;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.100t;D.B.284'1380t... F.O.....D.B.257'1162t;S. | Scw | Am | New York 54.2 \| 27.8 \| 32' P50' B121' F40' .....D. T.14' 1 29t; D. | 3119 5091 7840 T.36'892t;F.P.1 T.36'833t..... | 7' 9½" 24' 5" 44t ... | 1919 12 | Hog Island, (American Int. S. B. Corp.) [Pa | Export S.S. Corp. | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; d rpd12,24;Dkd,s rps4,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY2,24; M.S.2,24;n shft7,25; B.S.;shft drn4,26;Clh BB;CL | |
| 3090 207,363 LBKR | **City of St. Louis** Steel 4D;W. Bal 5BH 4BH to Fbd dk 1BH to 2d dk | Scw Sch | Am | Savannah 49.7 \| 15.4 \| 27.9 | 4025 5425 5000 | | 1910 6 | Newport News, Va. (Newport News S. B. & D.D. Co.) | Ocean S.S. Co. | 3CylTE26,43,72x48; Newport News S. B. & D. D. Co; 4SB;Newport News S. B. & D. D. Co; 258GS;8160HS;WP180lbs;3008IHP; EAC;d rpd4,23;rps12,23; Dkd,s rps10,26 | ✠A1 AMS Coastwise & W.I. S.S.No.3,Svnh12,23; M.S.12,23;n shft9,24;B.S.2,26; Clh BB;CL | |
| 3091 147,264 KQWF | **City of Salisbury** Steel 2D;Oil fuel;Wireless;W. Bal 8BH | Scw | Br | Liverpool 54 \| 30.3 P89' B150' F42' | 3794 5946 | | 1924 6 | Sunderland, (Wear Shipyard of W. Gray & Co., Lim.) [Eng. | Ellerman Lines (Lim.) | 3CylTE24½,42½,74x51; 3SB;WP225lbs | | BL |
| 3092 125,040 JLPS | **City of San Antonio** 2D;B | Brg Sch xScw | Am | N. Orleans 36.6 \| 20.3 | 1223 1223 | | '72 3 | Chester, (Roach & Son.) [Pa. | Gulf Barge & Towing Co., Inc. | 1;4BH | — Exp | |
| 3093 | **City of San Francisco** Steel 2D;B;Oil fuel;Wireless 6BH | MV Twin | Pan | Panama 45.9 \| 18 P38' B110' F38' | 1384 2461 | | 1924 9 | Gothenburg, (A. B. Gotaverken.) [Swd. | Panama Mail S.S. Co. | 2-6CylOilEngs23 3/16x35 7/16 | | BL |
| 3094 223,873 | **City of San Rafael** Wood 1D | SW | Am | San Fran. 36.8 \| 13.4 | 305 484 | | 1924 | Alameda, (Wm. F. Stone.) [Cal. | Richmond & San Rafael Ferry & Trans. Co. | 2CylC20,44x72; 2Blrs;WP175lbs;700IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3095 | **City of Sarnia** | Scw | Am | Huron | 126 | | '80 | Detroit, | Port Huron | 2Cyl20¼,20¼x22; | 95(GL) | |
| 85,619 | xGarland Oak | F.B. | 107 | 29 \| 12 | 186 | | rb '23 | (Detroit [Mich. & Windsor Ferry Co.) | & Sarnia Ferry Co. | 1FB;WP90lbs;370IHP | Bays, Rivers & Harbors P.S.9,26 | |
| | 1D | | | | | | | | | | | |
| 3096 | **City of Saugatuck** | SW | Am | Detroit | 1282 | | '93 | Wyandotte, | Goodrich | 2CylVB44x90;66x132; | 100(GL) | |
| 126,974 | xCity of Alpena II Steel | | 266 | 38.4 \| 24 | 1736 | | | (Detroit [Mich. D. D. Co.) | Transit Co. | 2SB;WP120lbs;2000IHP. | P.S.4,26 | |
| | 2D;Wireless 6BH | | | | | | | | | | | |
| 3097 | **City of Savannah** | Scw | Am | Savannah | 4379 | | 1907 | Chester, | Ocean S.S. | 3CylTE28,46,75x48; | ✠A1 | |
| 204,437 | Steel | Sch | 381.5 | 49 \| 15.8 | 5654 | | 8 | (Delaware [Pa. River I. S. B. & E. Co.) | Co. | 4SB;New York S. B. Corp; | AMS | |
| KWGQ | 3D;Wireless;W. Bal 5BH | | | | 5100 | | | | | WP180lbs;5000IHP;pB;d rpd4,24; Dkd5,25;s rps11,26 | S.S.No.3,NY6,22; M.S.6,22;n shft5,25; B.S.11,26;Clh BB;CL | |
| 3098 | **City of Seattle** | Scw | Am | New York | 1143 | | '90 | Philadel- | Miami S.S. | 2CylC32,60x36; | — Exp | |
| 126,635 | Iron | Sch | 244.6 | 40 \| 15 | 1957 | | 9 | phia, Pa. (Neafie & Levy.) | Co. | 2CRTB;WP145lbs;2500IHP | | |
| KHLJ | 2D;Oil fuel;Wireless 5BH | | | | | | | | | | | |
| 3099 | **City of Seattle** | SW | Am | San Fran. | 186 | | '88 | Portland, | Vallejo | 1Cyl16x60; | | |
| 126,536 | Wood | | 121.5 | 33.2 \| 8.6 | 272 | | | Ore. | Ferry Co. | 1WTB;WP100lbs;270IHP. | | |
| | 1D | | | | | | | | | | | |
| 3100 | **City of Shanghai** | Scw | Br | Liverpool | 3748 | | 1917 | Hull, | Ellerman | 3CylTE24,42,74x51; | | BL |
| 140,533 | Steel | | 418.5 | 55 \| 29.4 | 5828 | | 8 | (Earle's [Eng Co.) | Lines (Lim.) | 2SB;1AuxSB;WP220lbs | | |
| JQTG | 2D;Wireless;W. Bal 7BH | | P86′ | B212′ F48′ | | | | | | | | |
| 3101 | **City of Sherman** | Scw | Am | Pensacola | 3364 | 7′ 10½″ | 1920 | Pensacola, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,606 | Steel | | 400.7 | 54.2 \| 30.1 \| 32′ 10″ | 5401 | 25′ 2″ | 4 | (Pensacola [Fla. S. B. Co.) | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LVPS | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | | 9000 | | | | | 3WTB;Oil City Boiler Wks; | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P35′ | B123′ F43′ | | | | | | 9150HS;WP225lbs;3000SHP;EAC; d rpd4,20;Dkd,s rps7,21 | (Laid up) | |
| | W.B.—A.P.136t;D.B.338′1307t;D. | T. 27′8 | 34t. | .....F.P.109t | | | | | | | | |
| | F.O.....D.B.284′1086t;D. | T. 27′7 | 78t; S. | T.59t..... | | | | | | | | |
| 3102 | **City of Sparta** | Scw | Br | Glasgow | 3498 | | '97 | Belfast, | Ellerman | 3CylTE28,47,78x60; | | C |
| 106,082 | Steel | | 430 | 50.2 \| 28 5 | 5415 | | 6 | (Workman, [Ire. Clark & Co., Lim.) | Lines (Lim.) | 2DB;WP190lbs;650RHP | 2dS.S.No.3,Glas2,22; | |
| PRQH | 2D;Deep frmg;Wireless;W. Bal 6BH | | P46′ | B124′ F46′ | | | | | | | B.S.3,25;shft drn7,25; M.S.12,25 | |
| 3103 | **City of Spokane** | Scw | Am | Seattle | 4774 | 8′ 1″ | 1919 | Seattle, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 218,545 | Steel | | 401.7 | 54.8 \| 32.1 \| 34′ 6″ | 6406 | 26′ 8″ | 7 | (Skinner [Wash. & Eddy Corp.) | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LSBR | 2D;Long. frmg; 8BH | | | | 9600 | | | | | 3SB;Commercial Boiler Wks; | S.S.No.1,Seat7,23; | |
| | W. Bal; 7BH to Fbd dk | | P48′ | F43′ | | | | | | 8085HS;WP210lbs;2800IHP;EAC; | M.S.7,23;shft drn1,26; | |
| | 1BH to 2d dk | | | | | | | | | Dkd,d rpd11,26 | B.S.4,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.158t;D.B.343′1407t;D | T.30′1 | 035t. | .....F.P.140t | | | | | | | | |
| | F.O.....D.B.303′1114t;D | T.30′ | 966t;S. | T.70t..... | | | | | | | | |
| 3104 | **City of Stamford** | Scw | Am | New York | 260 | | 1907 | Kenne- | North & | 2CylC15,32x22; | | |
| 203,910 | Wood | | 140.8 | 35.6 \| 9.8 | 427 | | 8 | bunkport, Me. | East River Nav. Co. | 450IHP. | | |
| | 1D | | | | | | | | | | | |
| 3105 | **City of Steilacoom** | MV | Am | Tacoma | 87 | | 1924 | Gig Harbor, | Skansie | OilEng14x14½; | | |
| 223,660 | Wood | | 91.2 | 26.6 \| 9.8 | 134 | | 4 | (Skansie [Wash. S. B & Transp.Co.) | S. B. & Transp. Co. | 200BHP. | | |
| | 1D;Shel dk | | | | | | | | | | | |
| 3106 | **City of Stockholm** | MV | Br | Liverpool | 3155 | | 1925 | Glasgow, | Hall Line | 3CylOilEng24x44 | | BL |
| 147,326 | Steel | | 411.8 | 55.4 \| 26.3 | 5075 | | 8 | (Barclay, [Scot. Curle & Co., Lim.) | (Lim.) | | | |
| KTCS | 2D;Wireless;W. Bal 6BH | | F40′ | | | | | | | | | |
| 3107 | **City of Sydney** | Bk | Am | San Fran. | 2660 | | '75 | Chester, | Northern | Stl;6BH | | |
| 125,470 | | | 339 | 40.2 \| 20.5 | 2903 | | | (Roach [Pa. & Son.) | Fisheries, Inc. | | | |
| JRMP | 1D;Wireless;W. Bal | | | | | | | | | | | |
| 3108 | **City of Tacoma** | Scw | Am | Tacoma | 179 | | 1921 | Tacoma, | Tacoma | 2CylC9½,22x14; | | |
| 221,831 | Wood | Twin | 147.2 | 43.6 \| 9.4 | 269 | | 12 | Wash. | Ferry Co. | 2CylC10,22x14; | | |
| | 1D 3BH | | | | | | | | | 1Blr;WP250lbs;400IHP | | |
| 3109 | **City of Tampa** | SW | Am | Wash'ton | 323 | | '80 | Wilmington, | Atlantic | 1CylI30x72; | | |
| 120,437 | xFred'k De Bary Iron | | 161.6 | 24.2 \| 8 | 395 | | 7 | (Pusey & [Del. | Land & | 1CRTB;WP60lbs;300IHP. | | |
| | 1D 4BH | | | | | | rb '84 | Jones Co.) | Improvement Co. | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3110 / 161,574 | **City of Tampa** / xVolunteer Wood | Scw | Am | Pensacola / 30 \| 3 | 61 / 125 | | '87 | Mason City, W. Va. | Chas. E. Mason | 1Cyl14x14; / 1FB;WP100lbs;75IHP. | | |
| 3111 / 136,875 | **City of Taunton** / O,YP;Icf / 3D;B;Wireless | SW | Am | Fall River / 43 \| 18.2 | 1999 / 3382 | | '92 5 | Chelsea, (Montgomery & Co.) [Mass. | New England S.S. Co. | 2CylCVB47x96,71x144; / 2RTB;WP120lbs | | |
| 3112 / 145,886 / KJWV | **City of Tokio** / Steel / 2D;Wireless;Oil fuel;W. Bal 7BH | Scw | Br / 442.5 / P97′ | Liverpool / 59 \| 31.6 / B & F 309′ | 4426 / 6993 | | 1921 9 | Stockton, (Craig, Taylor & Co., Lim.) [Eng. | Ellerman Lines (Lim.) | Stm Tbns; / 3SB;WP220lbs | | BL |
| 3113 / 136,738 | **City of Toledo** / Steel / 2D 2BH | SW | Am / 252 | Detroit / 33.2 \| 12.8 | 436 / 796 | | '91 | Toledo, (Craig [Ohio S. B. Co.) | White Star Line | 3Cyl TE26,42,66x72; / 5SB;WP170lbs;1200IHP. | | |
| 3114 / 152,838 | **City of Toronto** / Steel / 2D;Mchy aft;W. Bal 3BH | Scw | Br / 230.2 / F37′ | Montreal / 38.1 \| 23.2 | 1012 / 1688 | | 1926 | Quebec, (Davie [Can. S. B. & Repg. Co.) | Steamships (Lim.) | 3Cyl TE18,30,50x36; / 2SB;WP185lbs;1100IHP | M.S.4,26 | C |
| 3115 / 143,087 / JWMK | **City of Valencia** / xRoda Steel Twin / 2D;Web frms;Wireless;W. Bal 7BH | Scw | Br / 442.4 / P & B | Glasgow / 52.9 \| 29.6 / 266′ F55′ | 4539 / 7329 | | 1908 1 | Hamburg, (Reiherstieg Schiffsw.) [Ger. | Ellerman Lines (Lim.) | 2-3Cyl TE22,39,63x42; / 4SB;WP200lbs | S.S.No.3,Bfst9,21; shfts drn6,24; Stbd shft drn10,24;B.S.9,25; M.S.10,25 | C |
| 3116 / 150,255 / TPQL | **City of Vancouver** / Steel / 2D;Oil fuel;W. Bal;Wireless 5BH | Scw | Br / 410.5 / P44′ | Vancouver / 54.1 \| 27.5 / B115′ F47′ | 3525 / 5697 | | 1920 10 | Vancouver, (J. Coughlan & Sons, Lim.) [B. C. | Vancouver S.S. Co. (Lim.) | 3Cyl TE27,44,73x48; / 3SB;WP180lbs | | BL |
| 3117 / 219,872 / LWGT | **City of Vernon** / Steel / 2D;Wireless;sub.sig;W. Bal; 7BH / Oil fuel F. P. above 150° F. C-36 | Scw | Am / 400.7 / P35′ | Pensacola / 54.2 \| 30.2 \| 32′10″ / B123′ F43′ | 3364 / 5401 / 9000 | 7′ 10½″ / 25′ 1″ | 1920 6 | Pensacola, (Pensacola [Fla. S. B. Co.) | U. S. Shipping Board | Stm Tbn; / Westinghouse E. & M. Co; 3WTB;Oil City Boiler Wks; 9150HS;WP225lbs;3000SHP;EAC; d rpd6,20;Dkd2,21;s rps8,21 | ✠A1Ⓔ ✠AMS Scip;CL (Laid up) | |
| | W.B.—A.P.136t;D.B.338′1307t;D .T.27′8 / F.O.....D.B.284′1086t;D .T.27′7 | | 34t... / 78t; S. | .... F.P.109t / T.59t..... | | | | | | | | |
| 3118 / 150,266 / TPVR | **City of Victoria** / Steel / 2D;Oil fuel;Wireless;W. Bal 5BH | Scw | Br / 411.5 / P44′ | Vancouv'r / 54.1 \| 27.5 / B115′ F47′ | 3530 / 5698 | | 1920 12 | Vancouver, (J. Coughlan & Sons, Lim.) [B. C. | British Canadian Steamships (Lim.) | 3Cyl TE27,44,73x48; / 3SB;WP180lbs | | BL |
| 3119 / 220,161 / LWRD | **City of Weatherford** / Steel / 2D;Wireless;W. Bal; 7BH / Oil fuel F. P. above 150° F. C-36 | Scw | Am / 400.7 / P35′ | Pensacola / 54.2 \| 30.2 \| 32′10″ / B123′ F43′ | 3364 / 5401 / 9000 | 7′ 10½″ / 25′ 1½″ | 1920 9 | Pensacola, (Pensacola [Fla. S. B. Co.) | U. S. Shipping Board | Stm Tbn; / Westinghouse E. & M. Co; 3WTB;Oil City Boiler Wks; 8745HS;WP225lbs;3000SHP;EAC; d rpd7,25;Dkd,s rps5,26;Exmd9,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NO9,24; M.&B.S9,24;n shft7,25; Clh BB;CL | |
| | W.B.—A.P.136t;D.B.338′1307t;D .T.27′8 / F.O.....D.B.284′1086t;D .T.27′7 | | 34t... / 78t; S. | .....F.P.109t / T.59t..... | | | | | | | | |
| 3120 / 207,202 | **City of Wilmington** / Steel / 1D | Scw | Am / 192.9 | Wilmngtn / 33 \| 11.8 | 435 / 749 | | 1910 8 | Wilmington, (Harlan [Del. & Hollingsworth.) | Wilmington Steamboat Co. | 3Cyl TE19,29,44x24; / 1250IHP. | | |
| 3121 / 140,546 / JRSF | **City of Winchester** / Steel / 2D;Wireless;W. Bal 8BH | Scw | Br / 456.1 / P99′ | Liverpool / 57.9 \| 31.3 / B&F318′ | 5164 / 7981 | | 1917 10 | Newcastle, (Palmer's [Eng. Co., Lim.) | Ellerman Lines (Lim.) | Stm Tbns; / 3SB;1AuxSB;WP200lbs | | BL |
| 3122 / 147,560 / KPSL | **City of Windsor** / xKnaresbro' Steel / 2D;Wireless;W. Bal 8BH | Scw | Br / 447.5 / P38′ | London / 57.8 \| 32.1 / B210′ F92′ | 4635 / 7247 | | 1923 11 | Sunderland, (Wear [Eng. Shipyard, Ltd.) | Ellerman & Bucknalls S.S. Co. (Lim.) | 3Cyl TE26,45,78x54; / 3SB;WP230lbs | | BL |
| 3123 / 127,112 / HRLN | **City of Winnipeg** / xKansas Steel / 2D;Deep frmg;Oil fuel; Wireless;W. Bal 8BH | Scw / Sch | Br / 431.7 / P79′ | N. Shields / 54.9 \| 30.9 / B140′ F90′ | 3931 / 6113 | | 1910 8 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Ellerman & Bucknall S.S. Co. | 3Cyl TE25½,43,75x51; / 3SB;WP220lbs;590RHP | S.S.No.3,Mchtr8,23; B.S.2,26;M.S;shft drn3,26 | C |
| 3124 / 145,918 / KLTG | **City of Yokohama** / Steel / 2D;Oil fuel;Wireless;W. Bal 7BH | Scw | Br / 465.1 / P107′ | Liverpool / 58.1 \| 31.8 / B171′ F97′ | 4721 / 7341 | | 1922 3 | W. Hartlepool, Eng. (W. Gray & Co., Lim.) | Ellerman Lines (Lim.) | Stm Tbns; / 3SB;1AuxSB;WP225lbs | | BL |
| 3125 / 119,100 / VNRQ | **City of York** / Steel / 2D;Deep frmg;Wireless; W. Bal 7BH | Scw | Br / 485 / P87′ | Glasgow / 56.3 \| 32 / B170′ F90′ | 5033 / 7844 | | 1904 2 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Ellerman Lines (Lim.) | 3Cyl TE31,52,88x60; / 2DB;2SB;WP200lbs;910RHP | 2dS.S.No.2,Lvpl9,23;A.S.11,25; B.S;shft drn4,26;M.S.7,26 | C |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions: Lth. / Bth. / Dth. / Deck Erections / Mld. | Tons Net / Gross / D.W | Freeboard. / Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship-Class-Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class-Dates. Tail Shaft Drawn—Date. | Other Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3126 | **City Oil Barge No. 1** | Brg | Am | New York | 155 | | 1925 | Brooklyn, | City of | Stl;4BH | ✠A1 Oil Barge. | |
| 169,277 | 1D | | 85 | 22 \| 9.1 | 155 | | 6 | (Clinton [N. Y. Dry Docks, Inc.) | New York (Dept. of Plants & Structures.) | | Harbor Service. | |
| 3127 | **Clackamas** | Scw | Br | | 1724 | 4′ 6″ | 1920 | Portland, | W. N. | Stm Tbn; | ✠A1Ⓔ | |
| | Flr;Gtf✕ | | | | | 25′ 11″ | | | Macdonald | | ✠AMS | |
| | 2D 4BH | | 267.8 | 49.8 \| 25.6 \| 27′ 6″ | 2922 | | 1 | (Peninsula [Ore. S. B. Co.) | | Westinghouse E. & Mfg. Co; 2WTB;Puget Sound Mchy Depot; 180GS;6020HS;WP190lbs;1500SHP; EAC;clk,s dk clkg4,25;d rpd5,26 | S.S.No.1,Nflk4,25; M.S;shft drn4,25;B.S.5,26; SSP;CL |
| | C-30 | | P40′ | B69′ F43′ | 4000 | | | | | | | |
| 3128 | **Clairton** | Scw | Am | Newark | 3737 | 8′ ½″ | 1919 | Kearny, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 218,258 | Steel | | 395.5 | 55 \| 31.4 \| 34′ 11″ | 6080 | 27′ | 7 | (Federal [N. J. S. B. Co.) | ping Board | General Electric Co; 3SB;Federal S. B. Co; 8934HS;WP210lbs;2500SHP; Dkd,4 rpd10,26 | ✠AMS | |
| LRNF | 2D;Long frmg;Wireless; 7BH | | P44′ | B110′ F38′ | 9700 | | | | | | S.S.No.1,Balt5,25; M.S.5,25;B.S;shft drn5,26; SBP;CL | |
| | sub.sig;W. Bal | | | | | | | | | | | |
| | W.B.—A.P.175t;D.B.331′1518t... | | F.P.25 | 5t | | | | | | | | |
| | F.O.—A.P.163t;D.B.289′1169t;S. | T.77t; | F.P.23 | 8t | | | | | | | | |
| 3129 | **Clairton** | StW | Am | Pittsbu'gh | 290 | | 1919 | Ambridge, | Carnegie | 2-2CylC15,28x84; | | |
| 220,040 | Steel | | 147.5 | 33.4 \| 5.2 | 364 | | | (American [Pa. Bridge Co.) | Steel Co. | 4Blrs;WP200lbs;750IHP. | |
| | 2D | | | | | | | | | | | |
| 3130 | **Clan Alpine** | Scw | Br | Glasgow | 3425 | | 1918 | Greenock, | Cayzer, | 3Cyl TE27,44,73x48; | | BL |
| 141,879 | Steel | | 410.2 | 53.5 \| 28.4 | 5485 | | 4 | (Greenock [Scot. & Grangemouth Dkyd. Co., Lim.) | Irvine & Co. (Lim.) | 3SB;WP180lbs | |
| JSTW | 2D;Oil fuel;Wireless;W. Bal 7BH | | P35′ | B259′ F41′ | | | | | | | | |
| 3131 | **Clan Buchanan** | Scw | Br | Glasgow | 3288 | | 1907 | Sunderland, | Cayzer, | 3Cyl TE27½,45½,75x54; | | C |
| 124,232 | Steel | Sch | 400.1 | 52.1 \| 27.4 | 5212 | | 10 | (W. Doxford [Eng. & Sons, Lim.) | Irvine & Co. (Lim.), Mgrs. | 3SB;WP180lbs;504RHP | 2dS.S.No.1,Glas12,25;A.S.5,26; shft drn7,25;B.S.12,25; M.S.5,26 | |
| HLQT | 3D;Deep frmg;Wireless;W. Bal 7BH | | P37′ | F43′ | | | | | | | | |
| 3132 | **Clan Chattan** | Scw | Br | Glasgow | 2500 | | 1902 | Sunderland, | Cayzer, | 3Cyl TE25½,42,69x48; | | C |
| 115,711 | Steel | | 359.8 | 48.1 \| 24.4 | 3938 | | 9 | (Wm. [Eng. Doxford & Sons, Lim.) | Irvine & Co. (Lim.), Mgrs. | 2SB;WP180lbs;394RHP | 2dS.S.No.2,Glas4,21;A.S.3,26; shft drn8,23;B.S.7,25;M.S.5,26 | |
| TQKH | 3D;Deep frmg;Wireless; W. Bal 6BH | | | F48′ | | | | | | | | |
| 3133 | **Clan Keith** | Scw | Br | Glasgow | 3557 | | 1914 | Sunderland, | Cayzer, | 3Cyl TE26,43,71x48; | | BL |
| 136,654 | xHilarius xClan Keith Steel | | 385 | 52 \| 25.1 | 5712 | | 3 | (Bartram & [Eng. Sons, Lim.) | Irvine & Co. (Lim.) | 3SB;WP180lbs | | |
| JFGB | xEtonian 6BH | | | | | | | | | | | |
| | 1D;Shel dk;Wireless;W. Bal | | | | | | | | | | | |
| 3134 | **Clan Kenneth** | Scw | Br | Glasgow | 3184 | | 1909 | Pt. Glasgow, | Cayzer, | 3Cyl TE27,44,73x48; | | BL |
| 127,551 | xArdgryfe Steel | | 400 | 52 \| 27.4 | 5100 | | 9 | (Russell [Scot. & Co.) | Irvine & Co. (Lim.) | 2SB;WP180lbs | | |
| HPRL | 1D;Spar dk;Deep frmg; 6BH | | P36′ | B119′ F43′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3135 | **Clan Lamont** | Scw | Br | Glasgow | 2286 | | 1900 | Sunderland, | Cayzer, | 3Cyl TE25½,42,69x48; | | C |
| 111,280 | Steel | | 355 | 45.6 \| 24.7 | 3594 | | 8 | (Wm. [Eng. Doxford & Sons, Lim.) | Irvine & Co. (Lim.), Mgrs. | 2SB;WP180lbs;342RHP | 2dS.S.No.3,Glas10,25; A.S.10,25; n shft7,20;B.S;shft drn4,26; M.S.5,26 | |
| RTCJ | 3D;Deep frmg;Wireless;W. Bal 7BH | | F50′ | | | | | | | | | |
| 3136 | **Clan Lindsay** | Scw | Br | Glasgow | 2503 | | 1902 | Sunderland, | Cayzer, | 3Cyl TE25½,42,69x48; | | C |
| 115,704 | Steel | Sch | 360.2 | 48.1 \| 24.5 | 3945 | | 9 | (Wm. Dox- [Eng ford & Sons, Lim.) | Irvine & Co. (Lim.), Mgrs. | 2SB;WP180lbs;394RHP | 2dS.S.No.2,Glas12,24;A.S.5,26; shft drn6,25;M.&B.S.11,25 | |
| TPND | 3D;Deep frmg;Wireless;W. Bal 6BH | | F48′ | | | | | | | | | |
| 3137 | **Clan Macaulay** | Scw | Br | Glasgow | 1775 | | '99 | Glasgow, | Cayzer, | 3Cyl TE23,38,63x42; | | BL |
| 108,800 | Steel | | 326 | 40.2 \| 23.6 | 2834 | | 4 | (A. [Scot. Stephen & Sons.) | Irvine & Co. (Lim.) | 2SB;WP200lbs | | |
| RBGS | 2D;Web frms;Wireless;W. Bal 6BH | | P28′ | B100′ F35′ | | | | | | | | |
| 3138 | **Clan Macbean** | Scw | Br | Glasgow | 3082 | | 1918 | Sunderland, | Cayzer, | 3Cyl TE27,45,75x48; | | BL |
| 141,876 | Steel | | 400 | 52.4 \| 28 | 5052 | | 3 | (Bartram [Eng. & Sons, Lim.) | Irvine & Co. (Lim.) | 3SB;WP180lbs | | |
| JSKQ | Oil fuel;W. Bal;Wireless 6BH | | P36′ | B118′ F40′ | | | | | | | | |
| 3139 | **Clan Macbeth** | Scw | Br | Glasgow | 2878 | | 1913 | Sunderland, | Cayzer, | 3Cyl TE25½,42,70x48; | | BL |
| 133,120 | Steel | | 385 | 51.7 \| 27.4 | 4660 | | 5 | (Sir J. [Eng. Laing & Sons, Lim.) | Irvine & Co. (Lim.) | 3SB;WP180lbs | | |
| JCGV | 2D;Web frms;Long. frmg; 6BH | | P38′ | B119′ F44′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3140 | **Clan Macbrayne** | Scw | Br | Glasgow | 2978 | | 1916 | Stockton, | Cayzer, | 3Cyl TE 26,43,71x48; | | BL |
| 137,811 | Steel | | | Reg. Dimensions. Lth. \| Bth. \| Dth. | 4818 | | 4 | (Ropner [Eng. | Irvine & Co. | 3SB;WP180lbs | | |
| JMNR | 2D;Wireless;W. Bal 6BH | | 390 | 50.5 \| 28 | | | | & Sons, Lim.) | (Lim.) | | | |
| | | | P38′ | B115′ F37′ | | | | | | | | |
| 3141 | **Clan Macbride** | Scw | Br | Glasgow | 3009 | | 1912 | Stockton, | Cayzer, | 3Cyl TE 26,43,71x48; | | BL |
| 133,087 | Steel | Sch | 390 | 50.5 \| 27.9 | 4886 | | 12 | (Ropner [Eng. | Irvine & Co. | 3SB;WP180lbs | | |
| JBHS | 2D;Wireless;W. Bal 6BH | | P30′ | B115′ F37′ | | | | & Sons, Lim.) | (Lim.) | | | |
| 3142 | **Clan Macgillivray** | Scw | Br | Glasgow | 4075 | | 1911 | Newcastle, | Cayzer, | 3Cyl TE 29,49,80x60; | | C |
| 129,596 | Steel | | 430.6 | 53.6 \| 34.6 | 6447 | | 9 | (W. G. [Eng. | Irvine & Co. | 3SB;WP200lbs;670RHP | 2dS.S.No.3,Glas1,24;A.S.2,26; | |
| HTJQ | 3D;Deep frmg;Oil fuel; 7BH | | | | | | | Armstrong, Whit- | (Lim.), Mgrs. | | B.S.9,25;M.S;shft drn 3,26 | |
| | Wireless;W. Bal | | | | | | | worth & Co., Lim.) | | | | |
| 3143 | **Clan Macilwraith** | Scw | Br | Glasgow | 2928 | | 1924 | Greenock, | Cayzer, | 3Cyl TE 27,44,73x48; | | BL |
| 147,931 | Steel | | 387.4 | 52.2 \| 27.6 | 4958 | | 11 | (Greenock [Scot. | Irvine & Co. | 3SB;WP180lbs | | |
| KRSN | 2D;Oil fuel;Wireless;W. Bal 7BH | | P45′ | B119′ F40′ | | | | Dkyd. Co., Lim.) | (Lim.) | | | |
| 3144 | **Clan Macindoe** | Scw | Br | Glasgow | 2775 | | 1920 | Pt. Glasgow, | Cayzer, | 3Cyl TE 27,44,73x48; | | BL |
| 144,233 | Steel | | 384.8 | 52 \| 26.5 | 4635 | | 12 | (Lithgows, [Scot. | Irvine & Co. | 3SB;WP180lbs | | |
| KHLG | 2D;W. Bal;Oil fuel;Wireless 7BH | | P49′ | B113′ F38′ | | | | Lim.) | (Lim.) | | | |
| 3145 | **Clan MacInnes** | Scw | Br | Glasgow | 2826 | | 1920 | Pt. Glasgow, | Cayzer, | 3Cyl TE 27,44,73x48; | | BL |
| 141,940 | Steel | | 384.8 | 52 \| 26.7 | 4672 | | 1 | (Lithgows, [Scot. | Irvine & Co. | 3SB;WP180lbs | | |
| KDLH | 2D;Wireless; W. Bal 7BH | | P49′ | B113′ F38′ | | | | Lim.) | (Lim.) | | | |
| 3146 | **Clan Macintosh** | Scw | Br | Glasgow | 3043 | | 1906 | W. Hartle- | Cayzer, | 3Cyl TE 26,43,71x48; | | BL |
| 121,290 | Steel | | 400 | 51 \| 27.2 | 4774 | | 1 | pool, Eng. | Irvine & Co. | 2SB;WP200lbs | | |
| HFLJ | 2D;Deep frmg;Wireless; 7BH | | P36′ | B129′ F40′ | | | | (Furness, Withy | (Lim.) | | | |
| | W. Bal | | | | | | | & Co., Lim.) | | | | |
| 3147 | **Clan Macintyre** | Scw | Br | Glasgow | 3053 | | 1903 | W. Hartlpl, | Cayzer, | 3Cyl TE 26,43,71x48; | | BL |
| 115,775 | Steel | Sch | 395.5 | 51.1 \| 27.3 | 4807 | | 7 | (Furness, [Eng. | Irvine & Co. | 2SB;WP200lbs;452NHP | | |
| VCRP | 2D;Deep frmg;Wireless;W. Bal 6BH | | P39′ | B111′ F40′ | | | | Withy & Co., | (Lim.) | | | |
| | | | | | | | | Lim.) | | | | |
| 3148 | **Clan Maciver** | Scw | Br | Glasgow | 2751 | | 1921 | Pt. Glasgow, | Cayzer, | 3Cyl TE 27,44,73x48; | | BL |
| 144,253 | Steel | | 384.8 | 52 \| 26.5 | 4606 | | 6 | (Lithgows, [Scot. | Irvine & Co. | 3SB;WP180lbs | | |
| KJDT | 2D;Oil fuel;W. Bal;Wireless 7BH | | P49′ | B113′ F38′ | | | | Lim.) | (Lim.) | | | |
| 3149 | **Clan Mackay** | Scw | Br | London | 3205 | | 1913 | Sunderland, | Cayzer, | 3Cyl TE 27,44,75x54; | | BL |
| 136,793 | xHuntscraft xSudmark Steel | | 420 | 54.1 \| 26.3 | 5182 | | 7 | (W. Doxford [Eng | Irvine & Co. | 3SB;WP180lbs | | |
| JKGF | 2D;Shel dk;Wireless;W. Bal 6BH | | | | | | | & Sons, Lim.) | (Lim.) | | | |
| 3150 | **Clan Mackellar** | Scw | Br | Glasgow | 4682 | | 1913 | Newcastle, | Cayzer, | 3Cyl TE 28,46½,78x54; | | BL |
| 133,105 | Steel | | 410.2 | 52 \| 27.9 | 6382 | | 3 | (Northum- [Eng. | Irvine & Co. | 3SB;WP200lbs | | |
| JBSC | 2D;Shel dk;Wireless;W. Bal 6BH | | | | | | | berland S. B. Co., | (Lim.) | | | |
| | | | | | | | | Lim.) | | | | |
| 3151 | **Clan Mackenzie** | Scw | Br | Glasgow | 4142 | | 1917 | Newcastle, | Cayzer, | 3Cyl TE 27,44,73x48; | | BL |
| 137,849 | Steel | | 420.1 | 53.4 \| 36.3 | 6544 | | 6 | (North- [Eng. | Irvine & Co. | 3SB;WP180lbs | | |
| JQDF | 2D;Shel dk;Wireless;W. Bal 7BH | | F34′ | | | | | umberland S. B. | (Lim.) | | | |
| | | | | | | | | Co.) | | | | |
| 3152 | **Clan Mackinlay** | Scw | Br | Glasgow | 3994 | | 1918 | Pt. Glasgow, | Cayzer, | 3Cyl TE 29,47,78x54; | | BL |
| 141,890 | Steel | | 420 | 54.5 \| 34 | 6418 | | 11 | (W. [Scot. | Irvine & Co. | 4SB;WP180lbs | | |
| JVSB | 2D;Shel dk;Long. frmg; 7BH | | | | | | | Hamilton & Co., | (Lim.) | | | |
| | Oil in bulk;Oil fuel;Web frms; | | | | | | | Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3153 | **Clan MacInnon** | Scw | Br | Glasgow | 3049 | | 1903 | Dumbarton, | Cayzer, | 3Cyl TE 26,43,71x48; | | BL |
| 115,746 | Steel | Sch | 395.4 | 50.9 \| 27 | 4788 | | 3 | (W. [Scot. | Irvine & Co. | 2SB;WP200lbs | | |
| TVMD | 2D;Deep frmg;Wireless;W. Bal 6BH | | P40′ | B110′ F38′ | | | | Denny & Bros.) | (Lim.) | | | |
| 3154 | **Clan Macnab** | Scw | Br | Glasgow | 3816 | | 1920 | Irvine, | Cayzer, | 3Cyl TE 27½,45½,75x54; | | BL |
| 144,229 | Steel | | 410.6 | 53.3 \| 33.4 | 6114 | | 12 | (Ayrshire [Scot. | Irvine & Co. | 3SB;WP200lbs | | |
| KHJD | 2D;Oil fuel;Wireless;W. Bal 7BH | | F44′ | B60′ | | | | Dkyd. Co., Lim.) | (Lim.) | | | |
| 3155 | **Clan Macnair** | Scw | Br | Glasgow | 3727 | | 1921 | Irvine, | Cayzer, | 3Cyl TE 27,45,75x54; | | BL |
| 144,259 | Steel | | 410.7 | 53.3 \| 33.4 | 6094 | | 10 | (Ayrshire [Scot. | Irvine & Co. | 3SB;WP200lbs | | |
| KJGD | 2D;Wireless;Oil fuel;W. Bal 7BH | | B60′ | F44′ | | | | Dkyd. Co., Lim.) | (Lim.) | | | |
| 3156 | **Clan Macneil** | Scw | Br | Glasgow | 3788 | | 1922 | Irvine, | Cayzer, | 3Cyl TE 27½,45½,75x54; | | BL |
| 146,281 | Steel | | 410.5 | 53.3 \| 33.4 | 6111 | | 2 | (Ayrshire [Scot. | Irvine & Co. | 3SB;WP200lbs | | |
| KLRC | 2D;Oil fuel;Wireless;W. Bal 6BH | | B60′ | F44′ | | | | Dkyd. Co., Lim.) | (Lim.) | | | |
| 3157 | **Clan Macphee** | Scw | Br | Glasgow | 3215 | | 1911 | W. Hartle- | Cayzer, | 3Cyl TE 29,49,80x60; | | C |
| 129,578 | Steel | | 430 | 53.5 \| 26.4 | 5177 | | 6 | pool, Eng. | Irvine & Co. | 3SB;WP200lbs;857RHP. | S.S.No.3,Glas5,23;A.S.6,26; | |
| HSVQ | 3D;Shel dk;Deep frmg; 6BH | | | | | | | (Irvine's S. B. & | (Lim.), Mgrs. | | shft drn8,24;M.&B.S.8,25 | |
| | Oil fuel;Wireless;W. Bal | | | | | | | D.D. Co., Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3158 | **Clan Macquarrie** | Scw | Br | Glasgow | 4077 | | 1913 | Glasgow, | Cayzer, | 3Cyl TE29,49,80x60; | | C |
| 133,157 | Steel | | 429.2 | 53.7 \| 34.6 | 6438 | | 11 | (A. Stephen & Sons, Lim.) [Scot. | Irvine & Co. (Lim.), Mgrs. | 3SB;WP200lbs;670RHP. | S.S.No.2,Glas4,22;A.S.1.26; | |
| JDHL | 3D;Shel dk;Deep frmg; Oil fuel;Wireless;W. Bal 7BH | | | | | | | | | | n shft9,20;shft drn2,24; M.&B.S.1,26 | |
| 3159 | **Clan Mactaggart** | Scw | Br | Glasgow | 4776 | | 1920 | Irvine, | Cayzer, | Stm Tbns; | | BL |
| 144,223 | Steel | | 452.7 | 57.7 \| 35.2 | 7603 | | 11 | (Ayrshire [Scot. Dkyd. Co., Lim.) | Irvine & Co. (Lim.) | 4SB;WP200lbs | | |
| KHBJ | 2D;Oil fuel;Wireless;W. Bal 7BH | | B69′ | F38′ | | | | | | | | |
| 3160 | **Clan Mactavish** | Scw | Br | Glasgow | 4765 | | 1921 | Irvine, | Cayzer, | Stm Tbns; | | BL |
| 144,252 | Steel | | 452.6 | 57.7 \| 29.6 | 7619 | | 5 | (Ayrshire [Scot. Dkyd. Co., Lim.) | Irvine & Co. (Lim.) | 4SB;WP200lbs | | |
| KJFP | 2D;Oil fuel;Wireless;W. Bal 7BH | | B69′ | F38′ | | | | | | | | |
| 3161 | **Clan Macvicar** | Scw | Br | Glasgow | 3621 | | 1918 | Newcastle, | Cayzer, | 3Cyl TE27,45,75x51; | | BL |
| 141,878 | Steel | | 400.1 | 53 \| 32.8 | 5815 | | 3 | (Northum- [Eng. berland S. B. Co., Lim.) | Irvine & Co. (Lim.) | 3SB;WP180lbs | | |
| JSTP | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | | | | | |
| 3162 | **Clan Macwhirter** | Scw | Br | Glasgow | 3757 | | 1918 | Glasgow, | Cayzer, | 3Cyl TE27,45,75x48; | | BL |
| 142,598 | xWillcasino xHaltzones Steel | | 424.4 | 55.8 \| 28.8 | 5996 | | 7 | (Lloyd [Scot Royal Belge.) | Irvine & Co. (Lim.) | 3SB;WP180lbs | | |
| JVBM | 2D;Long. frmg; Wireless;W. Bal 6BH | | P44′ | B254′ F44′ | | | | | | | | |
| 3163 | **Clan Macwilliam** | Scw | Br | Glasgow | 3744 | | 1918 | Greenock, | Cayzer, | 3Cyl TE27,44,73x48; | | BL |
| 141,892 | Steel | | 423.3 | 55.9 \| 28.8 | 6086 | | 12 | (Greenock [Scot. & Grangemouth Dkyd. Co., Lim.) | Irvine & Co. (Lim.) | 3SB;WP180lbs | | |
| JVWC | 2D;Oil fuel;Long. frmg; Wireless;W. Bal 7BH | | P50′ | B & F 340′ | | | | | | | | |
| 3164 | **Clan Malcolm** | Scw | Br | Glasgow | 3724 | | 1917 | Stockton, | Cayzer, | 3Cyl TE28,46,75x51; | | C |
| 137,837 | Steel | | 405.1 | 53.3 \| 33.5 | 5994 | | 4 | (Craig, [Eng. Taylor & Co.) | Irvine & Co. (Lim.), Mgrs. | 3SB;WP180lbs;Dkd9,24 | S.S.No.2,Glas5,25;A.S.4,26; | |
| JPFW | 3D;Web frms;Wireless;W. Bal 7BH | | | | | | | | | | n shft11,19; M.&B.S;shft drn4,26 | |
| 3165 | **Clan Matheson** | Scw | Br | Glasgow | 3453 | | 1919 | Pt. Glasgow, | Cayzer, | 3Cyl TE27,44,73x48; | | BL |
| 141,896 | Steel | | 397.1 | 51.4 \| 34 | 5613 | | 4 | (W. [Scot. Hamilton & Co., Lim.) | Irvine & Co. (Lim.) | 3SB;WP180lbs | | |
| JWPR | 2D;Shel dk;Oil fuel;Wireless; W. Bal 7BH | | | | | | | | | | | |
| 3166 | **Clan Monroe** | Scw | Br | Glasgow | 3674 | | 1918 | Irvine, | Cayzer, | 3Cyl TE27½,45½,75x54; | | C |
| 141,882 | Steel | | 409.6 | 53.4 \| 33.5 | 5919 | | 6 | (Ayrshire [Eng. Dkyd. Co., Lim.) | Irvine & Co. (Lim.) | 3SB;WP200lbs | S.S.No.1,Glas5,22; | |
| JTNK | 2D;Awng dk;Oil fuel;W. Bal 7BH | | | | | | | | | | M.&B.S;shft drn5,25 | |
| 3167 | **Clan Morrison** | Scw | Br | Glasgow | 3698 | | 1918 | Irvine, | Cayzer, | 3Cyl TE27,45,75x54; | | C |
| 141,877 | Steel | | 409.6 | 53.5 \| 33.5 | 5931 | | 3 | (Ayrshire [Eng. Dkyd. Co., Lim.) | Irvine & Co. (Lim.), Mgrs. | 3SB;WP200lbs | S.S.No.1,Glas5,22;A.S.6,26; | |
| JSPV | 3D;Wireless;W. Bal 7BH | | | | | | | | | | M.&B.S;shft drn6,26 | |
| 3168 | **Clan Murdock** | Scw | Br | Glasgow | 3683 | | 1919 | Irvine, | Cayzer, | 3Cyl TE27,45,75x54; | | BL |
| 141,911 | Steel | | 409.6 | 53.5 \| 33.5 | 5930 | | 7 | (Ayrshire [Eng. Dkyd. Co., Lim.) | Irvine & Co. (Lim.) | 3SB;WP200lbs | | |
| KBSL | 2D;Wireless;Oil fuel;W.Bal 7BH | | | | | | | | | | | |
| 3169 | **Clan Murray** | Scw | Br | Glasgow | 3678 | | 1919 | Irvine, | Cayzer, | 3Cyl TE27,45,75x54; | | C |
| 141,894 | Steel | | 409.5 | 53.5 \| 33.5 | 5926 | | 1 | (Ayrshire [Eng Dkyd. Co., Lim.) | Irvine & Co. (Lim.), Mgrs. | 3SB;WP200lbs;Dkd8.26 | S.S.No.1,Glas1,23;A.S.3,26; | |
| JWDT | 3D;W. Bal;Wireless;Oil fuel 7BH | | | | | | | | | | shft drn3,25;M.&B.S.3,26 | |
| 3170 | **Clan Ogilvy** | Scw | Br | Glasgow | 3716 | | 1914 | Sunderland, | Cayzer, | 3Cyl TE27,45,75x54; | | C |
| 137,782 | Steel | | 430.5 | 54.2 \| 29.4 | 5909 | | 12 | (W. Doxford [Eng. & Sons, Lim.) | Irvine & Co. (Lim.), Mgrs. | 3SB;WP200lbs | S.S.No.2,Glas12,22; | |
| JHLQ | 2D;Deep frmg;W. Bal;Wireless 7BH | | P41′ | B141′ F43′ | | | | | | | B.S.10,25;M.S;shft drn5,26 | |
| 3171 | **Clan Ranald** | Scw | Br | Glasgow | 3446 | | 1917 | Glasgow, | Cayzer, | 3Cyl TE27,44,73x48; | | BL |
| 137,833 | Steel | | 409.1 | 54 \| 28.9 | 5503 | | 3 | (Napier [Scot. & Miller, Lim.) | Irvine & Co. (Lim.) | 3SB;WP180lbs | | |
| JPBD | 2D;Wireless;W. Bal 6BH | | P49′ | B120′ F41′ | | | | | | | | |
| 3172 | **Clan Ross** | Scw | Br | Glasgow | 3757 | | 1914 | Wallsend, | Cayzer, | 3Cyl TE27,45,75x54; | | C |
| 136,330 | Steel | | 430 | 54.3 \| 29.5 | 5971 | | 10 | (Swan, [Eng. Hunter & Wigham Richardson, Lim.) | Irvine & Co. (Lim.), Mgrs. | 3SB;WP200lbs;Dkd,s rps12,25 | S.S.No.2,Glas9,22;A.S.6.26; | |
| JHBM | 2D;Deep frmg;Wireless;W. Bal 6BH | | P40′ | B136′ F44′ | | | | | | | shft drn7,24;M.&B.S.7,26 | |
| 3173 | **Clan Sinclair** | Scw | Br | Glasgow | 3291 | | 1907 | Sunderland, | Cayzer, | 3Cyl TE27½,45½,75x54; | | C |
| 124,222 | Steel | | 400.1 | 52.1 \| 27.5 | 5215 | | 10 | (Wm. [Eng. Doxford & Sons, Lim.) | Irvine & Co. (Lim.), Mgrs. | 3SB;WP180lbs:504RHP;Dkd,s rps1,26 | 2dS.S.No.1,Glas3,22; | |
| HLMT | 3D;Deep frmg;Wireless; W. Bal 7BH | | P37′ | F43′ | | | | | | | shft drn8,25;M.&B.S.1,26 | |
| 3174 | **Clan Skene** | Scw | Br | Glasgow | 3222 | | 1919 | Glasgow, | Cayzer, | 3Cyl TE27,44,73x48; | | BL |
| 141,893 | xHalocrates xClan Skene Steel | | 401 | 52.3 \| 28.5 | 5257 | | 1 | (C. Connell [Scot. & Co., Lim.) | Irvine & Co. (Lim.) | 3SB;WP180lbs | | |
| | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | | | | | |
| 3175 | **Clan Stuart** | Scw | Br | Glasgow | 3639 | | 1916 | Pt. Glasgow, | Cayzer, | 3Cyl TE27,44,73x48; | | BL |
| 137,827 | Steel | | 423.5 | 56 \| 28.7 | 5775 | | 10 | (Russell [Scot. & Co., Lim.) | Irvine & Co. (Lim.) | 3SB;WP180lbs | | |
| JNKS | 2D;Oil fuel;Wireless;W. Bal 6BH | | P38′ | B123′ F43′ | | | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3176 | **Clan Urquhart** | Scw | Br | Glasgow | 3757 | | '99 | Sunderland, | Cayzer, | 3CylTE27½,45½,75x60; | | C |
| 111,219 | Steel | Sch | 440 | 51.6 \| 28.9 | 5855 | | 10 | (W. Dox- [Eng. | Irvine & Co. | 3SB;WP180lbs;477RHP | | |
| RHWV | 3D;Deep frmg;Wireless; 7BH | | F57′ | | | | | ford & Sons, Lim.) | (Lim.), Mgrs. | | 2dS.S.No.3,Glas3,25;A.S.2,26; | |
| | W. Bal | | | | | | | | | | n shft1,21;shft drn5,24; | |
| | | | | | | | | | | | B.S.9,25;M.S.5,26 | |
| 3177 | **Clara** | Scw | It | Trieste | 3731 | | 1922 | Monfalcone, | Cosulich | 3CylTE26,42,70x48; | | I |
| 611 | Steel | | 401 | 54.2 \| 30.2 | 6131 | | 11 | (Cant. [It. | Soc. Triestino | 3SB;WP180lbs | | |
| NJFR | 2D;Web frms;Oil fuel;Wireless; 7BH | | P36′ | B124′ F44′ | | | | Nav. Triestino) | de Nav. | | | |
| | W. Bal | | | | | | | | | | | |
| 3178 | **Clara B. Creaser** | Sch | Br | La Have | 114 | | 1920 | Shelburne, | H. Creaser | Wd | | |
| 141,632 | | | 127.1 | 26.6 \| 10.4 | 172 | | | (McKay [N. S | | | | |
| | 1D | | | | | | | S. B. Co., Lim.) | | | | |
| 3179 | **Clara Camus** | Scw | It | Trieste | 4416 | | 1920 | Trieste, | Nav. Gen. | 3CylTE27,45,75x48; | | I |
| 581 | Steel | | 435 | 54 \| 27.9 | 7048 | | 4 | (Stabilimento [It. | Gerolimich & Co. | 3SB;WP180lbs | | |
| VJGC | 2D;W. Bal 7BH | | P42′ | B279′ F43′ | | | | Tecnico Triestino.) | | | | |
| 3180 | **Clara Carmen** | Sch | Vnz | P'to Sucae | 105 | | 1918 | Curacao, | Victor | Wd;Gif | | |
| | | | 72 | 24 \| 10 | 114 | | | (H. S. [Vnz | Vasquez | | | |
| | 1D | | | | | | | Martyn.) | | | | |
| 3181 | **Clara Mattheu** | Scw | Nic | Bluefields | 278 | | '91 | Dantzig, | Nicaragua | 3CylTE13,21 1/16,35 7/16x25 5/16; | | V |
| | xNesta-Williams Steel | | 173 | 25.4 \| 11.2 | 489 | | rb'19 | (J. W. | Fruit S.S. | 1SB;WP170lbs;360IHP. | | |
| | 1D;W. Bal 5BH | | | | | | | Klawitter.) | Co. (Lim.) | | | |
| 3182 | **Clare** | Scw | Am | New York | 2139 | | 1915 | Sparrows Pt. | A. H. Bull | 3CylTE22,37½,60x42; | | BL |
| 213,833 | Steel | | 327.2 | 46.2 \| 22.9 | 3372 | | 12 | (Maryland [Md. | S.S. Co | 2SB;WP190lbs;1500IHP | | |
| LFRJ | 2D;Oil fuel;Web frms; 5BH | | P35′ | B98′ F38′ | | | | Steel Co.) | | | | |
| | Long. frmg;SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 3183 | **Claremont** | Scw | Br | Montreal | 829 | | 1910 | Toledo, | Scott | 3CylTE17¼,27½,43x30; | 100(GL) | |
| 140,270 | xBayersher xPort de Caen Steel | | 220 | 40 \| 17 | 1430 | | | (Toledo [Ohio | Misner | 2SB;WP170lbs;800IHP. | P.S.4,26 | |
| | 1D | | | | | | | S. B. Co.) | | | | |
| 3184 | **Claremont** | Scw | Am | San Fran. | 712 | | 1917 | Aberdeen, | Hart-Wood | 3CylTE14,23,40x30; | ✠A1 | |
| 215,907 | Fir,Hw;If | | 225.5 | 43 \| 16.2 | 1291 | | 12 | (Mathews [Wash. | Lumber Co. | Union Iron Wks; | AMS | |
| LJNF | 1D; 2BH | | | | 2000 | | | S. B. Co.) | | 2WTB;Union Iron Wks; | S.S No.2,SanF11,24; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | 3160HS;WP250lbs;800IHP; | n shft4,20;M.S.11,24; | |
| | | | | | | | | | | EAC:DB:d rpd,clk a11,23; | B.S;shft drn10,25;SBP | |
| | | | | | | | | | | tr clkg a11,24;s rps,s b clkg10,25 | | |
| 3185 | **Claremont** | Scw | Am | San Fran. | 774 | | 1907 | Alameda, | Key System | 2-2CylC20,42x28; | | |
| 203,912 | Wood | F. B. | 189 | 38 \| 19 | 1138 | | | (Dickie [Cal. | Transit Co. | 2Blrs;WP200lbs;2400IHP. | | |
| | 1D | | | | | | | & Sons.) | | | | |
| 3186 | **Claremont** | Scw | Am | New York | 30 | | 1919 | Sturgeon | Lehigh | 2CylC18,38x26; | ✠ — — | |
| 219,145 | xOx O,F,Gif | | 95.5 | 24.7 \| 12.2 | 177 | | 12 | Bay, Wis. | Valley R.R. Co. | 1SB;WP155lbs;450IHP. | ✠ — — | |
| LTKV | 1D 1BH | | | | | | | (Leatham & Smith | | | Cancelled1,23 | |
| | | | | | | | | Towing & | | | | |
| | | | | | | | | Wrecking Co.) | | | | |
| 3187 | **Clarence A. Black** | Scw | Am | Duluth | 2155 | | '98 | Lorain, | Pittsburg | 3CylTE22,35,58x40; | | |
| 127,300 | Steel | | 413.4 | 50.2 \| 24.5 | 4150 | | 10 | (Cleve- [Ohio | S.S. Co. | 3SB;WP165lbs;1200IHP | | |
| | 1D;B;SUB.SIG;Mchy aft;W. Bal 3BH | | | | | | rb'22 | land S. B. Co.) | | | | |
| 3188 | **Clarence A. Holland** | Sch | Am | Crisfield | 179 | | '93 | Bethel, | R. B. White | O;Gif | | |
| 126,984 | | | 126.5 | 23.9 \| 8.2 | 200 | | S | (John [Del. | | | | |
| KLSB | 1D | | | | | | | | N. C. Moore.) | | | |
| 3189 | **Clarence J. Fillmore** | Brg | Am | Bay City | 389 | | '89 | W. Bay City, | E. B. Foss | Wd | 90CF(GL) | |
| 126,550 | | | 161 | 31 \| 10.3 | 410 | | | (F. W. [Mich. | & Co. | | P.S.4,26 | |
| | 1D | | | | | | | Wheeler & Co.) | | | | |
| 3190 | **Clarendon** | Scw | Br | Manchstr | 4 | | 1909 | Dumbarton, | Manchester | 2CylC18,36x27; | | |
| 126,490 | xJ. O. Gravel Steel | | 94.5 | 24 \| 12.6 | 197 | | | (A. [Scot. | Ship Canal Co. | 1SB;WP130lbs;500IHP. | | |
| | 1D;W. Bal 8BH | | | | | | | McMillan & Sons, | | | | |
| | | | | | | | | Lim.) | | | | |
| 3191 | **Clarissa Radcliffe** | Scw | Br | London | 3501 | | 1915 | Stockton, | E. Thomas | 3CylTE28,46,75x48; | | BL |
| 139,099 | xGwent Steel | | 415 | 55.5 \| 26.7 | 5754 | | 11 | (Craig, [Eng. | Radcliffe & Co., | 3SB;WP180lbs | | |
| JMBW | 1D;Wireless;W. Bal 7BH | | P45′ | B & F321′ | | | | Taylor & Co.,Lim.) | Mgrs. | | | |
| 3192 | **Clark L. Corkum** | Sch | Br | Nassau | 92 | | 1914 | La Have, | A. Snow | Wd; | | |
| 134,405 | | Aux | 86 | 23.8 \| 9.9 | 106 | | | (N. Rafuse.) [N. S. | | 3CylOilEng6x6½ | | |
| | 1D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3193 | **Clark Mills** | Scw | Am | Newark | 2000 | 5′ 9″ | 1919 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,946 | Steel | | 324 | 46.2 \| 25 | 3283 | 22′ 11″ | 10 | (Submarine [N. J. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LSWP | 1D;Wireless; 7BH | | | \| 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | SUB.SIG;W. Bal; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | 1BH to 2d dk | | | | | | | | | d rpd6,20;Dkd3,21;s rps9,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′394 | t..... | ...F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T | .20′368 | t;S.T.3 | 1t;F.P.104t | | | | | | | | |
| 3194 | **Clarksburg** | Brg | Am | Baltimore | 305 | | 1916 | Mariners' | Baltimore | Wd | | |
| 166,246 | | | 79.9 | 27.9 \| 6.6 | 305 | | | Harbor, N. Y. | & Ohio R.R. Co. | | | |
| | 1D | | | | | | | (Staten Island | | | | |
| | | | | | | | | S. B. Co.) | | | | |
| 3195 | **Claude Chappe** | Scw | Fr | Saigon | 2301 | | 1909 | Newcastle, | Cie. des | 2-3Cyl TE22½,37,60x42; | | |
| | xPatris Steel | Twin | 370 | 47 \| 23.9 | 4394 | | 3 | (North- [Eng. | Messageries | 4SB;WP170lbs | | |
| OUFL | 2D;Shel dk;Deep frmg; 8BH | | | | | | | umberland S. B. | Maritimes | | | |
| | Wireless;W. Bal | | | | | | | Co., Lim.) | | | | |
| 3196 | **Claudegallus** | Scw | Fr | Marseilles | 1207 | | 1918 | Port Arthur, | Cie. | 3Cyl TE20,33,54x40; | | BL |
| | xWar Isis Steel | | 251 | 43.8 \| 21.6 | 1979 | | 5 | (Port [Ont. | Nationale de Nav. | 2SB;WP190lbs | | |
| OERM | 1D;Wireless;W. Bal 4BH | | P27′ | 878′ F27′ | | | | Arthur S. B. Co., | | | | |
| | | | | | | | | Lim.) | | | | |
| 3197 | **Claudia** | Bk | Dan | Marstal | 965 | | '84 | Hamburg, | R. K. Bager | I;3BH | | V |
| | xPestalozzi | | 206.6 | 34.2 \| 19.6 | 1057 | | 9 | (Blohm [Ger. | | | | |
| NBHP | 1D | | | F28′ | | | | & Voss.) | | | | |
| 3198 | **Claudia** | Sch | Am | Gloucester | 79 | | 1902 | Gloucester, | Antone F. | O,YP;Icf | | |
| 127,692 | | | 97 | 24.6 \| 10.4 | 118 | | 9 | Mass. | Silvia | | | |
| 3199 | **Claudia M** | Scw | Brz | San Paulo | 1982 | | '99 | Muggiano, | Soc. | 3Cyl TE21½,35,59x39, | | |
| | xAntonietta Accame Steel | | 346 | 47.2 \| 16.2 | 3249 | | 10 | (Cant. Nav. [It. | Paulista de Nav. | 2SB;WP180lbs | | |
| HSBC | 1D;Spar dk;Web frms; 6BH | | P37′ | B106′ F29′ | | | | di Muggiano.) | Matarazzo (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3200 | **Claudine** | Scw | Am | Honolulu | 615 | | '90 | Glasgow, | Inter Island | 3Cyl TE18,29,48x30; | | |
| 127,431 | Steel | | 178.6 | 32 \| 15.1 | 846 | | 4 | (Napier, [Scot. | S. N. Co. | 5SB;WP165lbs;1000IHP. | | |
| KPWG | 2D;W. Bal | | | | | | | Shanks & Bell.) | | | | |
| 3201 | **Claudio** | Scw | Sp | Bilbao | 1540 | | '94 | W. Hartle- | Cia. Nav. | 3Cyl TE22,35,59x39; | | BL |
| | xLady Gray Steel | Sch | 300 | 40 \| 18.5 | 2588 | | 9 | pool, Eng. | Euzkera | 2SB;WP160lbs | | |
| HGRB | 1D;Web frms; 5BH | | P27′ | | | | | (W. Gray & Co., | | | | |
| | W. Bal;Wireless | | | | | | | Lim.) | | | | |
| 3202 | **Claus Hinrich Carstens** | Sch | Ger | Hamburg | 109 | | 1909 | Waterhuizen | Johannes | Stl;2BH; | | G |
| | xPirat xHans | Aux | 92.9 | 22.1 \| 9.2 | 152 | | 11 | (J. J. | Carstens | 2Cyl Oil Eng 12⅜x12⅜; | | |
| RQHG | 1D | | | | | | | Pattje & Zn.) | | | | |
| 3203 | **Claus Horn** | Scw | Ger | Flensburg | 2073 | | 1922 | Kiel, | H. C. Horn | 3Cyl TE23,38,62x41; | | G |
| | xNord Friesland Steel | | 289.8 | 47 \| 26.6 | 3368 | | 5 | (Fried. [Ger. | | 2SB;WP199lbs | | |
| LNBM | 2D;Oil fuel;SUB.SIG; 1BH | | F32′ | | | | | Krupp, A. G.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3204 | **Claus Rickmers** | Scw | Ger | Hamburg | 3159 | | 1923 | Wesermunde | Rickmers | 3Cyl TE28⅛,45,74x53; | | G |
| | Steel | | 401.5 | 53.2 \| 27.5 | 5165 | | 12 | (Nordd [Ger. | Rhederei A. G. | 3Birs | | |
| RDVL | 2D;SUB.SIG;Wireless;W. Bal 6BH | | P50′ | B133′ F42′ | | | | Werft m. b. H.) | | | | |
| 3205 | **Clauseus** | Scw | Am | New York | 3417 | | 1919 | Portland, | Planet S.S. | 3Cyl TE24½,41½,72x48; | | BL |
| 219,284 | Steel | | 410.8 | 54.2 \| 27.7 | 5549 | | 12 | (Northwest [Ore. | Corp. | 3SB;WP210lbs;2800IHP. | | |
| LTVJ | 2D;Oil fuel;Wireless;W. Bal 7BH | | P44′ | B115′ F47′ | | | | Steel Co.) | | | | |
| 3206 | **Clavarack** | Scw | Am | Phila. | 3453 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,184 | Steel | | 390 | 54.2 \| 27.8 | 5590 | 24′ 5″ | 11 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LTNK | 2D;SUB.SIG;Wireless;W. Bal; 8BH | | | \| 32′ | 7840 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,Mbl2,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | n shft5,21;M.S.2,24; | |
| | | | | | | | | | | Dkd,d rpd5,26;Exmd10,26 | shft drn6,25;B.S.1,26; | |
| | | | | | | | | | | | Clh BB;CL | |
| | | | | | | | | | | | (Laid up) | |
| | W.B.—A.P.100t;D.B.284′1380t... | ..... | ....D. | T.36′892t;F.P.1 | 44t | | | | | | | |
| | F.O.....D.B.257′1162t;S. | T.14′ 1 | 29t... | ..... | ... | | | | | | | |
| 3207 | **Clavo** | Bk | Urg | Mntevdeo | 797 | | '76 | Pt. Glasgow, | H. E. | I;1BH | | |
| | xLiv | | 197.6 | 32.6 \| 19.4 | 873 | | 4 | (R. [Scot. | Wolden | | | |
| | 2D | | F33′ | | | | | Duncan | | | | |
| | | | | | | | | & Co.) | | | | |
| 3208 | **Clayton** | Scw | Br | Cardiff | 1310 | | 1909 | Sunderland, | Claymore | 3Cyl TE21,35,58x39; | | BL |
| 128,495 | xPelica Steel | | 286 | 43.3 \| 18.7 | 2144 | | 6 | (W. Pickers- [Eng. | Shipping Co. | 2SB;WP180lbs | | |
| HPJL | 1D;Deep frmg;Wireless;W. Bal 5BH | | P21′ | B72′ F27′ | | | | gill & Sons, Lim.) | (Lim.) | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. Deck / Bth. Erections / Dth. Mld. | Tons Net Gross D.W. | Freeboard Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3209 138,245 | **Clayton W. Walters** 1D | Sch | Br 108 | Lunenb'rg 23.1 \| 10 | 80 116 | | 1916 | Shelburne, (Estate of Joseph McGill) [N. S. | Stannage Walters | Wd | | |
| 3210 JDST | **Cleanthis** xFramlington Court Steel 1D;B;Wireless;W. Bal 6BH | Scw | Grk 375.7 P41′ | Andros 51.3 \| 24.3 B231′ F36′ | 2592 4153 | | 1911 4 | Newcastle, (Hawthorn, Leslie & Co., [Eng. Lim.) | L. Boyazides, Brother & Co. | 3Cyl TE 26,42,70x48; 3SB;WP180lbs | | BL |
| 3211 124,323 HKBD | **Clearpool** Steel 1D;B;Deep frmg; 6BH Web frms;Wireless;W. Bal | Scw Sch | Br 355 F32′ | W. Hartp'l 51 \| 26 | 2714 4237 | | 1907 1 | Stockton, Eng. (Ropner & Son.) | R. Ropner & Co. (Lim.), Mgrs. | 3Cyl TE 25,42,68x48; 2SB;WP180lbs | | BL |
| 3212 142,845 KCPB | **Clearton** Steel 1D;Wireless;W. Bal 7BH | Scw | Br 400.2 P49′ | Newcastle 52.4 \| 28.4 B113′ F40′ | 3209 5219 | | 1919 9 | Stockton, (Richardson, Duck & Co., [Eng. Lim.) | R. Chapman & Son | 3Cyl TE 26,44,73x48; 2SB;WP180lbs | | BL |
| 3213 219,686 LVTB | **Clearwater** Steel 2D;Wireless;sub.sig;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.100t;D.B.284′1380t.....D F.O.....D.B.257′1162t;S. T.14′ 1 | Scw | Am 390 P50′ .....D 29t; D | Phila. 54.2 \| 27.8 \| 32′ B121′ F40′ T.36′892t;F.P.1 T.36′833t..... | 3038 4970 7840 44t ... | 7′ 9½″ 24′ 5″ | 1920 3 | Hog Island, (American [Pa. Int. S. B. Corp.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; Dkd,s rps8,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NO10,24; M.S.10,24;B.S;shft drn8,26; Clh BB;CL | |
| 3214 | **Clematis** Steel 1D;Spar dk;Deep frmg;Wireless; 6BH W. Bal | Scw Sch | It 344.5 P29′ | Catania 46 \| 16.8 B92′ F38′ | 2203 3452 | | '98 7 | Newcastle, (Tyne [Eng. I. S. B. Co., Lim.) | Soc. Anon. Marit. Cantanese. (Lim). | 3Cyl TE 23,38½,64x42; 2SB;WP180lbs | | BL |
| 3215 142,748 JVSM | **Clemenceau** xWar Mersey Steel 1D;Shel dk;Wireless;W. Bal 4BH | Scw | Br 265 | London 41.2 \| 26.6 | 1508 2436 | | 1919 1 | Liverpool, (H. & C. Grayson, [Eng. Lim.) | Le Coq S.S. Co. (Lim.) | 3Cyl TE 21,34,56x36; 2SB;WP160lbs | | BL |
| 3216 121,205 | **Clemens A. Reiss** xFrank T. Heffelfinger Steel 1D;B;Mchy aft;Wireless;W. Bal 3BH | Scw | Am 437.5 | Cleveland 50.2 \| 28.6 | 3367 4378 | | 1901 rb'23 | Chicago, (Chicago [Ill. S. B. Co.) | Reiss S.S. Co. | 4Cyl QE 15,23,36,56x40; 2WTB;WP250lbs;1700IHP. | 100(GL) P.S.6,25 | |
| 3217 220,733 MBRS | **Clement Smith** Steel 2D;Long. frmg; 17BH Mchy aft;Wireless; 13BH to Fbd dk sub.sig;W. Bal; 4BH to 2d dk Oil fuel F. P. above 150° F. C-38 W.B.—A.P.60t;D.B.a54′132t.....D.T. F.O.....D.T. a16′ 82 | Scw | Am 431 P105′ ...D.T. 0t;D.T | Wilmngtn 59.2 \| 33.2 \| 33′ 3″ B37′ F38′ f40′453t;F.P.12 f40′423t..... | 4612 7506 10300 0t .. | 8′ 1½″ 25′ 3½″ | 1920 10 | Baltimore, (Baltimore [Md. D. D. & S. B. Co.) | Oil Transport Co., Inc. | Stm Tbn; W. & A. Fletcher & Co; 3SB;Baltimore S. B. & D. D. Co; 7926HS;WP200lbs;2800SHP;EAC; d rpd3,26;Dkd,s rps10,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,Balt2,25; n shft10,21;M.S.2,25; shft drn3,26;B.S.10,26; Clh BB;CL | |
| 3218 205,045 KWNL | **Cleona** | Brg Trn | Am 193.2 | Phila. 35 \| 17.6 | 869 956 | | 1908 4 | Noank, (R [Conn. Palmer & Sons.) | Reading Company | O,Ch,YP;Icf | | V |
| 3219 6,581 KRCN | **Cleone** xGualala Wood 1D;Oil fuel | Scw | Am 123 | 30 \| 9.5 | 126 225 | | 1901 | Alameda, (J. W. Dickie.) [Cal. | James K. Nelson | 2Cyl C 11,23x16; 1SB;200IHP | | |
| 3220 100,755 | **Cleopatra** Steel 1D | Scw Yct | Br 113.5 | Toronto 16.9 \| 9.2 | 71 104 | | '93 | Toronto, (Goodrahm [Ont. & Blackstock.) | J. R. Kennedy | 3Cyl TE 10,15,25x12; 1WTB;WP160lbs;300IHP. | | |
| 3221 JGFB | **Cleopatra** xCliftonhall Steel 1D;B;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw Sch | Grk 340.6 P26′ | Andros 47.2 \| 20 B100′ F33′ | 2532 3900 | | 1907 1 | Newcastle, (R. Stephenson & Co., Lim.) [Eng. | Mantacas Bros. | 3Cyl TE 25,41,67x45; 2SB;WP165lbs | | BL |
| 3222 217,795 LQMD | **Cleopatra** O,Hw,YP;Glcf 1D 2BH | Scw | Am 142 | New York 31.6 \| 14.4 | 197 415 | | 1919 | Fall River (Crownin- shield S. B. Co.) [Mass. | Cumco, Inc. | 3Cyl TE 17,25,43x30; 1WTB;WP185lbs | | |
| 3223 208,651 | **Clermont** Steel 1D | SW | Am 271.5 | New York 39.2 \| 11.5 | 1174 1864 | | 1911 5 | Newburgh, (T. S. Marvel & Co.) [N. Y. | Catskill & N. Y. S. B. Co. | 1500IHP. | | |
| 3224 166,530 | **Clermont** 1D | Brg | Am 110.9 | New York 36.2 \| 8.8 | 323 323 | | 1916 | Brooklyn, (Ira S. Bushey & Sons, Inc.) [N. Y. | Merritt-Chapman & Scott Corp. | Wd | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. Lth. \| Bth. \| Dth. / Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3225 | **Cletus Schneider** | Scw | Am | Fairport | 2665 | | 1902 | Toledo, | Paisley | 3Cyl TE 20, 32½, 55x40; | 100(GL) | |
| 145,937 | xThomas Adams Steel | | | 370.8 | 2665 | | 7 | (Craig [Ohio | S.S. Co. | 2SB; WP 170lbs; 1200IHP. | P.S.4,25 | |
| | 1D;B;Mchy aft;Wireless; 3BH | | | 50.2 \| 24.2 | | | rb '21 | S. B. Co.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 3226 | **Cleveland** | Scw | Ger | Hamburg | 9487 | | 1908 | Hamburg | Hamburg- | 2-4Cyl QE 29½, 43, 61½, 86x55; | | |
| | xKing Alexander xMobile Steel | Twin | | 588.9 | | | 9 | (Blohm [Ger. | Amerik. Packetf. | 3DB; 3SB; WP 215lbs | | |
| | 4D;Oil fuel;sub.sig;Wireless; 10BH | | | B252′ | | | | & Voss.) | Akt. Ges. | | | |
| | D.F;W. Bal | | | | | | | | | | | |
| 3227 | **Cleveland** | Brg | Am | New York | 462 | | 1917 | Brooklyn, | N. Y. Cen- | Wd | | |
| 166,622 | | | | 99.6 | 462 | | | (Theo. A. [N. Y. | tral R.R. Co. | | | |
| | 1D | | | 31 \| 8.8 | | | | Crane's Sons | | | | |
| | | | | | | | | Co.) | | | | |
| 3228 | **Clifford** | Brg | Am | Hartford | 311 | | 1915 | Gildersleeve, | Oliver Gil- | Wd | | |
| 166,095 | | | | 110.5 | 316 | | | (Gilder- [Conn. | dersleeve & Sons, | | | |
| | 1D | | | 32.5 \| 9.5 | | | | sleeve Ship Bldg. | Inc. | | | |
| | | | | | | | | Co.) | | | | |
| 3229 | **Clifford F. Moll** | Scw | Am | Buffalo | 3894 | | 1909 | Ecorse, | American | 3Cyl TE 22½, 36, 60x42; | | |
| 206,044 | Steel | Sch | 444 | 56.2 \| 29 | 5141 | | 5 | (Gt. Lakes [Mich. | S.S. Co. | 2SB; WP 180lbs; 1550IHP. | | |
| | 1D;B;Wireless;W. Bal 4BH | | | | | | | Eng. Wks.) | | | | |
| 3230 | **Cliffwood** | Scw | Am | Phila. | 3127 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,357 | Steel | | 390 | 54.2 \| 27.8 | 5104 | 24′ 5″ | 12 | (American [Pa | ping Board | General Electric Co; | ✠AMS | |
| LVCF | 2D;Wireless;sub.sig;W. Bal; 8BH | | | \| 32′ | 7840 | | | Int. S. B. Corp.) | | 3WTB; Babcock & Wilcox Co; | S.S.No.1,Mbl4,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | 8700HS; WP 200lbs; 2500SHP; EAC; | M.S.4,24;shft drn2,25; | |
| | | | | | | | | | | d rpd10,25; Dkd7,26; s rps10,26 | B.S.12,25;Cih BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t... | ..... | .... D. | T.36′892t; F.P.1 | 44t | | | | | | | |
| | F.O.....D.B.257′1162t;S. | T.14′ 1 | 29t; D. | T36′833t..... | ... | | | | | | | |
| 3231 | **Clinchco** | Scw | Am | New York | 203 | | 1919 | Elizabeth, | Hollywood | 3Cyl TE 17, 25, 43x30; | | |
| 217,672 | xBaleshed Steel | | | 141.3 | 437 | | | (Bethlehem [N. J. | Boat & Transp. | 2SB; WP 180lbs; 850IHP | | |
| LQFB | 1D;sub.sig;Wireless 5BH | | | 27.5 \| 14.8 | | | | S. B. Co.) | Co. | | | |
| 3232 | **Clincher** | Scw | Br | Halifax | 66 | | '92 | Camden, | Canadian | 3Cyl TE 16, 24, 40x28; | | |
| 134,469 | xScranton Iron | | | 132.6 | 368 | | | N. J. | Salvage Assn. | 2Blrs | | |
| | 2D;sub.sig. | | | 25.4 \| 16 | | | | (J. H. Dialogue) | | | | |
| 3233 | **Clinton** | Scw | Am | Kelley Isl. | 62 | | '98 | Mt. Clem- | Kelley | 2CylC 11, 20x14; | | |
| 127,245 | Oak | | | 96 | 124 | | | ens, Mich. | Island Line & | 1FB; WP 150lbs; 110IHP | | |
| | 1D | | | 24.6 \| 6.2 | | | | Transp. Co. | | | | |
| 3234 | **Clinton** | Scw | Am | New York | 164 | | 1920 | Hunters Pt., | ..... | 2CylC 10, 24x14; | | |
| 219,558 | xDutchess Steel | | | 146.3 | 294 | | | (Terry & [N. Y. | | 1WTB; WP 225lbs | 400IHP | |
| | 1D;Oil fuel 6BH | | | 20.2 \| 10.9 | | | | Tench Co., Inc.) | | | | |
| 3235 | **Clintonia** | Scw | Br | N. Shields | 1882 | | 1917 | Newcastle, | J. Robinson | 3Cyl TE 22, 36, 62x42; | | C |
| 139,879 | Steel | | 331 | 48 \| 22.2 | 3106 | | 5 | (W. Dobson [Eng. | & Sons, Mgrs. | 3SB; WP 180lbs; d rpd4,26 | S.S.No.1,S.Shl2,22;A.S.3,26; | |
| JPQR | 1D;Deep frmg;W. Bal;Wireless 5BH | | P29′ | B97′ F33′ | | | | & Co.) | | | shft drn10,25;B.S.1,26; | |
| | | | | | | | | | | | M.S.3,26 | |
| 3236 | **Clio** | MV | Dzg | Danzig | 5050 | | 1926 | Stettin, | Baltisch- | 2-4Cyl Oil Engs 25 9/16 x47¼; | | BL |
| | Steel | Twin | 470 | 63.2 \| 35.2 | 8940 | | 2 | (Vulcan [Ger. | Amerik. | DB | | |
| HGKV | 1D;Shel dk;Web frms; 19BH | | | B34′ F38′ | | | | Werke, A. G.) | Petroleum | | | |
| | Long. frmg;Mchy aft;Wireless;W. Bal | | | | | | | | Import, G. m. b. H. | | | |
| 3237 | **Clio** | Scw | Am | Norfolk | 135 | | 1909 | Philadel- | Albermarle | 1Cyl 16x13; | | |
| 206,660 | Iron | | 109 | 23 \| 6.6 | 199 | | | phia, Pa. | Steam Nav. Co. | 250IHP. | | |
| 3238 | **Clio** | Scw | Hol | Amst'dam | 1827 | | 1910 | Rotterdam, | Koninkl. | 3Cyl TE 21, 33, 57x39; | | V |
| | Steel | | 326.1 | 44.3 \| 19 | 2928 | | (Rijkee [Hol. | Nederlnd. | 3SB; WP 180lbs; 1200IHP | | |
| NKHD | 2D;Wireless;W. Bal 6BH | | B87′ | F40′ | | | | & Co.) | Stoomb. Mij. | | | |
| 3239 | **Cliona** | Scw | Br | London | 3476 | | 1918 | Sunderland, | Anglo- | 3Cyl TE 27, 44, 73x48; | | BL |
| 142,659 | xWar Jemadar Steel | | 400 | 52.4 \| 28.5 | 5563 | | 9 | (J. Laing [Eng. | Saxon Petroleum | 3SB; WP 180lbs | | |
| JVHQ | 1D;B;Web frms;Long. frmg; 11BH | | P49′ | B121′ F39′ | | | | & Sons, Lim.) | Co. (Lim.) | | | |
| | Oil fuel;Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 3240 | **Clitunno** | Scw | It | Genoa | 2423 | | '94 | Pt. Glasgow, | Janua Soc. | 3Cyl TE 25, 40, 65x48; | | BL |
| 1,064 | xVampa xHelios xA. C. O. Steel | | 332.2 | 43.1 \| 21.6 | 3844 | | 3 | (David J. [Scot. | Anon. Maritt. | 2DB; WP 160lbs | | |
| PKWF | 1D;Spar dk;Web frms; 14BH | | P96′ | B90′ F48′ | | | | Dunlop & Co.) | Industriale | | | |
| | Oil in bulk; Mchy aft;Wireless;W. Bal | | | | | | | | | | | |
| 3241 | **Clivedon** | Scw | Am | Beaufort | 102 | | '90 | Mathews | Ball & | 2CylC 13, 26x20; | | |
| 106,775 | xAlpha xClayton Iron | | 123.5 | 26 \| 6.8 | 150 | | | Bluff, S. C. | Butler | 1Blr; WP 125lbs; 300IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3242 | **Clizia** | Scw | It | Genoa | 2426 | | '94 | Newcastle, | G. Massabo | 3Cyl TE 26,41,68x48; | | BL |
| | xAppalachee Steel | | 340 | 44.2 \| 22.1 | 3767 | | 1 | (Tyne [Eng. L. & S. B. Co., Lim.) | | 3SB;WP160lbs;1265IHP | | |
| | 1D;Spar dk;Web frms; 14BH | | P81′ | B38′ F35′ | | | | | | | | |
| | Oil in bulk;Oil fuel;Mchy aft; Wireless;W. Bal | | | | | | | | | | | |
| 3243 | **Clontarf** | Scw | Am | New York | 3037 | 7′ 9½″ | 1920 | Hog Island, | Export | Stm Tbn; | ✠A1Ⓔ | |
| 219,633 | Steel | | 390 | 54.2 \| 27.8 | 4969 | 24′ 5″ | 2 | (American [Pa. Int. S. B. Corp.) | S.S. Co. | General Electric Co; | ✠AMS | |
| LVQT | 2D;Wireless;sub.sig;W. Bal; 8BH | | | \| 32′ | 7840 | | | | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,NY4,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | M.S.4,24;shft drn2,26;B.S.6,26; | |
| | | | | | | | | | | d rpd3,25;Dkd3,26;Exmd9,26 | Clh BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t. | ..... | | ....D. | T.36′892t;F.P.1 | 44t | | | | | | |
| | F.O. .....D.B.257′1162t;S. | T.14′ 1 | 29t; D. | | T.36′833t..... | ... | | | | | | |
| 3244 | **Clyde Maru** | Scw | Jap | Kobe | 3409 | | 1920 | Tsurumi, | Kokusai | 3Cyl TE 26,43,72x48; | | BL |
| 27,090 | Steel | | 400 | 53.2 \| 29.4 | 5467 | | 5 | (Asano [Jap. S. B. Co.) | Kisen Kabushiki Kaisha, Mgrs. | 3SB;WP200lbs | | |
| SBMV | 2D;W. Bal;Wireless 6BH | | P33′ | B124′ F41′ | | | | | | | | |
| 3245 | **Clydebank** | MV | Br | Glasgow | 3155 | | 1925 | Glasgow, | Bank Line | 2-6CylOilEng24x37 | | BL |
| 147,943 | Steel | Twin | 420 | 53.9 \| 26.5 | 5156 | | 1 | (Harland [Scot. & Wolff, Lim.) | (Lim.) | | | |
| KSBG | 2D;Oil fuel;Wireless;W. Bal 7BH | | | | | | | | | | | |
| 3246 | **Coahoma County** | Scw | Am | Phila. | 3453 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,226 | Steel | | 390 | 54.2 \| 27.6 | 5590 | 24′ 5″ | 11 | (American [Pa Int. S. B. Corp.) | ping Board | General Electric Co; | ✠AMS | |
| LTQH | 2D;Wireless;sub.sig;W. Bal; 8BH | | | \| 32′ | 7840 | | | | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,Mbl9,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | n shft4,22;M.S.9,24; | |
| | | | | | | | | | | Dkd;d rpd10,26 | B.S.1,26;shft drn10,26; | |
| | | | | | | | | | | | Clh BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t. | ..... | | ....D. | T.36′892t;F.P.1 | 44t | | | | | | |
| | F.O. .....D.B.257′1162t;S. | T.14′ 1 | 29t... | | ..... | ... | | | | | | |
| 3247 | **Coahuila** | Scw | Mex | Vera Cruz | 1558 | | 1916 | Philadel- | Mex. Govt. | 3CylTE 20,33,55x36; | | |
| | Steel | | 304.6 | 45.2 \| 20.1 | 2585 | | 2 | phia, Pa. | | 2SB;WP175lbs;1350IHP; | | |
| | 2D;B;Oil fuel;W. Bal 6BH | | | B90′ F36′ | | | | (Wm. Cramp & Son S. & E. Bldg. Co.) | | Exmd9,26 | | |
| 3248 | **Coal Harbour** | Trn | Br | Vancouv'r | 253 | | '81 | Port Blake- | Canadian | Wd; | | |
| 150,569 | xLeonor | Aux | 127.3 | 32.8 \| 8.8 | 284 | | | (Hall [ley, Wash. Bros.) | Mexican Shipping Co. (Lim.) | 2-1CylOil Eng8¾x10½ | | |
| | 1D | Twin | | | | | | | | | | |
| 3249 | **Coaldale** | Brg | Am | New York | 733 | | 1910 | Noank, | Lehigh Coal | O,YP;Gif | | |
| 207,355 | | Sch | 182.8 | 35 \| 14.7 | 831 | | 4 | (R. Palmer [Conn. & Son.) | & Nav. Co | | | |
| LBKN | 1D | | | | | | | | | | | |
| 3250 | **Coalinga** | Scw | Am | San Fran. | 563 | | 1910 | Oakland, | Associated | 2CylC 14,32x24; | | |
| 207,665 | Steel | | 193 | 38 \| 13.1 | 875 | | | (Moore [Cal. & Scott.) | Oil Co. | 2SB;WP160lbs;400IHP. | | |
| LBNW | 1D;Oil fuel;Oil in bulk; 4BH | | | | | | | | | | | |
| | Mchy aft | | | | | | | | | | | |
| 3251 | **Coalinga** | Scw | Am | Los Ang's | 4695 | | 1902 | W. Hartle- | Union S.S. | 3CylTE 29½,48,78x54; | | |
| 212,911 | xPectan Steel | | 471 | 55 \| 32.9 | 7387 | | 10 | pool, Eng. | Co | 6SB;WP180lbs;3400IHP. | | |
| LFCW | 2D;Web frms;Mchy aft; 10BH | | P123′ | B54′ F63′ | | | | (W. Gray & Co., Lim.) | | | | |
| | Oil in bulk;Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 3252 | **Coamo** | Scw | Am | New York | 4208 | 10′ 6½″ | 1925 | Newport | Coamo S.S. | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 225,135 | 2D;Super dk; Steel | | 412 | 59.8 \| 23.2 | 7057 | 24′ 7½″ | 12 | News, Va. | Co. | Newport News S. B. & D. D. Co; | ✠AMS | |
| MFTW | Oil fuel F. P. above 150° F. 7BH | | | \| 35′ | | | | (Newport News S. B. & D. D. Co.) | | 5SB;Newport News S. B. & D. D. Co; | ✠RMC | |
| | 3BH to Super dk; | | B240′ | F75′ | | | | | | 19075HS;WP210lbs;6000SHP;EAC; | SBP;CL | |
| | 4BH to Fbd dk | | | | | | | | | Dkd,s rps7,26 | | |
| | W.B.—A.P.93t; D.B.295′693t; W. | T.25′3 | 06t.... | | .....F.P.58 | t | | | | | | |
| | F.O. .....D.B.295′665t; W. | T.16′1 | 38t; D. | | T.7′115t..... | | | | | | | |
| 3253 | **Coast Transit Co. No. 2** | Brg | Am | New York | 263 | | 1907 | Brooklyn, | Coast | Wd | | |
| 166,567 | | | 109.5 | 30.4 \| 8.6 | 263 | | | (Ira S. Bushey & Sons, Inc.) [N. Y. | Transit Co. | | | |
| | 1D | | | | | | | | | | | |
| 3254 | **Coast Transit Co. No. 5** | Brg | Am | New York | 419 | | 1916 | Brooklyn, | Coast | Wd | | |
| 166,556 | | | 135.6 | 35.1 \| 10.2 | 479 | | | (Ira S. Bushey & Sons, Inc.) [N. Y. | Transit Co. | | | |
| | 1D | | | | | | | | | | | |
| 3255 | **Coaster** | MV | Br | Vancouv'r | 62 | | 1916 | New West- | Coast S.S. | 4CylOilEng 10½x12½ | | |
| 138,304 | Wood | | 94 | 21 \| 7.2 | 140 | | | minster, B. C. (Westminster Marine Ry. Co.) | Co. (Lim.) | | | |
| | 1D | | | | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg Dimensions. Lth / Bth / Dth Deck Erections / Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3256 | **Coastwise** | Scw | Am | Portland | 2444 | | 1910 | Camden, | Coastwise | 3Cyl TE 24,38½,64x45; | ✠**A1** Coastwise. | |
| 207,187 | Steel | Sch | 359 | 49.3 \| 25.9 | 4015 | | 2 | (New [N. J. | Transp. Corp. | New York S. B. Co; | AMS | |
| LBJH | 1D;B;sub.sig;Mchy aft;W. Bal 7BH | | | \| 31′ | 6900 | | | York S. B. Co.) | | 2SB;New York S. B. Co; | S.S.No.3,NptN4,22; | |
| | W.B.—A.P.35t;D.B.297′1200t;... | F.P. | 230t | | | | | | | 195GS;5580HS;WP175lbs;1800IHP; | M.S.4,22;shft drn3,25;B.S.4,26; | |
| | | | | | | | | | | EAC;d rpd7,24;rps3,25;Dkd,s rps4,26 | Clh BB;CL | |
| 3257 | **Coastwise** | Brg | Am | N. Orleans | 1328 | | '92 | Maryport, | Sipsey | Stl;2BH; | **A1** Towing Barge. | |
| 213,727 | xRosalia D'All | Sch | 226.1 | 35.3 \| 21.5 | 1432 | | 7 | (Ritson [Eng. | Barge & Towing | 2DB;n dk,n DB9,22;Dkd,d rpd10,26 | Coastwise, Gulf of Mexico & W. I. | |
| LFQB | 2D C-28 | | | \| 23′ 4″ | | | | & Co.) | Co. | | 2dS.S.No.3,NO9,22 | |
| 3258 | **Coatsworth** | Scw | Br | Newcastle | 1418 | | 1919 | Pt. Glasgow, | Robert | 3Cyl TE 22,36,59x39; | | BL |
| 142,844 | Steel | | 302.9 | 42.9 \| 20.7 | 2555 | | 9 | (Dunlop, [Scot. | Stanley Shipping | 2SB;WP180lbs | | |
| KCNJ | 1D;Wireless;W. Bal 6BH | | P33′ | B80′ F32′ | | | | Bremner & Co., Lim.) | Co. (Lim.) | | | |
| 3259 | **Coaxet** | Scw | Am | Portland | 3742 | 8′ 2″ | 1919 | Vancouver, | U. S. Ship- | 3Cyl TE 24½,41½,72x48; | ✠**A1**Ⓔ With Freeboard | |
| 217,953 | Steel | | 401.4 | 53.2 \| 31.9 | 6038 | 26′ 6″ | 6 | (G. M. [Wash | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LQVN | 2D;Long. frmg;Wireless;sub.sig; 7BH | | | \| 34′ 6″ | 9425 | | | Standifer Const. | | 3SB;Willamette I. & S. Co; | S.S.No.1,NY11,23; | |
| | W. Bal: C-36 | | P48′ | B81′ F37′ | | | | Corp.) | | 8112HS;WP210lbs;2800IHP;EAC; | n shft8,23;M.S.11,23; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | d rpd1,23;rps4,25;Dkd,s rps10,26 | shft drn4,25;B.S.10,26; | |
| | W.B.—A.P.147t;D.B.343′1288t;D | T.30′5 | 50t... | .....F.P.85t | | | | | | | Clh BB;CL | |
| | F.O.....D.B.303′1016t;D | T.30′5 | 12t; S. | T.39t..... | | | | | | | | |
| 3260 | **Coban** | Scw | Br | Montreal | 689 | | '82 | Sunderland, | Black | 2CylC 31,56x36; | | BL |
| 86,071 | Iron | | 230 | 33.1 \| 16 | 1063 | | 2 | (W. Doxford [Eng. | Diamond S. S. Co. | 2SB;WP80lbs | | |
| WHNK | 1D;sub.sig;W. Bal 4BH | | P35′ | F21′ | | | | & Sons.) | of Montreal (Lim.) | | | |
| 3261 | **Cobourg** | Brg | Br | Kingston | 607 | | '97 | Kingston | John | Iron;3BH | | |
| 103,955 | | | 179.6 | 34.7 \| 11.4 | 634 | | rb '13 | (Canadian [Ont. | Donnelly | | | |
| | 1D | | | | | | | Locomotive & Eng. Co.) | | | | |
| 3262 | **Cocalico** | Brg | Am | Phila. | 869 | | 1907 | Noank, | Reading Co. | O,Ch,YP;If | | |
| 204,844 | | Sch | 193.2 | 35 \| 17.6 | 956 | | 12 | (R. [Conn. | | | | |
| KWLT | 1D;B | | | | | | | Palmer & Son S. B. Co.) | | | | |
| 3263 | **Cochrane** | Scw | Br | London | 4485 | | 1923 | Clydebank, | African | Stm Tbns; | | BL |
| 146,705 | Steel | | 440 | 59.2 \| 31.1 | 7203 | | 3 | (J. Brown [Scot. | S.S. Co. | 4SB;WP215lbs | | |
| KNQH | 2D;Wireless;W. Bal 7BH | | P37′ | B188′ F49′ | | | | & Co., Lim.) | | | | |
| 3264 | **Cockaponset** | Scw | Am | San Fran. | 4443 | 8′ 2″ | 1919 | Bay Point, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 219,030 | Steel | | 402.5 | 53 \| 32 | 5995 | 26′ 6″ | 11 | (Pacific [Cal. | ping Board | General Electric Co; | ✠AMS | |
| LTFG | 2D;Long. frmg;Wireless; 7BH | | | \| 34′ 6″ | 9400 | | | Coast S. B. Co.) | | 3SB;Moore S. B. Co; | M.S;shft drn7,24;B.S.9,25; | |
| | sub.sig; 6BH to Fbd dk | | P48′ | B80′ F38′ | | | | | | 8745HS;WP210lbs;2800SHP;EAC; | Clh BB;CL | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | n Eng1,21;d rpd7,24;Dkd7,26; | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | s rps9,26 | | |
| | W.B.—A.P.49t; D.B.344′1271t;D. | T.30′ 5 | 40t... | .....F.P.72t | | | | | | | | |
| | F.O.....D.B.327′1106t;D. | T.30′ 5 | 04t; S. | T.41t..... | | | | | | | | |
| 3265 | **Cockatoo** | Scw | Am | New York | 101 | | 1920 | South Jack- | Goodwin- | 2CylC 18,38x26; | ✠ — — | |
| 220,104 | YP,WO,LO;Glf | | 88 | 25.5 \| 13 | 187 | | 8 | sonville, Fla. | Gallagher Sand | 1SB;WP155lbs;450IHP. | ✠ — — | |
| LWPT | 1D | | | | | | | (Gibbs Gas Eng. Co.) | & Gravel Corp. | | Cancelled5,22 | |
| 3266 | **Coconada** | Scw | Br | Glasgow | 2162 | | 1910 | Glasgow, | British | 2-3Cyl TE 18,30,52x42; | | |
| 129,525 | Steel | Twin | 390.5 | 50.2 \| 21.7 | 3958 | | 11 | (Barclay, [Scot. | India Steam | 3SB | | |
| HRVD | 2D;Wireless;W. Bal 6BH | | | | | | | Curle & Co., Lim.) | Nav. Co. (Lim.) | | | |
| 3267 | **Coconut** | MV | Am | Miami | 89 | | 1924 | Camden, | William J. | 2-6CylGasEng 5¾x7 | | |
| 224,168 | Wood | Yct | 80.1 | 18 \| 6 | 105 | | | (John [N. J. | Matheson | | | |
| MFQB | 1D | Twin | | | | | | Mathis & Co.) | | | | |
| 3268 | **Cocopa** | Brg | Am | Los Ang's | 2901 | | 1919 | Wilmington, | U. S. Ship- | Wd | | |
| 216,993 | | | 282.5 | 46 \| 29.3 | 3036 | | | (Fulton [Cal. | ping Board | | | |
| LNCW | 2D | | | | | | | S. B. Co.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3269 220,608 MBLF | **Cody** Steel 2D;Wireless;sub.sig;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.100t;D.B.284'1380t... F.O.....D.B.257'1162t;S. | Scw | Am 390 P50' ..... 29t; | Phila. 54.2 \| 27.8 \| 32' B121' F40' ....D. T.36'892t;F.P.1 T.14' 1 D. T.36'833t..... | 3113 5104 7825 44t ... | 7' 9½'' 24' 5'' | 1920 9 | Hog Island, (American [Pa. Int. S. B. Corp.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; Dkd,s rps12,25;d rpd4,26; Exmd6,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Gvstn9,24; shft drn8,23;M.&B.S.9,24; Clh BB;CL | |
| 3270 219,482 LVHR | **Coelleda** Steel 2D;Wireless;sub.sig;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.100t;D.B.284'1380t... F.O.....D.B.257'1162t;S | Scw | Am 390 P50' ..... 29t... | Phila. 54.2 \| 27.8 \| 32' B121' F40' ....D. T.36'892t;F.P.1 T.14' 1 ..... | 3048 4986 7840 44t ... | 7' 9½'' 24' 5'' | 1920 1 | Hog Island, (American [Pa Int. S. B. Corp.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; d rpd5,26;Dkd8,26;s rps10,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Balt2,24; M.S.2,24;shft drn4,25;B.S 7,26 Clh BB;CL | |
| 3271 219,481 LVHG | **Coeur D'Alene** Steel 2D;Wireless;sub.sig;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.100t;D.B.284'1380t... F.O.....D.B.257'1162t;S. | Scw | Am 390 P50' ..... 29t; | New York 54.2 \| 27.8 \| 32' B121' F40' ....D. T.36'892t;F.P.1 T.14' 1 D. T.36'833t..... | 3128 5104 7840 44t ... | 7' 9½'' 24' 5'' | 1920 1 | Hog Island, (American [Pa Int. S. B. Corp.) | Export S.S. Corp. | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; d rpd5,23;rps8,25;Dkd,s rps6,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY2,24; M.S.2,24;B.S.3,26;shft drn6,26 Clh BB;CL | |
| 3272 139,144 KSFB | **Cogandale** Steel xLieutenant Jean Laurent 6BH xSouthern 1D;Shel dk;Wireless; W.Bal | Scw | Br 400.6 | Cardiff 52 \| 33 | 4208 5700 | | 1916 8 | Newcastle, (W. Dobson [Eng & Co.) | Turnbull Coal & Shipping Co. (Lim.) | 3Cy\|TE26,43,72x48; 3SB;WP180lbs | | BL |
| 3273 115,320 TQFM | **Cognac** Steel 2D;W. Bal 4BH | Scw Sch | Br 205.4 P24' | Liverpool 31.4 \| 15.1 B52' F26' | 422 814 | | 1902 9 | Glasgow, (C. [Scot. Connell & Co., Lim.) | Charente S.S. Co. (Lim.) | 3Cy\|TE16,26,40x30; 1SB;WP160lbs;90RHP. | | BL |
| 3274 802 NPBK | **Cogne** Steel 1D;Deep frmg;Wireless;W. Bal 7BH | Scw | It 395.9 P37' | Genoa 51.6 \| 27.6 B123' F37' | 3173 5335 | | 1916 11 | Cornigliano, (Cant. Offic. [It. Savola) | Soc. Nazionale Ital. di Nav | 3Cy\|TE26,42½,69½x48; 2SB;WP180lbs | S.S.No.1,Gen5,25;A.S.3,26; B.S.1,26;M.S;shft drn3,26 | (L-I |
| 3275 216,477 LKWJ | **Cohansey** 1D;B | Brg Sch | Am 179.2 | Phila. 34.7 \| 15.6 | 734 807 | | 1918 6 | Locust (Coast- [Point,Md wise S. B. Co.) | Reading Co. | O,YP,Hk;Gif | | |
| 3276 165,446 | **Cohansey** 1D | Brg | Am 201.3 | Phila. 23.8 \| 11 | 473 473 | | 1913 8 | Elkton, (E. Delbert [Md & Bro.) | Southern Transportation Co. | O,Hk,YP;Gif (Sltd) | ✠ — — Suspended7,19 | |
| 3277 217,211 LNSG | **Cohasset** Steel 2D;Wireless;W. Bal;sub.sig; 10BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.114t;D.B.323'1101t... F.O.....D.B.299' 931t;D. | Scw | Am 389.7 P34' ..... T.12'35 | Boston 54.8 \| 30.3 \| 32' 6'' B114' F41' ...F.P 4t.... | 3268 5268 8500 112t .... | 7' 2¾'' 25' 5½'' | 1918 11 | Quincy, (Bethlehem [Mass S. B. Corp.) | U. S. Shipping Board | Stm Tbn; Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 6546HS;WP190lbs;2500SHP; Dkd,s rps12,22;d rpd3,23 | ✠A1Ⓔ ✠AMS S.S Npt N7,20; n shft5,22;M.S.12.22; Clh BB;CL (Laid up) | |
| 3278 126,856 | **Cohocton** 1D | Brg Sch | Am 158.2 | Provide'ce 33.8 \| 15.8 | 642 671 | | '91 | Noank, (R. Palmer.) Conn | J.S.Packard Dredging Co., Inc. | Wd | | |
| 3279 217,254 LNVM | **Cokato** Steel 1D;2d dk at ends;Web frms; 7BH W. Bal; 6BH to Fbd dk 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252'847t;D.T .20'394 F.O.—A.P.66t;D.B.214'643t.... | Scw | Am 324 t..... ..... | Newark 46.2 \| 25 \| 28' 6'' ...F.P.111t ....S. T.31t..... | 2179 3545 5357 | 5' 9'' 22' 11'' | 1919 2 | Newark, (Submarine [N. J. Boat Corp.) | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; d rpd9,19;Dkd,s rps7,21 | ✠A1Ⓔ ✠AMS shft drn1,21;Clh BB;CL (Laid up) | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Brth \| Dpth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where. Builder. | Owners. | Remarks. Engines, Boilers | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3280 | **Cokesit** | Scw | Am | Portland | 4401 | 8′ 2″ | 1919 | Vancouver, | U. S. Ship- | 3Cyl TE 24½,41½,72x48; | ✠A1Ⓔ With Freeboard | |
| 217,776 | Steel | | 401.4 | 52.2 \| 31.9 \| 34′ 6″ | 6176 | 26′ 6″ | 5 | (G. M. [Wash | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LQKN | 2D;sub.sig;Wireless; 7BH | | | | 9445 | | | Standifer Const. | | 3SB;Willamette I. & S. Wks; | S.S.No.1,NptN12,24; | |
| | Long. frmg;W. Bal; C-36 | | | | | | | Corp.) | | 180GS;8112HS;WP210lbs;2800IHP; | n shft7,22;M.S.12,24; | |
| | Oil fuel F. P. above 150° F | | | | | | | | | EAC;rps12,19;Dkd;s rps11,26 | shft drn12,25;B.S.11,26; | |
| | W.B.—A.P.147t;D.B.343′1288t;D. | T.30′5 | 50t. | .....F.P.85t | | | | | | | Cih BB;CL | |
| | F.O.....D.B.303′1016t;D. | T.30′5 | 12t; S. | T.39t..... | | | | | | | | |
| 3281 | **Col di Lana** | MV | It | Trieste | 3709 | | 1925 | Monfalcone, | Nav. Gen. | 6Cyl Oil Eng 29 1/10 x59; | | I |
| 256 | Steel | | 400 | 53 \| 27.8 | 5890 | | | (Cant. [It. | Gerolimich & Co. | DB | | |
| | 2D;Wireless 8BH | | P37′ | B261′ F49′ | | | | Nav. Triestino.) | | | | |
| 3282 | **Colaba** | Scw | It | Genoa | 3704 | | 1906 | Dumbarton, | Soc. | 3Cyl TE 33,53½,86x60; | | I |
| 1,354 | Steel | | 430.6 | 54.2 \| 31.9 | 5996 | | (W. Denny [Scot. | Cantiere Olivo | 4SB;d rpd3,26 | | |
| NJLI | 2D;B;Wireless;Oil fuel;W. Bal 7BH | | B32′ | F56′ | | | 1 | & Bros.) | | | | |
| 3283 | **Colac** | Scw | Br | Newcastle | 1939 | | 1920 | Newcastle, | Huddart, | 3Cyl TE 25,41,68x45; | | BL |
| 128,789 | xDinoga Steel | | 331 | 47.9 \| 23.5 | 3341 | | 2 | (N. S. [N. S. W. | Parker (Lim.) | 3WTB;WP190lbs | | |
| RLDQ | 1D;Web frms;Long. frmg; 5BH | | P31′ | B95′ F30′ | | | | W. Govt. Dkyd.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3284 | **Cold Harbor** | Scw | Am | Phila. | 3065 | 7′ 9½″ | 1920 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,547 | Steel | | 390 | 54.2 \| 27.8 \| 32′ | 5010 | 24′ 5″ | 2 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LVMN | 2D;sub.sig;Wireless;W. Bal; 8BH | | | | 7840 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,Phila8,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | M.S.8,24;B.S.1,26;shft drn8,26; | |
| | W.B.—A.P.100t;D.B.289′1380t... | ..... | ....D. | T.36′892t;F.P.1 | 44t | | | | | d rpd9,25;Dkd,s rps8,26 | Cih BB;CL | |
| | F.O.....D.B.257′1162t;S. | T.14′1 | 29t.. | ..... | ... | | | | | | | |
| 3285 | **Cold Spring** | Scw | Am | New York | 3780 | 7′ 10½″ | 1919 | Newburgh, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,518 | Steel | | 401 | 54.2 \| 30 \| 32′ 10′ | 6075 | 25′ 2″ | 9 | (Newburgh [N. Y. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LSBJ | 2D;Wireless;sub.sig;W. Bal; 7BH | | | | 8822 | | | Shipyards, Inc.) | | 3WTB;Samuel Smith & Sons Bir. Co. | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P35′ | B123′ F43′ | | | | | | 8745HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | W.B.—A.P.144t;D.B.338′1311t... | ..... | F.P.12 | 0t | | | | | | Dkd,d rpd6,20;s rps1,21 | | |
| | F.O.....D.B.284′1092t;S | T.62t.. | ..... | .. | | | | | | | | |
| 3286 | **Coldbrook** | Scw | Am | Phila. | 3127 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,293 | Steel | | 390 | 54.2 \| 27.8 \| 32′ | 5104 | 24′ 5″ | 11 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LTVQ | 2D; 8BH | | | | 7840 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,NO10,23; | |
| | sub sig;Wireless;W. Bal; C-36 | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | M.S.10,23;shft drn8,25; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | d rpd11,22;Dkd,s rps5,26;Exmd9,26 | B.S.5,26;Cih BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t... | ..... | ....D. | T.36′892t;F.P.1 | 44t | | | | | | | |
| | F.O.....D.B.257′1162t;S. | T.14′1 | 29t... | ..... | .. | | | | | | | |
| 3287 | **Coldwater** | Scw | Am | Savannah | 3131 | 7′ 9½″ | 1920 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,615 | Steel | | 390 | 54.2 \| 27.8 \| 32′ | 5110 | 24′ 5″ | 2 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LVQB | 2D;Wireless;sub.sig;W. Bal; 8BH | | | | 7840 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,Chstn2,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | shft drn;M.S.2,24;B.S.9,26; | |
| | W.B.—A.P.100t;D.B.284′1380t... | ..... | ....D. | T.36′892t;F.P.1 | 44t | | | | | d rpd3,25;Dkd,rps5,26 | Cih BB;CL | |
| | F.O.....D.B.257′1162t;S. | T.14′1 | 29t; D. | T.36′833t..... | .. | | | | | | | |
| 3288 | **Colima** | Scw | Br | Montreal | 819 | | 1917 | Renfrew, | Cayzer, | 4Cyl TE 23,37,42,42x30; | | BL |
| 146,269 | xH. M. S. Polyanthus Steel | | 255.9 | 35 \| 15.4 | 1393 | | 11 | (Lobnitz [Scot. | Irvine & Co. | 1SB;WP180lbs | | |
| | 1D; Oil fuel;W. Bal. 8BH | | P & B | 166′ F31′ | | | | & Co., Lim.) | (Lim.) | | | |
| 3289 | **Colin W.** | Scw | Br | Montreal | 970 | | '81 | W. Bay City, | St. Law- | 2Cyl C 21,50x38; | | |
| 134,347 | xStanstead Oak | | 252.5 | 36.4 \| 19.5 | 1549 | | | (F. N. [Mich. | rence Independent | 2FB;WP90lbs;600IHP. | | |
| | 2D;Spar dk | | | | | | | Jones) | Oil Co. (Lim.) | | | |
| 3290 | **Colinton** | Scw | Br | Leith | 1128 | | 1907 | Stockton, | J. Cormack | 3Cyl TE 19,31,51x33; | | BL |
| 145,560 | xElizabeth Steel | | 280 | 38.3 \| 13.2 | 1804 | | 5 | (Craig, [Eng. | & Co. | 2SB;WP180lbs | | |
| | 1D;Deep frmg;Wireless;W. Bal 4BH | | P26′ | B75′ F28′ | | | | Taylor & Co., Lim.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where Built. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey, No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3291 219,546 LVMK | **Collamer** Steel 2D;Wireless;sub.sig;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 | Scw | Am P50′ | Phila. 54 \| 27. \| 32′ B121′ F40′ | 3133 5112 7840 | 7′ 9½″ 24′ 5″ | 1920 2 | Hog Island, (American [Pa. Int. S. B. Corp.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; d rpd1,26;Dkd,s rps8,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY2,24; M.S.2,24;B.S;shft drn8,26; Clh BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t.....D. F.O.....D.B.257′1162t;S. T.14′ 1 29t. | | | T.36′892t;F.P.1 44t ... | | | | | | | | |
| 3292 210,142 LCKV | **Colleen** Wood xLady Grace 1D | MV Twin | Am 89 | New York 18.5 \| 10 | 78 115 | | 1912 | Camden, (Mathis Yacht Bldg. Co.) [N. J. | James H. Cullen | 2-6CylGasEng6½x9; 100BHP. | | |
| 3293 133,073 HWQN | **Collegian** Steel xCrown of Seville 2D;Shel dk;Wireless;W. Bal 7BH | Scw | Br 455.4 | Liverpool 56.2 \| 27.6 | 3678 5904 | | 1912 9 | Pt. Glasgow, (Russell & Co.) [Scot. | Charente S.S. Co. (Lim.) | 3CylTE28,46,77x54; 4SB;WP180lbs | | BL |
| 3294 212,689 | **Collier** Wood 1D | Scw | Am 137.9 | Pittsbu'gh 27 \| 3.7 | 134 134 | | 1914 | Dravosburg, Pa. | Monessen Coal & Coke Co. | 2-2CylC10,17½x60; 3Blrs;WP350lbs;350IHP. | | |
| 3295 77,232 | **Collier County** Steel xTamiami Queen xVixen xJosephine 1D;Wireless; Oil fuel F. P. above 150° F. | Scw | Am 183.9 | Tampa 28 \| 16 | 388 570 | | '96 6 | Elizabeth-port, N. J. (Crescent S. B. Co., Lewis Nixon) | Florida R.R. & Nav. Corp. | 3CylTE18,27,42x28; John W. Sullivan; 2SB;Globe Iron Wks; 3508HS;WP158lbs;1200IHP;EAC; d rpd3,26;Dkd,s rps9,26 | ✠A1 Coastwise & W. I. ✠AMS 3dS.S.No.1,NY8,24; M.&B.S.8,24;n shft6,25; SBP;CL | |
| 3296 147,662 KQSP | **Collier No. 1** Steel 1D;Mchy aft;W. Bal 3BH | Scw | Br 249.2 F38′ | Montreal 43.2 \| 18.3 | 930 1858 | | 1924 6 | Barrow, (Vickers, Lim.) [Eng. | Canada Steamships (Lim.) | 2CylC24,48x36; 2SB;WP140lbs | M.S.10,25 | C |
| 3297 129,069 HQJS | **Collingham** Steel 1D;B;Web frms;Wireless; W. Bal 6BH | Scw Sch | Br 351.7 P25′ | London 51 \| 25.7 B145′ F32′ | 2540 4080 | | 1910 1 | Sunderland, (J. L. Thompson & Sons, Lim.) [Eng. | Kingdom Steam Ships (Lim.) | 3CylTE25,42,68x48; 2SB;WP180lbs | | BL |
| 3298 219,778 LWCJ | **Collingsworth** Steel 2D;Wireless;sub.sig;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 | Scw | Am 390 P50′ | Phila. 54.2 \| 27.8 \| 32′ B121′ F40′ | 3125 5101 7840 | 7′ 9½″ 24′ 5″ | 1920 3 | Hog Island, (American [Pa. Int. S.B. Corp.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; d rpd4,24;s rps2,26;Dkd5,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NO4,24; M.S.4,24;shft drn10,25; B.S.5,26;Clh BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t.....D. F.O.....D.B.257′1162t;S. T.14′ 1 29t; D. | | | T.36′892t;F.P.1 44t T.36′833t..... .. | | | | | | | | |
| 3299 117,089 | **Collingwood** Iron & Steel 1D;Wireless;W. Bal 3BH | Scw | Br 386 | Collingw'd 50 \| 28 | 3480 4529 | | 1907 | Collingw'd, (Collingwood Ont. S. B. Co., Lim.) [Ont. | Canada S.S. Lines | 3CylTE21,33,57x42; 2SB;WP180lbs;1200IHP. | (★100(GL) P.S.5.26 | |
| 3300 OEUY | **Colmar** Steel xWar Osiris 1D;Wireless;W. Bal 4BH | Scw | Fr 251 P25′ | Rouen 43.8 \| 20.7 B64′ F30′ | 1244 2054 | | 1918 7 | Port Arthur, (Pt. Arthur Ont. S. B. Co., Lim.) [Ont. | Soc. Anon. de Nav. "Les Arm. Francais" | 3CylTE20,33,54x40; 2SB;WP190lbs | | BL |
| 3301 214,660 LFSP | **Colombia** Steel 2D;Awng dk;Oil fuel;Wireless; W. Bal 6BH | Scw | Am 379.9 F44′ | San Fran. 48.5 \| 32.5 | 3448 5643 | | 1915 10 | Amsterdam, (Nederl. Schps. Maats.) [Hol. | Panama Mail S.S. Co. | 3CylTE28,43,74x51; 4SB;WP180lbs;3350IHP | | BL |
| 3302 JTQF | **Colombia** Steel 1D;B;W. Bal 4BH | Scw Sch | Nor 206.2 F29′ | Bergen 29.7 \| 12 B53′ | 456 794 | | '93 12 | Bergen, (Bergens Mek. Vaerksted.) [Nor. | A. Halvorsen, Mgr. | 3CylTE17,26,43x30; 1SB;WP175lbs | | N |
| 3303 163 NJMO | **Colombo** Steel xSan Gennaro 3D;Shel dk;Wireless;W. Bal 10BH | Scw Twin | It 518 B225′ | Naples 64 \| 24.2 F56′ | 6058 12003 | | 1915 | Jarrow, (Palmers S. & I. Co., Lim.) [Eng. | Nav. Gen. Italiana | 2-4CylQE28,40,57,80x51; 12SB;WP220lbs;Dkd;d rpd4,26; s rps5,26 | S.S.No.1,Npls11,21;A.S.4,26; n Pt shft1,24; Pt shft drn;n Stbd shft3,25; Stbd shft drn4,26;M.&B.S.5,26 | C-I |
| 3304 143,420 KCLT | **Colon** Steel 1D;Shel dk;Wireless;W. Bal 3BH | Scw | Br 265 | London 41.2 \| 18.8 | 983 1803 | | 1919 9 | Liverpool, (H. & C. Grayson, Lim.) [Eng. | Mac-Andrews & Co. (Lim.) | 3CylTE21,34,56x36; 2SB;WP180lbs | | BL |
| 3305 127,553 | **Colonel** Steel 1D;B;Mchy aft.;W. Bal 3BH | Scw | Am 356 | Fairport 50 \| 28 | 3044 3879 | | 1901 rb'14 | Wyandotte, (Detroit S. B. Co.) [Mich. | Fontana S.S. Co. | 3CylTE18,29,48x40; 2SB;WP165lbs;850IHP. | (★100(GL) P.S.5.26 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3306 | **Col. de Villebois-Mareuil** | Bk | Fr | Nantes | 1926 | | 1901 | Nantes, Fr. | Soc. Gene- | Stl;2BH | | |
| OEVC | 1D;B | | 277.1 | 40.5 \| 22.9 | 2298 | | | (Chant. Nantais de Const. Mar.) | rall d'Armement | | | |
| | | | P54′ | F39′ | | | | | | | | |
| 3307 | **Colonel Driant** | Bkt | Fr | Marseilles | 668 | | '93 | Kingsport, | Soc. Inter- | Sp;Icf(Resltd) | | |
| | xSkoda | | 168 | 37 \| 16 | 741 | | 6 | (E. Cox.) [N. S. | continentale de Transp. | | | |
| OEVD | 1D;B; | | P71′ | | | | | | | | | |
| 3308 | **Colonel George Armistead** | Scw | Am | New York | 304 | | 1904 | Philadel- | U. S. Gov- | 2-2CylC16,32x22; | | |
| | Steel | Twin | 150 | 30 \| 14.3 | 447 | | 7 | phia, Pa. | ernment (Quarter- | 2WTB;WP150lbs;975IHP. | | |
| | W. Bal | 6BH | | | | | | (Neafie & Levy S. & E. B. Co.) | master's Dept.) | | | |
| 3309 | **Col. Jas. M. Schoonmaker** | Scw | Am | Pittsburg | 6650 | | 1911 | Ecorse, | Shenango | 4CylQE22¾,33,48,69x42; | | |
| 209,185 | Steel | Sch | 590 | 64.2 \| 34.2 | 8603 | | | (Great [Mich. Lakes Eng. Works.) | S.S. & Trans. Co. | 3SB;WP216lbs;2600IHP. | | |
| | 1D;Mchy aft;W. Bal | 4BH | | | | | | | | | | |
| 3310 | **Colonel James Pickands** | Scw | Am | Cleveland | 6442 | | 1926 | Lorain, | Interlake | 3CylTE24½,41,65x42; | ✠100(GL) | |
| 225,394 | Steel | | 586.3 | 60.2 \| 27.9 | 8151 | | 5 | (American [Ohio S. B. Co.) | S.S. Co | 3WTB;WP200lbs;2200IHP. | P.S.5,26 | |
| | 1D;W. Bal | 3BH | | | | | | | | | | |
| 3311 | **Col. John F. Gaynor** | Scw | Am | New York | 76 | | '93 | Phila., | New York | | | |
| 126,983 | Steel | | 91.5 | 21 \| 10.4 | 156 | | | (Harlan & [Pa. Hollingsworth Co.) | Bankers | 500IHP. | | |
| | 1D | | | | | | | | | | | |
| 3312 | **Colonel Keith** | Brg | Am | Pt. Arthur | 820 | | 1918 | Westlake, | Gulf Export | YP,LO,Gif(Sltd) | ✠ — — | |
| 217,023 | | Sch | 179.7 | 41.5 \| 14.3 | 884 | | 8 | (Clooney [La. Const. Co.) | & Trans. Co. | | Withdrawn9,25 | |
| LNFR | 1D | | | | | | | | | | | |
| 3313 | **Colonel Moore** | Brg | Am | Galveston | 647 | | 1916 | Westlake, | Bay Tow- | YP,Gif;7BH(Wsh) | ✠ — — | |
| 166,272 | | | 190 | 39 \| 13 | 647 | | 5 | (Clooney [La. Const. & Towing Co.) | ing Co. | | Suspended12,22 | |
| | 1D;Oil in bulk | | | | | | | | | | | |
| 3314 | **Col. P. S. Michie** | Scw | Am | | | | 1913 | Seattle, | U. S. Gov- | 2CylC16,33x24; | | |
| | Steel | | 230 | 43 \| 20 | | | 9 | (Seattle [Wash. Const. & D. D. Co.) | ernment | 1WTB;WP225lbs;900IHP. | | |
| | 1D;Oil fuel | | | F16′ | | | | | | | | |
| 3315 | **Col. Rockwell** | Scw | Am | Beaumont | 109 | | 1919 | Levis, | Gulf Export | 3CylTE12¾,21½,35x24; | | |
| 219,168 | xT. B. 50 Steel | | 125 | 23.4 \| 16.6 | 288 | | 7 | (Lauzon [Que. S. B. Co.) | & Trans. Co., Inc. | 1SB;WP180lbs;600IHP. | | |
| LTMQ | 1D;Mchy aft | 4BH | | F16′ | | | | | | | | |
| 3316 | **Colonel Roosevelt** | Scw | Am | Galveston | 130 | | 1919 | Kingston, | Galveston | 3CylTE12¾,21½,35x24; | | |
| 219,878 | Steel | | 125 | 23.4 \| | 301 | | (Collingwood [Ont. S. B. Co.) | Pilots Assn. | 1Blr;WP180lbs;500IHP | | |
| LWBF | 1D;Mchy aft | 4BH | | | | | | | | | | |
| 3317 | **Colonia** | Scw | Am | New York | 136 | | 1902 | Brooklyn, | Munson | 2CylC15,30x24; | | |
| 127,700 | Wood | | 103.5 | 28.2 \| 10.6 | 200 | | 10 | N. Y. | S.S. Lines | 1CRTB;350IHP. | | |
| | 1D | | | | | | | | | | | |
| 3318 | **Colonia** | Scw | Br | London | 4864 | | 1902 | Newcastle, | Telegraph | 2-3CylTE24,40½,67x48; | | BL |
| 115,810 | Steel | Sch | 487 | 56 \| 27.6 | 8022 | | 5 | (Wigham, [Eng. Richardson & Co.) | Construction & Maintenance Co. (Lim.) | 3DB;1SB;WP190lbs | | |
| TJDK | 2D;Spar dk;Deep frmg; | 7BH | Twin | B134′ | | | | | | | | |
| | Wireless;W. Bal. | | | | | | | | | | | |
| 3319 | **Colonia** | Scw | Urg | Mntevdeo | 3474 | | 1904 | Hamburg, | Uruguayan | 4CylQE24,34,50,72x54; | | |
| | xPolynesia Steel | | 410.8 | 50.9 \| 28.4 | 6022 | | 8 | (Reiherstieg [Ger. Schiffsw. & Mach.) | Govt. | 3SB;WP213lbs | | |
| | 2D;Web frms;SUB.SIG; | 6BH | P&B | 250′ F63′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3320 | **Colonia** | Scw | Am | New York | 151 | | '99 | Chester, | George S. | 2-4CylTE12,20,22,22x18; | | |
| 107,474 | xLorena Steel | Twin | 163.7 | 22.3 \| 10.9 | 259 | | 7 | (Delaware [Pa. River S. & E. B. Co.) | Dearborn | 4WTB;2000IHP. | | |
| KPHF | 1D | | | | | | | | | | | |
| 3321 | **Colonia** | Scw | Arg | BuenAires | 700 | | 1906 | Newport | Benito | 2CylC30,64x66 | | |
| | xJamestown Steel | | 252.3 | 38.3 \| 13.5 | 1337 | | | News, Va. (Newport News S. B. & D. D. Co.) | Canale | | | |
| | 4D;SUB.SIG;Wireless | | | | | | | | | | | |
| 3322 | **Colonial** | S W | Am | Cleveland | 402 | | '85 | Cleveland, | The West- | 1Cyl46½x120; | | |
| 157,173 | xHuron Iron | | 201.4 | 32.5 \| 9.4 | 538 | | | (Globe [Ohio S. B. Co.) | ern Reserve Nav. Co. | 1FB;WP60lbs;500IHP. | | |
| | 2D | 3BH | | | | | | | | | | |
| 3323 | **Colonian** | Scw | Br | Liverpool | 4230 | | '92 | Belfast, | F. Leyland | 2-3CylTE22,36,60x48 | | |
| 99,430 | xBovic Steel | Twin | 470 | 53.1 \| 23.9 \| 31.6 | 6583 | | | (Harland [Ire. & Wolff, Lim.) | & Co. (Lim.) | | | |
| MRNJ | 3D;SUB.SIG;Wireless | | | | | | | | | | | |
| 3324 | **Color** | Scw | It | Genoa | 3144 | | 1903 | Belfast, | Fratelli | 3CylTE25,41,68x54; | | BL |
| 1,316 | xColonial Steel | | 414.1 | 48.2 \| 29.5 | 4960 | | 3 | (Workman, [Ire. Clark & Co., Lim.) | Lagorara | 2DB;1AuxSB;WP190lbs | | |
| NJOE | 1D;Spar dk;Deep frmg; | 7BH | P28′ | B113′ F51′ | | | | | | | | |
| | Web frms;Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3325 | **Coloradan** | Scw | Jap | | 3393 | | 1901 | Chester, | Kishimoto | 3CylTE28,46,75x48; | ✠ — — | |
| | xOregonian Steel | Sch | 406.8 | 51.1 \| 30.3 | 5330 | | 5 | (Delaware [Pa. | Kisen K. K. | 4SB;WP180lbs:5000IHP. | Cancelled. | |
| | 2D;Deep frmg;SUB.SIG; 6BH | | P52′ | \| 33.9 | | | | River S. B. Co.) | | | | |
| | Wireless;W. Bal | | | B100′ F42′ | | | | | | | | |
| 3326 | **Colorado** | Scw | Br | Hull | 4223 | | 1923 | Sunderland, | Ellerman | Stm Tbns; | | BL |
| 147,063 | Steel | | 433 | 57.4 \| 30.2 | 6614 | | 1 | (Wear [Eng. | Lines (Lim.) | 3SB;WP225lbs | | |
| KNMF | 2D;Oil fuel;Wireless;W. Bal 7BH | | P89′ | B & F 308′ | | | | Shipyard of W. Gray & Co., Lim.) | | | | |
| 3327 | **Colorado** | Scw | Am | New York | 1667 | 4′ 2¾″ | 1920 | Manitowoc, | Mallory | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 219,701 | xLake Galisteo Steel | | 253.5 | 43.9 \| 25.9 | 2689 | 24′ 3″ | 6 | (Manitowoc [Wis. | S.S. Co. | Nordberg Mfg. Co; | ✠AMS | |
| LVTK | 1D;Wireless;W. Bal; 4BH | | | \| 28′ 4″ | 4050 | | | S. B. Co.) | | 2SB;Manitowoc S. B. Co: | S.S.No.1,NY7,24: | |
| | Oil fuel F. P. above 150° F. C-29 | | P25′ | B64′ F23′ | | | | | | 4870HS;WP185lbs:1500IHP; | M.&B.S.7,24;n shft12,25; | |
| | | | | | | | | | | rps7,24;Dkd,s rps8,26 | SBP;CL | |
| | W.B.—A.P.99t.....D.B 205′41 | | 8t.... | .....F.P.5t | | | | | | | | |
| | F.O.—A.P.92t.D.T a14′111t;D.B 167′29 | | 7t;W.T | .m38′170t..... | | | | | | | | |
| 3328 | **Colorado Springs** | Scw | Am | Seattle | 5347 | 10′ 9½″ | 1919 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 218,612 | Steel | | 409.6 | 54.2 \| 27.1 | 6864 | 27′ 2½″ | 7 | (Skinner [Wash | ping Board | General Electric Co; | ✠AMS | |
| LSDM | 3D;Wireless; 8BH | | | \| 37′ 9″ | 9600 | | | & Eddy Corp.) | | 3SB;Willamette I. & S. Co; | S.S.No.1,Gvstn8,23; | |
| | SUB.SIG; 7BH to Fbd dk | | | | | | | | | 8112HS;WP210lbs:2500SHP;EAC; | M.S.8,23 shft drn 10,25; | |
| | W. Bal: 1BH to 3d dk | | | | | | | | | Dkd,rps10,25;d rpd3,26 | B.S.3,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.340t;D.B.355′1264t;D | T.40′1 | 082t..... | .....F.P.120t | | | | | | | | |
| | F.O.....D.B.310′1001t;D | T.40′1 | 011t;S. | T.79t..... | | | | | | | | |
| 3329 | **Colpet** | Sch | Am | Buffalo | 994 | | '93 | W. Bay | John E. | O | | |
| 150,621 | xRichland Daisy | | 211 | 35 \| 16.6 | 1047 | | | City, Mich. | Russell | | | |
| | 1D;B | | | | | | | (J. Davidson.) | | | | |
| 3330 | **Columbia** | Scw | Am | Seattle | 70 | | '91 | North Bend, | C. C. Croft | 2CylC17½,34x17; | | |
| 126,823 | Wood | | 102 | 24.3 \| 11.3 | 132 | | | Ore. | | 1SB;WP135lbs;350IHP. | | |
| | 1D | | | | | | | | | | | |
| 3331 | **Columbia** | Sch | Am | Gloucester | 96 | | 1923 | Essex, | Schooner | Wd;Gif | | |
| 222,847 | | | 123.9 | 25.8 \| 12.4 | 152 | | | (Arthur [Mass. | Columbia | | | |
| | 1D | | | | | | | D Storey.) | | | | |
| 3332 | **Columbia** | Scw | Am | Chicago | 142 | | '85 | Wyandotte, | David K. | 2-2CylC10,18x18; | | |
| 91,772 | xMascotte Iron & Steel | Twin | 133.6 | 30 \| 8.6 | 255 | | rb '97 | (Detroit [Mich. | Cochrane | 1FB;WP110lbs;350IHP. | | |
| | 2D | | | | | | | D. D Co.) | | | | |
| 3333 | **Columbia** | MV | Am | Astoria | 97 | | 1914 | Seattle, | O.P.Rankin | Gas Eng; | | |
| 212,014 | xKing & Winge Steel | | 96.7 | 19.6 \| 9.7 | 143 | | | (King & [Wash. | | 140IHP | | |
| | 1D | | | | | | | Winge.) | | | | |
| 3334 | **Columbia** | Scw | Am | Detroit | 549 | | 1902 | Wyandotte, | Detroit & | 3CylTE21½,34,54x36; | | |
| 127,665 | Steel | | 200 | 45 \| 18 | .968 | | | (Detroit [Mich. | Windsor Ferry | 2SB;WP180lbs;2000IHP. | | |
| | 3D | | | | | | | S. B. Co.) | Co. | | | |
| 3335 | **Columbia** | Bkt | Arg | Buen Aires | 2120 | | 1919 | Orange, | P. Arena | LO,YP;Gif; | | |
| | xModena xCity of Waco | 5 M | 296 | 46 \| 22.7 | 2342 | | | (Inter- [Tex. | y Cia. | 2-3CylOilEng11x13½ | | |
| | 1D;B;Mchy aft;Wireless | Aux | P64′ | F33′ | | | | national S. B. Co.) | | | | |
| | | Twin | | | | | | | | | | |
| 3336 | **Columbia** | Sch | Am | Seattle | 584 | | '99 | Hoquiam, | Sterling S.S. | YF;Icf | | |
| 127,369 | | | 181 | 38.5 \| 13.7 | 663 | | 9 | (Geo. H. [Wash. | Corp. | | | |
| KPJN | 1D | | | | | | | Hutching.) | | | | |
| 3337 | **Columbia** | Scw | It | Trieste | 3407 | | 1908 | Pt. Glasgow, | "Cosulich" | 3CylTE27,44,73x48; | | I |
| 450 | Steel | Sch | 400 | 52.1 \| 27.3 | 5465 | | 5 | Scot. | Soc. Triestina | 2DB;WP180lbs. | | |
| NJOZ | 1D;Spar dk;Deep frmg; 6BH | | P78′ | B120′ F41′ | | | | (Russell & Co.) | di Nav. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3338 | **Columbian** | Scw | Am | New York | 3738 | | 1913 | Philadelphia | American | 4CylQE25½,37,52½,76x54; | | BL |
| 211,480 | xSanta Clara Steel | Sch | 404.6 | 53.9 \| 26.3 | 6262 | | 8 | (Wm. Cramp [Pa. | Hawaiian S.S. Co. | 3SB;WP223lbs;5000IHP. | | |
| LDCQ | 2D;B;Shel dk;Long. frmg;D.F; 7BH | | | | | | | & Sons S. B. & | | | | |
| | Oil fuel;Web frms;Wireless;W. Bal | | | | | | | E. B. Co.) | | | | |
| 3339 | **Columbus** | Scw | Ger | Bremen | 16824 | | 1922 | Danzig, | Nord- | 2-4CylTE50,86,96,96x70; | | G |
| | Steel | Twin | 750 | 83 \| 48.9 | 32354 | | 6 | (F. | deutscher Lloyd | 12Blrs | | |
| QLVG | 5D;SUB.SIG;Wireless;W. Bal 1BH | | | | | | | Schichau.) | | | | |
| 3340 | **Colusa** | Scw | Am | New York | 3636 | | 1913 | Pt. Glasgow, | Grace S.S. | 4CylQE25,35,51,74x51; | | BL |
| 212,859 | Steel | | 408 | 55.2 \| 26.8 | 5873 | | 3 | (W. [Scot. | Co. | 3SB;WP220lbs;3000IHP. | | |
| LDWH | 2D;Long. frmg;Oil fuel; 7BH | | P35′ | B129′ F40′ | | | | Hamilton & Co., | | | | |
| | Web frms;Wireless;W. Bal | | | | | | | Lim.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions Lth \| Bth. \| Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship-Class-Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers-Class-Dates. Tail Shaft Drawn-Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3341 | **Colytto** Steel 1D;Wireless;W. Bal | Scw | Hol | 372.2 \| 54.6 \| 24.7 P31′ B222′ F34′ | 2659 4408 | | 1926 | Rotterdam, (Rotterdam [Hol. Droogd. Mij.) | Maats. Zeevaart | 3CylTE25,41,68x45 | | |
| 3342 126,316 KDFC | **Comal** Iron 2D;Oil fuel F. P. above 150° F. 5BH | Scw | Am | 320 42.8 \| 21.5 | 2251 2934 3165 | | '85 6 | Chester, (J. Roach [Pa. & Son.) | Mallory S. S. Co. | 2CylC38,74x54; Wm. Cramp & Sons; 3SB;198GS;6713HS;WP101lbs; 1900IHP;1 rps,n Blrs1,10; d rpd2,26;Dkd,s rps7,26 | A1 Biennial Survey. AMS 4thS.S.No.1,NY7,25; M.S.7,25;B.S;shft drn7,26; SBP | |
| 3343 211,319 | **Comanche** Steel 4BH | Scw | Am | 133.7 28.5 \| 18.5 | 447 686 | | 1913 8 | Seattle, (Seattle [Wash Con. & D.D. Co.) | Puget Sound Nav. Co | 3CylTE11,18,31x20; 1Blr;WP180lbs;400IHP. | | |
| 3344 164,733 | **Comanche** 1D | Brg | Am | 201.3 23.8 \| 10.8 | 477 477 | | 1912 3 | Elkton, (E. Delbert [Md & Bro.) | Southern Trans. Co. | O,Hk,YP;Gif(Sltd) | ✠ — — Suspended7,19 | |
| 3345 133,506 HWDP | **Comanchee** Steel 2D;Web frms;Mchy aft; 17BH Oil in bulk;Oil fuel;Wireless;W. Bal | Scw Sch | Br | 395.5 51.7 \| 29 P107′ B26′ F42′ | 3562 5601 | | 1912 6 | Newcastle, (Armstrong, Whitworth & Co., Lim.) | J. Hamilton, Mgr. | 1CylQE23,32½,47,68x48; 3SB;WP220lbs | | BL |
| 3346 | **Comayagua** Steel 1D;Shel dk;Oil fuel;W. Bal 5BH | Scw Twin | Hon | 301.3 42.3 \| 22.7 | Pto.Cortez 1532 2499 | | 1921 6 | Newburgh, (Newburgh [N. Y. Shipyard, Inc.) | Cuyamel Fruit Co | 2-3CylTE18,30,48x33; 3SB;WP185lbs | | BL |
| 3347 214,472 LGJV | **Comber** Steel 1D;W. Bal 3BH | Scw | Am | 135 22.5 \| 12.3 F26′ | 97 303 | | 1916 10 | Manitowoc, (Manitowoc [Wis. S. B. Co.) | Bay State Fishing Co. | 3CylTE12¾,21½,35x24; 1SB;WP180lbs;600IHP | | |
| 3348 141,917 KCHN | **Comeric** Steel 1D;Shel dk;Oil fuel; 8BH Wireless;W. Bal | Scw | Br | 412.6 55.5 \| 34.4 | 4074 6701 | | 1919 9 | Sunderland, (W.Doxford [Eng. & Sons, Lim.) | A. Weir & Co., Mgrs. | 3CylTE27,45,75x54; 3SB;WP180lbs | | BL |
| 3349 211,398 LDBV | **Comet** Steel 1D;Mchy aft;Oil in bulk; 11BH Oil fuel;Long. frmg;SUB.SIG;Wireless; W. Bal | Scw | Am | 250 43 \| 26 P82′ F53′ | 1258 2486 | | 1913 7 | Lorain, (American [Ohio S. B. Co.) | Pan American Petroleum & Transport Co., Inc. | 3CylTE19,31,54x42; 2SB;WP200lbs;1300IHP | | |
| 3350 208,083 | **Comet** Steel 1D 4BH | Scw | Am | 72.3 20 \| 9.6 | 70 104 | | 1910 | Baltimore, (Skinner [Md. S. B. & D. D. Co.) | Hartford & New York Trans. Co. | 2CylC12,25x22; 1SB;WP150lbs;350IHP. | | |
| 3351 LCHB | **Cometa** Steel 2D;Shel dk;Wireless;W. Bal 6BH | MV Twin | Nor | 367.3 51.5 \| 22.3 | Bergen 2302 3794 | | 1921 9 | Copenhagen, (Akt. [Den. Burmeister & Wain.) | Den Norske Sud-Amerika Linje, Mgrs. | 2-6CylOilEng23¼x35 7/16 | | BL |
| 3352 203,791 KVST | **Comfort** xHavana Steel 4D;B;Wireless;W. Bal 7BH | Scw Twin | Am | 413 New York 50.2 \| 17.5 \| 30.9 | 3963 6391 | | 1907 1 | Philadelphia, Pa. (Wm.Cramp&Sons S. & E. B. Co.) | U. S. Govt. (Navy Dept.) | 2-3CylTE32,52,86x48; 8SB;WP163lbs;8500IHP. | | |
| 3353 142,258 JTMV | **Comino** xArdgorm Steel 2D;Wireless;D.F.;SUB.SIG;W.Bal 6BH | Scw | Br | 385 London 52 \| 26.5 P34′ B111′ F47′ | 2932 4618 | | 1918 6 | Pt. Glasgow, (Russell [Scot. & Co.) | Gulf Line (Lim.) | 3CylTE26,43,70x48; 3SB;WP180lbs | | BL |
| 3354 147,937 KRTD | **Comliebank** Steel 2D;Oil fuel;Wireless;W. Bal 7BH | MV Twin | Br | 420 Glasgow 53.9 \| 26.5 | 3155 5149 | | 1924 12 | Glasgow, (Harland [Scot. & Wolff, Lim.) | Bank Line (Lim.) | 2-6CylOilEng24x37 | | BL |
| 3355 219,805 LWDK | **Commack** Steel 2D;Wireless;SUB.SIG;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 | Scw | Am | 390 Phila. 54.2 \| 27.8 \| 32′ P50′ B121′ F40′ | 3115 5111 7825 | 7′ 9½″ 24′ 5″ | 1920 4 | Hog Island, (American [Pa. Int. S. B. Corp.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; d rpd2,26;Dkd,s rps10,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Phila4,24; M.S.4,24;shft drn6,25; B.S.10,26;C'th BB;CL | |
| W.B.—A.P.100t;D.B.284′1380t. T.14′ 1 F.O.....D.B.257′1162t;S. | | | | | D. T.36′892t;F.P.1 29t; D. T.36′833t. | 44t ... | | | | | | |
| 3356 216,356 LKRW | **Commack** 2D | Sch | Am | 228 Jcksnville 40 \| 19 | 1330 1446 | | 1918 3 | Wilmington, (Naul [N. C. S. B. Co.) | M. L. Fleischel | O,YP,Gif(Sltd) | | BL |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc | Rig. | Nation. | Hailing Port. / Reg. Dimensions / Lth. \| Bth. \| Dth. / Deck Erections \| Mld. | Tons Net / Gross / D.W. | Freeboard. / Corresponding Draft. | When Built. | Where Built. / Builder. | Owners. | Remarks. / Engines, Boilers. | Ship—Class—Date of Last Survey. / No., Date, and Port of Last Periodical Survey. / Engines & Boilers Class—Dates. / Tail Shaft Drawn—Date. | Other Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3357 | **Commandante Capella** | Scw | Brz | Rio Jan'ro | 933 | | 1904 | Kiel, | Lloyd | 2-3CylTE14,24,39x27 | | |
| | xServulo Dourado xSaturno Steel | Twin | 269 | 37.9 \| 11.6 | 1811 | | | (Howaldswerke.) | Brasileiro | | | |
| | 1D;Wireless;W. Bal | | | | | | | [Ger. | | | | |
| 3358 | **Commandante Vasconcellos** | Scw | Brz | Rio Jan'ro | 918 | | '89 10 | Newcastle, | Lloyd | 2-3CylTE18,28,44x27; | | |
| | xFlorianopolis xDesterro Steel | Twin | 265.7 | 34.1 \| 17.8 | 1495 | | | (Hawthorn, Leslie & Co., Lim.) | Brasileiro | 2SB | | |
| | 2D;Wireless 4BH | | | | | | | [Eng. | | | | |
| 3359 | **Commander** | Scw | Am | New York | 49 | | '93 | Wilmington, | Delaware, | 2CylC14½,28x24; | | |
| 126,962 | Wood | | 76.3 | 21.7 \| 9.6 | 99 | | | Del. | Lackawanna & Western R.R. Co. | 1Blr;WP125lbs;150IHP. | | |
| 3360 | **Commerce** | Scw | Am | Toledo | 98 | | '78 | Milwaukee, | Do Ville | 1CylNC12x10; | | |
| 128,645 | Oak | Drg | 99 | 19 \| 6 | 113 | | | (E. Bond.) | Lake Sand & Gravel Co. | 1FB;WP80lbs;148IHP. | | |
| | 1D | | | | | | | [Wis. | | | | |
| 3361 | **Commerce** | Sch | Am | San Fran. | 621 | | 1900 7 | Alameda, | Sanders | YP,Gif(Sltd) | ✠ — — | |
| 127,464 | | 4 M | 182.5 | 38.6 \| 13.6 | 658 | | | (Hay & Wright.) | & Kirchmann, Inc. | | Cancelled. | |
| KQHB | | | | | | | | [Cal. | | | | |
| 3362 | **Commerce** | Scw | Am | Chicago | 190 | | 1911 | Manitowoc, | Merchants | 2Cyl17,17x16; | | |
| 209,367 | Steel | | 114.6 | 33 \| 13 | 280 | | | (Manitowoc D. D. Co.) | Lighterage Co. | 1SB;WP150lbs;125IHP. | | |
| | 1D 3BH | | | | | | | [Wis. | | | | |
| 3363 | **Commercial Courier** | Scw | Am | Wilm'gton | 1278 | | 1903 8 | Rostock, | Commercial | 3CylTE20¾,35⅝,55x35⅝; | **A1** | |
| 215,017 | xYucca Steel | | 291.5 | 41.2 \| 25.8 | 2114 | | | (Act. Ges. Neptun.) | Courier S.S. Co. (Lim.) | Neptune Wks; | AMS | |
| LHCB | 2D;W. Bal 4BH | | | | 4416 | | | [Ger. | | 2SB;Neptune Wks; | 2d8.8.No.2,NY1,24; | |
| | 2BH to Fbd dk | | | | | | | | | 96GS;3552HS;WP170lbs;850IHP; | M.S.1,24;B.S.;n shft5,26; | |
| | 2BH to 2d dk | | | | | | | | | Dkd,d rpd5,26 | SBP;CL | |
| 3364 | **Commercial Guide** | Scw | Am | Wilm'gton | 2890 | 3′ 8″ | 1910 12 | Hamburg, | Nyanza S.S. | 3CylTE26,43,74x54; | **A1** | |
| 215,570 | xNyanza Steel | | 405.6 | 55.2 \| 25.5 | 4762 | 24′ 8″ | | (Blohm & Voss.) | Co. | Blohm & Voss; | AMS | |
| LHTJ | 2D;W. Bal;Wireless; 8BH | | | \| 28′1½″ | 7750 | | | [Ger. | | 3SB;Blohm & Voss; | S.S.No.3,NY4,22; | |
| | SUB.SIG; C-34 | | P & B | 347′ F47′ | | | | | | 194GS;8945HS;WP215lbs;3100IHP; | M.S.4,22;B.S.3,25; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | d rpd7,25;Dkd,s rps10,26 | shft drn7,25;Scip;CL | |
| 3365 | **Commercial Pathfinder** | Scw | Am | Wi m'gton | 2953 | | 1906 4 | Newcastle, | Osage S.S. | 3CylTE27,43½,73x48; | **A1** | |
| 215,368 | xOsage Steel | | 396 | 49.5 \| 27.4 | 4789 | | | (Swan, Hunter & Wigham Richardson. | Co. | Swan, Hunter & Wigham Richardson | AMS | |
| LHNM | 2D;Deep frmg;W. Bal 8BH | | P38′ | B112′ F40′ | 7600 | | | [Eng. | | 2SB;Swan, Hunter & Wigham Richardson;128GS;6138HS;WP180lbs; | 2d8.8.No.1NO2,22; | |
| | 6BH to Fbd dk | | | | | | | | | 2100IHP;DB;EAC;clk dk7,17; | M.S.2,22;n shft4,23; | |
| | 2BH to 2d dk | | | | | | | | | Dkd,d rpd8,26 | B.S.2,25;shft drn8,26; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | Clh BB;CL | |
| 3366 | **Commercial Pioneer** | Scw | Am | N. Orleans | 1665 | 4′ 2½″ | 1920 4 | Superior, | Lake Gunni | 3CylTE19,32,56x36; | ✠A1(E) | |
| 219,850 | xLake Gunni Steel | | 253.4 | 43.8 \| 26.9 | 2686 | 24′ 2½″ | | (Globe S. B. Co.) | Nav. Co. | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LWGC | 1D;B;Wireless;SUB.SIG;W. Bal; 4BH | | | \| 28′ 4″ | 4050 | | | [Wis. | | 2SB;Duluth Boiler Wks. | S.S.No.1,NO4,25; | |
| | Oil fuel F. P. above 150° F. C-30 | | P29′ | B64′ F23′ | | | | | | 4720HS;WP190lbs;1400IHP; | B.S.12,24;M.S.4,25; | |
| | | | | | | | | | | EAC;Dkd,d rpd3,26;s rps10,26 | shft drn3,26;Scip;CL | |
| | W.B.—A.P.96t.....D.B.205′41 | 9t..... | | F.P. 51t | | | | | | | | |
| | F.O.—A.P.90t;D.T.a14′112t;D.B.167′29 | 1t; W. | | T.m38′170t..... | ... | | | | | | | |
| 3367 | **Commercial Spirit** | Scw | Am | Wilm'gton | 2905 | | 1920 8 | Tacoma, | Commercial | 3CylTE24,40,70x48; | ✠ — — | BL |
| 220,600 | xHoboken Steel | | 380.4 | 53.1 \| 27 | 4633 | | (Todd D. D. & Const. Co.) | Spirit S.S. Co. | 3SB;WP190lbs;2500IHP;Exmd2,26 | ✠ — — | |
| MBKV | 2D;Long. frmg;Oil fuel; 7BH | | P38′ | B102′ F41′ | 7700 | | | [Wash. | | | Withdrawn1,25 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3368 | **Commercial Trader** | Scw | Am | Wilm'gton | 3001 | | 1905 8 | Newcastle, | Honolulu | 3CylTE27,45,75x48; | **A1**(E) | |
| 215,710 | xHonolulu xItasca Steel | | 399 | 51 \| 27.3 | 4840 | | | (W. G. Armstrong, Whitworth & Co., Lim.) | S.S. Co. (Lim.) | Armstrong, Whitworth & Co; | AMS | |
| IJCW | 3D;Deep frmg;Wireless; 6BH | | | | 8000 | | | [Eng. | | 3SB;Wallsend Shipway Co; | 2d8.8.No.1,Balt7,22; | |
| | SUB.SIG;W. Bal C-36 | | | | | | | | | 171GS;5500HS;WP185lbs;2500IHP; | M.S.7,22;B.S.7,24; | |
| | | | | | | | | | | EAC;Dkd,d rpd10,26 | shft drn5,25;Clh BB;CL | |
| | W.B.—A.P.47t.D.B.1033t. | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3369 | **Commercial Traveler** | Scw | Am | Wilm'gton | 2890 | | 1920 | Tacoma, | Commercial | 3CylTE24,40,70x48; | ✠ — — | BL |
| 222,501 | xRed Hook Steel | | 380.3 | 53.1 \| 27 | 4607 | | 8 | (Todd [Wash. | Traveler S.S. Co. | 3SB;WP190lbs;2500IHP | ✠ — — | |
| MBHK | 2D;Long. frmg;Oil fuel; 7BH | | P38′ | B102′ F41′ | 7650 | | | D. D. & Const. Co.) | | | Withdrawn12,24 | |
| | SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 3370 | **Commewyne** | Scw | Hol | Amst'dam | 1543 | | 1907 | Copenhagen, | Koninkl. | 3CylTE21½,34½,60x39; | | BL |
| | xSt. Thomas Steel | | 310.2 | 40.7 \| 19.2 | 2482 | | 7 | (Akt. [Den | West-Indi-che | 2SB;WP180lbs; | | |
| NKQR | 2D;Oil fuel;Well dk;Wireless; 5BH | | P & B | 214′ F32′ | | | | Burmeister & | Maildienst | | | |
| | W. Bal | | | | | | | Wain.) | | | | |
| 3371 | **Commissioner** | Scw | Am | New York | 129 | | 1918 | Brunswick, | Merritt | | | |
| 218,094 | Wood | | 108.3 | 28.3 \| 13 | 272 | | | (Founda- [Ga. | Chapman & Scott | 500IHP. | | |
| LRFN | 1D;Wireless | | | | | | | tion Co.) | Corp. | | | |
| 3372 | **Commodore** | Brg | Am | New York | 528 | | 1914 | Brooklyn, | Edward | Wd | | |
| 166,199 | | | 119 | 33 \| 14.4 | 528 | | | (D. [N. Y. | Moore | | | |
| | 1D | | | | | | | Costagliola & Co.) | | | | |
| 3373 | **Commodore** | Scw | Am | Chicago | 1927 | | '75 | Cleveland, | U. S. Govt. | 2-2CylC22,44x36; | | |
| 125,452 | Wood | Twin | 265.4 | 42.2 \| 24.6 | 2082 | | | (Thos. [Ohio | (Div. of Naval | 2FB;WP90lbs;825IHP. | | |
| | 2D 1BH | | | | | | | Quayle & Sons.) | Reserve) | | | |
| 3374 | **Commodore** | Scw | Am | New York | 79 | | '87 | Wilmington, | Eastern S.S. | 1Cyl20x22 | | |
| 126,412 | Wood | | 96 | 30 \| 8.5 | 126 | | | Del. | Lines | 60IHP. | | |
| 3375 | **Commodore** | Scw | Br | Vancouv'r | 216 | | 1907 | Vancouver, | B. C. Mills | 3CylTE12,20,32x24; | | |
| 122,363 | Wood | | 119.6 | 26.1 \| 14.5 | 318 | | | (A. C. [B. C. | Tug & Barge | 52RHP. | | |
| | 1D | | | | | | | McDonald.) | Co. (Lim.) | | | |
| 3376 | **Commodore** | Brg | Am | Seattle | 961 | | 1911 | Portland, | Pacific S.S. | Stl | | |
| 167,080 | | | 149 | 36 \| 9.5 | 961 | | | (Willamette [Ore. | Co | | | |
| | 1D | | | | | | | Iron Wks.) | | | | |
| 3377 | **Commodore** | Sch | Am | Honolulu | 1339 | | 1919 | Seattle, | Lewers & | Fir,Gif | | |
| 220,572 | xBlaatind | 4 M | 232.9 | 45 \| 18.8 | 1526 | | 10 | (Price [Wash. | Cooke (Lim.) | | | |
| MBJW | 1D;B | | P54′ | F30′ | | | | S. B. Co.) | | | | |
| 3378 | **Commodore** | Scw | Br | Liverpool | 1762 | | 1902 | Glasgow, | Charente | 3CylTE25,41,67x45; | | |
| 115,715 | xCrown of Navarre Steel | | 320 | 44 \| 12.7 | 2739 | | 10 | (Barclay, [Scot. | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| TQRW | 1D;Spar dk;Deep frmg; 5BH | | P98′ | F33′ | | | | Curle & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3379 | **Commodore Rollins** | Scw | Nor | Bergen | 962 | | 1911 | Bergen, | A. Hal- | 3CylTE23,37,63x39; | | N |
| | Steel | Sch | 249.9 | 34.6 \| 22.4 | 1576 | | 4 | (Bergen [Nor | vorsen, Mgr. | 2SB;WP185lbs | | |
| MGNS | 2D;B;W. Bal 4BH | | | | | | | Mek. Vaerks.) | | | | |
| 3380 | **Commonwealth** | SW | Am | Fall River | 2500 | | 1908 | Philadel- | New Eng- | 2-2CylC50,96x114; | | |
| 205,149 | Steel | | 437.9 | 55 \| 19.3 | 5980 | | 5 | (Wm. [phia, Pa. | land S.S. Co. | 10SB;10000IHP;Exmd10,25 | | |
| KWPJ | 2D;B;Wireless;W. Bal 8BH | | | | | | | Cramp & Sons | | | | |
| | | | | | | | | S. & E. B. Co.) | | | | |
| 3381 | **Commonwealth** | MV | Am | Boston | 93 | | 1913 | Essex, | George S. | GasEng; | | |
| 211,718 | Wood | | 103 | 24 \| 11.8 | 141 | | 10 | Mass. | Grueby | 100IHP. | | |
| | 1D | | | | | | | | | | | |
| 3382 | **Comodoro Rivadavia** | Scw | Arg | BuenAires | 3139 | | 1905 | Belfast, | Argentina | 3CylTE29,49,80x60; | | G |
| | xAnselm Steel | | 400.4 | 50.1 \| 19.1 | 5450 | | 3 | (Workman, [Ire. | Cia. Generalde | 4SB;WP180lbs | | |
| HBJP | 1D;Spar dk;Wireless;W. Bal 6BH | | P & B | 282′ F87′ | | | | Clark & Co., Lim.) | Nav. S. A. | | | |
| 3383 | **Compania de Filipinas** | Scw | Am | Manila | 458 | | '90 | Renfrew, | Cia. Gen. de | 3CylTE15,25,40x30; | | V |
| | Steel | | 180 | 30 \| 12 | 797 | | | (Lobnitz [Scot. | Tabacos de | 1SB;WP150lbs;500IHP. | | |
| MBCQ | 1D;W. Bal 6BH | | | | | | | & Co.) | Philipanis | | | |
| 3384 | **Comport** | Scw | Am | New York | 122 | | 1906 | Tottenville, | Mallory S.S. | | | |
| 203,647 | Wood | | 96.4 | 30.4 \| 9.7 | 180 | | | (A. C. [N. Y. | Co., Inc. | 240IHP | | |
| KVRH | 1D | | | | | | | Brown & Son.) | | | | |
| 3385 | **Compton** | Brg | Br | Montreal | 681 | | '93 | Kingston, | Sincennes- | O | 90(GL) | |
| 100,711 | xNorthland | Sch | 179.5 | 34.6 \| 14.5 | 734 | | | (Ainslie [Ont. | McNaughton | | Lake Erie & St. Lawrence. | |
| | 1D | | | | | | | Co.) | Line (Lim.) | | P.S.6,26 | |
| 3386 | **Comus** | Scw | Am | New York | 2920 | | 1900 | N'port News | Southern | 3CylTE32,52,84x54; | ✠ — — | |
| 127,407 | Steel | Sch | 391.6 | 48.3 \| 15.8 | 4760 | | 4 | (Newport [Va. | Pacific Co. | 3DB;WP180lbs;3800IHP. | Cancelled. | |
| KPSB | 3D;Wireless 6BH | | | | | | | News S. B. & | | | | |
| | | | | | | | | D. D. Co.) | | | | |

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| No Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. | Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship-Class-Date of Last Survey. No., Date, and Port of Last Periodical Survey, Engines & Boilers-Class-Dates. Tail Shaft Drawn-Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3387 / 126,719 / KJHD | **Concho** / Steel / 2D;Wireless; Oil fuel F. P. above 150° F | Scw | Am 329.5 | New York 47 \| 21.2 | 2640 3724 3450 | | '91 4 | Chester, (Delaware River I. S. B. & E. Wks.) [Pa. | Mallory S. S. Co. | 3CylTE30,45,72x45; Delaware S. B. Co; 4SB;New York S. B. Co; WP160lbs;3000IHP;d rpd2,26; Dkd,s rps9,26 | ✠A1 Coastwise & W. I. AMS 3dS.S.No.2,NY7,24 M.S.7,24;B.S;shft drn5,25; Cih BB;CL | |
| 3388 / 166,304 | **Concord** / 1D | Brg | Am 108.3 | New York 42 \| 9.2 | 404 404 | | 1916 | Brooklyn, (Ira S. Bushey & Sons, Inc.) [N. Y. | Merritt-Chapman & Scott Corp. | Wd | | |
| 3389 / 130,526 / KJCV | **Concord** / xNorfolk Iron / 1D;Wireless | Scw | Am 246 | New York 46 \| 15.5 | 697 1249 | | '91 1 | Wilmington, (Harlan & Hollingsworth Co.) [Del. | Colonial Nav. Co. | 3CylTE22,36,55x28; 1700IHP. | | |
| 3390 / 1077 | **Concordia** / xWar Idyll Steel / 1D;Shel dk;W. Bal 8BH | Scw | It 412 | Genoa 55.8 \| 34.5 | 4066 6565 | | 1921 10 | Chepstow, (Monmouth (Eng. S. B. Co., Lim.) | "Unione Italica, Societa di Nav. | Stm Tbns; 3WTB;WP200lbs | | I |
| 3391 / 137,830 / JNSR | **Concordia** / xGretavale Steel / 2D;Oil fuel;Wireless;D.F;W. Bal 7BH | Scw | Br 410.2 P35′ | Glasgow 53.5 \| 28.4 B171′ F41′ | 3418 5388 | | 1917 1 | Greenock, (Greenock [Scot. & Grangemouth Dkyd. Co., Lim.) | Donaldson Bros. (Lim.), Mgrs. | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 3392 | **Concrete Tanker No. 2** / 1D | Brg | Am 300 \| PS5′ | Wilm'gton 41 \| 25 U30′ | 1644 2605 | | 1922 4 | Wilmington, (Newport [N. C. S. B. Co.) | U. S. Govt. (Quartermaster's Dept.) | Concrete;10BH; DB | | |
| 3393 | **Concrete Tanker No. 3** / 1D | Brg | Am 300 \| P85′ | Wilm'gton 44 \| 25 F30′ | 1644 2605 | | 1922 6 | Wilmington, (Newport [N. C. S. B. Co.) | U. S. Govt. (Quartermaster's Dept.) | Concrete;10BH; DB | | |
| 3394 / 141,346 | **Concretia** / Concrete / 1D | Scw | Br 126 | Ottawa 22.2 \| 10.1 | 176 320 | | 1918 | Montreal, (Montreal [Can. S. B. Co., Lim.) | Dept. of Mar. & Fisheries | 2CylC12,24x18 | | |
| 3395 / OEXL | **Conde** / Steel / 2D;Shel dk;Wireless;W. Bal Sch 7BH | Scw | Fr 418.2 P13′ | Havre 53.8 \| 26.4 B137′ F47′ | 4537 7202 | | 1915 8 | Havre, (Forg. & Ch. de la Medit.) [Fr. | Cie. Havraise Pen de Nav. a Vap. | 3CylTE28,46,77x52; 3SB;1AuxSB;WP200lbs | | BL |
| 3396 / HJDC | **Conde de Abasolo** / xWar Manor Steel / 1D;Wireless;W. Bal 7BH | Scw | Sp 331.4 P33′ | Bilbao 46.8 \| 23.1 B100′ F29′ | 1865 3106 | | 1918 5 | Willington (Tyne Iron S.B. Co.,Lim.) [Quay, Eng. | Cie. Nav. Vascongada | 3CylTE25,41,68x45; 3SB;WP180lbs | | BL |
| 3397 / MBCH | **Conde de Churruca** / Steel / 2D;Web frms;Long. frmg; Mchy aft;Oil in bulk; Wireless;W. Bal | MV Twin | Sp 370.7 P103′ | S. Sebstn. 48.5 \| 30 B32′ F36′ | 2673 4461 | | 1921 9 | Newcastle, (Armstrong, Whitworth & Co., Lim.) [Eng. | Soc. Comercial de Oriente | 2-4CylOilEng23⅝x37 | | BL |
| 3398 / 136,374 / KLRJ | **Condor** / Comp / | Scw Sch | Am 149.1 | Savannah 20.1 \| 9.7 | 134 197 | | '93 | Nyack, (C. L. Seabury & Co.) [N. Y. | James A. Rourke | 3CylTE13,21,34x21; 2WTB;300IHP. | | |
| 3399 / 220,103 / LWPS | **Condor** / YP,WO,LO;Gl / 1D | Scw | Am 88 | New York 25.5 \| 13 | 101 187 | | 1920 9 | South Jacksonville, Fla. (Gibbs Gas Eng. Co.) | Goodwin-Gallagher Sand & Gravel Corp | 2CylC18,38x26; 1SB;WP155lbs;450IHP | ✠ — — ✠ — — Cancelled5,22 | |
| 3400 / 211,603 / LDFR | **Condor** / xGipsy Jo Steel / 1D | Scw Twin Yct | Am 149.2 | Buffalo 18 \| 10 | 113 201 | | 1913 8 | Neponset, (Geo. Lawley & Son.) [Mass. | Mathews S.S. Co. | 2-4CylTE12½,20,22,22x15; 2WTB;WP260lbs;2300IHP | | |
| 3401 / 219,942 / LWJV | **Conehatta** / Steel / 2D;Wireless;SUB.SIG;W. Bal; Oil fuel F. P. above 150° F. C-36 | Scw | Am 390 P50′ | Phila. 54.2 \| 27.8 \| 32′ B121′ F40′ | 3023 4974 7825 | 7′ 9½″ 24′ 5″ | 1920 4 | Hog Island, (American Int. S. B. Corp.) [Pa. | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; Dkd,d rpd2,26;s rps6,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Balt5,24; M.S.5,24;shft drn10,24; B.S.6,26;Cih BB;CL | |
| W.B.—A.P.100t;D.B.284′1380t... D.T.36′892t;F.P.1 14t<br>F.O. ... D.B.257′1162t;S. T.14′ 1 29t ... | | | | | | | | | | | | |
| 3402 / 162,741 | **Conemaugh** / 1D | Brg | Am 81.8 | Baltimore 28 \| 7.6 | 148 148 | | 1906 | Port Richmond, N. Y. | Baltimore & Ohio R.R. Co. | Wd;If | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3403 | **Conemaugh** | Brg | Am | Pt. Arthur | 1714 | | '79 | Liverpool, | Gulf | I;4BH | — Exp | |
| 106,456 | xAtlas xLornty | 4 M | 254 | 40.5 \| 24.4 | 1774 | | 1 | (T. Roy- [Eng. | Refining Co. | | | |
| KDQB | 2D;Oil in bulk | | | | | | | den & Sons.) | | | | |
| 3404 | **Conewago** | MV | Am | New York | 147 | | 1914 | Manitowoc, | Adrian C. | 2-6CylGasEng6½x9; | | |
| 212,491 | xSpeedwell Steel | Twin | 91 | 18.2 \| 11.6 | 150 | | | (H. B. [Wis. | Humphreys | 150IHP. | | |
| | 1D | | | | | | | Burger.) | | | | |
| 3405 | **Conewago** | Brg | Am | Phila. | 869 | | 1907 | Noank, | Reading Co. | O,Ch,YP,Icf(Sltd) | | |
| 204,692 | | Sch | 193.2 | 35 \| 17.6 | 956 | | 10 | (R. Palmer [Conn | | | | |
| KWJR | | | | | | | | & Son.) | | | | |
| 3406 | **Confield** | Scw | Br | Newcastle | 1718 | | 1912 | W. Hartle- | Confield | 3CylTE23,36½,62x42; | | BL |
| 133,515 | Steel | | 314 | 46.6 \| 21.2 | 2804 | | 10 | pool, Eng. | S.S. Co. (Lim.) | 2SB;WP180lbs | | |
| HWTN | 1D;Wireless;W. Bal 5BH | | P25′ | B98′ F35′ | | | | (W. Gray & Co., Lim.) | | | | |
| 3407 | **Confucius** | Scw | Chi | HongK'ng | 1588 | 4′ 1½″ | 1919 | Toledo, | The Kung | 3CylTE22,36,59x42; | ✠A1Ⓔ | |
| 218,767 | xLake Fielding Steel | | 248.6 | 43.7 \| 25.9 | 2571 | 24′ 2″ | 9 | (Toledo [Ohio | Chung S.S. Co. | Toledo S. B. Co; | ✠AMS | |
| LSMN | 1D;B;W. Bal;SUB.SIG;Wireless; 4BH | | | \| 28′ 2″ | 4050 | | | S. B. Co.) | | 2SB;Toledo S. B. Co; | S.S.No.1,HK4,25; | |
| | Oil fuel F. P. above 150° F. C-29 | | P25′ | B64′ F23′ | | | | | | 4640HS;WP185lbs;1500IHP; | M.&B.S;shft drn4,25;CL | |
| | | | | | | | | | | Dkd,d rpd11,26 | | |
| | W.B.—A.P.105t.....D.B | 204′44 | 1t..... | .....F.P.71t | | | | | | | | |
| | F.O.—A.P. 98t;D.T.a12′80t;D.B | 158′29 | 3t;W.T | .30′208t..... | | | | | | | | |
| 3408 | **Congo** | Scw | Ptg | Lisbon | 2309 | | 1905 | Flensburg, | Cia. | 3CylTE20,33,55x37; | | |
| | xIngraban xClara Menzell Steel | | 300.8 | 45.3 \| 19 | 3120 | | 3 | (Flensburger [Ger | Nacional de Nav. | 2Birs. | | |
| HCON | 1D;Shel dk;SUB.SIG;W. Bal;Wireless | | | | | | | Schiffsb. Ges.) | | | | |
| 3409 | **Conneaut** | Scw | Am | Wy'ndotte | 3027 | | 1916 | Ecorse, | Wyandotte | 4CylQE19,28,41,60x42; | (★100(GL) | |
| 214,061 | Steel | | 415 | 56 \| 27.5 | 4749 | | | (Great [Mich. | Transportation | 3SB;WP215lbs;1775IHP. | P.S.8,25 | |
| | 1D;Mchy aft;SUB.SIG;Wireless; 3BH | | | | | | | Lakes Eng. Wks.) | Co. | | | |
| | W. Bal | | | | | | | | | | | |
| 3410 | **Conneaut** | Brg | Am | Pt. Arthur | 1620 | | '75 | Wilmington, | Gulf | I;3BH | — Exp | |
| 2,972 | xLone Star xBrashear | Sch | 280 | 38.1 \| 20.2 | 1690 | | 7 | (Harlan & [Del. | Refining Co. | | | |
| JRCT | 2D;Oil in bulk;Wireless;W. Bal | | | | | | | Hollingsworth.) | | | | |
| 3411 | **Connecticut** | Brg | Am | Phila. | 473 | | 1915 | Chesapeake | Southern | O,YP,Hk,Gif(Sltd) | ✠ — — | |
| 165,814 | | | 201.2 | 23.7 \| 11 | 473 | | | City, Md. | Transportation | | Suspended7,19 | |
| | 1D | | | | | | | (Southern Transp. S. B. Co.) | Co. | | | |
| 3412 | **Connersville** | Scw | Am | New York | 1358 | 2′ 10½″ | 1918 | Ashtabula, | U. S. Ship- | 3CylTE19,32,54x40; | ✠A1Ⓔ | |
| 217,071 | Steel | | 253.6 | 43.6 \| 20.2 | 2232 | 19′ 9″ | 11 | (Great [Ohio | ping Board | Great Lakes Engr. Wks; | ✠AMS | |
| LNHS | 1D;W. Bal 6BH | | | \| 22′ 6″ | 3500 | | | Lakes Eng. Wks.) | | 2SB;Kingsford Fdy. & Mchy. Wks; | shft drn1,20;Scip;CL | |
| | C-28 | | | | | | | | | 126GS;5352HS;WP190lbs;1200IHP; | (Laid up) | |
| | | | | | | | | | | EAC;s rps1,20 | | |
| | W.B.—A.P.53t;D.B.209′506t;F.P. | 38t | | | | | | | | | | |
| 3413 | **Conness Peak** | Scw | Am | Phila. | 3452 | 7′ 9½″ | 1920 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,902 | Steel | | 390 | 54 \| 27.8 | 5620 | 24′ 5″ | 4 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LWHQ | 2D;SUB.SIG;Wireless;W. Bal; 8BH | | | \| 32′ | 7825 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,Gvstn7,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | M.S.7,24;B.S.3,26; | |
| | | | | | | | | | | Dkd,d rpd7,26;s rps9,26 | shft drn7,26;Cih BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t... | | .....D. | T.36′892t;F.P.1 | 44t | | | | | | | |
| | F.O.....D.B.257′1162t;S. | T.14′ 1 | 29t..... | ..... | ... | | | | | | | |
| 3414 | **Conotton** | Scw | Am | New York | 1396 | 3′ 4″ | 1919 | Superior, | U. S. Ship- | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 217,400 | Steel | | 251 | 43.5 \| 22.2 | 2324 | 21′ | 1 | (Globe [Wis. | ping Board | National Iron Wks; | ✠AMS | |
| LPHD | 1D;Wireless;W. Bal 4BH | | | \| 24′ 2½″ | 3530 | | | S. B. Co.) | | 2SB;Duluth Boiler Wks; | Scip;CL | |
| | C-28 | | | | | | | | | 5144HS;WP180lbs;1350IHP;EAC; | (Laid up) | |
| | | | | | | | | | | Dkd,s rps10,20 | | |
| | W.B.—A.P.95t;D.B.208′551t;F.P. | 60t | | | | | | | | | | |
| 3415 | **Conqueror** | Bkt | Am | San Fran. | 1221 | | 1918 | Rolph, | Hind, | Fir,Gif(Sltd) | ✠A1 | |
| 216,140 | | 4 M | 231.4 | 43.5 \| 18.6 | 1395 | | 4 | (Rolph [Cal. | Rolph & Co., | Dkd8,19 | (Laid up) | |
| LJW8 | 1D | | | | | | | S. B. Co.) | Inc. | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3416<br>214,651 | **Conqueror**<br>Wood<br>2D | StW | Am<br>136.6 | Pittsbu'gh<br>26 \| 4.7 | 126<br>204 | | 1916 | Elizabeth,<br>(Pittsburgh Coal Co.) [Pa. | Pittsburg Coal Co. | 2CylC12,38x72;<br>2Blrs;WP218lbs;430IHP. | | |
| 3417<br>221,853 | **Conquista**<br>Wood<br>1D | MV<br>Twin | Am<br>105.4 | Los Ang's<br>14.5 \| 8.8 | 67<br>109 | | 1919 | Bremerton,<br>(Navy Yard.) Wash. | Mrs. E. B. Gifford | 3-6CylGasEng10x11;<br>666IHP. | | |
| 3418<br>MFTJ | **Conrad Mohr**<br>Steel<br>2D;Oil in bulk;Mchy aft; 12BH<br>Web frms;Long. frmg;<br>W. Bal;Wireless | Scw<br>Sch | Nor<br>345<br>P97′ | Bergen<br>48 \| 28.5<br>B25′ F44′ | 2055<br>4008 | | 1909<br>7 | Middlesbro,<br>(R Craggs [Eng. & Sons, Lim.) | C. Michelsen & Co. | 3CylTE25,41,67x45;<br>2SB;1AuxSB;WP180lbs | | BL |
| 3419<br>211,105 | **Conrad Starke**<br>Steel<br>1D | Scw | Am<br>82 | Milw'ukee<br>22 \| 13.2 | 104<br>153 | | 1913<br>4 | Manitowoc,<br>(Manitowoc [Wis. S. B. & D. D. Co.) | Henry A. Meyer | 1Cyl26x30;<br>1FB;WP160lbs;600IHP. | | |
| 3420<br>166,200 | **Consort**<br>1D | Brg | Am<br>114.4 | New York<br>36.5 \| 8.9 | 340<br>340 | | 1907 | Grassy Pt.,<br>(Bannon [N. Y. & Sutherland.) | Merritt-Chapman & Scott Corp. | Wd | | |
| 3421<br>217,622<br>LQBP | **Consort**<br>Steel<br>1D;2d dk at ends; 7BH<br>sub.sig;Wireless; 6BH to Fbd dk<br>W. Bal; 1BH to 2d dk<br>Oil fuel F. P. above 150° F. C-32<br>W.B.—A.P.71t;D.B.252′847t;D.T 20′394t.....F.P.111t<br>F.O.—A.P.66t;D.B.217′643t;D.T 20′368t;S.T.5t..... | Scw | Am<br>324 | Newark<br>46.2 \| 25<br>\| 28′ 6″ | 2002<br>3285<br>5500 | 5′ 9″<br>22′ 11″ | 1919<br>5 | Newark,<br>(Submarine [N. J Boat Corp.) | Ford Motor Co. | Stm Tbn;<br>Westinghouse E. & M. Co;<br>2WTB;Babcock & Wilcox Co;<br>5800HS;WP200lbs;1500SHP;EAC;<br>d rpd12,20;Dkd4,22;s rps6,22 | ✠A1Ⓔ<br>✠AMS<br>sbft drn12,20;Clh BB;CL<br>(Laid up) | |
| 3422<br>JDVP | **Constantinos Coutsodontis**<br>xNorman Prince xGlenelg Steel<br>2D;Deep frmg;Wireless; 6BH<br>W. Bal | Scw | Grk<br>376.8<br>P39′ | Syra<br>49.5 \| 26.2<br>B112′ F46′ | 2669<br>4160 | | 1904<br>10 | Glasgow,<br>(C. Connell [Scot. & Co., Lim.) | Coutsodontis & Papanastasopoulo | 3CylTE25,42,68x48;<br>2SB;WP180lbs | | BL |
| 3423<br>JJLN | **Constantinoupolis**<br>xRoon Steel<br>3D;sun.sig;Wireless;W. Bal | Scw<br>Twin | Grk<br>453.7<br>P79′ | .....<br>55.8 \| 36<br>B186′ F88′ | 4956<br>8174 | | 1902<br>11 | Geestemunde, Ger<br>(J. C. Tecklenborg A. G.) | Greek Govt. | 2-3CylTE24,41,69x51;<br>4Blrs | | |
| 3424<br>126,571<br>KGNT | **Constellation**<br>Steel | Sch<br>Aux | Am<br>123.7 | Boston<br>24.9 \| 12.9 | 118<br>157 | | '89 | City Island,<br>(H. [N. Y. Piepgrass.) | Herbert M. Sears | 6CylGasEng8½x11;<br>125BHP. | | |
| 3425<br>127,175 | **Constitution**<br>1D;B;W. Bal | Brg<br>Sch | Am<br>451.8 | Fairport<br>44.2 \| 22.3 | 3629<br>3862 | | '97 | W. Superior,<br>(Am. Stl. [Mich Brg. Co.) | The Pringle Barge Line | Stl;3BH | | |
| 3426<br>HJLN | **Consuelo**<br>xReims xFructidor Steel<br>1D;B;Wireless;W. Bal 8BH | Scw | Sp<br>342.5<br>F33′ | Bilbao<br>46.8 \| 24.1 | 2420<br>3721 | | 1901<br>9 | Sunderland,<br>(W. Doxford [Eng. & Sons, Lim.) | R. Ortiz Artinano | 3CylTE23,39,66x45;<br>2SB;WP180lbs;1230IHP. | | V |
| 3427<br>163,607 | **Consul**<br>1D | Brg | Am<br>172 | Pensacola<br>35 \| 10 | 493<br>493 | | 1908 | Westlake,<br>La. | Aiken Tow Boat & Barge Co., Inc. | Wd | | |
| 3428<br>RFJV | **Consul Horn**<br>Steel<br>2D;Wireless;W. Bal 5BH | MV | Ger<br>306.4<br>P25′ | Hamburg<br>47.5 \| 25.9<br>B98′ F22′ | 1932<br>3219 | | 1925<br>1 | Kiel,<br>(Frd. Krupp Act. Ges.) [Ger. | H. C. Horn | 6CylOilEng25x39 | | G |
| 3429<br>NJVF | **Consul Olsson**<br>xGracefield Steel<br>1D;Deep frmg;Wireless, 5BH<br>W. Bal | Scw | Swd<br>313.5<br>P30′ | Helsngbrg<br>46.5 \| 21.1<br>B96′ F35′ | 1624<br>2726 | | 1905<br>11 | Newcastle,<br>(Swan, Hunter & Wigham Richardson, Lim.) [Eng. | Rederi A/B Helsingborg | 3CylTE22,37,62x42;<br>2SB;WP180lbs | | BL |
| 3430<br>KJMD | **Consul Poppe**<br>xAmisia Steel<br>1D;Deep frmg;W. Bal 4BH | Scw | Ger<br>239 | Hamburg<br>30.8 \| 16.1<br>B58′ F29′ | 877<br>1412 | | 1904<br>5 | Stettin,<br>(Nuscke & Co. Act. Ges.) [Ger. | J. M. K. Blumenthal | 3CylTE17,28,43x42;<br>2SB;WP171lbs | | G |
| 3431<br>1,347<br>NJVF | **Conte Biancamano**<br>Steel<br>4D;Oil fuel;Wireless,W. Bal 10BH | Scw<br>Twin | It<br>626.4<br>B390′ | Genoa<br>76.3 \| 43.7<br>F90′ | 14673<br>24416 | | 1925<br>11 | Glasgow,<br>(W. Beardmore & Co., Lim.) [Scot | Lloyd Sabaudo | Stm Tbns;<br>7DB;2SB;WP220lbs;Dkd,d rpd3,26;<br>s rps7,26 | M.&B.S.4,26 | C-I |
| 3432<br>1,131<br>NJVH | **Conte Rosso**<br>Steel<br>4D;Shel dk;Oil fuel;Wireless; 9BH<br>W. Bal | Scw<br>Twin | It<br>570.2<br>P30′ | Genoa<br>74.2 \| 35.9<br>B344′ F51′ | 9865<br>17058 | | 1922<br>2 | Dalmuir,<br>(W. Beardmore & Co., Lim.) [Scot | Lloyd Sabaudo Soc. di Nav. a Vap. | Stm Tbns;<br>6DB;2SB;WP200lbs;d rpd4,26;<br>Dkd8,26 | A.S.4,26;<br>shfts drn2,25;B.S.12,25;<br>M.S.7,26 | C-I |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3433 | **Conte Stefano Tisza** | Scw | It | Fiume | 1686 | | 1904 | Newcastle, | "Levante" | 3Cyl TE23,39,66x45; | | I |
| 248 | xGrof Tisza Istvan Steel | | 319.3 | 45.3 \| 21.4 | 2822 | | 11 | (W. Dobson [Eng. | Soc. Anon. di | 2SB;WP180lb | | |
| NJVI | 1D;B;Deep frmg;Wireless; 5BH | | P27′ | B96′ F30′ | | | | & Co.) | Nav. Fiumana | | | |
| | W. Bal | | | | | | | | | | | |
| 3434 | **Conte Verde** | Scw | It | Genoa | 11527 | | 1923 | Dalmuir, | Lloyd | Stm Tbns; | | C-I |
| 1,132 | Steel | Twin | 570 | 74.2 \| 35.9 | 18765 | | 4 | (W. [Scot. | Sabaudo Soc. di | 6DB;2SB;WP200lbs;d rpd1,25; | A.S.4,25; | |
| LJNV | 4D;Shel dk;Oil fuel; 9BH | | P30′ | B44′ F51′ | | | | Beardmore & | Nav. a Vap. | Dkd,d rpd7,25 | B.S.9,25;M.S.11,25 | |
| | Wireless;W. Bal | | | | | | | Co., Lim.) | | | | |
| 3435 | **Contoocook** | Scw | Am | New York | 1419 | 3′ 4″ | 1918 | Superior, | U. S. Ship- | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 217,267 | Steel | | 251 | 43.5 \| 22.2 \| 24′ 2½″ | 2344 | 21′ | 11 | (Globe [Wis. | ping Board | National Iron Wks; | ✠AMS | |
| LNWD | 1D:W. Bal 4BH | | | | 3530 | | | S. B. Co.) | | 2SB;Duluth Boiler Wks; | Scip;CL | |
| | C-28 | | | | | | | | | 5144HS;WP180lbs;1350IHP;EAC; | (Laid up) | |
| | | | | | | | | | | d rpd8,19;Dkd,s rps1,21 | | |
| | W.B.—A.P.95t;D.B.208′551t; F. P.60t | | | | | | | | | | | |
| 3436 | **Contra Costa** | StW | Am | San Fran. | 3276 | | 1914 | Oakland, | Southern | 2-1CylVB60x96; | | |
| 212,630 | Wood | | 414.3 | 67.2 \| 18.5 | 4483 | | | Cal. | Pacific Co | 8SB;WP90lbs;6000IHP. | | |
| 3437 | **Contra Costa** | MV | Am | San Fran. | 497 | | 1908 | San Fran., | Standard | Gas Eng; | | |
| 204.889 | Steel | | 190.1 | 37.2 \| 13.3 | 832 | | 2 | (Union [Cal. | Oil Co. (Cal.) | 500IHP. | | |
| KWMJ | 1D;Oil in bulk | | | | | | | Iron Works.) | | | | |
| 3438 | **Conus** | Scw | Br | London | 3428 | | 1919 | Newcastle, | Anglo- | 3Cyl TE27,44,73x48; | | BL |
| 143,358 | xWar Begum Steel | | 400 | 52.3 \| 28.4 | 5578 | | 8 | (Palmers [Eng. | Saxon Petroleum | 3SB;WP180lbs | | |
| KBPC | 1D;B;Web frms;Long. frmg; 11BH | | P50′ | B121′ F39′ | | | | Co.) | Co. | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 3439 | **Convallaria** | Scw | Swd | Helsngbrg | 1168 | | 1921 | Amsterdam, | F. Borjesson | 3Cyl TE20,31,53x36; | | BL |
| 6,631 | Steel | | 280.4 | 40.2 \| 19.1 | 2000 | | 1 | (Verschure [Hol. | Mgr. | 2SB;WP180lbs | | |
| KDGT | 1D;Wireless;W. Bal 4BH | | P22′ | B74′ F32′ | | | | & Co.) | | | | |
| 3440 | **Convoy** | Brg | Am | New York | 344 | | 1914 | Rondout, | Merritt- | Wd | | |
| 166,214 | | | 116.6 | 35.2 \| 9.7 | 344 | | | (Jacob [N. Y. | Chapman & Scott | | | |
| | 1D | | | | | | | Rice & Sons.) | Corp. | | | |
| 3441 | **Conway** | Scw | Br | Newcastle | 1666 | | 1904 | Newcastle, | Royal Mail | 3Cyl TE25,41,68x45; | | BL |
| 118,636 | Steel | | 318 | 43.7 \| 23.3 | 2650 | | 6 | (Armstrong, [Eng. | Steam Packet | 3SB;WP180lbs | | |
| VRTS | 2D;Deep frmg; 5BH | | P21′ | B87′ F33′ | | | | Whitworth & Co., | Co. (Lim.) | | | |
| | SUB.SIG;Wireless;W. Bal | | | | | | | Lim.) | | | | |
| 3442 | **Cookham** | Scw | Br | Newcastle | 2243 | | 1906 | Dumbarton, | Britain | 3Cyl TE25,41,67x45; | | BL |
| 124,124 | xArncliffe xHeathside xNielrose Steel | | 335.5 | 49.7 \| 24.3 | 3583 | | 3 | (A. [Scot. | S.S. Co. (Lim.) | 2SB;WP180lbs | | |
| HGSB | 1D;B;Deep frmg;Wireless; 6BH | | P29′ | B100′ F35′ | | | | McMillan & | | | | |
| | W. Bal | | | | | | | Son, Lim.) | | | | |
| 3443 | **Cooper's Point** | SW | Am | Phila. | 261 | | '79 | Wilmington, | The Ken- | 1CylVB40x120; | | |
| 125,735 | Iron | | 141 | 30 \| 7.7 | 389 | | | (Harlan & [Del | sington and | 1SB;WP37lbs;453IHP. | | |
| | | | | | | | | Hollingsworth Co.) | New Jersey Co. | | | |
| 3444 | **Coos Bay** | Scw | Am | San Fran. | 3176 | | 1909 | Sparrows | Pacific | 2-3Cyl TE22,37½,60x42; | ✠A1 | |
| 206,620 | xVulcan Steel | Twin | 386 | 53 \| 29.8 | 5149 | | 9 | Point, Md. | States Lumber | Maryland Steel Co: | ✠AMS | |
| LBFM | 1D;Mchy aft;SUB.SIG;Wireless; 8BH | | P102′ | B24′ F34′ | | | | (Maryland Steel | Co. | 4SB;Maryland Steel Co; | 2dS.S.No.1,NY6,24; | |
| | W. Bal; | | | | | | | Co.) | | 10200HS;WP200lbs;3500IHP;EAC; | shfts drn;M.S.6,24;B.S.6,26; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | d rpd6,25;Dkd,s rps6,26 | Clh BB;CL | |
| 3445 | **Coot** | Scw | Am | Rockland | 169 | | 1919 | Savannah, | Deep Sea | 3Cyl TE12¾,21½,35x24; | | |
| 219,743 | xValmy Steel | | 139.4 | 25.2 \| 14.3 | 409 | | 2 | (Foundation [Ga. | Fisheries, Inc. | 1SB;WP180lbs;550IHP. | | |
| LVWN | 1D;Wireless 4BH | | | | | | | Co.) | | | | |
| 3446 | **Copalgrove** | Scw | Am | New York | 1396 | 3′ 4″ | 1919 | Superior, | U. S. Ship- | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 217,819 | Steel | | 251 | 43.5 \| 22.2 \| 24′ 2½″ | 2324 | 21′ | 5 | (Globe [Wis. | ping Board | National Iron Wks; | ✠AMS | |
| LQNK | 1D;Wireless;SUB.SIG;W. Bal 4BH | | | | 3530 | | | S. B. Co.) | | 2SB;Duluth Boiler Wks; | shft drn10,20;Scip;CL | |
| | C-28 | | P24′ | B43′ F24′ | | | | | | 166GS;5144HS;WP180lbs;1350IHP. | (Laid up) | |
| | | | | | | | | | | EAC;Dkd, s rps10,20 | | |
| | W.B.—A.P.95t;D.B.208′551t;F.P. 60t | | | | | | | | | | | |
| 3447 | **Copan** | Scw | Hon | Pt. Cortez | 1019 | | '81 | Philadel- | Cuyamel | 3Cyl TE20,34,56x42; | — Exp | V |
| | xAlleghany Iron | | 250.4 | 38.6 \| 16.6 | 1704 | | 8 | phia, Pa. | Fruit Co | 2SB;WP190lbs;1883IHP | | |
| JVMG | 2D;Wireless;Oil fuel 3BH | | | | | | | (Cramp & Sons.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3448 | **Copeman** | Scw | Br | London | 1095 | | '99 | Pt. Glasgow, | G. A. | 3Cyl TE17,31,51x36; | | BL |
| 111,237 | xAvontown xCitrine Steel | | 259.9 | 37.4 \| 16.9 | 1743 | | 12 | (A. Rodger [Scot. | Harrison & | 4SB;WP160lbs | | |
| RLPV | 1D;Web frms;Wireless;W. Bal 4BH | | B62′ | F29′ | | | | & Co.) | Hallett, Dixon (Lim.) | | | |
| 3449 | **Copenhagen** | Scw | Dan | Cop'hagen | 2354 | | 1919 | Landskrona | A/S. Det. | Stm Tbns; | | BL |
| | Steel | | 310 | 44.7 \| 27.5 | 3212 | | 12 | (A. B. [Den. | Oresunds varvet.) | Oversvolske Cie. | 2SB;WP200lbs | | |
| NBHF | 1D;Shel dk;Wireless;W. Bal 4BH | | | | | | | | | | | |
| 3450 | **Copenhagen** | Scw | Br | Glasgow | 2910 | | 1910 | Pt. Glasgow, | Glen & Co., | 3Cyl TE26,42,68x48; | | BL |
| 129,509 | Steel | | 385 | 52 \| 26.5 | 4540 | | 8 | (Russell [Scot. | Mgrs. | 3SB;WP180lbs | | |
| HRMJ | 2D;Wireless;W. Bal 6BH | | P34′ | B111′ F51′ | | | | & Co.) | | | | |
| 3451 | **Coppename** | Scw | Am | New York | 1938 | | 1908 | Belfast, | United | 3Cyl TE26,41,69x48; | | BL |
| 212,646 | Steel | Sch | 333.3 | 42.6 \| 15.9 | 3251 | | 2 | (Workman, [Ire. | Fruit S.S. Corp. | 3SB;WP180lbs;2500IHP. | | |
| LDRM | 2D;Spar dk;Wireless;Oil fuel; 5BH | | P & B | 218′ F41′ | | | | Clark & Co., Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 3452 | **Copperfield** | Sch | Am | Mobile | 580 | | 1919 | Shellbank, | Copperfield | YP,Jpr,Hk,LO,Gif; | ✠A1(E) | |
| 218,580 | | 4 M | 172.5 | 36 \| 14.1 | 691 | | 8 | (Shellbank [Ala. | Shipping Co. | s rf,rps,clk a3,20; | S.S.No.1,NY11,23 | |
| LSCN | 1D | | | | | | | S. B. Co.) | | d rpd s t,dk clk g12,25,fr clk g4,26 | | |
| 3453 | **Coquina** | Scw | Am | San Fran. | 1281 | 3′ 1″ | 1919 | Manitowoc, | Pillsbury | 3Cyl TE20,33,54x40; | ✠A1(E) | |
| 217,871 | Steel | | 250.5 | 43.7 \| 20.1 | 2140 | 20′ 1″ | 5 | (Manitowoc [Wis. | & Curtis | Manitowoc S. B. Co; | ✠AMS | |
| LQRK | 1D;SUB.SIG;Wireless;W. Bal 4BH | | | \| 23′ 1″ | 3350 | | | S. B. Co.) | | 2SB;Manitowoc S. B. Co; | S.S.No.1,Chest11,25; | |
| | C-28 | | P27′ | B64′ F26′ | | | | | | 8SCSB;3992IHS;WP190lbs,12501HP, | M.&B.S.11,25;shft drn6,26; | |
| | | | | | | | | | | EAC;Dkd.d rpd6,26 | Scbp Ct. | |
| | W.B.—A.P.55t;D.B.212′626t;F.P. 66t | | | | | | | | | | | |
| 3454 | **Coquitlam City** | Sch | Br | Vancouv'r | 922 | | 1914 | Pt. Coquit- | Gosse- | Wd | | |
| 134,081 | | 4 M | 196 | 41 \| 13 | 933 | | | lam, B. C | Millerd (Lim.) | | | |
| | 1D | | | | | | | (Coquitlam S. B. Mar. Rlwy. Co., Lim.) | | | | |
| 3455 | **Coquitt** | Scw | Am | Newark | 1996 | 5′ 9″ | 1919 | Newark, | Ford Motor | Stm Tbn; | ✠A1(E) | |
| 219,046 | Steel | | 324 | 46.2 \| 25 | 3283 | 22′ 11″ | 10 | (Submarine [N. J. | Co. | Westinghouse E. & M. Co; | ✠AMS | |
| LTFV | 1D;2d dk at ends; 7BH | | | \| 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | Wireless; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | SUB.SIG;W. Bal; 1BH to 2d dk | | | | | | | | | d rpd2,21;Dkd6,21;s rps9.21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T. 20′394t..... F.P.111t | | | | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T. 20′368t;S.T.3 1t..... | | | | | | | | | | | |
| 3456 | **Cor Jesu** | Scw | It | Genoa | 2474 | | 1908 | Nantes, | A. Gazzolo | 3Cyl TE22,36,59x42; | | BL |
| 1,340 | xL'Erdre Steel | | 375.6 | 50.5 \| 25.6 | 3994 | | 2 | (Atel. & [Fr. | | 2SB;WP178lbs;1400IHP | | |
| NJVZ | 1D;B;Web frms;Wireless;W. Bal 6BH | | P34′ | B110′ F41′ | | | | Chant. de la Loire.) | | | | |
| 3457 | **Cora** | Brg | Am | Baltimore | 452 | | 1909 | Madison, | R. Duke | O,YP,Gif | | |
| 163,933 | xClara Brooks | | 196 | 23.9 \| 13 | 472 | | | (Jos. W. [Md. | Wathen | | | |
| | 1D | | | | | | | Brooks & Son) | | | | |
| 3458 | **Cora F. Cressy** | Sch | Am | Boston | 2089 | | 1902 | Bath, | Boston Ship | O,YP,Gief (Sltd) | ✠ — — | |
| 127,634 | | 5 M | 273 | 45.4 \| 27.9 | 2499 | | 4 | (Percy & [Me. | Brokerage Co. | bn | Suspended5,26 | |
| KRPC | 2D;B;Wireless | | | | | | | Small.) | | | | |
| 3459 | **Coracero** | Scw | Br | Glasgow | 4533 | | 1923 | Pt. Glasgow, | Coracero | 3Cyl TE27,46,77x51; | | BL |
| 147,852 | Steel | | 423.6 | 56 \| 36.7 | 7252 | | 5 | (Lithgows, [Scot. | S.S. Co. (Lim.) | 4SB;WP200lbs | | |
| KPBC | 2D;Shel dk;Oil fuel;Wireless; 6BH | | F37′ | | | | | Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 3460 | **Coralia** | Scw | Am | Duluth | 3264 | | '96 | Cleveland, | Pittsburg | 3Cyl TE24,39,63x42; | | |
| 127,129 | Steel | | 413.2 | 48 \| 24 | 4349 | | | (Globe [Ohio | S.S. Co. | 2SB;WP180lbs;1350IHP. | | |
| | 2D;Mchy aft;W. Bal 3BH | | | | | | | Iron Wks. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3461 | **Corapeak** | Scw | Am | Norfolk | 1280 | 3′ 1″ | 1919 | Manitowoc, | Charles F. | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 217,870 | Steel | | 250.5 | 43.7 \| 20.1 \| 23′ 1″ | 2153 | 20′ 1″ | 5 | (Manitowoc [Wis. | Webb | Manitowoc S. B. Co; | ✠AMS | |
| LQRJ | 1D;sub.sig;Wireless;W. Bal 4BH | | P27′ | B64′ F26′ | 3350 | | | S. B. Co.) | | 2SB;Manitowoc S. B. Co; | | |
| | C-28 | | | | | | | | | 88GS;3992HS;WP190lbs;1250IHP; | S.S.No.1,Nflk10,25; | |
| | | | | | | | | | | EAC;d rpd8,19;Dkd10,25;s rps10,26 | M.S;shft drn10,25;B.S.10,26; | |
| | W.B.—A.P.55t;D.B.212′626t;F.P. 66t | | | | | | | | | | Scip;CL | |
| 3462 | **Corapeake** | Trn | Am | Baltimore | 222 | | '94 | Bethel, | B. Wm. | Wd | | |
| 100,584 | xIvy Blades | | 134.8 | 23.9 \| 8.8 | 234 | | | Del. | Bramble Co. | | | |
| KLWR | 1D | | | | | | | | | | | |
| 3463 | **Corbis** | Scw | Br | London | 3447 | | 1918 | Newcastle, | Anglo- | 3Cyl TE27,44,73x48; | | BL |
| 142,455 | xWar Ranee Steel | | 400 | 52.3 \| 28.4 | 5559 | | 6 | (Swan, [Eng. | Saxon Petroleum | 3SB;WP180lbs | | |
| JTPH | 1D;B;Web frms;Long. frmg; 11BH | | P49′ | B121′ F40′ | | | | Hunter & Wigham | Co. (Lim.) | | | |
| | Wireless;Oil fuel;W. Bal | | | | | | | Richardson, Lim.) | | | | |
| 3464 | **Corby Castle** | Scw | Br | Liverpool | 3619 | | 1918 | Pt. Glasgow, | Lancashire | 3Cyl TE27,44,73x48; | | BL |
| 141,888 | xVirgilia Steel | | 423.3 | 56 \| 28.7 | 5697 | | 11 | (Russell [Scot. | Shipping Co. | 3SB;WP180lbs | | |
| JVRG | 2D;Wireless;W. Bal;Oil fuel 6BH | | P38′ | B123′ F43′ | | | | & Co.) | (Lim.) | | | |
| 3465 | **Corcovado** | Scw | Brz | R. Janeiro | 1916 | | '90 | Glasgow, | Pereira | 3Cyl TE24,40,66x48; | | BL |
| | xBrazilian Steel | Sch | 340 | 42 \| 25 | 3046 | | 4 | (D & W. [Scot. | Carneiro & Co. | 2SB;WP140lbs | | |
| | 2D;Deep frmg;Wireless;W. Bal 7BH | | P37′ | B70′ F40′ | | | | Henderson & Co.) | (Lim.) | | | |
| 3466 | **Cordelia** | Scw | Br | Liverpool | 4178 | | 1912 | Newcastle, | C. T. Bow- | 3Cyl TE27,45,75x48; | | BL |
| 131,437 | Steel | Sch | 420.3 | 54.6 \| 32.4 | 6533 | | 5 | (Swan, [Eng | ring & Co. | 3SB;WP180lbs | | |
| HVWJ | 2D;Mchy aft;Oil fuel; 17BH | | P103′ | B25′ F43′ | | | | Hunter & Wigham | (Lim.), Mgrs | | | |
| | Oil in bulk;Web frms;Long. frmg; | | | | | | | Richardson.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3467 | **Cordelia** | Scw | Swd | Gothenb'g | 1497 | | '89 | Newcastle, | Rederi | 3Cyl TE22,36,59x39; | | BL |
| 3,949 | xCavalla xErland Steel | | 290 | 39.8 \| 19.8 | 2506 | | 2 | (C. S. Swan [Eng. | A/B Cordelia | 2SB;WP160lbs | | |
| JMLP | 1D;Well dk;Web frms; 4BH | | P25′ | B118′ F31′ | | | | & Hunter.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3468 | **Cordillera** | Scw | Br | Glasgow | 4248 | | 1920 | Sunderland, | Donaldson | Stm Tbns; | | BL |
| 144,239 | Steel | | 419 | 54.8 \| 35.7 | 6865 | | 10 | (Short [Eng | So. American | 4SB;WP200lbs | | |
| KHRF | 2D;Shel dk;Oil fuel;Wireless; 7BH | | | | | | | Bros., Lim.) | Line (Lim.) | | | |
| | D.F;W. Bal | | | | | | | | | | | |
| 3469 | **Cordoba** | Scw | Fr | Marseilles | 4708 | | 1903 | Hamburg, | Ste. | 2-3Cyl TE24,39,67x48; | | I |
| | xPrinzregent Steel | Twin | 417 | 50.4 \| 28.1 | 6375 | | 1 | (Blohm [Ger. | Generale des | 3DB;WP200lbs;4200IHP. | | |
| OEYQ | 2D;Web frms;Wireless;W. Bal 10BH | | P & B | 272′ F86′ | | | | & Voss.) | Transport Mar. a Vap. | | | |
| 3470 | **Cordova** | Scw | Am | N.Orleans | 181 | | 1920 | Jefferson- | Inland | 2-3Cyl TE10¾,17,27x18; | | |
| 220,332 | Steel | Twin | 140 | 24 \| 8 | 267 | | | ville, Ind. | Waterways Corp. | 2WTB;WP225lbs;800IHP. | | |
| | 2D;Oil fuel;Wireless;W. Bal | | | | | | | (Howard Shipyard & Dock Co.) | | | | |
| 3471 | **Cordova** | Brg | Am | Detroit | 2861 | | '97 | Chicago, | Detroit | Stl;2BH | 90(GL) | |
| 127,172 | xCarrington | Sch | 352 | 44.2 \| 21.8 | 3180 | | | (Chicago [Ill. | Sulphite | | P.S.8,26 | |
| | 1D | | | | | | | S. B. Co.) | Transp. Co. | | | |
| 3472 | **Cordova** | Scw | Am | New York | 1269 | | 1912 | Wilmington, | Alaska S.S. | 3Cyl TE19,30,50x36; | | |
| 209,655 | Steel | Sch | 238.7 | 41.2 \| 20.9 | 2089 | | 3 | (Harlan & [Del. | Co. | 2SB;WP180lbs;1200IHP. | | |
| LCHP | 1D;B 4BH | | | | | | | Hollingsworth Corp.) | | | | |
| 3473 | **Corfe Castle** | Scw | Br | London | 2958 | | 1901 | Glasgow, | Union- | 3Cyl TE27,43,72x48; | | BL |
| 114,773 | Steel | Sch | 401.7 | 48.6 \| 18.6 | 4592 | | 10 | (Barclay, [Scot. | Castle Mail | 2SB;1AuxSB;WP180lbs | | |
| SQWT | 1D;Spar dk;Deep frmg; 6BH | | P36′ | B112′ F40′ | | | | Curle & Co., Lim.) | S.S. Co. (Lim.) | | | |
| | Wireless;sub.sig;W. Bal | | | | | | | | | | | |
| 3474 | **Corinaldo** | Scw | Br | Glasgow | 4417 | | 1921 | Greenock, | Donaldson | Stm Tbns; | | BL |
| 144,248 | Steel | | 414.5 | 55.6 \| 28.7 | 7131 | | 2 | (Scott's [Scot. | South American | 4SB;WP200lbs | | |
| KHWM | 2D;Shel dk;Oil fuel Wireless; 7BH | | | | | | | S. B. & Eng. Co., Lim.) | Line (Lim.) | | | |
| | D.F;W. Bal | | | | | | | | | | | |
| 3475 | **Corinthia** | Sch | Br | Bridgetwn | 182 | | 1913 | Bahamas, | Barbados | Wd | | |
| 131,728 | | | 100.6 | 29.8 \| 9.7 | 214 | | | (W. E. [W. I. | Co-operative | | | |
| | 1D | | | | | | | Roberts.) | Cotton Factory (Lim.) | | | |
| 3476 | **Corinthian** | Sch | Am | Gloucester | 97 | | 1917 | Essex, | Gorton-Pew | Wd; | | |
| 215,589 | | Aux | 112.6 | 23.9 \| 10.8 | 161 | | | Mass. | Vessels Co. | Gas Eng; 60IHP. | | |
| LHVB | 1D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3477 | **Corinthic** | Scw | Br | Hull | 3023 | | 1924 | W. Hartle- | Sir W. H. | 3Cyl TE 26,43,72x48; | | BL |
| 147,155 | Steel | | 390.1 | 55.5 \| 26.2 | 4823 | | 6 | pool, Eng. | Cockerline | 3SB;WP180lbs | | |
| KQWB | 1D;Wireless;W. Bal 6BH | | P30′ | B221′ F41′ | | | | (Irvine's S. B & D. D. Co., Lim.) | | | | |
| 3478 | **Corinthic** | Scw | Br | Liverpool | 7646 | | 1902 | Belfast, | White Star | 2-4Cyl QE 22,31,46,66x48 | | |
| 115,296 | Steel | Twin | 500.3 | 63.3 \| 45 | 12367 | | | (Harland [Ire. & Wolff.) | Line | | | |
| TLWJ | SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 3479 | **Corinto** | Scw | Am | San Fran. | 1161 | | 1905 | Bremer- | Panama | 2-3Cyl TE 14½,23,38x38; | | V |
| 219,317 | xCaldas Steel | Twin | 261.1 | 40 \| 19.5 | 1973 | | | haven, Ger. | Mail S.S. Co. | 2SB;WP180lbs;1100IHP. | | |
| LTWN | 2D;Wireless;W. Bal 7BH | | | | | | | (G. Seebeck & Akt. Ges.) | | | | |
| 3480 | **Cormorant** | Scw | Am | | | | 1919 | Brooklyn, | U. S. Govt. | 3Cyl TE 19,29,46x30; | | |
| | Steel | | 180 | 35.3 \| 17.2 | | | 5 | (Todd [N. Y. Shipyards Corp.) | (Navy Dept.) | 2WTB;WP200lbs;1400IHP | | |
| | 2D;Oil fuel;W. Bal 11BH | | | | | | | | | | | |
| 3481 | **Cornelia** | Scw | Am | New York | 1944 | | 1916 | Sparrows Pt. | A. H. Bull | 3Cyl TE 24½,41,68x48; | | BL |
| 214,382 | Steel | | 327.7 | 46.7 \| 23.5 | 3129 | | 8 | (Maryland [Md. | S.S. Co | 3SB;WP200lbs;2500IHP | | |
| LGHK | 2D;Web frms;Long. frmg; 6BH | | P38′ | B94′ F37′ | | | | Steel Co.) | | | | |
| | SUB.SIG;Wireless;W.Bal | | | | | | | | | | | |
| 3482 | **Cornell** | Scw | Am | New York | 87 | | 1919 | New York, | Lehigh | 2CylC 18,38x26; | ✠ — — | |
| 219,492 | xDragoman O,YP,HK;Gif | | 94.3 | 25.2 \| 12.2 | 173 | | | (Consoli- [N. Y. | Valley R.R. Co. | 1SB;WP155lbs;700IHP. | ✠ — — | |
| | 1D 1BH | | | | | | | dated S. B. Co.) | | | Cancelled1,23 | |
| 3483 | **Cornell** | Scw | Am | Duluth | 3439 | | 1900 | So. Chicago, | Pittsburg | 4Cyl QE 18,26,41,63x42; | | |
| 127,451 | Steel | | 454 | 50.2 \| 25 | 4449 | | 7 | (Chicago [Ill. | S.S. Co. | 2WTB;WP250lbs;2000IHP. | | |
| | 1D;B;Mchy aft;SUB.SIG;W. Bal. 3BH | | | | | | | S. B. Co.) | | | | |
| 3484 | **Corner Brook** | Scw | Br | St. Johns | 3528 | | 1925 | Newcastle, | Newfound- | 3Cyl TE 28,46,77x51; | | BL |
| 152,301 | Steel | | 424.8 | 56.3 \| 28.6 | 5767 | | 9 | (Armstrong, [Eng. | land Power & | 3SB;WP180lbs | | |
| KTCV | 2D;Shel dk;SUB.SIG; 8BH | | | F50′ | | | | Whitworth & Co., Lim.) | Paper Utilities Corp. (Lim.) | | | |
| | Wireless;D.F;W. Bal;Oil fuel | | | | | | | | | | | |
| 3485 | **Corning** | Scw | Am | New York | 102 | | 1908 | Newport | Delaware, | 2CylC 18,38x28; | | |
| 204,980 | Steel | | 89 | 25.1 \| 12.2 | 204 | | | News, Va. | Lackawanna & | 1SB;WP175lbs;600IHP. | | |
| | 1D | | | | | | | (Newport News S. B. & D. D. Co.) | Western R.R. Co. | | | |
| 3486 | **Corning** | Scw | Br | Swansea | 3119 | | 1913 | Kiel, | Letricheaux | 4Cyl QE 19½,28,41,59x41⅜; | | BL |
| 143,985 | xMohican Steel | | 385.7 | 52.4 \| 28.5 | 5150 | | 9 | Ger. | & David (Lim.), | 2SB;WP210lbs | | |
| | 2D;Web frms;Long. frmg; 13BH | | P115′ | B22′ F37′ | | | | (Howaldtswerke.) | Mgrs. | | | |
| | Mchy aft;Oil in bulk;Oil fuel; | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3487 | **Cornish** | Scw | Am | P'tsmouth | 1094 | | 1922 | Sparrows | Eastern | 3Cyl TE 19,32,56x36; | | |
| 222,746 | Steel | | 233.6 | 40.2 \| 24.3 | 1827 | | 12 | Point, Md. | S.S. Lines, Inc. | 2SB;WP190lbs;1300IHP. | | |
| MFBG | 2D 4BH | | | | | | | (Bethlehem S. B. Corp.) | | | | |
| 3488 | **Cornish City** | Scw | Br | Bideford | 3239 | | 1919 | Stockton, | W. R. Smith | 3Cyl TE 27,44,73x48; | | C |
| 140,858 | Steel | | 400.1 | 52.3 \| 28.5 | 5269 | | 6 | (Craig, [Eng | & Sons, Mgrs | 3SB;WP180lbs | S.S.No.1,Svna8,23;A.S.4,26; | |
| JWFN | 2D;W. Bal;Wireless 7BH | | P49′ | B113′ F40′ | | | | Taylor & Co.,Lim.) | | | M.&B.S;n shft4,26 | |
| 3489 | **Cornish Point** | Scw | Ger | Bremen | 2706 | | 1914 | Sunderland, | Unterweser | 3Cyl TE 25,42½,70x48; | | V |
| | xBlandhall Steel | | 390 | 52 \| 23.7 | 4259 | | | (W. Dox- [Eng. | Reederei, A. G. | 3SB;WP180lbs;2000IHP | | |
| | 2D;Shel dk;SUB.SIG;W. Bal 7BH | | | | | | | ford & Sons) | | | | |
| | Wireless | | | | | | | | | | | |
| | *(now Gonzenheim)* | | | | | | | | | | | |
| 3490 | **Cornucopia** | Scw | Am | Norfolk | 1280 | 3′ 1″ | 1919 | Manitowoc, | Charles F. | 3Cyl TE 20,33,54x40; | ✠A1Ⓔ | |
| 218,057 | Steel | | 250.5 | 43.5 \| 20.1 | 2153 | 20′ 1″ | 5 | (Manitowoc [Wis. | Webb | Manitowoc S. B. Co; | ✠AMS | |
| LRCV | 1D;Wireless;W. Bal 4BH | | | 23′ 1″ | 3400 | | | S. B. Co.) | | 2SB;Manitowoc S. B. Co; | S.S.No.1,Nnk9,25; | |
| | C-2S | | P27′ | B64′ F26′ | | | | | | 8SGS;3992HS;WP190lbs;1250IHP; | M.S;shft drn9,25;B.S.9,26; | |
| | | | | | | | | | | EAC;Dkd,d rpd9,26 | Scip;CL | |
| | W B.—A.P.55t;D.B.212′626t;F.P. .66t | | | | | | | | | | | |
| 3491 | **Cornwall** | Scw | Br | London | 6667 | | 1920 | Pt. Glasgow, | Federal | Stm Tbns; | | BL |
| 145,038 | Steel | Twin | 495.1 | 63.1 \| 40.3 | 10616 | | 10 | (W. [Scot. | Steam Nav. Co. | 5SB;WP180lbs | | |
| KGVB | 2D;Shel dk;W. Bal;Wireless 7BH | | B185′ | F44′ | | | | Hamilton & Co., Lim.) | (Lim.) | | | |
| 3492 | **Corona** | Sch | Am | New York | 129 | | '93 | Bristol, | C. H. | Stl | | |
| 126,956 | xColonia | | 104.3 | 24 \| 16.4 | 136 | | | (Herreshoff [R. I. | Dodge | | | |
| KLQP | | | | | | | | M. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3493 103,673 | **Corona** Steel 3D;Wireless 4BH | SW | Br P31′ | Toronto 269.5 | 32.4 \| 12.5 B98′ F33′ | | 578 1196 | | '96 | Toronto, (Bertram.) [Ont. | Canada S.S. Lines (Lim.) | 2CylC47,85x66; 6Birs;WP90lbs;1800IHP. | | |
| 3494 MTSH | **Corona** Steel 1D;Wireless;W. Bal 5BH | Scw | Nor P31′ | Hauges'nd 334.2 | 48 \| 22.5 B98′ F33′ | | 1952 3264 | | 1920 3 | Middlesbro, (Smith's Dock Co., Lim.) [Eng. | D/S. A/S. Corona (H. M. Wrangell & Co., Mgrs.) | 3Cyl TE24,39,65x42; 2SB;WP180lbs | | N |
| 3495 136,350 JLDH | **Coronado** Steel 4D;sub.sig;Wireless;W. Bal 8BH | Scw Twin | Br P43′ | Belfast 425.4 | 54.3 \| 29.9 B199′ F50′ | | 3995 6539 | | 1915 5 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Elders & Fyffes (Lim.) | 2-3Cyl TE23,39,67x48; 2DB;2SB;WP205lbs;1026RHP | S.S.No.2,Avth11,23;A.S.2,26; B.S.2,26;shfts drn3,26;M.S.5,26 | C |
| 3496 215,918 LJNW | **Coronado** Steel 2D;Shel dk;Long. frmg; 7BH W. Bal; 6BH to Fbd dk Wireless;sub.sig; 1BH to 2d dk Oil fuel F. P. above 150° F. C-36 | Scw | Am P34′ | San Fran. 402.6 | 53 \| 32 34′ 6″ B81′ F37′ | | 3684 5989 9400 | 8′ 3¼″ 26′ 5″ | 1918 1 | Oakland, (Moore S. B. Co.) [Cal. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 3SB;Willamette I. & S. Co; 8412HS;WP210lbs;2400SHP; Dkd,s rps11,26 | ✠A1Ⓔ With Freeboard ✠AMS S.S.NY6,20; B.S;shft drn11,26; BBP;CL | |
| 3497 110,533 QPSW | **Coronda** Steel xPolitician 11BH 2D;Deep frmg;Web frms; Oil in bulk;Wireless;W. Bal | Scw | Br P37′ | Stanley 469.5 | 56.4 \| 31.9 B165′ F38′ | | 4830 7380 | | '99 1 | Newcastle, (C. S. Swan & Hunter, Lim.) [Eng. | Chr. Salvesen & Co., Mgrs. | 3Cyl TE27,45,75x60; 2DB;1SB;WP180lbs | | BL |
| 3498 219,661 LVSG | **Corone** Flr;Gif✕ 4BH 2D C-30 | Scw | Am P40′ | New York 267.8 | 49.8 \| 25.6 27′ 6″ B69′ F43′ | | 1726 2916 4000 | 4′ 6″ 25′ 11″ | 1920 4 | Portland, (Peninsula S. B. Co.) [Ore. | Walter Cummings | 3Cyl TE19,32,56x36; Nordberg Mfg. Co; 2WTB;Freeman Mfg. Co; 154GS;5036HS;WP200lbs;1400IHP; EAC;tr b clkg,clk t,s dk clkg10,21; Dkd,s rps9,22 | ✠A1Ⓔ ✠AMS Scip;CL (Laid up) | |
| 3499 126,346 KDJB | **Coronet** | Sch | Am | Portland 118.7 | 27 \| 11.7 | | 152 160 | | '85 | Brooklyn, (C. & R. Pollion.) [N. Y. | Kingdom Yacht Club | Wd | | |
| 3500 226,006 MGHP | **Corozal** Steel 1D | Scw Drg | Am 260 | Baltimore 260 | 45 \| 19.5 | | 1182 1898 | | 1911 | Renfrew, Scot. | Arundel Corp. | 2-3Cyl C; 2SB;WP180lbs;2000IHP | | |
| 3501 208,330 LBSV | **Corozal** Steel 2D;Wireless;W. Bal 5BH | Scw Sch | Am 335 | New York 46.8 | 22.7 | | 1920 3109 | | 1911 2 | N'portNews, (Newport News S. B. & D.D. Co.) [Va | N. Y. & Porto Rico S.S. Co | 3Cyl TE21½,36,61x42; 3SB;WP190lbs;1500IHP | | BL |
| 3502 217,197 LNRH | **Corrales** Steel 1D;W Bal;Wireless 4BH C-28 W.B.—A.P.55t;D.B.212′626t;F.P. 66t | Scw | Am P27′ | San Fran. 250.5 | 43.7 \| 20.4 23′ 1″ B64′ F26′ | | 1287 2146 3350 | 3′ 1″ 20′ 1″ | 1918 11 | Manitowoc, (Manitowoc (Wis. S. B. Co.) | Pillsbury & Curtis | 3Cyl TE20,33,54x40; Manitowoc S. B. Co; 2SB;Manitowoc Bir. Wks; 126GS;4924HS;WP180lbs;1250IHP; Dkd,s rps1,26 | ✠A1Ⓔ ✠AMS S.S.No.2,Alg1,26; M.&B.S.shft drn1,26;Scip;CL | |
| 3503 144,218 KGSW | **Corrientes** Steel 2D;Shel dk;Oil fuel;W. Bal; 7BH Wireless;D.F. | Scw | Br 419 | Glasgow 54.8 | 35.7 | | 4233 6863 | | 1920 7 | Sunderland, (Short Bros., Lim.) [Eng | Donaldson South American Line (Lim.) | Stm Tbns; 4SB;WP200lbs | | BL |
| 3504 44,304 | **Corrotoman** xIda L. Mass xChesapeake 1D | Brg | Am 151.8 | Phila. 23.3 | 10.8 | | 319 334 | | '90 | Wilmington, (Jackson & Sharp Co.) [Del. | Southern Trans. Co. | Wd;Gif | | |
| 3505 127,328 KNWS | **Corsair** Steel 2D;sub.sig;Wireless; 4BH Oil fuel F. P. 150° F. | Scw Twin | Am 270 | New York 33.3 | 20.9 | | 772 1136 | | '99 1 | Newburgh, (T. S. Marvel & Co.) [N. Y. | J. P. Morgan | 2-4Cyl TE21,33,38,38x30; W. A. Fletcher & Co; 2DB;W. A. Fletcher & Co; WP190lbs;4550IHP; d rpd5,26;Dkd,s rps9,26 | ✠A1 Yachting Service. AMS 2dS.S.No.3,NY12,23; n shfts5,20;M.S.12,23; B.S.4,25;shfts drn9,26; BBP;CL | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3506 | **Corsica** | Scw | Am | New York | 306 | | '82 | Wilmington, | Joseph W. | 1C\ 26x24; | | |
| 126,023 | Iron 2BH | | 145.5 | 26.2 \| 7.5 | 368 | | | Del. | Hanson | 293IHP | | |
| 3507 | **Corsican** | Scw | Br | Pt. Lewis | 253 | | '90 | Glasgow, | Star Nav. | 3Cyl TE13,21½,34x27; | | |
| 97,619 WPLM | xGartheta xPlaneta Steel 1D;W. Bal 4BH | | 148 | 23.5 \| 10.9 B26′ F21′ | 398 | | 4 | (Mackie [Scot. & Thomson.) | Co. (Lim.) | 1SB;WP150lbs;550IHP | | |
| 3508 | **Corsican Prince** | Scw | Br | London | 1802 | | 1921 | Haverton | Furness, | 3Cyl TE26,43,73x48; | | BL |
| 145,935 KMFS | xChickahominy xPersiana Steel 1D;Shel dk;Oil fuel;SUB.SIG; 7BH Wireless;W. Bal | | 363.3 F68′ | 52.2 \| 22 | 3493 | | 12 | Hill, Eng. (Furness S. B. Co.) | Withy & Co. (Lim.), Mgrs | 3SB;WP180lbs | | |
| 3509 | **Corsicana** | Scw | Am | San Fran. | 1287 | 3′ 1″ | 1918 | Manitowoc, | Pillsbury | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 217,011 LNDW | Steel 1D;W. Bal;Wireless 4BH C-28 | | 250.5 P27′ | 43.7 \| 20.4 23′ 1″ B64′ F26′ | 2146 3350 | 20′ 1″ | 10 | (Manitowoc [Wis. S. B. Co.) | & Curtis, Inc | Manitowoc S. B. Co; 2SB;Manitowoc S. B. Co; 126GS;4924HS;WP180lbs;1200IHP; d rpd5.20;Dkd,s rps12,25;Exmd3,26 | ✠AMS S.S.No.1,NO12,25; M.&B.S;shft drn12,25; Scip;CL | |
| | W.B.—A.P.55t;D.B.212′626t;F.P 66t | | | | | | | | | | | |
| 3510 | **Corsinia** | Scw | It | Lucinplico | 2645 | | 1912 | Sunderland, | Soc. Anon. | 3Cyl TE25,41,68x45; | | I |
| 9 NJYX | Steel 1D;Wireless;W. Bal 0BH | | 369.5 P32′ | 50 \| 26.3 B115′ F32′ | 4443 | | 3 | (W. Doxford [Eng. & Sons, Lim.) | di Nav. a Vap Liburnica | 3SB;WP180lbs | | |
| 3511 | **Corson** | Scw | Am | New York | 3074 | 7′ 9½″ | 1919 | Hog Island, | Export | Stm Tbn; | ✠A1Ⓔ | |
| 218,595 LSCV | Steel 2D;Wireless;SUB.SIG;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 | | 390 P50′ | 54.2 \| 27.6 32′ B121′ F40′ | 4999 7825 | 24′ 5″ | 8 | (American [Pa. Int. S. B. Corp.) | S.S. Corp. | General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; Dkd10,25;d rpd4,26 | ✠AMS S.S.No.1,NY10,23; M.S.10,23;n shft10,25;B.S.7,26; Clh BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t.. ....D. T.36′892t;F.P.1 44t F.O.....D.B.257′1162t;S T.14′ 1 29t.. ..... .. | | | | | | | | | | | |
| 3512 | **Corstar** | Scw | Br | London | 1336 | | 1918 | Dundee, | Cory | 3Cyl TE22,36,59x39; | | BL |
| 142,745 JVRK | xWar Dart Steel 1D;Well dk;Wireless;W. Bal 7BH | | 285 P28′ | 42 \| 18.9 B56′ F32′ | 2337 | | 12 | (Caledon [Scot. S. B. & E. Co., Lim.) | Colliers (Lim.) | 2SB;WP180lbs | | |
| 3513 | **Cortona** | Scw | Br | Glasgow | 4453 | | 1921 | Barrow, | Donaldson | Stm Tbns; | | BL |
| 144,237 KHQC | Steel 2D;Shel dk;Oil fuel;Wireless; 7BH W. Bal | | 414.4 | 55.7 \| 36.8 | 7093 | | 3 | (Vickers, [Eng. Lim.) | South American Line (Lim.) | 4SB;WP200lbs | | |
| 3514 | **Coruna** | Scw | Nor | Oslo | 883 | | 1908 | Newcastle, | Fearnley & | 3Cyl TE19,31,51x36; | | N |
| MFHP | Steel 1D;W. Bal 4BH | | 253.2 P14′ | 37.7 \| 17.5 B150′ F26′ | 1467 | | 11 | (W. [Eng. Dobson & Co.) | Eger, Mgrs. | 2SB;WP180lbs | | |
| 3515 | **Corunna** | Scw | Br | Montreal | 792 | | '91 | Leith, | Dominion | 3Cyl TE17,27,44x30; | 90(GL) | |
| 99,224 MHLQ | Steel 2D;Awng dk;W. Bal Sch 5BH | | 230 | 34.1 \| 13 | 1269 | | 9 | (Ramage [Scot. & Ferguson.) | Iron & Steel Co | 1SB;WP160lbs;600IHP. | P.S.7,26 | |
| 3516 | **Corvus** | Scw | Am | New York | 3422 | | 1919 | Portland, | Planet S.S. | 3Cyl TE24½,41½,72x48; | | BL |
| 219,269 LTSQ | Steel 2D;Oil fuel;Wireless;W. Bal 7BH | | 410 P44′ | 54.2 \| 27.5 B115′ F47′ | 5551 | | 11 | (Columbia [Ore. River S. B. Corp.) | Corp. | 3SB;WP210lbs;5000IHP | | |
| 3517 | **Corvus** | Scw | Am | Fairport | 3451 | | 1903 | W. Bay City, | Inter-Lake | 3Cyl TE22,35,58x42; | | |
| 200,479 | xJ. L. Weeks Steel 1D;B;Mchy aft;SUB.SIG. 3BH | | 416 | 50 \| 24 | 4551 | | 11 | (W. Bay [Mich City S. B. Co.) | Steamship Co. | 2SB;WP279lbs;1500IHP. | | |
| 3518 | **Costa Rica** | Scw | Am | San Fran. | 1166 | | '91 | Chester, | Northern | 3Cyl TE20,32,50x36; | | |
| 126,741 KJNP | Steel 2D;Oil fuel Sch 4BH | | 221.5 | 36 \| 19.3 | 1783 | | 4 | (Del. River [Pa. I. S. B. & E. W.) | Fisheries, Inc. | 4CRTB;WP160lbs;700IHP | | |
| 3519 | **Costantinopoli** | Scw | It | Genoa | 2256 | | '98 | Genoa, | Soc. Italiana | 3Cyl TE25,42½,67¾x51; | | I |
| 186 NKAM | xCitta di Torino. Steel 2D;Spar dk;Wireless;W. Bal 6BH | | 363.2 | 43.6 \| 19.2 B76′ F52′ | 3792 | | | (N. Odero [It. & Co., Foce.) | Servizi Marittimi | 2DB | | |
| 3520 | **Costantis Pateras** | Scw | Grk | Chios | 2355 | | 1906 | Sunderland, | Pateras | 3Cyl TE24½,40,66x45; | | BL |
| | xNicolaos Steel 1D;B;Deep frmg;Web frms; 6BH Wireless;W. Bal | | 346.5 P23′ | 50.8 \| 23 B92′ F31′ | 3844 | | 1 | (J. L. Thompson & Sons, Lim.) | Bros. | 2SB;WP180lbs | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3521 218,428 LRTP | **Costigan** Steel 2D; 7BH Wireless;SUB.SIG;W. Bal; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.143t;D.B.335'1311t... F.O.....D.B.281'1092t;S. | Scw | Am 400 7 P35' F.P.12 T.63t.. | Phila. 54.2 \| 30.4 \| 32' 10" B123' F44' 0t ..... | 3800 6126 8822 | 7'10½" 25' 2" | 1919 6 | Bristol, (Merchants S. B. Corp.) [Pa. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;3000SHP;EAC; Dkd,s rps3,21 | ✠A1Ⓔ ✠AMS Clh BB;CL (Laid up) | |
| 3522 218,760 LSMC | **Cotati** Steel 2D; 7BH Long. frmg; W. Bal; 6BH to Fbd dk Wireless;SUB.SIG; 1BH to 2d dk Oil fuel F. P. above 150° F; C-36 W.B.—A.P.49t; D.B.345'1295t; D. F.O.—A.P.46t; D.B.327'1132t; D. | Scw | Am 402.5 P34' T.30' 5 T.30' 5 | San Fran. 53 \| 32 \| 34' 6" F39' 46t... 09t; S. | 4385 5963 9400 ..... F.P.73t T.43t;F.P.68t | 8' 3" 26' 5" | 1919 8 | Oakland, (Moore S. B. Co.) [Cal. | U. S. Shipping Board | Stm Tbns; W. & A. Fletcher Co; 3SB;Moore S. B. Corp; 8745HS;WP210lbs;2800SHP; Dkd,d rpd11,20;s rps7,21 | ✠A1Ⓔ With Freeboard. ✠AMS ✠RMC3,21; S.S.NY11,20; CL (Laid up) | |
| 3523 141,691 | **Cote Nord** xAmphitrite xCote Nord 1D;Wireless | Trn Aux | Br 125.2 | Lunenb'r 26.6 \| 10.6 | 147 205 | | 1920 6 | Mahone Bay (McLean Const. Co , Lim.) [N. S. | George Webb | Bch,Sp;Gif(Sltd) 4CylOilEng9½x10½;100IHP: clk b,dk10,24;s rps5,25;Dkd,clk t10,26 | ✠A1 S.S.No.1,Lvpl,N.S.5,25 | |
| 3524 96,868 | **Coteau** xBelle 1D | Brg | Br 157.6 | Montreal 27 \| 11.9 | 410 445 | | '88 Feb '09 | Kingston, (Montreal Transp. Co.) [Ont. | Dominion Towing & Salvage Co. (Lim.) | Comp;2BH | | |
| 3525 | **Cotillion** Steel 1D;Wireless;Oil fuel | Scw Twin | Mex 130 | Tampico 26 \| 7 | 251 337 | | 1920 | Southampton, (Day, Summers & Co., Lim.) [Eng. | Tampico Navigation Co., Mgrs. | 2-2CylC11,23x15; 1SB;WP160lbs;300IHP. | | |
| 3526 217,423 LPJQ | **Cottonwood** Steel 1D;Mchy aft; 4BH SUB.SIG;Wireless;W. Bal | Scw | Am 253.4 | Huron 43.7 \| 24.5 | 1367 2267 4140 | | 1919 1 | Ecorse, (Great Lakes Eng. Wks.) [Mich. | Davidson S.S. Co. | 3CylTE21,34½,57x42; 2SB;WP175lbs;1350IHP. | (★100(GL) P.S.4,25 | |
| 3527 217,513 LPRD | **Coulee** Steel 1D; 4BH Mchy aft; SUB.SIG;Wireless; W. Bal | Scw | Am 253.4 | Bay City 43.7 \| 24.5 | 1485 2450 | | 1919 2 | Ecorse, (Great Lakes Eng. Wks.) [Mich. | The Tomlinson Co. | 3CylTE21,34½,57x42; 2SB;WP175lbs;1350IHP | | |
| 3528 217,287 LPBC | **Courageous** Steel 2D;Long. frmg; 9BH Wireless; 7BH to Fbd dk SUB.SIG;W. Bal; 2BH to 2d dk Oil fuel F. P. above 150° F. C-38 | Scw | Am 440 P55' | San Fran. 56 \| 34.2 \| 38' B63' F23' | 4755 7593 12000 | 9' 6¾" 28' 8" | 1918 12 | Alameda, (Bethlehem S. B. Corp., Lim.) [Cal. | U. S. Shipping Board | Stm Tbn; General Electric Co; 3SB;Bethlehem S. B. Corp; 8250HS;WP215lbs;3000SHP; s rps3,21;Dkd2,25 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.Balt9,20;CL (Laid up) | |
| 3529 211,433 LDCG | **Courtney C. Houck** 2D;B | Sch 5M | Am 218.9 | Boston 42.7 \| 24.6 | 1357 1627 | | 1913 7 o '21 | Bath, (G. G. Deering Co.) [Me. | Crowell & Thurlow, Inc. | O,YP;Gicf(Sltd) clk b8,19;s cps,clk t,dk12,25; s b clkg8,26 | ✠A1 H.T.Bost5,21 | |
| 3530 217,774 LQJN | **Covalt** Steel 1D;Mchy aft; 4BH SUB.SIG;Wireless;W. Bal | Scw | Am 253.4 | Chicago 43.7 \| 24.5 | 1485 2450 | | 1919 4 | Ecorse, (Great Lakes Eng. Wks.) [Mich. | Morton Salt Co. | 3CylTE21,34½,57x42; 2SB;WP175lbs;1350IHP | (★100(GL) P.S.4,25 | |

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| No. Off. No. / Signal Letters | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. / Deck Erections \| Mld. | Tons Net / Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where Built. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3531 | **Covena** | Scw | Am | San Fran. | 1413 | | 1919 | Ecorse, | Hammond | 3CylTE21,34½,57x42; | ✠A1Ⓔ | |
| 217,810 | Steel | | 253.4 | 43.7 \| 24.5 | 2372 | | 4 | (Great [Mich. | Lumber Co. | Great Lakes Eng. Wks; | ✠AMS | |
| LQNB | 1D; 4BH | | | 27′ 7″ | 4200 | | | Lakes Eng. | | 2SB;Lake Erie Bir. Wks; | S.S.No.2,San F10,26; | |
| | Mchy aft; 1BH to Super dk | | | | | | | Wks.) | | 104GS;4160HS;WP175lbs;1350IHP; | n shft 10,24; | |
| | W. Bal 3BH to Fbd dk | | | | | | | | | EAC;d rpd10,25;Dkd,s rps10,26 | shft drn6,25;M.&B.S.10.26; | |
| | Oil fuel F. P. above 150° F. C-29 | | | | | | | | | | BBP;CL | |
| | W.B.—A.P.74t;D.B.209′576t;T.T .124′33 | | 0t;F.P. | 152t | | | | | | | | |
| 3532 | **Cowden Law** | Scw | Br | Glasgow | 3525 | | 1918 | Old Kil- | Thomas | 3CylTE26,44,73x51; | | C |
| 141,886 | xScottish Monarch Steel | | 420.5 | 54.3 \| 29 | 5658 | | 8 | patrick, Scot. | Law & Co | 2BS;WP200lbs;Dkd d rpd6,25; | S.S.No.2,Crdf7,26;A.S.7,26; | |
| JVFM | 2D;Wireless;W. Bal 6BH | | P48′ | B129′ F46′ | | | | (Napier & Miller.) | | Exmd10,26 | M.&B.S;n shft7,26 | |
| 3533 | **Cowrie** | Scw | Br | London | 3155 | | '96 | Newcastle, | Anglo- | 3CylTE27½,43½,73x48; | | BL |
| 105,791 | Steel | | 376 | 48 \| 29.9 | 4893 | | 1 | (Armstrong, [Eng. | Saxon Petroleum | 3SB;WP160lbs | | |
| PFJK | 2D;Oil fuel;Mchy aft; 12BH | | P92′ | B58′ F45′ | | | | Mitchell & Co.) | Co. (Lim.) | | | |
| | Web frms;Oil in bulk; | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3534 | **Cracovia** | Scw | It | Trieste | 4566 | | 1920 | S. Rocco, | Lloyd | Stm Tbns; | | I |
| 588 | Steel | | 443.6 | 53.1 \| 24.9 | 8052 | | 11 | (Cant. San [It. | Triestino | 5SB;WP180lbs | | |
| NKBZ | 2D;Shel dk;W. Bal 7BH | | B213′ | F83′ | | | | Rocco, S. A.) | | | | |
| 3535 | **Craftsman** | Scw | Am | New York | 197 | | 1919 | Solomons | M. J. Dady | 3CylTE18,28,45x30; | ✠A1 Towing Service. | |
| 217,935 | O,YP;Glf | | 126 | 29.9 \| 13.7 | 358 | | 6 | Island, Md. | Eng. & Const. | Bay State Iron Wks; | ✠AMS | |
| LQVG | 1D 1BH | | | | | | | (M. M. Davis | Co. | 2SB;Titusville Iron Wks; | S.S.No.1,Hyna3,24; | |
| | | | | | | | | & Sons, Inc.) | | 90GS;3004HS;WP180lbs;850IHP; | shft drn;M.&B.S.3,24;Scip;CL | |
| | | | | | | | | | | EAC;d rpd,s b clkg3,22; | | |
| | | | | | | | | | | Dkd,s dk clkg,Exmd3,24 | | |
| 3536 | **Craftsman** | Scw | Br | Liverpool | 3644 | | 1912 | Pt. Glasgow, | Charente | 3CylTE28,46,77x54; | | BL |
| 133,002 | xCrown of Toledo Steel | | 455.4 | 56.2 \| 27.6 | 5815 | | 1 | (Russell [Scot. | S.S. Co. (Lim.) | 4SB;WP180lbs;660RHP. | | |
| HVCR | 2D;Shel dk;Wireless;W. Bal 7BH | | | | | | | & Co.) | | | | |
| 3537 | **Craftsman** | Sch | Br | Kingston | 266 | | '73 | Port Bur- | John Strong | O | | |
| 71,277 | | | 132 | 25.8 \| 10.4 | 266 | | | well, Ont. | | | | |
| | 1D | | | | | | | (McDermond.) | | | | |
| 3538 | **Cragness** | Scw | Br | Bideford | 2980 | | 1924 | Sunderland, | Oakwin S.S. | 3CylTE28,46,75x51; | | C |
| 144,728 | Steel | | 412.1 | 55 \| 25.1 | 4809 | | 11 | (J. L. [Eng. | Co. (Lim.) | 3SB;WP180lbs | A.S.11,25; | |
| KRQT | 1D;Shel dk;Oil fuel; 7BH | | F34′ | | | | | Thompson & | | | M.S.11,25 | |
| | Wireless;W.Bal | | | | | | | Sons, Lim.) | | | | |
| 3539 | **Craigsmere** | Scw | Am | Chicago | 1486 | | 1919 | Ashtabula, | Morton Salt | 3CylTE21,34½,57x42; | (★100(GL) | |
| 218,333 | Steel | | 253.4 | 43.6 \| 25.1 | 2496 | | 6 | (Great [Ohio | Co. | 2SB;WP175lbs;1350IHP | P.S.6,25 | |
| LRQH | 1D;Mchy aft;W. Bal 4BH | | | | | | | Lakes Eng. Wks.) | | | | |
| 3540 | **Craincreek** | Scw | Am | Norfolk | 1367 | 2′ 10½″ | 1918 | Ecorse, | U. S. Ship- | 3CylTE19,32,54x40; | ✠A1Ⓔ | |
| 216,948 | Steel | | 253.5 | 43.8 \| 20.4 | 2292 | 19′ 9″ | 9 | (Great [Mich. | ping Board | Great Lakes Eng. Wks; | ✠AMS | |
| LMWV | 1D;SUB.SIG;W. Bal 6BH | | | 22′ 6″ | 3300 | | | Lakes Eng. Wks.) | | 2SB;John Brennan Co; | B.S.10,19 | |
| | C-28 | | | | | | | | | 126GS;5352HS;WP190lbs;12001HP; | Scip;CL | |
| | W.B.—A.P.53t;D.B.209′506t;F.P. 38t | | | | | | | | | EAC;d rpd6,19;Dkd10,19;s rps8,20 | (Laid up) | |
| 3541 | **Crampton Anderson** | Scw | Am | Los Ang's | 4303 | 7′ 10¾″ | 1921 | Alameda, | Pan- | 3CylTE27,47,78x48; | ✠A1Ⓔ Oil Carrier. | |
| 221,033 | Steel | | 435 | 56 \| 32 | 6998 | 25′ 10″ | 1 | (Bethlehem [Cal | American Petro- | Bethlehem S. B. Corp., Lim; | ✠AMS | |
| MCKL | 2D;Long. frmg; 13BH | | | 33′ 6″ | 10200 | | | S. B. Corp., Lim.) | leum & Trans- | 3SB;Bethlehem S. B. Corp., Lim; | S.S.No.1,NO1,25; | |
| | Mchy aft; Wireless; 8BH to Fbd dk | | P106′ | B50′ F45′ | | | | | port Co. | 8235HS;WP220lbs;2700IHP;EAC; | M.&B.S.1,25;n shft10,25; | |
| | SUB.SIG;W. Bal; 5BH to 2d dk | | | | | | | | | d rpd9,24;Dkd,s rps10,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.93t;D.B.a64′202t..... | | | F.P.9 | 7t | | | | | | | |
| | F.O.....D.T. | a23′ 10 | 11t; D. | T.f50′884t..... | | | | | | | | |
| 3542 | **Cranenest** | Scw | Am | Norfolk | 1367 | 2′ 10½″ | 1918 | Ecorse, | U. S. Ship- | 3CylTE19,32,54x40; | ✠A1Ⓔ | |
| 217,024 | Steel | | 253.5 | 43.8 \| 20.4 | 2292 | 19′ 9″ | 10 | (Great [Mich. | ping Board | Great Lakes Eng. Wks; | ✠AMS | |
| LNFS | 1D;W. Bal;SUB.SIG; 6BH | | | 22′ 6″ | 3300 | | | Lakes Eng. Wks.) | | 2SB;John Brennan Co; | shft drn2,20 | |
| | Wireless C-28 | | | | | | | | | 126GS;5352HS;WP190lbs;1200IHP; | Scip;CL | |
| | W.B.—A.P.53t;D.B.209′506t;F.P. 38t | | | | | | | | | EAC;Dkd,s rps5,19;d rpd5,20 | (Laid up) | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3543 | **Cranford** | Scw | Am | New York | 814 | | 1906 | Wilmington, | Central | 4Cyl TE 19,30,35,35x30; | | |
| 202,704 | Steel | | 191.5 | 44 \| 15.8 | 1197 | | | (Harlan & Hollingsworth.) [Del. | R.R. of N. J. | 3Birs;WP170lbs;1500IHP | | |
| | 2D 5BH | | | | | | | | | | | |
| 3544 | **Cranford** | Scw | Am | Wilm'gton | 4049 | 8′ 1/2″ | 1920 | Wilmington, | U. S. Ship- | 3Cyl TE 24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 219,203 | Steel | | 393.7 | 55.1 \| 31.4 \| 34′ 11″ | 6527 | 27′ | 1 | (Geo. A. Fuller Co.) [N. C. | ping Board | Hooven, Owens, Rentschler Co; 3WTB;Barber Asphalt Co; 9150HS;WP200lbs;2800IHP; | ✠AMS | |
| LTPJ | 2D;Long. frmg;Wireless; 7BH | | P44′ | B109′ F38′ | 9600 | | | | | Dkd,d rpd4,26;s rps9,26 | S.S.No.1,NO7,24; M.S;n shft7,24;B.S.8,26; Cln BB;CL | |
| | W. Bal;SUB.SIG; C-36 | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| | W.B.—A.P.142t;D.B.331′1536t... | ..... | F.P.19 | 4t | | | | | | | | |
| | F.O.—A.P.133t;D.B.289′1186t;S. | T.63t; | F.P.18 | 1t | | | | | | | | |
| 3545 | **Cranley** | Scw | Br | London | 2903 | | 1903 | Glasgow, | Donaldson | 3Cyl TE 27,45,73x48; | | BL |
| 118,257 | xCameta Steel | Sch | 390 | 51.5 \| 26.5 | 4644 | | 3 | (D. & W. Henderson & Co., Lim.) [Scot. | Bros. (Lim.), Mgrs. | 3SB;WP180lbs | | |
| HMQW | 2D;Shel dk;Deep frmg; 6BH | | | | | | | | | | | |
| | Wireless;W. Bal;Oil fuel | | | | | | | | | | | |
| 3546 | **Craster Hall** | Scw | Am | New York | 2759 | | 1909 | Pt. Glasgow, | U. S. Steel | 3Cyl TE 25,42,70x48; | | BL |
| 212,886 | Steel | Sch | 380 | 50 \| 26.2 | 4319 | | 5 | (W. Hamilton & Co., Lim.) [Scot. | Products Co | 3SB;WP180lbs;2000IHP | | |
| LDQC | 2D;Web frms;Long. frmg; 6BH | | P40′ | B114′ F42′ | 7300 | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3547 | **Crawford Castle** | Scw | Br | London | 2820 | | 1910 | Newcastle, | Union | 3Cyl TE 25,41,69x48; | | BL |
| 129,150 | xHova Steel | | 380 | 49 \| 26.4 | 4284 | | 11 | (Northum- berland S. B. Co., Lim.) [Eng. | Castle Mail S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| HRWB | 2D;Wireless;W. Bal;SUB.SIG. 6BH | | P31′ | B94′ F33′ | | | | | | | | |
| 3548 | **Crawl Keys** | Scw | Am | New York | 1378 | 2′ 10½″ | 1918 | Ecorse, | U. S. Ship- | 3Cyl TE 19,32,54x40; | ✠A1Ⓔ | |
| 216,727 | Steel | | 253.5 | 43.8 \| 20.4 \| 22′ 6″ | 2292 | 19′ 9″ | 8 | (Great Lakes Eng. Wks.) [Mich. | ping Board | Great Lakes Eng. Wks; 2SB;John Brennan Co; 126GS;5352HS;WP190lbs;1200IHP; | ✠AMS | | |
| LMJW | 1D;W. Bal; 6BH | | P27′ | B66′ F26′ | 3300 | | | | | EAC;d rpd1,20;Dkd,s rps11,20 | shft drn9,20; Scip;CL (Laid up) | |
| | Wireless C-28 | | | | | | | | | | | |
| | W.B.—A.P.53t;D.B.209′506t;F.P | 38t | | | | | | | | | | |
| 3549 | **Craycroft** | Scw | Am | New York | 1367 | 2′ 10½″ | 1918 | Ecorse, | U. S. Ship- | 3Cyl TE 19,32,54x40; | ✠A1Ⓔ | |
| 217,055 | Steel | | 253.5 | 43.8 \| 20.4 \| 22′ 6″ | 2292 | 19′ 9″ | 10 | (Great Lakes Eng. Wks.) [Mich. | ping Board | Great Lakes Eng. Wks; 2SB;Kingsford Fdy. & Mch. Wks; 126GS;5352HS;WP190lbs;1200IHP; | ✠AMS | | |
| LNHB | 1D;W. Bal;SUB.SIG; 6BH | | P27′ | B66′ F26′ | 3300 | | | | | EAC;Dkd,s rps5,20 | Scip;CL (Laid up) | |
| | Wireless C-28 | | | | | | | | | | | |
| | W.B.—A.P.53t;D.B.209′506t;F.P. | 38t | | | | | | | | | | |
| 3550 | **Crefeld** | Scw | Ger | Bremen | 5682 | | 1922 | Flensburg, | Nordd. | 3Cyl TE 32,52,86x55; | | G |
| | Steel | | 474.2 | 60.1 \| 32.8 | 9573 | | 6 | (Flensburger Schiffsb. Ges.) [Ger. | Lloyd | 4SB;WP205lbs | | |
| QLNV | 3D;SUB.SIG;Wireless;W. Bal 8BH | | P82′ | B229′ F106′ | | | | | | | | |
| 3551 | **Crenatula** | Scw | Br | London | 3549 | | 1918 | W. Hartle- | Anglo- | 3Cyl TE 27,44,73x48; | | BL |
| 142,629 | xWar Subadar Steel | | 400 | 52.3 \| 28.4 | 5563 | | 8 | pool, Eng. (W. Gray & Co., Lim.) | Saxon Petroleum Co. (Lim.) | 3SB;WP180lbs | | |
| JTWC | 1D;B;Web frms;Long. frmg; 11BH | | P49′ | B121′ F39′ | | | | | | | | |
| | Oil fuel;Oil in bulk; | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3552 | **Creole** | Scw | Am | New York | 3849 | | 1907 | Quincy, | Southern | 2-3Cyl TE 27¾,46½,79x42; | | |
| 204,256 | Steel | Sch | 407 | 53 \| 26.7 | 6362 | | 6 | (Fore River S. B. Co.) [Mass. | Pacific Co. | 7600IHP | | |
| KWDR | 3D;SUB.SIG;Oil fuel;Wireless 7BH | Twin | | | | | | | | | | |
| 3553 | **Creole** | Scw | Am | Seattle | 47 | | 1918 | Madison- | | 3Cyl TE 16,25,40x30; | | |
| 216,468 | xO. A. Hermanson Wood | | 126.3 | 28.2 \| 14.3 | 333 | | 3 | ville, La. (Gulf S. B. Co.) | | 1SB;WP160lbs;800IHP | | |
| LKWG | 1D;Oil fuel;Wireless | | | | | | | | | | | |
| 3554 | **Crescent** | Scw | Am | Buffalo | 93 | | '95 | Buffalo, | Cowles | 2CylC 10,20x16; | | |
| 136,522 | xE. T. Douglass Wood | | 91.4 | 17.7 \| 9.6 | 137 | | | (Wm. J. Murphy.) [N. Y. | Towing Co. | 1SB;WP150lbs;103IHP | | |
| | 1D 2BH | | | | | | | | | | | |
| 3555 | **Crescent** | Scw | Am | Buffalo | 297 | | 1910 | Buffalo, | Buffalo | | | |
| 207,404 | Steel | | 135 | 34 \| 9.6 | 385 | | | N. Y. | Gravel Corp. | 200IHP | | |
| | 1D | | | | | | | | | | | |
| 3556 | **Crescent City** | Scw | Am | Duluth | 3028 | | '97 | Chicago, | Pittsburg | 4Cyl QE 18½,28,41,60x42; | | |
| 127,176 | Steel | | 406 | 48.2 \| 23.9 | 4112 | | (Chicago [Ill. | S.S. Co. | 2WTB;WP250lbs;1600IHP. | | |
| | 1D;Mchy aft;W. Bal 4BH | | | | | | rb'22 | S. B. Co.) | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3557 | **Crescent City** | Scw | Am | San Fran. | 380 | | 1906 | Aberdeen, | Hobbs, Wall | 2CylC14,32x24; | | |
| 203,602 | xJim Butler Wd;Icf | Sch | 180 | 38 \| 12.6 | 701 | | 10 | (John [Wash. | & Co. | 1SB;350IHP. | | |
| KVQW | 1D;Oil fuel | | | | | | | Lindstrome.) | | | | |
| 3558 | **Crest** | Scw | Am | Boston | 110 | | 1911 | Quincy, | Bay State | 3CylTE12¾,22,36x24; | | |
| 208,553 | Steel | Sch | 114.3 | 22.5 \| 11.6 | 244 | | 5 | (Fore River [Mass. | Fishing Co. | 1SB;WP180lbs;450IHP. | | |
| LBVJ | 1D 4BH | | | | | | | S. B. Co.) | | | | |
| 3559 | **Cretan** | Scw | Am | Baltimore | 1651 | | '82 | Chester, | Boston Iron | 2CylC38,74x54; | — Exp | |
| 85,715 | xGuyandotte Iron | Sch | 267 | 40.5 \| 16.4 | 2350 | | 5 | (J. [Pa. | & Metal Co. | 4CRTB;WP75lbs1800IHP;Exmd10,26 | | |
| JWBH | 3D;SUB.SIG;Wireless 4BH | | | | | | | Roach & Son.) | | | | |
| 3560 | **Crete** | Scw | Am | Fairport | 4605 | | 1907 | Lorain, | Interlake | 3CylTE22,36,60x42; | | |
| 204,587 | Steel | Sch | 480 | 52 \| 30 | 6030 | | 10 | Ohio | S.S. Co. | 2SB;WP180lbs;1600IHP. | | |
| | 1D;Mchy aft;SUB.SIG;W. Bal 3BH | | | | | | rb'21 | (Amer. S. B. Co.) | | | | |
| 3561 | **Crete** | Brg | Am | Erie | 1910 | | '97 | West Bay | Hammer- | O | 80CF(GL) | |
| 127,180 | | | 288.6 | 44.6 \| 19.1 | 2083 | | | City, Mich. | mill Paper Co. | | P.S.5,26 | |
| | 1D | | | | | | rb'16 | (James Davidson.) | | | | |
| 3562 | **Creuse** | Trn | Fr | Havre | 393 | | '84 | Brewer, | André | Hw,O,YP;Icf | | |
| | xHenry Crosby | | 145.3 | 34.9 \| 12.7 | 432 | | | (J. [Me. | Langlois | | | |
| OFCD | 1D | | | | | | | Hathorn.) | | | | |
| 3563 | **Crewe Hall** | Scw | Br | Liverpool | 2689 | | '98 | Newcastle, | Hall Line | 3CylTE24,41,70x45; | | BL |
| 109,484 | Steel | Sch | 380 | 47.3 \| 29.2 | 4225 | | 11 | (Palmers' [Eng. | (Lim.) | 2SB;WP200lbs | | |
| QJWS | 2D;Deep frmg;Wireless;W. Bal 6BH | | P37′ | B108′ F34′ | | | | Co., Lim.) | | | | |
| 3564 | **Cricket** | Scw | Am | San Fran. | 773 | | 1913 | Alameda, | Cricket | 3CylTE16,26,44x30; | | |
| 211,044 | Steel | | 210 | 41 \| 15.4 | 1136 | | 3 | (United [Cal. | Shipping Co. | 2SB;WP200lbs;950IHP | | |
| LCTR | 1D;Oil fuel;Mchy aft;Wireless; 3BH | | | | | | | Engineering Wks.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 3565 | **Crijnssen** | Scw | Hol | Amst'dam | 2684 | | 1919 | Rotterdam, | Koninkl. | 3CylTE25,39,67x48; | | V |
| | Steel | | 340 | 47.6 \| 24.5 | 4321 | | | (Mij. [Hol. | West-Indische | 3SB;WP180lbs;2500IHP. | | |
| NLRG | 3D;Oil fuel;Wireless;W. Bal 9BH | | | | | | | Fijenoord.) | Maildienst | | | |
| 3566 | **Crillon** | S | Fr | Nantes | 1979 | | 1902 | St. Nazaire, | Soc. Gen- | Stl;2BH | | |
| | | | 281.3 | 40.9 \| 22.9 | 2256 | | | (Chant. & [Fr. | erale d'Armement | | | |
| OFCL | 1D;B;Wireless | | | | | | | Atel. de St. | | | | |
| | | | | | | | | Nazaire.) | | | | |
| 3567 | **Cripple Creek** | Scw | Am | Seattle | 4668 | 8′ 1″ | 1919 | Seattle, | U. S. Ship- | 3CylTE25,42,72x48; | ✠A1Ⓔ With Freeboard. | |
| 219,103 | Steel | | 402.6 | 54.8 \| 32.1 \| 34′ 6″ | 6320 | 26′ 8″ | 10 | (Skinner [Wash. | ping Board | Seattle Mch. Wks; | ✠AMS | |
| LTJF | 2D;Long. frmg; 8BH | | | | 9600 | | | & Eddy Corp.) | | 3SB;Commercial Bir. Wks; | S.S.No.1,Gvstn6,24; | |
| | Wireless; 7BH to Fbd dk | | P48′ | F42′ | | | | | | 8086HS;WP210lbs;2800IHP;EAC; | shft drn;M.S.6,24;B.S.9,26; | |
| | SUB.SIG;W. Bal; 1BH to 2d dk | | | | | | | | | Dkd7,26;d rpd9,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.158t;D.B.343′1407t;D | .T.30′1 | 035t... | .....F.P.140t | | | | | | | | |
| | F.O.....D.B.303′1114t;D | .T.30′ | 966t;S. | T.70t..... | | | | | | | | |
| 3568 | **Crisfield** | Scw | Am | Seattle | 4670 | 8′ 1″ | 1919 | Seattle, | U. S. Ship- | 3CylTE25,42,72x48; | ✠A1Ⓔ With Freeboard. | |
| 219,157 | Steel | | 402.6 | 54.8 \| 32.1 \| 34′ 6″ | 6320 | 26′ 8″ | 10 | (Skinner [Wash | ping Board | Skinner & Eddy Corp; | ✠AMS | |
| LTMJ | 2D;Long. frmg; 8BH | | | | 10000 | | | & Eddy Corp.) | | 3SB;Commercial Bir. Wks; | S.S.No.1,NY3,24; | |
| | SUB.SIG; 7BH to Fbd dk | | P48′ | F42′ | | | | | | 8086HS;WP210lbs;2800IHP;EAC; | M.&B.S.3,24;shft drn4,26; | |
| | Wireless;W. Bal; 1BH to 2d dk | | | | | | | | | d rpd8,23;Dkd,s rps6,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150°F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.158t;D.B.343′1407t;D | .T.30′1 | 035t... | .....F.P.140t | | | | | | | | |
| | F.O.....D.B.303′1114t;D | .T.30′ | 966t;S. | T.70t;F.P.131t | | | | | | | | |
| 3569 | **Crisfield** | Scw | Am | Phila. | 160 | | 1903 | Sparrows | N.Y., Phila. | 3CylTE14,23,39x28; | | |
| 200,448 | Steel | | 110.5 | 24.1 \| 12.6 | 236 | | 11 | Point, Md. | & Norfolk | 604IHP. | | |
| KSRQ | 1D | | | | | | | | R.R. Co. | | | |
| 3570 | **Crispi** | Scw | It | Leghorn | 3795 | | 1924 | Leghorn, | Cantieri | Stm Tbns; | | C-I |
| 162 | Steel | | 394.2 | 51.7 \| 35.1 | 6113 | | 12 | (Flli. [It. | Navali Orlando | 3SB;WP180lbs | M.S;B.S.11,25 | |
| NKCO | 2D;Oil fuel;Wireless; W. Bal 11BH | | B55′ | | | | | Orlando & Co.) | & Co. | | | |
| 3571 | **Cristina** | MV | Am | Milw'ukee | 78 | | 1908 | So. Boston, | Herman W. | 2-6CylGasEng8x11; | | |
| 205,494 | xSuzanne Steel | Twin | 103.3 | 17.3 \| 9.2 | 123 | | | (Lawley [Mass. | Falk | 250BHP. | | |
| KWQT | 1D | | | | | | | & Son.) | | | | |
| 3572 | **Cristobal** | Scw | Am | New York | 7026 | | 1902 | Sparrows | Panama | 2-3CylTE23½,39¼,63x45; | ✠ — — | |
| 145,934 | xTremont Steel | Sch | 489.5 | 58 \| 28.9 | 9604 | | 7 | Point, Md. | R.R. Co. | 4CRTB;WP200lbs;4000IHP. | Cancelled. | |
| KRSV | 3D;Shel dk;Deep frmg;W. Bal; 6BH | Twin | | B178′ | | | | (Maryland Steel Co.) | | | | |
| | Wireless;SUB.SIG. | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3573 | **Cristobal Colon** Steel | Scw Twin | Sp 499.4 F57′ | Barcelona 61 \| 32.3 | 6057 10333 | | 1923 9 | Ferrol, (Soc. Espanola de Const. Naval.) [Spain | Cia. Transatlantica | Stm Tbns; 7SB;WP180lbs | | BL |
| MBPZ | 3D;Wireless;D.F;sub.sig; 10BH W. Bal | | | | | | | | | | | |
| 3574 | **Cristobal Colon** Wood | Scw Twin | Cuban 122.3 | N. Gerona 28.7 \| 8 | 192 283 | | 1906 2 | Wilmington, (Pusey & Jones Co.) [Del. | Isle of Pines Steamship Co. | 2-2CylC10,20x14; 1WTB;400IHP;Dkd,s rps2,25 | shfts drn2,25 | |
| HCSB | 1D | | | | | | | | | | | |
| 3575 | **Cristobal Llusa** xMaria xNicola 1D;B;Wireless | Bk Aux Twin | Sp 215.2 P23′ F33′ | Barcelona 35.1 \| 21.2 | 994 1169 | | '85 8 | Pt. Glasgow, (Russell & Co.) [Scot. | Llusa y Cia. S. en C | I;1BH; CylOilEng16½x18½ | | BL |
| 3576 | **Crockett** xH. J. Corcoran Wood 1D | StW | Am 221 | San Fran. 46 \| 8 | 903 1023 | | '98 | Stockton, Cal. | Bay Transport Co. | 2CylC28,60x—; 2Blrs;WP200lbs;500IHP. | | |
| 96,423 | | | | | | | | | | | | |
| 3577 | **Crofton Hall** Steel | Scw Sch | Am 405.2 P38′ | New York 52.1 \| 27.9 B255′ F39′ | 3322 5378 8023 | | 1913 3 | Pt. Glasgow, (W. Hamilton & Co., Lim.) Scot. | U. S. Steel Products Co | 3CylTE27½,45,75x51; 4SB;WP180lbs;2500IHP | | BL |
| 212,572 | | | | | | | | | | | | |
| LDPS | 2D;Long. frmg;Web frms; 6BH Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 3578 | **Cromerton** xGwladys Steel | Scw Sch | Br 340.6 P31′ | London 50.5 \| 24.7 B96′ F32′ | 2530 3929 | | 1908 9 | Newcastle, (R. Stephenson & Co., Lim.) [Eng. | Anglo Commercial Shipping Co. (Lim.) | 3CylTE25,40,67x45; 2SB;WP165lbs | | BL |
| 128,484 | | | | | | | | | | | | |
| HNDQ | 1D;B;Deep frmg;Wireless; 6BH W. Bal | | | | | | | | | | | |
| 3579 | **Cronshagen** Steel | Scw Sch | Ger 261.5 P15′ | Hamburg 38 \| 17.8 B71′ F24′ | 1091 1787 | | 1904 8 | Rostock, (Act. Ges. Neptun.) [Ger. | H. F. C. Arp | 3CylTE18,29,50x35; 2SB;WP185lbs | | G |
| RNGF | 1D;W. Bal;Wireless 4BH | | | | | | | | | | | |
| 3580 | **Crook** xRumanian xRichmond Hill Steel 11BH | Scw Twin | Am 420 | 47 \| 26.5 | 2703 4126 | | '82 12 | Dumbarton, (Murray & Co.) [Scot. | Ammunitions Products Corp. | 2-2CylC33½,76x48 | | |
| 3581 | **Crosby Hall** Steel | Scw Sch | Br 365 P31′ | Liverpool 48.7 \| 27.3 B93′ F37′ | 2596 4052 | | 1903 5 | Wallsend, (C. S. Swan & Hunter, Lim.) [Eng. | Hall Line (Lim.), Mgrs. | 3CylTE23½,39,68x48; 2SB;WP200lbs;400RHP; Dkd12,25;s rps1,26 | 2dS.S.No.2,Lvpl8,24;A.S.12,25; shft drn7,24;M.&B.S.1,26 | C |
| 118,017 | | | | | | | | | | | | |
| VBHR | 2D;Deep frmg;Wireless;W. Bal 6BH | | | | | | | | | | | |
| 3582 | **Crosshill** Steel | Scw | Br 385.3 P49′ | Glasgow 52 \| 26.5 B113′ F38′ | 2805 4581 | | 1919 1 | Pt. Glasgow, (Russell & Co.) [Scot. | Crosshill S.S. Co. (Lim.) | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 142,751 | | | | | | | | | | | | |
| JWBC | 2D;Wireless;W. Bal 7BH | | | | | | | | | | | |
| 3583 | **Crosskeys** Steel | Scw | Am 410.5 | Seattle 54.2 \| 35.1 37′ 9″ | 5257 6869 10000 | 10′ 9½″ 27′ 2½″ | 1919 12 | Seattle, (Skinner & Eddy Corp.) [Wash. | U. S. Shipping Board | 3CylTE25,42,72x48; Seattle Mch. Wks; 3SB;Commercial Blr. Wks; 8086HS;WP210lbs;2800IHP; EAC;d rpd3,25;d rpd1,26; Dkd,s rps8,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,Shall1,23; M.S;shft drn11,23;B.S.2,26; Cih BB;CL | |
| 219,416 | | | | | | | | | | | | |
| LVDW | 3D;sub.sig; 8BH Wireless; 7BH to Fbd dk W. Bal; 1BH to 3d dk Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.340t;D.B.355′1264t;D | T.40′1 | 082t | F.P.120t | | | | | | | | |
| | F.O D.B.310′1001t;D | T.40′1 | 011t;S. | T.79t | | | | | | | | |
| 3584 | **Crostafels** xBrockfield xCrostafels Steel | Scw | Ger 398.7 P50′ | Bremen 52.1 \| 28.4 B122′ F52′ | 3078 4952 | | 1904 7 | Newcastle, (Swan, Hunter & Wigham Richardson.) [Eng. | Deutsche Dampf. Ges. "Hanea" | 4CylQE23,32,48,72x54; 3SB;WP213lbs | | G |
| QLTS | 2D;Spar dk;Deep frmg; 4BH Wireless;W. Bal | | | | | | | | | | | |
| 3585 | **Crown City** Steel | Scw | Am 410 P43′ | Los Ang's 54.2 \| 27.2 29′ 9″ B114′ F46′ | 3417 5490 8600 | 6′ 23′ 11″ | 1920 5 | Los Angeles, (Los Angeles [Cal. S. B. & D. D. Co.) | U. S. Shipping Board | 3CylTE28½,47,78x48; Los Angeles S. B. & D. D. Co; 3WTB;Springfield Boiler & Mfg. Co; 12450HS;WP225lbs;3500IHP;EAC; s rps1,21;Dkd5,25 | ✠A1Ⓔ ✠AMS shft drn1,21; Cih BB;CL (Laid up) | |
| 220,039 | | | | | | | | | | | | |
| LWNQ | 2D;Wireless;sub.sig;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.242t;D.B.356′1241t | | | F.P.109t | | | | | | | | |
| | F.O D.B.306′ 951t;D | T.640 | t;S.T.4 | 9t | | | | | | | | |
| 3586 | **Croxteth Hall** Steel | Scw | Br 367 B95′ | Liverpool 47.7 \| 27.3 F55′ | 2621 4243 | | 1909 | Bremershaven, Ger. (Rickmers Akt. Ges.) | Hall Line (Lim.), Mgrs. | 3CylTE23,38,63x43; 3SB;WP185lbs | | BL |
| 143,216 | | | | | | | | | | | | |
| KBHT | 2D;sub.sig;Wireless;W. Bal 6BH | | | | | | | | | | | |
| 3587 | **Crucible** Scw | Scw | Am 150 | Pittsburgh 27 \| 4 | 110 281 | | 1904 | Jeffersonville, Ind. (Howard Shipyard) | Crucible Fuel Co. | 1Cyl16¾x—; 2Blrs;WP220lbs;600IHP. | | |
| 200,644 | xCharles Jutte 2D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3588 | **Crudoil** | Scw | Am | Los Ang's | 760 | | 1919 | Violet, | Mexican | 2-2CylC16,32x24; | ✠A1Ⓔ Oil Carrier. | |
| 217,637 | xPanoil Steel | Twin | 242.5 | 36.9 \| 19.9 | 1370 | | 3 | (Alabama [La. | Petroleum Corp., | Staten Island S. B. Co; | Coastwise & W. I. | |
| LQCF | 1D;Long. frmg;Mchy aft; 9BH | | P65′ | F22′ | 2420 | | | & New Orleans | Inc. | 2SB;Staten Island S. B. Co; | ✠AMS | |
| | Web frms; C-25 | | | | | | | Trans. Corp.) | | 3414HS;WP165lbs;900IHP; | S.S.No 1,NO8,23; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | d rpd3,26;Dkd,s rps10,26 | n Eng;n Blrs4,21;M.S.8,23; | |
| | W.B.—A.P.45t.....F.P.20 t | | | | | | | | | | n shfts1,26;B.S.7,26; | |
| | F.O.....D.T.a6′105t..... | | | | | | | | | | Stbd shft drn9,26;Sclp;CL | |
| 3589 | **Cruiser** | StW | Am | Pittsbu'gh | 161 | | 1923 | Elizabeth, | Pittsburgh | 2CylC14¼,28x84; | | |
| 223,361 | Wood | | 136 | 28.6 \| 4.8 | 237 | | | (Pittsburgh [Pa. | Coal Co. | 4Blrs;WP200lbs;617IHP. | | |
| | 1D | | | | | | | Coal Co.) | | | | |
| 3590 | **Crux** | MV | Nor | Bergen | 2299 | | 1923 | Copenhagen, | Den Norske | 2-6CylOilEng19 1/16x35⅜ | | BI |
| | Steel | Twin | 367.5 | 51.5 \| 22.6 | 3828 | | 7 | (Akt. [Den. | Syd-Amerika | | | |
| LDBF | 2D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Burmeister & | Linje, Mgrs. | | | |
| | | | | | | | | Wain.) | | | | |
| 3591 | **Crystal** | Brg | Am | New York | 460 | | 1905 | Rondout, | Harbor | Wd | | |
| 165,832 | | | 97 | 30.1 \| 8.8 | 460 | | | (Jacob [N. Y. | Lighterage Co | | | |
| | 1D | | | | | | | Rice.) | | | | |
| 3592 | **Cuatros Hermanos** | Bk | Prvn | Callao | 1345 | | '75 | Pt. Glasgow, | B. Aspillaga | I;1BH | | |
| | xCavour | | 237.5 | 36.2 \| 21.6 | 1404 | | 7 | (Russell [Scot. | | | | |
| | 2D | | | P41′ F31′ | | | | & Co.) | | | | |
| 3593 | **Cuba** | Scw | Cuban | Havana | | | 1912 | Philadel- | Cuban | 2-3CylTE16,26½,44x26; | ✠ — — | |
| | Steel | Twin | 260 | 39 \| 18.9 | | | 4 | (Wm. [phia, Pa | Government | 2WTB;WP200lbs;2400IHP | Cancelled2,23 | |
| | 3D;B;W. Bal 8BH | | | \| 26 | | | | Cramp & Sons | | | | |
| | | | | | | | | S. & E. B. Co.) | | | | |
| 3594 | **Cuba** | Scw | Am | N. Haven | 1100 | | 1921 | Philadelphia | Peninsular | 2-3CylTE20½,34,56x36; | ✠A1Ⓔ | |
| 221,220 | Steel | Twin | 325 | 47.2 \| 18 | 2472 | | 4 | (Wm. Cramp [Pa. | & Occidental | Wm. Cramp & Sons S. & E. B. Co; | Coastwise & W. I. | |
| MCRW | 2D;Shel dk; 9BH | | | | 1350 | | | & Sons S. & | S.S. Co. | 4SB;Wm. Cramp & Sons S. & E. B. Co; | ✠AMS | |
| | Wireless; 4BH to Super dk | | | | | | | E. B. Co.) | | 9988HS;WP180lbs;3600IHP;EAC; | S.S.No.1,Tmpa5,25; | |
| | W. Bal; 5BH to Fbd dk | | | | | | | | | Dkd,s rps8,26 | M.&B.S.5,25;shfts drn8,26; | |
| | Oil fuel F. P. above 150° F. C-30 | | | | | | | | | | SBP;CL | |
| 3595 | **Cuba** | Scw | Ger | Hamburg | 1685 | | 1922 | Lubeck, | A. G. Hugo | 3CylTE23,38,63x43; | | G |
| | xOlinda xGutfeld Steel | | 337.8 | 48.5 \| 19.9 | 2875 | | 3 | (Schiffs. u. [Ger. | Stinnes fur Seesch. | 2SB;WP190lbs | | |
| RCKW | 2D;Wireless;W. Bal 1BH | | P17′ | B100′ F33′ | | | | Dockbauwerft | u. Uebers. | | | |
| | | | | | | | | Flender, A. G.) | | | | |
| 3596 | **Cuba** | Scw | Fr | St.Nazaire | 6326 | | 1923 | Newcastle, | Cie. | Stm Tbns; | | V |
| | Steel | Twin | 476 | 62.3 \| 34.8 | 11337 | | | (Swan, [Eng. | Generale | 8SB;WP199lbs;10000SHP | | |
| OVTW | 3D;Oil fuel;Wireless;W. Bal 12BH | | B222′ | | | | | Hunter & Wigham | Trans-Atlantique | | | |
| | | | | | | | | Richardson.) | | | | |
| 3597 | **Cuba Libre** | Brg | Am | Buffalo | 195 | | '95 | Sault Ste. | Dunbar & | Stl | | |
| 34,385 | | | 98 | 24.6 \| 11 | 195 | | | Marie, Mich. | Sullivan Dredging | | | |
| | 1D | | | | | | | (Dunbar & | Co | | | |
| | | | | | | | | Sullivan.) | | | | |
| 3598 | **Cuba Maru** | MV | Jap | | 3650 | | 1926 | Kobe, | Kawasaki | 6CylOilEng22x66 | | |
| | Steel | | 405 | 53 \| 34 | 5850 | | | (Kawasaki [Jap. | Dockyard Co. | | | |
| | Wireless | | P32′ | B166′ F37′ | | | | Dockyard Co., | (Lim.) | | | |
| | | | | | | | | Lim.) | | | | |
| 3599 | **Cubango** | Scw | Ptg | Lisbon | 3528 | | 1903 | Flensburg, | Cia. | 4CylQE24,34,51,74x54; | | BL |
| | xGoa xLichtenfels Steel | | 425 | 53 \| 21.2 | 5605 | | 3 | (Flensburger [Ger. | Nacional de | 3SB;WP213lbs | | |
| HCUB | 1D;Spar dk;Web frms; 7BH | | | \| 29′ 4″ | | | | Schiffsb. Ges.) | Navegacao | | | |
| | Wireless;W. Bal | | P59′ | B119′ F50′ | | | | | | | | |
| 3600 | **Cubano** | Scw | Nor | Tonsberg | 3608 | | 1921 | Sunderland, | A/S Norge- | 3CylTE27,44,73x48; | | BL |
| | Steel | | 395.1 | 53.3 \| 24.7 | 5800 | | 3 | (J. L. [Eng. | Mexico Gulflinjen | 3SB;WP180lbs | | |
| LBQD | 2D;Shel dk;Oil fuel; 6BH | | F31′ | | | | | Thompson & | | | | |
| | Wireless;W. Bal | | | | | | | Sons, Lim.) | | | | |
| 3601 | **Cubatao** | Scw | Brz | Rio Jan'ro | 1080 | | 1907 | Thornaby, | Lloyd | 2-3CylTE14,22,37x24; | | C |
| | Steel | Twin | 275 | 44.8 \| 16.5 | 1808 | | 12 | (Craig, [Eng. | Brasileiro | 2SB;WP185lbs | 2dS,S.No.1,RioJ12,25; | |
| | 1D;Deep frmg;Wireless;W. Bal 4BH | | P28′ | | | | | Taylor & Co., | | | M.&B.S;shfts drn12,25 | |
| | | | | | | | | Lim.) | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. Lth. \| Bth. \| Dth. / Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3602 | **Cubore** | MV | Am | New York | 4222 | 9′ 9″ | 1920 | Quincy, | Ore S.S. | 6Cyl Oil Eng 26x48; | ✠A1Ⓔ | |
| 219,905 | Steel | | 450.6 | 57.2 \| 34 | 6891 | 27′ 4″ | 7 | (Bethlehem [Mass. | Corp., Mgrs. | Bethlehem S. B. Corp; | ✠AMS | |
| LWHT | 1D;Long. frmg;W. Bal; 6BH | | | \| 36′ 11″ | 11400 | | | S. B. Corp., Lim.) | | 2500BHP;EAC;DB;d rpd2,21; | S.S.No.1,Balt8,24; | |
| | Mchy aft; 5BH to Fbd dk | | P88′ | F39′ | | | | | | Dkd,rps5,26;s rps8,26 | shft drn;B.S.2,24;M.S.5,26; | |
| | Wireless; 1BH to 2d dk | | | | | | | | | | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| | W.B.—A.P.155t | | | D.B.164′1682t;W.T. | 92′ 531 | t;100′627t;1 | 09′73 | 2t;F.P.531t | | | | |
| | F.O. S.T.a8′108t;D.T. | a15′ 50 | 9t;D.B. | 86′ 363t | | | | | | | | |
| 3603 | **Culberson** | Scw | Am | Los Ang's | 3395 | 6′ | 1920 | Los Angeles, | U. S. Ship- | 3Cyl TE 28½,47,78x48; | ✠A1Ⓔ | |
| 220,582 | Steel | | 410 | 54.2 \| 27.7 | 5453 | 23′ 11″ | 10 | (Los Angeles [Cal. | ping Board | Los Angeles S. B. & D. D. Co; | ✠AMS | |
| MBKG | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | \| 29′ 9″ | 8600 | | | S. B. & D. D. Co.) | | 3WTB;Springfield Bir. Wks; | S.S.No.1,NY7,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P43′ | B114′ F46′ | | | | | | 12450HS;WP225lbs;3500IHP;EAC; | shft drn2,24;M.&B.S.7,24; | |
| | | | | | | | | | | d rpd10,24;Dkd,s rps5,26 | Cih BB;CL | |
| | W.B.—A.P.242t;D.B.356′1241t | | | F.P.109t | | | | | | | | |
| | F.O. D.B.306′ 951t;D | T.640 | t;S.T.4 | 9t | | | | | | | | |
| 3604 | **Culburra** | MV | Am | Seattle | 1776 | | 1918 | Olympia, | Pacific | 2-6Cyl Oil Eng 16x24; | | BL |
| 219,540 | Wood (Sltd) | Twin | 261.7 | 46.6 \| 21.7 | 2353 | | | (Sloan [Wash | Motorship Co. | 1000IHP. | | |
| LVMC | 1D;B;Mchy aft;Oil fuel;Wireless | | P64′ | B36′ F38′ | | | | Shipyards Corp.) | | | | |
| 3605 | **Culebra** | Scw | Br | Liverpool | 1834 | | 1919 | W. Hartle- | The Royal | 3Cyl TE 25,41,68x45; | | C |
| 140,660 | xRiposto Steel | | 331 | 46.8 \| 23.1 | 3044 | | 10 | pool, Eng. | Mail Steam | 3SB;WP180lbs;368RHP. | | |
| KCTH | 1D;SUB.SIG;Wireless;W. Bal 7BH | | P33′ | B100′ F29′ | | | | (Irvine's S. B. & D. D. Co., Lim.) | Packet Co | | S.S.No.1,Lndn3,23;A.S.10,25; | |
| | | | | | | | | | | | shft drn12,22;B.S.1,26;M.S; | |
| | | | | | | | | | | | shft drn6,26 | |
| 3606 | **Cullen No. 160** | Brg | Am | New York | 429 | | 1915 | Kingston, | Cullen | Wd | | |
| 166,108 | | | 113 | 28.8 \| 13 | 429 | | | (Daniel [N. Y. | Trans. Co. | | | |
| | 1D | | | | | | | J. Murphy.) | | | | |
| 3607 | **Cullen No. 170** | Brg | Am | New York | 433 | | 1915 | Kingston, | Cullen | Wd | | |
| 166,186 | | | 113.6 | 29 \| 12.8 | 433 | | | (Daniel [N. Y | Trans. Co | | | |
| | 1D | | | | | | | J. Murphy.) | | | | |
| 3608 | **Cumberland** | Scw | Am | P'tsmouth | 1615 | 4′ 2″ | 1919 | Cleveland, | Eastern | 3Cyl TE 21,35,59x42; | ✠A1Ⓔ | |
| 219,213 | xBartholomew Steel | | 251 | 43.6 \| 26.1 | 2598 | 24′ 2″ | 11 | (American [Ohio | S.S. Line, Inc. | American S. B. Co; | ✠AMS | |
| LTPV | 1D;B;W. Bal;Wireless; 4BH | | | \| 28′ 2″ | 4045 | | | S. B. Co.) | | 2SB;American S. B. Co; | S.S.No.1,NY9,25; | |
| | Oil fuel F. P. above 150° F. C-30 | | P25′ | B66′ F22′ | | | | | | 5467HS;WP185lbs;1500IHP; | n shft12,20; | |
| | | | | | | | | | | d rpd4,26;Dkd,s rps6,26;Exmd8,26 | M.&B.S;shft drn9,25; | |
| | | | | | | | | | | | SSP;CL | |
| | W.B.—A.P.96t;D.B.204′436t;D.T | a12′80 | t | F.P.72t | | | | | | | | |
| | F.O.—A.P.90t;D.B.158′288t;D.T | a12′75 | t;W.T. | 30′200t | | | | | | | | |
| 3609 | **Cumberland** | Scw | Br | London | 6797 | | 1919 | Vegesack, | Federal | 2-3Cyl TE 28,46,75x51; | | BL |
| 145,052 | xWendland Steel | Twin | 520 | 64.2 \| 29 | 10937 | | | (Bremer [Ger. | Steam Nav. Co. | 5SB;WP199lbs | | |
| KGSP | 3D;Oil fuel;Wireless;W. Bal 8BH | | P70′ | B252′ F43′ | | | | Vulkan.) | (Lim.) | | | |
| 3610 | **Cumberland** | Scw | Am | Portland | 57 | | 1910 | Rockland, | Central | | | |
| 207,368 | Wood | | 87.5 | 20.9 \| 11.2 | 115 | | | Me. | Wharf Towboat | 1SB;500IHP. | | |
| | 1D 1BH | | | | | | | (Cobb & Butler.) | Co. | | | |
| 3611 | **Cumberland** | Brg | Am | Phila. | 888 | | 1918 | Norfolk, | Southern | O,YP;Gif (Sltd) | | |
| 167,188 | | | 210 | 32 \| 13.7 | 914 | | 4 | (Southern [Va. | Transportation | | | |
| | 1D | | | | | | | Trans. Co.) | Co. | | | |
| 3612 | **Cumru** | Brg | Am | Phila. | 1672 | | 1905 | Noank, | Reading Co. | O,Ch,YP;Gif ✕ | ✠ — — | |
| 201,673 | | Sch | 256 | 43 \| 20 | 1780 | | 1 | (Robt. [Conn. | | | Suspended7,19 | |
| KTPH | 1D;B | | | | | | | Palmer & Son S. B. & M. Ry. Co.) | | | | |
| 3613 | **Cunene** | Scw | Ptg | Lisbon | 3712 | | 1911 | Flensburg, | Soc. Geral | 3Cyl TE 30,50,84x54; | | BL |
| | xAdelaide Steel | | 450 | 58 \| 27 | 5898 | | 7 | (Flensburgr. [Ger. | Comercio | 4SB;WP185lbs | | |
| HCUN | 2D;Well dk;Wireless; 8BH | | P & B | 385′ F54′ | | | | Schiffsb. Ges.) | Industria & | | | |
| | W. Bal;Oil fuel | | | | | | | | Transportes | | | |
| 3614 | **Cuprum** | Scw | Am | San Fran. | 3770 | 8′ 2″ | 1920 | Bay Point, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 220,836 | Steel | | 402.5 | 53 \| 32 | 6062 | 26′ 6″ | 11 | (Pacific [Cal. | ping Board | Hallidie Co; | ✠AMS | |
| MBWL | 2D;Long. frmg; 7BH | | | \| 34′ 6″ | 9600 | | | Coast S. B. Co.) | | 3SB;Moore S. B. Co; | S.S.No.1,Seat12,24; | |
| | W. Bal; 6BH to Fbd dk | | P34′ | F38′ | | | | | | 8745HS;WP210lbs;2800SHP;EAC; | shft drn11,23;M.&B.S.12,24; | |
| | Wireless; 1BH to 2d dk | | | | | | | | | Dkd,s rps8,26 | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.49t;D.B.344′1271t;D. | T.30′ 5 | 40t | F.P.72t | | | | | | | | |
| | F.O. D.B.327′1106t;D. | T.30′ 5 | 04t; S. | T.41t | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3615 | **Curaca** Steel<br>2D;Shel dk;Web frms; 7BH<br>Long. frmg;Oil fuel;Wireless; W. Bal | Scw | Pan<br>403 | ....<br>52.3 \| 26.8 | 4067<br>6386 | | 1912<br>12 | Sunderland,<br>(J. L. Thompson & Sons, Lim.) [Eng. | Grace S.S. Co. (Lim.) | 4CylQE24,34,49,71x48;<br>3SB;WP220lbs | | BL |
| 3616<br>127,113<br>KMNJ | **Curacao**<br>2D;Oil fuel;Wireless;W. Bal | Scw | Am<br>241.3 | Seattle<br>38 \| 16.3<br>F50′ | 1144<br>1548 | | '95 | Philadel-<br>(W. Cramp & Sons.) [phia, Pa. | Pacific S.S. Co | 3Cyl TE18,28,45x30;<br>1050IHP. | | |
| 3617<br>xWalburg Steel<br>2D;W. Bal;Wireless;SUB.SIG. 5BH | **Curityba** | Scw | Brz<br>301.4 | Rio Jan'ro<br>45.3 \| 26 | 2362<br>3081 | | 1905 | Flensburg,<br>(Schiffbau Gesellshaft Ges.) [Ger. | Lloyd Brasileiro, Mgr. | 3Cyl TE20,33½,56x37½;<br>2SB;WP185lbs;960IHP. | | |
| 3618 | **Curlew** Steel<br>2D;W. Bal;Oil fuel 11BH | Scw | Am<br>180 | ....<br>34.3 \| 17.9 | .... | | 1919<br>1 | Mariners'<br>Harbor, N. Y. (Staten Island S. B. Co.) | U. S. Govt.<br>(Navy Dept.) | 3Cyl TE19,29,46x30;<br>2WTB;WP200lbs;1400IHP. | | |
| 3619<br>219,411<br>LVDQ | **Curlew** Steel<br>2D 6BH | Scw | Am<br>139.4 | Rockland<br>25.2 \| 14.2 | 209<br>408 | | 1919 | Savannah,<br>(Foundation Co.) [Ga. | Deep Sea Fisheries, Inc. | 3Cyl TE12¾,21½,35x24;<br>1SB;WP180lbs;500IHP | | |
| 3620<br>208,114<br>LBRF | **Currier** Steel<br>1D;Mchy aft;Wireless; 13BH<br>Web frms;Oil in bulk;Oil fuel;W. Bal | Scw<br>Sch | Am<br>370<br>P97′ | Pt. Arthur<br>52.1 \| 27<br>B25′ F30′ | 2869<br>4711 | | 1910<br>11 | Quincy,<br>(Fore River S. B. Co.) [Mass. | Gulf Refining Co. | 3Cyl TE23,41,68x48;<br>3SB;WP190lbs;2100IHP. | | BL |
| 3621<br>51,413 | **Currituck**<br>xMinerva<br>1D | Brg | Am<br>162 | Phila.<br>23.8 \| 11 | 382<br>382 | | 1900<br>rb '09 | Elkton,<br>(E. Deibert & Bros.) [Md. | Southern Trans. Co. | Wd;Gif | | |
| 3622<br>126,696 | **Curtis Bay**<br>xChauncey M. Depew Iron<br>1D | Scw | Am<br>90 | Baltimore<br>22.3 \| 10.5 | 66<br>133 | | '90 | Newburgh,<br>N. Y. | Curtis Bay Towing Co. | 2CylC20,30x26;<br>1SB;476IHP. | | |
| 3623 | **Curtiscor** Steel<br>1D 4BH | MV | Mex<br>105.3 | ....<br>20 \| 9.2 | 68<br>126 | | 1923<br>7 | Long Beach<br>(Craig S. B. Co.) [Cal. | .... | 6CylOilEng11½x15;<br>300BHP | | |
| 3624 | **Curvello**<br>xGertrud Woermann Steel<br>2D;SUB.SIG;Wireless; 9BH<br>W. Bal;Web frms | Scw<br>Twin | Brz<br>415.6<br>P & B | Rio Jan'ro<br>50.7 \| 28.6<br>272′ F59′ | 3967<br>6456 | | 1907<br>6 | Hamburg,<br>(Reiherstieg Schiffsw.) [Ger | Lloyd Brasileiro | 2-3Cyl TE22,39,63x42;<br>6SB;WP200lbs | | BL |
| 3625<br>219,240<br>LTRC | **Cushnet** Steel<br>1D;2d dk at ends;SUB.SIG: 7BH<br>Wireless; 6BH to Fbd dk<br>W. Bal; 1BH to 2d dk<br>Oil fuel F. P. above 150° F. C-32<br><br>W.B.—A.P.71t;D.B.252′847t;D.T .20′394t.....F.P.111t<br>F.O.—A.P.66t;D.B.214′643t;D.T .20′368t;S.T.3 1t..... | Scw | Am<br>324<br>P41′ | Newark<br>46.2 \| 25<br>28′ 6″<br>B90′ F35′ | 2174<br>3545<br>5500 | 5′ 9″<br>22′ 11″ | 1919<br>12 | Newark,<br>(Submarine Boat Corp.) [N. J | U. S. Shipping Board | Stm Tbn;<br>Westinghouse E. & M. Co;<br>2WTB;Babcock & Wilcox Co;<br>5800HS;WP200lbs;1500SHP;EAC;<br>d rpd4,20;Dkd10,20;s rps6,21 | ✠A1Ⓔ<br>✠AMS<br>Cih BB;CL<br>(Laid up) | |
| 3626<br>218,329<br>LRQF | **Cushnoc** Steel<br>2D;Wireless;SUB.SIG;W. Bal; 7BH<br>Oil fuel F. P. above 150° F. C-36<br><br>W.B.—A.P.136t;D.B.338′1307t;D .T.27′8<br>F.O.—A.P.127t;D.B.284′1086t;D .T.27′7 | Scw | Am<br>400.7<br>P35′<br><br>34t.....<br>78t; S. | Pensacola<br>54.2 \| 30.1<br>32′ 10′<br>B123′ F43′<br><br>.....F.P.109t<br>T.59t;F.P.102t | 3321<br>5405<br>9000 | 7′ 10½″<br>25′ 2″ | 1919<br>9 | Pensacola,<br>(Pensacola S. B. Co.) [Fla. | U. S. Shipping Board | Stm Tbn;<br>Westinghouse E. & M. Co;<br>3WTB;Oil City Bir. Wks;<br>9150HS;WP200lbs;3000SHP;EAC;<br>Dkd,s rps8,21 | ✠A1Ⓔ<br>✠AMS<br>Cih BB;CL<br>(Laid up) | |
| 3627<br>142,609<br>JTRC | **Cutcombe**<br>xWar Ostrich Steel<br>2D;Wireless;W. Bal 7BH | Scw | Br<br>400.2<br>P49′ | London<br>52.4 \| 28.4<br>B113′ F40′ | 3205<br>5264 | | 1918<br>8 | Stockton,<br>(Richardson, Duck & Co., Lim.) [Eng. | G. C. Gibson, Mgr. | 3Cyl TE26,44,73x48;<br>3SB;WP180lbs | | BL |
| 3628<br>120,933<br>HFWC | **Cuthbert** Steel<br>2D;Shel dk;Deep frmg; 7BH<br>Wireless;W. Bal | Scw<br>Sch | Br<br>355.1 | Liverpool<br>49.3 \| 23.9 | 2301<br>3640 | | 1906<br>4 | Newcastle,<br>(Hawthorn, Leslie & Co., Lim.) [Eng. | Booth S.S. Co. (Lim.) | 3Cyl TE25,41,68x48;<br>2SB;WP180lbs | | BL |
| 3629<br>218,317<br>LRPV | **Cutler**<br>1D;B | Brg<br>Sch | Am<br>230.6 | Phila.<br>37.6 \| 19.6 | 1170<br>1322 | | 1919<br>7 | Machias,<br>(Machias Ship Const. Co.) [Me. | Southern Trans. Co. | Fir;Gif✕;1BH | ✠ — —<br>Suspended1,24 | |
| 3630<br>63,557 | **Cutty Sark**<br>xFerreira xCutty Sark<br>2D | S | Br<br>212.5<br>F22′ | Falmouth<br>36 \| 21 | 938<br>972 | | '69<br>11 | Dumbarton,<br>(Scott & Linton.) [Scot. | W. H. Dowman | Comp;2BH | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3631 107,767 KRTH | **Cutty Sark** xAriadne Steel 1D | MV Sch Twin | Am 110 | New York 26 \| 19 | 168 246 | | 1902 6 | Wilmington, (Harlan & Hollingsworth Co.) [Del | Alexander Smith | 2-6CylOilEng7½x11; 150BHP. | | |
| 3632 141,495 TPNH | **Cutty Sark** 1D | Sch | Br 181.6 | St. John 35.4 \| 16 | 609 686 | | 1920 | St. John, (New Brunswick S. B. Co.) [N. B. | New Brunswick S. B. Co. | Bch,Sp,P;Gif(Sltd) | | V |
| 3633 219,241 LTRD | **Cuttyhunk** Steel 1D; 7BH SUB.SIG; 6BH to Fbd dk Wireless;W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252'847t;D.T .20'394 F.O.—A.P.66t;D.B.214'643t;D.T .20'368 | Scw | Am 324 P41' t.....;S.T.3 | Newark 46.2 \| 25 \| 28' 6" B90' F35' ...F.P.111t lt..... | 2174 3545 5500 | 5' 9" 22' 11" | 1919 12 | Newark, (Submarine Boat Corp.) [N. J | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd,s rps5,21 | ✠A1Ⓔ ✠AMS Scfp;CL (Laid up) | |
| 3634 | **Cuyaba** xHohenstaufen Steel 2D;SUB.SIG;Wireless;W. Bal | Scw | Brz 409.3 P & B | Rio Jan'ro 52.7 \| 28 259' F48' | 4086 6489 | | 1906 | Vegesack, (Bremer Vulcan.) [Ger. | Lloyd Brasileiro, Mgrs. | 4CylQE24,34,50,72x53 | | |
| 3635 | **Cuyamapa** xSagua xVan der Duyn Steel 2D;Oil fuel;Wireless;W. Bal 5BH | Scw | Hon 331.1 F43' | Pt. Cortez 45.2 \| 25.6 | 2005 3298 | | 1914 7 | Newcastle, (Swan, Hunter & Wigham Richardson.) [Eng | Cuyamel Fruit Co | 3CylTE23,38,63x39; 3SB;WP180lbs | | BL |
| 3636 | **Cuyamel Fruit Co.No.1** 1D | MV Brg | Hon 120.4 | 33 \| 8.8 | 196 306 | | 1919 | Violet, (National S. B. Corp.) [La. | Cuyamel Fruit Co. | Stl;3BH; 2-4CylOilEng10x12;200IHP. | | |
| 3637 | **Cuyamel Fruit Co.No.2** 1D | MV Brg | Hon 120.4 | 33 \| 8.8 | 201 311 | | 1919 | Violet, (National S. B. Corp.) [La. | Cuyamel Fruit Co. | Stl;3BH; 2-4CylOilEng10x12;200IHP. | | |
| 3638 219,831 | **Cuyamel Fruit Co.No.3** 1D | MV Brg | Am 120.4 | N. Orleans 33 \| 8.8 | 201 311 | | 1920 | Violet, (National S. B. Co.) [La. | Cuyamel Fruit Co. | Stl;4BH; 2-4CylOilEng10x12;200IHP. | | |
| 3639 221,048 | **Cuyamel Fruit Co.No.4** 1D | MV Brg | Am 120.4 | N. Orleans 33 \| 8.8 | 215 328 | | 1920 | Violet, (National S. B. Co.) [La. | Cuyamel Fruit Co. | Stl;3BH; 2-4CylOilEng10x12;200IHP. | | |
| 3640 201,012 | **Cuyler Adams** xSahara Steel 1D;Mchy aft;W. Bal 3BH | Scw Sch | Am 474 | Duluth 52 \| 29 | 3768 5057 | | 1904 6 | Lorain, (American S. B. Co.) [Ohio | Globe S.S. Co. | 3CylTE22½,36,60x42; 2SB;WP180lbs;1600IHP. | | |
| 3641 1,367 NQFR | **Cuzco** Steel 2D;Deep frmg;Oil fuel; 8BH Wireless;W. Bal | Scw | It 375 P39' | Genoa 50 \| 25.9 B102' F45' | 2964 4615 | | '99 11 | Glasgow, (Napier & Miller, Lim.) [Scot. | Nafra Italiana | 3CylTE25,41,67x48; 2SB;WP200lbs | | BL |
| 3642 123,978 HGNT | **Cyclops** Steel 3D;Wireless;W. Bal | Scw Sch Twin | Br 485 | Liverpool 58.2 \| 39.5 | 5775 9051 | | 1906 7 | Glasgow, (D. & W. Henderson & Co., Lim.) [Scot. | A. Holt & Co., Mgrs. | 2-3CylTE23,38,65x48; Dkd,s rps4,26 | n Pt shft4,26 | |
| 3643 125,900 | **Cygnus** Iron 15BH | SW | Am 212.6 | New York 31.4 \| 11.3 | 555 857 | | '81 3 | Chester, (Jno. Roach & Son.) [Pa. | Iron Steamboat Co. | 1CylVB53x144; 2RTB;WP60lbs;900IHP. | — Exp | |
| 3644 7,155 KFQJ | **Cygnus** xSenegal xH. V. Fisker Steel 1D;Well dk;Web frms;W Bal; 4BH Wireless | Scw | Swd 270 P29' | Helsngbrg 37 \| 18.3 B116' F31' | 1018 1719 | | '90 11 | W. Hartlepool, (W. Gray & Co., Lim.) [Eng. | Rederi A/B. Brubor | 3CylTE20,31½,53x36; 2SB;WP160lbs; | | BL |
| 3645 200,414 | **Cygnus** xJoseph C. Gilchrist Steel 1D;B;Mchy aft;SUB.SIG;W. Bal 3BH | Scw | Am 416 | Fairport 50 \| 28 | 3393 4725 | | 1903 11 | Lorain, (American S. B. Co.) [Ohio | Inter-Lake Steamship Co. | 3CylTE22,35,58x40; 2SB;WP170lbs;1500IHP. | | |
| 3646 101,751 NBFI | **Cymric** 1D | Bkt Aux Twin | Br 123 | Beaum'ris 24 \| 10.8 | 114 228 | | '93 3 | Amlwch, (W. Thomas & Son.) [Wales | R. T. Hall | I;1BH; 2-1CylOilEng13x13½ | | BL |
| 3647 125,777 HNSP | **Cymric Pride** xBrinkburn Steel 1D;B;Deep frmg;Web frms; 6BH Wireless;W. Bal | Scw | Br 346 P23' | London 49.5 \| 25.3 B94' F31' | 2440 3827 | | 1909 4 | Sunderland, (J. L. Thompson & Sons, Lim.) [Eng. | E. Owen & Sons, Mgrs. | 3CylTE25,42,68x48; 2SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3648 | **Cymric Queen** | Scw | Br | London | 2421 | | 1912 | W. Hartle- | E. Owen & | 3CylTE25,40,67x45; | | BL |
| 133,156 | xApsleyhall xNewfield Steel | | 350 | 51.1 \| 23.9 | 3847 | | 10 | pool, Eng. | Sons, Mgrs. | 2SB;WP180lbs | | |
| JBCG | 1D;Wireless;W. Bal 6BH | | P31' | B101' F34' | | | | (Irvine's S. B. & D. D. Co., Lim.) | | | | |
| 3649 | **Cynthia** | Scw | Am | New York | 70 | | '95 | Detroit, | Merrill B. | 3CylTE10,16,26x16; | | |
| 127,106 | Steel | Sch | 120 | 17.7 \| 6.6 | 103 | | | (Detroit [Mich. | Mills | 1WTB;WP250lbs;350IHP. | | |
| KVLW | 1D | | | | | | | Boat Wks.) | | | | |
| 3650 | **Cynthia** | MV | Am | New York | 177 | | 1922 | Brooklyn, | Merrill B. | 2-4CylOilEng11x14; | | |
| 222,354 | Steel | Twin | 120.9 | 22.9 \| 11.5 | 261 | | | (Tebo [N. Y. | Mills | 450IHP. | | |
| MDRP | 1D | Yct | | | | | | Yacht Basin Co.) | | | | |
| 3651 | **Cynthia No. 2** | Scw | Am | Savannah | 54 | | '82 | Philadel- | Atlantic | 2CylC14,36x24; | | |
| 126,994 | Iron | | 92.4 | 19.5 \| 9 | 108 | | phia, Pa | Towing Co. | 1Blr;WP80lbs;500IHP. | | |
| | 2D 3BH | | | | | | | (Neafie & Levy.) | | | | |
| 3652 | **Cyril** | Scw | Dan | Esbjerg | 1267 | | 1924 | Lubeck, | A/S. | 3CylTE21,34,55x35; | | G |
| | Steel | | 280.7 | 41.7 \| 19 | 2116 | | (Lubecker [Ger. | Dampskskisk | 2Blrs | | |
| NFVB | 1D;Wireless;W. Bal | | P20' B | 61' F26' | | | | Maschb. Ges.) | Danla | | | |
| 3653 | **Cyrus** | Brg | Am | Hartford | 311 | | 1916 | Gildersleeve, | Oliver Gil- | Wd | | |
| 166,212 | | | 110.5 | 32.5 \| 9.5 | 316 | | | (Gilder- [Conn. | dersleeve & Sons, | | | |
| | 1D | | | | | | | sleeve S. B. Co.) | Inc. | | | |
| 3654 | **Cythera** | Scw | Am | New York | 186 | | 1907 | Leith, | Edith Hall | 4CylTE17,27,31,31x27; | | LY |
| 213,125 | xAgawa Steel | | 102.2 | 27.6 \| 16.1 | 602 | | 1 | (Ramage [Scot | Harkness | 1DB;WP180lbs;1350IHP. | | |
| KWTM | 2D;W. Bal 5BH | | | | | | | & Ferguson) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3655 | **D.** | Brg | Mex | ..... | 787 | | 1919 | Westlake, | ..... | YP;Gif | | |
| | 1D | | 200.2 | 40.1 \| 10.6 | 787 | | | (Clooney Const. & Towing Co.) [La. | | | | |
| 3656 | **D. B. Hanna** | Scw | Br | Middlsbro | 1285 | | 1925 | Haverton | Toronto | 3CylTE16,27,44x33; | | C |
| 147,780 KTBP | Steel | | 252.5 | 43.2 \| 17.8 | 1780 | | 7 | Hill, Eng. | Insurance & | 2SB;WP180lbs | M.S.7,25 | |
| | 1D;Mchy aft;W. Bal 3BH | | F34′ | | | | | (Furness S. B. Co., Lim.) | Vessel Agency (Lim.) | | | |
| 3657 | **D. D. McKenzie** | Sch | Br | Lunenb'rg | 119 | | 1920 | Chester | W. Duff, | Wd | | |
| 141,694 | 1D | | 119.9 | 25 \| 11 | 168 | | | Basin, N. S. (Chester Basin Shpbldrs., Lim.) | Mgr. | | | |
| 3658 | **D. E. Callender** | Scw | Am | Cleveland | 2178 | | '95 | Cleveland, | Morrow | 3CylTE23,38,63x40; | 95(GL) | |
| 27,666 | xT. K. Maher Steel | | 375 | 45 \| 27.3 | 3522 | | rb'16 | (Cleveland [Ohio | S.S. Co. | 2SB;WP175lbs;1200IHP. | P.S.4,26 | |
| | 1D;W. Bal 4BH | | | | | | | S. B. Co.) | | | | |
| 3659 | **D. G. Kerr** | Scw | Am | Duluth | 6026 | | 1916 | Lorain, | Pittsburg | 3CylTE24½,41,65x42; | | BL |
| 214,147 | Steel | | 580 | 60 \| 32 | 7756 | | 6 | (American [Ohio | S.S. Co. | 3SB;WP180lbs;2000IHP | | |
| | 1D;B;Long. frmg;SUB.SIG; 3BH | | | | | | | S. B. Co.) | | | | |
| | Mchy aft;Web frms;W. Bal | | | | | | | | | | | |
| 3660 | **D. G. Scofield** | Scw | Am | San Fran. | 4323 | 12′ | 1916 | San Fran- | Standard | 4CylQE24,34,51,74x54; | A1 With Freeboard. | |
| 214,353 LGHC | Steel | | 439.5 | 58 \| 39.1 \| 41′ | 7074 12168 | 29′ 3″ | 8 | (Union [cisco, Cal. Iron Wks.) | Oil Co. (Cal.) | Union Iron Wks; 3SB;Union Iron Wks; 9510HS;WP220lbs;3600IHP; DB,Dkd8,26;3 rps11,26 | Oil Carrier AMS S.S.San F8,25; shft drn8,24;M.S.8,25; B.S.8,26;Clh BB;CL | |
| | 3D;Mchy aft; 15BH | | | | | | | | | | | |
| | Wireless;Long. frmg: 3BH to Fbd dk | | | | | | | | | | | |
| | Oil fuel F.P. above 7BH to 2nd dk | | | | | | | | | | | |
| | 150°F. 5BH to 3rd dk | | | | | | | | | | | |
| | W.B.—A.P.57t;D.B.a269′297t. . . . . D | | | | .T.f29′440t;F.P. | 127t | | | | | | |
| | F.O. . . . . D. | | T. a19′ | 876t;D | .T.f29′410t. . . . | .... | | | | | | |
| 3661 | **D. Gill** | S | Br | Quebec | 117 | | 1906 | Pierreville, | Auger & Son | Wd | | |
| 121,950 | 1D | | 107.6 | 23.2 \| 6.2 | 120 | | | (W. Gill) [Can. | (Lim.) | | | |
| 3662 | **D. M. Clemson** | Scw | Am | Duluth | 6020 | | 1916 | Lorain, | Pittsburg | 3CylTE24½,41,65x42; | | BL |
| 214,599 | Steel | | 580 | 60 \| 32 | 7728 | | | (American [Ohio | S.S. Co. | 3SB;WP180lbs;2000IHP | | |
| | 1D;Web frms;Long. frmg; 2BH | | F53′ | | | | | S. B. Co.) | | | | |
| | Mchy aft;SUB.SIG;W. Bal | | | | | | | | | | | |
| 3663 | **D. M. Philbin** | Scw | Am | Duluth | 4826 | | 1905 | Bay City, | Duluth S.S. | 3CylTE23½,38,62x42; | | |
| 201,840 | xSylvania Steel | | 504 | 54 \| 26.7 | 6272 | | | (Bay City [Mich. | Co. | 2SB;WP180lbs;1800IHP | | |
| | 1D;B;Mchy aft;W. Bal 2BH | | | | | | | S. B. Co.) | | | | |
| 3664 | **D. N. Co. No. 100** | Brg | Am | Houston | 342 | | 1913 | Ambridge, | Direct Nav- | Stl | | |
| 165,538 | 1D | | 150 | 30 \| 8.2 | 342 | | 12 | (American [Pa. Bridge Co.) | igation Co. | | | |
| 3665 | **D. N. Co. No. 101** | Brg | Am | Houston | 342 | | 1913 | Ambridge, | Direct Nav- | Stl | | |
| 165,539 | 1D | | 150 | 30 \| 8.2 | 342 | | 12 | (American [Pa. Bridge Co.) | igation Co. | | | |
| 3666 | **D. N. Co. No. 102** | Brg | Am | Houston | 342 | | 1913 | Ambridge, | Direct Nav- | Stl | | |
| 165,540 | 1D | | 150 | 30 \| 8.2 | 342 | | 12 | (American [Pa. Bridge Co.) | igation Co. | | | |
| 3667 | **D. N. Co. No. 103** | Brg | Am | Houston | 342 | | 1913 | Ambridge, | Direct Nav- | Stl | | |
| 165,541 | 1D | | 150 | 30 \| 8.2 | 342 | | 12 | (American [Pa. Bridge Co.) | igation Co | | | |
| 3668 | **D. N. Co. No. 104** | Brg | Am | Houston | 342 | | 1913 | Ambridge, | Direct Nav- | Stl | | |
| 165,542 | 1D | | 150 | 30 \| 8.2 | 342 | | 12 ( | American [Pa. Bridge Co.) | igation Co. | | | |
| 3669 | **D. O. Mills** | Scw | Am | Cleveland | 4850 | | 1907 | Ecorse, | Interlake | 3CylTE23,38,65x42; | | |
| 203,979 | Steel Sch | | 532 | 58.2 \| 32 | 6598 | | 4 | (Great [Mich. Lakes Engineering Works.) | S.S. Co. | 2SB;WP180lbs;1800IHP. | | |
| | 1D;B;Mchy aft;SUB.SIG;W. Bal 4BH | | | | | | | | | | | |
| 3670 | **D. R. Campbell** | StW | Am | St. Mich'el | 409 | | '98 | Seattle, | American- | 2HNC20x84; | | |
| 157,509 | Wood | | 176.1 | 35.4 \| 5.9 | 718 | | | (Moran [Wash. Bros.) | Yukon Navigation Co. | CRTB;700IHP | | |
| 3671 | **D. T. Lane** | StW | Am | Cincinnati | 135 | | 1908 | Dana, | Campbell's | 1CylHP16x66; | | |
| 165,761 | | | 141.3 | 29 \| 4.3 | 135 | | | W. Va. | Creek Coal Co | 500IHP. | | |
| 3672 | **D'Enambuc** | Scw | Fr | Rouen | 1202 | | 1917 | Toledo, | Cie. de | 3CylTE20,33,54x40; | | V |
| | xAndre Montreuil Steel | | 250.5 | 43.6 \| 18.3 | 1957 | | 7 | (Toledo [Ohio | Transports Maritimes & Fluviaux | 2SB;WP180lbs;1200IHP | | |
| OJVE | 1D;Wireless;W. Bal 5BH | | P21′ | B30′ | | | | S. B. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3673 | **D'Entrecasteaux** | Scw | Fr | Havre | 4740 | | 1922 | Havre, | Compagnie | 3Cyl TE28,46,76x52; | | V |
| | Steel | | 417.9 | 55.1 \| 26.7 | 7642 | | (Soc. Anon. des Forges & Ch. de la Medit.) | des Chargeurs Reunis | 3SB;WP200lbs;4000IHP. | | |
| OFLJ | 3D,Wireless;W. Bal 9BH | | | | | | | | | | | |
| 3674 | **Dacre Castle** | Scw | Br | Liverpool | 3277 | | 1919 | Newcastle, | J. Chambers | 3Cyl TE27,44,73x48; | | BL |
| 140,609 | Steel | | 400.1 | 52.4 \| 28.4 | 5278 | | 3 (Swan, Hunter & Wigham Richardson, Lim.) | & Co., Mgrs | 3SB;WP180lbs | | |
| JWKH | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F29′ | | | | | | | | |
| 3675 | **Dacula** | Brg | Am | Seattle | 2234 | | 1919 | Olympic, | Washington | F,Gif; | | |
| 168,598 | | | 266.8 | 46.6 \| 23.8 | 2234 | | (Sloan Shipyards Corp.) | Tug & Barge Co. | Dkd4,26 | | |
| | 1D;B | | | | | | | [Wash. | | | | |
| 3676 | **Dade** | Brg | Am | Baltimore | 236 | | 1924 | Baltimore, | Ellicott | Wd | | |
| 169,106 | | Drg | 109.9 | 34.2 \| 7.2 | 233 | | 11 (Chas. L. Robde & Sons.) | Mach. Corp. | | | |
| | 1D;B | | | | | | | [Md. | | | | |
| 3677 | **Dagali** | Scw | Nor | Oslo | 1137 | | 1917 | Gothenburg, | A/S. Ocean | 3Cyl TE20,33,55x36; | | N |
| | x'Textil xViken Steel | | 265.2 | 42.8 \| 18.3 | 1902 | | 10 (Lind- holmens Verkstads A/B) | | 2SB;WP185lbs | | |
| LCPV | 1D;Wireless;W. Bal 4BH | | P24′ | B75′ F31′ | | | | [Swd | | | | |
| 3678 | **Dagfin** | Scw | Nor | Oslo | 1284 | | 1921 | Dundee, | A/S. Ocean | 3Cyl TE21,35,58x39; | | N |
| | Steel | | 286 | 43.5 \| 19.1 | 2184 | | 6 (Dundee S. B. Co., Lim.) | | 2SB;WP180lbs | | |
| LCNP | 1D;Wireless;W. Bal 4BH | | P31′ | B82′ F32′ | | | | [Scot. | | | | |
| 3679 | **Dagfred** | Scw | Nor | Oslo | 3656 | | 1920 | Stockton, | A/S. Ocean | 3Cyl TE26,43,71x48; | | N |
| | xVestheim Steel | | 400.6 | 52.9 \| 32.2 | 5900 | | 12 (Richardson, Duck & Co., Lim.) | | 3SB;WP180lbs | | |
| LBKD | 2D;Wireless;W. Bal 6BH | | F37′ | | | | | [Eng | | | | |
| 3680 | **Daggry** | Sch | Br | Middlsbro | 362 | | '65 | Sunderland, | William | I;1BH | | BL |
| 52,681 | xGertrude Henriques | | 158 | 25.2 \| 15.5 | 399 | | 4 (Pile, Hay & Co.) | Eng | Slater | | | |
| | xQueen of the North | | | | | | | | | | | |
| | 1D;B | | | | | | | | | | | |
| 3681 | **Daghestan** | Scw | Br | Newcastle | 3532 | | 1921 | Sunderland, | Hindustan | 3Cyl TE27,45,75x48; | | BL |
| 145,471 | Steel | | 405 | 52 \| 31.5 | 5742 | | 12 (Short Bros., Lim.) | [Eng | Steam Shipping Co. (Lim.) | 3SB;WP180lbs | | |
| KLHQ | 1D;Shel dk;Web frms; 9BH | | P62′ | | | | | | | | | |
| | Long. frmg;Mchy aft;Oil fuel; | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3682 | **Daghild** | Scw | Br | Montreal | 4761 | | 1916 | Sunderland, | Daghild | 3Cyl TE28½,47,78x54; | | BL |
| 139,168 | Steel | | 455 | 58.1 \| 33.2 | 7888 | | 11 (Wm. Doxford & Sons, Lim.) | [Eng. | Canadian S.S. Co. (Lim.) | 3SB;WP180lbs | |
| | 1D;Shel dk;Web frms; 7BH | | | | | | | | | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | | | | | |
| 3683 | **Dagmar** | Scw | Dan | Esbjerg | 1531 | | 1903 | Newcastle, | Det. | 3Cyl TE23,38,61x42; | | N |
| | xImperator Nikolai II Steel | | 290.5 | 40 \| 25.6 | 2471 | | (R. Stephen- son & Co., Lim.) | [Eng. | Forenede Dampskibs Selsskab. | 2SB;WP200lbs;2300IHP. | | |
| NCHL | 3D 6BH | | | | | | | | | | | |
| 3684 | **Dagmar** | Scw | Swd | Kalmar | 647 | | 1908 | Oslo, | Rederi A/B. | 3Cyl TE16½,27,44x33; | | N |
| | xDagland Steel | | 225.9 | 36.3 \| 15.6 | 1142 | | 9 (Akers Mek. Vaerks.) | [Nor. | Union | 1SB;WP180lbs | |
| | 1D;W. Bal 4BH | | P20′ | B68′ F28′ | | | | | | (Sunk9,26) | | |
| 3685 | **Dagny** | Bk | Nor | Grimstad | 1034 | | '89 | Liverpool, | Johan Bang | I;1BH | | BL |
| | x'Falca | | 224 | 34.5 \| 20.1 F27′ | 1115 | | 6 (R. & J. Evans Co.) | [Eng. | | | | |
| KDGJ | 1D;B | | | | | | | | | | | |
| 3686 | **Dagny** | Sch | Dan | Svendborg | 202 | | 1903 | Svendborg, | E. C. | O,B,Gif(Sltd) | | V |
| | | | 111.4 | 27.3 \| 11.5 | 233 | | (A. Jensen) | [Den. | Hansen | | | |
| NMFB | 1D | | | | | | | | | | | |
| 3687 | **Dagny I** | Scw | Nor | Bergen | 796 | | 1916 | Kinderdijk, | D/S. A/S. | 3Cyl TE17,29,46x36; | | V |
| | xKinderdijk Steel | | 239.6 | 36 \| 16.8 | 1391 | | (L. Smit & Zoon.) | [Hol. | Dagny I | 2SB;WP180lbs;900IHP. | | |
| LCSJ | 1D;W. Bal 4BH | | P23′ | B62′ F24′ | | | | | | | | |
| 3688 | **Dago** | Scw | Nor | Oslo | 933 | | 1924 | Oslo, | John P. | 3Cyl TE19,31,53x36; | | N |
| | Steel | | 256.9 | 40 \| 17.3 | 1607 | | 5 (Akers Mek. Verksted.) | [Nor. | Pedersen & Son, Mgrs. | 2SB;WP180lbs | | |
| LDKG | 1D;Wireless;W. Bal 4BH | | P20′ | B64′ F28′ | | | | | | | | |
| 3689 | **Dahomey** | Scw | Fr | Havre | 3478 | | 1921 | St. Nazaire, | Chargeurs | 3Cyl TE25,42,70x48 | | V |
| | Steel | | 393.6 | 55.9 \| 29 | 5851 | | (Athel. & Ch. de La Loire.) | [Fr. | Reunis | | |
| OFHZ | 2D;Wireless;W. Bal | | P50′ | B134′ F54′ | | | | | | | | |
| 3690 | **Daiboshi Maru No. 3** | Scw | Jap | Nish'miya | 1729 | | '88 | Middlesbro | Hashiya | 3Cyl TE22,35,59x39; | | |
| 10,029 | xOboshi Maru No. 3 Steel | | 295 | 38.1 \| 21.5 | 2388 | | 8 (R. Dixon & Co.) | [Eng. | Kisen K. K. | 2SB | | |
| WKB | 1D;B;Well dk;W. Bal 5BH | | Q122′ | B110′ F30′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3691 | **Daiboshi Maru No. 5** | Scw | Jap | Hashidate | 2455 | | 1902 | Port de | Hashiya | 3CylTE24,39,63x47; | | V |
| 18,221 | xBorneo Maru xCambodge Steel | | 342.5 | 44 \| 27.6 | 3919 | | | Bouc, Fr | Kabushiki | 3SB;WP150lbs;1600IHP | | |
| MPDV | 2D;Well dk;Wireless;W. Bal 7BH | | P209′ | | | | | (Ch. & Atel. de Provence.) | Kaisha | | | |
| 3692 | **Daiboshi Maru No. 6** | Scw | Jap | Hashidate | 2407 | | 1902 | Newcastle, | Hashiya | 3CylTE27,45½,74x48; | | C-J |
| 27,871 | xGracchus Steel | | 360 | 48.5 \| 27.5 | 3925 | | 9 | (Palmer's [Eng. | Kabushiki Kaisha | 3SB;WP180lbs;276RHP. | 2dS.S.No.2,Kobe12,23; | |
| FMNS | 2D;Shel dk;Deep frmg; 6BH | | P39′ | B98′ \| F51′ | | | | Co., Lim.] | | | M.&B.S;shft drn8,25 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3693 | **Daiho Maru No. 2** | Scw | Jap | Tokio | 2615 | | '96 | Pt. Glasgow, | Hayashi | 3CylTE25,40,64x45; | | BL |
| 10,744 | xBenten Maru xVenus Steel | Sch | 339.4 | 46 \| 17.8 | 3674 | | 8 | (Russell [Scot. | Kisen Kabushiki | 2SB;WP160lbs | | |
| LCQK | 1D;Spar dk;Deep frmg; 6BH | | B66′ | F36′ | | | | & Co.) | Kaisha | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3694 | **Dailwen** | Scw | Br | London | 2750 | | 1910 | Sunderland, | Sanderson | 3CylTE26,42,71x48; | | BL |
| 123,964 | xHalgtown xDallwen xMozart Steel | | 375 | 52 \| 25.5 | 4427 | | 3 | (Bartram [Eng. | Mathew Shipping | 3SB;WP180lbs | | |
| HQSL | 1D;Wireless;W. Bal 6BH | | P33′ | B113′ F38′ | | | | & Sons.) | Co. (Lim.) | | | |
| 3695 | **Dainichi Maru** | Scw | Jap | Kobe | 1953 | | '93 | Glasgow, | Kyuyei | 3CylTE23,38,61x42; | | |
| 7,131 | xEskdale Steel | Sch | 320 | 42.1 \| 20.9 | 3149 | | 11 | (C. Connell [Scot. | Shokai Kabushiki | 2SB;WP160lbs | | |
| LDMF | 1D;B;Deep frmg; 6BH | | P28′ | | | | | & Co.) | Kaisha | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3696 | **Daishin Maru No. 5** | Scw | Jap | Shikitsu | 1832 | | '97 | W. Hartle- | Daishin | 3CylTE22,35,59x39; | | BL |
| 29,712 | xRibe xGeorgios P. Panoutsos Steel | | 302 | 43.1 \| 19.7 | 2449 | | 12 | (W. [pool, Eng. | Kisen Kabushiki | 2SB;WP170lbs | | |
| SPGH | 1D;Web frms;Wireless;W. Bal 5BH | | P25′ | B69′ F29′ | | | | Gray & Co., Lim.) | Kaisha | | | |
| 3697 | **Daisy** | Scw | Am | San Fran. | 379 | | 1908 | Bandon, | S. S. Free- | 2CylC14,32x24; | | |
| 205,082 | Wood | Sch | 175 | 38.7 \| 14 | 679 | 4 | Ore. | man | 1WTB;375IHP. | | |
| KWPC | 1D;Oil fuel | | | | | | | | | | | |
| 3698 | **Daisy** | Trn | Fr | St. Servan | 202 | | 1908 | Granville, | Saint | Wd;Gicf(Sltd) | | V |
| | xFlette xKatherine V. Mills | | 125.6 | 29.8 \| 10 | 247 | 8 | (A. D. [N. S. | Mieux Alby, | | | |
| OFIA | 1D | | | | | | | Mills & Sons.) | Sabatier | | | |
| 3699 | **Daisy** | Scw | Br | Liverpool | 116 | | 1904 | Bowling, | Rena | 2CylC16,36x24 | | |
| 118,114 | Steel | | 130 | 23.1 \| 10.9 | 297 | | Eng. | Shipping Co. | | | |
| JLSQ | 1D;W. Bal;Mchy aft | | | B9′ F22′ | | | | (Scott & Sons) | (Lim.) | | | |
| 3700 | **Daisy Freeman** | Scw | Am | San Fran. | 436 | | 1906 | Fairhaven, | Charles | 2CylC14,32x24; | | |
| 203,747 | YF;Icf | | 173.5 | 38.6 \| 13.3 | 613 | 12 | (H. D. [Cal. | Nelson Co., Inc. | 425IHP. | | |
| KVSF | 1D;Oil fuel | | | | | | | Bendixsen S.B.Co.) | | | | |
| 3701 | **Daisy Gadsby** | Scw | Am | San Fran. | 478 | | 1911 | Hoquiam, | S. S. Free- | 3CylTE13,22,36x24; | | |
| 209,439 | Wood | Sch | 189.5 | 41.1 \| 14.3 | 818 | | | (Mathews [Wash. | man | 2WTB;WP225lbs550IHP | | |
| LCGJ | 1D;Oil fuel | | | | | | | S. B. Co.) | | | | |
| 3702 | **Daisy Gray** | Scw | Am | San Fran. | 655 | | 1923 | Portland, | S. S. Free- | 3CylTE15,24,43x24; | | |
| 222,719 | Wd;Gif | | 216.2 | 43.3 \| 15.5 | 1187 | 1 | (G. F. [Ore. | man | 2WTB;WP225lbs;750IHP. | | |
| MDWF | 1D 2BH | | | | | | | Mathews.) | | | | |
| 3703 | **Daisy Marguerite** | Sch | Br | Lunenb'rg | 162 | | 1920 | Mahone Bay | M. M. Gard- | Wd | | |
| 150,401 | | | 123.6 | 26.6 \| 10.5 | 162 | | (Obed [N. S. | ner | | | |
| | 1D | | | | | | | Ham.) | | | | |
| 3704 | **Daisy Matthews** | Scw | Am | San Fran. | 513 | | 1916 | Hoquiam, | S. S. Free- | 3CylTE13,22,36x24; | | |
| 214,266 | Wood | | 204.8 | 42.1 \| 14.2 | 943 | | (G. F. [Wash. | man | 2SB;WP225lbs;550IHP. | | |
| LGDQ | 1D;Oil fuel 2BH | | | | | | | Matthews) | | | | |
| 3705 | **Daisy McWilliams** | Scw | Am | New York | 81 | | 1907 | Noank, | McWilliams | 2CylC15,36x24; | | |
| 204,105 | xHugh Ross Wood | | 83 | 22.2 \| 10 | 119 | | Conn. | | Bros., Inc. | 1SB;WP160lbs;500IHP. | | |
| KWFV | 1D | | | | | | | | | | | |
| 3706 | **Daisy Putnam** | Scw | Am | San Fran. | 476 | | 1913 | Aberdeen, | S. S. Free- | 3CylTE13½,22,36x24; | | |
| 211,723 | Wood | | 201 | 41 \| 14 | 886 | 10 | (Mathews Wash. | man | 2WTB;WP225lbs;650IHP. | | |
| LDHB | 1D;Oil fuel | | | | | | | S. B. Co.) | | | | |
| 3707 | **Dakar Maru** | Scw | Jap | Tokio | 4384 | | 1920 | Nagasaki, | Nippon | 3CylTE28,47,79x51; | | BL |
| | Steel | | 420 | 56 \| 38.5 | 7170 | 3 | (Mitsu Bishi [Jap. | Yusen Kabushiki | 3SB;WP200lbs | | |
| | 1D;Shel dk;Wireless;W. Bal 8BH | | | | | | | Zosen Kaisha.) | Kaisha | | | |
| 3708 | **Dakarian** | Scw | Br | Liverpool | 4065 | | 1921 | Glasgow, | F. Leyland | 4CylQE23,34,49,70x51; | | BL |
| 145,891 | Steel | | 400.3 | 52.5 \| 35 | 6426 | 11 | (D. & W. [Scot. | & Co. (Lim.) | 4SB;WP215lbs | | |
| KLBJ | 2D;She dk;SUB.SIG; 7BH | | B143′ | | | | | Henderson & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3709 | **Dakota** | Brg | Br | Montreal | 516 | | '85 | Garden | St. Law- | O | | |
| 88,571 | | | 170.4 | 30.6 \| 11.9 | | | | Island, Ont. | rence Stevedoring | | | |
| | 1D | | | | | | | (Calvin Co.) | Co. | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard Corresponding Draft. | When Built. | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3710 | **Dakotan** | Scw | Am | New York | 4014 | | 1912 | Sparrows Pt. | American | 4Cyl QE25½,37,53½,78x54; | | BL |
| 210,758 | Steel | | 407.7 | 53.7 \| 28.1 | 6501 | | 11 | (Maryland [Md. Stl. Co.) | Hawiiaan S.S. Co. | 3SB;1AuxSB;WP215lbs;4000IHP | | |
| LCQR | 2D;Shel dk;Web frms;Wireless; D.F;Oil fuel;Long.frmg;W.Bal | | 7BH | | | | | | | | | |
| 3711 | **Dakotian** | Scw | Br | Liverpool | 4065 | | 1922 | Glasgow, | F. Leyland | 4Cyl QE23,34,49,70x51; | | BL |
| 145,910 | Steel | | 400.4 | 52.5 \| 35 | 6425 | | 1 | (D. & W. [Scot. | & Co. (Lim.) | 4SB;WP215lbs | | |
| KLMN | 2D;Shel dk;SUB.SIG;Wireless; W. Bal | | 7BH B143′ | | | | | | Henderson & Co.,-Lim.) | | | |
| 3712 | **Daksa** | Scw | Jg Slv | Dubr'vnik | 2659 | | 1911 | So. Shields, | Dubrovacka | 3Cyl TE26,43,71x48; | | BL |
| | 3xMonte Rosa Steel | | 372 | 51.5 \| 25.1 | 4260 | | 3 | (J Readhead [Eng. | Parobrodska | 3SB;WP180lbs | | |
| | 1D;B;Wireless;W. Bal 7BH | | F32′ | B208′ F34′ | | | | & Sons, Lim.) | Plovidba | | | |
| 3713 | **Dalalfven** | Scw | Ger | Hamburg | 879 | | 1911 | Kiel, | Baltische | 3Cyl C18,26,26x29; | | G |
| | xGrimm xDalafven Steel | | 240.6 | 36.1 \| 17.1 | 1439 | | 1 | Ger. | Reederei | 2SB;WP178lbs | | |
| RQSD | 1D;Wireless;W. Bal 4BH | | F13′ | B105′ F29′ | | | | (Howaldswerke.) | | | | |
| 3714 | **Daland** | Scw | Swd | Gothenb'g | 1300 | | 1918 | Oskarshamn | S. G. | 3Cyl TE22,35,58x36; | | BL |
| 5,951 | xCatalonia Steel | | 269.7 | 41.1 \| 24.1 | 2201 | | 3 | (Oskarshamn [Swd. | Jansson | 2SB;WP185lbs | | |
| KBGS | 1D;Shel dk;Wireless;SUB.SIG; W. Bal 4BH | | | | | | | M. V. Aktieb.) | | | | |
| 3715 | **Dalblair** | Scw | Br | Newcastle | | | 1926 | Greenock, | United | 3Cyl TE26½,43,70x48 | | |
| | Steel | | 406.5 | 54.1 \| 24.7 | | | | (Scott's [Scot. | Steam Nav. Co. | | | |
| | Wireless | | | | | | | S. B. & E. Co., Lim.) | | | | |
| 3716 | **Dalemoor** | Scw | Br | London | 3660 | | 1922 | Newcastle, | Moor Line | 3Cyl TE27,45,75x51; | | BL |
| 146,548 | Steel | | 399.9 | 52.9 \| 32.8 | 5796 | | 3 | (Northum- [Eng. | (Lim.) | 3SB;WP180lbs | | |
| KLWH | 1D;Shel dk;Wireless;W. Bal 6BH | | F38′ | | | | | berland S. B. Co., Lim.) | | | | |
| 3717 | **Dalhousie City** | Scw | Br | Toronto | 750 | | 1911 | Collingwood | Niagara, | 3Cyl TE18,29,48x30; | | C |
| 130,312 | Steel | | 199.8 | 37 \| 20.7 | 1256 | | 9 | (Colling- [Ont. | St. Catharines & Toronto Navi- | 2SB;WP186lbs;1500IHP. | Lake Survey5,26; | |
| | 2D;Wireless;W. Bal 4BH | | | | | | | wood S. B. Co.) | gation Co. (Lim.) | | shft drn5,23;M.&B.S.5,26 | |
| 3718 | **Dalila** | Scw | Fr | Rouen | 1661 | | 1923 | Caen, | Union | 3Cyl TE18⅛,29,50x37 | | V |
| | Steel | | 313.6 | 45.9 \| 20.5 | 3176 | | | (Ch. Navals [Fr. | Industrielle & | | | |
| ODZN | 1D;Well dk;Wireless;W. Bal | | P15′ | B59′ | | | | | Francais.) | Maritime | | | |
| 3719 | **Dallas** | Brg | Am | Pt. Arthur | 1148 | | '92 | W. Superior, | Texas Co. | Stl,2BH | | |
| 58,274 | xJeanie | Sch | 264 | 36 \| 22 | 1148 | | | (Am. Steel [Wis. | | | | |
| LBQC | 1D;B;Web frms;Whaleback; Oil in bulk | | | | | | | Barge Co.) | | | | |
| 3720 | **Dallas** | Scw | Am | New York | 2963 | 5′ 5½″ | 1919 | Shooters | U. S. Ship- | 3Cyl TE24,40,70x48; | ✠A1Ⓔ | |
| 217,421 | Steel | | 377 | 52.2 \| 26.8 29′ | 4756 | 23′ 8½″ | 1 | Island, N. Y. | ping Board | Standard S. B. Corp; | ✠AMS | |
| LPJM | 2D;W. Bal;Wireless 7BH | | | | 7323 | | | (Standard S. B. Corp.) | | 3SB;Standard S. B. Corp; | S.S.No.1,Nflk5,23; | |
| | C-34 | | P25′ | B106′ F34′ | | | | | | 182GS;6960HS;WP190lbs;2500IHP; | n shft4,22;M.&B.S.5,23; | |
| | | | | | | | | | | Dkd,d rpd11,23:s; rps 2,24 | Cih BB;CL | |
| 3721 | **Dalmazia** | Scw | It | Genoa | 3910 | | 1920 | Haverton | Parodi & | Stm Tbns; | | I |
| 977 | xWar Freedom Steel | | 412.4 | 55.6 \| 34.4 | 6468 | | 9 | Hill, Eng. | Corrado, Soc. An. | 3WTB;WP200lbs | | |
| N8CH | 1D;Shel dk;SUB.SIG;Wireless; W. Bal 8BH | | F41′ | | | | | (Furness S. B. Co., Lim.) | | | | |
| 3722 | **Dalny** | Scw | Fr | Havre | 4116 | | 1914 | Vegesack, | Cie. des | 3Cyl TE32,53,87x55; | | V |
| | xWaldeck Steel | | 471.2 | 59.2 \| 27.1 | 6673 | | | (Bremer [Ger. | Chargeurs Reunis | 4SB;WP185lbs;4000IHP. | | |
| OFIG | 3D;Spar dk;Wireless;W. Bal 9BH | | | | | | | Vulkan.) | | | | |
| 3723 | **Dalrymple** | Scw | Br | Montreal | 1167 | | 1923 | Collingwood | Interlake | 3Cyl TE15½,26,44x26; | | C |
| 138,187 | Steel | | 252 | 43.1 \| 16.9 | 1711 | | 5 | (Colling- [Ont. | Nav. Co. (Lim.) | 1SB;WP195lbs | Lake Survey1,26; | |
| | 1D;Mchy aft;W. Bal 3BH | | F35′ | | | | | wood S. B. Co., Lim.) | | | B.S.7,23;M.S.4,25 | |
| 3724 | **Dalwarnic** | Scw | Br | Montreal | 1428 | | 1921 | Port Arthur, | Canada | 3Cyl TE18,30,50x36; | | |
| 150,348 | xCanadian Harvester Steel | | 251 | 43.6 \| 23.7 | 2394 | | 5 | (Pt. Arthur [Ont. | Atlantic | 2SB;WP180lbs;124RHP | | |
| TQFH | 2D;Wireless;W. Bal 5BH | | P23′ | B64′ F28′ | | | | S. B. Co., Lim.) | Transit Co. | | | |
| 3725 | **Dalworth** | Scw | Br | Newcastle | 2737 | | 1920 | Dumbarton, | R. S. | 3Cyl TE27,44,73x48; | | BL |
| 142,868 | Steel | | 400.4 | 52.5 \| 24.7 | 4538 | | 5 | (A. [Scot. | Daglliesh, Mgr. | 3SB;WP180lbs | | |
| KFHS | 1D;Shel dk;Oil fuel;W. Bal; Wireless 6BH | | | | | | | McMillan & Son, Lim.) | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. / Lth. \| Bth. \| Dth. / Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. / Corresponding Draft. | Built. / When | Where. / Builder. | Owners. | Remarks. / Engines, Boilers. | Ship–Class–Date of Last Survey. / No., Date, and Port of Last Periodical Survey. / Engines & Boilers–Class–Dates. / Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3726 | **Dalzellace** | Scw | Am | New York | 30 | | 1919 | Green Bay, | Fred B. | 2CylC18,38x26; | ✠ — — | |
| 218,514 | xVanguard O,F,Gff | | 95.5 | 24.7 \| 12.2 | 177 | | 8 | (Northwest [Wis. | Dalzell | 1SB;WP155lbs;450IHP | ✠ — — | |
| LSBD | 1D 2BH | | | | | | | Eng. Wks.) | | | Cancelled1,23 | |
| 3727 | **Dalzellea** | Scw | Am | New York | 87 | | 1920 | Morris | Fred. B. | 2CylC18,38x26; | ✠ — — | |
| 219,820 | xHelmsman O,YP;Gff | | 94.3 | 25.2 \| 12.2 | 173 | | 4 | Heights, N. Y. | Dalzell & Co. | 1SB;WP155lbs;700IHP | ✠ — — | |
| | 1D 1BH | | | | | | | (Consolidated S. B. Co.) | | | Cancelled1,23 | |
| 3728 | **Dalzelline** | Scw | Am | New York | 85 | | 1902 | Noank, | Fred. B. | 1Cyl20x26; | | |
| 3,916 | xBouker Wood | | 87.5 | 22.4 \| 10.3 | 125 | | | (Palmer.) [Conn. | Dalzell & Co. | 1RTB;WP130lbs;200IHP | | |
| | 1D 1BH | | | | | | | | | | | |
| 3729 | **Dalzellite** | Scw | Am | New York | 29 | | 1920 | Benton | Fred B. | 2CylC18,38x26; | ✠ — — | |
| 220,494 | xBadger O,Flr;Gff | | 94.8 | 24 \| 14.6 | 176 | | 10 | Harbor, Mich. | Dalzell & Co. | 1SB;WP155lbs;450IHP. | ✠ — — | |
| MBHF | 1BH | | | | | | | (Dachel-Carter S. B. Co.) | | | Suspended7,25 | |
| 3730 | **Damacan** | Scw | Am | Houston | 1529 | | 1918 | Houston, | U. S. Ship- | 3CylTE19,32,56x36; | | |
| 217,656 | YP;Gff✕ | | 267.3 | 46 \| 23.6 | 2556 | | | (Universal [Tex. | ping Board | 2WTB;WP200lbs;1400IHP. | | |
| LQDJ | 1D;B;Wireless 4BH | | | | | | | S. B. Co.) | | | | |
| 3731 | **Dampen** | Scw | Nor | Oslo | 1428 | | 1922 | Alloa, | Rederi | 3CylTE20,33,54x39; | | N |
| | Steel | | 295.7 | 43.6 \| 20.6 | 2492 | 5 | (Forth [Scot. | A/S. Damp. | 2SB;WP180lbs | | |
| LCPG | 1D;Wireless;W. Bal 4BH | | P28′ | B90′ F34′ | | | | S. B. & Engr. Co., Lim.) | | | | |
| 3732 | **Dampseks** | Scw | Nor | Oslo | 1127 | | 1920 | Papen- | Rederi | 3CylTE20,33,55x39; | | N |
| | xHeddernheim xMurla Steel | | 270.2 | 42.3 \| 18.4 | 1995 | 12 | drecht, Hol. | A/S. Damp. | 2SB;WP180lbs | | |
| LDQM | 1D;Wireless;W. Bal 4BH | | P27′ | B68′ F23′ | | | | (J. & A. van der Schuijt.) | | | | |
| 3733 | **Dampto** | Scw | Nor | Oslo | 1430 | | 1922 | Alloa, | A. H. | 3CylTE20,33,54x39; | | N |
| | Steel | | 295.7 | 43.6 \| 20.6 | 2494 | 3 | (Forth S. B. [Scot. | Mathiesen, Mgr. | 2SB;WP180lbs | | |
| LCNG | 1D;Wireless;W. Bal 4BH | | P28′ | B90′ F33′ | | | | & Eng. Co., Lim.) | | | | |
| 3734 | **Damptre** | Scw | Nor | Oslo | 1104 | | 1921 | Rotterdam, | Rederi | 3CylTE20,31,51x36; | | N |
| | xStokka Steel | | 269.7 | 42.2 \| 18.4 | 1931 | 8 | (N. V. [Hol. | A/S Damp. | 2SB;WP180lbs | | |
| LDHW | 1D;Oil fuel;Wireless;W. Bal 4BH | | P28′ | B68′ F24′ | | | | Rotterdmsch. Schpw. My. Werf II.) | | | | |
| 3735 | **Dan** | Scw | Dan | Esbjerg | 1267 | | 1925 | Lubeck, | D/S. Dania | 3CylTE21,34,55x35; | | G |
| | Steel | | 280 | 41.5 \| 19.2 | 2116 | 3 | (Lubecker [Ger. | | 2SB | | |
| NGCL | 1D;Wireless;W. Bal 4BH | | P20′ | B61′ F26′ | | | | Maschb. Ges.) | | | | |
| 3736 | **Dan F. Hanlon** | Scw | Am | San Fran. | 791 | | 1924 | Oakland, | Capt. | 3CylTE19,32,56x36; | A1Ⓔ | |
| 220,793 | Steel | | 240 | 40 \| 15 | 1434 | 7 | (Hanlon [Cal. | Johannes | Hooven, Owens, Rentschler Co.; | AMS | |
| | 1D;Mchy aft;Wireless; 3BH | | | \| 17′ 6″ | 1478 | | | D. D. & S. B. Co.) | Ramselius | 2WTB;Babcock & Wilcox Co; | shft drn6,26;B.S.7.26;SBP;CL | |
| | Oil fuel F. P. above 150° F. C-29 | | P36′ | F32′ | | | | | | WP215lbs;1400IHP;EAC; | | |
| | | | | | | | | | | Dkd,d rpd7,26 | | |
| | W.B.—A.P.64t;D.T.a8′66t..... | ..... | D.B.1ϵ | 4′437t;F.P.101t | | | | | | | | |
| | F.O.....S.T.a | 12′32t; | D.B.15 | 4′407t..... | | | | | | | | |
| 3737 | **Dan Hardie** | MV | Am | Miami | 176 | | 1926 | Baltimore, | Peninsula | 6CylOilEng; | | |
| 225,918 | Steel | F. B. | 106.5 | 33.1 \| 11.2 | 259 | 7 | (Spedden [Md. | Terminal Co. | 360BHP | | | |
| | 1D | | | | | | | S. B. Co.) | | | | |
| 3738 | **Dan Proctor** | Brg | Br | Owens S'd | 706 | | '93 | W. Bay | Keenan | O | | |
| 130,390 | xEd. McWilliams | | 200 | 34 \| 14 | 743 | | | City, Mich. | Towing Co. (Lim.) | | | |
| | | | | | | | | (F. W. Wheeler & Co.) | | | | |
| 3739 | **Danefelt** | Scw | Dan | Aalborg | 724 | | 1920 | Aalborg, | Dampskslsk | 3CylTE15,24,40x27; | | V |
| | Steel | | 238.7 | 36.2 \| 13.4 | 1251 | 9 | (P. Ph. [Den. | Danefelt A/S. | 2SB;WP185lbs;500IHP | | |
| NBVH | 1D;W. Bal 5BH | | P14′ | B94′ F29′ | | | | Stuhrs. Msk. & Skvs.) | | | | |
| 3740 | **Danemark** | Scw | Dan | Kjobenh'n | 1019 | | 1920 | Copenhagen, | A/S. | Stm Tbn; | | V |
| | Steel | | 277 | 40.2 \| 18.3 | 1753 | 12 | (A/S. [Den. | Dampskslsk | 2SB;WP200lbs;750IHP | | |
| NCFG | 1D;Wireless;W. Bal 5BH | | P38′ | B157′ F29′ | | | | Baltica Vaerftet.) | Dani i ilkv | | | |
| 3741 | **Danery** | Scw | Dan | Kjobenh'n | 938 | | 1905 | Alblasser- | A/S. | 3CylTE20½,33,54x36; | | V |
| | xRoma Steel | | 251.3 | 37.6 \| 16.3 | 1517 | | dam, Hol. | Dampskslsk | 2SB;WP180lbs;800IHP; | | |
| NPFS | 1D;B;W. Bal 5BH | | B131′ | F28′ | | | | (J. Smit Czn.) | Dana i ilkv | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3742 NBVL | **Danhild** xHekla Steel 1D;W. Bal 4BH | Scw | Dan 233.3 P12′ | Cop'hagen 37.1 \| 16.6 B50′ F29′ | 815 1412 | | 1920 10 | Kalundborg, (Akt. [Den. Kalundborg Skibsv.) | D/S Nordania A/S. | 3CylTE16,25,47x29; 2SB;WP185lbs | | BL |
| 3743 NTMK | **Dania** xDanebrog xPaul Pagh Steel 1D;Well dk;Wireless;W. Bal 5BH | Scw | Dan 290 P28′ | N're-S'by 39 \| 18.8 B118′ F33′ | 1390 2247 | | '88 11 | So. Shields, (J. [Eng. Readhead & Co.) | Nord. Kul- Kompagni A/S. | 3CylTE22,36,60x39; 2SB;WP160lbs | | N |
| 3744 169,357 | **Dania** 1D;B | Drg | Am 110 | Baltimore 34.1 \| 7.4 | 239 242 | | 1925 11 | Baltimore, (Ellicott [Md. Machine Corp.) (Chas. Rohde & Sons.) | Ellicott Machine Corp. | Wd | | |
| 3745 NHKS | **Dania** Steel 1D;Spar dk;Deep frmg; 6BH W. Bal;Wireless | Scw Sch | Dan 339.6 P32′ | Copenhgn 43 \| 19 B66′ F38′ | 2200 3477 | | '95 8 | Pt. Glasgow, Scot. (Russell & Co.) | Det. Fo- renede Dmps. Selskb. | 3CylTE25,40,64x42; 2SB;WP165lbs | | BL |
| 3746 226,078 | **Daniel A. MacCormack** Steel 1D 5BH | Scw F. B. | Am 164.8 | Boston 40.8 \| 15 | 514 757 | | 1926 10 | Quincy, (Bethlehem [Mass. S. B. Corp.) | City of Boston | 2-2CylC15,30x24; Bethlehem S. B. Corp; 2SB;Bethlehem S. B. Corp; 153GS;3266HS;WP150lbs; 800IHP;EAC | ✠A1Ⓔ Ferry Service. ✠AMS SSP | |
| 3747 166,390 | **Daniel F. Flanagan** 1D | Brg | Am 110.8 | Albany 27.4 \| 11.4 | 346 354 | | 1916 | Rondout, (R. [N. Y Lenahan Co.) | R. Lenahan Co. | Wd | | |
| 3748 138,399 TMVD | **Daniel Getson** 1D | Trn | Br 132.6 | Lunenb'rg 32 \| 11.6 | 295 361 | | 1917 6 o'23 | Bridgewater, (Wm. A. [N. S. Naugler.) | Daniel Get- son | O,B,Bch,Mpl,P,Sp;Gif(Sltd) clk dk4,18;clk b4,22;s b clkg6,23; Dkd,clk t,s dk clkg6,25; s rps,tr clkg10,26 | ✠A1Ⓔ S.S.No.2,PA6,23 | |
| 3749 203,507 | **Daniel J. Morrell** Steel 1D;Mchy aft;W. Bal 3BH | Scw Sch | Am 580 | Fairport 58 \| 32 | 5419 7239 | | 1906 9 | West Bay City, Mich. (Bay City S. B. Co.) | Bethlehem Transp. Co. | 3CylTE24,39,65x42; 2SB;WP170lbs;1878IHP. | (★100(GL) P.S.7,25 | |
| 3750 204,110 KWCL | **Daniel Kern** Wood 1D;Wireless | Scw | Am 153.2 | Seattle 26 \| 11.5 | 112 297 | | '79 | Baltimore, Md. | Bellingham Tug & Barge Co. | 2CylC21,36x34; 1SB;WP100lbs;750IHP. | | |
| 3751 150,033 | **Daniel L. Hebard** xP. L. Johnson Oak 1D | Scw | Am 98.5 | Marqu'tte 22 \| 8.8 | 79 159 | | '75 | Cleveland, Ohio | Ford Motor Co. | 1Cyl26x30; 1FB;500IHP. | | |
| 3752 112,065 TMKD | **Daniel M. Munro** xOlivia Steel 1D;B;sub.sig;W.Bal 3BH | MV Twin Brg | Br 220.7 P28′ | Windsor 35 \| 21 F29′ | 888 1216 | | '92 | Dumbarton, (A [Scot. McMillan & Son ) | U. S. Gypsum Transp. Co. | 2-2CylOilEng16½x18⅞; Bolinder Co; 320BHP;db;d rpd2,20; tr dk clkg6,20;Dkd10,23;s rps2,24 | ✠A1 AMS S.S.NY1,21; shfts drn;B.S.10,23;M.S.2,24 | |
| 3753 226,062 | **Daniel McCool** Steel 1D 4BH | MV | Am 144 | Gd. Haven 33 \| 15 | 378 649 | | 1926 | Manitowoc, (Manitowoc [Wis. S. B. Corp.) | Cement Transit Co. | OilEng14x17 | | |
| 3754 219,155 LTMG | **Daniel Webster** Steel 2D;W. Bal; 7BH Long. frmg; 4BH to Fbd dk Wireless; 3BH to 2d dk Oil fuel F. P. above 150° F. C-38 | Scw | Am 439.6 P41′ | Phila. 60.2 \| 33.7 \| 36′ 8″ B134′ F44′ | 6147 8289 12,980 | 8′ 5¾″ 28′ 4″ | 1919 8 | Gloucester City, N. J. (Pusey & Jones S. B. Co.) | U. S. Ship- ping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8706HS;WP210lbs;3000SHP; Dkd,d rpd5,21;s rps6,21 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.Gvstn11,20; shft drn11,20;Clh BB;CL (Laid up) | |
| 3755 204,416 | **Daniel Willard** xWissahickon Steel 2D;Mchy aft;W. Bal 3BH | Scw Sch | Am 350 | Buffalo 46 \| 30.9 | 3295 4253 | | 1907 8 | Buffalo, (Buffalo [N. Y. D. D. Co.) | Great Lakes Transit Co. | 1CylQE19,27,40,58x42; 3SB;WP210lbs;1351HP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3756 | **Dannedalke** | Scw | Am | Baltimore | 2520 | 5′ 6″ | 1919 | Baltimore, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ Oil Carrier | |
| 219,262 | Steel | | 340 | 49 \| 28.5 \| 28′ 7″ | 4310 | 23′ 3″ | 12 | (Baltimore [Md | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LTSH | 2D;B;Long.frmg; 13BH | | | | 6000 | | | D. D. & S. B. Co.) | | 2SB;Baltimore D. D. & S. B. Co; | S.S.No.1,Mbl2,25; | |
| | Mchy aft; 10BH to Fbd dk | | P91′ | B34′ F30′ | | | | | | 5284HS;WP200lbs;1800SHP; | shft drn;M.&B.S.2,25; | |
| | Wireless; 3BH to 2d dk | | | | | | | | | t d rpd5,22;Dkd,d rpd4,25 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-33 | | | | | | | | | | | |
| | W.B.—A.P.187t;D.B.56′126t | | ...D.T.f | .33′257t;F.P.95t | | | | | | | | |
| | F.O. D.T. | a17′628 | t;D.T.f | .33′240t | | | | | | | | |
| 3757 | **Dansborg** | Scw | Dan | Cop'hagen | 2675 | | 1920 | Stockton, | C. K. | 3Cy\|TE26,42,70x48; | | BL |
| | Steel | | 380.2 | 51 \| 24.8 | | | 10 | (Richardson, [Eng. | Hansen, Mgr. | 3SB;WP180lbs | | |
| NCDF | 1D;Oil fuel;W. Bal;Wireless 6BH | | P38′ | B244′ F37′ | 4289 | | | Duck & Co., Lim.) | | | | |
| 3758 | **Dansonia** | Brg | Am | Boston | 956 | | 1903 | Boston, | Marine | Stl | | |
| 219,095 | xJack O'Lantern | | 210.3 | 33.4 \| 7 | 1018 | | | Mass. | Amusement Co | | | |
| | 1D | | | | | | | | | | | |
| 3759 | **Dante Alighieri** | Scw | It | Genoa | 5956 | | 1915 | Riva Trigoso | Soc. di Nav. | 2-4Cy\|QE25,37,53,78x53; | | I |
| 739 | Steel | Twin | 479.8 | 59.3 \| | 9737 | | | (Soc. [It. | Transatlantica | Dkd,s rps5,26 | | |
| NKJW | 4D;Wireless 9BH | | P102′ | B184′ F135′ | | | | Esercizio Bacini.) | Italiana | | B.S.7,26 | |
| 3760 | **Danubio** | Scw | It | Fiume | 2260 | | 1907 | W. Hartle- | Atlantica | 3Cy\|TE24,40,65x42; | | BL |
| 255 | xGrof Serenyi Bela Steel | | 340.2 | 48.6 \| 22 | 3628 | | 4 | (W. [pool, Eng. | Trust Co. | 2SB;WP180lbs | | |
| NKLE | 1D;B;Deep frmg; 5BH | | P25′ | B124′ F30′ | | | | Gray & Co., Lim.) | (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3761 | **Danville** | Scw | Arg | | 2520 | | 1920 | Baltimore, | Argentine | Stm Tbn; | ✠A1Ⓔ Oil Carrier. | |
| | Steel | | 340.1 | 49.2 \| 27.2 | 4310 | | 4 | (Baltimore [Md. | Govt. | Westinghouse E. & M. Co; | ✠AMS | |
| | 2D;B;Mchy aft; 13BH | | P91′ | B34′ F30′ | 6000 | | | D. D. & S. B. Co.) | | 2SB;Baltimore D. D. & S. B. Co; | S.S.No.1,NO4,23; | |
| | Long. frmg; 10BH to Fbd dk | | | | | | | | | 5284HS;WP200lbs;1800SHP; | shft drn;M.&B.S.4,23; | |
| | W. Bal; 3BH to 2d dk | | | | | | | | | Dkd,d rpd4,23;Exmd5,23 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-33 | | | | | | | | | | | |
| | W.B.—A.P.187t;D.B.56′126t | | ...D.T.f | .33′257t;F.P.95t | | | | | | | | |
| | F.O. D.T. | a17′628 | t;D.T.f | .33′240t | | | | | | | | |
| 3762 | **Danzig** | Scw | Dzg | Danzig | 1934 | | 1901 | Hamburg, | "Artus" | 3Cy\|TE23,39,67x48; | | G |
| | xBaltika xTherapia Steel | | 350 | 44.5 \| 31.7 | 3217 | | 12 | (Blohm [Ger. | Danziger Reed. | 2SB;WP199lbs | | |
| HGFL | 2D;Spar dk;Web frms; 6BH | | P & B | 240′ F50′ | | | | & Voss.) | u Handels A. G. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3763 | **Daphne** | Scw | Grk | Argostoli | 1900 | | 1910 | Stockton, | G. Z. Lyki- | 3Cy\|TE23½,39,64x42; | | BL |
| | xSeawall Steel | Sch | 325.1 | 47 \| 22.5 | 3047 | | 5 | (Richardson, [Eng. | ardopulo, Mgr. | 2SB;WP180lbs | | |
| HVGK | 1D;Wireless;W. Bal 5BH | | P27′ | B173′ F31′ | | | | Duck & Co.) | | | | |
| 3764 | **Dara** | Scw | Br | Bombay | 3083 | | 1915 | Pt. Glasgow, | Bombay & | 3Cy\|TE26½,44,73x51; | | BL |
| 137,473 | Steel | | 400.2 | 53 \| 27.4 | 4922 | | 9 | (Russell [Scot. | Persia Stm. Nav. | 3SB;WP200lbs | | |
| JLSR | 2D;W. Bal;Wireless 6BH | | | | | | | & Co.) | Co. (Lim.) | | | |
| 3765 | **Dardania** | Scw | It | Trieste | 2299 | | 1901 | So. Shields, | D. Trip- | 3Cy\|TE24,40,65x45; | | I |
| 410 | Steel | | 341.2 | 46.7 \| 25.9 | 3728 | | | (J. [Eng. | kovich, Mgr. | 2SB;WP160lbs | | |
| NKLY | 1D;B;Deep frmg;W. Bal 6BH | | P41′ | B101′ F32′ | | | | Readhead & Sons.) | | | | |
| 3766 | **Darden** | Scw | Am | New York | 3155 | | 1920 | Savannah, | U. S. Ship- | 3Cy\|TE24½,41½,72x48; | ✠A1Ⓔ Oil Carrier. | |
| 219,899 | Steel | | 391.9 | 51.2 \| 28.5 | 5189 | | 6 | (Terry [Ga. | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LWHM | 2D;Mchy aft; 15BH | | P98′ | B33′ F44′ | 7500 | | | S. B. Corp.) | | 3SB;Sun S. B. Co; | shft drn8,23;Clh BB;CL | |
| | Wireless; 8BH to Fbd dk | | | | | | | | | 8331HS;WP190lbs;2800IHP;EAC; | (Laid up) | |
| | 7BH to 2d dk | | | | | | | | | d rpd8,23;s rps11,23;Dkd2,24; | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | Exmd3,24 | | |
| | W.B.—A.P.26t;D.B.a76′235t | | ...D.T.f | .28′458t;D.T.f. | 32′323t | :F.P.88t | | | | | | |
| | F.O.—A.P.24t;D.B.a40′111t;D.T | a8′316 | t;D.T.f | .28′427t;D.T.f. | 32′302t | :F.P.82t | | | | | | |
| 3767 | **Darian** | Scw | Br | Liverpool | 4065 | | 1922 | Glasgow, | F. Leyland | 4Cy\|QE23½,34,49,70x51; | | BL |
| 145,975 | Steel | | 400.4 | 52.5 \| 35 | 6434 | | 9 | (D. & W. [Scot. | & Co. (Lim.) | 4SB;WP215lbs | | |
| KMTN | 2D;Shel dk;SUB.SIG;Wireless; 7BH | | B143′ | | | | | Henderson & Co., | | | | |
| | W. Bal | | | | | | | Lim.) | | | | |
| 3768 | **Darien** | Brg | Am | New York | 922 | | 1914 | Wilmington, | Savannah- | O,YP;Gicf(Sltd) | ✠A1 Coastwise. | |
| 212,410 | | Sch | 181.4 | 40 \| 15.4 | 944 | | 6 | (American [Del. | New York Trans- | clk4,22;rps,s b clkg,clk dk5,26 | H.T.NY4,22 | |
| LDMW | 1D;Wireless | | | | | | o '22 | Car & Foundry | portation Co. | | | |
| | | | | | | | | Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3769 | **Darnholme** | Scw | Br | London | 2331 | | 1911 | Sunderland, | Batheaston | 3CylTE25,42,68x45; | | BL |
| 131,836 | Steel | | 350 | 50 \| 23.4 | 3693 | | 7 | (R. Thompson & Sons, Lim.) | Trading Co. (Lim.) | 2SB;WP180lbs | | |
| HTBK | 1D;Wireless;W. Bal 6BH | | P35′ | B102′ F35′ | | | | [Eng. | | | | |
| 3770 | **Darro** | Scw | Br | Belfast | 7252 | | 1912 | Belfast, | Royal Mail | 2-4CylQE23,34,48,69x51 | | |
| 132,026 | Steel | Twin | 500.7 | 62.3 \| 40.2 | 11484 | | | (Harland & Wolff, Lim.) | Stm. Packet Co. | | | |
| JBCW | 2D;sub.sig;Wireless;W. Bal | | P50′ | B181′ F59′ | | | | [Ire. | | | | |
| 3771 | **Dart** | Scw | Arg | BuenAires | 697 | | 1912 | Birkenhead, | La Mala | 2-2CylC15,32x21; | | BL |
| | Steel | Sch | 180 | 42.2 \| 9.8 | 1104 | | 10 | (Cammell, Laird & Co., (Lim.) | Real Argentine (Lim.) | 2SB;WP140lbs | | |
| | 1D;Mchy aft;W. Bal 3BH | Twin | | B. & F 130′ | | | | [Eng. | | | | |
| 3772 | **Dartford** | Scw | Am | New York | 3686 | | 1920 | Savannah, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ Oil Carrier | |
| 220,335 | Steel | | 391.9 | 51.2 \| 28.5 | 5186 | | 7 | (Terry S. B. Corp.) | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| MBCF | 2D; 15BH | | P98′ | B33′ F44′ | 7500 | | | [Ga. | | 3SB;Sun S. B. Co;833IHS;WP210lbs; | Cih BB;CL | |
| | Wireless;Mchy aft; 8BH to Fbd dk 7BH to 2d dk | | | | | | | | | 2800IHP;EAC; d rpd11,20; | (Laid up) | |
| | Oil fuel F. P above 150° F. C-36 | | | | | | | | | s rps3,21;Dkd4,25 | | |
| | W.B.—A.P.26t;D.B.a76′235t | | | D.T.f | 28′458t;D.T.f.3 | 2′323t; | F.P.88t | | | | | |
| | F.O.—A.P.24t;D.B.a40′111t;D.T | a8′316 | t;D T.f | 28′427t;D.T.f.3 | 2′302t; | F.P.82t | | | | | | |
| 3773 | **Datchet** | Scw | Br | London | 1963 | | '98 | So. Shields, | Watts, | 3CylTE24,40,64x42; | | BL |
| 106,992 | xTantallon Steel | | 323 | 47.2 \| 22.5 | 3110 | | 11 | (J. Read- [Eng. | Watts & Co. | 2SB;WP160lbs | | |
| QKJS | 1D;B;Deep frmg;Wireless; 5BH | | P29′ | B82′ F32′ | | | | head & Sons) | (Lim.), Mgrs | | | |
| | W. Bal | | | | | | | | | | | |
| 3774 | **Dauntless** | Trn | Am | New York | 521 | | 1911 | Port Rich- | F. R. | Stl;4BH | | LY |
| 208,603 | xUndaunted | | 168.2 | 33.5 \| 18.5 | 521 | | | mond, N. Y. (Staten Island S. B. Co.) | Mayer | | | |
| LBVN | 2D;sub.sig. | | | | | | | | | | | |
| 3775 | **Dauntless** | StW | Am | San Fran. | 501 | | '92 | San Fran- | Bay Trans- | 2CylC20,38x84; | | |
| 157,358 | Wood | | 174.5 | 36.5 \| 8 | 513 | | cisco, Cal. | port Co. | 1Blr;WP200lbs;350IHP. | | |
| | 1D | | | | | | | | | | | |
| 3776 | **Dauntless** | Sch | Am | Los Ang's | 478 | | '98 | Hoquiam, | C. G.Rogers | Wd | | |
| 157,526 | | | 162.2 | 37.3 \| 13.2 | 548 | | | (G. H. Hitchings.) | | | | |
| KNRG | 1D | | | | | | | [Wash. | | | | |
| 3777 | **Dauntless** | Scw | Br | NWstmstr | 2 | | 1901 | Westmin- | Pacific | 2CylC12,26x18; | — Exp | |
| 111,599 | YF;If | | 92 | 30.5 \| 9.5 | 122 | | 7 | ster, B. C. | (Coyle) Nav. | 1CRTB;WP150lbs | | |
| | 1D | | | | | | | (J. Moir) | Co. (Lim.) | | | |
| 3778 | **Dauntless** | Scw | Am | Norfolk | 76 | | '93 | Camden, | Wood | 2CylC17,32x24; | | |
| 157,358 | Steel | | 102 | 30.7 \| 10.6 | 153 | | | N. J. (J. H. Dialogue & Son.) | Towing Corp. | 1Blr;WP150lbs;700IHP. | | |
| KRHT | 1D | | | | | | | | | | | |
| 3779 | **Dauntless** | Scw | Am | Norfolk | 83 | | 1901 | Baltimore, | Wood | 2CylC15,30x22; | | |
| 157,627 | Wood | | 97.2 | 23 \| 10.5 | 128 | | | Md. (McCloskey & Co.) | Towing Corp. | 1SB;WP150lbs;300IHP. | | |
| LHVS | 1D | | | | | | | | | | | |
| 3780 | **Dauntless No. 6** | Scw | Am | New York | 100 | | '84 | Philadelphia | Coastwise | 2CylC17,30x24; | | |
| 215,571 | xMary W. Potter Iron | | 113.5 | 21.2 \| 9.3 | 148 | | | (Neafie & Levy.) | Transp. Corp., Inc. | 1SB;WP130lbs;387IHP | | |
| LHTS | 1D 5BH | | | | | | | [Pa. | | | | |
| 3781 | **Dauperata** | Scw | Am | Baltimore | 3545 | 6′ 1¾″ | 1919 | Baltimore, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,818 | Steel | | 409.6 | 54.4 \| 27.4 | 5720 | 24′ | 9 | (Baltimore D. D. & S. B. Co.) | ping Board | De Laval S. T. Co; | ✠AMS | |
| LSPV | 2D;Long. frmg: 8BH | | | \| 30′ | 8785 | | | [Md. | | 4WTB;Heine W. T. Blr. Wks; | S.S.Lvp16,20; | |
| | Wireless; 6BH to Fbd dk 2BH to 2d dk | | P41′ | B120′ F44′ | | | | | | 11132HS;WP225lbs;2500SHP; | shft drn9,22;Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | d rpd2,21;Dkd9,22;s rps11,22 | (Laid up) | |
| | W.B.—A.P.45t;D.T.a30′765t;D.B | 340′11 | 36t. | D.T.f.30′7 | 36t;F. | P.199t | | | | | | |
| | F.O.D.T.a30′714t;D.B | 304′ 9 | 55t; S. | T.79t;D.T. f.30. | 686t. | | | | | | | |
| 3782 | **Dauphine** | Sch | Fr | Bordeaux | 593 | | 1911 | Dundee, | Messageries | Stl;6BH | | V |
| | xBaleares | | 199.1 | 36 \| 10.6 | 638 | | 6 | (Dundee S. B. Co.) | Africaines | | | |
| OFJH | 1D | | | | | | | [Scot. | | | | |
| 3783 | **Davanger** | Scw | Nor | Bergen | 4434 | | 1922 | Pt. Glasgow, | Westfal- | 3CylTE27,45,74x54; | | BL |
| | Steel | | 425 | 56.8 \| 33 | 7102 | | 1 | (W. Hamilton & Co., Lim.) | Larsen & Co., A/S. | 4SB;WP180lbs | | |
| LCMD | 2D;Web frms;Long. frmg; 15BH | | P101′ | B27′ F43′ | | | | [Scot. | | | | |
| | Mchy aft;Oil fuel;Oil in bulk; Wireless;W. Bal | | | | | | | | | | | |
| 3784 | **Davenport** | Scw | Am | San Fran. | 525 | | 1912 | North Bend, | Steamer | 3CylTE13½,23,40x30; | | |
| 210,507 | Wood | Sch | 200.1 | 40 \| 14.5 | 911 | | 9 | (Kruse & Banks) | Davenport Co. | 2Blrs;WP225lbs;750IHP | | |
| LCNQ | 1D;Mchy aft;Oil fuel 1BH | | | | | | | [Ore. | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. / Lth. \| Bth. \| Dth. / Deck Erections \| Mid. | Tons Net / Gross / D.W. | Freeboard. / Corresponding Draft. | When Built. | Where Built. / Builder. | Owners. | Remarks. / Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3785 | **Davenport** | Scw | Am | Phila. | 3370 | 7′ 10½″ | 1920 | Bristol, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,643 | Steel | | 400.7 | 54.2 \| 30.4 | 5491 | 25′ 2″ | 3 | (Merchant [Pa | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LVRG | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | 32′ 10½″ | 8822 | | | S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | shft drn10,26;B·S.11,26 | |
| | Oil fuel F. P. above 150° F. C-36 | | P35′ | B123′ F44′ | | | | | | 8700HS;WP2001bs;3000SHP;EAC; | Clh BB;CL | |
| | | | | | | | | | | Dkd,s rps11,26 | | |
| | W.B.—A.P.143t;D.B.335′1311t;D | T.27′8 | 46t. | .....F.P.120t | | | | | | | | |
| | F.O.....D.B.281′1092t;D | T.27′7 | 90t; S. | T.63t..... | | | | | | | | |
| 3786 | **David C. Meyer** | Scw | Am | Portland | 1519 | | 1920 | Astoria, | Wiggins- | 2-3CylTE15½,26,44x26; | ✠ — — | |
| 219,811 | xAnson S. Brooks Flr;Gff✕ | Twin | 272.8 | 46.1 \| 24.1 | 2510 | | 4 | (McEachern [Ore | Meyer S.S. Co. | 2WTB;WP2001bs;1400IHP; | ✠ — — | |
| LWDN | 2D;Oil fuel 5BH | | P19′ | B141′ F27′ | 3111 | | | S. B. Co.) | | DB | Cancelled8,26 | |
| 3787 | **David Campbell** | Scw | Am | Portland | 154 | | 1913 | Portland, | City of | 2-1Cyl14x28; | | |
| 211,065 | Steel | Twin | 117.5 | 25 \| 12 | 242 | | | (J. Supple.) [Ore. | Portland | 2WTB;1200IHP. | | |
| | 1D;Oil fuel | | | | | | | | | | | |
| 3788 | **David Dollar** | S | Am | San Fran. | 2660 | | '93 | Liverpool, | The Robert | Stl;1BH | | |
| 221,995 | xThielbek | | 299.5 | 45.1 \| 24.7 | 2832 | | 5 | (T. Royden [Eng. | Dollar Co. | | | |
| MDLN | 2D | | P43′ | B45′ F31′ | | | | & Sons.) | | | | |
| 3789 | **David G. Thomson** | Scw | Br | Montreal | 75 | | '83 | Kingston, | Canada | 2CylC19,34x26; | | |
| 85,306 | Wood | | 103.3 | 17.3 \| 9.8 | 182 | | rb'17 | (Robinson.) [Ont. | Steamship Lines (Lim.) | 1FB;WP118lbs;375IHP | | |
| | 1D | | | | | | | | | | | |
| 3790 | **David Lloyd George** | Scw | Br | Cardiff | 2480 | | 1917 | Stockton, | Williams & | 3CylTE26,42,69x45; | | BL |
| 139,605 | Steel | | 370.1 | 51.4 \| 24 | 4107 | | 7 | (Craig, [Eng. | Mordey | 2SB;1AuxSB;WP180lbs | | |
| JQHS | 1D;Wireless;W. Bal 6BH | | P52′ | B & F 285′ | | | | Taylor & Co.,Lim.) | | | | |
| 3791 | **David McKelvy** | Scw | Am | New York | 4242 | | 1921 | Chester, | Tidewater | 3CylTE27,45½,76x51; | | BL |
| 221,427 | Steel | | 430 | 59.2 \| 33.4 | 6820 | | 6 | (Sun [Pa. | Oil Co. | 3SB;WP190lbs;2700IHP. | | |
| MCWK | 2D;Web frms;Long. frmg; 17BH | | P133′ | B36′ F40′ | | | | S. B. Co.) | | | | |
| | Oil fuel;Oil in bulk;Mchy aft; | | | | | | | | | | | |
| | SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 3792 | **David Moran** | Brg | Br | Toronto | 491 | | 1901 | Bay City, | Point Anne | O | | |
| 134,224 | | | 162 | 36 \| 9 | 491 | | | (Jas. [Mich. | Quarries (Lim.) | | | |
| | 1D | | | | | | | Davidson.) | | | | |
| 3793 | **David S. Troxel** | Scw | Am | Cleveland | 3503 | | 1903 | W. Bay City, | Forest City | 3CylTE20,33½,55x40; | 100(GL) | |
| 117,266 | xSonoma Steel | | 416 | 50 \| 28 | 4539 | | rb'14 | (W. Bay [Mich. | S.S. Co. | 2SB;WP170lbs;1310IHP. | P.S.6,25 | |
| | 1D;B;Mchy aft;W. Bal 3BH | | | | | | | City S. B. Co.) | | | | |
| 3794 | **David Scannel** | Scw | Am | San Fran. | 140 | | 1909 | San Fran- | Brd. of | 2CylC13,28x20; | | |
| 207,183 | Steel | | 120 | 26 \| 10.6 | 244 | | | cisco, Cal. | Fire Comm. | 2WTB;WP200lbs;945IHP | | |
| | 1D 4BH | | | | | | | | | | | |
| 3795 | **David Waterbury** | Brg | Am | Albany | 447 | | 1916 | Rondout, | DwyerBros. | Wd | | |
| 166,584 | xRobert D., Jr. | | 112 | 29 \| 13.1 | 447 | | | (R. [N. Y. | | | | |
| | 1D | | | | | | | Lenahan Co.) | | | | |
| 3796 | **David Z. Norton** | Scw | Am | Fairport | 4250 | | 1906 | Cleveland, | The Colum- | 3CylTE22,36,60x42; | (★100(GL) | |
| 202,931 | Steel | Sch | 480 | 52 \| 30 | 5667 | | 3 | (American [Ohio | bia S. S. Co. | 2SB;WP180lbs;1600IHP. | P.S.5,25 | |
| | 1D;Mchy aft;W. Bal 3BH | | | | | | | Shipbuilding Co.) | | | | |
| 3797 | **Davisian** | Scw | Br | Liverpool | 4065 | | 1923 | Glasgow, | F. Leyland | 4CylQE23,34,49,70x57; | | BL |
| 147,200 | Steel | | 400.3 | 52.5 \| 35 | 6433 | | 2 | (D. & W. [Scot. | & Co. (Lim.) | 4SB;WP215lbs | | |
| KNPV | 2D;Shel dk;Wireless;SUB.SIG; 7BH | | B143′ | | | | | Henderson & Co., | | | | |
| | W. Bal | | | | | | | Lim.) | | | | |
| 3798 | **Dawnlite** | Sch | Am | Seattle | 1601 | | 1916 | Toledo, | Pacific S.S. | Stl;4BH; | | BL |
| 214,491 | Steel | Aux | 252 | 43.7 \| 21.2 | 1976 | | 10 | (Toledo [Ohio | Co. | 4CylOilEng16½x18½;320BHP | | |
| LGKH | 1D;B;Wireless;W. Bal;Mchy aft 4BH | | P49′ | F41′ | 2890 | | | S. B. Co.) | | | | |
| 3799 | **Day Dream** | MV | Am | New York | 97 | | 1906 | Greenwich, | Sandring- | 2-4CylGasEng9x10; | | |
| 203,136 | xOnawa II. Wood | Twin | 33.8 | 23.6 \| 4.8 | 121 | | | (J. E. [Conn. | ham | 280IHP. | | |
| KVLG | 1D | | | | | | | Montells.) | | | | |
| 3800 | **Day Line No. 2** | Brg | Am | New York | 143 | | 1924 | Sparrows Pt. | Hudson | Stl | | |
| | | | 100 | 18 \| 9 | 146 | | 5 | (Bethlehem [Md. | River Day Line | | | |
| | 1D;Oil in bulk | | | | | | | S. B. Corp.) | | | | |
| 3801 | **Day Line No. 3** | Brg | Am | New York | 143 | | 1924 | Sparrows Pt. | Hudson | Stl | | |
| | | | 100 | 18 \| 9 | 146 | | 5 | (Bethlehem [Md. | River Day Line | | | |
| | 1D;Oil in bulk | | | | | | | S. B. Corp.) | | | | |
| 3802 | **Daybeam** | Scw | Br | Cardiff | 1836 | | 1920 | Sunderland, | Claymore | 3CylTE25,41,68x45; | | BL |
| 143,504 | Steel | | 331.3 | 46.8 \| 23.2 | 3024 | | 3 | (J. Blumer [Eng. | Shipping Co. | 3SB;WP180lbs | | |
| KDVJ | 1D;Wireless;W. Bal 6BH | | P33′ | B98′ F28′ | | | | & Co., Lim.) | (Lim.) | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc | Rig. | Nation. | Hailing Port. / Reg. Dimensions Lth. \| Bth. \| Dth. Decks Erections Mid. | Tons Net / Gross / D.W. | Freeboard. Corresponding Draft. | When Built. | Where Built. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3803 | **Daybreak** | Scw | Br | Cardiff | 2259 | | 1925 | Sunderland, | Claymore | 3Cyl TE 25,42,68x45; | | BL |
| 148,279 | Steel | | 360 | 50.5 \| 22.6 | 3598 | | 1 | (R. [Eng. | Shipping Co. | 2SB;WP180lbs | | |
| KSBQ | 1D;Wireless;W. Bal 6BH | | P34′ | B209′ F35′ | | | | Thompson & Sons, Lim.) | (Lim.) | | | |
| 3804 | **Daylight** | Bk | Br | Victoria | 3562 | | 1902 | Pt. Glasgow, | Daylight | Stl;1BH | | |
| 114,182 | 2D;Deep frmg;Oil in bulk;W. Bal | | 351.5 P51′ | 49.1 \| 28.2 F37′ | 3698 | | 1 | (Russell [Scot. & Co.) | Ship Co. (Lim.) | | | |
| 3805 | **Daylite** | Sch | Am | Seattle | 1601 | | 1917 | Toledo, | Pacific S.S. | Stl;4BH; | | BL |
| 214,568 | Aux | | 252 | 43.7 \| 21.9 | 1976 | | 5 | (Toledo [Ohio | Co. | 4CylOilEng16½x18¾;320BHP. | | |
| LGNB | 1D;Wireless;W. Bal;Mchy aft | | P49′ | F41′ | 2890 | | | S. B. Co.) | | | | |
| 3806 | **Dayton** | Brg | Am | Baltimore | 311 | | 1917 | Brooklyn, | Baltimore | Wd | | |
| 166,620 | | | 79.7 | 28.4 \| 7.2 | 311 | | | (Theo. A. [N. Y. | & Ohio R.R. Co. | | | |
| | 1D | | | | | | | Crane's Sons Co.) | | | | |
| 3807 | **Dayton** | Sch | Am | Detroit | 439 | | '71 | Marine | Richard | O | | |
| 35,372 | | | 184 | 30 \| 9.8 | 462 | | rb '11 | City, Mich. | Burns | | | |
| | 1D | | | | | | | (D. Lester.) | | | | |
| 3808 | **Dayton** | Scw | Br | Newcastle | 3238 | | 1918 | Stockton, | Dayton S.S. | 3Cyl TE 27,44,73x48; | | BL |
| 142,703 | xOlympe xWar Anglian Steel | | 400.2 | 52.4 \| 28.4 | 5329 | | 11 | (Richardson, [Eng. | Co. (Lim.) | 3SB;WP180lbs | | |
| KMLW | 1D;Wireless;W. Bal;Oil fuel 7BH | | P49′ | B113′ F40′ | | | | Duck & Co., Lim.) | | | | |
| 3809 | **Dayton** | Scw | Am | New York | 349 | | '91 | Wilmington, | Clyde | 1Cyl 22x24; | | |
| 157,291 | Steel | | 106.7 | 30.3 \| 9.6 | 409 | | | Del. | Lighterage Co. | 1Blr;WP100lbs;300IHP. | | |
| | 1D | | | | | | | | | | | |
| 3810 | **Daytonian** | Scw | Br | Liverpool | 4066 | | 1922 | Glasgow, | F. Leyland | 4Cyl QE 23,34,49,70x51; | | BL |
| 145,984 | Steel | | 400.3 | 52.5 \| 35 | 6434 | | 10 | (D. & W. [Scot. | & Co. (Lim.) | 4SB;WP215lbs | | |
| KNBJ | 2D;Shel dk;SUB.SIG; Wireless;W. Bal 7BH | | B143′ | | | | | Henderson & Co., Lim.) | | | | |
| 3811 | **Dazzle** | Sch | Br | St. John's | 99 | | 1918 | Mahone Bay | James J. | O,B,Bch,Sp,P;Gif | | |
| 138,831 | | | 103.4 | 26.3 \| 10.4 | 125 | | 6 | (O. A. [N. S. | McKay | | | |
| | 1D | | | | | | | Hamm.) | | | | |
| 3812 | **De Bardeleben** | Scw | Am | N. Orleans | 203 | | 1919 | Elizabeth, | W. G. Coyle | 3Cyl TE 17,25,43x30; | A1 Towing Service. | |
| 218,820 | xBartheny Steel | | 142 | 27.7 \| 14.8 | 429 | | 9 | (Bethlehem [N. J. | & Co., Inc. | Bethlehem S. B. Corp; | AMS | |
| LSPW | 1D;Wireless 2BH | | | | | | | S. B. Corp.) | | 2SB;Bethlehem S. B. Corp; 156GS;WP180lbs;800IHP;EAC; rps5,26;Dkd,s rps10,26;Exmd11,26 | S.S.No.2,NO4,25; M.&B.S.4,25;n shft5,26; shft drn10,26;Scip | |
| 3813 | **De Grasse** | Scw | Fr | Havre | 10594 | | 1924 | Birkenhead, | Cie. | Stm Tbns; | | V |
| | Steel Twin | | 552 | 71.2 \| 25.1 | 17758 | | | (Cammell, [Eng. | Generale Trans. | 10SB;WP200lbs;13,833SHP | | |
| OUVX | 4D;Oil fuel;Wireless;W. Bal 12BH | | | | | | | Laird & Co., Lim.) | | | | |
| 3814 | **De La Salle** | Scw | Fr | Havre | 5124 | | 1921 | Glasgow, | Cie. | 2-3Cyl TE 24½,37,64x48; | | V |
| | Steel Twin | | 440 | 56.9 \| 34.6 | 8400 | | | (Barclay, [Scot. | Generale Trans- | 6SB;WP215lbs;5000IHP. | | |
| OFKS | 3D;Wireless;D.F;W. Bal 9BH | | P58′ | B247′ F46′ | | | | Curle & Co., Lim.) | atlantique | | | |
| 3815 | **De Land** | Brg | Am | New York | 192 | | 1913 | Keyport, | Clyde S.S. | Wd | | |
| 166,189 | | | 90.5 | 30.9 \| 8 | 192 | | | (Olson [N. J. | Co. | | | |
| | 1D | | | | | | | & Jenson.) | | | | |
| 3816 | **De Lanessan** | Scw | Fr | Saigon | 143 | | 1918 | Savannah, | French | 3Cyl TE 13,21,35x24; | | V |
| | xMontebello Steel | | 141.7 | 25 \| 11.1 | 383 | | | (Founda- [Ga. | General de | 1SB;WP180lbs;500IHP. | | |
| OUTJ | 1D;Mchy aft;Wireless;W. Bal 5BH | | F26′ | | | | | tion Co.) | l'Indochine | | | |
| 3817 | **De Witt Brown** | Sch | Am | Chicago | 1159 | | 1918 | Jacksonville, | Traders | O,YP;Gif(Sltd) | | |
| 216,354 | | | 205.8 | 41.5 \| 19.6 | 1325 | | 4 | (Baxter [Fla. | Transp. Co. | | | |
| LKRT | 2D | | P48′ | F40′ | | | | Shipyards, Inc.) | | | | |
| 3818 | **De Witt Clinton** | Scw | Am | New York | 2246 | | 1913 | Wilmington, | Hudson | 2-4Cyl TE 23½,37½,42,42x36; | | |
| 211,734 | xManhattan Steel | Twin | 320.2 | 48.1 \| 19 | 3899 | | 10 | (Harlan [Del. | River Day Line | 4000IHP. | | |
| LDHF | 2D 7BH | | | | | | | & Hollingsworth Corp.) | | | | |
| 3819 | **Dea** | Scw | Nor | Farsund | 1459 | | 1911 | Sunderland, | A/S Dea | 3Cyl TE 21½,36,59x39; | | N |
| | xSangstad Steel | Sch | 209.4 | 44.5 \| 19.9 | 2418 | | 8 | (R. [Eng. | | 2SB;WP180lbs | | |
| MGSF | 1D;Wireless;W. Bal 5BH | | P25′ | B75′ F31′ | | | | Thompson & Sons.) | | | | |
| 3820 | **Dean Emery** | Scw | Am | Los Ang's | 4148 | | 1919 | Chester, | Pan-Ameri- | 3Cyl TE 27,45,76x51; | | BL |
| 219,012 | xSunshine Steel | | 429.3 | 59.2 \| 31.4 | 6664 | | 11 | (Sun [Pa. | can Petroleum & | 3SB;WP190lbs;2800IHP. | | |
| LTDR | 2D;Long. frmg;Mchy aft; Oil in bulk;Web frms;Oil fuel; SUB.SIG;Wireless;W. Bal 17BH | | P133′ | B36′ F40′ | | | | S. B. Co.) | Transport Co. | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3821 | **Deansway** | Scw | Br | Cardiff | 2259 | | 1910 | Middlesbro, | St. Mary | 3CylTE26,42,70x48; | | C |
| 128,029 | xKaduna Steel | | 360.1 | 52 \| 26.2 | 4454 | | 3 | (Sir [Eng. Raylton Dixon & Co., Lim.) | S.S. Co. (Lim.) | 3SB;WP180lbs;420RHP. | S.S.No.3,Lvpl5,23;A.S.5,26; | |
| HQPD | 2D;Shel dk;Deep frmg; 6BH | | | | | | | | | | shft drn4,26;M.&B.S.5,26 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3822 | **Debreczen** | Scw | Hng | Budapest | 2359 | | 1912 | Sunderland, | Ocean Sea | 3CylTE24,40,60x45; | | BL |
| | xMount Seward xKeresan Steel | | 348.5 | 50.1 \| 23.5 | 3725 | | 2 | (Pickersgill [Eng. & Sons, Lim.) | Nav. Co. (Lim.) | 2SB;WP180lbs | | |
| JZBF | 1D;Web frms;Long. frmg; 6BH | | P31′ | B211′ F33′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3823 | **Debrio** | StW | Am | Seattle | 177 | | 1915 | Wenatchee, | Upper Co- | Wd; | | |
| 213,572 | Wood | | 80.1 | 22 \| 4.9 | 189 | | | (Robert [Wash. Reeves.) | lumbia S.S. Co. | 100IHP. | | |
| | 1D | | | | | | | | | | | |
| 3824 | **Decatur Bridge** | Scw | Am | Newark | 2256 | 5′ 9″ | 1919 | Newark, | Ford Motor | Stm Tbn; | ✠A1Ⓔ | |
| 217,485 | 1D;2d dk at ends; Steel | | 324 | 46 \| 25 | 3658 | 22′11″ | 1 | (Submarine [N. J. Boat Corp.) | Co. | Westinghouse E. & M. Co; | ✠AMS | |
| LPQB | W. Bal; 7BH | | | \| 28′ 6″ | 5500 | | | | | 2WTB;Babcock & Wilcox Co; | shft drn1,21; | |
| | 6BH to Fbd dk | | | | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | Cih BB;CL | |
| | 1BH to 2d dk | | | | | | | | | Dkd1,21;s rps8,21 | (Laid up) | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.262′847t;D.T .20′394 | t..... | | ..F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T .20′368 | t;S.T.3 | 1t..... | | | | | | | | | |
| 3825 | **Deer Lodge** | Scw | Am | Portland | 3832 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,312 | Steel | | 409.6 | 54.2 \| 27.7 | 6187 | 23′11″ | 7 | (Northwest [Ore. Steel Co.) | ping Board | General Electric Co; | ✠AMS | |
| LRPS | 2D;sub.sig;W. Bal;Wireless; 7BH | | | \| 30′ 2″ | | | | | | 3SB;Columbia River S. B. Corp; | S.S.No.1,Balt9,23; | |
| | Oil fuel F. P. above 150° F. | | P44′ | B115′ F47′ | | | | | | 8112HS;WP210lbs;2500SHP; | M.S.9,23;shft drn4,26; | |
| | | | | | | | | | | Dkd,d rpd6,26;s rps10,26 | B.S.6,26;Cih BB;CL | |
| | W.B.—A.P.148t;D.B.356′1181t;D .T.29′7 | 44t..... | | .....F.P.132t | | | | | | | | |
| | F.O.—A.P.138t;D.B.310′ 922t.. | ....; S. | T.80t;F.P.123t | | | | | | | | | |
| 3826 | **Deer Park** | Brg | Am | Baltimore | 298 | | 1916 | Mariners | Baltimore | Wd | | |
| 166,194 | | | 79.8 | 28.6 \| 6.5 | 298 | | | Harbor, N. Y. (Staten Island Shipbldg. Co.) | & Ohio R.R. Co. | | | |
| | 1D | | | | | | | | | | | |
| 3827 | **Defacto** | Scw | Am | New York | 2999 | 6′ 8″ | 1919 | Arlington, | American | 3CylTE24,40,70x48; | ✠A1Ⓔ | |
| 219,134 | xNorthern Star Steel | | 386.8 | 52.2 \| 27.4 | 4800 | 23′ 7″ | 11 | (Downey [S. I. S. B. Corp.) | Sugar Transit | Downey S. B. Corp; | ✠AMS | |
| LTKH | 2D;sub.sig;Wireless;W. Bal; 7BH | | | \| 30′ | 7500 | | | | Corp. | 3SB;Sun S. B. Co; | S.S.No.1,NY8,23; | |
| | 6BH to Fbd dk | | P36′ | B110′ F39′ | | | | | | 7200HS;WP190lbs;2500IHP;EAC; | M.&B.S.8,23;shft drn10,24; | |
| | 1BH to 2d dk | | | | | | | | | Dkd,d rpd10,25 | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C 35 | | | | | | | | | | | |
| | W.B.—A.P.48t D.B.311′1119t;D. T.27′ 6 | 41t..... | | .....F.P.108t | | | | | | | | |
| | F.O.....D.B.268′ 854t;D. T.27′ 6 | 01t; S. | T.62t..... | | | | | | | | | |
| 3828 | **Defender** | Scw | Br | Liverpool | 5280 | | 1915 | Glasgow, | Charente | 4CylQE25,36,52,75x54; | | BL |
| 137,459 | Steel | Sch | 482.3 | 58.3 \| 33.4 | 8258 | | 6 | (C. Connell [Scot & Co., Lim.) | S.S. Co. (Lim.) | 2DB;2SB;WP220lbs | | |
| JLKH | 2D;Oil fuel;Wireless;W. Bal 9BH | | P54′ | B138′ F51′ | | | | | | | | |
| 3829 | **Defiance** | Scw | Am | San Fran. | 4786 | 9′ 6¾″ | 1918 | Alameda, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard | |
| 216,875 | Steel | | 440 | 56 \| 35.2 | 7611 | 28′ 8″ | 8 | (Bethlehem [Cal. S. B. Corp., Lim.) | ping Board | General Electric Co; | ✠AMS | |
| LMTD | 2D;Long. frmg; 9BH | | | \| 38′ | 12000 | | | | | 3SB;Willamette I. & S. Co; | S.S.Balt8,20; | |
| | Wireless; 7BH to Fbd dk | | | | | | | | | 8250HS;WP215lbs;3000SHP; | shft drn3,21;CL | |
| | sub.sig; 2BH to 2d dk | | | | | | | | | Dkd,d rpd3,21;s rps8,21 | (Laid up) | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| 3830 | **Degolia** | Scw | Am | N. Orleans | 92 | | 1919 | New Orleans | U. S. Govt. | 2CylC18,38x26; | ✠ — — | |
| 219,137 | Steel | | 93.9 | 24 \| 12.9 | 183 | | 10 | (Johnson [La. Iron Wks., Lim.) | (Engineer Corps) | 1SB;WP155lbs;450IHP. | ✠ — — | |
| | 1D 2BH | | | | | | | | | | Suspended2,24 | |
| 3831 | **Deister** | Scw | Ger | Bremen | 1023 | | 1921 | Kiel, | Rabien & | 3CylTE20,32,51x35; | | G |
| | xFranziska Steel | | 261 | 41 \| 17.6 | 1760 | | 4 | (Howaldts- [Ger. werke, A. G.) | Stadtlander | 2SB | | |
| RBKS | 1D;Wireless;W. Bal 4BH | | P14′ | B115′ F33′ | | | | | | | | |
| 3832 | **Del-Mar-Va** | MV | Am | Wilm'gton | 72 | | 1926 | Ruark, | ..... | 4CylOilEng; | | |
| 225,932 | Wood | | 74.4 | 22 \| 7.8 | 106 | | 8 | (L. P. [Va. Price Co., Inc.) | | 70IHP | | |
| | 1D | | | | | | | | | | | |
| 3833 | **Delagoa Maru** | Scw | Jap | Tokio | 4373 | | 1919 | Nagasaki, | Nippon | 3CylTE28,47,79x51; | | BL |
| 26,025 | Steel | | 420 | 56 \| 38.5 | 7148 | | 10 | (Mitsubishi [Jap. Zosen Kaisha.) | Yusen Kabushiki Kaisha | 4SB;WP200lbs | | |
| RQWV | 1D;Shel dk;Wireless;W. Bal 8BH | | | | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship-Class-Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers-Class-Dates. Tail Shaft Drawn-Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3834 | **Delamar** | Scw | Am | N. Orleans | 92 | | 1919 | New Orleans | U. S. Govt. | 2CylC18,38x26; | | |
| 219,554 | Steel | | 93.7 | 24 \| 12.7 | 182 | | 12 | (Johnson Iron Wks.) [La. | (Engineer Corps) | 1SB;WP155lbs;450IHP | | |
| | 1D 2BH | | | | | | | | | | | |
| 3835 | **Delambre** | Scw | Br | Liverpool | 4516 | | 1917 | Nagasaki, | Lamport & | 3CylTE27½,44¼,75x51; | | BL |
| 142,371 | xWar Dame Steel | | 444.8 | 58.2 \| 31.4 | 7032 | | 11 | (Mitsubishi Zosen Kaisha, Lim.) [Jap. | Holt (Lim.) | 3SB;WP200lbs | | |
| JSWR | 2D;Wireless;W. Bal 7BH | | P35′ | B138′ F35′ | | | | | | | | |
| 3836 | **Delanco** | Scw | Am | N. Orleans | 92 | | 1920 | New Orleans | Gulf | 2CylC18,38x26; | ✠ — — | |
| 219,598 | Steel | | 93.9 | 24 \| 12 | 183 | | 3 | (Johnson Iron Wks., Lim.) [La. | Refining Co. | 1SB;WP155lbs;450IHP | ✠ — — | |
| | 1D 2BH | | | | | | | | | | Cancelled2,24 | |
| 3837 | **Deland** | Scw | Am | N. Orleans | 92 | | 1920 | New Orleans | U. S. Govt. | 2CylC18,38x26; | | |
| 219,604 | Steel | | 93.7 | 24 \| 12.7 | 183 | | 6 | (Johnson Iron Wks., Lim.) [La. | (Engineer Corps) | 1SB;WP155lbs;450IHP | | |
| | 1D 2BH | | | | | | | | | | | |
| 3838 | **Delanson** | Scw | Am | Phila. | 3709 | 7′ 10½″ | 1920 | Bristol, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,447 | Steel | | 400.6 | 54.2 \| 30.2 | 5989 | 25′ 2″ | 1 | (Merchant S. B. Corp.) [Pa. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LVQF | 2D;Wireless;W. Bal; 7BH | | P35′ | \|32′10½″ B123′ F44′ | 8822 | | | | | 3WTB;Babcock & Wilcox Co; | shft drn2,21;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 3700HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | | | | | | | | | | Dkd,s rps2,21 | | |
| | W.B.—A.P.143t;D.B.335′1311t;D | .T.27′8 | 46t. . . | .....F.P.120t | | | | | | | | |
| | F.O.....D.B.281′1092t;D | .T.27′7 | 90t; S. | T.63t..... | | | | | | | | |
| 3839 | **Delapan** | MV | Hol | Willmstad | 157 | | 1915 | Middlesbro, | Curaçaosche | 2-4CylOilEng16½x18⅞ | | |
| | Steel | Twin | 170 | 31.2 \| 11.5 | 528 | | | (Sir R. Dixon & Co., Lim.) [Eng. | Scheepsv. Maats. | | | |
| TNGI | 1D;Oil in bulk;W. Bal | | | | | | | | | | | |
| 3840 | **Delavan** | Scw | Am | Newark | 1996 | 5′ 9″ | 1919 | Newark, | Ford Motor | Stm Tbn; | ✠A1Ⓔ | |
| 218,633 | Steel | | 324 | 46.2 \| 25 | 3283 | 22′ 11″ | 9 | (Submarine Boat Corp.) [N. J. | Co. | Westinghouse E. & M. Co; | ✠AMS | |
| LSFN | 1D;2D at ends; 7BH | | | \| 28′ 6″ | 5500 | | | | | 2WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | Wireless; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | SUB.SIG;W. Bal; 1BH to 2d dk | | | | | | | | | d rpd6,20;s rps10,21;Dkd12,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′394 | t..... | ..F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T | .20′368 | t;S.T.3 | 1t..... | | | | | | | | |
| 3841 | **Delaware** | Scw | Am | New York | 1382 | | 1907 | Wilmington, | Clyde | 3CylTE19,30,50x30; | ✠A1 Coastwise & W. I. | |
| 203,811 | Steel | Sch | 250.5 | 40 \| 25 | 1907 | | 1 | (Harlan & Hollingsworth Co.) [Del. | S.S. Co. | Harlan & Hollingsworth Corp; | AMS | |
| KVTD | 2D 5BH | | | | | | | | | 2SB;Harlan & Hollingsworth Corp; | 2dS.S.No.1,Bost10,24; | |
| | 3BH to Fbd dk | | | | | | | | | 86GS;3303HS;WP175lbs;1300IHP; | n shft4,23;M.S.10,24; | |
| | 2BH to 2d dk | | | | | | | | | d rpd4,17;Dkd,s rps8,26 | B.S;shft drn8,26;SBP;CL | |
| 3842 | **Delaware** | Scw | Nor | Tonsberg | 2787 | | 1920 | Haverton | W. Wil- | 3CylTE26,43,73x48; | | BL |
| | Steel | | 363.4 | 52.2 \| 31.1 | 4501 | | 12 | Hill, Eng. (Furness S. B. Co., Lim.) | helmsen, Mgr. | 3SB;WP180lbs | | |
| LBKJ | 1D;Shel dk;Oil fuel;W. Bal; 7BH | | F68′ | | | | | | | | | |
| | Wireless | | | | | | | | | | | |
| 3843 | **Delaware** | Scw | Am | Buffalo | 3250 | | 1905 | Ecorse, | Great Lakes | 4CylQE19,27,40,58x42; | | |
| 202,625 | Steel | Sch | 350 | 46.2 \| 30.2 | 3901 | | 11 | (Great Lakes Eng. Wks.) [Mich. | Transit Co. | 2SB;WP210lbs;1700IHP. | | |
| | 2D;Mchy aft;W. Bal 3BH | | | | | | | | | | | |
| 3844 | **Delaware** | Brg | Am | Baltimore | 1257 | | 1916 | Wilmington, | P. Dough- | YP,Hk;Gif(Sltd) | ✠ — — | |
| 214,209 | | Sch | 228.7 | 40 \| 16 | 1371 | | | (American Car & Foundry Co.) [Del. | erty Co. | | Suspended2,22 | |
| LGCS | 1D | | | | | | | | | | | |
| 3845 | **Delaware** | Brg | Am | Bay City | 487 | | '68 | Detroit, | Samuel | O;If | 90(GL) | |
| 6,492 | | Sch | 173.6 | 30.4 \| 13 | 524 | | | (Campbell & Owen) [Mich. | Shields | | P.S.4,26 | |
| | 1D | | | | | | | | | | | |
| 3846 | **Delaware** | Brg | Am | Phila. | 418 | | 1905 | Elkton, | Southern | O,Hk,YP;Gif(Sltd) | — Exp | |
| 162,411 | | | 183.8 | 23.8 \| 10.9 | 418 | | 5 | (E. Delbert & Bro.) [Md. | Trans. Co. | | | |
| | 1D | | | | | | | | | | | |
| 3847 | **Delaware** | Scw | Dan | Cop'hagen | 1538 | | 1902 | Newcastle, | Det. | 3CylTE22,36,58x39; | | BL |
| | xNewa xMickley Steel | Sch | 305 | 43.1 \| 20.5 | 2467 | | 11 | (W. Dobson & Co.) [Eng. | Forenede Damps. Selskab. | 2SB;WP160lbs | | |
| NRCL | 1D;Web frms;Wireless;W. Bal 5BH | | P27′ | B82′ F35′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3848 102,775 NCLR | **Delaware** Steel 1D;Spar dk;Web frms; 15BH Mchy aft;Oil in bulk;Oil fuel: Wireless;W. Bal | Scw | Br 345 P96′ | London 44.3 \| 23 B30′ F47′ | 2469 3855 | | '93 6 | Pt. Glasgow, (D. J. Dunlop & Co.) [Scot. | J. Hamilton Mgr. | 3Cyl TE 27,43½,70x51; 2DB;WP160lbs | | BL |
| 3849 219,454 LVGN | **Delaware River** Steel xLake Tippah 1D;B;Wireless;SUB.SIG; 4BH Oil fuel F. P. above 150° F. C-30 | Scw | Am 251 P25′ | Wilm'gton 43.6 \| 26.1 \| 28.2 B64′ F23′ | 1612 2606 4050 | 4′ 1½″ 24′ 3″ | 1920 2 | Wyandotte, (Detroit S. B. Co.) [Mich. | Phila. & Norfolk S.S. Co. | 3Cyl TE 19½,35,59x42; Detroit S. B. Co; 2SB;Detroit S. B. Co; 5467HS;WP185lbs;1500IHP; Dkd,d rpd6,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Nflk8,24; M.S.8,24;n shft5,25; B.S.5,26;Scip | |
| | W.B.—A.P.96t;D.B.204′436t;D.T .a12′80t; F.O.—A.P.90t;D.B.158′288t;D.T .a12′75t; | | | | t..... t;W.T. | .....F.P.72t 30′200t..... | | | | | | |
| 3850 221,893 MDJT | **Delaware Sun** Steel 2D;Mchy aft; 18BH Long. frmg; 9BH to Fbd dk Wireless; 9BH to 2d dk Oil fuel F. P. above 150° F. C-41 | Scw | Am 480.5 F44′ | Phila. 66 \| 36.8 \| 37′ | 5617 8964 13200 | 10′ 4½″ 26′ 11″ | 1922 1 | Chester, (Sun S. B. Co.) [Pa. | Sun Oil Co. | 3Cyl TE 27,45½,76x51; Sun S. B. Co; 3SB;Sun S. B. Co; 9198HS;WP210lbs;3000IHP;EAC; d rpd6,22;Dkd,s rps11,26 | ✠A1Ⓔ With Freeboard Oil Carrier. ✠AMS S.S.No.1,Ches11,26; shft drn9,24;M.&B.S.11,26; Clh BB;CL | |
| | W.B.—A.P.84t;D.B.a74′268t..... F.O.....S.T.1 | 0′470t; | D.T.a1 | 7′1038t;D.T.f20 | .....D '938t.. | .B.f39′128t; ..... | F.P.1 | 86t ... | | | | |
| 3851 215,963 LJPV | **Delecto** Steel xRedondo 1D;B;Oil fuel;SUB.SIG;Wireless; 6BH W. Bal | Scw | Am 341 P29′ | New York 48.2 \| 24.5 B73′ F36′ | 2414 4078 | | 1918 2 | Alameda, (Bethlehem S. B. Corp., Lim.) [Cal. | American Sugar Transit Corp. | 3Cyl TE 24,39,65x42; 2SB;1AuxSB;WP180lbs;1800IHP. | | BL |
| 3852 218,811 LSPN | **Delfina** Steel 1D;W. Bal;Wireless;SUB.SIG; 8BH Oil fuel F. P. above 150° F. C-32 | Scw | Am 320 P26′ | Baltimore 46.2 \| 24.5 \| 26′ 9″ B78′ F33′ | 2060 3480 5578 | 4′ 10¼″ 22′ 1″ | 1919 8 | Oakland, (Hanlon D. D. & S. B Co., Inc.) [Cal. | Baltimore Insular Line, Inc. | 3Cyl TE 24,39,65x42; Allis Chalmers Co; 3WTB;Barber Asphalt Co; 7101HS;WP200lbs;1800IHP; Dkd10,26;s rps11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Balt11,23; M.S.11,23;B.S.7,26; n shft10,26;Clh BB;CL | |
| | W.B.—A.P.91t;D.B.263′658t.... F.O.—A.P.85t;D.B.218′477t;W.T .189t;S | ..... | ..... .T.145t | D.T.36′1120t;F .....F | .P.96t .P.90t | | | | | | | |
| 3853 HJWN | **Delfina** Steel 1D;W. Bal;Wireless 5BH | Scw | Sp 331.2 P33′ | Bilbao 46.7 \| 23.2 B98′ F29′ | 1858 3096 | | 1921 1 | Blyth, (Blyth S. B. & D. D. Co., Lim.) [Eng. | F. Sainz e Inchaustegui | 3Cyl TE 25,41,68x45; 3SB;WP180lbs | | BL |
| 3854 NLWC | **Delfland** Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw | Hol 385.6 P37′ | Amst'dam 48.8 \| 29.7 B104′ F46′ | 2763 4302 | | 1905 2 | Old Kirk- patrick, Scot. (Napier & Miller, Lim.) | Koninkl. Hollandsche Lloyd | 3Cyl TE 27,44,73x48; 2SB;WP180lbs | 2dS.S.No.2,Ams7,25;A.S.6,26; n shft7,25;B.S.2,26;M.S.6,26; | C |
| 3855 35,529 | **Delhi** 1D | Brg | Am 143.9 | New York 30.9 \| 11.1 | 457 457 | | '96 | Elizabethp't (New Jersey D. D. Co.) [N. J. | N. Y., Ontario & Western Ry. Co. | O;If | | |
| 3856 NLWJ | **Deli** xPontianak Steel 2D;Wireless;W. Bal 8BH | Scw | Hol 430 | Rotterd'm 55 \| 26 | 4366 6799 | | 1912 | Flessingue, (Koninк. Mij. de Schelde.) [Hol. | W. Ruys & Zonen, Mgrs. | 3Cyl TE 28½,48,82½x54; 2SB;2DB;WP200lbs;3750IHP. | | V |
| 3857 28,708 SKBJ | **Deli Maru** Steel 2D;Deep frmg;Wireless;W. Bal 5BH | Scw | Jap 270 B52′ | Osaka 43 \| 22.5 F28′ | 1290 2170 | | 1922 8 | Innoshima, (Osaka Iron Wks., Lim.) [Jap. | Osaka Shosen Kabushiki Kaisha | 3Cyl TE 21,35,58x39; 2SB;WP200lbs;168RHP. | A.S.8,24; M.S;shft drn8,25 | C-J |
| 3858 | **Delia** xPelican xGadus Iron 1D;W. Bal 5BH | Scw | Arg 109.4 B35′ | BuenAires 20.8 \| 10.6 | 32 159 | | '92 | Rostock, (Act. Ges. "Neptun".) [Ger. | Cia. Argentina de Nav. (Ltda.) | 2CylC 18,33½x20; 1SB;WP90lbs;275IHP. | | |
| 3859 | **Delia Maria** xMilano xLahaina 1D | ½ B | Arg 126.3 | BuenAires 32 \| 13.3 | 416 438 | | '78 9 | Millbridge, (E. Dyer.) Me. | Cie. de Nav. S. Lambruschini (Ltda.) | M;Icf | | |
| 3860 1,336 | **Delia Terzo** Steel xArabestan xHistorian 2D;B;Wireless;W. Bal 8BH | Scw Sch | It 460.7 P36′ | Genoa 55.2 \| 31.5 B95′ F42′ | 4449 7126 | | '96 1 | Belfast, (Harland & Wolff, Lim.) [Ire. | Industrie Navali Soc. Anon. | 3Cyl TE 27,45,75x54; 2DB;1SB;WP180lbs;Exmd10,26 | | I |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3861 | **Delight** | Scw | Am | Seattle | 3895 | 5′ 10½″ | 1919 | Seattle, | U. S. Ship- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ | |
| 218,467 | Steel | | 379.7 | 53.1 \| 26.7 \| 29′ 4″ | 5141 7600 | 23′ 7½″ | 9 | (Todd D. D. & Const. Corp.) [Wash. | ping Board | Llewellyn Iron Wks; 3WTB;Badenhausen Blr. Wks; 9012HS;WP200lbs;2800IHP;EAC; s rps12,20;Dkd5,25 | ✠AMS Scip;CL (Laid up) | |
| LSBH | 2D;Wireless;sub.sig;W. Bal; 6BH Oil fuel F. P. above 150° F. C-35 | | | | | | | | | | | |
| | W.B.—A.P.318t;D.B.334′1237t;D F.O.....D.B....828t;D | T.36′9 T.36′9 | 93t; F. 27t... | P.91t ..... | | | | | | | | |
| 3862 | **Delilian** | Scw | Br | Liverpool | 4064 | | 1923 | Glasgow, | F. Leyland | 4CylQE23½,34,49,70x51; | | BL |
| 147,207 | Steel | | 400.4 | 52.5 \| 35 | 6423 | | 4 | (D. & W. Henderson & Co., Lim.) [Scot. | & Co. (Lim.) | 4SB;WP215lbs | | |
| KNSD | 2D;Shel dk;sub.sig; 7BH Wireless;W. Bal | | B143′ | | | | | | | | | |
| 3863 | **Delisle** | Scw | Am | Baltimore | 2064 | 4′ 10¼″ | 1919 | Oakland, | Baltimore | 3Cyl TE24,39,65x42; | ✠A1Ⓔ | |
| 218,980 | Steel | | 320.7 | 46 \| 24.4 \| 26′ 9″ | 3478 5350 | 22′ 1″ | 9 | (Hanlon D. D. & S. B. Co., Inc.) [Cal. | Insular Line, Inc. | Allis Chalmers Co; 3WTB;Barber Asphalt Paving Co; 7101HS;WP200lbs;1800IHP; d rpd2,25;rps7,25;Dkd3,26 | ✠AMS S.S.No.1,Balt9,23; M.S.9,23;shft drn2,25;B.S.7,26; Cih BB;CL | |
| LTCJ | 1D;Wireless;sub.sig;W. Bal; 7BH Oil fuel F. P. above 150° F. C-34 | | P26′ | B78′ F33′ | | | | | | | | |
| | W.B.—A.P.91t;D.B.263′658t.... F.O.—A.P.85t;D.B.218′477t;W.T | ..... 189t;S. | ..... T.145t | D.T.36′1120t;F .....F | .P.96t .P.90t | | | | | | | |
| 3864 | **Delivery No. 3** | MV | Am | New York | 66 | | 1912 | Port Rich- | Standard | Oil Eng; | | |
| 209,867 | Steel | | 94.5 | 18 \| 7.6 | 98 | | | mond, N. Y. (Staten Island S. B. Co.) | Transportation Co. | 100IHP. | | |
| | 1D | | | | | | | | | | | |
| 3865 | **Delivery No. 5** | MV | Am | New York | 128 | | 1920 | Mariners | Standard | Oil Eng; | | |
| 220,479 | Steel | | 109.4 | 25.1 \| 10.9 | 189 | | | Harbor, N. Y. (Staten Island S. B. Co.) | Transportation Co. | 300IHP. | | |
| MBGR | 1D | | | | | | | | | | | |
| 3866 | **Dellwood** | Scw | Am | San Fran | 2063 | 4′ 10¼″ | 1920 | Oakland, | U. S. Govt. | 3Cyl TE24,39,65x42; | ✠A1Ⓔ | |
| 219,590 | Steel | | 320.7 | 46 \| 24.4 \| 26′ 9″ | 3478 5225 | 22′ 1½″ | 3 | (Hanlon D. D. & S. B. Co., Inc.) [Cal. | (War Dept.) | Allis Chalmers Co; 3WTB;Barber Asphalt Paving Co; 7101HS;WP200lbs;1800IHP;EAC | ✠AMS CL | |
| LVPD | 1D;W. Bal;Wireless;sub.sig;D.F; 7BH Oil fuel F. P. above 150° F. C-32 | | P26′ | B79′ F33′ | | | | | | | | |
| | W.B.—A.P.91t;D.B.263′658t.... F.O.—A.P.85t;D.B.218′477t;S.T. | ....D 145t... | T.36′1 ..... | 120t;F.P.96t ....F.P.90t | | | | | | | | |
| 3867 | **Delmar** | Scw | Am | C. Charles | 138 | | 1900 | Newburgh, | New York, | 2CylC15,30x22; | | |
| 157,568 | Steel | | 122.3 | 26.9 \| 11.7 | 294 | | | (T. S. Marvel & Co.) [N. Y. | Phila. & Norfolk R.R. Co. | 2SB;WP125lbs;873IHP. | | |
| KQGF | 1D | | | | | | | | | | | |
| 3868 | **Delmira** | Brg | Am | New York | | | 1905 | Sunderland, | British | | | |
| | Steel | | 352.2 | 45.2 \| 17.2 | 3459 | | 4 | (Short Bros., Lim.) [Eng. | Molasses Co. of N. Y. | | | |
| | 1D; 10BH Molasses in bulk;W. Bal | | | | | | | | | | | |
| 3869 | **Delos W. Cooke** | Scw | Am | Buffalo | 2067 | | '97 | Buffalo, | Great Lakes | 3Cyl TE22,38,64x42; | | |
| 116,786 | xStaruccа Steel | Sch | 326.5 | 44 \| 29.3 | 3398 | | 8 | (Union D. D. Co.) [N. Y. | Transit Corp. | 2SB;WP170lbs;1500IHP. | | |
| | 2D;Spar dk;Mchy aft;W. Bal 3BH | | | | | | | | | | | |
| 3870 | **Delphic** | Scw | Br | London | 4895 | | 1918 | Belfast, | Oceanic | 2-3Cyl TE26,44,73x48; | | BL |
| 142,695 | xMesaba xWar Icarus Steel | Twin | 450.4 | 58.4 \| 37.2 | 8006 | | 11 | (Harland & Wolff, Lim.) [Ire. | Stm. Nav. Co. (Lim.) | 3DB;WP200lbs | | |
| JVPK | 2D;Shel dk;Wireless; 8BH sub.sig;W. Bal | | P31′ | F43′ | | | | | | | | |
| 3871 | **Delphinula** | Scw | Br | London | 3086 | | 1908 | Newcastle, | Anglo- | 3Cyl TE26,43,72x48; | | BL |
| 140,285 | xBuyo Maru Steel | | 385 | 50.5 \| 29.2 | 4990 | | 2 | (Armstrong, Whitworth & Co., Lim.) [Eng. | Saxon Petroleum Co. (Lim.), Mgrs. | 4SB;WP180lbs | | |
| GQTH | 2D;Web frms;Mchy aft; 14BH Oil fuel;Oil in bulk;Wireless;W. Bal | | P99′ | B27′ F42′ | | | | | | | | |
| 3872 | **Delta** | Scw | Dan | Apenrade | 1738 | | 1905 | Rostock, | Ahrenkiel | 3Cyl TE20,35,55x35; | | G |
| | Steel | Sch | 291.1 | 41.3 \| 25.7 | 2783 | | 3 | (Akt. Ges. Neptun.) [Ger. | & Clausen | 2SB;WP185lbs | | |
| NFHK | 1D;Shel dk;Wireless;W. Bal 4BH | | | | | | | | | | | |
| 3873 | **Delta** | StW | Am | St. Mich'el | 237 | | 1905 | St. Michael, | American- | 2H9x—; | | |
| 202,463 | Wood | | 120.3 | 26 \| 4.4 | 293 | | 7 | Alaska | Yukon Navigation Co. | 1FB;125IHP. | | |
| 3874 | **Delta King** | StW | Am | San Fran. | 1318 | | 1926 | Stockton, | Alfred | 2CylC26,52x120; | | |
| 225,874 | Steel | | 250 | 58 \| 11 | 1837 | | | (California Transp. Co.) [Cal. | Anderson | 2WTB;WP225lbs;2000IHP. | | |
| | 3D;Oil fuel 6BH | | | | | | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3875 | **Delta Queen** | StW | Am | San Fran. | 1318 | | 1926 | Stockton, (California [Cal. Transp. Co.) | Alfred Anderson | 2CylC26,52x120; 2WTB;WP225lbs;2000IHP | | |
| 225,875 | Steel | | 250 | 58 \| 11 | 1837 | | | | | | |
| | 3D;Oil fuel 6BH | | | | | | | | | | | |
| 3876 | **Deluge** | Scw | Am | Baltimore | 212 | | 1911 | Baltimore, (Skinners [Md. S. B. & D. D. Co.) | City of Baltimore Fire Dept. | 2Cyl20,20x20; 2SB;WP170lbs;950IHP. | | |
| 208,292 | Steel | | 115 | 28 \| 14 | 313 | | | | | | |
| | 2D 5BH | | | | | | | | | | | |
| 3877 | **Deluge** | Scw | Am | N. Orleans | 177 | | 1923 | NewOrleans, (Johnson [La. Iron Wks. D. D. & S. B. Co.) | Board of Port Commissioners (New Orleans) | 2CylC20½,46x28; Hooven, Owens, Rentschler Co; 2WTB;Babcock & Wilcox Co; 3573HS;WP225lbs;1300IHP; Dkd,s rps11,25 | ✠A1Ⓔ Harbor Service. ✠AMS SSP. | |
| 223,567 | Steel | | 125.2 | 29 \| 14.6 | 370 | | 11 | | | | | |
| MFJQ | 1D;W. Bal; 4BH | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| | W.B.—A.P.39t.....F. P.30t | | | | | | | | | | | |
| | F.O.....W.T.12'24t; W.T.1 2'21t..... | | | | | | | | | | | |
| 3878 | **Demerara** | Scw | Br | Belfast | 7249 | | 1912 | Belfast, (Harland [Ire. & Wolff, Lim.) | Royal Mail Stm. Packet Co. | 2-4CylQE23,34,48,69x51 | | |
| 132,024 | Steel | Twin | 500.7 | 62.3 \| 40.2 | 11484 | | 5 | | | | | |
| HWLR | 2D;Wireless;SUB.SIG;W. Bal | | P50' | B181' F59' | | | | | | | | |
| 3879 | **Demetrios Pandelis** | Scw | Grk | Piraeus | 2640 | | 1920 | Stockton, (Richardson, [Eng. Duck & Co., Lim.) | Pandeli Bros. | 3CylTE26,42,70x48; 3SB;WP180lbs | | BL |
| JDCS | Steel | | 380.5 | 51 \| 24.8 | 4320 | | 6 | | | | | |
| | 1D;Wireless;W Bal 6BH | | P40' | B244' F37' | | | | | | | | |
| 3880 | **Democracy** | Scw | Am | New York | 2811 | 5' 5½" | 1917 | Shooters Island, N. Y. (Standard S. B. Corp.) | Finkbine Guild Transp. Co. | 3CylTE24,40,70x48; Standard S. B. Corp; 3SB;Standard S. B. Corp; 186GS;7128HS;WP190lbs;2500IHP; Dkd5,25 | ✠A1Ⓔ ✠AMS CL | |
| 215,822 | xJupiter Steel | | 377 | 52 \| 26.8 \| 29' | 4430 | 23' 9" | 11 | | | | | |
| LJHK | 2D;W. Bal;Wireless 7BH | | P25' | B108' F37' | 7500 | | | | | | | |
| | 4BH to Fbd dk | | | | | | | | | | | |
| | 3BH to 2d dk | | | | | | | | | | | |
| | C-34 | | | | | | | | | | | |
| 3881 | **Democracy** | Sch | Br | Lunenb'rg | 100 | | 1918 | Lunenburg, (Smith [N. S. & Rhuland.) | S. Corkum | Wd | | |
| 141,047 | | | 112.8 | 26.3 \| 10.4 | 130 | | | | | | |
| | 1D | | | | | | | | | | | |
| 3882 | **Demokratia** | Scw | Grk | Chios | 2380 | 5' 6" | 1900 | Pt. Glasgow, (Russell [Scot. & Co.) | George Perivolaris | 3CylTE25,41,67x45; Blackwood & Gordon; 2SB;Blackwood & Gordon; WP180lbs;2200IHP;EAC;DB; rps9,20;s rps11,25;Dkd12,25 | A1 AMS 2dS.S.No.3,NY2,23; M.S.2,23;B.S;shft drn8,25;Scip | |
| | xTeresa Steel | | 345.8 | 48.1 \| 25.4 | 3769 | 23' 1" | 1 | | | | | |
| | 2D;Deep frmg;W. Bal 6BH | | P26' | B72' F56' | 5700 | | | | | | | |
| | W.B.—A.P.71t;D.B.298'899t | | | | | | | | | | | |
| 3883 | **Demopolis** | Scw | Am | N. Orleans | 181 | | 1920 | Jefferson-ville, Ind. (Howard Shipyard & Dock Co.) | Inland Waterways Corp. | 2-3CylTE10¾,17,27x18; 2WTB;WP225lbs;800IHP. | | |
| 220,331 | Steel | Twin | 140 | 24 \| 8 | 267 | | | | | | | |
| | 2D;W. Bal;Wireless | | | | | | | | | | | |
| 3884 | **Demosthenes** | Scw | Grk | Syra | 2514 | | 1907 | Newcastle, (R. Stephen- [Eng. son & Co.) | C. D. Calefatis | 3CylTE25,42,67x45; 2SB;WP165lbs;1275IHP. | | V |
| | xIrmi xCimbrier xDerwenthall Steel | | 340.5 | 47 \| 23.9 | 3905 | | 5 | | | | | |
| JGFH | 1D;B;Deep frmg;Wireless; 7BH | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3885 | **Den Haag** | MV | Am | | 5036 | | 1925 | Kiel, (Frd. [Ger. Krupp Act. Ges.) | American Petroleum Co. | 2-6CylOilEngs25 9/16x39⅜; DB | | BL |
| | Steel | Twin | 469.8 | 63.2 \| 35.3 | 8971 | | 6 | | | | | |
| NMBF | 1D;Shel dk;Web frms; 18BH | | P33' | F39' | | | | | | | | |
| | Long. frmg;Mchy aft;Wireless; | | | | | | | | | | | |
| | D. F;Oil in bulk;W. Bal | | | | | | | | | | | |
| 3886 | **Denali** | Scw | Am | New York | 2015 | 4' 10¼" | 1920 | Oakland, (Hanlon [Cal. D. D. & S. B. Co.) | Alaska S.S. Co. | 3CylTE24,39,65x42; Allis Chalmers Co; 3WTB;Barber Asphalt & Paving Co; 7200HS;WP200lbs;1800IHP; EAC;Dkd,s rps5,23 | ✠A1Ⓔ ✠AMS Cih BB;CL | |
| 220,759 | xJeptha Steel | | 320.7 | 46 \| 24.4 \| 26' 9" | 3333 | 22' 1" | 10 | | | | | |
| MBSK | 2D;Wireless; 8BH | | | | 5130 | | | | | | | |
| | SUB.SIG; 7BH to Fbd dk | | P26' | B78' F32' | | | | | | | | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.91t; D.B.263'658t.....D.T.36'21t;F. P.96t | | | | | | | | | | | |
| | F.O.—A.P.85t; D.B.218'477t; W. T. 189t S.T.14 5t.....F. P.90t | | | | | | | | | | | |
| 3887 | **Denderah** | Scw | Ger | Hamburg | 2625 | | 1922 | Stettin, (Akt. Ges. [Ger. "Vulcan.") | Deutsche Dampf. Ges. "Kosmos" | 3CylTE22,36,61x47; 3Brs | | G |
| | Steel | | 360.6 | 51.1 \| 26 | 4243 | | 11 | | | | |
| RCWS | 1D;Wireless;W. Bal 6BH | | P43' | B109' F40' | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3888 | **Denebola** | Scw | Am | | 5264 | | 1919 | Seattle, | U. S. Govt. | Stm Tbn; | | |
| 218,127 | xEdgewood Steel | | 409.6 | 54.2 \| 27.1 | 6904 | | 5 | (Skinner [Wash. | (Navy Dept.) | 3SB;WP201bs;2500SHP | | |
| LRGT | 3D;SUB.SIG; 8BH | | | \| 37' 9" | 9600 | | | & Eddy Corp.) | | | | |
| | 3D;Oil fuel;SUB.SIG;W.Bal | | | | | | | | | | | |
| 3889 | **Denham** | Scw | Br | London | 2552 | | 1906 | Newcastle, | Britain | 3CylTE26,42,72x48; | | BL |
| 123,760 | xLexington xInvertay Steel | | 379.5 | 50 \| 25.4 | 4086 | | 12 | (W. [Eng. | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| HJRT | 2D;Shel dk;Deep frmg; 6BH | | | | | | | Dobson & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3890 | **Denis** | Scw | Br | Liverpool | 2807 | | 1911 | Newcastle, | Booth S.S. | 3CylTE24,40,67x48; | | BL |
| 131,341 | Steel | Sch | 376.4 | 50.3 \| 23.6 | 4435 | | 5 | (Hawthorne, [Eng. | Co. (Lim.) | 2SB;1AuxSB;WP180lbs | | |
| HSQT | 2D;Shel dk;Wireless; 7BH | | | | | | | Leslie & Co., Lim.) | | | | |
| | W.Bal | | | | | | | | | | | |
| 3891 | **Denise** | Scw | Blg | Antwerp | 1773 | | '90 | Glasgow, | Soc. Anon. | 3CylTE23,37,60x42; | | G |
| | xNordsee xScotia Steel | | 320 | 40.1 \| 23.7 | 2564 | | 5 | (C. Connell [Scot. | du Steamer | 2SB;WP165lbs | | |
| MDNJ | 2D;B;Wireless;W. Bal 5BH | | P12' | B76' F38' | | | | & Co.) | "Denise" | | | |
| 3892 | **Denison** | Brg | Am | New York | 175 | | 1913 | Brooklyn, | Mallory | Wd | | |
| 166,477 | | | 85.7 | 30 \| 7.8 | 175 | | | (Olsen [N. Y. | S.S. Co. | | | |
| | 1D | | | | | | | & Jensen) | | | | |
| 3893 | **Denison** | Brg | Am | New York | 283 | | 1923 | Kingston, | Southern | YP | | |
| 168,843 | | | 99 | 34 \| 9.4 | 283 | | 12 | (W. F. & [N. Y. | Pacific Co. | | | |
| | 1D | | | | | | | R. Boat | | | | |
| | | | | | | | | Builders, Inc.) | | | | |
| 3894 | **Denmark** | Scw | Am | Oswego | 4434 | | 1909 | Toledo, | Great Lakes | 3CylTE23,36,60x42; | | |
| 206,152 | Steel | Sch | 440 | 56 \| 28 | 5448 | | 4 | (Toledo [Ohio | S.S. Co. | 2SB;WP180lbs;1500IHP. | | |
| | 1D;Mchy aft;W. Bal 4BH | | | | | | | S. B. Co.) | | | | |
| 3895 | **Denmark Maru** | Scw | Jap | Kobe | 4263 | | 1920 | Kobe, | Kawasaki | 3CylTE26,43,72x48; | | BL |
| 26,195 | Steel | | 385 | 51 \| 36 | 5870 | | 1 | (Kawasaki [Jap. | Kisen Kabushiki | 2SB;1AuxSB;WP200lbs | | |
| RSLG | 2D;W. Bal;Wireless 5BH | | | | | | | Dkyd. Co., Lim.) | Kaisha | | | |
| 3896 | **Dennis T. Sullivan** | Scw | Am | San Fran. | 140 | | 1909 | San Fran- | San Fran- | 2CylC13,28x20; | | |
| 207,182 | Steel | | 120 | 26 \| 10.6 | 244 | | | cisco, Cal. | cisco Board of Fire Com. | 2WTB;WP200lbs;945IHP. | | |
| | 1D;Oil fuel | | | | | | | | | | | |
| 3897 | **Denver** | Scw | Am | Milwaukee | 164 | | '90 | Milwaukee, | Ogdensburg | 2CylC23,42x40; | | |
| 157,268 | Oak | | 222.4 | 37 \| 19 | 1103 | | | (Milwaukee [Wis. | C. & T. Co. | 1FB;WP110lbs;725IHP. | | |
| | 1D | | | | | | | Shipyard Co.) | | | | |
| 3898 | **Deodata** | MV | Nor | Oslo | 2241 | | '97 | Rouen, | Skibs-A/S | 2-6CylOilEng13x19 | | N |
| | xQuevilly Steel | Twin | 322 | 45.5 \| 24.2 | 3294 | | 6 | (Laporte [Fr. | Deodata | | | |
| LFVM | 2D;Web frms;Oil in bulk; 10BH | | P104' | B32' F88' | | | | & Co.) | | | | |
| | Mchy aft;Wireless | | | | | | | | | | | |
| 3899 | **Depere** | Scw | Am | New York | 2063 | 4' 10½" | 1920 | Oakland, | Alaska S.S. | 3CylTE24,39,65x42; | ✠A1Ⓔ | |
| 220,449 | Steel | | 320.7 | 46 \| 24.4 | 3475 | 22' 1½" | 8 | (Hanlon [Cal. | Co., Inc. | Allis Chalmers Mfg. Co; | ✠AMS | |
| MBGD | 2D;Wireless;SUB.SIG: 8BH | | | \| 26' 9" | 5075 | | | D. D. & S. B. Co.) | | 3WTB;Barber Asphalt Paving Co; | S.S.San F1,21; | |
| | 7BH to Fbd dk | | P26' | B78' F32' | | | | | | 7200HS;WP200lbs;1800IHP; | shft drn6,23;Cih BB;CL | |
| | 1BH to 2d dk | | | | | | | | | Dkd6,23;s rps2,26 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.91t;D.B.263'658t | | | D.T.36'721t;F | P.96t | | | | | | | |
| | F.O.—A.P.85t;D.B.218'477t;W.T | .189t;S | .T.145t | F | P.90t | | | | | | | |
| 3900 | **Deranof** | Scw | Am | Seattle | 3827 | 5' 10½" | 1918 | Seattle, | U. S. Ship- | 3CylTE24,40,70x48; | ✠A1Ⓔ | |
| 217,406 | Steel | | 379.3 | 53 \| 27 | 5227 | 23' 7½" | 12 | (Todd [Wash. | ping Board | Skinner & Eddy Corp; | ✠AMS | |
| LPHN | 2D;W. Bal;Wireless 7BH | | | \| 29' 4" | 7500 | | | D.D. & Const. Co.) | | 3WTB;Badenhausen Blr. Wks; | Scip;CL | |
| | C-35 | | | | | | | | | 9012HS;WP190lbs;2400IHP;EAC; | (Laid up) | |
| | | | | | | | | | | Dkd1,21;s rps3,21;d rpd7,21 | | |
| | W.B.—A.P.318t;D.B.334'1237t;D | .T.36'9 | 93t; F. | P.91t | | | | | | | | |
| | F.O.....D.B ....828t;D | .T.36'9 | 27t... | .... | | | | | | | | |
| 3901 | **Derblay** | Scw | Am | New York | 2065 | 4' 10¼" | 1920 | Oakland, | Alaska S.S. | 3CylTE24,39,65x42; | ✠A1Ⓔ | |
| 220,599 | Steel | | 320.7 | 46 \| 24.4 | 3475 | 22' 1" | 9 | (Hanlon [Cal. | Co., Inc. | Allis Chalmers Co; | ✠AMS | |
| MBKT | 2D;Wireless;SUB.SIG; 8BH | | | \| 26' 9" | 5075 | | | D. D. & S. B. Co.) | | 3WTB;Barber Asphalt Co; | S.S.No.1,Seat6,26; | |
| | W. Bal; 7BH to Fbd dk | | P26' | B78' F32' | | | | | | 7200HS;WP200lbs;1800IHP; | shft drn4,26;M.&B.S.6,26; | |
| | 1BH to 2d dk | | | | | | | | | d rpd4,26;Dkd,s rps6,26 | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.91t;D.B.263'658t | | | D.T.36'721t; F. | P.96t | | | | | | | |
| | F.O.—A.P.85t;D.B.218'477t;W.T | .189t;S | .T.145t | F. | P.90t | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3902 218,639 LSFR | **Derbyline** Steel 2D;Long. frmg;Mchy aft; 15BH Web frms;Oil in bulk;Oil fuel; Wireless;W. Bal | Scw | Am 435 P106′ | Pt. Arthur 56 \| 32 \| 33′ 6″ B50′ F44′ | 4348 7063 10000 | | 1919 7 | Alameda, (Bethlehem S. B. Corp., Lim.) [Cal. | Texas Co. | 3Cyl TE27,47,78x48; 3SB;WP220lbs;2800IHP | ✠ — — ✠ — — Cancelled5,23 | BL |
| 3903 QJNT | **Derfflinger** xHunstgreen Steel 4D;sub.sig;Wireless;W. Bal | Scw Twin | Ger 463 P88′ | Bremen 57.7 \| 35.8 B196′ F91′ | 5027 9162 | | 1907 | Danzig, (F. Schichau.) | Nord- deutscher Lloyd | 2-4Cyl QE24,36,55x75 | | G |
| 3904 RVMP | **Derindje** xChief Scout xDerindje Steel 1D;Shel dk;Wireless;sub.sig; 1BH W. Bal | Scw | Ger 340.2 F36′ | Hamburg 48.3 \| 29.1 | 1838 3063 | | 1915 3 | Emden, Ger. (Nordseewerke). | Ham.-Amr. Linie | 3Cyl TE23,38,62x42; 2SB;WP192lbs | | G |
| 3905 218,888 LSTH | **Deroche** Steel 2D;Long. frmg;Wireless; 15BH sub.sig;Mchy aft; 9BH to Fbd dk W. Bal; 6BH to 2d dk Oil fuel F. P. above 150° F. C-38 W.B.—A.P.74t;D.B.64′203t..... F.O.....D.T.a 19′919t | Scw | Am 435 P106′ D.T.f. | Los Ang's 56 \| 32 \| 33′ 6″ B50′ F44′ D.T.f. 50′881t;F.P.97t 50′824t..... | 4349 7058 10000 | 7′ 9″ 25′ 11½″ | 1919 9 | Alameda, (Bethlehem S. B. Corp.) [Cal | Union Oil Co. of Cal. | 3Cyl TE27,47,78x48; Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 8235HS;WP220lbs;2800IHP;EAC; rpd5,24;Dkd,s rps11,25 | ✠A1Ⓔ Oil Carrier ✠AMS S.S.No.1SanF5,24; M.S;shft drn5,24;B.S.5,26; Cih BB;CL | |
| 3906 | **Derwent** 1D;B | S | Am 275 P36′ | Charlest'n 40.2 \| 23.7 F36′ | 1784 1931 | | '84 10 | Dumbarton, (M'Millan & Son.) [Scot. | Marine Contracting & Towing Co. | I;1BH | | BL |
| 3907 137,426 JHTS | **Derwent River** Steel 1D;Deep frmg;Wireless;W. Bal 6BH | Scw | Br 385.1 P36′ | Liverpool 52 \| 27.1 B126′ F40′ | 2984 4724 | | 1915 2 | W. Hartle- pool, Eng. (Irvine's S. B. & D. D. Co., Lim.) | Houlder Bros. & Co. (Lim.), Mgrs. | 3Cyl TE25,40,68x48; 3SB;WP180lbs | S.S.No.2,NptN3,23;A.S.1,26; n shft11,24;B.S.3,25; M.S;shft drn1,26 | C |
| 3908 219,587 LVNW | **Des Moines Bridge** Steel 1D;2dD at ends;B;Wireless; 7BH sub.sig; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252′847t;D.T .20′394 t..... F.O.—A.P.66t;D.B.214′643t..... S.T.3 | Scw | Am 324 P41′ | Newark 46.2 \| 25 \| 28′ 6″ B90′ F35′ F.P.111t 1t..... | 2174 3545 5500 | 5′ 9″ 22′ 11″ | 1920 4 | Newark, (Submarine Boat Corp.) [N. J. | U. S. Ship- ping Board | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd1,21;s rps7,21 | ✠A1Ⓔ ✠AMS Scip;CL (Laid up) | |
| 3909 OFME | **Desaix** 1D;B | S | Fr 281.3 P69′ | Nantes 40.9 \| 22.9 F56′ | 1979 2255 | | 1902 | St. Nazaire, Fr. (Chant. & Atel. de St. Nazaire.) | Soc. Gen- erale d'Armement | Stl;2BH | | |
| 3910 132,022 HWFJ | **Deseado** Steel 2D;sub.sig;Wireless;W. Bal | Scw Twin | Br 500.7 P50′ | Belfast 62.3 \| 40.2 B181′ F59′ | 7258 11477 | | 1912 | Belfast, (Harland & Wolff, Lim.) [Ire. | Royal Mail Stm. Packet Co. | 2-4Cyl QE23,34,48,69x51 | | |
| 3911 JBDM | **Desi** xLucania xCrown of Leon Steel 2D;Spar dk;Deep frmg; 5BH Wireless;W. Bal | Scw | Ger 330 | Stettin 43.1 \| 27.2 | 2086 3392 | | '94 9 | Glasgow, (Barclay, Curle & Co., Lim.) [Scot. | Reed, Stange & Dreyer G. m. b. H. | 3Cyl TE23,39,64x42; 2SB;WP160lbs;268RHP. | | G |
| 3912 HSVK | **Desideria** 1D;B | Bk | Nor 159 | Oslo 34.9 \| 19.4 | 699 744 | | '80 | Tvedestrand (A. & F. Smith.) [Nor. | M. C. Hanssen | O,P,Gif | | N |
| 3913 OFMG | **Desirade** Steel 3D;Wireless;W. Bal 10BH | Scw Twin | Fr 480.9 F56′ | Havre 58.1 \| | 6013 9645 | | 1921 | Dunkirk, (Atel & Chant. de France.) [Fr. | Chargeurs Reunis | 2-3Cyl TE25,42,70x48; 5SB;WP200lbs;5800IHP. | | V |
| 3914 132,025 HWSM | **Desna** Steel 2D;sub.sig;Wireless;W. Bal | Scw Twin | Br 500.7 P50′ | Belfast 62.3 \| 40.2 B180′ F59′ | 7255 11483 | | 1912 | Belfast, (Harland & Wolff, Lim.) [Ire. | Royal Mail Stm. Packet Co. | 2-4Cyl QE23,34,48,69x51 | | |
| 3915 211,786 | **Despatch** WO,YP 1D | Scw | Am 100.5 | New York 29.7 \| 9.8 | 133 195 | | 1913 | Milford, (William G. Abbott.) [Del. | Southern Pacific Co. | 450IHP. | | |
| 3916 JDVN | **Despina** xSildra Steel 1D;B;Deep frmg;Wireless; 6BH W. Bal | Scw | Grk 336.5 P31′ | Syra 46.5 \| 23.9 B200′ F32′ | 2121 3313 | | 1904 9 | Sunderland, (J. Priest- man & Co.) [Eng. | P. Macris & G. I. Roussos | 3Cyl TE25,41,67x45; 3SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3917 | **Despina** | Scw | Grk | Syra | 1967 | | '99 | W. Hartle- | A. Cosmas | 3CylTE24,38,64x42; | | BL |
| | xRaithwaite Steel | | | 47.1 \| 22.4 | | | | (W. [pool, Eng. | | | | |
| JGBM | 1D;B;Deep frmg;Wireless; 5BH | Sch | 329 | B80′ F32′ | 3027 | | 3 | Gray & Co., Lim.) | | 2SB;WP160lbs | | |
| | W. Bal | | P27′ | | | | | | | | | |
| 3918 | **Dessau** | Scw | Ger | Bremen | 4117 | | 1915 | Flensburg, | Nord- | 3CylTE32,52,86x55; | | BL |
| | xVoreda xDessau Steel | | 472.1 | 59.3 \| 28.5 | 6719 | | | (Flensburger [Ger. | deutscher Lloyd | | | |
| QLWG | 2D;Shel dk;sub.sig; 7BH | | | | | | | Schiffsb. Ges.) | | 4SB;WP205lbs | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3919 | **Destrehan** | StW | Am | N. Orleans | 242 | | 1922 | Charleston, | Mexican | 2CylH18,18x84; | ✠A1 River Towing Service. | |
| 222,391 | Steel | | 133.9 | 32 \| 5.4 | 371 | | 8 | (Chas. [W. Va. | Petroleum Corp. | The Chas. Barnes Co; | ✠AMS | |
| | 1D; 6BH | | | | | | | Ward Eng. Wks.) | of Louisiana | 4Blrs;Chas. Ward Eng. Wks; | S.S.No.1,NO3,26; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | WP225lbs;500IHP;EAC; | M.&B.S.3,26 | |
| | | | | | | | | | | Dkd,d rpd3,26 | | |
| 3920 | **Detector** | Scw | Br | Sorel | 281 | | 1915 | Sorel, | Canadian | 2CylC14,28x21 | | |
| 138,457 | Steel | | 140 | 35 \| 13.1 | 584 | | | (Canadian [P. Q. | Govt. | | | |
| | 1D;W. Bal | | | | | | | Govt. Shipyards.) | | | | |
| 3921 | **Detroit** | Brg | Am | New York | 269 | | 1925 | East Boston, | New York | Stl | | |
| 169,302 | | | 100 | 31.2 \| 9.2 | 269 | | | (Atlantic [Mass. | Central R.R. Co. | | | |
| | 1D;B | | | | | | | Works.) | | | | |
| 3922 | **Detroit** | Scw | Am | Detroit | 1307 | | 1904 | Ecorse, | Wabash | 4-2CylC24,48x33; | | |
| 201,607 | Steel | Twin | 296 | 64.1 \| 20 | 2089 | | 12 | (Great [Mich. | R.R. Co. | 2SB;2DB;WP150lbs;3600IHP. | | |
| | 1D;B 6BH | | | | | | | Lakes Eng. Wks.) | | | | |
| 3923 | **Detroit Wayne** | Scw | Am | New York | 1612 | | 1919 | Wyandotte, | U. S. Ship- | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 219,258 | Steel | | 251 | 43.6 \| 26.2 | 2606 | | 12 | (Detroit [Mich. | ping Board | Detroit S. B. Co; | ✠AMS | |
| LTSC | 1D;B;Wireless;W. Bal; 4BH | | | | 4050 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; | S.S.NY7,20; | |
| | Oil fuel F. P. above 150° F. C-30 | | | | | | | | | 5467HS;WP185lbs;1600IHP; | CL | |
| | | | | | | | | | | Dkd,s rps9,21 | (Laid up) | |
| | W.B.—A.P.96t;D.B.204′436t;D.T | a12′80 | t..... | .....F.P.72t | | | | | | | | |
| | F.O.—A.P.90t;D.B.158′288t;D.T | a12′75 | t;W.T | 30′200t..... | | | | | | | | |
| 3924 | **Deucalion** | Scw | Br | Liverpool | 4313 | | 1900 | Greenock, | A. Holt & | 3CylTE29,49,82x60; | | |
| 113,433 | Steel | | 443 | 52.8 \| 31.9 | 6793 | | | (Scott [Scot. | Co., Mgrs. | Dkd,11,26 | | |
| SCLR | 2D;Wireless;W. Bal | | P50′ | B154′ F58′ | | | | & Co.) | | | | |
| 3925 | **Deucalion** | Scw | Hol | Amst'dam | 1022 | | 1914 | Rotterdam, | Koninkl. | 3CylTE21,33,57x39; | | V |
| | Steel | | 296.8 | 43.3 \| 16.3 | 1779 | | | (Wrf. [Hol. | Nederl. Stoomb. | | | |
| NMBH | 2D;Wireless;W. Bal 6BH | | | | | | | voorh. Rykee | Maats. | 3SB;WP180lbs;1200IHP | | |
| | | | | | | | | & Co.) | | | | |
| 3926 | **Deuel** | Scw | Am | New York | 3465 | 6′ 4½″ | 1919 | Seattle, | Grace S.S. | 3CylTE24½,41½,72x48; | ✠A1Ⓔ | |
| 219,209 | Steel | | 410.3 | 54.2 \| 27.7 \| 30′ 2½″ | 5586 | 24′ | 11 | (J. F. [Wash. | Co. | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LTPR | 2D;Wireless;W. Bal; 7BH | | | | 9600 | | | Duthie & Co.) | | 3SB;Willamette I. & S. Wks; | S.S.No.1,Bost8,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 8112HS;WP210lbs;2800IHP;EAC; | M.S.8,24;B.S.4,26;n shft9,26; | |
| | | | | | | | | | | Dkd,d rpd9,26 | Clh BB;CL | |
| | W.B.—A.P.39t;D.B.355′1259t;D. | T.29′7 | 43t... | .....F.P.148t | | | | | | | | |
| | F.O.....D.B.310′ 990t;D. | T.29′6 | 94t; S. | T.87t..... | | | | | | | | |
| 3927 | **Deutschland** | Scw | Ger | Hamburg | 11655 | | 1923 | Hamburg, | Hamburg- | Stm Tbns; | | G |
| | Steel | Twin | 602.5 | 79 \| 51.6 | 20602 | | 4 | (Blohm [Ger. | Amerika Linie | 8Blrs | | |
| RDSK | 5D;sub.sig;Wireless;W. Bal 1BH | | P185′ | B306′ F100′ | | | | & Voss.) | | | | |
| 3928 | **Deva** | Scw | Sp | Barcelona | 1747 | | 1907 | Tonning, | Soc. Anon. | 3CylTE18,30,49x35; | | BL |
| 2 | xLevensan Steel | | 289.6 | 42.6 \| 17.5 | 2155 | | 5 | (Elderwerft [Ger | Marit. Nalon | 2SB;WP185lbs | | |
| MBCT | 1D;Deep frmg;Well dk; 4BH | | P15′ | B116′ F27′ | | | | Akt. Ges.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3929 | **Devawongse** | Scw | Ger | ..... | 1407 | | '88 | Glasgow, | ..... | 3CylTE22,36,57x42; | | |
| | Steel | Sch | 270.5 | 37 \| 21.8 | 1643 | | | (Fairfield [Scot. | | 2SB;WP150lbs | | |
| | 2D;W. Bal 6BH | | F40′ | | | | | S. B. & Eng. Co.) | | | | |
| 3930 | **Devon** | Scw | Arg | Buen.Aires | 737 | | 1914 | Birkenhead, | Royal Mail | 2-3CylTE13,21,34x19; | | BL |
| | Steel | Twin | 220 | 42 \| 10.1 | 1368 | | 7 | (Cammell, [Eng. | Steam Packet Co. | 2SB;WP180lbs | | |
| | 1D;Mcby aft;W. Bal 4BH | | P & F | 157′ | | | | Laird & Co., Lim.) | | | | |
| 3931 | **Devon** | Brg | Am | New York | 667 | | '95 | Bath, | Morecraft | O,Hw,Hk,YP,Gif | — Exp | |
| 157,431 | | Trn | 174 | 35.3 \| 14.3 | 724 | | 8 | (Kelley, [Me. | Trans. Corp. | | | |
| KMJD | 1D;B | | | | | | | Spear & Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3932 | **Devon** | Scw | Br | London | 5561 | | 1915 | Dunkirk, | Federal | 2-3CylTE23,38,64x45; | | BL |
| 139,098 | Steel | Twin | 473.3 | 59.9 \| 36.7 | 9016 | | 7 | (Atel. & Chant. de [Fr. France.) | Steam Nav. Co. (Lim.) | 5SB;WP200lbs | | |
| JMBL | 2D;Shel dk;Wireless;D.F.; W. Bal7BH | | B189′ | F48′ | | | | | | | | |
| 3933 | **Devon City** | Scw | Br | Bideford | 2686 | | 1913 | Stockton, | W. R. Smith | 3CylTE26,42,70x48; | | C |
| 123,210 | Steel | | 390 | 52.5 \| 24.7 | 4316 | | 4 | (Ropner [Eng & Son, Lim.) | & Son, Mgrs. | 2SB;WP180lbs;400RHP | S.S.No.3,NShlds8,25;A.S.5,26 | |
| JDHN | 1D;Shel dk;Deep frmg; 6BH Wireless;W. Bal | | | | | | | | | | shft drn8,25;M.&B.S.5,26 | |
| 3934 | **Devonian** | Scw | Br | Liverpool | 7693 | | 1902 | Newcastle, | F. Leyland | 2-3CylTE28,47½,80x60; | | BL |
| 115,288 | xCretic; xMayflower; Steel | Sch | 582 | 60.3 \| 38.3 | 12153 | | 6 | (Hawthorne, [Eng. Leslie & Co., Lim.) | & Co. (Lim.) | 3DB;3SB;WP200lbs | | |
| TKPV | xHanoverian 9BH | Twin | | | | | | | | | | |
| | 3D;Shel dk;Web frms;SUB.SIG; Wireless;D.F.; W. Bal | | | | | | | | | | | |
| 3935 | **Devotion** | Brg | Am | New York | 294 | | 1906 | Kingston, | Morris | Wd | | |
| 165,523 | | | 112.7 | 34.1 \| 8.3 | 294 | | | (Rondout [N. Y. Boat Yd.) | Lighterage Co | | | |
| | 1D | | | | | | | | | | | |
| 3936 | **Dewey** | Scw | Am | Seattle | 3495 | 6′ 4½″ | 1919 | Seattle, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ | |
| 218,990 | Steel | | 410.3 | 54.2 \| 27.7 \| 30′ 2½″ | 5630 | 24′ | 9 | (J. F. [Wash. Duthie & Co.) | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LTCW | 2D;W. Bal;Wireless; 7BH | | | | 9600 | | | | | 3SB;Willamette I. & S. Co; | S.S.No.1 San F.6,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 8112HS;WP210lbs;2800IHP;EAC; | M.S.6,23;n shft;B.S.3,26; | |
| | | | | | | | | | | rps3,26;Dkd,s rps10,26 | Clh BB;CL | |
| | W.B.—A.P.39t;D.B.355′1259t; D. | T.29′7 | 43t... | .....F.P.148t | | | | | | | | |
| | F.O.....D.B.310′ 990t; D. | T.29′6 | 94t; S. | T.87t..... | | | | | | | | |
| 3937 | **Dharma** | S | Chl | Valparaiso | 1807 | | 1901 | Pt. Glasgow, | A. Bruna | Stl;1BH | | |
| | xOliva xLady Doris | | 267.4 | 40.1 \| 23.6 | 1937 | | 8 | (W. [Scot. Hamilton & Co.) | | | | |
| | 1D;B | | P43′ | F29′ | | | | | | | | |
| 3938 | **Diablo** | Scw | Am | San Fran. | 4467 | 8′ 2″ | 1919 | Bay Point, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 218,098 | Steel | | 402.5 | 53 \| 32 \| 34′ 6″ | 5997 | 26′ 6″ | 5 | (Pacific [Cal. Coast S. B. Co.) | ping Board | Kerr Turbine Co: | ✠AMS | |
| LRFT | 2D;Long. frmg; 7BH | | | | 9400 | | | | | 3SB;Moore S. B. Co; | Clh BB;CL | |
| | W. Bal;Wireless; 6BH to Fbd dk | | | | | | | | | 8745HS;WP210lbs;3000SHP;EAC; | (Laid up) | |
| | SUB.SIG; 1BH to 2d dk | | | | | | | | | Dkd,d rpd3,20;s rps10,20 | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.49t;D.B.344′1271t; D. | T.30′5 | 40t... | .....F.P.72t | | | | | | | | |
| | F.O.....D.B.327′1106t; D. | T.30′5 | 04t; S. | T.41t..... | | | | | | | | |
| 3939 | **Diadem** | Scw | Br | Newcastle | 2731 | | 1920 | Sunderland, | Hall Bros. | 3CylTE26,43,71x48; | | BL |
| 144,922 | Steel | | 390 | 54 \| 24.6 | 4528 | | 9 | (Sunderland [Eng S. B. Co., Lim.) | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| KGSQ | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | | | | | |
| 3940 | **Diamando** | Scw | Grk | Piraeus | 1451 | | 1903 | W. Hartle- | Tsotsomiros | 3CylTE22,35,59x39; | | BL |
| | xNirefs xPandia A. Ralli Steel | | 302.8 | 43.2 \| 19.8 | 2281 | | 3 | (W. [pool, Eng. Gray & Co., Lim.) | Bros. | 2SB;WP160lbs | | |
| HQNV | 1D;Deep frmg;Wireless;W. Bal 5BH | | P26′ | B72′ F31′ | | | | | | | | |
| 3941 | **Diamantino** | SW | Brz | Rio Jan'ro | 540 | | '88 | Stettin, | Lloyd | 3CylTE14,32,51x39 | | |
| | Steel | | 220.1 | 29.5 \| 13.2 | 760 | | | (Akt. [Ger Ges. "Vulcan".) | Brasileiro | | | |
| | 1D;Wireless;W. Bal 4BH | | | | | | | | | | | |
| 3942 | **Diamantis** | Scw | Grk | Chios | 2334 | | 1907 | Middlesbro, | D. J. | 3CylTE25,41,67x45; | | BL |
| | xThamesmede xTransport Steel | | 346.5 | 50.7 \| 23.1 | 3619 | | 4 | (R. Craggs [Eng. & Sons, Lim.) | Pateras & Sons | 2SB;WP180lbs | | |
| | 1D;B;Deep frmg;Web frms; 6BH | | P31′ | B98′ F32′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3943 | **Diamond Head** | Bk | Am | Seattle | 952 | | '66 | London, | General | I;1BH | | |
| 157,574 | xGainsborough | | 194.5 | 31.2 \| 20.2 | 1012 | | 7 | Eng. | Petrol. Co. | | | |
| KPWH | 2D;Wireless | | P64′ | F42′ | | | | (C. Lungley) | | | | |
| 3944 | **Diamond S** | Scw | Am | New York | 92 | | '92 | Camden, | Wm. Spen- | 2CylC18¼,36¼x24; | | |
| 126,826 | xNatalie Wood | | 91.1 | 22 \| 11.4 | 135 | | | (John [N. J. Dialogue & Son.) | cer & Son Corp. | 1SB;WP130lbs;350IHP. | | |
| | 1D | | | | | | | | | | | |
| 3945 | **Diamond S. No. 87** | Scw | Am | New York | 305 | | 1926 | Kearny, | Wm. | 1Cyl22x26; | | |
| 225,665 | Steel | | 110 | 32 \| 16 | 449 | | 6 | (Federal [N. J. S. B. & D. D. Co.) | Spencer & Son Co. | 1SB;WP150lbs;450IHP | | |
| | 1D 4BH | | | | | | | | | | | |
| 3946 | **Diamond S. No. 88** | Scw | Am | New York | 305 | | 1926 | Kearny, | Wm. | 1Cyl22x26; | | |
| 225,741 | Steel | | 110 | 32 \| 16 | 449 | | 6 | (Federal [N. J. S. B. & D. D. Co.) | Spencer & Son Co. | 1SB;WP150lbs;450IHP | | |
| | 1D 4BH | | | | | | | | | | | |
| 3947 | **Diana** | Scw | Ger | Flensburg | 638 | | 1922 | Rendsburg, | Flensburger | 3CylTE17,28,45x29; | | G |
| | Steel | | 250 | 37.5 \| 12.9 | 1198 | | 10 | (Werft [Ger. Nobiskrug.) | Schiffsparten Ges. | 2SB;WP185lbs | | |
| LNRW | 1D;SUB.SIG;W. Bal 3BH | | P & B | F27′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3948 | **Diana** | Sch | Ptg | Ilha Brva | 169 | | '90 | Essex, | Ralph | Wd | | |
| | xTalisman | | 130.7 | 23.2 \| 11.1 | 178 | | | Eng | Anahory | | | |
| VDBW | 1D | | | | | | | | | | | |
| 3949 | **Diana Dollar** | Scw | Am | San Fran. | 4321 | 10′ 3″ | 1921 | Shanghai, | Dollar S.S. | 3CylTE26½,44,74x48; | ✠A1Ⓔ With Freeboard ✠AMS | |
| 221,907 | xCathay Steel | | 429 | 55.2 \| 34.2 | 7033 | 27′ 11½″ | 12 | (Klangnan [China. | Line of Cal. | Klangnan Dock & Eng. Wks; | S.S.No.1,SanF1,26; | |
| MDKH | 3D;W. Bal; 8BH | | | 37′ 11½″ | 10000 | | | Dock & Eng. Wks.) | | 3SB;Williamette Iron & Steel Wks; | shft drn12,24;M.&B.S.1,26; | |
| | Wireless; 7BH to Fbd dk | | | | | | | | | 9510HS;WP210lbs;2600IHP;EAC; | Clh BB;CL | |
| | 1BH to 3d dk | | | | | | | | | Dkd,d rpd1,26 | | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B. D.B.364′1489t. | | | | | | | | | | | |
| | F.O.—A.P.100t;D.B.320′1179t;D. | T.31′76 | 6t; | F | P.165t | | | | | | | |
| 3950 | **Diascond** | Brg | Am | Phila. | 373 | | '96 | Elkton, | Southern | Wd;Gif | | |
| 51,277 | xMajestic | | 154.8 | 23.4 \| 11.4 | 373 | | | (E. [Md. | Trans. Co. | | | |
| | 1D | | | | | | rb'05 | Deibert & Bros.) | | | | |
| 3951 | **Dicido** | Scw | Swd | Helsngbrg | 896 | | 1903 | Stockton, | Sven. Redig | 3CylTE19,31,51x36; | | BL |
| 5,309 | Steel | | 250 | 37.2 \| 18.9 | 1546 | | 5 | (Craig, [Eng. | | 2SB;WP160lbs | | |
| JSPM | 1D;Deep frmg;W. Bal 4BH | | P31′ | B58′ F29′ | | | | Taylor & Co.) | | | | |
| 3952 | **Dickenson** | Scw | Am | New York | 391 | | 1923 | Chester, | Commercial | 3CylTE17,25,43x30; | | BL |
| 222,822 | Steel | | 174.3 | 30.1 \| 21.8 | 831 | | | (Sun [Pa. | Pacific Cable Co. | 2SB;WP185lbs;800IHP. | | |
| MFBS | 2D;Oil fuel;Wireless;W. Bal 6BH | | | | | | | S. B. Corp.) | | | | |
| 3953 | **Dictator** | Scw | Nor | Stavanger | 623 | | 1905 | Stavanger, | Holdt & | 3CylTE17,28,47x33; | | N |
| | Steel | Scb | 231.8 | 33.1 \| 15.1 | 989 | | 1 | (Stavanger, [Nor. | Isachsen, Mgrs. | 2SB;WP175lbs | | |
| MCBQ | 1D;W. Bal 4BH | | P19′ | B58′ F27′ | | | | Stoberl & Dok.) | | | | |
| 3954 | **Dictator** | Scw | Br | Liverpool | 3149 | | 1912 | Pt. Glasgow, | Charente | 3CylTE26,42,70x48; | | BL |
| 131,408 | xSaint Bede Steel | | 404.7 | 52.2 \| 27.4 | 4940 | | 1 | (Russell [Scot. | S.S. Co. (Lim.) | 2SB;WP180lbs | | |
| HVCP | 2D;Wireless;W. Bal 6BH | | P45′ | B119′ F46′ | | | | & Co.) | | | | |
| 3955 | **Dicto** | Scw | Nor | Hauges'nd | 2391 | | 1917 | Alameda, | B. Stolt- | Stm Tbn; | | BL |
| | Steel | | 341 | 48.2 \| 24.5 | 3778 | | 7 | (Union [Cal. | Nielsen, Mgr. | 2SB;WP214lbs | | |
| MVSP | 1D;B;Oil fuel;Wireless;W. Bal 6BH | | P29′ | B73′ F36′ | | | | Iron Wks. Co.) | | | | |
| 3956 | **Diego** | Bk | Br | Pt. Louis | 358 | | '68 | Sunderland, | J. R. | I;1BH | | BL |
| 58,548 | xJanes xTomaso Drago | | 145.1 | 27.1 \| 16.1 | 402 | | 10 | (Iliff & [Eng. | Llainet, Mgr. | | | |
| JTBM | 1D;B | | | | | | | Mounsey.) | | | | |
| 3957 | **Diligent** | Scw | Am | Sturg. Bay | 30 | | 1919 | Sturgeon | U. S. Govt. | 2CylC18,38x26; | | |
| 218,940 | O,F;Gif | | 95.5 | 24.7 \| 12.2 | 177 | | 10 | Bay, Wis. | (Navy Dept.) | 18B;WP155lbs;450IHP. | | |
| LSWG | 1D | | | | | | | (Leathem & Smith Towing & Wrecking Co.) | | | | |
| 3958 | **Dillwyn** | Scw | Am | Wilm'gton | 4262 | 7′ 9″ | 1919 | Alameda, | Malston | 3CylTE27,47,78x48; | ✠A1Ⓔ Oil Carrier. | |
| 219,008 | Steel | | 435 | 56 \| 32 | 6913 | 25′ 11½″ | 9 | (Bethlehem [Cal. | Co., Inc. | Bethlehem S. B. Corp; | ✠AMS | |
| LTDN | 2D;Long. frmg;Wireless; 15BH | | | \| 33′ 6″ | 10000 | | | S. B. Corp.) | | 3SB;Bethlehem S. B. Corp; | S.S.No.1,NY9,24; | |
| | sub.sig;Mchy aft; 9BH to Fbd dk | | P106′ | B50′ F44′ | | | | | | 8235HS;WP220lbs;2800IHP;EAC; | M.S;shft drn9,24;B S.7,26; | |
| | W. Bal; 6BH to 2d dk | | | | | | | | | 1 d rpd5,21;Dkd,d rpd7,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.74t;D.B.64′203t. | | | D.T. | f.50′881t;F.P.97 | t | | | | | | |
| | F.O. D.T.a | 19′919 | t; | D.T. | f.50′824t. | | | | | | | |
| 3959 | **Dilworth** | Scw | Am | San Fran. | 4351 | 7′ 9″ | 1920 | Alameda, | U. S. Ship- | 3CylTE27,47,78x48; | ✠A1Ⓔ Oil Carrier. | |
| 219,462 | Steel | | 435 | 56 \| 32 | 7045 | 25′ 11½″ | 1 | (Bethlehem [Cal. | ping Board | Bethlehem S. B. Corp; | ✠AMS | |
| LVGT | 3D;Long. frmg;Wireless; 15BH | | | \| 33′ 6″ | 10100 | | | S. B. Corp.) | | 3SB;Bethlehem S. B. Corp; | S.S.No.1,SanF6,24; | |
| | sub.sig;Mchy aft; 9BH to Fbd dk | | P106′ | B50′ F44′ | | | | | | 8235HS;WP220lbs;2800IHP;EAC; | n shft9,23;M.S.6,24;B.S.2,26; | |
| | W. Bal; 6BH to 2d dk | | | | | | | | | d rpd2,26;Dkd8,26 | shft drn8,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.74t;D.B.64′203t. | | | D.T. | f.50′881t;F.P.97 | t | | | | | | |
| | F.O. D.T.a | 19′919 | t; | D.T. | f.50′824t. | | | | | | | |
| 3960 | **Dimitrios L. Daniolos** | Scw | Grk | Andros | 2455 | | 1906 | W. Hartle- | S. & C. | 3CylTE24,39,66x45; | | BL |
| | xDimitrios; xBoldway xGothic Steel | | 340 | 47 \| 20.4 | 3824 | | 4 | pool, Eng. | Daniolos | 2SB;WP180lbs | | |
| JFHC | xBessborough 6BH | | | \| 27.4 | | | | (Furness, Withy | | | | |
| | 1D;B;Spar dk;Web frms; | | P31′ | B105′ F35′ | | | | & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3961 | **Dimitrios M. Diacakis** | Scw | Grk | Syra | 3557 | | 1901 | Newcastle, | M. D. | 4CylCE24,34,51,74x54; | | BL |
| | xArgenfels Steel | | 420 | 55.2 \| 20.5 | 5872 | | 2 | (Wigham [Eng. | Diacakis | 3SB;WP180lbs | | |
| JDGR | 1D;Spar dk;Web frms;Wireless 6BH | | P60′ | B96′ F48′ | | | | Richardson & Co., Lim.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3962 | **DimitriosN.Bogiazides** | Scw | Grk | Andros | 2159 | | 1908 | Hoboken, | N. D. | 3Cyl TE24,40,66x45; | | C |
| | xMaid of Corfu xOrissa Steel | | 346.8 | 48.1 \| 23.1 | 3444 | | 4 | (Chant. [Belg. | Bogiazides & | 3SB;WP180lbs;317RHP. | S.S.No.3,Antw3,23; | |
| | xIngelfingen 6BH | | P31′ | B180′ F31′ | | | | Nav. Anversois.) | Co. | | shft drn6,24;M.&B.S.8,25 | |
| | 1D;B;Web frms;Wireless;W. Bal | | | | | | | | | | | |
| 3963 | **Dimitrios N. Boulgaris** | Scw | Grk | Andros | 2561 | | 1902 | Stockton, | N. D. | 3Cyl TE24,40,66x42; | | BL |
| | xNicholaston xLowmead Steel | | 336.5 | 46.5 \| 25.7 | 3975 | | 8 | (Ropner (Eng. | Boulgaris | 2SB;WP160lbs | | |
| JDHF | xLowmoor 6BH | | P27′ | B64′ F34′ | | | | & Son) | | | | |
| | 1D;B;Web frms;Wireless;W. Bal | | | | | | | | | | | |
| 3964 | **Dimitrios N. Rallias** | Scw | Grk | Andros | 2280 | | '99 | W. Hartle- | N. D. | 3Cyl TE23,38,64x42; | | BL |
| | xGeneral Degoutte Steel | | 337.5 | 45.2 \| 13.8 | 3534 | | 6 | pool, Eng. | Rallias | 2SB;WP170lbs | | |
| JDQP | 1D;Spar dk;Deep frng; 6BH | | P34′ | B106′ F27′ | | | | (Furness, Withy | | | | |
| | Wireless;W. Bal | | | | | | | & Co., Lim.) | | | | |
| 3965 | **Dimitris** | Scw | Grk | Chios | 2116 | | 1905 | Stockton, | S. A. & P. A. | 3Cyl TE24,40,65x45; | | BL |
| | xGyp xKylestrome Steel | | 340 | 47.8 \| 23.7 | 3338 | | 6 | (Craig, [Eng. | Lemos | 2SB;WP180lbs | | |
| JFVL | 1D;B;Deep frng;Wireless; 6BH | | P30′ | B94′ F33′ | | | | Taylor & Co.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 3966 | **Dinsmore** | Scw | Am | Jcksnville. | 3696 | | 1921 | Jacksonville, | U. S. Ship- | 3Cyl TE24½,41½,72x48; | ✠ — — | |
| 220,820 | Concrete | | 420 | 54 \| 35 | 6144 | | 5 | (A. Bentley [Fla. | ping Board | 3WTB;WP225lbs;2800IHP | ✠ — — | |
| MBVW | 1D;Mchy aft;Wireless; 15BH | | | \| 36′ | 7500 | | | & Son Co.) | | | Suspended12,24 | |
| | Oil fuel;Oil in bulk | | B72′ | F39′ | | | | | | | | |
| 3967 | **Dinteldijk** | MV | Hol | Rotterd'm | 5814 | | 1922 | Glasgow, | Holland- | 2-8CylOilEng29⅛x45¼ | | BL |
| | Steel | Twin | 485.6 | 62.3 \| 35.8 | 9399 | | 2 | (Harland [Scot. | American Line | | | |
| NMDW | 2D;Wireless;W. Bal 7BH | | P40′ | B153′ F58′ | | | | & Wolff, Lim.) | | | | |
| 3968 | **Dinty Moore** | Brg | Am | Pensacola | 367 | | 1921 | Pensacola, | John A. | Wd | | |
| 221,273 | | Sch | 137.9 | 31.1 \| 12.1 | 402 | | | Fla. | Merritt & Co. | | | |
| MCSV | 1D | | | | | | | | | | | |
| 3969 | **Dio** | Scw | Am | Wilm'gton | 3038 | 6′ 8″ | 1919 | Arlington, | Finkbine | 3Cyl TE24,40,70x48; | ✠A1Ⓔ | |
| 217,890 | Steel | | 386.8 | 52.2 \| 27.4 | 4823 | 23′ 6″ | 5 | (Downey [S. I. | Guild Trans. Co. | Downey S. B. Corp; | ✠AMS | |
| LQSF | 2D;SUB.SIG;Wireless;W. Bal; 7BH | | | \| 30′ | 7500 | | | S. B. Corp.) | | 3SB;Sun S. B. Corp; | S.S.No.2,NO4,26; | |
| | 6BH to Fbd dk | | | | | | | | | 7200HS;WP190lbs;2500IHP;EAC; | M.&B.S;n shft4,26;Clh BB;CL | |
| | 1BH to 2d dk | | | | | | | | | Dkd,rps4,26 | | |
| | Oil fuel F. P. above 150° F. C-35 | | | | | | | | | | | |
| | W.B.—A.P.48t;D.B.311′1119t; D. | T.27′6 | 41t... | .....F.P.108t | | | | | | | | |
| | F.O.....D.B.268′ 854t; D. | T.27′6 | 01t; S. | T.62t..... | | | | | | | | |
| 3970 | **Diomed** | Scw | Br | Liverpool | 6340 | | 1922 | Belfast, | China | Stm Tbns; | | |
| 145,930 | Steel | Twin | 491 | 62.4 \| 31.1 | 10354 | | | (Workman, [Ire. | Mutual Steam | Dkd7,26 | | |
| KMCV | 3D;Wireless;W. Bal | | P67′ | B121′ F58′ | | | | Clark & Co., Lim.) | Nav. Co. (Lim.) | | | |
| 3971 | **Dione** | Scw | Ger | Hamburg | 656 | | 1905 | Bergen, | Wachsmuth | 3Cyl TE16,25,43x30; | | G |
| | xFenix Steel | | 228.7 | 35.2 \| 15.7 | 1107 | | | (Laxevaags [Nor | & Krogmann | 1SB;WP160lbs | | |
| RCFM | 1D;W. Bal 4BH | | P19′ | B61′ F25′ | | | | Msk. & Jrnskb.) | | | | |
| 3972 | **Dionyssios Stathatos** | Scw | Grk | Ithaca | 3335 | | 1919 | Birkenhead, | D. A. | 3Cyl TE27,44,73x48; | | BL |
| | Steel | | 400 | 52.4 \| 28.4 | 5450 | | 9 | (Cammell [Eng. | Stathatos S.S. | 3SB;WP180lbs | | |
| JCRQ | 1D;Web frms;W. Bal;Wireless 7BH | | P49′ | B113′ F40′ | | | | Laird & Co., Lim.) | Co. (Lim.) | | | |
| 3973 | **Diplomat** | Scw | Br | Liverpool | 5255 | | 1921 | Glasgow, | Charente | Stm Tbns; | | BL |
| 145,878 | Steel | | 482.1 | 58.4 \| 33.4 | 8240 | | 9 | (C. Connell [Scot. | S.S. Co. (Lim.) | 2DB;2SB;WP200lbs | | |
| KJRF | 2D;Wireless;W. Bal 9BH | | P54′ | B188′ F51′ | | | | & Co., Lim.) | | | | |
| 3974 | **Dirigo** | Scw | Am | Pt. Arthur | 4063 | | 1919 | Bath, | Texas Co., | 3Cyl TE26,44,74x51; | | BL |
| 217,554 | Steel | | 416.8 | 56.1 \| 31.1 | 6530 | | 2 | (Texas [Me. | Inc. | 3WTB;WP200lbs;3000IHP | | |
| LPTH | 2D;Long. frmg;Mchy aft; 16BH | | P107′ | B25′ F33′ | | | | S.S. Co.) | | | | |
| | Web frms;Oil fuel;Oil in bulk; | | | | | | | | | | | |
| | SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 3975 | **Disa** | Scw | Swd | Stockholm | 1104 | | 1918 | Shanghai, | Rederi A/B. | 3Cyl TE18,29,50x36; | | N |
| | xSolvoer Steel | | 266.3 | 42.3 \| 18 | 1969 | | 8 | (Shanghai [China | Disa | 2SB;WP180lbs | | |
| KFGP | 1D;Wireless;W. Bal 4BH | | P23′ | B71′ F30′ | | | | D. & E. Co., Lim.) | | | | |
| 3976 | **Disciplina** | Scw | It | Genoa | 1711 | | 1908 | Newcastle, | Garibaldi, | 3Cyl TE23,37,61x39; | | I |
| 987 | xAmlcare Cipriani Steel | | 313 | 45 \| 20.5 | 3004 | | 11 | (Wood, [Eng. | Soc. An. Coop. | 2SB;WP180lbs | | |
| NCXD | 1D;Deep frng;W. Bal 5BH | | P27′ | B96′ F29′ | | | | Skinner & Co.,Lim.) | fra Lavoratori | | | |
| | | | | | | | | | del Mare | | | |
| 3977 | **Discover** | Scw | Am | ---------- | ------- | | 1919 | Brooklyn, | U. S. Govt. | 3Cyl TE19,29,46x30; | | |
| | xAuk Steel | | 180 | 35.3 \| 17.2 | | | 2 | (Todd [N. Y. | (Coast & | 2WTB;WP250lbs;2000IHP | | |
| | 2D;W. Bal; 11BH | | | | | | | Shipyard Corp.) | Geodetic Survey.) | | | |
| | Oil fuel | | | | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth \| Dth. Deck Erections Mld. | Tons Net Gross D W | Freeboard. Corresponding Draft. | Built. When | Where. Builder | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3978 | **Discoverer** | Scw | Br | Liverpool | 3401 | | 1913 | Glasgow, | Charente | 3Cyl TE24½,42½,72x54; | | BL |
| 135,528 | Steel | Sch | 410 | 52.4 \| 30.5 | 5415 | | 12 | (C. Connell & Co., Lim.) [Scot. | S.S. Co. (Lim.) | 2DB;1AuxSB;WP215lbs | | |
| JDPS | 2D;Wireless;W. Bal;Oil fuel 7BH | | P35′ | B138′ F52′ | | | | | | | | |
| 3979 | **Discovery** | Bk | Br | Stanley | 357 | | 1901 | Dundee, | Govt. of the | Wd; | | V |
| 114,675 | | Aux | 179.3 | F. I. | 736 | | | (Dundee Shipbuilders Co., Lim.) [Scot. | Falkland Islands | 3Cyl TE14,22,36x30 | | |
| GWSF | 2D;B;Wireless;W. Bal | | | 34 \| 18.5 | | | | | | | | |
| 3980 | **District of Columbia** | Scw | Am | Wash'ton | 1240 | | 1925 | Wilmington, | Norfolk & | 1Cyl TE23½,37,43,43x42; | | |
| 224,391 | Steel | | 297.8 | 51 \| 16.3 | 2128 | | 2 | (Pusey & Jones.) [Del. | Washington Steamboat Co. | 4SB;WP180lbs;2400IHP. | | |
| MFRH | 2D;B 6BH | | | | | | | | | | | |
| 3981 | **District of Columbia** | Scw | Am | Baltimore | 4677 | 8′ 1½″ | 1921 | Baltimore, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ Oil Carrier. | |
| 221,046 | Steel | | 431 | 59.2 \| 31.4 | 7641 | 25′ 3½″ | 2 | (Baltimore D. D. & S. B. Co.) [Md. | ping Board | W. & A. Fletcher Co; | ✠AMS | |
| MCKV | 2D;Long frmg;W. Bal; 17BH | | | 33′ 3″ | 10250 | | | | | 3SB;Baltimore D. D. & S. B. Co; | S.S.No.1,Bost5,25; | |
| | Wireless; 13BH to Fbd dk | | P105′ | B36′ F39′ | | | | | | 7926HS;WP200lbs;2800SHP;EAC. | n shft6,24;M.&B.S.5,25; | |
| | Mchy aft; 4BH to 2d dk | | | | | | | | | Dkd,d rpd5,26;Exmd7,26 | C1h BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.60t;D.B.54′132t. | | D.T. | f.40′453t;F.P.12 | 0t | | | | | | | |
| | F.O. D.T.a | 16′820 | t; D.T. | f.40′423t. | .. | | | | | | | |
| 3982 | **Dixiano** | Scw | Am | New York | 2613 | 5′ 11½″ | 1921 | Mariners | American | 3Cyl TE23,39,66x42; | ✠A1Ⓔ Oil Carrier. | |
| 221,349 | Steel | | 360 | 50.2 \| 29.2 | 4323 | 23′ 2½″ | 7 | Harbor, N. Y. (Staten Island S. B. Co.) | Sugar Trans. Corp. | Staten Island S. B. Co; | ✠AMS | |
| MCTV | 2D;Mchy aft; 13BH | | | 29′ | 6300 | | | | | 2SB;Staten Island S. B. Co; | S.S.No.1,NO6,25; | |
| | Long. frmg; 11BH to Fbd dk | | P90′ | B36′ F34′ | | | | | | 6036HS;WP210lbs;2000IHP;EAC; | shft drn11,24;M.&B.S.6,25; | |
| | Wireless; sub.sig; 2BH to 2d dk | | | | | | | | | Dkd,d rpd2,26 | SBP;CL | |
| | Oil fuel F. P. above 150° F. C-34 | | | | | | | | | | | |
| 3983 | **Dixie** | Scw | Am | New York | 2905 | | '93 | Newport | Robert | 2-3Cyl TE32,52,84x54; | | |
| 136,348 | xEl Rio Steel | Twin | 380.5 | 48 \| 23.9 | 4665 | | 1 | News, Va. (Newport News S. B. & D. D. Co.) | Collyer | 3DB;WP160lbs;3700IHP | | |
| KLNQ | 3D 5BH | | | | | | | | | | | |
| 3984 | **Dixie** | Scw | Am | New York | 74 | | '97 | Brooklyn, | New York | 2CylC15,30x18; | | |
| 77,277 | xGeneva Wood | | 89.7 | 20.9 \| 10.3 | 109 | | | N. Y. | Marine Co. | 1SB;WP150lbs;430IHP. | | |
| | 1D 4BH | | | | | | | | | | | |
| 3985 | **Dixie Arrow** | Scw | Am | New York | 4960 | 5′ 2″ | 1921 | Camden, | Standard | 4Cyl QE24,36,51,75x51; | ✠A1Ⓔ With Freeboard. | |
| 221,735 | Steel | | 468.3 | 62.7 \| 32 | 8046 | 27′ 1″ | 11 | (New York S. B. Corp.) [N. J | Transportation Co. | New York S. B. Corp; | Oil Carrier. | |
| MDHC | 2D;Super dk;Long. frmg; 17BH | | | 32′ | 12500 | | | | | 3SB;New York S. B. Corp; | ✠AMS | |
| | Mchy aft;sub.sig; 8BH to Fbd dk | | P62′ | B33′ | | | | | | 9052HS;WP220lbs;3200IHP;EAC; | S.S.No.1,NY6,26; | |
| | Wireless; 6BH to 2d dk | | | | | | | | | DB;d rpd8,25;Dkd,s rps10,26 | M.&B.S;n shft6,26;C1h BB;CL | |
| | 3BH to Super dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-40 | | | | | | | | | | | |
| | W.B.—A.P.131t;D.B.a98′472t; T. | D.a103 | t. | D.T.f40′ | 440t; | F.P.229t | | | | | | |
| | F.O. D.T.a | | | 19′853t;D.T.f40′ | 410t | | | | | | | |
| 3986 | **Djambi** | Scw | Hol | Rotterd'm | 4480 | | 1919 | Rotterdam, | Rotter- | Stm Tbns; | | V |
| | Steel | | 444 | 54 \| 34.4 | 7002 | | | (Mij Fijenoord.) [Hol. | damsche Lloyd | 2SB;2DB;WP200lbs;3600SHP. | | |
| NMFQ | 3D;Wireless;W. Bal 9BH | | B139′ | F38′ | | | | | | | | |
| 3987 | **Djember** | Scw | Hol | Rotterd'm | 4481 | | 1914 | Rotterdam, | W. Ruys & | 3Cyl TE29,48,82½x54; | | V |
| | Steel | | 444 | 54.3 \| 34.2 | 7058 | | | (Bonn & Mees.) [Hol. | Zonen, Mgrs. | 2SB;2DB;WP200lbs;3750IHP. | | |
| NMFV | 3D;Wireless;W. Bal 7BH | | | | | | | | | | | |
| 3988 | **Djerissa** | Scw | Br | Swansea | 2361 | | 1910 | W. Hartle- | F. C. Strick | 3Cyl TE24,38,64x42; | | BL |
| 128,910 | Steel | | 350.1 | 50.1 \| 23.6 | 3723 | | 5 | (W. Gray & Co., Lim.) [pool, Eng. | & Co. (Lim.), Mgrs. | 2SB;WP180lbs | | |
| HQWD | 1D;Wireless;W. Bal 6BH | | P29′ | B67′ F33′ | | | | | | | | |
| 3989 | **Djumhouriet** | Scw | Trk | Constnt'pl | 2479 | | '94 | Dumbarton, | Adminis- | 3Cyl TE28,47,76x54; | | |
| | xQueen Olga Steel | Sch | 371.2 | 45.1 \| 27.5 | 4179 | | 1 | (W. Denny & Bros.) [Scot. | tration de Nav. a Vap. Turque | 4SB | | |
| | 3D;W Bal 7BH | | P36′ | B152′ F40′ | | | | | | | | |
| 3990 | **Dochet** | Scw | Am | Wilm'gton | 3045 | 6′ 8″ | 1919 | Arlington, | Finkbine | 3Cyl TE24,40,70x48; | ✠A1Ⓔ | |
| 218,390 | Steel | | 386.8 | 52.2 \| 27.4 | 4834 | 23′ 6″ | 7 | (Downey S. B. Corp.) [S. I. | Guild Transp. Co., Inc. | Downey S. B. Corp; | ✠AMS | |
| LRSN | 2D;sub.sig; 7BH | | | 30′ | 7500 | | | | | 3SB;Sun S. B. Corp; | S.S.No.1,NY8,23; | |
| | W. Bal; 6BH to Fbd dk | | | | | | | | | 7200HS;WP190lbs;2500IHP;EAC; | n shft5,23;M.S.8,23; | |
| | 1BH to 2d dk | | | | | | | | | Dkd,d rpd10,26 | B,S;sbft drn2,26;C1h BB;CL | |
| | Oil fuel F. P. above 150° F. C-35 | | | | | | | | | | | |
| | W.B.—A.P.48t;D.B.311′1119t; D. | T.27′6 | 41t. | F.P.108t | | | | | | | | |
| | F.O. D.B.268′ 854t; D. | T.27′6 | 01t; S. | T.62t. | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3991 | **Dockton** | Sch | Nor | Hauges'nd | 1349 | | 1919 | Dockton, | O. A. S. | Fir,Gif;2BH; | | |
| | 4 M | Aux | 237.1 | 45.6 \| 18.7 | 1698 | | | (Martin- [Wash. | Knut-Knutsen | 2-4CylOilEng14x16;480IHP. | | |
| LBCF | 1D;B | Twin | P28′ | F53′ | | | | olich S. B. Co.) | | | | |
| 3992 | **Docteur Pierre Benoit** | Scw | Fr | Marseilles | 4973 | | 1918 | Uraga, | Messageries | 2-3CylTE22,36,60x48; | | V |
| | Steel | Twin | 445 | 58 \| 37.6 | 7914 | | 5 | (Uraga [Jap. | Maritimes | 1SB;WP200lbs;3700IHP. | | |
| OFRI | 2D;W. Bal;Wireless 8BH | | | | | | | Dock Co., Lim.) | | | | |
| 3993 | **Doewa** | MV | Br | London | 198 | | 1915 | Middlesbro, | Asiatic | 4-2CylOilEng15x16½ | | |
| 138,934 | xWar Vessel Steel | Quad | 170.1 | 31.2 \| 11.3 | 481 | | | (Sir R. [Eng. | Petroleum Co., | | | |
| | 1D;Oil in bulk;W. Bal | | | | | | | Dixon & Co., Lim.) | Egypt (Lim.) | | | |
| 3994 | **Dohodak** | Scw | J Slv | | 1891 | | '92 | W. Hartle- | Parabrod- | 3CylTE23,37,61x39; | | BL |
| | xStarlight Steel | | 314.2 | 40.6 \| 21 | 2944 | 4 | pool, Eng. | orska | 2SB;WP160lbs;DB | | |
| | 1D;B;Well dk;Web frms; 5BH | | Q133′ | B126′ F33′ | | | | (Irvine & Co.) | Akcionarasko | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3995 | **Dola** | Scw | Br | Vancouv'r | 112 | | 1907 | Vancouver, | Canadian | 3CylTE10,17,28x20; | | |
| 122,517 | Wood | | 96.3 | 21.8 \| 10.9 | 176 | | 6 | (Wallace [Can. | Pacific Ry. Co. | 1SB;39RHP | | |
| | 1D | | | | | | | Shipyards, Lim.) | | | | |
| 3996 | **Dolius** | MV | Br | Liverpool | 3645 | | 1924 | Greenock, | A. Holt & | 2-4CylStm&OilEngs22x36; | | BL |
| 147,247 | Steel | Twin | 407 | 52.2 \| 28.4 | 5994 | | 4 | (Scotts S. B. [Scot. | Co., Mgrs | 2 Regenerators; | | |
| KQJG | 2D;Oil fuel;W. Bal 8BH | | P39′ | B133′ F42′ | | | | & E. Co., Lim.) | | Dkd10,26 | | |
| 3997 | **Dolly** | Scw | Grk | Ithaca | 680 | | '99 | Newcastle, | J. Mesene | 3CylTE18½,30,49x33; | | BL |
| | xShenstone xMelrose Abbey Steel | | 212.3 | 35 \| 14.1 | 1095 | | 11 | (W. [Eng | | 1SB;WP160lbs | | |
| JFWB | 1D;Well dk;Web frms;W. Bal 4BH | | P18′ | B46′ F24′ | | | | Dobson & Co.) | | | | |
| 3998 | **Dolphin** | Scw | Chl | Valparaiso | 498 | | '92 | Wilmington, | J. M. Lorca | 2-3CylTE16,22,40x26; | | |
| | xThe Foster Steel | Twin | 213 | 32 \| 15 | 324 | | 5 | Del. | | 2CRTB;WP160lbs | | |
| | 1D;Wireless 4BH | | | | | | | (Harlan & Hollingsworth Co.) | | | | |
| 3999 | **Dolphin** | Scw | Am | New York | 193 | | 1913 | Port Rich- | U. S. Ship- | 2CylC20,42x28; | | |
| 211,187 | xHamburg American Line No. 3 Steel | | 111.8 | 27.6 \| 14.4 | 284 | | 5 | mond, N. Y. | ping Board | 2SB;WP165lbs;300IHP | | |
| | 1D 5BH | | | | | | | (Staten Island S. B. Co.) | | | | |
| 4000 | **Dolphin** | MV | Am | New York | 214 | | 1922 | Newport | Mortimer | 2-4CylOilEng12$\frac{1}{16}\frac{5}{16}$x18; | | |
| 222,157 | Steel | Twin | 169.1 | 24 \| 13.1 | 495 | | | News, Va. | L. Schiff | 1000IHP. | | |
| MDPN | Wireless | | | | | | | (Newport News S. B. & D. D. Co.) | | | | |
| 4001 | **Dolphin Shell** | Bk | Br | London | 1603 | | '97 | Pt. Glasgow, | Anglo- | Stl,8BH; | | BL |
| 108,228 | xDalbadarn Castle | Aux | 267 | 40.1 \| 23.5 | 2008 | | 7 | (W. [Scot. | Saxon Petroleum | 2-4CylOilEng16½x18$\frac{5}{8}$ | | |
| PSHV | 2D;Wireless;Oil in bulk | Twin | P33′ | F30′ | | | | Hamilton & Co.) | Co. (Lim.) | | | |
| 4002 | **Dom Pedro II** | Scw | Brz | Rio Jan'ro | 3017 | | 1910 | Glasgow, | Lloyd | 2-4CylQE23,33,47,67x48; | | |
| | xLevuka Steel | Twin | 400.4 | 55 \| 30.7 | 6129 | | 4 | (A. Stephen [Scot. | Brasileiro | 6SB | | |
| | 3D;Shade dk;Wireless;W. Bal 7BH | | | | | | | & Sons, Lim.) | | | | |
| | *(now Pedro II)* | | | | | | | | | | | |
| 4003 | **Domingo de Larrinaga** | Scw | Br | Liverpool | 2651 | | '99 | Pt. Glasgow, | Domingo | 3CylTE27,43,72x48: | | C |
| 110,587 | Steel | Sch | 375.6 | 48 \| 26.1 | 4076 | | 7 | (R. Duncan [Scot. | de Larrinaga | 2SB;WP180lbs;s rps9.26 | 2dS.S.No.3,Ncsl8,23; | |
| RFTP | 2D;Deep frmg;Wireless;W. Bal 6BH | | P37′ | B100′ F37′ | | | | & Co., Lim.) | S.S. Co. (Lim.) | | B.S;shft drn12,25;M.S.4,26 | |
| 4004 | **Domingo F. Sarmiento** | Sch | Arg | Buen Aires | 1239 | | 1901 | Millbridge, | Ivaq. | O,Hw,Hk,YP;Icf(Sltd) | — Exp | |
| | xMargaret xFrances C. Tunnell | 4 M | 217.1 | 41 \| 19.6 | 1476 | | 11 | (Warren Me. | Figuera & Cia. | | | |
| | 2D | | | | | | | Sawyer.) | | | | |
| 4005 | **Dominica** | Scw | Br | Bermuda | 3002 | | 1913 | W. Hartle- | Bermuda & | 3CylTE28,46,77x48; | | BL |
| 132,840 | xDigby Steel | | 350.8 | 50 \| 31.6 | 4856 | | 4 | pool, Eng. | West Indies S.S. | 3SB;WP180lbs | | |
| JCDG | 2D;Shel dk;Wireless; 6BH | | B128′ | F43′ | | | | (Irvine's S. B. & D. D. Co., Lim.) | Co. (Lim.) | | | |
| | SUB.SIG;W. Bal | | | | | | | | | | | |
| 4006 | **Dominion Coal Co. No. 7** | Brg | Br | | | | 1903 | Parrsboro, | Century | O | | |
| | | | 170 | 34.6 \| 13.6 | 700 | | | (Parrsboro [N. S | Coal Co. | | | |
| | 1D | | | | | | | S. B. Co.) | | | | |
| 4007 | **Dominion Coaster** | Sch | Br | Halifax | 112 | | 1923 | Chester | Dominion | Wd; | | |
| 150,475 | | Aux | 110.7 | 21.7 \| 10 | 165 | | Basin, N. S. | S.S. Co. (Lim.) | 2-3CylOilEng10½x12½ | | |
| | 1D | Twin | | | | | | (Chester Basin S. B., Lim.) | | | | |
| 4008 | **Dominion Shipper** | MV | Br | Halifax | 268 | | 1925 | Mahone Bay | Dominion | 2-4CylOilEng10½x12½; | — — | |
| 151,086 | O,Sp,Bch,OP;Gff | Aux | 140.3 | 23.4 \| 12 | 339 | | 4 | (F. S. [N. S. | S.S. Co. (Lim.) | 200BHP | — — | |
| | 1D 2BH | Twin | | | | | | Burgoyne.) | | | Suspended11,25 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4009 | **Domino** | Scw | Am | New York | 1903 | 4′ 4″ | 1919 | Wilmington, | American | 3Cyl TE 22,37½,60x42; | ✠A1Ⓔ | |
| 218,816 | xDelco Steel | | 328 | 46.2 \| 22.9 \| 25′ 5½″ | 3170 | 21′ 3½″ | 9 | (Bethlehem [Del S. B. Corp.) | Sugar Trans. Co. | Bethlehem S. B. Corp; | ✠AMS | |
| LSPR | 1D;Long. frmg;Wireless; 7BH | | | | 5100 | | | | | 2SB;Bethlehem S. B. Corp; | S.S.No.1,NY9,23; | |
| | SUB.SIG;W. Bal; C-32 | | P32′ | B94′ F37′ | | | | | | 4932HS;WP190lbs;1650IHP; | M.&B.S.9,23;n shft11,26; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | d rpd11,24;Dkd,s rps11,26 | SBP;CL | |
| | W.B.—A.P.282t;D.B.252′693t; D. | T.26′7 | 41t; F. | P.78t | | | | | | | | |
| | F.O.—A.P.263t;D.B.232′558t; D. | T.26′6 | 92t; F. | P.73t | | | | | | | | |
| 4010 | **Domira** | Scw | Br | Glasgow | 2412 | | 1924 | W. Hartle- | Glasgow | 3Cyl TE 25,40,67x45; | | BL |
| 147,911 | Steel | | 352.2 | 50 \| 24.7 | 3852 | | 7 | (W. [pool, Eng. | United Shipping | 2SB;WP180lbs | | |
| KRFL | 1D;Wireless;W. Bal 6BH | | P30′ | B113′ F35′ | | | | Gray & Co., Lim.) | Co. | | | |
| 4011 | **Domlou Pounar** | Scw | Trk | Constnple | 1261 | | '88 | Hamburg, | Sadik Zade | 3Cyl TE 22,35,58x39; | | G |
| | xMarga Hemsoth xAlpha Steel | | 290.1 | 36.4 \| 22.2 | 1991 | | 11 | (Blohm [Ger. | Freres & Co. | 2SB;WP160lbs | | |
| | 2D;B;SUB.SIG;Wireless;W. Bal 6BH | | P50′ | B22′ F45′ | | | | & Voss.) | | | | |
| 4012 | **Don Carlos** | Scw | Chl | Valparaiso | 1114 | | 1905 | Pt. Glasgow, | Cia. Minera | 3Cyl TE 22,35,59x39; | | |
| 972 | Steel | | 280 | 40 \| 18.3 | 2017 | | 12 | (Clyde S. B. [Scot | e Industrial de | [illegible] | | |
| HBGM | 1D;Deep frmg;W. Bal 4BH | | P27′ | B66′ F37′ | | | | & E. Co., Lim.) | Chile | | | |
| 4013 | **Don Luis** | Scw | Chl | Valparaiso | 1653 | | 1906 | Hull, | Cia. Minera | 3Cyl TE 23,37,61x42; | | BL |
| 928 | xTeno Steel | | 340 | 40.2 \| 21.5 | 2629 | | 10 | (Earle's [Eng | e Industrial de | 2SB;WP150lbs | | |
| HBKR | 2D;Deep frmg;W. Bal 5BH | | P15′ | B72′ F39′ | | | | Co., Lim.) | Chile | | | |
| 4014 | **Don Ricardo** | Scw | Chl | Valparaiso | 1661 | | 1906 | Hull, | Cia. Minera | 3Cyl TE 23,37,61x42; | | BL |
| | xNordvaag xArly Steel | | 340.1 | 40.1 \| 21.2 | 2700 | | 12 | (Earle's [Eng. | e Industrial de | 2SB;WP170lbs | | |
| | 2D;Deep frmg;Wireless;W. Bal 5BH | | P15′ | B72′ F39′ | | | | Co., Lim.) | Chile | | | |
| 4015 | **Donald** | Brg | Am | N. London | 312 | | '83 | Mystic, | Thames | O,YP,Gif | | |
| 35,475 | | | 152 | 38 \| 10.6 | 323 | | | Conn | Tow Boat Co | | | |
| 4016 | **Donald** | Brg | Am | Gilders've | 434 | | 1910 | Gildersleeve, | Louis Gil- | Wd,If | | |
| 164,301 | 1D | | 116 | 30 \| 12 | 451 | | | (Gilder- [Conn | dersleeve | | | |
| | | | | | | | | sleeve S. B. Co.) | | | | |
| 4017 | **Donald McKay** | Scw | Am | Phila. | 3415 | 7′ 10½″ | 1920 | Chester, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,799 | Steel | | 400.7 | 54.2 \| 30.2 \| 32′ 10″ | 5535 | 25′ 2″ | 6 | (Merchants [Pa. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LWDB | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | | | 8736 | | | S. B. Co.) | | 3WTB;D. Connelly Blr. Co; | S.S.NY11,20;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P36′ | B124′ F44′ | | | | | | 9459HS;WP200lbs;3000SHP; | (Laid up) | |
| | W.B.—A.P.147′D.B.338′1312t; | D.T.27 | '846t;F | .P.123t | | | | | | Dkd11,20;s rps8,21 | | |
| | F.O.....D.B.284′1092t; | D.T.27 | '790t.. | ..... | | | | | | | | |
| 4018 | **Donald II** | Sch | Br | St. John's | 200 | | 1919 | Shelburne, | Tampa | Wd;Gif (Sltd) | | |
| 141,461 | 1D | | 109.6 | 27 \| 11.2 | 215 | | | (Shelburne [N. S. | Shipping Co. | | | |
| | | | | | | | | S. B. Co., Lim.) | (Lim.) | | | |
| 4019 | **Donald Stewart** | Scw | Br | Middlsbro | 1074 | | 1923 | Middlesbro, | Bruce | 3Cyl TE 16,26,44x33; | | BL |
| 147,765 | Steel | | 250 | 42.7 \| 16.1 | 1781 | | 5 | (Smith's [Eng. | Trading Co. | 2SB;WP180lbs;858IHP. | | |
| | 1D;Well dk;Mchy aft;W. Bal 3BH | | | F36′ | | | | Dock Co., Lim.) | (Lim.) | | | |
| 4020 | **Donau** | Scw | Hol | Rotterd'm | 1528 | | 1922 | Rostock, | N. V. | 3Cyl TE 21,34,56x37; | | G |
| | xOsterndorf Steel | | 311.6 | 45.3 \| 19 | 2582 | | 3 | (A. G. [Ger. | Stoomv. Maats. | 2SB;WP199lbs | | |
| NMGQ | 1D;SUB.SIG;Wireless;W. Bal 4BH | | P & B | 207′ F31′ | | | | "Neptun.") | "Vredebest" | | | |
| 4021 | **Donax** | Scw | Br | London | 2172 | | 1913 | Newcastle, | Anglo-Saxon | 3Cyl TE 25,41,66x45; | | BL |
| 135,268 | Steel | Sch | 348.5 | 47 \| 25 | 3740 | | 9 | (Palmer's [Eng. | Petroleum Co. | 2SB;WP180lbs | | |
| JDBV | 2D;Mchy aft; 14BH | | P79′ | B34′ F34′ | | | | Co., Lim.) | (Lim.) | | | |
| | Oil in bulk;Web frms; | | | | | | | | | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 4022 | **Donna Lane** | MV | Am | Seattle | 1597 | | 1919 | Seattle, | Utopian | 2-6Cyl Oil Eng 16x24; | | BL |
| 220,664 | Wood | Twin | 245.5 | 46.7 \| 23.6 | 2185 | | 12 | (J. H. [Wash | Fisheries | 1280IHP. | | |
| MBPK | 2D;Mchy aft;Wireless | | P57′ | F37′ | | | | Price S. B. Corp.) | | | | |
| 4023 | **Donnacona** | Scw | Br | ..... | 6086 | | 1914 | Pt. Arthur, | Canada S.S. | 3Cyl TE 24,39,65x42; | | BL |
| 134,015 | xW. Grant Morden Steel | | 604 | 59 \| 32 | 8611 | | 5 | (Western [Ont. | Lines (Lim.) | 2SB;WP170lbs;2000IHP | | |
| | 1D;Long. frmg;Mchy aft; 4BH | | F44′ | | | | | D. D. & S. B. Co.) | | | | |
| | Web frms;Wireless;W. Bal | | | | | | | | | | | |
| 4024 | **Donnetta** | Scw | Am | ..... | 782 | | '98 | Sunderland, | ..... | 3Cyl TE 19,31,51x33; | ✠ — — | |
| 212,821 | xJeannette Steel | Sch | 235.5 | 34.3 \| 14.5 \| 17′ 2″ | 1249 | | 10 | (S. P. [Eng. | | 1SB;WP160lbs;700IHP | — — | |
| LDVC | 1D;B;Oil fuel 4BH | | P26′ | B46′ F25′ | 1650 | | | Austin & Son, Lim.) | | | Cancelled 2,23 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4025 | **Doon** | Bkt | Am | Mobile | 782 | | '77 | Glasgow, | Horace | I;1BH | | |
| 215,761 | | | 195.7 | 32.9 \| 19.1 | 848 | | 10 | (London & Glasgow Co.) [Scot. | Turner | | | |
| LJFP | 1D;B | | | | | | | | | | | |
| 4026 | **Doonholm** | Scw | Br | Liverpool | 2777 | | 1907 | Pt. Glasgow, | J. Edgar & | 3Cyl TE 25,42,68x48; | | BL |
| 124,070 | xHilglen Steel | | 385 | 49.9 \| 18.4 \| 26.4 | 4291 | | 6 | (Russell [Scot. & Co.) | Co., Mgrs. | 3SB;WP180lbs | | |
| HKSR | 1D;Spar dk;Deep frmg; 6BH | | P30' | B108' F41' | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4027 | **Dora** | Brg | Am | Mobile | 518 | | 1920 | Pascagoula, | R. H. | YP;If | | |
| 169,382 | | | 145.1 | 35 \| 9.7 | 518 | | | Miss. | Radcliff | | | |
| | 1D;B | | | | | | | | | | | |
| 4028 | **Dora Baltea** | Scw | It | Genoa | 2617 | | 1901 | Muggiano, | Soc. di | 3Cyl TE 21½,35,59x39; | | I |
| 8 | Steel | Sch | 343 | 47.5 \| 23.7 | 4080 | | 3 | (Cant. Nav. [It. di Muggiano.) | Nav. "Alta Italia" | 2SB;WP180lbs | | |
| NKWC | 1D;Shel dk;Web frms;W. Bal 6BH | | | | | | | | | | | |
| 4029 | **Dora C.** | Scw | It | Trieste | 3588 | | 1922 | Monfalcone, | Cosulich | 3Cyl TE 26,42,70x48; | | BL |
| 103 | xDora Steel | | 390 | 53.9 \| 29.5 | 5858 | | 8 | (Cant. [It. Nav. Triestino.) | Soc. Triestina di Nav. | 3SB;WP180lbs;Dkd,s rps6,25 | | |
| NKVR | 1D;Shel dk;Oil fuel; 13BH | | P123' | B36' F39' | | | | | | | | |
| | Oil in bulk;Mchy aft;Wireless;W. Bal | | | | | | | | | | | |
| 4030 | **Dora Weems** | Scw | Am | Baltimore | 1368 | 3' 4" | 1918 | Buffalo, | Baltimore & | 3Cyl TE 19,32,56x36; | ✠A1Ⓔ | |
| 217,057 | xLake Galera Steel | | 251 | 43.5 \| 22.4 \| 24' 2½" | 2316 | 21' | 10 | (Buffalo [N. Y. D. D. Co.) | Carolina S.S. Co. | Worthington Pump & Mchy. Corp; | ✠AMS | |
| LNHC | 1D;W. Bal;Wireless;SUB.SIG. 4BH | | P25' | B64' F23' | 3560 | | | | | 2SB;Lake Erie Bir. Wks; | M.&B.S;shft drn5,25; | |
| | C-28 | | | | | | | | | 114GS;5466GS;WP180lbs;1400IHP; | SSP;CL | |
| | | | | | | | | | | EAC;Dkd,s rps5,25 | | |
| | W.B.—A.P.93t;D.B.208'538t; F.P .59t | | | | | | | | | | | |
| 4031 | **Dorchester** | Scw | Am | Baltimore | 3456 | 8' 9½" | 1926 | Newport | Merchants | 4Cyl TE 25,42½,54,54x48; | ✠A1Ⓔ With Freeboard. | |
| 225,751 | Steel | | 350.7 | 52.2 \| 16 \| 27' 9" | 5649 | 19' 1" | 7 | News, Va. (Newport News S. B. & D. D. Co.) | & Miners Transp. Co. | Newport News S. B. & D. D. Co; | ✠AMS | |
| MGDN | 3D;Super dk; 6BH | | | | | | | | | 4SB;Newport News S. B. & D. D. Co; | C!h BB;CL | |
| | Long. frmg; 1BH to Super dk | | | | | | | | | 9740HS;WP200lbs;2700IHP;EAC | | |
| | W. Bal;Wireless; 1BH to Fbd dk | | | | | | | | | | | |
| | SUB.SIG; 4BH to 2d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-34 | | | | | | | | | | | |
| | W.B.—A.P.41t.....D.B.294' F.O.—.....W.T.240t;D.B.108' | 687t;F. 360t... | P.102t ..... | | | | | | | | | |
| 4032 | **Dorchester** | Scw | Am | Baltimore | 1875 | | '89 | Wilmington, | Merchants | 3Cyl TE 24,39,59x48; | | |
| 157,238 | Iron | Sch | 261 | 40 \| 15.3 | 2537 | | 1 | (Harlan & Hollingsworth.) [Del. | & Miners Trans. Co. | 4CRTB;WP155lbs; | | |
| KGDQ | 3D;Wireless;Web frms 5BH | | | | | | | | | 1500IHP;Exmd11,26 | | |
| 4033 | **Dorchester** | SW | Am | Baltimore | 580 | | 1912 | Sparrows Pt. | Balt. Chesa- | 2Cyl 30,30x96; | | |
| 210,650 | Steel | | 192 | 36.2 \| 10.2 | 1085 | | 10 | (Maryland [Md. Stl. Co.) | peake & Atlantic Rlwy. Co. | 1000IHP. | | |
| | 1D;B 5BH | | | | | | | | | | | |
| 4034 | **Dorchester** | Brg | Br | Kingston | 370 | | '78 | Quebec, | Atlas Sand | O | | |
| 74,280 | | | 148.5 | 27.1 \| 11.1 | 375 | | rb'05 | (Simpson [Que. & Co.) | Co. | | | |
| | 1D | | | | | | | | | | | |
| 4035 | **Dordogne** | Scw | Fr | ..... | 5954 | | 1914 | Newcastle, | French | 4Cyl QE 28,41,58,84x54; | | |
| | xSilverlip xSan Isidoro Steel | | 530.2 | 66.6 \| 33.4 | 9718 | | 3 | (Armstrong, Whitworth & Co., Lim.) [Eng. | Govt. | 4SB;WP220lbs | | |
| | 2D;Shel dk;Long. frmg; 20BH | | | | | | | | | | | |
| | Web frms;Mchy aft;Wireless;W. Bal | | | | | | | | | | | |
| 4036 | **Dorelian** | Scw | Br | Liverpool | 4069 | | 1923 | Glasgow, | F. Leyland | 4Cyl QE 23½,34,49,70x51; | | BL |
| 147,212 | Steel | | 400.4 | 52.4 \| 35 | 6431 | | 5 | (D. & W. Henderson & Co., Lim.) [Scot. | & Co. (Lim.) | 4SB;WP215lbs | | |
| KPBJ | 2D;Shel dk;SUB.SIG; 7BH | | B143' | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4037 | **Dori** | Scw | It | Palermo | 2261 | | '97 | Sunderland, | Antonino | 3Cyl TE 24,40,66x45; | | C-I |
| 126 | xBagnoli xAnglolina Steel | | 344 | 45 \| 26.2 | 3541 | | 4 | (Bartram [Eng. & Sons, Lim.) | Romano | 2SB;WP180lbs;1200IHP | 2dS.S.No.3,Svna9,23;A.S.3,26; | |
| NKWE | xQueen Mary 6BH | | P30' | B82' F36' | | | | | | | shft drn9,23;M.&B.S.3,26 | |
| | 2D;Wireless;W. Bal | | | | | | | | | | | |
| 4038 | **Doric** | Scw | Br | Liverpool | 9870 | | 1923 | Belfast, | White Star | Stm Tbns | | |
| 147,215 | Steel | Twin | 575.5 | 67.9 \| 41.2 | 16484 | | | (Harland & Wolff, Lim.) [Ire. | Line | | | |
| KCPD | 4D;SUB.SIG;Wireless;D.F;W. Bal | | P54' | B313' F92' | | | | | | | | |
| 4039 | **Doricstar** | Scw | Br | London | 6576 | | 1921 | Pt. Glasgow, | Eastmans | Stm Tbns; | | BL |
| 146,193 | Steel | | 499.8 | 64 \| 37 | 10441 | | 10 | (Lithgow's Lim.) [Scot. | (Lim.) | 6SB;WP200lbs | | |
| KLGC | 3D;Oil fuel;Wireless;W. Bal 8BH | | P47' | B192' F44' | | | | | | | | |
| 4040 | **Dorie** | Scw | Br | London | 2056 | | 1911 | Stockton, | Burdick & | 3Cyl TE 24,40,65x42; | | BL |
| 129,173 | Steel | | 343 | 49 \| 22 | 3264 | | 3 | (Richardson, Duck & Co.) [Eng. | Cook, Mgrs. | 2SB;WP180lbs | | |
| HSFL | 1D;Wireless;W. Bal 6BH | | P29' | B98' F36' | | | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. Lth. \| Bth. \| Dth. / Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where Built. / Builder. | Owners. | Remarks. / Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4041 144,280 | **Dorin** xEmily 1D;Mchy aft;W. Bal | Sch Aux | Br 156 P21′ | London 25.7 \| 12.2 F17′ | 302 416 | | 1919 | Alphen a/d (D. Boot.) [Rljn. | Dorin S.S. Co. | Stl;2BH; 2CylOilEng15¾x17½ | | |
| 4042 136,786 JKBT | **Dorington Court** Steel 6BH 1D;B;Wireless;W. Bal | Scw | Br 389.6 P45′ | London 53.4 \| 26.4 B108′ F35′ | 3032 4818 | | 1915 2 | Stockton, (Richardson, Duck & Co., Lim.) [Eng. | Haldin & Co., Mgrs. | 3CylTE26,42,70x48; 2SB;1AuxSB;WP180lbs | | BL |
| 4043 | **Doris** xDondo Steel 1D;Spar dk;Wireless;W. Bal 6BH | Scw | Grk 360 P30′ | Chios 49.2 \| 17.5 B90′ F40′ | 2574 3978 | | 1908 6 | Pt. Glasgow, (Russell & Co.) [Scot. | G. F. Andreadis | 3CylTE25,41,68x48; 2SB;WP180lbs | | BL |
| 4044 146,558 | **Doris Crane** Wood 1D;Mchy aft | MV | Br 132 | London 32 \| 12 | 273 351 | | 1920 11 | Oakland, (W. F. Stone & Son.) [Cal. | Fanning Island (Lim.) | 6CylOilEng12x15 | | BL |
| 4045 218,955 LTBD | **Doris Hamlin** 1D | Sch | Am 200.5 | Boston 38.8 \| 18.5 | 960 1063 | | 1919 | Harrington, (Frye Flynn Co.) [Me. | New England Maritime Co. | O,P,Cps;Icf | | V |
| 4046 219,748 LVWT | **Dorothea** Steel 1D | Scw | Am 186 | N. Orleans 23 \| 14 | 205 420 | | '97 | Philadel- phia, Pa. | August Grimaldi | 155HP. | | |
| 4047 216,402 LKTF | **Dorothy** xBiran Steel 1D;W. Bal;Wireless; 7BH Oil fuel F. P. above 150° F. C-31 | Scw | Am 309.2 P25′ | New York 48.2 \| 21.5 \| 24′ B96′ F38′ | 1658 2873 4500 | 3′ 9½″ 20′ 5″ | 1918 6 | Wilmington, (Bethlehem S. B. Corp., Lim.) [Del | A. H. Bull S.S. Co | 3CylTE21½,35,58x42; Bethlehem S. B. Corp., Lim; 2SB;Bethlehem S. B. Corp., Lim; 121GS;4970HS;WP190lbs; 1650IHP;d rpd12,25;Dkd11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY12,24; shft drn;M.S.12,24;B.S.12,25; Cih BB;CL | |
| 4048 86,359 KMTF | **Dorothy** xGoodwin Stoddard 2D | Sch 4 M | Am 183.5 | Eastport 38.2 \| 15.7 | 758 887 | | '96 8 | Bath, (New England S. B. Co.) [Me. | Charles R. Trynor | O,YP,Gicf(Sltd) | ✠ — — Suspended9,19 | |
| 4049 166,313 | **Dorothy** 1D | Brg | Am 116 | New York 31 \| 13.7 | 490 490 | | 1916 | Rondout, (Jacob Rice & Sons.) [N. Y. | Bouchard Transportation Co. | Wd | | |
| 4050 203,813 KVTF | **Dorothy Alexander** xPresident Steel 4D;sub.sig;Wireless;W. Bal;D.F; 9BH Oil fuel F. P. above 150° F. | Scw Sch | Am 391.9 | Seattle 48.2 \| 19.7 \| 37.2 | 2546 5453 4907 | | 1907 3 | Camden, (N. Y. S. B. Co.) [N. J | Pacific S.S. Co | 3CylTE34,56,90x60; New York S. B. Co; 8SB;New York S. B. Co; 17872HS;WP180lbs;5000IHP;EAC; ds;d rpd6,26;Dkd,s rps6,26 | ✠A1 AMS 2dS.S.No.1,SanF3,25; n shft5,20;M.&B.S.3,25; shft drn4,26;Cih BB;CL | |
| 4051 | **Dorothy Baird** xEmma E. Whidden 1D | Trn | Brz 118.4 | Bahia 31.3 \| 10.9 | 199 241 | | 1907 2 | Liverpool, (Jason Gardner.) [N. S. | J. J. de Macedo & Cia | O,Bch,Sp,Gicf(Sltd) | ✠ — — Cancelled. | |
| 4052 126,597 KGPQ | **Dorothy Bradford** xCharlotte Iron 2D;Wireless 5BH Oil fuel F. P. above 150° F. W.B.—A.P.103t;F.P.77t F.O.—A.P. 96t;F.P.72t | Scw | Am 228.9 | Boston 38 \| 22 | 1198 1747 | | '89 10 | Philadel- phia, Pa. (Neafie & Levy.) | Cape Cod S.S. Co. | 3CylTE21,31,55x36; Neafie & Levy; 2SB;Bath Iron Wks; 5036HS;WP150lbs;1200IHP; a Birs6,16;rps,s dk clkg6,21; rps6,25;Dkd,s rps6,26 | ✠A1 Short Coastwise. AMS 4thS.S.No.1,Bost6,25; shft drn6,24;M.S.6,25;B.S.6,26; Scip;CL | |
| 4053 166,562 | **Dorothy D.** 1D | Brg | Am 96 | Albany 22.5 \| 10.3 | 206 206 | | 1906 | Rondout, (R. Lenahan Co.) [N. Y. | DwyerBros. | Wd | | |
| 4054 220,005 LWMR | **Dorothy H. Sterling** xOregon Pine 1D | Sch 6 M | Am 267 | Seattle 49.6 \| 25.2 | 2350 2526 | | 1920 6 | Portland, (Peninsula S. B. Co.) [Ore. | Sterling S.S. Co. | Fir;Gif;✕;2BH; s b,dk clkg,clk t;Exmd1,26 | ✠A1Ⓔ S.S.No.1,Ptld1,26; B.S.1,26 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4055 | **Dorothy Luckenbach** | Scw | Am | New York | 5369 | 10′ 2″ | 1919 | Chester, | Luckenbach | Stm Tbns; | ✠A1Ⓔ With Freeboard. | |
| 218,199 | xEdellyn Steel | Twin | 448.9 | 60.2 \| 28.2 \| 40′11″ | 8536 | 30′ 11½″ | 7 | (Sun [Pa. S. B. Co.) | S.S. Co., Inc. | De Laval Steam Turbine Co; | ✠AMS | |
| LRJW | 2D;Shel dk;sub.sig;W. Bal; 6BH | | | | 12130 | | | | | 3SB;Federal S. B. Co; | S.S.No.1,Balt4,23; | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | 12780HS;WP225lbs;5000SHP;EAC; | M.S;n Blrs4,23;shfts drn5,26; | |
| | | | | | | | | | | d rpd5,26,Dkd,s rps11,26 | SBP;CL | |
| 4056 | **Dorothy M. Smart** | Sch | Am | | 94 | | 1910 | Shelburne, | | Wd | | |
| | | | 90 | 22.9 \| 9.9 | | | | N. S. | | | | |
| 4057 | **Dorothy T** | StW | Am | Brunswick | 160 | | 1923 | Dublin, | Southern | 2-1CylEng10x48; | | |
| 223,416 | Wd;Gif | | 104 | 22.7 \| 5.2 | 170 | | 11 | (W. W. [Ga. Ward.) | Cotton Oil Co. | 1SB;WP150lbs;601HP. | | |
| | 1D | | | | | | | | | | | |
| 4058 | **Dorothy Wintermote** | Scw | Am | San Fran. | 1227 | | 1918 | Toledo, | Pacific | 3CylTE20½,33,54x40; | ✠A1Ⓔ | |
| 216,365 | xLake Cayuga xWar Lily Steel | | 252 | 43.6 \| 18.9 | 2010 | | 5 | (Toledo [Ohio | Securities Co. | Toledo S. B. Co; | ✠AMS | |
| LKSC | 1D;Wireless;sub.sig;W. Bal; 4BH | | P21′ | B64′ F30′ | 3000 | | | S. B. Co.) | | 2SB;Toledo S. B. Co; | S.S.No.1,SanF5,23; | |
| | Oil fuel F. P. above 150° F. C-28 | | | | | | | | | 4828HS;WP180lbs;1250IHP; | M.S.5,23;B.S;n shft12,25; | |
| | | | | | | | | | | Dkd,s rps12,25 | Scip;CL | |
| | W.B.—A.P.51t;D.B.208′491t..... | ....F. | P.60t | | | | | | | | | |
| | F.O.—A.P.48t;D.B.166′374t;S.T. | 16t; F. | P.56t | | | | | | | | | |
| 4059 | **Dorry** | Scw | Ger | Hamburg | 878 | | 1908 | Fredrikstad, | Julius | 3CylTE18,29½,50x36; | | G |
| | xTarragona Steel | | 239.1 | 36.1 \| 20.4 | 1484 | | 6 | (Fredrikstad [Nor. | Riecken | 2SB;WP180lbs | | |
| RDFG | 2D;Spar dk;Wireless;W. Bal 4BH | | P75′ | F27′ | | | | Mek. Vaerks.) | | | | |
| 4060 | **Dorset** | Scw | Br | London | 4528 | | 1903 | Clydebank, | Federal | 2-3CylTE25½,42,69x48; | | BL |
| 118,256 | Steel | Twin | 460 | 58.2 \| 31 | 7263 | | 4 | (J. Brown [Scot. | Stm. Nav. Co. | 5SB;WP180lbs | | |
| TWNQ | 2D;Shel dk;Deep frmg; 7BH | | | | | | | & Co., Lim.) | (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4061 | **Dorsoduro** | Scw | It | Venice | 1639 | | 1919 | Lorain, | Soc. Anon. | 3CylTE20,33,54x40; | | I |
| 144 | xLake Frecks Steel | | 251 | 43.6 \| 26.2 | 2715 | | 1 | (American [Ohio | di Nav. | 2SB;WP185lbs | | |
| NTBU | 1D;sub.sig;W. Bal 4BH | | P25′ | B64′ F23′ | 4147 | | | S. B. Co.) | "Adriatica" | | | |
| 4062 | **Dorte Jensen** | Scw | Dan | Cop'hagen | 1457 | | '88 | Cleveland, | Hans | 3CylTE20,38,61x42; | | V |
| | xPalpoonge xCorona Steel | Sch | 299.2 | 40.3 \| 21.2 | 2439 | | rb'20 | (Globe [Ohio | Jensen, Mgr. | 2SB;WP180lbs;1300IHP | | |
| NFLT | 1D;Wireless;W. Bal 5BH | | F34′ | | | | | Iron Works.) | | | | |
| 4063 | **Dos Equis** | Scw | Mex | Vera Cruz | 350 | | 1919 | Antwerp, | Marion B. | 3CylTE13,23,37x26; | | V |
| | xPer Skogland xLamberton Steel | | 180.1 | 31.2 \| 13 | 687 | | rb'21 | (Neptune [Belg. | Reme | 1SB;WP200lbs;565IHP | | |
| | 1D;Oil fuel 4BH | | B28′ | F26′ | | | | Works.) | | | | |
| 4064 | **Dos Hermanos** | Scw | Am | Manila | 540 | | '82 | Glasgow, | Gutierrez | 2CylC26,45x36 | | |
| | Iron | Sch | 204.5 | 26.4 \| 10. | 838 | | | (R. [Scot. | Hermanos | | | |
| | 1D;W. Bal 4BH | | | | | | | Napier & Sons.) | | | | |
| 4065 | **Dosina** | Scw | Br | London | 3127 | | 1922 | Dundee, | Anglo- | 3CylTE27,44,73x48; | | BL |
| 146,233 | Steel | | 400.3 | 52.1 \| 29.5 | 5316 | | 2 | (Caledon [Scot. | Saxon Petroleum | 3SB;WP180lbs | | |
| KLPG | 2D;B;Web frms;Long. frmg; 15BH | | P120′ | B28′ F42′ | | | | S. B. & E. Co., | Co. (Lim.) | | | |
| | Mchy aft;Oil fuel;Oil in bulk; | | | | | | | Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4066 | **Doughboy** | Trn | Br | Nassau | 190 | | 1919 | Pensacola, | Abaco | LO,YP,Gif(Oiled) | ✠ — — | |
| 151,260 | | Aux | 107.8 | 27.6 \| 9.1 | 210 | | 3 | (F. F. [Fla. | Shipping Co. | | Cancelled11,23 | |
| | 1D | | | | | | | Bingham.) | (Lim.) | | | |
| 4067 | **Douglas** | MV | Am | Seattle | 122 | | 1919 | Rocky River, | Cary-Davis | 4Cyl-OilEng16½x19; | | |
| 223,433 | xLieut. Harold B. Douglas Wood | | 94 | 24.2 \| 12 | 179 | | | Ohio | Tug & Barge | 320BHP. | | |
| | Wireless | | | | | | | | Co. | | | |
| 4068 | **Douglas Adams** | Sch | Br | Halifax | 99 | | 1905 | Lunenburg, | William | Wd | | |
| 116,540 | | | 93.8 | 25 \| 10.2 | 109 | | | N. S | Ashbourne | | | |
| | 1D | | | | | | | | | | | |
| 4069 | **Douglas Alexander** | Scw | Am | New York | 219 | | 1920 | Fall River, | The Singer | 2CylC16,30x20; | | |
| 221,021 | Wood | | 100.4 | 30.7 \| 10.4 | 360 | | | (Crownin- [Mass. | Mfg. Co. | 1Blr;WP110lbs;500IHP | | |
| | 2D 1BH | | | | | | | shield S. B. Co.) | | | | |
| 4070 | **Douglas E. Parks** | Trn | Br | La Have | 136 | | 1919 | E. La Have, | M. J. Parks | Wd | | |
| 141,387 | | | 122.5 | 27.3 \| 10.6 | 178 | | | (Conrad [N. S. | | | | |
| | 1D | | | | | | | & Reinhardt.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4071 | **Douglass** | Brg | Am | Pensacola | 406 | | 1910 | Westlake, La. | Aiken Tow Boat & Barge Co., Inc. | Wd | | |
| 164,051 | 1D | | 162 | 35 \| 10 | 406 | | | | | | |
| 4072 | **Douglass Houghton** | Scw | Am | Duluth | 4034 | | '99 | Cleveland, | Pittsburgh | 4CylQE26½,37,54½,80x42; | | |
| 157,552 | Steel | | 456 | 50 \| 24.2 | 5332 | | 7 | (Globe Iron Works.) [Ohio | S.S. Co. | 2SB;WP2101bs;2300IHP | | |
| | 1D;B;Mchy aft;SUB.SIG; 3BH W. Bal | | | | | | | | | | | |
| 4073 | **Douro** | Scw | Br | Hull | 1530 | | '89 | Stockton, | Ellerman's | 3CylTE22,37,61x39; | | C |
| 95,796 | Steel | | 297 | 40.1 \| 19 | 2455 | | 6 | (Richardson, Duck & Co.) [Eng. | Wilson Line (Lim.) | 2SB;WP1601bs | 3dS.S.No.2,Hull12,24;A.S.3,26; n shft9,23;B.S;shft drn7,25; M.S.6,26 | |
| LFPK | 1D;Wireless;W. Bal 5BH | | | B & F 177′ | | | | | | | | |
| 4074 | **Dova Lisboa** | Bk | | | 1361 | | '85 | Sunderland, | | I;1BH | | |
| | xCambrian Chieftain | | 230 | 37.5 \| 22.5 | 1492 | | 11 | (Osbourne, Graham & Co.) [Eng | | | | |
| | 1D;B | | P40′ | F35′ | | | | | | | | |
| 4075 | **Dovenby Hall** | Scw | Br | Liverpool | 3693 | | 1907 | W. Hartle- | Chas. G. | 3CylTE25,40,68x48; | | C |
| 124,334 | xRapidan xClan MacIver Steel | Sch | 368.4 | 49 \| 33.7 | 4832 | | 5 | pool, Eng (Furness, Withy & Co., Lim.) | Dunn Shipping Co. (Lim.) | 3SB;WP1801bs;380RHP; Dkd,d rpd4,26 | 2dS.S.No.1,PW8,23;A.S.4,26; B.S.1,26;shft drn4,26;M.S.7,26 | |
| HKPD | 3D;Deep frmg;Wireless; 7BH W. Bal | | | | | | | | | | | |
| 4076 | **Dover** | StW | Am | Sacram'to | 191 | | '91 | Sacramento, | Sacramento | 1Cyl14½x60; | | |
| 157,318 | Wood | | 150 | 33.5 \| 3.5 | 244 | | | Cal. | Transp. Co. | 1Blr;WP125lbs;160IHP | | |
| | 1D | | | | | | | | | | | |
| 4077 | **Dover** | Brg | Am | Baltimore | 2129 | | 1920 | Newington, | Davison | O,YP,F,Gif✕; | ✠**A1** Towing Barge. Coastwise & W. I. (Laid up) | |
| 220,837 | | Sch | 276.3 | 46 \| 23.6 | 2228 | | 11 | (L. H. Shattuck.) [N. H | Chemical Co. | s rps12,20 | | |
| MBWN | 1D;B | | P33′ | F26′ | | | | | | | | |
| 4078 | **Dover Maru** | Scw | Jap | Kobe | 1951 | | 1920 | Tokio, | Kokusai | 3CylTE22,37,61x42; | | BL |
| 26,804 | Steel | | 305 | 43.7 \| 27.2 | 3199 | | 3 | (Ishikawajima S. B. & Eng. Co.) [Jap. | Kisen Kabushiki Kaisha | 2SB;WP2001bs | | |
| SBFT | 2D;Wireless;W. Bal 5BH | | P25′ | B92′ F30′ | | | | | | | | |
| 4079 | **Doverton** | Scw | Br | Newcastle | 2433 | | 1911 | W. Hartle- | Regier | 3CylTE25,40,67x45; | | BL |
| 131,839 | xSevernmede xGlendene Steel | | 350 | 51.1 \| 23.9 | 3862 | | 11 | pool, Eng. (Irvine's S. B. & D. D. Co., Lim.) | Shipping Co. (Lim.) | 2SB;WP1801bs | | |
| HTWD | 1D;Wireless;W. Bal 6BH | | P31′ | B101′ F34′ | | | | | | | | |
| 4080 | **Dovre** | Scw | Nor | Drammen | 732 | | 1906 | Trondhjem, | Dampsk. | 3CylTE16,27,46x30; | | N |
| | Stee' | | 225.4 | 33.5 \| 18.6 | 1181 | | 5 | (Trondhjems Værksted. [Nor. | A/S. Dovre | 1SB;WP1801bs | | |
| MCSB | 1D;Spar dk;W. Bal 4BH | | | | | | | | | | | |
| 4081 | **Dowanhill** | Scw | Br | Glasgow | 1597 | | 1922 | W. Hartle- | Dawson | 3CylTE24,39,66x45; | | C |
| 135,735 | xBaron Vernon Steel | | 326 | 45 \| 20.7 | 2743 | | 1 | pool, Eng. (Irvine's S. B. & D. D. Co., Lim.) | Bros. & Rowan, Mgrs. | 2SB;WP1801bs;257RHP; Dkd,d rpd10,26 | A.S.7,26; M.&B.S.11,25;shft drn10,26 | |
| KLMV | 1D;Wireless;W. Bal 5BH | | P31′ | B109′ F38′ | | | | | | | | |
| 4082 | **Doylestown** | Scw | Am | San Fran. | 1610 | 2′ 7″ | 1919 | Portland, | Charles | 3CylTE22,36½,60x42; | ✠**A1**Ⓔ | |
| 218,585 | Steel | | 289 | 44.1 \| 19.2 | 2632 | 19′ ½″ | 8 | (Albina Eng. & Machine Wks., Inc.) [Ore. | Nelson Co., Inc. | 2SB;Willamette I. & S. Wks; 4908HS;WP180lbs;1600IHP;EAC; Dkd,d rpd3,26;s rps10,26 | ✠AMS S.S.No.1,SanF4,24; M.S.4,24;B.S;shft drn3,26; Cih BB;CL | |
| LSCR | 1D;W. Bal;Wireless 6BH | | | 21′ 6″ | 3500 | | | | | | | |
| | Oil fuel F. P. above 150° F. O-30 | | P26′ | B148′ F32′ | | | | | | | | |
| | W.B.—A.P.67t;D.B.246′619t.... ....F. P.83t | | | | | | | | | | | |
| | F.O.—A.P.63t;D.B.206′466t;S.T. 20t; F. P.78t | | | | | | | | | | | |
| 4083 | **Drafn** | Scw | Nor | Oslo | 1024 | | 1903 | Lubeck, | E. B. Aaby | 3CylTE18,29,47x33; | | V |
| | xIosco xJohanne Steel | | 255.8 | 36.2 \| 18.1 | 1667 | | | (Schiffsw. v. H. Koch, A. G.) [Ger. | | 2SB;WP170lbs;750IHP | | |
| WNDV | 2D;W. Bal 5BH | | | | | | | | | | | |
| 4084 | **Drakepool** | Scw | Br | W.Hartlpl | 2994 | | 1924 | Stockton, | Pool | 3CylTE26,43,71x48; | | BL |
| 139,233 | Steel | | 390 | 55.5 \| 26.4 | 4838 | | 11 | (Ropner S. B. & Rpg. Co.) [Eng. | Shipping Co. (Lim.) | 3SB;WP1801bs | | |
| KRSB | 1D;Wireless;W. Bal 6BH | | P29′ | B221′ F41′ | | | | | | | | |
| 4085 | **Dramatist** | Scw | Br | Liverpool | 3423 | | 1920 | Glasgow, | Charente | Stm Tbns; | | BL |
| 143,695 | Steel | | 410 | 52.3 \| 30.5 | 5443 | | 12 | (C. Connell & Co., Lim.) [Scot. | S.S. Co. (Lim.) | 2DB;1AuxSB;WP200lbs | | |
| KHJL | 2D;Wireless;W. Bal 7BH | | P37′ | B138′ F52′ | | | | | | | | |
| 4086 | **Drammensfjord** | Scw | Nor | Oslo | 3210 | | 1920 | Montreal, | Norwegian | 3CylTE25,41,68x48; | | N |
| | xTatjana Steel | | 400.9 | 52.4 \| 28.4 | 5339 | | 6 | (Canadian Vickers, Lim.) [Can. | American Line (Lim.) | 3SB;WP170lbs | | |
| LFJN | 2D;Oil fuel;Wireless;W. Bal 6BH | | P47′ | B120′ F42′ | | | | | | | | |
| 4087 | **Draper** | Brg | Am | New York | 823 | | '94 | Noank, | Thomas J. | O,Ch,Hk,YP,Gif✕ | — Exp | |
| 157,407 | | Trn | 192.3 | 34.7 \| 16 | 855 | | 8 | (R. Palmer & Son.) [Conn. | Howard | | | |
| KMGF | 1D;B | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4088 | **Draugs** | Trn | Ltv | Riga | 294 | | 1903 | Uppesgriew | K. Puhling | Wd | | |
| | | | 126 | 29.6 \| 12.9 | 336 | | 7 | (M. Morgenstern.) | | (Sunk10,26) | | |
| HDEP | 1D | | | | | | | | | | | |
| 4089 | **Dreadnaught** | Scw | Am | Alameda | 229 | | 1917 | Alameda, | U. S. Govt. | 3Cyl TE16½,26,44x30; | | |
| | Steel | | 134 | 28 \| 14.2 | 435 | | 12 | (Union [Cal. Iron Wks. Co.) | (Navy Dept.) | 2WTB;WP225lbs;1000IHP. | | |
| | 1D;Oil fuel;W. Bal 6BH | | | | | | | | | | | |
| 4090 | **Dreamland** | SW | Am | Baltimore | 978 | | '78 | Wilmington, | John C. | 1CylVB66x144; | | |
| 110,352 | xCape May xRepublic Iron | | 272.9 | 37 \| 10.8 | 1285 | | | Del. | Bosley | 2RTB;1997IHP. | | |
| | 1D 3BH | | | | | | | | | | | |
| 4091 | **Drechtdijk** | MV | Hol | Rotterd'm | 5808 | | 1923 | Greenock, | Nederl.- | 2-8CylOilEng29⅛x45¼ | | BL |
| | Steel | Twin | 485.5 | 62.3 \| 35.5 | 9338 | | 3 | (Harland [Scot. | Amerik. Stoomv. | | | |
| NMGW | 2D;Wireless;W. Bal 7BH | | P40′ | B153′ F59′ | | | | & Wolff, Lim.) | Maats | | | |
| 4092 | **Drechterland** | Scw | Hol | Amst'dam | 2456 | | 1903 | Sunderland, | Koninkl. | 3CylTE25,41,67x45; | | BL |
| | xSteenbergen Steel | | 366 | 46.8 \| 17.4 | 3935 | | 6 | (Sir. J. [Eng. | Hollandsche | 3SB;WP180lbs | | |
| NMHC | 1D;Spar dk;Deep frmg; 7BH | | P37′ | B112′ F41′ | | | | Laing & Sons.) | Lloyd | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4093 | **Drina** | Scw | It | Genoa | 2487 | | 1900 | Stockton, | Soc. Anon. | 3CylTE25,42,68x45; | | V |
| 1,158 | xFidelitas Steel | | 340 | 48.1 \| 25.8 | 3950 | | 1 | (Richardson, [Eng. | per l'Industria | 2SB;WP180lbs | | |
| NPHK | 1D;B;Deep frmg;Web frms; 6BH | | P33′ | B190′ F34′ | | | | Duck & Co.) | ed il Commercio | | | |
| | Wireless;W. Bal | | | | | | | | Marittimo | | | |
| 4094 | **Dromana** | Scw | Br | Melb'urne | 1934 | | 1919 | Williams- | Australian | 3CylTE25,38,68x45; | | BL |
| 132,465 | Steel | | 331 | 47.7 \| 26 | 3350 | | 8 | town, V. C. | Commonwealth | 3WTB;WP185lbs | | |
| THPB | 1D;Web frms;Long. frmg; 5BH | | P31′ | B100′ F29′ | | | | (Govt. Dockyard.) | Line of Steamers | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 4095 | **Dromore** | Scw | Br | Liverpool | 2358 | | 1920 | W.Hartle- | Johnston | 3CylTE26,43,73x48; | | C |
| 143,691 | Steel | | 360 | 52 \| 24.6 | 4096 | | 11 | (Irvines [pool, Eng. | Line (Lim.) | 3SB;WP180lbs;547RHP. | S.S.No.1,Ldn3,25;A.S.3,26; | |
| KHFG | 1D;B;Oil fuel; 6BH | | P36′ | B171′ F32′ | | | | S B. & D. D. Co., | | | B.S.11,24;M.S;shft drn6,25 | |
| | SUB.SIG;Wireless;W. Bal | | | | | | | Lim.) | | | | |
| 4096 | **Dromore Castle** | Scw | Br | London | 3199 | | 1919 | Greenock, | Union | 3CylTE27,44,73x48; | | BL |
| 143,836 | Steel | | 400.3 | 52.3 \| 28.5 | 5242 | | 11 | (Harland [Scot. | Castle Mail | 3SB;WP180lbs | | |
| KDBS | 2D;SUB.SIG;Wireless;W. Bal 7BH | | P50′ | B113′ F39′ | | | | & Wolff, Lim.) | S.S. Co. | | | |
| 4097 | **Dronning Margrethe** | Sch | Dan | Cop'hagen | 386 | | 1921 | Faxe | Rederiet | Wd; | | V |
| | | Aux | 145.2 | 36.6 \| 14.8 | 469 | | | Ladeplads | Dannevirke A/S. | 3CylOilEng14⅝x16½ | | |
| NCGJ | 1D | | | | | | | (J. Koefoids Skibsb. A/S.) | | | | |
| 4098 | **Dront** | Scw | Br | London | 1953 | | 1903 | Sunderland, | Ornis | 3CylTE24,39,64x42; | | BL |
| 115,377 | xAlbatross xFelbridge Steel | | 325.4 | 48.6 \| 21.5 | 3064 | | 7 | (R. [Eng. | S.S.Co. (Lim.) | 2SB;WP160lbs;120IHP | | |
| JTKL | 1D;B;Deep frmg;Wireless; 5BH | | P31′ | B170′ F35′ | | | | Thompson & Sons.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 4099 | **Drottningholm** | Scw | Swd | Gothen'bg | 6832 | | 1905 | Glasgow, | Aktiebola- | Stm Tbns; | | C |
| 6,277 | xVirginian Steel | Trpl | 517 | 60 \| 38 | 11182 | | 4 | (A. Stephen [Scot. | get Svenska | 7SB;WP180lbs;9000IHP; | 2dS.S.No.2,Gtbg3,26;A.S.3,26; | |
| KCMH | 3D;Deep frmg;Wireless; 7BH | | P56′ | B211′ F68′ | | | | & Sons, Lim.) | Amerika Linjen | Dkd,d rpd3,24 | C shft drn4,23; | |
| | SUB.SIG;W. Bal;Oil fuel | | | | | | | | | | Pt & Stbd shfts drn3,24; | |
| | | | | | | | | | | | B.S.10,25;M.S;ctr shft drn4,26 | |
| 4100 | **Druid** | Scw | Br | Ottawa | 193 | | 1902 | Paisley | Canadian | 2-3CylTE16,27,42x33; | | |
| | Steel | Twin | 160 | 30.1 \| 12.5 | 503 | | 7 | (Fleming [Eng. | Govt. | 3SB;WP180lbs | | |
| 112,393 | 1D;Wireless; 5BH | | B28′ | F28′ | | | | & Ferguson) | | | | |
| | W.Bal | | | | | | | | | | | |
| 4101 | **Druid Hill** | Brg | Am | Baltimore | 1210 | | 1919 | Locust P'nt, | T. J. Hooper | YP,F,Gif✕; | ✠A1Ⓔ Towing Barge. | |
| 219,412 | | Sch | 228 | 38 \| 19.1 | 1281 | | 12 | (H. E. [Md. | | s rps,s b clkg11,24 | Coastwise & W. I. | |
| LVDR | 1D;B | | | | | | | Crook & Co.) | | | | |
| 4102 | **Drumahoe** | Scw | Br | Montreal | 1126 | | 1924 | London- | Carter | 3CylTE16,27,44x33; | | C |
| 148,079 | Steel | | 252 | 42.5 \| 18 | 1902 | | 7 | derry, Ire. | Wood Shipping | 2SB;WP180lbs;900IHP | M.S.2,25 | |
| KRBP | 1D;Web frms;Mchy aft;W. Bal 3BH | | F36′ | | | | | (North of Ireland S. B. Co., Lim.) | Co. (Lim.) | | | |
| 4103 | **Drumrock** | Bk | Br | Vancouv'r | 2870 | | '91 | Leith, | Hecate | Stl;1BH | | |
| 99,316 | xHelwig Vinnen xPersimmon | | 329.2 | 45.4 \| 25.7 | 3064 | | 9 | (Ramage [Scot. | Straits Towing | | | |
| VGLR | 2D;B;Wireless | | P41′ | B46′ F26′ | | | | & Ferguson.) | Co. (Lim.) | | | |
| 4104 | **Drumwall** | Brg | Br | Victoria | 1096 | | 1902 | Oakland, | Hecate | Wd | | |
| 152,746 | xPuako | | 222 | 42 \| 17.7 | 1180 | | 11 | (W. A. [Cal. | Straits Towing | | | |
| | 1D;B | | | | | | | Boole & Son.) | Co. (Lim.) | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4105 | **Dryden** | Scw | Br | Liverpool | 3699 | | 1912 | Pt. Glasgow, | Lamport & | 3Cyl TE27½,45,75x51; | | BL |
| 131,463 | Steel | | 424.4 | 53 \| 29.9 | 5839 | | 10 | Scot. | Holt, Mgrs. | 4SB;WP180lbs | | |
| HWVM | 2D;Long.frmg;Web frms; 7BH<br>Wireless;W. Bal | | P36′ | B145′ F50′ | | | | (W. Hamilton & Co., Lim.) | | | | |
| 4106 | **Dryden** | Scw | Am | Phila. | 3567 | 4′ 4½″ | 1919 | Chester, | U. S. Ship- | 3Cyl TE27,45½,76x51; | ✠A1Ⓔ With Freeboard. | |
| 219,332 | Steel | | 434.3 | 57.7 \| 27.2 \| 30′ 3″ | 5816 | 26′ 1½″ | 12 | (Sun [Pa. | ping Board | Sun S. B. Co; | ✠AMS | |
| LVBJ | 2D & Super dk;Wireless; 7BH<br>W. Bal; 1BH to Super dk<br>5BH to Fbd dk<br>1BH to 2d dk<br>Oil fuel F. P. above 150° F. C-38 | | | | 10375 | | | S. B. Co.) | | 3SB;Sun S. B. Co;<br>9198HS;WP190lbs;2600IHP;EAC;<br>d rpd5,25;Dkd4,26;s rps9,26 | S.S.No.1,NO3,24;<br>n shft5,23;M.S.3,24;<br>shft drn5,25;B.S.5,26;<br>Cth BB;CL | |
| | W.B.—A.P.76t;D.B.371′1325t; D. | T.30′8 | 82t; F. | P.117t | | | | | | | | |
| | F.O.....D.B.322′1029t; D. | T.30′8 | 20t... | ..... | | | | | | | | |
| 4107 | **Dsenis** | Sch | Ltv | Riga | 248 | | 1904 | Kurbis | J. Grass | Wd | | |
| | | | 120 | 30.5 \| 13.5 | 292 | | | (M. Mangius.) | | | | |
| HKZA | 1D | | | | | | | | | | | |
| 4108 | **Duas Americas** | Bkt | Brz | Pernambuco | 620 | | '72 | Loano, | Fonseca | O;Icf | | |
| | xUnione | | 154.8 | 32.5 \| 20.8 | | | 7 | It. | Irmaos & Co. | | | |
| | 2D | | | | | | | (Cerruti.) | | | | |
| 4109 | **Dubac** | Scw | Jg-Slv | Dubrovnk | 1804 | | 1901 | Sunderland, | Dubrovacka | 3Cyl TE22,37,61x42; | | BL |
| | Steel | Sch | 319.7 | 46.1 \| 21.2 | 2819 | | 8 | (J. [Eng. | Parobrodska | 2SB;WP160lbs | | |
| | 1D;Deep frmg;Web frms; 5BH<br>Wireless;W. Bal | | P28′ | B91′ F31′ | | | | Blumer & Co.) | Plovidba | | | |
| 4110 | **Dubhe** | Scw | Hol | Rotterd'm | 1968 | | 1912 | Rotterdam, | VanNievelt, | 3Cyl TE23,38,62x42; | | V |
| | Steel | | 331 | 48 \| 22.2 | 3233 | | | (Rotter- [Hol. | Goudriaan & Co. | 2SB;WP180lbs;1300IHP | | |
| NMPB | 1D;Wireless;W. Bal 6BH | | | | | | | damsche Droogdok Mij.) | Stoomvaart Mij | | | |
| 4111 | **Dubois** | Scw | Am | New York | 151 | | 1901 | Totten- | H. Du Bois | ..... | | |
| 157,626 | Wood | | 105.4 | 25.4 \| 12 | 223 | | 10 | ville, N. Y. | Sons Co. | 450IHP. | | |
| KRFJ | 1D | | | | | | | | | | | |
| 4112 | **Dubravka** | Scw | Jg-Slv | Dubrovnk | 2399 | | 1905 | So. Shields, | Dubrovacka | 3Cyl TE24,41,66x45; | | BL |
| | xMaria Immaculata Steel | | 347 | 49.1 \| 25.2 | 3786 | | 12 | (J. Readhead [Eng. | Parobrodska | 2SB;WP180lbs | | |
| | 1D;B;Deep frmg; 6BH<br>Wireless;W. Bal | | P41′ | B142′ F31′ | | | | & Sons.) | Plovidba | | | |
| 4113 | **Dubrovnik** | Scw | Jg-Slv | Susak | 1172 | | 1908 | Arendal, | Jadranska | 3Cyl TE20,34,54x36; | | BL |
| | xRodemere Steel | | 261 | 36.8 \| 13.9 | 1882 | | 1 | (Fevigs [Nor. | Plovidba D. D. | 2SB;WP180lbs | | |
| | 1D;Spar dk;Deep frmg; 4BH<br>Wireless;W. Bal | | P23′ | B77′ F33′ | | | | Jernskibsbyg.) | | | | |
| 4114 | **Duca D'Aosta** | Scw | It | Genoa | 4507 | | 1909 | Palermo, | Nav. Gen. | 4Cyl QE23,33,49,75x51 | | I |
| 517 | Steel | Sch | 475 | 53.3 \| 30.3 | 8169 | | | (Cant. Nav. [It. | Italiana | | | |
| NKZD | 3D;B;Shel dk;Wireless;SUB.SIG. 9BH | | | | | | | Riuniti.) | | | | |
| 4115 | **Duca degli Abruzzi** | Scw | It | Genoa | 4577 | | 1907 | Spezia, | Nav. Gen. | 2-4Cyl QE23,34,49,73x51 | | I |
| 368 | Steel | Sch | 453.5 | 53.2 \| 30.3 | 8249 | | 12 | (Fiat [It. | Italiana | | | |
| NKZP | 3D;B;Shel dk;Wireless; 9BH<br>SUB.SIG;W. Bal | Twin | | | | | | San Giorgio.) | | | | |
| 4116 | **Duce** | Scw | It | Genoa | 2522 | | 1902 | Spezia, | M. Maresca | 3Cyl TE24,40,66x48; | | I |
| 71 | xAudace xMonviso I Steel | | 338.5 | 48 \| 22 | 4021 | | 11 | (Cant. Nav. [It. | | 2SB;WP180lbs | | |
| NKZT | 1D;B;Shel dk;Deep frmg; 6BH<br>Wireless;W. Bal | | | | | | | di Muggiano.) | | | | |
| 4117 | **Duchessa d'Aosta** | Scw | It | Trieste | 4662 | | 1919 | Trieste, | Nav. Libera | 3Cyl TE32,51,83x54; | | I |
| 595 | Steel | | 464.2 | 57.4 \| 22 | 7713 | | | (Stabilimento [It. | Triestina | 4SB;WP180lbs | | |
| NKZX | 2D;Shel dk;W. Bal 7BH | | B168′ | | | | | Tecnico Triestino.) | | | | |
| 4118 | **Duddingston** | Scw | Br | Leith | 1339 | | 1909 | Stockton, | J. Cormack | 3Cyl TE21,35,57x39; | | BL |
| 145,561 | xMagdalena Steel | | 287 | 44 \| 18.9 | 2218 | | 4 | (Craig, [Eng. | & Co. | 2SB;WP160lbs. | | |
| | 1D;Deep frmg;Wireless;W. Bal 4BH | | P26′ | B78′ F29′ | | | | Taylor & Co.,Lim.) | | | | |
| 4119 | **Duendes** | Scw | Br | Liverpool | 2948 | | 1906 | Sunderland, | Pacific | 3Cyl TE25½,42,70x51; | | BL |
| 120,947 | Steel | | 390 | 50 \| 25.8 | 4645 | | 5 | (Sir. J. [Eng. | Stm. Nav. Co. | 3SB;WP190lbs | | |
| HGFW | 2D;Shel dk;Deep frmg; 7BH<br>SUB.SIG;Wireless;W. Bal | | | | | | | Laing & Sons, Lim.) | | | | |
| 4120 | **Duguay Trouin** | S | Fr | Nantes | 1932 | | 1902 | Bordeaux, | Baron | Stl;1BH | | |
| | | | 282.5 | 43.9 \| 22.7 | 2557 | | 2 | (Chant. [Fr | d'Aligny | | | |
| OFUS | 1D;B | | P65′ | F69′ | | | | Marit. de Bordeaux.) | | | | |
| 4121 | **Duilio** | Scw | It | Genoa | 14657 | | 1923 | Sestri | Nav. Gen. | Stm Tbns; | | I |
| 1,184 | Steel | Quad | 601.4 | 75.9 \| 50.1 | 24281 | | | Ponente, Italy. | Italiana | Dkd1,24;s rps3,25 | B.S.1,23 | |
| NLPC | 6D;B;Deep frmg;Wireless 16BH | | | | | | | (G. Ansaldo & Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4122 165,787 | **Duke** 1D;B | Brg | Am 132 | Houston 36 \| 8 | 253 253 | | 1914 6 | West Lake, (Clooney [La. Cons. & Twg. Co.) | D. W. Ryan Towboat Co. | Wd;Gif | | |
| 4123 163,393 | **Duke** 1D;B | Brg | Am 175 | Baltimore 28 \| 10.6 | 456 509 | | 1907 12 | Elkton, (E. Delbert [Md & Bros.) | R. Duke Wathen | WO,Sp,YP;Gif | | |
| 4124 89,707 MNSP | **Duke of Clarence** Steel 2D;sub.sig;Wireless | Scw Sch Twin | Br P75′ | Goole 312.5 \| 36.2 \| 15.9 B128′ F72′ | 687 1653 | | '92 | Birkenhead, (Laird Bros.) [Scot. | London, Midland & Scottish Rly. | 2-3CylTE22,34,51x33 | | |
| 4125 114,299 TSDC | **Duke of Connaught** Steel 2D;Wireless;W. Bal | Scw Sch Twin | Br P80′ | Fleetwood 315 38.2 \| 16.7 B130′ F72′ | 691 1644 | | 1902 | Glasgow, (J. Brown & Co.) [Scot. | London, Midland & Scottish Rly. | 2-4CylTE23,34,38,38x33 | | |
| 4126 145,947 KSBT | **Dulcino** xToledo Steel 2D;B;Mchy aft; 14BH Bulk carrier;Wireless | Scw | Am 291.4 | New York 42 \| 26.9 | 1986 2951 | | 1902 | Toledo, (Craig [Ohio S. B. Co.) | Amer. Sugar Transit Corp | 3CylTE21,34,58x40; 2SB,WP170lbs;1200IHP;Exmd10,25 | | V |
| 4127 200,593 | **Duluth** Steel 2D;Mchy aft;W. Bal 3BH | Scw | Am 381.6 | Buffalo 50.2 \| 26 | 3912 4749 | | 1903 12 | Chicago, Ill. (Chicago S. B. Co.) | Great Lakes Transit Co. | 4CylQE20,30,43,63x42; 3SB;WP210lbs;1500IHP. | | |
| 4128 113,730 SWVJ | **Dumfries** xCorinthia Steel 1D;B;Deep frmg; 6BH Web frms;Wireless;W. Bal | Scw | Br 342 P29′ | London 49.5 \| 25 B100′ F32′ | 2351 3650 | | 1901 11 | Sunderland, (J. L. Thompson & Sons, Lim.) [Eng. | Griffiths, Payne & Co. (Lim.), Mgrs. | 3CylTE24,40,66x45; 3SB;WP160lbs | | BL |
| 4129 136,370 JSNF | **Dunaff Head** Steel 2D;Wireless;W. Bal 7BH | Scw | Br 390.4 P47′ | Belfast 51.8 \| 29.8 B117′ F78′ | 3278 5258 | | 1918 3 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | G. Heyn & Sons, Mgrs. | 3CylTE26,44,74x48; 3SB;WP200lbs | S.S.No.1,Bfst5,22; M.&B.S;shft drn10,25 | C |
| 4130 | **Dunav** Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Jg-Stw 356 P29′ | Susak 45.2 \| 18.7 B88′ F37′ | 2445 3836 | | 1903 9 | Sunderland, (R. Thompson & Sons) [Eng. | Prekomorska Plovidba d. d. | 3CylTE24,39,64x42; 2SB;WP160lbs | | BL |
| 4131 157,096 | **Duncan City** Oak 1D | Scw | Am 107.6 | RogersC'y 18.5 \| 9.2 | 45 112 | | '83 | Manitowoc, (Rand & Burger) [Wis | Michigan Limestone & Chemical Co. | 2CylC18,36x26; 1FB;WP160lbs;250IHP. | | |
| 4132 129,480 HQRF | **Dunclutha** Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw Sch | Br 360 P29′ | Glasgow 49.2 \| 25.5 B90′ F40′ | 2546 3986 | | 1910 4 | Port Glasgow, Scot. (Russell & Co.) | Glen & Co., Mgrs. | 3CylTE25,41,68x48; 2SB;WP180lbs | | BL |
| 4133 133,056 HWDM | **Dundrennan** Steel 2D;Wireless;W. Bal 6BH | Scw Sch | Br 385.3 P32′ | Glasgow 49.7 \| 26 B104′ F43′ | 2731 4248 | | 1912 6 | Pt. Glasgow, Scot. (Russell & Co.) | Glen & Co., Mgrs. | 3CylTE25,41,68x48; 3SB;WP180lbs | | BL |
| 4134 144,207 KDJW | **Dundrum Castle** Steel 2D;sub.sig;Wireless;W. Bal 7BH | Scw | Br 400.3 P50′ | London 52.3 \| 28.5 B113′ F39′ | 3214 5259 | | 1919 12 | Greenock, (Harland & Wolff, Lim.) [Scot | Union Castle Mail S.S. Co. (Lim.) | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 4135 136,462 TMND | **Dundula** Steel 1D;Web frms;Long. frmg; 5BH Wireless;W. Bal | Scw | Br 331 P31′ | Sydney 47.9 \| 23.5 B95′ F30′ | 1936 3344 | | 1920 1 | Sydney, (Commonwealth Naval Dkyd.) [N. S. W. | The Adelaide S.S. Co. (Lim.) | 3CylTE25,41,68x45; 3WTB;WP190lbs | | BL |
| 4136 220,286 LWVG | **Dungannon** Steel 2D;Long. frmg;Mchy aft; 15BH W. Bal;Wireless;sub.sig; Oil in bulk;Oil fuel | Scw | Am 435 P106′ | Pt. Arthur 56 \| 32 \| 33′ 6″ B50′ F44′ | 4485 7257 10000 | | 1920 6 | Alameda, (Bethlehem (Cal. S. B. Corp., Lim.) [Cal. | Texas Co. | 3CylTE27,47,78x48; 3SB;WP220lbs;2800IHP | ✠ — — ✠ — — Cancelled5,23 | |
| 4137 118,468 WBMN | **Dungeness** Steel 1D;Deep frmg;Wireless; 5BH W. Bal | Scw | Br 331 P30′ | Swansea 47.5 \| 20 B170′ F29′ | 1747 2748 | | 1904 7 | Stockton, (Richardson, Duck & Co.) [Eng. | W. R. Smith & Sons (Lim.) | 3CylTE23,38,62x42; 2SB;WP160lbs;Dkd,d rpd3,26 | 3dS.S.No.1,Grnk3,23;A.S.10,25; n shft3,23;B.S.5,25;M.S; shft drn3,26 | C |
| 4138 215,323 LHMK | **Dunham Wheeler** 2D | Sch 5 M | Am 254.5 | New York 44 2 \| 23 | 1765 1926 | | 1917 7 | Bath, (Percy & Small.) [Me. | Pendleton Bros. | WO,YP,Gicf✕(Sltd) | ✠ — — Suspended4,26 | |
| 4139 103,250 | **Dunmore** 1D | Brg | Br 182.5 | Montreal 34.9 \| 11.9 | 590 617 | | '95 | Kingston, (Ainslie.) [Ont. | Sincennes-McNaughton Line (Lim.) | O | 90(GL) Lake Erie & St. Lawrence. P.S.6,26 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4140 | **Dunmore** | Scw | Am | Baltimore | 187 | | 1919 | Superior, (Whitney Bros. Co.) [Wis. | P. Dougherty Co. | 3Cyl TE 17,25,43x30; | | |
| 218,730 | xKitchi Steel | | 142 | 27.5 \| 14.6 | 427 | | | | | 1SB;WP180lbs;850IHP. | | |
| LSJV | 1D;Wireless 3BH | | | | | | | | | | | |
| 4141 | **Dunolly** | Scw | Br | Glasgow | 2127 | | 1901 | Pt. Glasgow, (A. Rodger & Co.) [Scot. | Glen & Co., Mgrs | 3Cyl TE 24,40,65x42; | | BL |
| 113,993 | Steel | | 325.5 | 48.2 \| 23.8 | 3281 | | 11 | | | 2SB;WP160lbs | | |
| TCHP | 1D;B;Deep frmg;Wireless;W.Bal 6BH | | P29′ | B34′ F30′ | | | | | | | | |
| 4142 | **Duns Law** | Scw | Br | Glasgow | 2354 | | 1906 | Sunderland, (W. Doxford [Eng. & Sons, Lim.) | T. Law & Co., Mgrs | 3Cyl TE 26,42,68x42; | | BL |
| 122,847 | xIrismere Steel | | 340 | 50.1 \| 22.6 | 3690 | | | | | 2SB;WP160lbs | | |
| HGRW | 1D;B;Wireless;W. Bal 6BH | | P30′ | F38′ | | | | | | | | |
| 4143 | **Dunstaffnage** | Scw | Br | Glasgow | 2867 | | 1922 | Pt. Glasgow, (Lithgows, Lim.) [Scot. | Scottish Nav. Co. (Lim.) | 3Cyl TE 26,42,70x48; | | BL |
| 146,308 | Steel | | 384.9 | 52 \| 26.7 | 4525 | | 9 | | | 3SB;WP180lbs | | |
| KMRF | 2D;Wireless;W. Bal 6BH | | P34′ | B113′ F44′ | | | | | | | | |
| 4144 | **Dunsyre** | S | Am | New York | 2014 | | '91 | Pt. Glasgow, (W. Hamilton & Co.) Scot | James Botts | Stl;1BH | | |
| 213,023 | | | 277.8 | 41.8 \| 24.4 | 2140 | | 8 | | | | | |
| LDWQ | 2D;B;Wireless | | P41′ | F38′ | | | | | | | | |
| 4145 | **Dupleix** | Scw | Fr | Havre | 4651 | | 1914 | Nantes, (Atel. & Ch. de la Loire.) [Fr. | Chargeurs Reunis | 3Cyl TE 28,46,76x52; | | V |
| | Steel | | 415 | 54.2 \| 34.8 | 7418 | | | | | 3SB;WP200lbs;4000IHP | | |
| OFWD | 3D;W. Bal;Wireless 10BH | | B148′ | | | | | | | | | |
| 4146 | **Duque-De-Caxias** | Scw | Brz | Rio Jan'ro | 2879 | | 1904 | Geeste-munde, Ger. (J. C. Tecklenborg, A. G.) | Lloyd Brasileiro, Mgrs. | 3Cyl TE 22,38,65x48; | | V |
| | xBenevente Steel | | 361.2 | 46.7 \| 26.2 | 4556 | | | | | 3SB;WP206lbs;2200IHP | | |
| HRGX | 2D;SUB.SIG;Wireless;W. Bal | | | P236′ F29′ | | | | | | | | |
| 4147 | **Duquesa** | Scw | Br | Liverpool | 5400 | | 1918 | W. Hartle-pool, Eng. (Irvine's S. B. Co.) | Furness, Houlder-Argentine Lines (Lim.) | 2-3Cyl TE 25,41,70x48; | | BL |
| 140,578 | Steel | Sch | 429 | 61.3 \| 27.7 | 8651 | | 5 | | | 5SB;WP200lbs | | |
| | 3D;Shel dk;Wireless;W. Bal 7BH | Twin | | B257′ F37′ | | | | | | | | |
| 4148 | **Duquesne** | Bk | Fr | Nantes | 1926 | | 1901 | Nantes, (Ch. de la Loire.) [Fr | Soc. Generale D'Armement | Stl;2BH | | V |
| | | | 276.8 | 40.4 \| 22.6 | 2174 | | | | | | | |
| OFWR | 1D;B;Wireless | | | | | | | | | | | |
| 4149 | **Duquesne** | Scw | Am | Newark | 3872 | 8′ 1½″ | 1919 | Kearny, (Federal S. B. Co.) [N. J. | U. S. Shipping Board | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 217,612 | Steel | | 395.5 | 55 \| 31.4 | 6262 | 27′ | 3 | | | General Electric Co; | ✠AMS | |
| LQBC | 2D;SUB.SIG;Long. frmg;W. Bal; 7BH | | | 34′11″ | 9683 | | | | | 3SB;Federal S. B. Co; | S.S.No.1,NO5,23; | |
| | Wireless; C-36 | | P45′ | B110′ F35′ | | | | | | 8934HS;WP210lbs;2500SHP;EAC; | M.S.5,23;n shft3,24;B.S.9,26; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | d rpd2,26;rps4,26;Dkd,s rps7,26 | Clh BB;CL | |
| | W.B.—A.P.175t;D.B.331′1518t. | ..... | F.P.25 | 5t | | | | | | | | |
| | F.O.—A.P.163t;D.B.289′1169t;S. | T.77t; | F.P.23 | 8t | | | | | | | | |
| 4150 | **Duquesne** | StW | Am | Pittsbu'gh | 200 | | 1913 | Levanna, (Oscar Barrett.) [Ohio | Carnegie Steel Co. | 2-2CylC 14,26x84; | | |
| 211,334 | xMamie Barrett Wood | | 150 | 32.8 \| 5.4 | 200 | | | | | 3Blrs;WP225lbs;700IHP. | | |
| | 2D | | | | | | | | | | | |
| 4151 | **Durango** | Scw | Am | Wilm'gton | 4395 | 7′ 9″ | 1920 | Alameda, (Bethlehem S. B. Corp., Lim.) [Cal. | Malston Co., Inc. | 3Cyl TE 27,47,78x48; | ✠A1Ⓔ Oil Carrier. | |
| 220,410 | Steel | | 435 | 56 \| 32 | 7125 | 25′ 11½″ | 7 | | | Bethlehem S. B. Corp; | ✠AMS | |
| MBDV | 2D;Long. frmg;Mchy aft; 15BH | | | 33′ 6″ | 10000 | | | | | 3SB;Willamette I. & S. Co; | shft drn11,24;B.S.8,26; | |
| | Wireless; 9BH to Fbd dk | | P106′ | B50′ F44′ | | | | | | 8235HS;WP220lbs;2800IHP;EAC; | Clh BB;CL | |
| | SUB.SUG;W. Bal; 6BH to 2d dk | | | | | | | | | Dkd,s rps8,26 | | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.74t;D.B.64′203t..... | ..... | ..D.T. | f.50′881t;F.P.97 | t | | | | | | | |
| | F.O.....D.T.a | 19′919 | t; D.T. | f.50′824t..... | | | | | | | | |
| 4152 | **Durango** | Scw | Sp | Bilbao | 1856 | | '95 | W. Hartle-pool, Eng. (W. Gray & Co., Lim.) | Cie. Nav. Euzkera | 3Cyl TE 24,38,64x42; | | BL |
| | xMaling Steel | | 325 | 47.1 \| 22.4 | 3068 | | 2 | | | 2SB;WP160lbs | | |
| HKTB | 1D;B;Web frms;Wireless; 5BH | | B72′ | F32′ | | | | | | | | |
| | W. Bal | | | | | | | | | | | |
| 4153 | **Durban Maru** | Scw | Jap | Tokio | 4383 | | 1919 | Nagasaki, (Mitsubishi Zosen Kaisha, Lim.) [Jap. | Nippon Yusen Kabushiki Kaisha | 3Cyl TE 28,47,79x51; | | BL |
| 26,431 | Steel | | 420 | 56 \| 38.5 | 7164 | | 11 | | | 3SB;WP200lbs | | |
| RTMB | 1D;Shel dk;Wireless;W. Bal 8BH | | F47′ | | | | | | | | | |
| 4154 | **Durenda** | MV | Br | Glasgow | 4450 | | 1922 | Pt. Glasgow, (R. Duncan & Co., Lim.) [Scot. | British India Stm. Nav. Co. (Lim.) | 2-8CylOilEng 26½x47 | | BL |
| 146,312 | Steel | Twin | 450.1 | 58.3 \| 32.8 | 7241 | | 9 | | | | | |
| KMST | 2D;SUB.SIG;Wireless;W. Bal 7BH | | P45′ | B149′F41′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4155 | **Durham** | Brg | Am | New York | 1332 | | 1920 | Pt. Aransas, | Fair Oaks | Concrete;13BH | | |
| 221,005 | | Sch | 290.2 | 33.9 \| 22 | 1433 | | | (France & Canada Oil Transp. Co.) [Tex. | S.S. Corp. | | | |
| MCJR | Oil in bulk | | | | | | | | | | | |
| 4156 | **Dustin G. Cressy** | Sch | Am | New York | 726 | | 1912 | Bath, | Aliquippa | WO,YP, Gicf (Sltd) | ✠A1 | |
| 210,255 | | 4 M | 182.3 | 38.2 \| 15 | 862 | | 7 | (Percy & Small.) [Me. | Nav. Corp. | d rpd5,23;clk7,24; s b clkg,clk dk10,25;s rps5,26 | H.T.Brst12,19 | |
| LCMH | | | | | | | | | | | | |
| 4157 | **Dykes** | Brg | Am | New York | 1631 | | 1919 | Baltimore, | W. E. | Stl;3BH | | BL |
| 218,864 | | Sch | 306.8 | 50.2 \| 20.3 | 2072 | | 9 | (Union S. B. Co.) [Md. | Hedger Co. | | | |
| LSRC | 1D | | F51′ | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4158 | **E. A. S. Clarke** | Scw | Am | Fairport | 4422 | | 1907 | Superior, | Interlake | 4CylQE18,28,43,66x42; | | |
| 204,664 | xH. P. Bope Steel | | 540 | 56 \| 30 | 5750 | | 10 | (Superior [Wis. | S.S. Co. | 2WTB;WP250lbs;2200IHP. | | |
| | 1D;B;Mchy aft;SUB.SIG;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 4159 | **E. A. Shores, Jr.** | Scw | Br | Windsor | 310 | | '92 | Sheboygan, | Mullen | 2CylC16,43x36; | | |
| 126,199 | Oak | | 162 | 34.2 \| 11 | 593 | | (Riebolt, [Wis. | Coal Co. | 2SB;WP150lbs;450IHP. | | |
| | 1D | | | | | | | Wolter & Co.) | | | | |
| 4160 | **E. B. Sutton** | Brg | Am | New York | 1686 | | '81 | Bath, | Neptune | O,YP,Gicf(Sltd) | | |
| 135,516 | | Sch | 227.8 | 41.8 \| 24.2 | 1819 | | 8 | (J. T. [Me. | Line | | | |
| JVKQ | 2D;B | | | | | | | Chapman.) | | | | |
| 4161 | **E. C. Adams** | Trn | Br | Lunenb'rg | 330 | | 1919 | Bridgewater, | H. G. | Bch,B,Sp,Gif(Sltd) | ✠A1Ⓔ | |
| 141,404 | | | 126.2 | 30.7 \| 11.2 | 388 | | 8 | (Bridge- [N. S. | Corkum | clk t,dk11,22;d rpd,clk b2,24; | S.S.No.1,Hlfx7,23 | |
| TPJH | 1D | | | | | | | water Shipping | | s rps,tr clkg a3,26 | | |
| | | | | | | | | Co., Lim.) | | | | |
| 4162 | **E. C. Collins** | Scw | Am | Duluth | 3001 | | 1904 | Lorain, | Pittsburg | 3CylTE22,35,58x40; | | |
| 200,666 | xEdwin F. Holmes Steel | | 420 | 50 \| 28 | 4132 | | 3 | (American [Ohio | S.S. Co. | 2SB;WP170lbs;15001HP. | | |
| | 1D;B;Mchy aft;SUB.SIG;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 4163 | **E. C. Pope** | Scw | Am | Fairport | 1887 | | '91 | Wyandotte, | Thompson | 3CylTE22,35,56x44; | 90(GL) | |
| 136,192 | Steel | | 317.2 | 42.2 \| 20.5 | 2787 | | rb '19 | (Detroit [Mich. | Transit Corp. | Detroit D. D. Co; | P.S.4,26 | |
| LQCP | 1D;B;Mchy aft;SUB.SIG; 6BH | | | | | | | S. B. & D. D. Co.) | | 2SB;Winnisimmet Shipyard; | | |
| | W. Bal;Wireless | | | | | | | (Toledo S. B. Co.) | | WP160lbs;1150IHP;Dkd,s rps6,22 | | |
| 4164 | **E. D. Kingsley** | Scw | Br | Vancouv'r | 541 | | 1919 | Ft. William, | Kingsley | 3CylTE17,25,43x30; | | BL |
| 141,544 | Steel | | 200 | 32 \| 14.5 | 1029 | | 11 | (Canadian [Ont. | Nav. Co. (Lim.) | 2SB;WP190lbs;Dkd8,22 | | |
| | 1D;Mchy aft;Oil fuel;Wireless 4BH | | P & B | 109' F29' | | | | Car & Foundry | | | | |
| | | | | | | | | Co., Lim.) | | | | |
| 4165 | **E. Daneau** | Brg | Br | Sorel | 127 | | 1908 | Pierreville, | E. Charland | Wd | | |
| 126,141 | | | 108.7 | 23.1 \| 6.9 | 143 | | | (W. [Can. | | | | |
| | 1D | | | | | | | Gill.) | | | | |
| 4166 | **E. E. Simpson** | Scw | Am | Pensacola | 54 | | '77 | Camden, | Aiken Tow | 1Cyl28x28; | | |
| 135,317 | Iron | | 93.4 | 20.1 \| 10.8 | 109 | | | N. J. | Boat & Barge | SB;WP90lbs;250IHP. | | |
| | 1D 3BH | | | | | | | | Co., Inc. | | | |
| 4167 | **E. E. Walling** | Brg | Am | Phila. | 808 | | 1924 | Baltimore, | Phila. | Wd | | |
| | | | 145.3 | 41.2 \| 13.6 | 830 | | 6 | (Chas. [Md. | Electric Co. | | | |
| | 1D | | | | | | | L. Rohde & Sons.) | | | | |
| 4168 | **E. G. Crosby** | Scw | Am | Milw'ukee | 1010 | 1′ 3″ | 1903 | Toledo, | Wisconsin | 3CylTE23,37¾,63½x40; | A1 Miami to Havana and | |
| 127,731 | xCity of Miami Steel | | 247.7 | 40.3 \| 21.7 | 1879 | 15′ 4½″ | 7 | (Craig [Ohio | & Michigan | Craig S. B. Co; | Bahama Islands. | |
| LVJR | 3D;Shel dk;Wireless; 5BH | | | \| 16′ | 1050 | | | S. B. Co.) | Transp. Co. | 6WTB;Manistee Iron Wks; | AMS | |
| | Oil fuel F. P. above 150° F. C-21 | | | | | | | | | 9600HS;WP190lbs;2500IHP;EAC; | 2ndS.S.No.2,Mil 11,25; | |
| | | | | | | | | | | rps12,25;Dkd,s rps8,26 | shft drn5,25;M.&B.S.11,25; | |
| | | | | | | | | | | | Scip;CL | |
| 4169 | **E. G. Mathiott** | Scw | Am | Cleveland | 2901 | | '93 | W. Bay City | Valley | 3CylTE19,31,52x44; | 90(GL) | |
| 116,558 | xP. W. Sherman Steel | | 432 | 45 \| 25 | 3931 | | 9 | (F. W. [Mich. | Camp S.S. Co. | 2SB;WP167lbs;1100IHP | P.S.5,26 | |
| | 1D;W. Bal 4BH | | | | | | rb '05 | Wheeler & Co.) | | | | |
| 4170 | **E. H. Rutherford** | Sch | Br | Hamilton | 286 | | '69 | Pt. Dal- | Robert | O | | |
| 77,594 | | | 133.6 | 22.2 \| 10.7 | 286 | | rb '81 | housie, Ont. | Crawford | | | |
| | 1D | | | | | | | (Andrews.) | | | | |
| 4171 | **E. J. Codd** | Scw | Am | Wilm'gton | 90 | | 1903 | Pocomoke | Consoli- | 2CylC13½,26x20; | | |
| 187,066 | Wood | | 125 | 32 \| 9 | 141 | | 4 | City, Md. | dated Fisheries | 1CRTB;WP150lbs;300IHP | | |
| | 1D 3BH | | | | | | | (E. J. Tull.) | Co. | | | |
| 4172 | **E. J. McCormack** | Scw | Am | New York | 58 | | 1907 | Milford, | Clyde S.S. | 2CylC12,29x18; | | |
| 204,108 | xEdith Wood | | 97 | 29 \| 9 | 117 | | | Del. | Co. | 1SB;WP150lbs;300IHP. | | |
| | 1D | | | | | | | | | | | |
| 4173 | **E. J. Sadler** | Scw | Am | New York | 6014 | | 1921 | Kearny, | Standard | 2-3CylTE20½,35,60x42; | | BL |
| 221,181 | xVancolite Steel | Twin | 499.2 | 68.1 \| 30.5 | 9638 | | 4 | (Federal [N. J. | Oil Co. (N. J. | 3SB;WP210lbs;3500IHP | | |
| MCQW | 3D;Shel dk;Web frms; 19BH | | | \| 38′ 9″ | 15100 | | | S. B. Co.) | | | | |
| | Long. frmg;Mchy aft; | | | | | | | | | | | |
| | Wireless;SUB.SIG;Oil fuel;Oil in bulk | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4174 136,983 | **E. J. Tull** Wood | Scw | Am 112 | Reedville 18 \| 7.7 | 73 119 | | 1902 5 | Pocomoke City, Md. (E. Jas. Tull.) | Megill McNeal Co. | 2CylC11,18x18; 1Blr;WP125lbs;200IHP | | |
| 4175 136,724 KNTS | **E. L. Russell** Steel 1D | Scw | Am 108.9 | Pt. Arthur 23.6 \| 12.2 | 100 206 | | '99 | Camden, (J. H. Dialogue & Son.) [N. J. | Venezuela Gulf Oil Co. | 2CylC20,30x26; 600IHP. | | |
| 4176 225,482 MGBP | **E. M. Clark** xVictolite Steel 3D;Shel dk;Long. frmg; 19BH Web frms;Mchy aft;Oil fuel; Oil in bulk;SUB.SIG;Wireless;W. Bal | Scw Twin | Am 499.2 | New York 68.1 \| 30.5 | 6020 9647 | | 1921 7 | Kearny, (Federal S. B. Co.) [N. J. | Standard Oil Co. (N. Y.) | 2-3CylTE20½,35,60x42; 3SB;WP210lbs;3500IHP | | BL |
| 4177 206,840 | **E. M. Pierce** Steel 1D 2BH | Scw | Am 71 | Lorain 20 \| 12.5 | 51 99 | | 1909 | Cleveland, (Great Lakes Towing Co.) [Ohio | Great Lakes Towing Co. | 2CylC15,30x30; 1FB;WP130lbs;750IHP. | | |
| 4178 141,571 TPMG | **E. P. Theriault** 1D | Trn | Br 140 | Weymo'th 32.2 \| 11.5 | 369 402 | | 1920 1 | Belliveau's Cove, N. S. (Theriault S.B.Co.) | A. A. Theriault | Bch,Sp,P,Gif; d rpd,clk a12,25 | ✠A1 S.S.No.1,Lvpl,N.S.10,23 | |
| 4179 207,405 | **E. R. Haggett** xMargaret M. Donohue 1D | Brg Sch | Am 199.3 | Wilmngtn 32.1 \| 11.7 | 655 696 | | 1910 5 | Elkton, (E. Deibert & Bros.) [Md. | Eastern Transportation Co. | O,YP,Gif(Sltd) | ✠ — — Suspended7,19 | |
| 4180 221,107 MCNK | **E. R. Kemp** Steel 2D;Long. frmg;Mchy aft; 13BH Wireless; 9BH to Fbd dk SUB.SIG; 4BH to 2d dk Oil fuel F. P. above 150° F. C-34 W.B.—A.P.181t;D.B.a59'145t F.O. D. T.a19' 817t.f. | Scw | Am 375.2 P93' | New York 53.2 \| 28.1 \| 28' B37' F38' F.P.37t 36'387t | 2847 4887 6900 | 5′ 6″ 22′ 8″ | 1921 3 | Wilmington, (Bethlehem S. B. Corp.) [Del. | Sinclair Nav. Co | 3CylTE25,41,68x48; Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 6894HS;WP200lbs;2400IHP;EAC; d rpd11,24;Dkd,s rps9,26 | ✠A1Ⓔ Oil Carrier ✠AMS S.S.No.1,Gvstn1,26; n shft11,23;shft drn11,24; M.&B.S.1,26;Clh BB;CL | |
| 4181 212,613 LDRK | **E. R. Sterling** xEverett G. Griggs 2D;Wireless | Bkt | Am 308.2 P58' | Seattle 42.9 \| 25.1 F34' | 2351 2577 | | '83 7 | Belfast, (Harland & Wolff.) [Ire. | Sterling Ship Co. | I;1BH | | BL |
| 4182 221,269 MCSQ | **E. T. Bedford** Steel 3D;Long. frmg; 19BH Mchy aft; 4BH to Fbd dk Wireless; 11BH to 2d dk SUB.SIG; 4BH to 3d dk Oil fuel F. P. above 150° F. C-42 W.B.—A.P.142t;D.B.a68'410t F.O. D. B.a17' 76t; D. | Scw Twin | Am 499.2 | Bayonne 68.1 \| 30.5 \| 38' 9" D.T f.a17'970t; D.T | 5978 9563 15100 | 11′ 1″ 27′ 10½″ f.54'66 f.54'62 | 1921 6 | Kearny, (Federal S. B. Co.) [N. J. | Standard Oil Co. (N. J.) | 2-3CylTE20½,35,60x42; Federal S. B. Co; 3SB;Federal S. B. Co; 9618HS;WP210lbs;3500IHP;EAC; Dkd,d rpd12,25;s rps3,26;Exmd5,26 6t;F.P.258t 2t | ✠A1Ⓔ With Freeboard. Oil Carrier. ✠AMS n Pt shft7,24; n Stbd shft12,25;Clh BB;CL | |
| 4183 135,958 | **E. V. McCaulley** Iron 1D 3BH | Scw Sch | Am 96.5 | Norfolk 20.5 \| 10.8 | 68 136 | | '87 | Camden, N. J. (J. H. Dialogue.) | Lampberts Point Towboat Co. | 3CylTE13,21,32x24; 1CRTB;WP150lbs;350IHP. | | |
| 4184 136,872 | **E. W. Edwards** Wood | Scw | Am 122 | Baltimore 20.4 \| 9.8 | 99 181 | | 1901 4 | Baltimore, Md. (W. S. Brewster.) | McNeal, Edwards Co. | 2CylC12,22x18 ; 220IHP. | | |
| 4185 136,547 | **E. W. Oglebay** Steel 1D;B;Mchy aft;W. Bal 4BH | Scw Sch | Am 375.6 | Fairport 45.8 \| 23.2 | 3019 3666 | | '96 5 | West Bay City, Mich. (F. W. Wheeler & Co.) | General Transit Co. | 3CylTE20,34,54x44; 2SB;WP170lbs;1285IHP. | | |
| 4186 221,210 MCRL | **E. W. Sinclair** Steel 2D;Mchy aft; 13BH Long. frmg; 9BH to Fbd dk Wireless;SUB.SIG; 4BH to 2d dk Oil fuel F. P. above 150° F. C-34 W.B.—A.P.181t;D.B.a59'145t F.O. D. T.a19' 817t.f. | Scw | Am 375.2 P95' | New York 53.2 \| 28.1 \| 28' B37' F38' F.P.37t 36'387t | 2847 4887 6900 | 5′ 6″ 22′ 8″ | 1921 4 | Wilmington, (Bethlehem S. B. Corp.) [Del. | Sinclair Navigation Co. | 3CylTE25,41,68x48; Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 6894HS;WP200lbs;2400IHP;EAC; d rpd4,25;Dkd,rps1,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,Gvstn1,26; M.&B.S;shft drn1,26; Clh BB;CL | |

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| No. Off. No. / Signal Letters. | Name of Vessel. Material. Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4187 | **Eagle** | Scw | Br | | 152 | | 1913 | So. Shields, | | 3Cyl TE 14,22,36x24; | | BL |
| | xAdventuress Steel | | 135.1 | 24.9 \| 15.8 | 341 | | 2 | (Hepple & Co., Lim.) [Eng. | | 1Blr;WP180lbs;600IHP | | |
| | 1D;Wireless 6BH | | | | | | | | | | | |
| 4188 | **Eagle** | Scw | Am | New York | 3834 | | 1917 | San Francisco, Cal. | Standard | 3Cyl TE 27,47,78x48; | | BL |
| 214,921 | xPeerless xEagle Steel | | 410 | 56 \| 29 | 6273 | | 4 | (Union Iron Wks. Co.) | Transportation Co. | 3SB;WP220lbs;2600IHP; | | |
| LGVP | 2D;Long. frmg;Web frms; 7BH | | | | | | | | | Dkd,d rpd8,26 | | |
| | Shel dk;Oil fuel;SUB.SIG; | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4189 | **Eagle** | Scw | Br | St. Johns | 458 | | 1902 | Sandefjord, | Bowring | 3Cyl TE 18,30,49x33; | | |
| 118,052 | xSophie Wood | | 176.2 | 29.8 \| 15.1 | 677 | | rb '08 | Nor. (Christensen.) | Bros. (Lim.) | 82RHP. | | |
| NTKM | 1D;B;Wireless | | | | | | | | | | | |
| 4190 | **Eagle Hill** | Brg | Am | Phila. | 843 | | '98 | Noank, | Reading Co. | O,Ch,Hk,YP,Gif✕(Sltd) | — Exp | |
| 136,680 | | Trn | 194.4 | 34.8 \| 17.6 | 911 | | 4 | (R. Palmer & Son.) [Conn. | | | | |
| KNJS | 1D;B | | | | | | | | | | | |
| 4191 | **East Cape** | Scw | Am | San Fran. | 4484 | 9′ 1¾″ | 1918 | Kobe, | U. S. Ship- | 3Cyl TE 26,43½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 217,419 | Steel | | 385 | 51 \| 25.5 \| 36′ | 5812 | 27′ | 10 | (Kawasaki Dockyard Co., Lim.) [Jap. | ping Board | Kawasaki Dockyard Co; | ✠AMS | |
| LPJK | 3D;Shel dk;W. Bal; 6BH | | | | 9103 | | | | | 3SB;Kawasaki Dockyard Co; | S.S.Hbg9,20; | |
| | Wireless;SUB.SIG. 1BH to Fbd dk | | | | | | | | | 154GS;5741HS;WP196lbs;2500IHP; | shft drn6,21;Cih BB | |
| | 5BH to 2d dk | | | | | | | | | d rpd10,21;s rps9,22;Dkd5,25 | (Laid up) | |
| | C-35 | | | | | | | | | | | |
| | W.B.—A.P.94t; D.B.333′1120t; F. P.126t | | | | | | | | | | | |
| 4192 | **East Hampton** | Scw | Am | New York | 208 | | 1913 | Rockland, | Harry C. | 3Cyl TE 15,24,40x30; | | |
| 211,434 | O;YP | | 162.8 | 26.6 \| 12.7 | 407 | | 7 | (Cobb, Butler & Co.) [Me. | Sickler | 1SB;WP185lbs;900IHP. | | |
| | 1D;Wireless | | | | | | | | | | | |
| 4193 | **East Indian** | MV | Am | Detroit | 5160 | 11′ 9½″ | 1918 | Uraga, | Ford Motor | 2-4Cyl opposed Piston Oil | ✠A1Ⓔ With Freeboard. | |
| 216,802 | xBeikoku Maru Steel | Twin | 445 | 58 \| 29 \| 40′ 2½″ | 8159 | 28′ 8″ | 7 | (Uraga Dock Co., Lim.) [Jap. | Co. | Eng21¼x42½;Sun S. B. & D. D. Co; | ✠AMS | |
| LMQC | 3D;Shel dk;W. Bal; 8BH | | | | 11600 | | | | | 4250BHP;EAC;DB;Dkd1,26; | S.S.No.3,Ches1,26; | |
| | Wireless;SUB.SIG. 3BH to Fbd dk | | | | | | | | | d rpd4,26;Exmd9,26 | shfts drn10,25;n Engs; | |
| | 5BH to 2d dk | | | | | | | | | | B.S.1,26;Cih BB;CL | |
| | C-39 | | | | | | | | | | | |
| 4194 | **East Side** | Scw | Am | New York | 2899 | 5′ 5½″ | 1919 | Shooters | U. S. Ship- | 3Cyl TE 25,42,70x48; | ✠A1Ⓔ | |
| 218,371 | Steel | | 377 | 52 \| 26.6 \| 29′ | 4750 | 23′ 8½″ | 6 | Island, N. Y. (Standard S. B. Corp.) | ping Board | Standard S. B. Corp; | ✠AMS | |
| LRSF | 2D;Wireless;SUB.SIG;W. Bal 7BH | | | | 7500 | | | | | 3SB;Standard S. B. Corp; | S.S.No.1,NY3,23; | |
| | C-34 | | P41′ | B106′ F41′ | | | | | | 181GS;6900HS;WP190lbs;2500IHP; | M.S.3,23;B.S.12,25;n shft5,26; | |
| | W.B.—A.P.48t;D.B.324′1029t; D. T.678t | | F.P.1 | 06t | | | | | | EAC;Dkd5,26;d rpd7,26 | SBP;CL | |
| 4195 | **East Wind** | Scw | Am | Seattle | 4414 | 9′ 1¾″ | 1918 | Kobe, | U. S. Ship- | 3Cyl TE 26,43½,72x48; | ✠A1Ⓔ With Freeboard | |
| 217,372 | Steel | | 384.3 | 51.2 \| 25.5 \| 36 | 5869 | 27′ | 9 | (Kawasaki Dockyard Co.) [Jap. | ping Board | Kawasaki Dock Yard Co; | ✠AMS | |
| LPGB | 3D;Wireless 6BH | | | | 9000 | | | | | 2SB;1Aux8B;Kawasaki Dockyard Co; | S.S.No.1,NY4,23; | |
| | 1BH to Fbd dk | | | | | | | | | 154GS;5742HS;WP125lbs;2600IHP; | shft drn;M.&B.S.4,23; | |
| | 5BH to 2d dk | | | | | | | | | Dkd5,24;s rps2,25 | Cih BB | |
| | C-35 | | | | | | | | | | | |
| | W.B.—A.P.94t; D.B.333′1120t; F. P.126t | | | | | | | | | | | |
| 4196 | **Eastbury** | Scw | Br | Newcastle | 1825 | | 1905 | W. Hartle- | Alexanders | 3Cyl TE 23,40,65x42; | | BL |
| 120,491 | xParis xOlaf L. Kongsted Steel | | 325 | 47 \| 22.3 | 2868 | | 1 | pool, Eng. (Furness, Withy & Co., Lim.) | (Newcastle), Lim. | 2SB;WP200lbs | | |
| | 1D;Deep frmg;Wireless; 5BH | | P24′ | B94′ F32′ | | | | | | | | |
| | W. Bal | | | | | | | | | | | |
| 4197 | **Easterling** | Scw | Am | Seattle | 4399 | 9′ 1¾″ | 1918 | Kobe, | U. S. Ship- | 3Cyl TE 26,43½,72x48; | ✠A1Ⓔ With Freeboard. | |
| **217,478** | **Steel** | | **384.3** | **51.2 \| 25.5 \| 36′** | 5866 | 27′ | 10 | (Kawasaki Dockyard Co., Lim.) [Jap. | ping Board | Kawasaki Dockyard Co.; | ✠AMS | |
| LPNM | 3D;Wireless; 6BH | | | | 9000 | | | | | 2SB;1Aux8B; Kawasaki Dockyard Co; | S.S.No.2,Nflk3,26; | |
| | W. Bal 1BH to Fbd dk | | | | | | | | | 154GS;5636HS;WP200lbs;2600IHP; | n shft1,21;M.&B.S; | |
| | 5BH to 2d dk | | | | | | | | | rps3,26;Dkd,s rps9,26 | shft drn3,26;BBP | |
| | C-35 | | | | | | | | | | | |
| | W.B.—A.P.94t; D.B.333′1120t; F. P.126t | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4198 222,347 MDRL | **Eastern** 1D;B | Brg Sch | Am P40′ | Wilm'gton 267.3 \| 46 \| 23.6 F29′ | 2134 2198 | | 1922 7 | Mariners Harbor, N. Y. (Johnson Shipyard Corp) | Eastern Transportation Co., Inc. | YP;Gif✕ DB;s rps,s b clkg6,23 | ✠A1 Towing Barge. Coastwise & W. I. | |
| 4199 116,734 KMTW | **Eastern** xSommers N. Smith Steel 1D 3BH | Scw | Am 105 | Wilm'gton 21 \| 14.2 | 79 211 | | '96 Newport News, Va. (Newport News S. B. & D. D. Co.) | Eastern Transportation Co. | 2CylC16,32x26; 400IHP. | | |
| 4200 219,989 LWMC | **Eastern Admiral** 1D;Shel dk;Long. frmg; Steel 7BH Wireless;W. Bal; C-37 Oil fuel F. P. above 150° F. | Scw | Am 414.7 P32′ | Seattle 55.7 \| 31.9 \| 34′ 8″ B148′ F45′ | 4210 6668 10595 | 7′ 4¼″ 27′ 6″ | 1920 3 | Osaka, (Osaka Iron Wks.) [Jap. | U. S. Shipping Board | 3CylTE27,45,75x51; Osaka Iron Wks; 3SB;Osaka Iron Wks; S100HS;WP180lbs;3200IHP; d rpd3,21;s rps10,21;Dkd1,22 | ✠A1Ⓔ With Freeboard ✠AMS S.S.Seat5,20; Cih BB (Laid up) | |
| 4201 219,747 LVWS | **Eastern Belle** 2D;W. Bal; Steel 5BH Wireless;SUB.SIG. C-31 W.B.—A.P.58t;D.B.263′589t;F.P. 60t | Scw | Am 305 P25′ | San Fran. 43.7 \| 25.2 \| 27′ 3″ B92′ F30′ | 1797 2923 4952 | 4′ 4½″ 23′ 1″ | 1919 12 | Tokio, (Ishikawajima S. & E. Bldg. Co., Lim.) Jap. | U. S. Shipping Board | 3CylTE22,37,61x42; Ishikawajima S. & E. Bldg. Co., Lim.; 2SB;Ishikawajima S. & E. Bldg. Co., Lim;116GS;4836HS;WP200lbs; 2100IHP;EAC;s rps12,21;Dkd6,25 | ✠A1Ⓔ ✠AMS S.S.Nflk4,21; shft drn8,21;Cih BB (Laid up) | |
| 4202 219,273 LTSR | **Eastern Breeze** 2D;W. Bal Steel 6BH C-34 W.B.—A.P.46t;D.B.291′918t;F.P. 114t | Scw | Am 350 P21′ | San Fran. 51.3 \| 25.6 \| 28′ 6″ B91′ F41′ | 3390 4673 6636 | 5′ 5¼″ 23′ 3″ | 1919 10 | Uraga, (Uraga Dock Co.) [Jap. | U. S. Shipping Board | 3CylTE25,42,70x48; Uraga Dock Co; 2SB;Uraga Dock Co; 121GS;5067HS;WP200lbs;2800IHP; Dkd12,21;s rps1,22;Exmd5,22 | ✠A1Ⓔ ✠AMS S.S.Balt7,20; Cih BB;CL (Laid up) | |
| 4203 216,482 LKWN | **Eastern Chief** xYashida Maru No. 3 Steel 2D;Wireless;SUB.SIG;W. Bal 6BH C-34 W.B.—A.P.53t;D.B.291′942t;F.P. 143t | Scw | Am 359 P33′ | Seattle 51.1 \| 25.9 B91′ F33′ | 3578 4660 6771 | | 1917 12 | Uraga, (Uraga Dock Co., Lim.) [Jap. | U. S. Shipping Board | 3CylTE24½,40½,67x48; Uraga Dock Co; 3SB;Uraga Dock Co; WP180lbs;2000IHP;s rps2,21;Dkd3,21 | ✠A1Ⓔ ✠AMS S.S.NptN6,20 (Laid up) | |
| 4204 135,963 | **Eastern City** Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw | Br 400 | Bideford 53 \| 32.7 | 4283 5992 | | 1917 8 | Sunderland, (J. L. Thompson & Sons, Lim.) [Eng. | W. R. Smith & Sons, Mgrs. | 3CylTE28,46,75x51; 3SB;WP180lbs;574RHP; Dkd,d rpd4,26 | S.S.No.2,Barry11,25;A.S.4,26; M.&B.S;shft drn4,26 | C |
| 4205 220,007 LWMS | **Eastern Coast** 2D;W. Bal;Wireless;SUB.SIG. Steel 6BH C-33 W.B.—A.P.29t;D.B.294′794t;F.P. 57t | Scw | Am 345 P34′ | New York 50 \| 26.5 \| 29′ 1″ B77′ F40′ | 2390 3863 6216 | 5′ 4″ 23′ 11″ | 1919 12 | Yokohama, (Yokohama Dock Co.) [Jap. | U. S. Shipping Board | 3CylTE23,38,64x48; Yokohama Dock Co; 2SB;Yokohama Dock Co; 105GS;4414HS;WP200lbs;2300IHP; d rpd2,24;Dkd6,24 | ✠A1Ⓔ ✠AMS S.S.Nflk12,20; shft drn2,24;Cih BB (Laid up) | |
| 4206 219,750 LWBD | **Eastern Crag** 2D;W. Bal;Wireless;SUB.SIG. Steel 6BH C-33 W.B.—A.P.29t;D.B.294′794t;F.P. 57t | Scw | Am 345.3 P34′ | Seattle 50.2 \| 26.6 \| 29′ 1″ B77′ F40′ | 2346 3826 6300 | 5′ 4″ 23′ 11″ | 1919 11 | Yokohama, (Yokohama Dock Co.) [Jap. | U. S. Shipping Board | 3CylTE23,38,64x48; Yokohama Dock Co; 2SB;Yokohama Dock Co; 105GS;4414HS;WP188lbs;2300IHP; s rps1,22;Dkd3,22 | ✠A1Ⓔ ✠AMS S.S.NY12,20; shft drn6,21;Cih BB (Laid up) | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4207 | **Eastern Cross** | Scw | Am | Seattle | 2694 | 5′ 5¾″ | 1917 | Uraga, | U. S. Ship- | 3Cyl TE24½,40½,67x48; | ✠A1Ⓔ | |
| 217,168 | Steel | | 360 | 51 \| 25.8 | 4390 | 23′ 1″ | 10 | (Uraga [Jap. | ping Board | Uraga Dock Co., Lim; | ✠AMS | |
| LNPS | 2D;W. Bal;Wireless;SUB.SIG. 6BH | | | 28′ 5″ | 6800 | | | Dock Co., Lim.) | | 3SB;Uraga Dock Co., Lim; | S.S.No.1,NptN1,22; | |
| | C-35 | | P33′ | B91′ F33′ | | | | | | 180GS:6382HS;WP180lbs;2400IHP; | shft drn1,21;M.&B.S.1,22; | |
| | W.B.—A.P.53t;D.B.291′942t;F.P. | 143t | | | | | | | | Dkd,s rps1,22 | Clh BB;CL | |
| | | | | | | | | | | | (Laid up) | |
| 4208 | **Eastern Crown** | Scw | Am | Boston | 3266 | 5′ 6¾″ | 1920 | Nagasaki, | Meteor S.S. | 3Cyl TE26½,44½,75x48; | ✠A1Ⓔ | |
| 219,370 | Steel | | 399.7 | 54.7 \| 27.5 | 5241 | 24′ 8½ | 1 | (Mitsubishi [Jap. | Co. | Mitsubishi Zosen Kaisha; | ✠AMS | |
| LWGR | 1D;Wireless;W. Bal 6BH | | | 30′ | 8500 | | | Zosen Kaisha.) | | 3SB;Mitsubishi Zosen Kaisha; | S.S.No.3,NY8,26;n shft5,23; | |
| | C-36 | | P39′ | B121′ F40′ | | | | | | 172GS:6584HS;WP200lbs;3200IHP; | shft drn7,26;M.&B.S.8,26; | |
| | W.B.—A.P.89t; D.B.347′1070t . . | ..... | ....F. | P.133t | | | | | | EAC;Dkd,d rpd8,26;Exmd9,26 | Clh BB;CL | |
| 4209 | **Eastern Dawn** | Scw | Am | Seattle | 3627 | 9′ 1¾″ | 1920 | Kobe, | U. S. Ship- | 3Cyl TE26,43½,72x48; | ✠A1Ⓔ With Freeboard | |
| 219,949 | Steel | | 385 | 51.2 \| 25.5 | 5842 | 27′ 1″ | 3 | (Kawasaki [Jap. | ping Board | Kawasaki Dockyard Co; | ✠AMS | |
| LWKF | 3D;W. Bal; 6BH | | | 36′ | 9000 | | | Dockyard Co.) | | 2SB;1AuxSB;Kawasaki Dockyard Co; | S.S.No.1,Phila3,24; | |
| | Wireless; 2BH to Fbd dk | | | | | | | | | 5636HS;WP200lbs;2800IHP;EAC; | n shft5,23;M.S.3,24;B.S.5,26; | |
| | SUB.SIG. 4BH to 2d dk | | | | | | | | | d rpd5,26;Dkd,s rps6,26 | shft drn6,26;Clh BB;CL | |
| | C-35 | | | | | | | | | | | |
| | W.B.—A.P.264t;D.B.332′1134t;F. | P.187t | | | | | | | | | | |
| 4210 | **Eastern Glade** | Scw | Am | New York | 3521 | 5′ 6¾″ | 1920 | Yokohama, | American | 3Cyl TE26,43½,72x48; | ✠A1Ⓔ | |
| 219,851 | Steel | | 399.7 | 54.7 \| 27.8 | 5653 | 24′ 7″ | 3 | (Uchida [Jap. | So. African Line | Ishikawajima S. B. & E. Co; | ✠AMS | |
| LWGD | 2D;W. Bal;Wireless;SUB.SIG. 6BH | | | 30′ | 8500 | | | S. B. & E. Co., | | 3SB;Ishikawajima S. B. & E. Co; | S.S.No.1,NY9,24; | |
| | C-36 | | P39′ | B121′ F40′ | | | | Lim.) | | 174GS;7376HS;WP200lbs;3000IHP; | M.S.9,24;B.S;shft drn5,26; | |
| | W.B.—A.P.92t; D.B.321′1045t; F. | P.138t | | | | | | | | EAC;Dkd,d rpd10,26 | Clh BB;CL | |
| 4211 | **Eastern Glen** | Scw | Am | New York | 3545 | 5′ 6¾″ | 1920 | Yokohama, | American | 3Cyl TE26,43½,71¼x48; | ✠A1Ⓔ | |
| 220,148 | Steel | | 399.9 | 54.7 \| 27.6 | 5570 | 24′ 7″ | 6 | (Uchida [Jap. | So. African Line, | Uchida S. B. & Eng. Co; | ✠AMS | |
| LWQT | 2D;W. Bal;Wireless;SUB.SIG. 6BH | | | 30′ | 8360 | | | S. B. & E. Co., | Inc. | 3SB;Uchida S. B. & Eng. Co; | S.S.No.1,NY5,24; | |
| | C-36 | | P39′ | B121′ F40′ | | | | Lim.) | | 174GS;7376HS;WP200lbs;3000IHP; | M.&B.S.5,24;n shft11,24; | |
| | W.B.—A.P.92t; D.B.321′1045t; F. | P.138t | | | | | | | | Dkd,s rps2,26 | Clh BB;CL | |
| 4212 | **Eastern Guide** | Scw | Am | Seattle | 2267 | 5′ 4″ | 1919 | Yokohama, | U. S. Ship- | 3Cyl TE23,38,64x48; | ✠A1Ⓔ | |
| 219,597 | Steel | | 344.9 | 50.2 \| 26.6 | 3704 | 23′ 11½″ | 10 | (Yokohama [Jap. | ping Board | Yokohama Dock Co; | ✠AMS | |
| LVPM | 2D;W. Bal; 6BH | | | 29′ 1″ | 6500 | | | Dock Co.) | | 2SB;Yokohama Dock Co; | S.S.PtdO4,21; | |
| | Wireless;SUB.SIG. C-33 | | P34′ | B77′ F40′ | | | | | | 4414HS;WP200lbs;2300IHP; | shft drn4,22;M.&B.S.3,24; | |
| | W.B.—A.P.29t;D.B.294′794t;F.P.57t. | | | | | | | | | EAC;d rpd2,23;Dkd,s rps7,24 | Clh BB;CL | |
| | | | | | | | | | | | (Laid up) | |
| 4213 | **Eastern King** | Scw | Am | Seattle | 1814 | 4′ 2½″ | 1918 | Harima, | U. S. Ship- | 3Cyl TE22,37,61x42; | ✠A1Ⓔ | |
| 216,730 | xYone Maru Steel | | 304.8 | 43.8 \| 25.1 | 2995 | 23′ 2½″ | 7 | (Harima [Jap. | ping Board | Kobe Steel Wks; | ✠AMS | |
| LMKC | 2D;Wireless;W. Bal 5BH | | | 27′3″ | 4924 | | | Dockyard Co.) | | 2SB;Kobe Steel Wks; | S.S.No.1,NY8,22; | |
| | C-31 | | P25′ | B94′ F33′ | | | | | | 94GS;3704HS;WP200lbs;1850IHP; | M.&B.S;shft drn8,22; | |
| | W.B.—A.P.17t;D.B.262′647t;F.P. | 53t | | | | | | | | Dkd,d rpd4,23 | Clh BB;CL | |
| | | | | | | | | | | | (Laid up) | |
| 4214 | **Eastern Knight** | Scw | Am | Portland | 4156 | 7′ 4¼″ | 1919 | Osaka, | Columbia | 3Cyl TE27,45,75x51; | ✠A1Ⓔ With Freeboard. | |
| 219,648 | Steel | | 415.1 | 55.7 \| 32 | 6588 | 27′ 7″ | 11 | (Osaka [Jap. | Pacific Shipping | Osaka Iron Wks; | ✠AMS | |
| LVRN | 1D;Shel dk;Long. frmg; 7BH | | | 34′ 8″ | 10500 | | | Iron Wks.) | Co. | 3SB;Osaka Iron Wks; | S.S.No.1,PtdO6,24; | |
| | W. Bal;Wireless;SUB.SIG; C-37 | | P45′ | B148′ F45′ | | | | | | 8100HS;WP175lbs;3200IHP; | M.S.6.24;shft drn7,25; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | EAC;d rpd6,26;Dkd,s rps6,26; | B.S.6,26;Clh BB;CL | |
| | | | | | | | | | | s rps8,26 | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship-Class-Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers-Class-Dates. Tail Shaft Drawn-Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4215 220,751 MBSG | **Eastern Leader** Steel 2D;W. Bal;Wireless;SUB.SIG; 6BH Oil fuel F. P. above 150° F. C-33 | Scw | Am P33′ | Seattle 344.8 \| 50.1 \| 26.6 \| 29′ 1″ B73′ F40′ | 2445 4002 6300 | 5′ 3¾″ 23′ 11½″ | 1920 10 | Osaka, (Fujinagata) [Jap. Dock Yard.) | U. S. Shipping Board | 3Cyl TE23,38,64x48; Fujinagata Dock Yard; 2SB;Fujinagata Dock Yard; 4394HS;WP191lbs;2300IHP; Dkd12,23;d rpd2,24;Exmd3,24 | ✠A1Ⓔ ✠AMS S.S.Seat3,21; shft drn11,23;Cih BB (Laid up) | |
| 4216 217,292 LPBH | **Eastern Light** Steel 2D;W. Bal;Long. frmg; 7BH Wireless; 2BH to Fbd dk SUB.SIG. 5BH to 2d dk C-35 | Scw | Am P38′ | Seattle 415.1 \| 55.7 \| 32 \| 34′ 8″ B148′ F45′ | 4148 6655 10500 | 7′ 4½″ 27′ 7″ | 1918 9 | Innoshima, (Osaka Iron Wks., Lim.) [Jap. | U. S. Shipping Board | 3Cyl TE27,45,75x51; Osaka Iron Wks; 3SB;Osaka Iron Wks; 189GS;8100HS;WP180lbs;3300IHP; d rpd2,21;s rps12,21;Dkd5,25 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.NY12,20; Cih BB;CL (Laid up) | |
| 4217 220,113 LWQC | **Eastern Maid** Steel 2D;W. Bal;Wireless;SUB.SIG. 5BH C-31 W.P.—A.P.58t;D.B.263′589t;F.P. 60t | Scw | Am P25′ | Seattle 305 \| 43.7 \| 24.8 \| 27′ 3″ B92′F30′ | 1902 3141 5000 | 4′ 4½″ 23′ 1′ | 1920 3 | Tokio, (Ishikawajima S. B. & Eng. Co.) [Jap. | U. S. Shipping Board | 3Cyl TE22,37,61x42; Ishikawajima S. B. & Eng. Co; 2SB;Ishikawajima S. B. & Eng. Co; 116GS;4837HS;WP200lbs;2100IHP. | ✠A1Ⓔ ✠AMS (Laid up) | |
| 4218 219,634 LVST | **Eastern Mariner** Steel 2D;Long. frmg;W. Bal; 7BH Wireless; 3BH to Fbd dk SUB.SIG. 4BH to 2d dk C-37 W.B.—A.P.48t;D.B.368′1447t;D. T.34′1 145t;F. P.169t | Scw | Am P33′ | Seattle 415.1 \| 55.7 \| 32 \| 34′ 8″ B148′ F45′ | 5347 7240 10000 | 7′ 4¼″ 27′ 6″ | 1920 1 | Osaka, (Osaka Iron Wks.) [Jap. | U. S. Shipping Board | 3Cyl TE27,45,75x51; Osaka Iron Wks; 3SB;Osaka Iron Wks; 189GS;8100HS;WP180lbs;3200IHP; s rps3,21;Dkd11,23;Exmd9,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.Seat11,20; Cih BB;CL (Laid up) | |
| 4219 219,646 LVRK | **Eastern Moon** Steel 3D;Wireless;SUB.SIG; 6BH W. Bal 1BH to Fbd dk 5BH to 2d dk C-35 W.B.—A.P.94t; D.B.333′1120t; F. P.126t | Scw | Am P23′ | Seattle 384.8 \| 51.2 \| 33.7 \| 36′ B94′ F32′ | 4271 5716 9000 | 9′ 1¾″ 27′ | 1919 12 | Kobe, (Kawasaki Dockyard Co.) [Jap. | U. S. Shipping Board | 3Cyl TE26,43½,72x48; Kawasaki Dockyard Co; 2SB;1AuxSB;Kawasaki Dockyard Co; 154GS;5636HS;WP200lbs;3000IHP; d rpd7,26;Dkd,s rps10,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,NY1,24; M.S.1,24;B.S.1,26;n shft7,26; Cih BB | |
| 4220 219,795 LWCR | **Eastern Pilot** Steel 2D;Wireless 5BH C-31 W.B.—A P.17t;D.B.263′648t;F.P. 53t | Scw | Am P23′ | Seattle 305 \| 43.7 \| 25 \| 27′3″ B94′ F32′ | 1924 3162 5000 | 4′ 2½″ 23′ 2½″ | 1920 1 | O'Harima, (Teikoku S.S. Co., Lim.) [Jap. | U. S. Shipping Board | 3Cyl TE22,37,61x42; Teikoku S.S.Co; 2SB;Kobe Steel Wks; 108GS;3892HS;WP200lbs;2100IHP; Dkd,s rps4,24 | ✠A1Ⓔ ✠AMS S.S.NY9,20; shft drn8,23;Cih BB;CL (Laid up) | |
| 4221 219,889 LWHF | **Eastern Planet** Steel 2D;Shel dk;W. Bal; 6BH Wireless 4BH to Fbd dk 2BH to 2d dk C-35 | Scw | Am P42′ | Seattle 384.8 \| 51.2 \| 25.5 \| 36′ B75′ | 3604 5815 9000 | 9′ 1¾″ 27′ | 1920 4 | Kobe, (Kawasaki Dockyard Co.) [Jap. | U. S. Shipping Board | 3Cyl TE26,43½,72x48; Kawasaki Dockyard Co; 2SB;1AuxSB;Kawasaki Dockyard Co; 154GS;5636HS;WP194lbs;3000IHP; Dkd,s rps8,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,NY8,24; n shft2,24;M.S.8,24;B.S.8,26; Cih BB | |
| 4222 216,706 LMJF | **Eastern Queen** xTofuka Maru Steel 3D;Shel dk;W. Bal; 6BH Wireless; 1BH to Fbd dk SUB.SIG. 5BH to 2d dk C-36 W.B.—A.P.94t; D.B.333′1120t; F. P.126t | Scw | Am 381 | Seattle 51.1 \| 25.6 \| 36′ | 4417 5834 9062 | 9′ 1¾″ 27′ | 1918 2 | Kobe, (Kawasaki Dockyard Co., Lim.) [Jap. | U. S. Shipping Board | 3Cyl TE26,43½,72x48; Kawasaki Dockyard Co., Lim; 2SB;Kawasaki Dockyard Co., Lim; 126GS;5809HS;WP200lbs;2650IHP; EAC;d rpd5,21;s rps4,22;Dkd6,25 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.NY5,21; n shft4,22;SHBB;CL (Laid up) | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4223 | **Eastern Sea** | Scw | Am | Seattle | 4493 | 9′ 1¾″ | 1918 | Kobe, | U. S. Ship- | 3Cyl TE26,43½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 216,617 | xTaifuku Maru No. 21 Steel | | 384 | 51.1 \| 28.5 \| 36′ | 5838 | 27′ | 6 | (Kawasaki Dockyard Co., Lim.) [Jap. | ping Board | Kawasaki Dockyard Co., Lim; | ✠AMS | |
| LMFV | 3D;W. Bal; 5BH | | | | 9027 | | | | | 2SB;1AuxSB;Kawasaki Dockyard | S.S.No.1,NY7,23; | |
| | Wireless 1BH to Fbd dk | | | | | | | | | Co., Lim; | M.S.7,23;B.S.11,25; | |
| | 5BH to 2d dk | | | | | | | | | 154GS;5741HS;WP180lbs;2800IHP; | n shft8,26;Clh BB | |
| | C-35 | | | | | | | | | DB;d rpd11,25;Dkd,s rps8,26 | | |
| | W.B.—A.P.94t; D.B.333′1120t; F. | P.126t | | | | | | | | | | |
| 4224 | **Eastern Shore** | SW | Am | Baltimore | 654 | | '83 | Wilmington, | Balto., | 1CylVB38x108; | | |
| 135.672 | Iron | | 176 | 35 \| 9.5 | 791 | | 2 | (Harlan & Hollingsworth.) [Del. | Chesapeake & A. Ry. Co. | 1RTB;800IHP. | | |
| | 1D | | | | | | | | | | | |
| 4225 | **Eastern Shore** | Scw | Am | Seattle | 5124 | 9′ 1¾″ | 1918 | Harima, | U. S. Ship- | 3Cyl TE27,45,75x51; | ✠A1Ⓔ With Freeboard. | |
| 217,291 | Steel | | 424.5 | 53.6 \| 26.4 \| 37′ 6″ | 6731 | 28′ 6″ | 9 | (Harima Dockyard Co.) [Jap. | ping Board | Kobe Steel Wks; | ✠AMS | |
| LPBG | 2D;Shel dk;W. Bal; 7BH | | | | 11000 | | | | | 3SB;Kobe Steel Wks; | S.S.Phila8,20; | |
| | Wireless;SUB.SIG. 1BH to Fbd dk | | | | | | | | | 192GS;7944HS;WP180lbs;3000IHP; | M.&B.S;shft drn11,26; | |
| | 6BH to 2d dk | | | | | | | | | rps8,20;Dkd,s rps11,26 | Clh BB;CL | |
| | C-37 | | | | | | | | | | | |
| 4226 | **Eastern Star** | MV | Am | Miami | 66 | | 1926 | Jacksonville, | Merrill | Oil Engs; | | |
| 225,435 | Wood | Twin | 78 | 22 \| 6 | 103 | | 3 | (Merrill Stevens D. D. & Rp. Co.) [Fla. | Barge Co., Inc. | 90IHP | | |
| | 1D | | | | | | | | | | | |
| 4227 | **Eastern Star** | Scw | Am | New York | 3282 | 4′ 8¾″ | 1917 | Innoshima, | U. S. Ship- | 3Cyl TE24,41,67x48; | ✠A1Ⓔ With Freeboard. | |
| 216,543 | xMelgen Maru Steel | | 344.2 | 49.9 \| 25.2 \| 28′ 2″ | 4330 | 23′ 7½″ | 12 | (Osaka Iron Wks., Lim.) [Jap. | ping Board | Osaka Iron Wks., Lim; | ✠AMS | |
| LMCD | 2D;Long. frmg;W. Bal; 6BH | | | | 6885 | | | | | 2SB;Osaka Iron Wks., Lim; | shft drn;B.S.5,24;Clh BB;CL | |
| | Wireless;SUB.SIG. C-35 | | P30′ | B99′ F34′ | | | | | | 126GS;5400HS;WP180lbs;2200IHP; | (Laid up) | |
| | W.B.—A.P.29t; D.B.298′1142t; D. | T.32′6 | 93t; F. | P.118t | | | | | | EAC;Dkd,d rpd5,24 | | |
| 4228 | **Eastern States** | SW | Am | Detroit | 1566 | | 1902 | Wyandotte, | Detroit & | 3Cyl C52,72,72x84; | | |
| 136,981 | Steel | | 350 | 44 \| 19.9 | 3077 | | 5 | Mich. (Detroit S. B. Co.) | Cleveland Nav. Co. | 6SB;WP140lbs;4200IHP | | |
| | 4D;Wireless 5BH | | | | | | | | | | | |
| 4229 | **Eastern Sun** | Scw | Am | Seattle | 4581 | 9′ 1¾″ | 1918 | Kobe, | U. S. Ship- | 3Cyl TE26,43½,72x48; | ✠A1Ⓔ With Freeboard | |
| 216,461 | xTaifuku Maru Steel | | 385 | 51 \| 28 \| 36′ | 5851 | 27′ 1″ | 5 | (Kawasaki Dockyard Co., Lim.) [Jap. | ping Board | Kawasaki Dockyard Co., Lim; | ✠AMS | |
| LKVW | 3D;SUB.SIG; 6BH | | | | 9066 | | | | | 2SB;Kawasaki Dockyard Co., Lim; | S.S.Mbl10,21; | |
| | Wireless 1BH to Fbd dk | | | | | | | | | 126GS;5809HS;WP200lbs;2800IHP; | M.&B.S.7,22;n shft1,23; | |
| | 5BH to 2d dk | | | | | | | | | EAC;d rpd1,22;Dkd1,23;s rps10,23 | Clh BB | |
| | C-36 | | | | | | | | | | (Laid up) | |
| | W.B.—A.P.94t; D.B.333′1120t; F. | P.126t | | | | | | | | | | |
| 4230 | **Eastern Sword** | Scw | Am | Seattle | 2286 | 6′ 6¼″ | 1920 | Uraga, | U. S. Ship- | 3Cyl TE24¾,41,69x48; | ✠A1Ⓔ With Freeboard. | |
| 220,803 | Steel | | 330.3 | 46.1 \| 27.6 \| 30′ | 3785 | 23′ 8″ | 8 | (Uraga Dock Co., Lim.) [Jap. | ping Board | Kubota Iron Wks; | ✠AMS | |
| MBVD | 2D;W. Bal;Wireless;SUB.SIG; 5BH | | | | 5500 | | | | | 2SB;Uraga Dock Co; | S.S.NptN2,22; | |
| | Oil fuel F. P. above 150° F. C-32 | | P17′ | B84′ F39′ | | | | | | 5703HS;WP200lbs;2500IHP;EAC; | shft drn7,23;Clh BB;CL | |
| | W.B.—A.P.32t;D.B.276′710t | | F.P.93 | t | | | | | | Dkd,d rpd4,24 | (Laid up) | |
| | F.O.—A.P.29t;D.B.256′601t;S.T. | 20′88t; | F.P.87t | | | | | | | | | |
| 4231 | **Eastern Tempest** | Scw | Am | Seattle | 2838 | 5′ 5¼″ | 1920 | Uraga, | U. S. Ship- | 3Cyl TE25,42,70x48; | ✠A1Ⓔ | |
| 220,173 | Steel | | 360.1 | 51.2 \| 25.9 \| 28′ 6″ | 4624 | 23′ 3″ | 6 | (Uraga Dock Co., Lim.) [Jap. | ping Board | Uraga Dock Co; | ✠AMS | |
| LWRH | 2D;W. Bal;Wireless;SUB.SIG. 6BH | | | | 6650 | | | | | 2SB;Uraga Dock Co; | S.S.Cph5,21; | |
| | C-34 | | P21′ | B91′ F41′ | | | | | | 126GS;5067HS;WP185lbs;2650IHP; | shft drn5,21;Clh BB;CL | |
| | W.B.—A.P.41t;D.B.281′907t;F.P. | 105t | | | | | | | | EAC;d rpd3,24;Dkd,s rps7,24 | (Laid up) | |
| 4232 | **Eastern Temple** | Scw | Am | Seattle | 2235 | 5′ 2¾″ | 1920 | Osaka, | U. S. Ship- | 3Cyl TE24,41,67x48; | ✠A1Ⓔ | |
| 220,615 | Steel | | 315.9 | 45.8 \| 26.3 \| 28′ 10″ | 3673 | 23′ 9″ | 6 | (Nitta S. B. Co.) [Jap. | ping Board | Tanaka Engine Wks; | ✠AMS | |
| MBLH | 1D;B;W. Bal;Wireless; 6BH | | | | 5500 | | | | | 2SB;Puget Sound Mchy. Depot; | S.S.Balt3,21; | |
| | SUB.SIG. C-31 | | P22′ | B82′ F37′ | | | | | | 126GS:5500HS;WP190lbs;2500IHP; | Clh BB;CL | |
| | W.B.—A.P.62t;D.B.270′720t;F.P. | 62t | | | | | | | | EAC;Dkd5,24 | (Laid up) | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4233 | **Eastern Victor** | Scw | Am | Seattle | 3523 | 5′ 6¾″ | 1920 | Nagasaki, | U. S. Ship- | 3Cyl TE26½,44½,75x48; | ✠A1Ⓔ | |
| 219,871 | Steel | | 399.4 | 54.7 \| 27.6 \| 30′ | 5726 | 24′ 8½″ | 1 | (Mitsubishi [Jap. | ping Board | Kobe Eng. & D. D. Co; | ✠AMS | |
| LWGS | 1D;Wireless;SUB.SIG;W. Bal; 6BH | | P39′ | B121′ F40′ | 8500 | | | Zosen Kaisha.) | | 3SB;Kobe Eng. & D. D. Co; | S.S.No.1,Phila12,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 6591HS;WP200lbs;3200IHP; | M.&B.S.12,23;shft drn9,24; | |
| | | | | | | | | | | Dkd,d rpd4,26;s rps9,26 | Cih BB;CL | |
| | W.B.—A.P.89t; D.B.347′1070t. . . . . | | . . . . F. | P.133t | | | | | | | | |
| | F.O.—A.P.84t; D.B.303′ 840t; S. | T.25′2 | 22t; F. | P.124t | | | | | | | | |
| 4234 | **Easterner** | Scw | Am | San Fran. | 4497 | 9′ 1¾″ | 1918 | Kobe, | U. S. Ship- | 3Cyl TE26,43½,72x48; | ✠A1Ⓔ With Freeboard | |
| 216,793 | xSeifuku Maru Steel | | 385 | 51 \| 21.1 \| 36′ | 5840 | 27′ 1″ | 3 | (Kawasaki [Jap. | ping Board | Kawasaki Dockyard Co; | ✠AMS | |
| LMPQ | 3D;Wireless; 6BH | | | | 9079 | | | Dockyard Co.) | | 2SB;Kobe Steel Wks; | S.S.No.2,NY3,26; | |
| | W. Bal 1BH to Fbd dk | | | | | | | | | 126GS;5808HS;WP200lbs;2700IHP; | M.&B.S;shft drn3,26;Cih BB | |
| | 5BH to 2d dk | | | | | | | | | d rpd3,26;Dkd,s rps8,26 | | |
| | C-35 | | | | | | | | | | | |
| | W.B.—A.P.94t; D.B.333′1120t; F. | P.126t | | | | | | | | | | |
| 4235 | **Eastgate** | Scw | Br | London | 2694 | | 1915 | W. Hartle- | Turnbull, | 3Cyl TE25,41,68x48; | | BL |
| 139,100 | Steel | | 380.1 | 53.5 \| 24.1 | 4277 | | 11 | pool, Eng. | Scott & Co., | 2SB;1AuxSB;WP180lbs | | |
| JMCL | 1D;Wireless;W. Bal 6BH | | P27′ | B230′ F36′ | | | | (W. Gray & Co., Lim.) | Mgrs | | | |
| 4236 | **Eastmoor** | Scw | Br | London | 3667 | | 1922 | Newcastle, | Moor Line | 3Cyl TE27,45,75x51; | | BL |
| 146,582 | Steel | | 399.8 | 52.9 \| 32.8 | 5812 | | 6 | (Northum- [Eng | (Lim.) | 3SB;WP180lbs | | |
| KMHG | 1D;Shel dk;Wireless;W. Bal 6BH | | F38′ | | | | | berland S. B. Co.) | | | | |
| 4237 | **Easton** | Brg | Am | New York | 732 | | 1908 | Noank, | Lehigh Coal | O,Ch,YP;Gicf | | |
| 205,366 | Sch | | 180.2 | 35 \| 14.7 | 830 | | 6 | (R. [Conn. | & Nav. Co. | | | |
| KWQM | 1D | | | | | | | Palmer & Sons.) | | | | |
| 4238 | **Easton** | Brg | Am | Fall River | 448 | | '99 | Noank, | Staples | Hw,YP;Gif | | |
| 136,727 | Sch | | 167 | 34.6 \| 11.5 | 531 | | | (Palmer [Conn. | Transp. Co | | | |
| KNVM | 1D | | | | | | | & Son.) | | | | |
| 4239 | **Easton** | Scw | Br | Toronto | 1129 | | 1912 | Sunderland, | Mathews | 3Cyl TE17,28,46x33; | 100(GL) | |
| 132,069 | Steel | | 250 | 42.6 \| 18.6 | 1757 | | 6 | (Sunderland [Eng. | S.S. Co. | 2SB;WP185lbs;900IHP. | P.S.4,26 | |
| | 1D;Mchy aft;Deep frmg; 3BH | | P63′ | F37′ | | | | S. B. Co.) | | | | |
| | Web frms;W. Bal | | | | | | | | | | | |
| 4240 | **Eastport** | Brg | Am | New York | 235 | | 1916 | Wilmington, | N. Y. & | Wd | | |
| 166,394 | Lgtr | | 100.7 | 34.8 \| 7.4 | 242 | | | (American [Del. | Cuba Mail S.S. | | | |
| | 1D | | | | | | | Car & Fdy. Co.) | Co | | | |
| 4241 | **Eastport** | Scw | Am | Seattle | 2705 | 4′ 8¾″ | 1918 | Innoshima, | U. S. Ship- | 3Cyl TE24,41,67x48; | ✠A1Ⓔ With Freeboard. | |
| 217,085 | Steel | | 344.5 | 49.8 \| 25.7 \| 28′ 2″ | 4385 | 23′ 8″ | 8 | (Osaka [Jap. | ping Board | Osaka Iron Wks; | ✠AMS | |
| LNJG | 2D;Long. frmg;Web frms; 6BH | | | | 6828 | | | Iron Wks., Lim.) | | 2SB;Osaka Iron Wks; | S.S.NY9,20; | |
| | Wireless;SUB.SIG; 3BH to Fbd dk | | P33′ | B99′ F34′ | | | | | | 126GS;5400HS;WP180lbs;2500IHP; | shft drn4,22;Cih BB;CL | |
| | W. Bal 3BH to 2d dk | | | | | | | | | Dkd4,22;s rps11,22;d rpd1,23 | (Laid up) | |
| | C-33 | | | | | | | | | | | |
| | W.B.—A.P.29t; D.B.298′1142t; D. | T.32′6 | 93t; F. | P.118t | | | | | | | | |
| 4242 | **Eastwood** | Scw | Br | W.Hartlpl | 2335 | | 1904 | W. Hartle- | Macbeth, | 3Cyl TE24½,40,65x42; | | BL |
| 115,170 | Steel | Sch | 340 | 48 \| 24.8 | 3582 | | 10 | (W. [pool, Eng. | Blackwood & | 2SB;WP180lbs | | |
| HBJK | 1D;B;Deep frmg;Wireless; 7BH | | P25′ | B113′ F32′ | | | | Gray & Co., Lim.) | Laurie (Lim.) | | | |
| | W. Bal | | | | | | | | | | | |
| 4243 | **Eboe** | Scw | Br | London | 2965 | | 1912 | Newcastle, | Elder, | 3Cyl TE26,44,74x51; | | BL |
| 135,174 | Steel | | 405.1 | 54.1 \| 23.5 | 4866 | | 12 | (Palmers [Eng. | Dempster & Co. | 3SB;WP205lbs | | |
| JBKD | 2D;Shel dk;Wireless;W. Bal 7BH | | P31′ | B78′ F47′ | | | | Co., Lim.) | (Lim.), Mgrs. | | | |
| 4244 | **Ebro** | Scw | Br | Belfast | 5174 | | 1915 | Belfast, | Pacific Stm. | 2-4Cyl QE22,31,45,65x45; | | BL |
| 136,346 | Steel | Twin | 450.3 | 57.8 \| 30.6 | 8480 | | 1 | (Workman, [Ire. | Nav. Co. | 2DB;2SB;WP215lbs | | |
| JHMV | 2D;Oil fuel;SUB.SIG;Wireless; 10BH | | P78′ | B218′ F71′ | | | | Clark & Co., Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 4245 | **Ebros** | Scw | Sp. | S.Sebast'n | 2108 | | '93 | Newcastle, | Cia. Vasco | 3Cyl TE24,40,65x43; | | V |
| | xBritish General Steel | | 328.1 | 42 \| 26.1 \| 20.1 | 3247 | | 11 | (Armstrong, [Eng | Valenciana de | 2SB;WP150lbs;1410IHP; | | |
| MBHC | xGeorgian Prince 20BH | | P82′ | B22′ F39′ | | | | Mitchell & Co., Lim.) | Nav. | Exmd2,26 | | |
| | 1D;Web frms;Spar dk;Mchy aft; | | | | | | | | | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 4246 | **Eburna** | Scw | Br | London | 2845 | | 1913 | Newcastle, | Anglo- | 3Cyl TE26,43,72x48; | | BL |
| 135,284 | Steel | | 380.2 | 52.7 \| 29.1 | 4735 | | 11 | (Swan, [Eng. | Saxon Petro- | 3SB;WP180lbs | | |
| JDLR | 2D;Mchy aft;Web frms; 13BH | | P95′ | B27′ F63′ | | | | Hunter & Wigham Richardson, Lim.) | leum Co. (Lim.) | | | |
| | Oil in bulk;Oil fuel;Long. frmg; | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4247 | **Echo** | Scw | Am | Mobile | 68 | | '83 | Camden, | Mobile | 2CylC; | | |
| 135,641 | Iron | | 103.8 | 21 \| 10.6 | 136 | | | (Jas. [N. J. | Towing & Wrecking Company | 1SB;WP135lbs;450IHP. | | |
| | 1D 2BH | | | | | | | Delague.) | | | | |
| 4248 | **Eckmuhl** | Scw | Am | New York | 216 | | 1919 | Savannah, | John W. | 3CylTE12¾,21½,35x24; | | BL |
| 221,906 | Steel | | 139.4 | 25 \| 14.7 F26′ | 411 | | 8 | (Foundation [Ga. Co.) | Sullivan | 1SB;WP180lbs;500IHP. | | |
| MDKG | 1D 4BH | | | | | | | | | | | |
| 4249 | **Eclipse** | Scw | Am | San Fran. | 1856 | 9′ 6¾″ | 1919 | Alameda, | U. S. Ship- | Elect Motor;Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 217,456 | Steel | | 440 | 56 \| 35.2 | 7589 | 28′ 8″ | 2 | (Bethlehem [Cal. | ping Board | General Electric Co; | ✠AMS | |
| LPMJ | 2D;Long. frmg; 9BH | | | 38′ | 12000 | | | S. B. Corp., | | 3SB;Bethlehem S. B. Corp; | S.S.No.1,NY3,23; | |
| | Wireless;W. Bal; 7BH to Fbd dk | | P55′ | B63′ F23′ | | | | Lim.) | | 8250HS;WP215lbs;3000SHP; | n Eng10,20;M.S.5,24; | |
| | SUB.SIG; 2BH to 2d dk | | | | | | | | | rps1,26;Dkd,s rps8,26 | shft drn6,25;B.S.8,26; | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | Clh BB;CL | |
| | W.B.—A.P.160t;D.B.348′1535t | | | | | | | | | | | |
| | F.O. —A.P.1496;D.B.308′1267t;D | T.30′8 | 471; S | F.664;F.P.130t | | | | | | | | |
| 4250 | **Eclipse** | SW | Am | Memphis | 182 | | 1901 | St. Joseph, | Valley Line | 1Cyl16x72; | | |
| 127,557 | xCity St. Joseph Wood | | 102 | 36 \| 5 | 182 | | | Mo. | Steamers, Inc. | 2Blrs;WP180lbs;438IHP;DB | | |
| | 3D;B 3BH | | | | | | | | | | | |
| 4251 | **Ecola** | Sch | Am | Portland | 2050 | | 1920 | Portland, | Shanghai | Fir;Gif | | |
| 220,184 | | 5 M | 266.6 | 46.2 \| 23.9 | 2266 | | 5 | (Monarch [Ore. | Bldg. Co. | | | |
| LWRP | 1D | | | | | | | S. B. Co.) | | | | |
| 4252 | **Economy** | Brg | Mex | Tabasco | 860 | | 1903 | Sandefjord, | Cie. de | Stl;4BH | | |
| | xOaxaca | xScw | 231.9 | 35.2 \| 20.5 | 1393 | | | (Framnaes [Nor. | Fomento del | | | |
| | 1D;Spar dk;W. Bal | | | | | | | Mek. Vaerks.) | Sureste de | | | |
| | | | | | | | | | Mexico, S. A. | | | |
| 4253 | **Ecuador** | Scw | Am | San Fran. | 3435 | | 1915 | Flushing, | Panama | 3CylTE29,47,77x48; | | BL |
| 214,368 | Steel | | 380.6 | 48.7 \| 32.6 | 5544 | | 9 | (Kon. [Hol. | Mail S.S. Co., | 4SB;WP180lbs | | |
| LFSQ | 2D;Awng dk;Oil fuel;Wireless; 6BH | | | | | | | Maats. de | Inc. | | | |
| | W. Bal | | | | | | | Scheide.) | | | | |
| 4254 | **Eda** | Scw | Nor | Oslo | 1090 | | 1919 | Grimstad, | Forenede | 3CylTE18,29,50x36; | | N |
| | xAntares Steel | | 265 | 42.1 \| 17.9 | 1805 | | 8 | (Sorlandets [Nor. | Rederier A/S. | 2SB;WP180lbs | | |
| LCPJ | 1D;Wireless;W. Bal 4BH | | P23′ | B71′ F29′ | | | | Skibsbyggeri.) | | | | |
| 4255 | **Edam** | Scw | Hol | Rotterd'm | 5412 | | 1921 | Flushing, | Nederl. | Stm Tbns; | | BL |
| | Steel | | 450.4 | 58.2 \| 37.1 | 8871 | | 7 | (Koninkl. [Hol. | Amerik. Stoomv. | 4SB;WP215lbs | | |
| NMSV | 2D;Shel dk;Oil fuel;Wireless; 8BH | | B81′ | F50′ | | | | Maats. de Scheide.) | Maats. | | | |
| | SUB.SIG;W. Bal | | | | | | | | | | | |
| 4256 | **Edda** | Scw | It | Venice | 3883 | | 1924 | Trieste, | Soc. Anon. | Stm Tbns; | | I |
| 187 | Steel | | 405 | 53.9 \| 30.2 | 6107 | | 11 | (Stabilimento [It. | Navigaz. Libera | 3SB;WP180lbs | | |
| NLFO | 1D;Shel dk;Wireless;W. Bal 7BH | | B134′ | F36′ | | | | Tecnico Triestino.) | Triestina | | | |
| 4257 | **Edde Theriault** | Sch | Br | Bridgetwn | 170 | | 1904 | Belleveau | R. Arthur | Sp,Bch;Icf(Sltd) | — Exp | |
| 111,895 | | | 104 | 27.3 \| 10 | 212 | | 11 | (P. A. [Cove, N.S. | | | | |
| | 1D | | | | | | | Theriault.) | | | | |
| 4258 | **Eden Hall** | Scw | Br | Liverpool | 2332 | | '83 | Dundee, | Westcott & | 2CylC40,76x54; | | C |
| 87,841 | Iron | | 360 | 42.6 \| 28.2 | 3610 | | 4 | (Gourlay [Scot. | Laurance Line | 2DB | | |
| HQRG | 2D;B;Wireless 5BH | | P40′ | B76′ F50′ | | | | Bros. & Co.) | (Lim.) | | 4thS.S.No.1,Ldn9,24; | |
| | | | | | | | | | | | shft drn8,24;B.S.2,26;M.S.7,26 | |
| 4259 | **Edenton** | Scw | Am | Seattle | 5437 | 10′ 9½″ | 1918 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 217,336 | Steel | | 409.6 | 54.2 \| 27.1 37′ 9″ | 6958 | 27′ 1½″ | 12 | (Skinner [Wash. | ping Board | General Electric Co; | ✠AMS | |
| LPDM | 3D; 7BH | | | | 9600 | | | & Eddy Corp.) | | 3SB;Commercial Bir. Wks; | S.S.No.1,NY10,23; | |
| | W. Bal; 6BH to Fbd dk | | | | | | | | | 8085HS;WP210lbs;2500SHP;EAC; | M.S.10,23;shft drn5,25; | |
| | SUB.SIG;Wireless; 1BH to 3d dk | | | | | | | | | d rpd9,20;Dkd,s rps10,26 | B.S.10,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.340t;D.B.355′1264t;D | T.40′1 | 082t. | F.P.120t | | | | | | | | |
| | F.O D.B.310′1001t;D | T.40′1 | 011t.S. | T.79t | | | | | | | | |
| 4260 | **Edenton** | Scw | Am | Norfolk | 215 | | '71 | Philadel- | Albermarle | 2-1Cyl9½x10; | | |
| 2,759 | xBristol Iron | xBrg | 120 | 22.4 \| 8.3 | 265 | | rb '05 | phia, Pa. | Steam Nav. Co. | 1SB;WP70lbs;28IHP | | |
| | 1D 1BH | | | | | | | | | | | |
| 4261 | **Edfou** | Scw | Br | Liverpool | 1053 | | 1917 | Pt. Glasgow, | Moss S.S. | 3CylTE21,33,57x36; | | BL |
| 137,533 | xRabymere Steel | | 265.2 | 42.2 \| 17.8 | 1775 | | 2 | (Clyde [Scot. | Co. (Lim.) | 2SB;WP180lbs | | |
| JNVW | 1D;Shel dk;Wireless;W. Bal 4BH | | | | | | | S. B. & Eng. | | | | |
| | | | | | | | | Co., Lim.) | | | | |
| 4262 | **Edgar** | Brg | Am | Hartford | 310 | | 1916 | Gilder- | Oliver | Wd | | |
| 166,249 | | | 110.5 | 32.5 \| 9.5 | 316 | | | sleeve, Conn. | Gildersleeve & | | | |
| | 1D | | | | | | | (Gildersleeve | Son, Inc. | | | |
| | | | | | | | | S. B. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4263 | **Edgar Bowling** | Scw | Am | New York | 3439 | 5′ 10½″ | 1919 | East San | Garland | 3CylTE24½,41½,72x48; | ✠A1Ⓔ | |
| 216,627 | xWest Cavanal Steel | | | 410.5 \| 54.3 \| 27.2 \| 29′ 9″ | 5505 | 24′ 1″ | 6 | Pedro, Cal. (Southwestern S. B. Co.) | S.S. Co. | Llewellyn Iron Wks; 3SB;Columbia S. B. Corp; 8112HS;WP210lbs;2800IHP;EAC; Dkd,d rpd11,26 | ✠AMS M.S.2,23;B.S;shft drn4,26; Clh BB;CL | |
| LRCF | 2D;SUB.SIG;W. Bal; 7BH | | | | 8800 | | | | | | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.230t;D.B.356′1270t;D | T.27′6 | 40t. | .....F.P.135t | | | | | | | | |
| | F.O.....D.B.311′ 995t;D | T.27′5 | 95t; S. | T.87t;F.P.126t | | | | | | | | |
| 4264 | **Edgar D. Williams** | Scw | Am | Wilm'gton | 144 | | '89 | Wilmington, | Diamond | | | |
| 126,596 | xCompton Iron | | 123.4 | 24 \| 8 | 213 | | | Del. | Stmbt. & Wrecking Co. | 350IHP. | | |
| 4265 | **Edgar F. Coney** | Scw | Am | Tampa | 104 | | 1904 | Camden, | Philip | 2CylC17,32x24; | | |
| 291,104 | Steel | | 102 | 20.8 \| 10.6 | 153 | | 7 | (J. H. [N. J. Dialogue & Son.) | Shore | 530IHP. | | |
| KTFP | 1D;Wireless | | | | | | | | | | | |
| 4266 | **Edgar F. Luckenbach** | Scw | Am | New York | 5138 | | 1916 | Newport | Luckenbach | 3CylTE29,49,84x54; | ✠A1 | |
| 214,040 | Steel | | 425 | 57.3 \| 29.4 | 8014 | | 5 | News, Va. (Newport News S. B. & D.D. Co.) | S.S. Co., Inc. | Newport News S. B. & D. D. Co; 3SB;Newport News S. B. & D. D. Co; WP195lbs;3500IHP;EAC;DB; Dkd,d rpd2,26 | ✠AMS S.S.No.2,SanF1,24; shft drn1,24;M.S.5,24; B.S.4,26;Clh BB;CL | |
| LPWN | 3D | | | | 12000 | | | | | | | |
| | 6BH | | | | | | | | | | | |
| | SUB.SIG;Wireless; 1BH to Fbd dk | | | | | | | | | | | |
| | W. Bal; 5BH to 2d dk | | | | | | | | | | | |
| | Oil fuel F.P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.80t.....D.B | 364′16 | 80t; T. | T.54′339t;F.P.1 | 73t | | | | | | | |
| | F.O.—A.P.75t;D.T.a12′147t;D.B | 364′15 | 69t... | .....F.P.1 | 61t | | | | | | | |
| 4267 | **Edgar Thomson** | StW | Am | Pittsbu'gh | 290 | | 1919 | Ambridge, | Carnegie | 2-2CylC15,30x84; | | |
| 218,823 | Steel | | 147.5 | 33.4 \| 5.2 | 364 | | | (American [Pa. Bridge Co.) | Steel Co. | 4Blrs;WP200lbs;750IHP. | | |
| | 2D | | | | | | | | | | | |
| | 5BH | | | | | | | | | | | |
| 4268 | **Edgefield** | Scw | Am | Seattle | 5511 | 10′ 9½″ | 1919 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 217,433 | Steel | | 409.6 | 54.2 \| 27.1 \| 37′ 9″ | 6990 | 27′ 1½″, | 12 | (Skinner [Wash. & Eddy Corp.) | ping Board | General Electric Co; 3SB;Commercial Bir. Wks; 8085HS;WP210lbs;2500SHP;EAC; d rpd6,20;rps10,23;Dkd,s rps6,26 | ✠AMS B.S.12,22;M.S.10,23; shft drn6,26; Clh BB;CL (Laid up) | |
| LPKG | 3D;Wireless; 5BH | | | | 9600 | | | | | | | |
| | Shel dk; 7BH to Fbd dk | | | | | | | | | | | |
| | W. Bal; 1BH to 3d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.340t;D.B.355′1264t;D | T.40′1 | 082t.. | .....F.P.120t | | | | | | | | |
| | F.O.....D.B.310′1001t;D | T.40′1 | 011t;S. | T.79t..... | | | | | | | | |
| 4269 | **Edgehill** | Scw | Am | Seattle | 5264 | 10′ 9½″ | 1919 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard | |
| 217,806 | Steel | | 409.6 | 54.2 \| 27.1 \| 37′ 9″ | 6868 | 27′ 1½″ | 4 | (Skinner [Wash. & Eddy Corp.) | ping Board | General Electric Co; 3SB;Commercial Bir. Wks; 8085HS;WP210lbs;2500SHP;EAC; d rpd4,24;Dkd,s rps6,26 | ✠AMS S.S.No.1,Balt9,23; M.&B.S.9,23;shft drn4,24; Clh BB;CL (Laid up) | |
| LQMW | 3D;SUB.SIG; 8BH | | | | 9600 | | | | | | | |
| | Wireless; 7BH to Fbd dk | | | | | | | | | | | |
| | W. Bal; 1BH to 3d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.340t;D.B.355′1264t;D | T.40′1 | 082t.. | .....F.P.120t | | | | | | | | |
| | F.O.....D.B.310′1001t;D | T.40′1 | 011t;S. | T.79t;F.P.112t | | | | | | | | |
| 4270 | **Edgemont** | Scw | Am | Seattle | 5257 | 10′ 9½″ | 1919 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 217,892 | Steel | | 409.6 | 54.2 \| 27.1 \| 37′ 9″ | 6865 | 27′ 1½″ | 4 | (Skinner [Wash. & Eddy Corp.) | ping Board | General Electric Co; 3SB;Commercial Bir. Wks; 8085HS;WP210lbs;2500SHP;EAC; rps10,24;Dkd,s rps10,26 | ✠AMS S.S.No.1,NY10,23; M.S.10,23;shft drn10,24; B.S.11,26;Clh BB;CL | |
| LQSG | 3D;SUB.SIG; 8BH | | | | 9600 | | | | | | | |
| | Wireless; 7BH to Fbd dk | | | | | | | | | | | |
| | W. Bal; 1BH to 3d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.340t;D.B.355′1264t;D | T.40′1 | 082t.. | .....F.P.120t | | | | | | | | |
| | F.O.....D.B.310′1001t;D | T.40′1 | 011t;S. | T.79t..... | | | | | | | | |
| 4271 | **Edgemoor** | Scw | Am | Seattle | 5388 | 10′ 9½″ | 1919 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard | |
| 218,017 | Steel | | 409.6 | 54.2 \| 27.1 \| 37′ 9″ | 7038 | 27′ 1½″ | 5 | (Skinner [Wash. & Eddy Corp.) | ping Board | General Electric Co; 3SB;Commercial Bir. Wks; 8085HS;WP210lbs;2500SHP;EAC; Dkd,s rps10,26 | ✠AMS n shft4,22;shft drn10,26; Clh BB;CL | |
| LRBP | 3D;SUB.SIG; 8BH | | | | 9600 | | | | | | | |
| | Wireless; 7BH to Fbd dk | | | | | | | | | | | |
| | 1BH to 3d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.340t;D.B.355′1264t;D | T.40′1 | 082t.. | .....F.P.120t | | | | | | | | |
| | F.O.....D.B.310′1001t;D | T.40′1 | 011t;S. | T.79t..... | | | | | | | | |
| 4272 | **Edgewater** | Brg | Am | New York | 845 | | '90 | Brooklyn, | Neptune | Wd | | |
| 130,493 | | Sch | 176 | 36.3 \| 17.3 | 864 | | | N. Y. | Line (Inc.) | | | |
| KHLS | 2D | | | | | | | | | | | |
| 4273 | **Edimburgo** | Scw | Arg | BuenAires | 758 | | 1912 | Dundee, | N. Mihano- | 2-4CylTE12,20,24,24x24; | | |
| | Steel | Twin | 250.2 | 40.1 \| 10.7 B78′ F26′ | 1258 | | 11 | (Caledon [Scot. S. B. & E. Co., Lim.) | vich | 2SB | | |
| HBCS | 1D;Well dk;W. Bal 5BH | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4274 | **Edison** | Scw | Br | London | 6806 | | '96 | Stettin, | Byron S.S. | 2-4CylQE25,38,52,75x55; | | C |
| 143,196 | xOmar xKoningin Luise Steel | Twin | 523.1 | 60.1 \| 34.9 | 11103 | | | (Akt. Ges. [Ger. | Co. (Lim.) | 2SB;5DB;WP210lbs; | | |
| JWQP | 3D;Web frms;Shel dk; 12BH | | P82′ | B257′ F67′ | | | | Vulcan.) | | Dkd,d rpd5,26;s rps10,26 | 2dS.S.No.3,Pir6,25;A.S.5,26; Ptshft drn6,24; Stbd shft drn11,24; B.S.6,25;M.S.5,26 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4275 | **Edith** | Brg | Am | Boston | 766 | | '99 | Bath, | Mystic S.S. | O,Hw,Hk;Gif | | |
| 136,768 | | Trn | 185.8 | 35.2 \| 17.1 | 859 | | 11 | Me. | Co. | | | |
| KPMD | 1D;B | | | | | | | | | | | |
| 4276 | **Edith** | Brg | Am | N. London | 466 | | '99 | Noank, | Thames | O;Gif | | |
| 136,737 | | Sch | 169.8 | 34.4 \| 11.6 | 516 | | 5 | (R. [Conn. | Tow Boat Co. | | | |
| KPCD | 1D | | | | | | | Palmer & Son.) | | | | |
| 4277 | **Edith** | Scw | Am | New York | 62 | | 1902 | So. Boston, | Theo. J. | 3Cyl TE9½,15,24x14; | | |
| 117,159 | xSatilla Wood | | 111.1 | 16 \| 10.2 | 106 | | | (Lawley [Mass. | Derva | 1WTB;250IHP. | | |
| KRSJ | | | | | | | | & Son.) | | | | |
| 4278 | **Edith** | Scw | Am | New York | 2121 | | 1915 | Sparrows Pt, | A. H. Bull | 3Cyl TE22,37½,60x42; | | BL |
| 213,472 | Steel | | 327.2 | 46.2 \| 22.9 | 3382 | | 7 | (Maryland [Md. | S. S. Co. | 2SB;WP190lbs;1500IHP | | |
| LFMD | 2D;Web frms;Long. frmg; 5BH | | P35′ | B98′ F38′ | | | | Steel Co.) | | | | |
| | Oil fuel;sub.sig;Wireless;W. Bal | | | | | | | | | | | |
| 4279 | **Edith Belliveau** | Trn | Br | Weymo'th | 238 | | 1919 | Belliveau | B. Belliveau | P,Sp,Bch;Gif(Sltd) | | V |
| 138,807 | | | 122 | 30.2 \| 10.1 | 287 | | 12 | (Ben [Cove, N. S. | & Co. | | | |
| TPBQ | 1D | | | | | | | Belliveau & Co.) | | | | |
| 4280 | **Edith Dawson** | Trn | Br | Lunenb'rg | 446 | | 1919 | Bridgewater, | Bridgewater | Bch,Sp;Gif; | ✠A1 | |
| 141,044 | | | 144.[illegible] | 33 \| 12.6 | 494 | | 1 | (Bridge- [N. S | Ship. Co. (Lim.) | tr t clkg5,23;clk dk7,24;s rps,clk b8,24 | S.S.No.1,NY5,23 | |
| TPBK | 1D | | | | | | | water Shipping Co.) | | | | |
| 4281 | **Edith M. Cavell** | Trn | Br | St. Johns | 134 | | 1916 | Shelburne, | John Penny | O,Bch,Sp,Gif(Sltd) | ✠ — — | |
| 138,202 | | | 109 | 26.1 \| 10.5 | 172 | | 6 | (W. C. [N. S. | & Sons | | Suspended 11,25 | |
| TMNS | 1D | | | | | | | McKay & Son.) | | | | |
| 4282 | **Edith M. Prior** | Sch | Ptg | St.Vincent | 78 | | '91 | Essex, | Salomao | O;Icf | | |
| VDIO | | | 90.8 | 23.4 \| 9.7 | 111 | | | Mass. (G. S. Story.) | Pereira Neves & Co. | | | |
| 4283 | **Edith Newhall** | MV | Br | Lunenb'rg | 78 | | 1916 | Lunenburg, | A. Schnare | 2CylOilEng8½x10 | | |
| 138,259 | Wood | | 112 | 26.3 \| 10.4 | 130 | | | (Smith [N. S. | | | | |
| | 1D | | | | | | | | & Rhuland.) | | | |
| 4284 | **Editor** | Scw | Am | Seattle | 3972 | 8′ 1″ | 1919 | Seattle, | U. S. Ship- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 218,887 | Steel | | 402.6 | 54.8 \| 32.1 \| 34′ 6″ | 6326 | 26′ 8″ | 8 | (Skinner [Wash. | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LSTG | 2D; 8BH | | P27′ | B61′ F19′ | 9600 | | | & Eddy Corp.) | | 3SB;Commercial Bir. Wks; | S.S.No.1,NY7,23; | |
| | Long. frmg; 7BH to Fbd dk | | | | | | | | | 8085HS;WP210lbs;2800IHP;EAC; | M.S.7,23;shft drn2,25; | |
| | Wireless;W. Bal; 1BH to 2d dk | | | | | | | | | d rpd2,25;Dkd8,25;Exmd10,26 | B.S.9,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.158t;D.B.343′1407t;D | .T.30′1 | 035t. . | .....F.P.140t | | | | | | | | |
| | F.O.....D.B.303′1114t;D | .T.30′ | 966t;S. | T.70t..... | | | | | | | | |
| 4285 | **Edmond Rostand** | Bk | Fr | Nantes | 1951 | | 1900 | St. Nazaire, | Marcel | Stl;2BH | | V |
| | | | 281.6 | 40.2 \| 22.9 | 2203 | | | (Atel. & [Fr. | Potet | | | |
| OGAL | 1D;B | | P56′ | F39′ | | | | Chant. de la Loire.) | | | | |
| 4286 | **Edmonton** | Scw | Br | Montreal | 1341 | | 1906 | Newcastle, | Canada S.S. | 3Cyl TE17,28,46x33; | | C |
| 122,856 | Steel | Sch | 249.2 | 42.7 \| 20.6 | 1983 | | 9 | (R. [Eng. | Lines (Lim.) | 2SB;WP185lbs;106RHP. | Annual Lake Survey5,25; | |
| HJCS | 2D;Mchy aft;W. Bal 4BH | | | F37′ | | | | Stephenson & Co., Lim.) | | | shft drn5,25; M.&B.S.4,26 | |
| 4287 | **Edmore** | Scw | Am | Seattle | 5442 | 10′ 9½″ | 1919 | Seattle, | U. S. Ship- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 218,417 | Steel | | 409.6 | 54.2 \| 27.1 \| 37′ 9″ | 6999 9600 | 27′ 1½″ | 6 | (Skinner [Wash. | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LRTD | 3D;sub.sig; 8BH | | | | | | | & Eddy Corp.) | | 3SB;Commercial Bir. Wks; | S.S.No.1,Seat9,23; | |
| | Wireless; 7BH to Fbd dk | | | | | | | | | 8085HS;WP210lbs;2800IHP;EAC; | M.S.9,23;n shft12,24; | |
| | W. Bal; 1BH to 3d dk | | | | | | | | | Dkd,d rpd7,26;s rps9,26;Exmd11,26 | B.S.10,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.340t;D.B.355′1264t;D | .T.40′1 | 082t. . | .....F.P.120t | | | | | | | | |
| | F.O.—A.P.317t;D.B.310′1001t;D | .T.40′1 | 011t;S. | T.79t;F.P.112t | | | | | | | | |
| 4288 | **Edmund Donald** | Scw | Br | St. John's | 531 | | 1919 | Shad Bay, | G. S. | 2CylC22,44x30; | ✠ — — | |
| 141,452 | xDavid C. B,Bch,Sp,O;Gif | | 183.7 | 31.3 \| 18.9 | 847 | | 10 | (Burns & [N. S. | Marshall | 2WTB;WP90lbs;778IHP. | — — | |
| TPNG | 2D | | | | | | | Kelleher.) | | | Suspended1,23 | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship-Class-Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers-Class-Dates. Tail Shaft Drawn-Date. | Other Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4289 213,743 LFQG | **Edna** xPolgarth xEdna Steel 2D;Spar dk;Oil fuel;Wireless; 4BH W. Bal | Scw | Am 267.6 | San Fran. 37.4 \| 19.9 B32′ F28′ | 1090 1815 | | 1903 7 | Bergen, (Laxebaags [Nor. Msk. & Jrnskb.) | Sudden & Christenson | 3CylTE19,31,51x33; 2SB;WP175lbs;149RHP; Dkd10,24;d rpd7,26 | 2dS.S.No.2,SanF9,25; n shft10,23;shft drn10,24; M.S.9,25;B.S.9,26 | C |
| 4290 166,597 | **Edna** 1D | Brg | Am 111.8 | New York 33.6 \| 9.2 | 307 307 | | 1900 | Brooklyn, (M. N. Martin) [N. Y. | Conklin & Foss Co. | Wd | | |
| 4291 669 TPLH | **Edna** 1D | Trn | Fin 127.9 | Mariehmn 32.6 \| 10.4 | 287 300 | | '89 11 | Columbia Falls, Me. (Isaac Carlton.) | K. Eriksson, Mgr. | M;Icf | ✠ — — Cancelled. | |
| 4292 210,767 LCQV | **Edna Christenson** xSanta Alicia Steel 1D;Mchy aft;Wireless;W. Bal; 5BH Oil fuel F. P. above 150° F. C-28 W.B.—A.P.33t;T.T.a6′43t;D.B.23 4′689t. F.O. D.B.18 6′547t; | Scw | Am 283.3 P55′ 4′689t. S.T.31 | San Fran. 44 \| 22.5 \| 21′ 6″ F33′ D.T.803t; F.P. t. F.P. | 1321 2244 3600 92t 86t | 4′ 3″ 17′ 5″ | 1912 11 | Wilmington, (Harlan [Del. & Hollingsworth.) | Sudden & Christenson | 3CylTE21,34,56x42; Harlan & Hollingsworth; 2SB;Harlan & Hollingsworth; WP180lbs;1700IHP;Dkd,d rpd 6,26 | ✠A1 AMS 2dS.S.No.1,SanF8,25; n shft12,22;M.S;shft drn8,25; B.S.11,25;Scip | |
| 4293 136,545 | **Edna G.** Steel 1D;W. Bal 3BH | Scw | Am 92.5 | Duluth 23 \| 7.5 | 67 154 | | '96 | Cleveland, (Cleveland [Ohio S. B. Co.) | Duluth & Iron Range R.R. Co | 2CylC18,40x30; 1WTB;WP200lbs;700IHP. | | |
| 4294 220,938 MCGH | **Edna Hoyt** 2D | Sch 5 M | Am 224 | Thomastn 41.1 \| 20.8 | 1384 1512 | | 1920 12 | Thomaston, (Dunn & Elliott.) [Me. | Dunn & Elliot Co. | O,YP,F,Hw;Gif(Sltd) | ✠ — — Cancelled8,23 | V |
| 4295 165,670 | **Edna M. Matton** 1D | Brg | Am 96 | Albany 17.4 \| 7.6 | 98 104 | | 1914 | Waterford, (J. E. Matton.) [N. Y. | John E. Matton | Wd | | |
| 4296 216,979 LNCD | **Edna M. McKnight** 2D | Sch 4 M | Am 209.4 | Boston 41.2 \| 20.3 | 1203 1326 | | 1918 9 | Camden, (R. L. Bean.) [Me. | Boston Maritime Corp. | O,Hw,YP;Gicf(Sltd) | | V |
| 4297 136,863 | **Edna V. Crew** O,Ch,YP;Icf | Scw | Am 98 | Norfolk 25 \| 11.6 | 109 161 | | 1901 3 | Noank, (R. Palmer & Son.) [Conn. | Wood Towing Corp. | 2CylC17,34x26; 1SB;WP140lbs;600IHP. | | |
| 4298 OGAW | **Edouard Jeramec** Steel 2D;Wireless;W. Bal 7BH | Scw Twin | Fr 289.2 | Havre 41.1 \| 23.1 | 1116 2316 | | 1914 | Havre, (Forg. & Ch. de la Medit.) [Fr. | Cie. Francaise des Cables Telegraphiques | 2-3CylTE15,23,36x27; 2SB;WP185lbs;1900IHP. | | V |
| 4299 HKVQ | **Eduardo** xKasbek Iron & Steel xRussian Prince 12BH 2D;Oil in bulk;Mchy aft;W. Bal; Wireless | Scw | Sp 310 | Bilbao 40.4 \| 28.3 | 1904 2688 | | '88 | Newcastle, (Armstrong, Mitchell & Co., Lim.) [Eng | Cia. Vasco-Valenciana de Nav. | 3CylTE23,37,60x39; 2SB;WP150lbs;1500IHP. | | |
| 4300 MKNB | **Edvard Munch** xNegus xAristides Bistis Steel 1D;Deep frmg;Wireless;W. Bal 5BH | Scw | Nor 314 P28′ | Bergen 46.5 \| 20.6 B90′ F30′ | 1693 2735 | | 1906 2 | Sunderland, (J. Blumer & Co.) [Eng. | Orvigs Dampskibs. A/S | 3CylTE23,38,62x42; 2SB;WP160lbs | | BL |
| 4301 203,927 | **Edward A. Uhrig** xSheldon Parks Steel 1D;Mchy aft;W. Bal 3BH | Scw | Am 532 | Fairport 56 \| 31 | 5049 6611 | | 1907 3 | Superior, (Superior [Wis. S. B. Co.) | Calumet Transp. Co. | 3CylTE23,38,63x42; 2SB;WP180lbs;1760IHP. | (★100(GL) P.S.5,25 | |
| 4302 216,231 LKPS | **Edward B. Winslow** xSt. Johns, N. F. 2D | Sch 5 M | Am 240 | Portland 43 \| 23.5 | 1906 2046 | | 1918 5 | Bath, (Percy & Small.) [Me. | A. W. Frost & Co. | O,Hw,YP;Gif✕(Sltd) clk dk10,21;clk b6,22; clk t12,23;s b clkg2,24; s rps st,dk clkg11,25 | ✠A1 | |
| 4303 138,377 | **Edward Buckley** Oak | Scw | Br 154.3 | Sarnia 31.7 \| 10.6 | 134 339 | | '91 | Manitowoc, (Burgers.) Wis. | Peninsula Tug & Towing Co. | 2CylC18,36x30; 1Blr;WP140lbs;600IHP. | 85CF(GL) P.S.5,26 | |
| 4304 81,733 | **Edward E. Loomis** xWilkesbarre Steel 2D;Awng dk;Mchy aft 3BH | Scw | Am 381.7 | Buffalo 50.5 \| 28 | 3311 4153 | | 1900 | Buffalo, (Union [N. Y. D. D. Co.) | Great Lakes Transp. Co. | 4CylQE20,30,43,63x42; 3SB;WP210lbs;2100IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4305 224,139 | **Edward J. Berwind** Steel 1D;Wireless;W. Bal 4BH | Scw | Am 586 | Duluth 62 \| 32 | 6517 8318 | | 1924 | RiverRouge, (Great Lakes Eng. Wks.) [Mich. | Franklin S.S. Co. | 3CylTE25½,41½,68x42; 3SB;WP185lbs;2300IHP. | (★100(GL) P.S.10,24 | |
| 4306 208,272 | **Edward J.McKeever,Jr** Wood 1D | Scw | Am 128 | Tuckerton 22.2 \| 10 | 104 223 | 1910 | Noank, (R. Palmer & Son.) [Conn. | McKeever Co. | 2CylC15,30x24; 275IHP. | | |
| 4307 212,683 LDTM | **Edward L. Doheny** Steel 2D;Mchy aft;Web frms; 17BH Oil in bulk;Long. frmg: Oil fuel;SUB.SIG;Wireless;W. Bal | Scw | Am 415 P88′ | Los Ang's 54.6 \| 32.7 B26′ F42′ | 4326 5871 | | 1913 9 | Newcastle, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | Pan-American Petroleum & Transport Co. | 3CylTE27,45,75x48; 2SB;WP180lbs;3000IHP | | BL |
| 4308 150,823 | **Edward L. Strong** Steel 1D;Long.frmg;Mchy aft;W. Bal 3BH | Scw | Br 250.7 F34′ | Montreal 43.2 \| 18 | 1225 2052 | | 1922 12 | Three Rivers (Fraser Brace, Lim.) [Que. | Steamships Lim. | 3CylTE19,32,56x36; 2SB;WP180lbs;1200IHP. | Lake Survey4.25; M.S;shft drn9,25 | C |
| 4309 214.560 LGMP | **Edward Luckenbach** Steel 3D;Bulk carrier;Wireless; 6BH W. Bal; 4BH to Fbd dk 2BH to 2d dk Oil fuel F. P. above 150° F. W.B.—A.P.319t;D.B.383′1651t;T T.30′4 F.O.—A.P.298t;D.B.383′1542t;T T.21′1 | Scw Sch | Am 436.6 | New York 57.2 \| 28 11t; F. 98t; F. | 5087 7916 13000 P 196t P.183t | | 1916 11 | Quincy, (Fore River S. B. Corp.) [Mass. | Luckenbach S.S. Co., Inc. | Stm Tbn; General Electric Co; 3SB;Harlan & Hollingsworth; 10640HS;WP195lbs;4000SHP;EAC; DB;Dkd,d rpd10,26;s rps11,26 | ✠A1 ✠AMS S.S.No.2,PtdO5,24; M.S.5,24;n shft7,25;B.S.7,26; shft drn10,26;Clh BB;CL | |
| 4310 135,042 JPTV | **Edward May** 2D | Bkt | Am 165.3 | San Fran. 35.5 \| 21.3 | 815 885 | | '74 rb'18 | Boston, (Smith & Townsend.) [Mass. | Rolph Nav. & Coal Co. | O,Hk,YP;Icf | — Exp 12,20 | |
| 4311 166,576 | **Edward McKenna** 1D | Brg | Am 120 | New York 33 \| 12.8 | 548 548 | | 1916 | Brooklyn, (Ira S. Bushey & Sons, Inc.) [N. Y. | Cleary Bros. | Wd | | |
| 4312 202,876 | **EdwardN.Saunders,Jr.** xAbraham Stearn Steel 1D;W. Bal 3BH | Scw Sch | Am 525 | Fairport 55 \| 31 | 5140 6657 | | 1906 3 | Superior, (Superior S. B. Co.) [Wis. | Calumet Transp. Co. | 3CylTE23½,38,63x42; 2SB;WP180lbs;1760IHP. | (★100(GL) P.S.5,25 | |
| 4313 168,537 | **Edward O'Boyle** xChlon 1D | Brg | Am 268 | New York 46 \| 26 | 2200 2200 | | 1919 | Jackson- (Morey Anderson.) [ville, Fla. & Thomas.) | O'Boyle Lighterage Co. | Wd | | |
| 4314 136,991 | **Edward P. Recor** Wood 1D | Scw | Am 123 | Kelley Isl. 30 \| 9.9 | 232 368 | | 1902 5 | Marine City, (A. Anderson.) [Mich. | Kelley Isl'd Lime & Transport Co | 2CylC19,37x22; 1FB;WP120lbs;450IHP. | | |
| 4315 212,756 LDVR | **Edward Peirce** Steel 1D;Mchy aft;Wireless,SUB.SIG. 7BH W.B.—A.P.92t;I.T.a23t;D.B.303′ 1092t ; | Scw | Am 354.2 P79′ D.T.17 | Boston 49 \| 27.4 B19′ F31′ '365t;F.P.318t | 3228 4387 | | 1914 11 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Mystic S.S. Co. | 3CylTE23,39,66x45; Newport News S. B. & D. D. Co; 2SB;Newport News S. B. & D. D. Co; 124GS;5070HS;WP180lbs; 1700IHP;EAC;l d rpd11,24; Dkd,s rps11,26 | A1 AMS S.S.No.3,Bost2,24; shft drn;M.S.11,24;B.S.5,26; Clh BB;CL | |
| 4316 137.061 KSHN | **Edward R. Baird, Jr.** 1D | Trn C B | Am 132 | Balt. 28.3 \| 9.8 | 238 279 | | 1903 4 | Bethel, (Geo. K. Phillips & Co.) [Del. | C. C. Paul & Co. | O,YP;Gif(Sltd) | ✠ — — Cancelled. | |
| 4317 209,252 LCFJ | **Edward R. Smith** | Trn | Am 158.2 | New York 34.5 \| 14.1 | 492 565 | | 1911 10 o'26 | Phippsburg, (Geo. K. Phillips & Co.) [Me. | John C. Hildebrand | Hw,WO,YP;Gif(Sltd) s rps,clk a8,26 | ✠A1 2ndS.S.No.3,NY8,26 | |
| 4318 224,504 | **Edward Riegelmann** Steel 1D; 6BH Oil fuel F. P. above 150° F. | Scw F. B. | Am 151 | New York 37.5 \| 14.3 | 403 593 | | 1925 10 | Brooklyn, (Todd Shipyards Corp.) [N. Y. | City of New York (Dept. of Plant and Structures) | 2-2CylC12,26x18; Todd Oil Burner & Eng. Corp; 2WTB;Babcock & Wilcox Co; 3182HS;WP225lbs;850IHP;EAC | ✠A1Ⓔ Ferry Service. ✠AMS SSP;CL | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4319 208,572 | **Edward S. Atwood** Wood 1D 1BH | Scw | Am | New York 82.3 21.7 \| 10.2 | 75 111 | | 1911 | Tottenville, (Ellis [N. Y. & Sons.) | Clyde S.S. Co. | 1Cyl20x26; 1RTB;WP150lbs;250IHP. | | |
| 4320 211,506 | **Edward T. Jeffery** Steel 1D 5BH | Scw | Am 218 | San Fran. 42 \| 16.6 | 1025 1578 | | 1913 8 | Oakland, (Moore & Scott Iron Wks.) [Cal. | Western Pacific R.R. Co. | 2CylC20,42x28; 4Blrs;WP200lbs;2500IHP. | | |
| 4321 203,449 | **Edward Y. Townsend** Steel 1D;Mchy aft;SUB.SIG;W. Bal 3BH | Scw Sch | Am 586 | Fairport 58 \| 32 | 5673 7438 | | 1906 8 | Superior, (Superior S. B. Co.) [Wis. | Cambria S.S. Co. | 3CylTE24,39,65x42; 2SB;WP170lbs;1878IHP. | (★100(GL) P.S.6,25 | |
| 4322 222,418 | **Edwin Chilton** xGenesee Wood | Scw | Am 80.9 | New York 20.2 \| 10.7 | 69 102 | | 1919 | Charleston, S. C. | Marine Transit Corp. | 200IHP | | |
| 4323 215,948 LJPM | **Edwin Christenson** xWest Wind Steel 2D;SUB.SIG;Wireless;W. Bal 5BH C-36 W.B.—A.P.148t;D.B.356'1181t;F. P.132t | Scw | Am 410 P47' | San Fran. 54.2 \| 27.5 \| 30' 2" B115' F27' | 3498 5708 8800 | 6' 5" 23' 11" | 1918 2 | Portland, (Northwest Steel Co.) [Ore. | Sudden & Christenson | 3CylTE24½,41½,72x48; Canadian Allis Chalmers, Lim. 3SB;Willamette Iron & Steel Co; 8808HS;WP203lbs;2800IHP; Dkd,rps4,26;s rps10,26 | ✠A1(E) ✠AMS S.S.No.2,NY4,26; n Eng1,21;M.&B.S. shft drn4,26; Clh BB;CL | |
| 4324 210,477 LCNP | **Edwin G. Farrar** 1D | Trn | Am 156.2 | Boston 34.6 \| 14.2 | 484 556 | | 1912 9 o'20 | Phippsburg, (Frank S. Bowker & Son.) [Me. | Rogers & Webb | O,Hw,Hk,YP;Gicf(Sltd) s rf,clk b8,20;s clkg a12,23;d rpd5,25 | ✠A1 H.T.PA8,20 | |
| 4325 224,096 | **Edwin Shaw** Wood 1D | StW | Am 124 | Savannah 28 \| 4.9 | 164 266 | | 1924 9 | Savannah, (W. W. Ward.) [Ga. | Savannah River Lumber Co. | 1Cyl16x72; 2WTB;WP200lbs;801HP. | | |
| 4326 146,334 | **Edwin T. Douglass** Steel 1D;Mchy aft;W. Bal 3BH | Scw | Br 253.5 F35' | Glasgow 43 \| 20 | 1275 1749 | | 1923 5 | Glasgow, (Napier & Miller.) [Scot. | Eastern S.S. Co. (Lim.) | 3CylTE16,27,44x33; 2SB;WP180lbs;1000IHP. | Lake Survey4,25; M.&B.S;shft drn4,25 | C |
| 4327 136,784 KPRT | **Edwin & Maud** 1D | Trn | Am 126.5 | Baltimore 23.8 \| 8.6 | 178 208 | | 1900 4 | Bethel, (Geo. K. Phillips & Co.) [Del. | C. C. Paul & Co. | O,YP;Gif(Sltd) | — Exp | |
| 4328 166,642 | **Edwina** 1D | Brg | Am 112.4 | New York 33.4 \| 9.4 | 303 303 | | 1900 | Rockland Lake, N. Y. (Michael W. Martin) | Conklin & Foss Co. | Wd | | |
| 4329 218,667 LSGC | **Eelbeck** Steel 2D; 8BH Wireless; 7BH to Fbd dk SUB.SIG; 1BH to 2d dk Long. frmg;W. Bal; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.158t;D.B.343'1407t;D F.O.....D.B.303'1114t;D | Scw | Am 401.7 P48' .T.30'1 .T.30' | Seattle 54.8 \| 32.5 \| 34' 6" F42' 035t. 966t;S. | 4726 6318 9600 .....F.P.140t T.70t..... | 8' 1" 26' 7" | 1919 8 | Seattle, (Skinner & Eddy Corp.) [Wash. | U. S. Shipping Board | 3CylTE24½,41½,72x48; Hooven, Owens, Rentschler Co; 3SB;Commercial Bir. Wks; 8085HS;WP210lbs;2800IHP;EAC; d rpd9,20;rps12,23;Dkd,s rps10,26 | ✠A1(E) With Freeboard. ✠AMS S.S.No.1,NY6,24; M.S.6,24;B.S.2,26; n shft10,26;Clh BB;CL | |
| 4330 2,801 NMTD | **Eem** Steel 1D;W. Bal 4BH | Scw | Hol 238.7 P24' | Rotterd'm 36.6 \| 15.7 B56' F23' | 741 1319 | | 1920 8 | Amsterdam, (Verschure & Co.'s Schpsw. & Mchinfsb.) [Hol. | Vinke & Co., Mgrs. | 3CylTE17,29,46x36; 2SB;WP180lbs | | BL |
| 4331 NMTF | **Eemdijk** xBraunschweig Steel 2D;SUB.SIG;Wireless;W. Bal 8BH | Scw | Hol 469.7 P55' | Rotterd'm 58.2 \| 32.5 B120' F55' | 4799 7655 | | 1914 | Vegesack, (Bremer Vulkan.) [Ger. | Holland-American Line | 3CylTE32,52,86x55; 4SB;WP200lbs | | BL |
| 4332 NMTG | **Eemdijk** Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | Hol 360.2 | Rotterd'm 50.3 \| 21.8 | 2193 3618 | | 1922 3 | Rotterdam, (N. V. Burgerhout's Mschfb. & Scheepswft.) [Hol. | Solleveld, van der Meer & T. H. Van Hattum's Stoomv. Maats. | 3CylTE25,41,66x45; 3SB;WP180lbs | | BL |
| 4333 NMTH | **Eemland** xLinden Steel 2D;B;Wireless;W. Bal 7BH | Scw | Hol 375.6 P & B | Amst'dam 48.7 \| 27.2 240' F44' | 2624 4188 | | 1906 2 | Flensburg, (Flensburg. Schiffsb. Ges.) [Ger. | Koninklijke Hollandsche Lloyd | 3CylTE27,46,75x48; 3SB;WP170lbs | | G |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions: Lth. \| Bth. \| Dth. / Deck Erections Mld | Tons Net Gross D.W. | Freeboard. / Corresponding Draft | Built. When | Where. Builder. | Owners. | Remarks. / Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4334 / 134,855 | **Effie M. Morrissey** / 1D | Sch | Br | St. Johns / 93.6 \| 23.8 \| 10.2 | 83 / 120 | | '94 / 8 | Essex, (James [Mass. & Tarr.) | Harold S. Bartlett | O,YP;If | | |
| 4335 / NFTB | **Effie Maersk** / Steel / 1D;W. Bal 4BH | Scw | Dan | Odense / 233.3 \| 37.3 \| 15.9 / P12′ B50′ F26′ | 772 / 1308 | | 1925 / 1 | Odense, (Odense [Den. Staalskibsvft.) | A/S. D/S. Svendborg | 3Cyl TE 16,25,42x29; 2SB;WP185lbs | | BL |
| 4336 / 219,207 / LTPN | **Effingham** / Steel / 2D;Long. frmg;Wireless; 8BH / SUB.SIG; 7BH to Fbd dk / W. Bal; 1BH to 2d dk / Oil fuel F. P. above 150° F C-36 / W.B.—A.P.158t;D.B.343′1407t;D T.30′1 / F.O.....D.B.303′1114t;D T.30′ | Scw | Am | Seattle / 402.1 \| 54.8 \| 32.1 \| 34′ 6″ / P48′ F42′ / 035t.....F.P.140t / 966t;S. T.70t..... | 4677 / 6421 / 9600 | 8′ 1″ / 26′ 8″ | 1919 / 11 | Seattle, (Skinner [Wash. & Eddy Corp.) | U. S. Shipping Board | 3Cyl TE 25,42,72x48; Skinner & Eddy Corp; 3SB;Commercial Blr. Wks; 8086HS;WP210lbs;2800IHP;EAC; Dkd,d rpd8,26;s rps11,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,Mbl12,23; M.S.12,23;shft drn12,25; B.S.6,26;Clh BB;CL | |
| 4337 / 219,235 / LTQR | **Effna** / Steel / 2D;Long. frmg;W. Bal; 8BH / Wireless; 7BH to Fbd dk / SUB.SIG; 1BH to 2d dk / Oil fuel F. P. above 150° F. C-36 / W.B.—A.P.158t;D.B.343′1407t;D T.30′1 / F.O.....D.B.303′1114t;D T.30′ | Scw | Am | Seattle / 402.6 \| 54.8 \| 32.1 \| 34′ 6″ / P48′ F42′ / 035t.....F.P.140t / 966t;S. T.70t..... | 4009 / 6378 / 9600 | 8′ 1″ / 26′ 8″ | 1919 / 11 | Seattle, (Skinner [Wash. & Eddy Corp.) | U. S. Shipping Board | 3Cyl TE 25,42,72x48; Skinner & Eddy Corp; 3SB;Commercial Blr. Wks; 8086HS;WP210lbs;2800IHP;EAC; Dkd,d rpd6,26;s rps10,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,Mbl5,24; M.S.5,24;sbft drn10,25; B.S.6,26;Clh BB;CL | |
| 4338 / 211,927 | **Efln** / Wood / 1D | MV | Am | Portland / 84 \| 25.3 \| 7 | 102 / 135 | | 1914 | St. Helens, (J. H. Price.) [Ore. | Babbidge & Holt | Gas Eng; 120IHP. | | |
| 4339 / HRDS | **Eftichia Vergotti** / xRowtor xAsiana Steel / Spar dk;B;Deep frmg;W. Bal; 5BH / Wireless | Scw | Grk | Argostoli / 325 \| 47 \| 22.4 / P32′ B101′ F31′ | 1867 / 2993 | | 1909 / 6 | W. Hartlepool, Eng. (Irvine's S. B. & D. D. Co., Lim.) | Panaghis Vergottis | 3Cyl TE 23½,38,64x42; 2SB;WP180lbs | | BL |
| 4340 / 130,655 / JFGM | **Egba** / Steel / 2D;Shel dk;Wireless;W. Bal 7BH | Scw | Br | London / 405.9 \| 54.3 \| 23.5 / P31′ B82′ F48′ | 3024 / 4989 | | 1914 / 4 | Glasgow, (Harland & Wolff, Lim.) [Scot. | Elder, Dempster & Co., (Lim.), Mgrs. | 3Cyl TE 26,44,74x51; 3SB;WP205lbs | | BL |
| 4341 / 163,886 | **Egbert** / 1D | Brg | Am | Gilders've / 116 \| 30 \| 12 | 427 / 448 | | 1909 | Gildersleeve, (Gilder- sleeve S. B. Co.) [Conn. | Louis Gildersleeve | Wd;If | | |
| 4342 / 119,228 / HGNR | **Egham** / xGilwen Park xWaltham Steel / 1D;B;Deep frmg;Web frms; 6BH / Wireless;W. Bal | Scw | Br | London / 346.5 \| 50.8 \| 22.9 / P23′ B92′ F32′ | 2355 / 3708 | | 1906 / 6 | Sunderland, (J. L. Thompson & Sons, Lim.) [Eng. | Britain S.S. Co. (Lim.) | 3Cyl TE 24,40,66x45; 2SB;WP180lbs | | BL |
| 4343 / MEGT | **Eglantier** / xWar Beetle Steel / 2D;Wireless;W. Bal 7BH | Scw | Blg | Antwerp / 400.4 \| 52.3 \| 28.4 / P49′ B113′ F39′ | 3092 / 5193 | | 1918 / 9 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Lloyd Royal Belge Soc. Anon. | 3Cyl TE 27,44,73x48; 3SB;WP180lbs | | BL |
| 4344 / 219,278 / LTVD | **Eglantine** / Steel / 2D;Long. frmg;SUB.SIG; 8BH / Wireless; 7BH to Fbd dk / W. Bal; 1BH to 2d dk / Oil fuel F. P. above 150° F. C-36 / W.B.—A.P.158t;D.B.343′1407t;D T.30′1 / F.O.....D.B.303′1114t;D T.30′ | Scw | Am | Seattle / 402.6 \| 54.8 \| 32.1 \| 34′ 6″ / P48′ F42′ / 035t.....F.P.140t / 966t;S. T.70t..... | 3972 / 6325 / 9600 | 8′ 1″ / 26′ 8″ | 1919 / 11 | Seattle, (Skinner [Wash. & Eddy Corp.) | U. S. Shipping Board | 3Cyl TE 25,42,72x48; Seattle Mach. Wks; 3SB;Commercial Blr. Wks; 8086HS;WP210lbs;2800IHP;EAC; d rpd7,24;Dkd,s rps10,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,NY11,23; M.S.11,23; B.S;shft drn10,26;Clh BB;CL | |
| 4345 / 135,588 / JFSQ | **Egori** / Steel / 2D;Shel dk;Wireless;W. Bal 7BH | Scw | Br | Liverpool / 405.6 \| 54.3 \| 32.7 / P31′ B82′ F48′ | 3023 / 4998 | | 1914 / 6 | Glasgow, (Harland & Wolff, Lim.) [Scot. | Elder, Dempster & Co., Mgrs. | 3Cyl TE 26,44,74x51; 3SB;WP205lbs | | BL |
| 4346 / 219,307 / LTWK | **Egremont** / Steel / 3D;SUB.SIG;Wireless; 8BH / W. Bal; 7BH to Fbd dk / 1BH to 3d dk / Oil fuel F. P. above 150° F. C-36 / W.B.—A.P.340t;D.B.355′1264t;D T.40′1 / F.O.....D.B.310′1001t;D T.40′1 | Scw | Am | Seattle / 410.1 \| 54.2 \| 35.1 \| 37′ 9″ / 082t.....F.P.120t / 011t;S. T.79t..... | 5256 / 6864 / 10000 | 10′ 9½″ / 27′ 3″ | 1919 / 11 | Seattle, (Skinner [Wash. & Eddy Corp.) | U. S. Shipping Board | 3Cyl TE 24½,41½,72x48; Hooven, Owens, Rentschler Co; 3SB;Commercial Blr. Wks; 8086HS;WP210lbs;2800IHP;EAC; d rpd1,26;Dkd5,26;s rps8,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,NY11,24; M.S.11,24;n shft5,25; shft drn1,26;B.S.11,26; Clh BB;CL | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. | Reg. Dimensions. Lth \| Bth \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4347 | **Egwanga** | Scw | Br | Liverpool | 2804 | | 1902 | Pt. Glasgow, | Elder, | 3Cyl TE 23,37,61x42; | | BL |
| 115,284 | Steel | Sch | 325.9 | 45 \| 19.6 | 3658 | | 6 | (Clyde S. [Scot. | Dempster & Co. | 2SB;WP160lbs | | |
| TKMG | 2D;Shel dk;Wireless;W. Bal 5BH | | F40′ | | | | | B. & E. Co., Lim.) | (Lim.), Mgrs. | | | |
| 4348 | **Egypt Maru** | Scw | Jap | Kobe | 4800 | | 1920 | Uraga, | Kokusai | 3Cyl TE 27,45,75x48; | | BL |
| 25,097 | Steel | | 400 | 54 \| 37.5 | 6710 | | 3 | (Uraga [Jap. | Kisen Kabushiki | 3SB;WP200lbs | | |
| RMCD | 2D;Shel dk;W. Bal;Wireless 5BH | | B78′ | | | | | Dk. Co., Lim.) | Kaisha | | | |
| 4349 | **Egypte** | Scw | Blg | Antwerp | 1878 | | 1905 | Tonning, | Armement | 3Cyl TE 20,34,55x35; | | V |
| | xMars Steel | | 283.4 | 42 \| 24.9 | 2538 | | 10 | (Elderwerft [Ger. | Deppe, Mgrs. | 2SB;WP180lbs;850IHP | | |
| MEHY | 1D;Wireless;W. Bal 5BH | | | | | | | Akt. Ges.) | | | | |
| 4350 | **Egyptian Transport** | Scw | Br | W.Hartlpl | 2923 | | 1914 | W. Hartle- | Houlder | 3Cyl TE 25,40,68x48; | | C |
| 135,900 | Steel | | 385 | 52 \| 27.5 | 4648 | | 1 | pool, Eng. | Bros. & Co. | 3SB;WP180lbs;376RHP;s rps9,26 | S.S.No.2,Nprt2,22;A.S.4,26; | |
| JDTV | 1D;Deep frmg;Wireless;W. Bal 6BH | | P36′ | B120′ F41′ | | | | (Irvine S. B. & D. D. Co., Lim.) | (Lim.), Mgrs. | | shft drn8,25;M.&B.S.4,26 | |
| 4351 | **Ehrenfels** | Scw | Ger | Bremen | 3665 | | 1914 | Bremen, | Deutsche | 3Cyl TE 29,46,75x53; | | |
| | xBaron Cawdor Steel | | 422.5 | 56.2 \| 29.6 | 5864 | | 8 | (Akt. [Ger. | Damps. Ges. | 3SB;WP200lbs | | |
| GMCK | 2D;SUB.SIG;Wireless;W. Bal 6BH | | P50′ | B125′ F54′ | | | | Ges. "Weser.") | "Hansa" | | | |
| 4352 | **Eibergen** | Scw | Hol | Rotterd'm | 2964 | | 1914 | Sunderland, | Zuid- | 3Cyl TE 25,40,68x48; | | C |
| | Steel | | 385 | 52 \| 27.2 | 4751 | | 4 | (W.Pickers- [Eng. | Hollandsche | 3SB;WP180lbs;d rpd12,25;Exmd9,26 | S.S.No.2,Shdm10,22;A.S.5,26; | |
| NPDL | 1D;Deep frmg;Wireless;W. Bal 6BH | | P36′ | B120′ F41′ | | | | gill & Sons, Lim.) | Scheepvaart | | B.S;shft drn9,25;M.S.3,26 | |
| 4353 | **Elder** | Scw | Am | | | | 1919 | Gloucester, | U. S. Gov- | 3Cyl TE 19,29,46x30; | | |
| | Steel | | 180 | 35.3 \| 17.2 | | 1 | (Pusey [N. J. | ernment (Navy | 2WTB;WP200lbs;1400IHP | | |
| | 2D;Oil fuel;W. Bal 11BH | | | | | | | & Jones S. B. Co.) | Dept.) | | | |
| 4354 | **Eidsbotten** | Scw | Nor | Oslo | 1096 | | 1920 | Grimstad, | Forenede | 3Cyl TE 18,29,50x36; | | N |
| | xAries Steel | | 265 | 42.1 \| 17.9 | 1810 | | 6 | (Sorlandets [Nor. | Rederier A/S. | 2SB;WP180lbs | | |
| LDGQ | 1D;Wireless;W. Bal 4BH | | | | | | | Skibsbyggeri Fevik.) | | | | |
| 4355 | **Eidsfjeld** | Scw | Nor | Oslo | 1112 | | 1919 | Fredrikstad, | Forenede | 3Cyl TE 18,29,50x36; | | N |
| | xOlof Brodin Steel | | 265 | 42.1 \| 17.9 | 1843 | | 9 | (Fredrik- [Nor. | Rederier A/S. | 2SB;WP180lbs | | |
| LDKS | 1D;Wireless;Oil fuel;W. Bal 4BH | | P23′ | B71′ F29′ | | | | stad Mek. Vaerks.) | | | | |
| | *(now Miraflores* | | | | | | | | | | | |
| 4356 | **Eidsfos** | Scw | Nor | Oslo | 1094 | | 1918 | Fredrikstad, | Gorrissen & | 3Cyl TE 18,29,50x36; | | N |
| | xLisa Brodin Steel | | 265.2 | 42.1 \| 17.9 | 1811 | | 1 | (Fredrikstad [Nor. | Co., Mgrs. | 2SB;WP180lbs | | |
| LDGF | 1D;Wireless;W. Bal 4BH | | P23′ | B71′ F29′ | | | | Mek. Vaerks.) | | | | |
| 4357 | **Eidshorn** | Scw | Nor | Oslo | 1090 | | 1918 | Fredrikstad, | Gorrissen | 3Cyl TE 18,29,50x36; | | N |
| | xIngrid Brodin Steel | | 265.3 | 42.1 \| 17.8 | 1803 | | 8 | (Fredrikstad [Nor. | & Co. | 2SB;WP180lbs | | |
| LDGR | 1D;Wireless;W. Bal 4BH | | P23′ | B71′ F29′ | | | | Mek. Vaerks.) | | | | |
| 4358 | **Eidsvaag** | Scw | Nor | Oslo | 1118 | | 1919 | Fredrikstad, | Gorrissen | 3Cyl TE 18,29,50x36; | | N |
| | xAltair Steel | | 264.5 | 42.1 \| 17.9 | 1845 | | 2 | (Fredrikstad [Nor. | & Co. | 2SB;WP180lbs | | |
| LFBP | 1D;Wireless;W. Bal 4BH | | P23′ | B71′ F29′ | | | | Mek. Vaerks.) | | | | |
| 4359 | **Eidsvold** | Scw | Nor | Oslo | 798 | | 1917 | Slikkerveer, | A/S. Eids- | 3Cyl TE 18,30,48x36; | | N |
| | xHolmen Steel | | 240.2 | 36.2 \| 16.8 | 1371 | | 5 | (N. V. [Hol. | vold | 2SB;WP180lbs | | |
| LBCW | 1D;W. Bal 4BH | | P23′ | B63′ F25′ | | | | Boele's Sch. Mschfbk.) | (A. T. Simonsen, Mgr.) | | | |
| 4360 | **Eifel** | Scw | Ger | Geeste'de | 1023 | | 1921 | Kiel, | Uebersee | 3Cyl TE 20,32,51x35; | | G |
| | xHertha Steel | | 260.9 | 40.9 \| 17.5 | 1760 | | 7 | (Howaldts- [Ger. | Reed, A. G. | 2SB;WP178lbs | | |
| RBTM | 1D;Wireless;W. Bal 4BH | | F13′ | B115′ F31′ | | | | werke A. G.) | | | | |
| 4361 | **Eiger** | Scw | Nor | Oslo | 874 | | 1904 | Oslo, | E. B. Aaby | 3Cyl TE 18,29,48x33; | | N |
| | Steel | | 231.5 | 35.2 \| 20.4 | 1405 | | 8 | (Nylands [Nor. | | 2SB;WP175lbs | | |
| MBVN | 1D;Spar dk;W. Bal 4BH | | | | | | | Vaerksted.) | | | | |
| 4362 | **Eika III** | Scw | Nor | Kragero | 654 | | 1916 | Oslo, | K. Sandaas | 3Cyl TE 17,29,47x33; | | N |
| | Steel | | 226.5 | 36.5 \| 15.7 | 1113 | | 7 | (Akers [Nor. | Mgr. | 2SB;WP175lbs | | |
| MNVL | 1D;W. Bal 4BH | | P18′ | B56′ F24′ | | | | Mek. Vaerks.) | | | | |
| 4363 | **Eilbek** | Scw | Ger | Hamburg | 1226 | | 1923 | Lubeck, | Knohr & | 3Cyl TE 22,34,58x39 | | G |
| | xDora Horn Steel | | 290.6 | 42.7 \| 18.2 | 2125 | | 8 | (Schiffsw. [Ger. | Burchard, Nfl. | | | |
| RDPG | 1D;Well dk;Wireless;W. Bal 4BH | | P14′ | B209′ F31′ | | | | v. Henry Koch A. G.) | | | | |
| 4364 | **Einar Beyer** | MV | Am | Juneau | 92 | | 1918 | Pt. Hadlock, | Port Walter | Oil Eng; | | |
| 216,523 | Wood | | 87.1 | 18.6 \| 8.8 | 104 | | | Wash. | Herring & Packing Co. | 150BHP. | | |
| | 1D | | | | | | | | | | | |
| 4365 | **Eirini Kyriakides** | Scw | Grk | Andros | 2311 | | 1922 | Sunderland, | N. G. | 3Cyl TE 25,42,68x45; | | BL |
| | Steel | | 360.1 | 50 \| 22.9 | 3781 | | 5 | (R. [Eng. | Kyriakides | 2SB;WP180lbs | | |
| VQ | 1D;Wireless;W. Bal 6BH | | P33′ | B217′ F36′ | | | | Thompson & Sons, Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4366 | **Eisenach** | Scw | Ger | Bremen | 2535 | | 1922 | Stettin, | Nordd. | 3CylTE22,36,61x47; | | G |
| | Steel | | 360.7 | 51 \| 27.9 | 4159 | | 9 | (Vulcan [Ger. | Lloyd | 3SB;WP206lbs | | |
| QLPN | 2D;sub.sig;Wireless;W. Bal 6BH | | P31′ | B98′ F47′ | | | | Werke A. G.) | | | | |
| 4367 | **Ekari** | Scw | Br | London | 4090 | | 1920 | Clydebank, | African | Stm Tbns; | | BL |
| 144,502 | Steel | | 405.2 | 54.2 \| 32.9 | 6741 | | 4 | (J. Brown [Scot. | S.S. Co. | 3SB;WP205lbs | | |
| KFGT | 2D;Shel dk;Wireless;W. Bal 8BH | | P36′ | B87′ F49′ | | | | & Co., Lim.) | | | | |
| 4368 | **Ekaterina Inglessi** | Scw | Grk | Samos | 2581 | | '99 | Sunderland, | D. Inglessi | 3CylTE26,42,70x48; | | |
| | 2xByzantion xCalounc Steel | | 370.4 | 48.1 \| 20.3 | 4019 | | 5 | (Short [Eng. | & Fils | 2SB;WP180lbs | | |
| JDSM | 1D;Spar dk;Deep frmg; 6BH | | P35′ | B212′ F37′ | | | | Bros.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4369 | **Eker** | Scw | Am | New York | 496 | | '90 | Copenhagen | John Wright | 2CylC25½,44x27; | | |
| 225,345 | xKis xRusland Steel | | 201.6 | 28.7 \| 14.4 | 859 | | 7 | (Burmeister [Den. | | 1SB;WP70lbs | | |
| MFWG | 1D;B;Well dk;W. Bal 5BH | | B50′ | F30′ | | | | & Wain.) | | | | |
| 4370 | **Eknaren** | MV | Swd | Gothenb'g | 3112 | | 1922 | Sunderland, | G. Carlsson, | 4CylOilEng22 1⅜x91¼ | | BL |
| 6,858 | Steel | | 420 | 54 \| 25 | 5243 | | 9 | (W. Doxford [Eng. | Mgr. | | | |
| KDSV | 1D;Shel dk;Wireless;W. Bal 7BH | | F41′ | | | | | & Sons, Lim.) | | | | |
| 4371 | **Ekstrand** | Scw | Nor | Skein | 1245 | | 1918 | Lorain, | C. B. | 3CylTE16,26,43x40; | | N |
| | xLake Jessup xWar Briar Steel | | 251 | 43.5 \| 20 | 2014 | | 4 | (American [Ohio | Nielsen, Mgr. | 2SB;WP180lbs;1200IHP. | | |
| WNVD | 1D;Wireless;W. Bal 6BH | | P25′ | B64′ F23′ | | | | S. B. Co.) | | | | |
| 4372 | **El Abeto** | Scw | Am | Los Ang's | 1527 | | 1919 | Ecorse, | Los Angeles | 3CylTE21,34½,57x42; | ✠A1Ⓔ | |
| 217,898 | xCowan Steel | | 253.4 | 43.7 \| 24.5 | 2512 | | 5 | (Great [Mich. | Lumber Products | Great Lakes Eng. Wks; | ✠AMS | |
| LQSH | 1D;Mchy aft;sub.sig;W. Bal; 4BH | | | \| 27′ 7″ | 4200 | | | Lakes Eng. Wks.) | S.S. Co. | 2SB;Lake Erie Bir. Wks; | S.S.No.1,LosA1,23; | |
| | 1BH to Super dk | | | | | | | | | 104GS;4160HS;WP175lbs;1350IHP; | M.S.1,23; | |
| | 3BH to Fbd dk | | | | | | | | | EAC;d rpd9,25;Dkd,s rps6,26 | shft drn9,24;B.S.6,25;Bclp;CL | |
| | Oil fuel F. P. above 150° F. C-29 | | | | | | | | | | (Laid up) | |
| | W.B.—A.P.74t;D.B.209′576t;T.T .124′33 | 0t;F.P. 152t | | | | | | | | | | |
| 4373 | **El Alba** | Scw | Am | New York | 2897 | | 1901 | Newport | Southern | 3CylTE33,52,84x54; | ✠ — — | |
| 136,062 | Steel | | 391.7 | 48.3 \| 15.8 | 4614 | | | News, Va. | Pacific Co. | 3CRTB;WP180lbs;3800IHP. | Cancelled. | |
| KRLC | 3D;Oil fuel;Wireless 5BH | | | | | | | (Newport News S. B. & D. D. Co.) | | | | |
| 4374 | **El Almirante** | Scw | Am | New York | 4055 | | 1917 | Newport | Southern | 3CylTE24½,41½,72x48; | | |
| 215,411 | Steel | | 364 | 51.2 \| 23.8 | 5216 | | | (New- [News, Va. | Pacific Co. | 2SB;WP200lbs;2350IHP. | | |
| LHPR | Oil fuel;Wireless;W. Bal 5BH | | | | | | | port News S. B. & D. D. Co.) | | | | |
| 4375 | **El Amigo** | Scw | Am | New York | 82 | | '99 | Newport | Southern | 2CylC18,36x28 | | |
| 136,775 | Steel | | 96 | 22 \| 12 | 150 | | 12 | News, Va. (Newport News S. B. & D. D. Co.) | Pacific Co. | | | |
| 4376 | **El Amigo** | Scw | Am | Pt. Arthur | 835 | | '82 | Hull, | American | 2CylC35,69x39; | | C |
| | xLeca xAfra xJuno Iron | | 250.2 | 32.2 \| 18.6 | 1302 | | | (Earles [Eng. | Fruit Co. | 2SB;WP100lbs;Dkd6,23;s rps7,25 | 3dS.S.No.2,NShl7,19;A.S.11,24; | |
| | 2D;W. Bal;Oil fuel 4BH | | P156′ | F56′ | | | | & Co.) | | | shft drn5,23;M.S.7,25;B.S.11,24 | |
| 4377 | **El Capitan** | Scw | Am | New York | 4055 | | 1917 | Newport | Southern | 3CylTE24½,41½,72x48; | | |
| 215,587 | Steel | | 364 | 51 \| 23.6 | 5216 | | | (New- [News, Va. | Pacific Co. | 2SB;WP200lbs;2350IHP. | | |
| LHTV | Oil fuel;Wireless;W. Bal 5BH | | | | | | | port News S. B. & D. D. Co.) | | | | |
| 4378 | **El Capitan** | Scw | Am | San Fran. | 1340 | 2′ 7″ | 1919 | Portland, | E. K. | 3CylTE22,36½,60x42; | ✠A1Ⓔ | |
| 218,284 | xMeriden Steel | | 289 | 44.1 \| 19.2 | 2227 | 19′ ½″ | 7 | (Albina [Ore. | Wood Lumber Co. | Albina Eng. & Machine Wks; | ✠AMS | |
| LRPB | 1D;W. Bal; 6BH | | | \| 21′ 6″ | 3500 | | | Eng. & Machine Wks.) | | 2SB;Willamette I. & S. Wks; | S.S.No.1,SanF12,23; | |
| | Oil fuel F. P. above 150° F. C-30 | | | | | | | | | 4908HS;WP180lbs;1600IHP; | M.S.12,23;B.S.11,25; | |
| | | | | | | | | | | EAC;d rpd3,26;Dkd,Exmd9,26 | shft drn9,26;Clh BB;CL | |
| 4379 | **El Capitan** | SW | Am | San Fran. | 669 | | '68 | San Fran- | Central | | | |
| 8,230 | | | 194 | 33.6 \| 14.5 | 982 | | | cisco, Cal. | Pacific R.R. Co. | 250IHP. | | |
| | 1D | | | | | | | | | | | |
| 4380 | **El Cedro** | Scw | Am | Los Ang's | 1527 | | 1919 | Ecorse, | Los Angeles | 3CylTE21,34½,57x42; | ✠A1Ⓔ | |
| 217,605 | xCouparle Steel | | 253.4 | 43.7 \| 24.5 | 2512 | | 3 | (Great [Mich. | Lumber Products | Great Lakes Eng. Wks; | ✠AMS | |
| LPWR | 1D;Mchy aft;sub.sig;W. Bal; 4BH | | | \| 27′ 7″ | 4200 | | | Lakes Eng. Wks.) | S.S. Co. | 2SB;John Brennan & Co; | S.S.No.1,LosA2,23; | |
| | 1BH to Super dk | | | | | | | | | 104GS;4160HS;WP175lbs;1350IHP; | M.S.2,23;shft drn;B.S.8,24; | |
| | 3BH to Fbd dk | | | | | | | | | EAC;d rpd4,24;Dkd,rps8,24; | Clh SB;CL | |
| | Oil fuel F. P. above 150° F. C-29 | | | | | | | | | Exmd3,25 | | |
| | W.B.—A.P.74t;D.B.209′576t;T.T .124′33 | 0t;F.P. 152t | | | | | | | | | | |
| | F.O.— | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4381 | **El Changador** | Trn | Arg | Rosario | | | 764 | | '69 | Liverpool, | Grambelli y | I;4BH; | | |
| | xMaria Milagros | Aux | 190.7 | 33 | 20 | | 932 | | 1 | (R. & J. Evans & Co.) | [Eng. Cia. | 6CylOilEng11x15 | | |
| | 2D;Wireless | | | | | | | | | | | | | |
| 4382 | **El Chico** | Scw | Am | New York | | | 103 | | 1907 | Wilmington, | Southern | 2CylC15,33x32; | | |
| 203,846 | Steel | | 81.5 | 21.2 | 12.6 | | 152 | | | (Harlan & Hollingsworth.) | [Del Pacific Co | 1SB;WP156lbs;550IHP. | | |
| KVTM | 2D 4BH | | | | | | | | | | | | | |
| 4383 | **El Cicuta** | Scw | Am | Los Ang's | | | 1440 | | 1917 | Ecorse, | Los Angeles | 3CylTE26,34½,57x42; | ✠A1Ⓔ | |
| 215,815 | xLake Dunmore Steel | | 253 | 43.5 | 25.6 | | 2477 | | 11 | (Great Lakes Eng. Wks.) | [Mich. Lumber Products | Great Lakes Eng. Wks; | ✠AMS | |
| LJHC | 1D;Mchy aft;SUB.SIG; 4BH | | P115′ | F26′ | | | 4000 | | | | S.S. Co | 2SB;Marine Bir. Wks; | S.S.No.1,NptN9,22; | |
| | Wireless;W. Bal; | | | | | | | | | | | 104GS;4160HS;WP166lbs;1400IHP; | M.S.9,22;B.S.8,24; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | d rpd8,25;Dkd,8 rps10,25 | shft drn12,24;Bcip;CL | |
| | W.B.—A.P.50t;D.B.209′600t;T.T | .124′33 | 0t;F.P | .180t | | | | | | | | | (Laid up) | |
| 4384 | **El Cid** | Scw | Am | New York | | | 2801 | | '99 | Newport | Southern | 3CylTE32,52,84x54; | ✠ — — | |
| 136,771 | Steel | Sch | 391.7 | 48 | 15.8 | | 4508 | | 12 | News, Va (Newport News S. B. & D. D. Co.) | Pacific Co. | 3SB;WP180lbs;4200IHP. | Cancelled. | |
| KPMH | 2D;Wireless 6BH | | | | | | | | | | | | | |
| 4385 | **El Ciervo** | Scw | Br | London | | | 3720 | | 1923 | Newcastle, | Lobitos | 3CylTE27,45,75x48; | | BL |
| 146,706 | xTricentrol Steel | | 407.4 | 52.2 | 31.4 | | 5841 | | 3 | (Armstrong, Whitworth & Co., Lim.) | [Eng. Oilfields (Lim.) | 3SB;WP180lbs | | |
| KNQM | 2D;Web frms;Long. frmg; 15BH | | P105′ | B37′ | F60′ | | | | | | | | | |
| | Mchy aft;Wireless;W. Bal | | | | | | | | | | | | | |
| 4386 | **El Condado** | Scw | Sp | Bilbao | | | 2219 | | 1920 | Pt. Glasgow, | Cia. General | 3CylTE23,38,63x45; | | C |
| | Steel | | 330.6 | 48.7 | 23.7 | | 3472 | | 11 | (W. Hamilton & Co., Lim.) | [Scot. de Navegacion | 3SB;WP180lbs | S.S.No.1,BH4,25; | |
| HKBL | 1D;Wireless;W. Bal 5BH | | P27′ | B98′ | F34′ | | | | | | | | M.&B.S;shft drn4,25 | |
| 4387 | **El Cordobes** | Scw | Br | Liverpool | | | 3702 | | 1900 | Sunderland, | British & | 3CylTE27,46,76x51; | | BL |
| 110,639 | xChase Side Steel | Sch | 420.6 | 53.2 | 29.4 | | 5683 | | 3 | (Sir J. Laing & Sons, Lim.) | [Eng. Argentine S. N. Co. (Lim.) | 3SB;WP200lbs | | |
| RMWV | 2D;Shel dk;Deep frmg; 6BH | | | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | | | |
| | (*now Pratomagno*) | | | | | | | | | | | | | |
| 4388 | **El Coston** | Scw | Am | New York | | | 4509 | | 1924 | Tacoma, | Southern | Stm Tbn; | | |
| 224,284 | xBlenville Steel | | 426.9 | 57 | 26.6 | | 7286 | | 7 | (Todd D.D. & Const. Corp.) | [Wash. Pacific Co. | 6WTB;WP250lbs;7100SHP. | | |
| MFQS | 3D;Shel dk;Long.frmg;Oil fuel | | | | | | | | | | | | | |
| 4389 | **El Dia** | Scw | Am | New York | | | 2798 | | 1901 | Newport, | Southern | 3CylTE32,52,84x54; | ✠ — — | |
| 136,916 | Steel | Sch | 391.7 | 48.3 | 15.8 | | 4504 | | 9 | News, Va. (Newport News S. B. & D. D. Co.) | Pacific Co. | 3SB;WP180lbs;3750IHP. | Cancelled. | |
| KRDQ | 3D;Wireless 5BH | | | | | | | | | | | | | |
| 4390 | **El Estero** | Scw | Am | New York | | | 2557 | | 1920 | Arlington, | Southern | 3CylTE24½,41½,72x48; | | |
| 220,829 | Steel | | 334.6 | 47.1 | 23.1 | | 4219 | | 9 | (Downey S. B. Corp.) | [S. I. Pacific Co. | 2SB;2500IHP. | | |
| MBWH | 3D;Oil fuel;Wireless | | | | | | | | | | | | | |
| 4391 | **El Grillo** | Scw | Br | London | | | 4414 | | 1922 | Newcastle, | Lobitos | 3CylTE29,48,81x54; | | BL |
| 146,230 | Steel | | 440.5 | 57.5 | 34 | | 7259 | | 1 | (Armstrong, Whitworth & Co., Lim.) | [Eng. Oilfields (Lim.) | 3SB;WP180lbs | | |
| KLNF | 2D;Web frms;Long. frmg; 18BH | | P92′ | B32′ | F46′ | | | | | | | | | |
| | Oil fuel;Oil in bulk;Mchy aft; | | | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | | | |
| 4392 | **El Isleo** | Scw | Am | New York | | | 2557 | | 1920 | Arlington, | Southern | 3CylTE24,41,72x48; | | |
| 220,979 | Steel | | 334.6 | 47.1 | 23.1 | | 4219 | | | (Downey S. B. Co.) | [S. I Pacific Co. | 2SB;2500IHP. | | |
| MCHQ | 3D;Oil fuel;Wireless | | | | | | | | | | | | | |
| 4393 | **El Kantara** | Scw | Fr | Marseilles | | | 4427 | | 1905 | La Ciotat, | Messageries | 2-3CylTE27,39,63x47; | | V |
| | Steel | Twin | 447.2 | 52.6 | 32.6 | | 6888 | | | (Message Maritimes) | [Fr. Maritimes | 3DB;WP130lbs;3300IHP | | |
| OGES | 3D;Spar dk;Wireless;W. Bal 8BH | | P64′ | F54′ | | | | | | | | | | |
| 4394 | **El Lago** | Scw | Am | New York | | | 2557 | | 1920 | Arlington, | Southern | 3CylTE24½,41½,72x48; | | |
| 221,014 | Steel | | 334.6 | 47.1 | 23.1 | | 4219 | | | (Downey S. B. Co.) | [S. I. Pacific Co. | 2SB;2500IHP. | | |
| MCKB | 3D;Oil fuel;Wireless | | | | | | | | | | | | | |
| 4395 | **El Listo** | Scw | Am | N. Orleans | | | 107 | | 1902 | New Orleans | Morgan's | | | |
| 136,987 | Steel | | 101.9 | 25.1 | 10.3 | | 200 | | 5 | La. | L. & Tex. R.R. & S.S. Co. | 950IHP. | | |
| 4396 | **El Lobo** | Scw | Br | London | | | 2948 | | 1908 | Newcastle, | Lobitos | 3CylTE26,43,72x48; | | BL |
| 125,746 | Steel | Sch | 385.2 | 51 | 27 | | 4800 | | 11 | (Armstrong, Whitworth & Co., Lim.) | [Eng. Oilfields Co. | 3SB;WP180lbs | | |
| HNKG | 2D;Oil fuel;Oil in bulk; 15BH | | P105′ | B28′ | F47′ | | | | | | | | | |
| | Web frms;Mchy aft;Wireless; | | | | | | | | | | | | | |
| | W. Bal | | | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4397 | **El Montecillo** Steel | Scw | Sp | Bilbao | 1918 | | 1920 | Pt. Glasgow, | Compania | 3Cyl TE23,38,63x45; | | C |
| | 1D;Wireless;W. Bal 5BH | | 331.1 P27′ | 48.9 \| 22.2 B98′ F35′ | 3031 | | 12 | (Dunlop, [Scot. Bremner & Co., Lim.) | General de Navigacion | 3SB;WP180lbs | S.S No.1,Bll5,25;A.S.5,25; M.&B.S;shft drn5,25 | |
| HLCP | | | | | | | | | | | | |
| 4398 | **El Mundo** Steel | Scw | Am | New York | 3747 | | 1910 | Newport | Southern | 3Cyl TE34½,57,96x60; | | |
| 207,947 | | Sch | 405.6 | 53.1 \| 27.4 | 6008 | | 9 | News, Va. (Newport News S. B. & D. D. Co.) | Pacific Co. | 5500IHP. | | |
| LBQK | 3D;Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 4399 | **El Norte** Steel | Scw | Am | New York | 2925 | | '99 | Newport | Southern | 3Cyl TE32,52,84x54; | ✠ — — | |
| 136,756 | | Sch | 391.9 | 48.3 \| 15.8 | 4604 | | 9 | News, Va. (Newport News S. B. & D. D. Co.) | Pacific Co. | 3SB;WP180lbs;4200IHP. | Cancelled. | |
| KPJC | 3D;Oil fuel;Wireless;W. Bal 6BH | | | | | | | | | | | |
| 4400 | **El Occidente** Steel | Scw | Am | New York | 3747 | | 1910 | Newport | Southern | 3Cyl TE34½,57,96x60; | | |
| 208,166 | | Sch | 405.6 | 53.1 \| 27.4 | 6008 | | 11 | News, Va (Newport News S. B. & D. D. Co.) | Pacific Co. | 5500IHP. | | |
| LBRM | 3D;Wireless;W. Bal | | | | | | | | | | | |
| 4401 | **El Oceano** Steel | Scw | Am | New York | 4171 | | 1925 | Kearny, | Southern | Stm Tbn; | | |
| 224,496 | | | 415 | 56 \| 29.1 | 6767 | | 2 | (Federal [N. J. S. B. Co.) | Pacific Co. | 4WTB;WP250lbs;5500SHP. | | |
| MFRS | 3D;Long. frmg;Oil fuel | | | | | | | | | | | |
| 4402 | **El Oriente** Steel | Scw | Am | New York | 3747 | | 1910 | Newport | Southern | 3Cyl TE34½,57,96x60; | | |
| 208,080 | | Sch | 405.6 | 53.1 \| 27.4 | 6008 | | 10 | News, Va. (Newport News S. B. & D. D. Co.) | Pacific Co. | 5500IHP. | | |
| LBRC | 3D;Wireless;W. Bal | | | | | | | | | | | |
| 4403 | **El Oso** Steel | Scw | Br | London | 4405 | | 1921 | Newcastle, | Lobitos | 3Cyl TE29,48,81x54; | | BL |
| 146,105 | | | 440.5 | 57.5 \| 34 | 7267 | | 9 | (Armstrong, [Eng. Whitworth & Co., Lim.) | Oilfields (Lim.) | 3SB;WP180lbs;5500IHP. | | |
| KJPM | 2D;Web frms;Long. frmg; 18BH Oil fuel;Oil in bulk;Mchy aft; Wireless;W. Bal | | P92′ | B32′ F46′ | | | | | | | | |
| 4404 | **El Paraguayo** Steel | Scw | Br | Liverpool | 5161 | | 1912 | W. Hartle- | Houlder | 2-3Cyl TE25,41,70x48; | | BL |
| 131,434 | | Twin | 440 | 58.9 \| 35.7 | 8508 | | 4 | pool, Eng. | Bros. & Co. | 6SB;WP200lbs | | |
| HV8Q | 3D;Shel dk;Wireless;W. Bal 7BH | | B135′ | F37′ | | | | (Irvine's S. B. & D. D. Co., Lim.) | (Lim.), Mgrs. | | | |
| 4405 | **El Paso** Steel | Scw | Am | San Fran. | 926 | | 1924 | San Fran- | Southern | 3Cyl TE19,32,56x36; | ✠A1Ⓔ Ferry Service. | |
| 224,327 | | F. B. | 234 | 45 \| 17 | 1953 | | 12 | cisco, Cal. | Pacific Co. | Buckeye Eng. Co; | ✠AMS | |
| | 1D; 7BH | | | | | | | (Bethlehem S. B. Corp.) | | 3WTB;Traylor Eng. Co; | Scip;CL | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | 7554HS;WP200lbs;1400IHP;EAC | | |
| 4406 | **El Paso** | Brg | Am | New York | 221 | | 1913 | Kingston, | Mallory | Wd | | |
| 165,520 | | | 99.7 | 31.1 \| 8.7 | 221 | | | (Jacob [N. Y. Rice.) | S.S. Co. | | | |
| | 1D | | | | | | | | | | | |
| 4407 | **El Petrolero** Steel | Scw | Urg | | 375 | | 1921 | Staten | Mexican | 3Cyl TE13,22,36x24; | | |
| 221,121 | | | 170 | 35 \| 10.5 | 630 | | | Island, N. Y. | Petroleum Corp. | 1SB | | |
| MCNW | 1D;Oil in bulk;Mchy aft | | F28′ | | | | | (Downey S. B. Co.) | | | | |
| 4408 | **El Primero** Steel | Scw | Am | Tacoma | 73 | | '93 | San Fran- | S. A. Per- | 3Cyl TE8,12,20x12; | | |
| 136,385 | | | 111.5 | 17.8 \| 8.6 | 102 | | | cisco, Cal. | kins | 1WTB;225IHP. | | |
| LBCS | | | | | | | | (Union Iron Wks.) | | | | |
| 4409 | **El Rey** Steel | Scw | Am | New York | 106 | | 1914 | Elizabeth, | Southern | 2CylC16,34x24; | | |
| 211,983 | | | 85.6 | 23.5 \| 11.4 | 156 | | | (J. W. [N. J. Sullivan & Co.) | Pacific Co. | 1SB;WP160lbs,250IHP. | | |
| | 2D 4BH | | | | | | | | | | | |
| 4410 | **El Segundo** Steel | Scw | Am | San Fran. | 2228 | | 1912 | Camden, | Standard | 3Cyl TE21,35,58x42; | **A1** Oil Carrier. | |
| 210,635 | | | 321.7 | 46.2 \| 27.5 | 3663 | | 12 | (New [N. J. | Oil Co. (Cal.) | New York S. B. Corp; | AMS | |
| LCPV | 2D;Web frms;Mchy aft; 13BH Wireless; 9BH to Fbd dk 4BH to 2d dk | | P105′ | B30′ F43′ | 5313 | | | York S. B. Corp.) | | 2SB;New York S. B. Corp; 5762HS;WP200lbs;1800IHP;DB; EAC;Dkd11,25 | S.S.SanF11,25; M.&B.S.11,25;Clh BB | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| | W.B.—A.P.56t;D.B.a62′123t..... D.T. | | | | f20′344t;F.P.82t | | | | | | | |
| | F.O..... D.T. a24′ 77 6t..... | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4411 | **El Siglo** | Scw | Am | New York | 2800 | | 1901 | Newport | Southern | 3Cyl TE33,52,84x54; | ✠ — — | |
| 136,951 | Steel | Sch | 397.7 | 48.3 \| 15.8 | 4508 | | 11 | News, Va | Pacific Co | 3SB;WP180lbs | Cancelled | |
| KRHL | 3D;Wireless 5BH | | | | | | | (Newport News S. B. & D. D. Co.) | | | | |
| 4412 | **El Sol** | Scw | Am | New York | 3747 | | 1910 | Newport | Southern | 3Cyl TE34½,57,96x60; | | |
| 207,751 | Steel | Sch | 405.6 | 53.1 \| 26 \| 33.7 | 6008 | | 8 | News, Va. | Pacific Co. | 5500IHP. | | |
| LBPK | 4D;Wireless;W. Bal | | | | | | | (Newport News S. B. & D. D. Co.) | | | | |
| 4413 | **El Toro** | Scw | Am | New York | 104 | | 1924 | Elizabeth- | Southern | 2CylC16,34x24; | | |
| 223,647 | Steel | | 90.5 | 23.5 \| 11.2 | 154 | | (New [port, N. J. | Pacific Co. | 1SB;WP160lbs;700IHP. | | |
| | 1D;B 6BH | | | | | | | Jersey D. D. & Transp. Co.) | | | | |
| 4414 | **El Uruguayo** | Scw | Br | W.Hartlpl | 4967 | | 1912 | Glasgow, | Brit. & | 2-3Cyl TE25,42,70x48; | | C |
| 132,817 | Steel | Twin | 439.0 | 58.8 \| 27 | 8361 | 4 | (A. [Scot. | Argentine S. N. | 6SB;WP200lbs;1043RHP. | RMC*7,26 | |
| HVMT | 4D;Deep frmg;Shel dk;Wireless; 7BH | | B135′ | F34′ | | | | Stephen & Sons, | Co. (Lim.) | | S.S.No.3,Ldn7,24; | |
| | W. Bal | | | | | | | Lim.) | | | Pt shft drn10,24; | |
| | | | | | | | | | | | Stbd shft drn5,25;B.S.8,25; | |
| | | | | | | | | | | | M.S.10,25 | |
| 4415 | **El Valle** | Scw | Am | New York | 2896 | | 1901 | N'port News | Southern | 3Cyl TE32,52,84x54; | ✠ — — | |
| 136,882 | Steel | Sch | 391.7 | 48.3 \| 15.8 | 4605 | | 6 | (Newport [Va. | Pacific Co. | 3DB;WP180lbs;4300IHP | Cancelled. | |
| KQTV | 2D;Oil fuel;Wireless 6BH | | | | | | | News S. B. & D. D. Co.) | | | | |
| 4416 | **El Vivo** | Scw | Am | N. Orleans | 107 | | 1902 | New Or- | Morgan's | | | |
| 136,966 | Steel | | 101.9 | 25.1 \| 10.3 | 199 | | 3 | leans, La | La. & Texas R.R. & S.S. Co | 950IHP. | | |
| 4417 | **Elakoon** | Bk | Fin | Nystad | 756 | | 1921 | Nystad, | Uuden- | Wd | | V |
| 294 | | | 209.6 | 36.1 \| 17.3 | 827 | | | (Uudenkau- [Fin. | kaupungin | | | |
| VBTD | 1D | | | | | | | pungin Laiva | Laiva Osakeyhtio | | | |
| | | | | | | | | Osakeyhtio.) | | | | |
| 4418 | **Elanchove** | Scw | Sp | S.Sebast'n | 1944 | | '91 | Sunderland, | Cia. Mari- | 3Cyl TE21,39,64x42; | | BL |
| | xErnaston xWhite Cross Steel | | 322 | 41.5 \| 21.5 | 3020 | | 12 | (J. L. [Eng. | tima Elanchove | 2SB;WP160lbs | | |
| HLBW | 1D;B;Wireless;Web frms; 6BH | | P29′ | | | | | Thompson & Sons.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 4419 | **Elba** | Scw | Am | Fairport | 3365 | | 1907 | Cleveland, | Interlake | 3Cyl TE22,35,58x42; | | |
| 204,727 | Steel | Sch | 420 | 52 \| 24 | 4672 | | 11 | (Ameri- [Ohio | S.S. Co. | 2SB;WP180lbs;1500IHP. | | |
| | 1D;B;Mchy aft;SUB.SIG;W. Bal 3BH | | | | | | | can S. B. Co.) | | | | |
| 4420 | **Elberfeld** | Scw | Ger | Bremen | 3873 | | 1923 | Geeste- | Nordd. | 3Cyl TE29,48,78x54; | | G |
| | Steel | | 431.1 | 56.2 \| 30.3 | 6272 | | 6 | munde, Ger. | Lloyd | 3Blrs | | |
| QLTH | 2D;SUB.SIG;Wireless;W. Bal 7BH | | P80′ | B130′ F57′ | | | | (John C. Tecklenborg, A. G.) | | | | |
| 4421 | **Elbert H. Gary** | Scw | Am | Duluth | 4988 | | 1905 | Chicago, | Pittsburg | 3Cyl TE24,39,65x42; | | |
| 202,014 | Steel | | 557.8 | 56 \| 26.5 | 6331 | | 5 | (Chicago [Ill. | S.S. Co | 2SB;WP170lbs;1800IHP. | | |
| | 1D;SUB.SIG;Mchy aft;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 4422 | **Elcano** | Scw | Sp | S.Sebast'n | 3099 | | 1918 | Barrow, | Sociedad | 3Cyl TE27,44,73x48; | | BL |
| | xWar Master Steel | | 400 | 52.4 \| 28.5 | 5199 | | 7 | (Vickers, [Eng. | Commercial de | 3SB;WP180lbs | | |
| HLCG | 1D;Oil fuel;Oil in bulk; 11BH | | P49′ | B113′ F39′ | | | | Lim.) | Oriente | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4423 | **Eldena** | Scw | Am | Seattle | 5321 | 10′ 9½″ | 1919 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 217,994 | Steel | | 409.6 | 54.2 \| 27.1 \| 37′ 9″ | 6900 | 27′ 2½″ | 5 | (Skinner [Wash. | ping Board | General Electric Co; | ✠AMS | |
| LQWP | 3D;SUB.SIG;W. Bal; 8BH | | | | 9600 | | | & Eddy Corp.) | | 3SB;Commercial Bir. Wks; | S.S.No.1,NO3,24; | |
| | 7BH to Fbd dk | | | | | | | | | 8085HS;WP210lbs;2500SHP;EAC; | n shft12,23;M.S.3,24; | |
| | 1BH to 3d dk | | | | | | | | | Dkd,d rpd11,26 | B.S;shft drn11,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.340t;D.B.355′1264t;D | T.40′1 | 082t | F.P.120t | | | | | | | | |
| | F.O.....D.B.310′1001t;D | T.40′1 | 011t;S | T.79t..... | | | | | | | | |
| 4424 | **Elder Branch** | Scw | Br | Sund'rl'nd | 2840 | | 1905 | Greenock, | F. & W. | 3Cyl TE27,43½,73x48; | | BL |
| 122,801 | xRiver Delaware Steel | | 380.3 | 49.7 \| 26.9 | 4476 | | 9 | (Scott's [Scot. | Ritson, Mgrs. | 2SB;WP180lbs | | |
| HDQN | 2D;Deep frmg;Wireless;W. Bal 6BH | | P36′ | B113′ F45′ | | | | S. B. & Eng. Co., Lim.) | | | | |
| 4425 | **Eldon** | Scw | Br | Newcastle | 1579 | | 1923 | Haverton | Furness, | 3Cyl TE24,40,65x42; | | BL |
| 148,044 | Steel | | 307 | 45.1 \| 22.1 | 2867 | | 11 | Hill-on-Tees, Eng. | Withy & Co. | 2SB;WP180lbs | | |
| KPRV | 1D;Well dk;Wireless;SUB.SIG; 6BH | | Q122′ | B56′ F25′ | | | | (Furness S. B. Co., Lim.) | (Lim.) | | | |
| | W. Bal | | | | | | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | | | | | | | | | |
| 4426 | **Eldorado** | Scw | Am | San Fran. | 1289 | | 1918 | Long Beach, | Western | 3Cyl TE 19,35,46x26; | | V |
| 216,615 | Steel | | 245.6 | 42 \| 24.1 | 2180 | | | (Craig [Cal. S. B. Co.) | Transport Co. | 2WTB;WP200lbs;1000IHP | | |
| LMGB | 2D;Shel dk;Mchy aft; 3BH | | | | | | | | | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 4427 | **Eldrid** | Scw | Nor | Trondh'm | 998 | | 1915 | Oslo, | Bachke & | 3Cyl TE 19,31,51½x33; | | N |
| | Steel | | 265.1 | 40.2 \| 18.6 | 1712 | 11 | (Nylands [Nor. Verksted.) | Co., Mgrs. | 2SB;WP180lbs | | |
| MLRP | 1D;W. Bal;Wireless 4BH | | P22′ | B65′ F29′ | | | | | | | | |
| 4428 | **Eldridge** | Scw | Am | Seattle | 5482 | 10′ 9½″ | 1919 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard | |
| 218,195 | Steel | | 409.6 | 54.2 \| 27.1 \| 37′ 9″ | 7001 9600 | 27′ 2½″ | 5 | (Skinner [Wash. & Eddy Corp.) | ping Board | General Electric Co; 3SB;Commercial Bir Wks; 8085HS;WP210lbs;2500SHP;EAC; Dkd,d rpd10,26 | ✠AMS S.S.No.1,Seat9,23; n shft9,22;M.S.9,23; B.S;shft drn12,25;Clh BB;CL | |
| LRJT | 3D;W. Bal;Wireless; 8BH 7BH to Fbd dk 1BH to 3d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.340t;D.B.355′1264t;D | T.40′1 | 082t. . | .....F.P.120t | | | | | | | | |
| | F.O.....D.B.310′1001t;D | T.40′1 | 011t;S. | T.79t..... | | | | | | | | |
| 4429 | **Eleanor Bush** | Scw | Am | New York | 124 | | 1905 | Noank, | Bush | 2CylC 20,40x28; | | |
| 202,895 | Wood | | 95 | 25.3 \| 12.6 | 212 | | | (R. [Conn Palmer & Co.) | Terminal Co. | 800IHP. | | |
| | 1D | | | | | | | | | | | |
| 4430 | **Eleanor Christenson** | Scw | Am | San Fran. | 3386 | 5′ 10″ | 1920 | Long Beach, | Sudden & | 3Cyl TE 24½,41½,72x48; | ✠A1Ⓔ | |
| 219,435 | xVinita Steel | | 410.5 | 54.3 \| 27.2 \| 29′ 9″ | 5411 8800 | 24′ 2″ | 3 | (Long [Cal. Beach S. B. Co.) | Christenson, Inc. | Long Beach S. B. Co; 3SB;Willamette I. & S. Wks; 8712HS;WP210lbs;2800IHP; EAC;rps12,22;Dkd,s rps5,26 | ✠AMS S.S.No.1,SanF3,24; n shft12,22;M.S.3,24;B.S.5,25; shft drn5,26;Clh BB;CL | |
| LVFQ | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-36 | | P60′ | B114′ F47′ | | | | | | | | |
| | W.B.—A.P.284t;D.B.356′1287t;D | T.29′7 | 13t... | .. ...F.P.134t | | | | | | | | |
| | F.O.—.....D.B.313′1019t;D | T.29′6 | 65t; S. | T.88t..... .. | | | | | | | | |
| 4431 | **Eleanor F. Bartram** | Sch | Am | Boston | 920 | | 1903 | E. Boothbay | Boston Ship | WO,Hw,Hk,YP;Gief(Sltd) | ✠— — | |
| 200,427 | 4 M | | 202.4 | 33.8 \| 18.9 | 1114 | | 11 | (Irving [Me Adams.) | Brokerage Co. | | Suspended1,26 | |
| KSRJ | 2D;B | | | | | | | | | | | |
| 4432 | **Eleanor Hemstreet** | Brg | Am | New York | 353 | | 1913 | Brooklyn, | Conklin & | Wd | | |
| 166,613 | | | 115.3 | 36.2 \| 9.2 | 353 | | | (M. N. [N. Y. Martin) | Foss Co. | | | |
| | 1D | | | | | | | | | | | |
| 4433 | **Eleanor Taylor** | Trn | Am | Brunswick | 601 | | 1919 | Brunswick, | Bankers | O,YP;Gif(Sltd) | | |
| 218,135 | | | 172.6 | 38 \| 15.9 | 705 | | | (Brunswick [Ga. S. B. Co.) | Trust Co. | | | |
| LRGW | 1D | | | | | | | | | | | |
| 4434 | **Eleanor W.** | MV | Am | Seattle | 116 | | 1917 | Tacoma, | C. A. | 3Cyl GasEng 9¾x12; | | |
| 215,681 | Wood | | 54.2 | 18.9 \| 7 | 123 | | | Wash. | Schneider | 80BHP. | | |
| | 1D | | | | | | | | | | | |
| 4435 | **Electra** | Brg | Am | New York | 511 | | 1908 | Kingston, | Daniel J. | Wd | | |
| 166,569 | | | 112.5 | 33 \| 13.4 | 511 | | | (R. [N. Y. Lenahan Co.) | Mulqueen | | | |
| | 1D | | | | | | | | | | | |
| 4436 | **Electra Stavroudi** | Scw | Grk | Chania | 2841 | | '99 | Flensburg, | E. A. | 3Cyl TE 28,47,78x54; | | C |
| | xVarsin Steel | | 388 | 47.6 \| 20.8 | 4455 | 1 | (Flensburger [Ger. Schiffsb. Ges.) | Stavroudis | 4SB;WP165lbs | 2dS.S.No.3,Man7,25; M.&B.S;shft drn6,26 | |
| JFBK | 1D;B;Spar dk;Well dk; 6BH | | P & B | 232′ F46′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4437 | **Electric Welder** | Brg | Am | Baltimore | 108 | | 1915 | Baltimore, | W. S. Cahill | Wd | | |
| 166,147 | | | 75.8 | 23.5 \| 7.3 | 116 | | | (Chas. L. [Md. Rohde & Sons Co.) | Co. | | | |
| | 1D | | | | | | | | | | | |
| 4438 | **Electrician** | Scw | Br | Liverpool | 2884 | | 1913 | Pt. Glasgow, | Charente | 3Cyl TE 25,41,68x48; | | BL |
| 135,460 | xSt. Winifred Steel | | 385 | 52 \| 26.5 | 4572 | 5 | (Russell [Eng. & Co.) | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| JCHN | 2D;Wireless;W. Bal 6BH | | P34′ | B111′ F45′ | | | | | | | | |
| 4439 | **EleftheriosK.Venizelos** | Scw | Grk | Piræus | 2746 | | '98 | Glasgow, | Saliaris | 3Cyl TE 25,41,67x48; | | BL |
| | xAngola Steel | | 375 | 50 \| 25.6 | 4572 | 4 | (D. & W. [Scot. Henderson & Co.) | Bros., Mgrs. | 2SB;WP175lbs | | |
| HSRV | 2D;Deep frmg;Wireless;W.Bal 6BH | | P40′ | B98′ F40′ | | | | | | | | |
| 4440 | **Elena** | Sch | Am | N. London | 158 | | 1911 | Bristol, | Morton & | Stl | | |
| 208,534 | | | 112 | 26.7 \| 17.6 | 206 | | | (N. G. [R. I. Herreshoff.) | Plant | | | |
| LBVH | 1D | | | | | | | | | | | |
| 4441 | **Elena Bosch** | Brg | Sp | LasPalm's | 239 | | 1917 | Palma, | J. Garcia | Wd | | |
| | xNicolaos | | 103 | 26.9 \| 13.8 | 250 | | | (Rbt. By [Sp. Astilleros de Palma.) | Sintes | | | |
| HLCD | | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4442 | **Elena Valdez** | Scw | Pan | Panama | 1472 | | 1919 | Slidell, | J. A. Aberle | 3CylTE19,33,55x36; | ✠ — — | |
| | xBuckhannon Comp. | | 267.3 | 46 \| 22.3 | 2469 | | 2 | (Louisiana [La. | | 2WTB;WP200lbs;1350IHP | ✠ — — | |
| | 2D 4BH | | | | 3500 | | | S. B. Co.) | | | Suspended1,25 | |
| 4443 | **Eleni** | Scw | Grk | Syra | 1788 | | 1900 | Sunderland, | S. N. | 3CylTE23,38,64x42; | | BL |
| | xGenesee xFinland Steel | | 324 | 47.1 \| 21.7 | 2971 | | 12 | (W. Pickers- [Eng. | Valmadi | 2SB;WP180lbs | | |
| JDSP | 1D;B;Deep frmg;Wireless; 6BH | | P31′ | B96′ F33′ | | | | gill & Sons.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 4444 | **Eleni G. Embiricos** | Scw | Grk | Andros | 2506 | | 1905 | Pt. Glasgow, | M. & G. L. | 3CylTE25,41,67x48; | | BL |
| | xSydhavet xHerm Steel | | 344.8 | 49.9 \| 18 | 3919 | | 2 | (Russell [Scot. | Embiricos | 2SB;WP180lbs | | |
| JFHG | 1D;Spar dk;Deep frmg; 6BH | | P20′ | B91′ F41′ | | | | & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4445 | **Eleni S. Iossifoglu** | Scw | Grk | Piraeus | 2094 | | '99 | Sunderland, | Madam | 3CylTE24,38,64x42; | | BL |
| 531 | xArgonaftis xMilton Steel | | 325 | 44.5 \| 19.7 | 3267 | | 5 | (J. L. [Eng. | H. I. Iossifoglu | 2SB;WP160lbs | | |
| JFVP | 2D;Web frms;Wireless;W. Bal 6BH | | | | | | | Thompson & Sons, Lim.) | | | | |
| 4446 | **Eleonora Maersk** | Scw | Dan | Svendb'rg | 1198 | | '95 | W. Hartle- | A. P. | 3CylTE19,30½,51x36; | | BL |
| | xElle Steel | | 270 | 37 \| 17.2 | 1927 | | 5 | pool, Eng. | Moller, Mgr. | 2SB;WP160lbs | | |
| NSBV | 1D;Well dk;Web frms;W. Bal; 4BH | | P27′ | B116′ F29′ | | | | (W. Gray & Co., Lim.) | | | | |
| | Wireless | | | | | | | | | | | |
| 4447 | **Elfrieda** | Bk | Ger | Hamburg | 1504 | | '93 | Glasgow, | Vinnen, | Stl;1BH | | BL |
| | xAmasis xSaxon | | 245.7 | 37.6 \| 22.6 | 1614 | | 10 | (Russell [Scot. | & Gebruder G. m. b. H. | | | |
| RDPV | 1D;B | | P33′ | F31′ | | | | & Co.) | | | | |
| 4448 | **Elg** | Scw | Nor | Lyngor | 700 | | 1901 | Copenhagen, | T. Hansen, | 3CylTE16,26,45x30; | | N |
| | Steel | Sch | 231.3 | 34.3 \| 13.6 | 1166 | | 5 | (Burmeister [Den. | Mgr. | 1SB;WP175lbs | | |
| HSGM | 1D;W. Bal 4BH | | F25′ | B29′ | | | | & Wain.) | | | | |
| 4449 | **Elgo** | Scw | Swd | Stockholm | 1058 | | 1918 | Gothenburg, | Rederi | 3CylTE20,33,55x36; | | BL |
| 6,039 | xBolheim xElsa Steel | | 262 | 42.7 \| 18.1 | 1888 | | 10 | (Lind- [Swd. | A/B Rex | 2SB;WP185lbs | | |
| KBMD | 1D;Wireless;W. Bal 4BH | | P24′ | B64′ F28′ | | | | holmens, V. A.) | | | | |
| 4450 | **Elgrudor** | Scw | Am | New York | 70 | | 1903 | City Island, | E. P. Morse | 3CylTE10,15,24x15; | | |
| 200,287 | Steel | | 105.1 | 16.2 \| 8.5 | 103 | | | N. Y. | | 2WTB;450IHP. | | |
| KSQT | | | | | | | | (R. Jacob.) | | | | |
| 4451 | **Elia** | MV | Am | San Fran. | 106 | | 1920 | Long Beach, | Geo. | Oil Eng; | | |
| 220,556 | xEdythe Steel | | 117.9 | 21 \| 9.5 | 186 | | | (Long [Cal. | Whittall, Jr. | 360IHP. | | |
| MBJP | 1D;Wireless 4BH | | | | | | | Beach S. B. Co.) | | | | |
| 4452 | **Eliane L. D.** | Scw | Fr | Dunkirk | 2445 | | 1925 | Stettin, | Louis | 4CylC18,18,39,39x39 | | V |
| | xMerkator Steel | | 345.5 | 51 \| 24.8 | 4131 | | | (Nuscke & [Ger. | Dreyfus & Co. | | | |
| | 1D;Wireless;W. Bal | | P26′ | B118′ F48′ | | | | Co., A. G.) | | | | |
| 4453 | **Elias** | Sch | Sp | Huelva | 109 | | 1917 | Noya, | P. L. Casto | Wd; | | |
| | xTerranova | Aux | 91.5 | 24.3 \| 9 | 138 | | | (M. Leis [Sp. | Ramirez | Oil Eng. | | |
| HLCM | 1D | | | | | | | Hermide.) | | | | |
| 4454 | **Elida Clausen** | Scw | Nor | Haugesnd | 1443 | | 1920 | Rotterdam, | Dampsk. | 3CylTE24,37,63x39; | | N |
| | Steel | | 287 | 45.2 \| 20.6 | 2471 | | 7 | (N. V. [Hol. | A/S Solvang | 2SB;1AuxSB;WP180lbs | | |
| MVRW | 1D;Wireless;W. Bal 4BH | | P24′ | B72′ F26′ | | | | Machinefab & Schp. van P. Smit, Jr.) | | | | |
| 4455 | **Elinor** | Scw | Am | Baltimore | 2618 | 5′ 8¼″ | 1918 | Baltimore, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 215,982 | Steel | | 339.3 | 49.1 \| 26.5 | 4280 | 23′ 1½″ | 3 | (Baltimore [Md. | ping Board | General Electric Co; | ✠AMS | |
| LJQN | 2D;W. Bal;Long. frmg; 5BH | | | 28′ 7¼″ | 6200 | | | D. D. & S. B. Co.) | | 3SB;Balt. D. D. & S. B. Co; | S.S.Bost8,20; | |
| | Wireless;SUB.SIG. C-33 | | P34′ | B75′ F30′ | | | | | | 189GS;5103HS;WP200lbs;1800SHP; | Clh BB;CL | |
| | | | | | | | | | | Dkd8,20;s rps12,20;Dkd2,21 | (Laid up) | |
| | W.B.—A.P.132t;D.B.294′794t; F.P 98t | | | | | | | | | | | |
| 4456 | **Elinor H** | Sch | Am | Seattle | 1409 | | 1920 | Dockton, | Harbor | Wd | | |
| 220,346 | 5 M | | 233.2 | 45.7 \| 18.8 | 1569 | | | (Martino- [Wash. | Navigation Co. | | | |
| MBCJ | 1D | | | | | | | lich S. B. Co.) | | | | |
| 4457 | **Elio** | Scw | It | Genoa | 3049 | | 1900 | Hamburg, | D. E. F. | 3CylTE27,46,75x47; | | I |
| 1,255 | xAndreino xAisne Steel | | 413 | 53 \| 27 | 4950 | | 11 | (Blohm [Ger. | di Bozzo | 2SB;WP171lbs;2400IHP;Exmd4,25 | | |
| NLOR | 2D;Oil fuel;Wireless;W. Bal 9BH | | P & B | 274′ F48′ | | | | & Voss.) | | | | |
| 4458 | **Elisabet** | Scw | Swd | Gothenb'g | 661 | | 1900 | Bergen, | Rederi A/B. | 3CylTE16,24,44x33; | | V |
| 7,013 | xMount Vernon Steel | | 225.8 | 31.7 \| 13.5 | 1060 | | 5 | (Bergens [Nor. | Vigor | 2SB;WP180lbs;600IHP | | |
| KFGQ | 1D;W. Bal 5BH | | P31′ | B67′ | | | | Mek. Verk.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4459 NBDP | **Elisabeth** 1D | Trn | Dan | Marstal | 120.7 \| 28.7 \| 12.4 | 240 278 | | 1919 | Marstal, (E. B. Kromann.) [Den. | A/S. Det. Danske Sejlskibsreder[ | Wd | | V |
| 4460 JLFT | **Elisabeth** xEig 1D | Trn | Swd | Bergkvara | 109.2 \| 26.4 \| 10.5 | 183 207 | | '91 3 | Bergen, Nor. | C. A. Elderstron | P,YP,O;Icf | | V |
| 4461 NSTW | **Elisabeth Eff** 1D | Sch 3 M | Dan | Svendborg | 114.8 \| 26.7 \| 11.3 | 185 217 | | 1914 | Svendborg, (J. Ring Anderson.) [Den. | P. M. Petersen, Mgr. | Wd(Sltd) | | V |
| 4462 MENL | **Elisabeth van Belgie** xElisabeth von Belgien Steel 2D;Deep frmg;W. Bal;Wireless 7BH | Scw Sch | Blg | Antwerp | 387 \| 51 \| 25.2 P & B \| 312′ F50′ | 2607 4241 | | 1909 1 | Flensburg, (Flensburger Schiffsb. Ges.) [Ger. | Armement Deppe, Mgr. | 3CylTE27,46,76x48; 3SB;WP180lbs | | BL |
| 4463 NDVG | **Elisabetha** 1D | Bk | Dan | Marstal | 133.1 \| 24.1 \| 13 F19′ | 287 323 | | '92 | Tonning, (Schomer, Jensen & Co.) [Ger. | E. B. Kromann, Mgr. | Stl;2BH | | V |
| 4464 MENV | **Elisabethville** Steel 2D;Shel dk;Wireless D.F;W. Bal 7BH | Scw Twin | Blg | Antwerp | 439.1 \| 57 \| 34.1 P55′ F89′ | 5172 8178 | | 1921 11 | Hoboken, (Soc. Anon. Jhn. Cockerill.) [Blg. | Cie. Belge Maritime du Congo | 2-4CylQE23,33,47,67x48; 6SB;WP215lbs | | BL |
| 4465 JFBG | **Elisavet** Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | Grk | Cephlonia | 360.3 \| 50.3 \| 22 | 2159 3553 | | 1922 9 | Rotterdam, (N. V. Burgerhouts M. & S.) [Hol. | A. & C. Mazarakis | 3CylTE25,41,66x45; 3SB;WP180lbs | | BL |
| 4466 220,667 MBPN | **Elisha Walker** Steel 2D;Web frms; 16BH Long. frmg; 11BH to F'bd dk Mchy aft;Wireless; 5BH to 2d dk SUB.SIG;W. Bal C-38 Oil fuel F. P. above 150° F. W.B.—A.P.57t;D.B.a56'256t..... F.O.....D.T. a21'46 | Scw | Am | Los Ang's | 429.3 \| 59.2 \| 33.2 P133′ \| B36′ F40′ \| D.B.f.41'1 3ct.f.10′ \| 446t; D B.f.41'1 | 4526 7252 10600 45t; F 35t... | P.199t ..... | 1920 8 | Chester, (Sun S. B. Co.) [Pa. | Pan-American Petroleum & Transport Co. | 3CylTE27,45½,76x51; Sun S. B. Co; 3SB;Sun S. B. Co;9198HS; WP190lbs;2800IHP;EAC; Dkd,d rpd10,26 | A1Ⓔ Oil Carrier. AMS S.S.No.1,NY12,24; M.S.12,14;n shft8,25;B.S.10,26; Clh BB;CL | |
| 4467 133,674 | **Eliza A. Scribner** 1D;B | Sch | Br | Bridgtwn | 133.4 \| 29.6 \| 14.4 | 357 404 | | '72 7 | Milford, (Wm. A. Scribner.) [Del. | C. W. Anderson | O,YP;Gif | — Exp | |
| 4468 142,102 | **Eliza Rodway** 1D | Sch | Br | St. John's | 98.6 \| 26.5 \| 9.8 | 120 120 | | 1919 | Codroy, (E. Barter.) [Nfld | J. Seward (Lim.) | Wd | | |
| 4469 219,322 LTWV | **Elizabeth** xMacomet Steel 1D;Web frms;Long. frmg; 7BH Oil fuel;SUB.SIG;Wireless;W. Bal | Scw | Am | New York | 328 \| 46.1 \| 22.7 \| 25′ 6″ P42′ \| B92′ F36′ | 2112 3482 5100 | | 1919 12 | Wilmington, (Bethlehem S. B. Corp.) [Del. | A. H. Bull S.S. Co. | 3CylTE22,37½,60x42; 2SB;WP190lbs;1650IHP | ✠ — — ✠ — — Cancelled3,24 | BL |
| 4470 201,490 | **Elizabeth** Steel | Scw | Am | New York | 191.4 \| 44 \| 15.8 | 814 1197 | | 1904 10 | Wilmington, Del. | Central R.R. of N. J. | 1400IHP. | | |
| 4471 200,554 KSTQ | **Elizabeth** Wood 1D;Oil fuel | Scw | Am | San Fran. | 142 \| 35.8 \| 9.9 | 280 415 | | 1903 13 | San Fran., (Stone & Van Bergen.) [Cal. | E. T. Kruse | 2CylC12½,27x24; 350IHP. | | |
| 4472 166,629 | **Elizabeth** 1D | Brg | Am | New York | 111.8 \| 33.6 \| 9.2 | 307 307 | | 1900 | Rockland Lake, N. Y. (Michael W. Martin.) | Conklin & Foss Co. | Wd | | |
| 4473 136,778 | **Elizabeth** | Brg Sch | Am | San Juan | 112.8 \| 30 \| 9.5 | 205 228 | | 1900 1 | Wilmington, (Jackson & Sharp Co.) [Del. | Porto Rico Mercantile Co. | O,YP;Gicf | | |
| 4474 165,487 | **Elizabeth** xO. D. No. 45 | Brg | Am | New York | 88.6 \| 30 \| 6.9 | 345 345 | | 1913 1 | Suffolk, Va. | R. S. Haight | YP | | |
| 4475 218,247 LRMT | **Elizabeth Bandi** 1D | Sch 4 M | Am | Bath | 178.6 \| 36.2 \| 15 | 648 767 | | 1919 7 o'24 | Gulfport, (Gulfport S. B. Co.) [Miss. | Walter E. Reid | F,LO,YP;Gif; clk3,22;d rpd,s dk clkg12,24; s rps,s clkg1,26 | ✠A1Ⓔ S.S.No.1,PA8,24 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4476 220,542 MBJF | **Elizabeth Freeman** 1D | Sch 4 M | Am 232 | Boston 41.5 \| 23 | 1540 1665 | | 1920 | Thomaston, (Atlantic Coast Co.) [Me. | New England Maritime Co. | Wd | | V |
| 4477 219,183 LTNJ | **Elizabeth River** xLake Felden Steel 1D;B;W. Bal;Wireless;SUB.SIG; 4BH Oil fuel F. P. above 150°F. C-30 W.B.—A.P.96t;D.B.204'436t;D.T .a12'80 F.O.—A.P.90t;D.B.158'288t;D.T .a12'75 | Scw | Am 251 P25' | Wilm'gton 43.6 \| 26.1 \| 28' 2" B64' F20' t.....F.P.72t t;W.T. 30'200t..... | 1613 2592 4050. | 4' 2" 24' 2" | 1919 11 | Lorain, American S. B. Co.) [Ohio | Delaware River Franklin Co., Inc. | 3CylTE21,35,59x42; American S. B. Co; 2SB;American S. B. Co; 5467HS;WP185lbs;1500IHP; d rpd11,20;Dkd,s rps7,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Nflk8,25; M.S.shft drn8,25;B.S.7,26; Scip;CL | |
| 4478 208,253 LBRW | **Elk** 1D | Sch Aux | Am 102 | Gloucester 24.7 \| 11.2 | 66 123 | | 1910 | Essex, Mass. | Gorton-Pew Vessels Co. | Wd; Gas Eng; 100IHP. | | |
| 4479 162,887 | **Elk** | Brg | Am 106 | Eagle 37.5 \| 6.3 | 250 250 | | 1906 | Skagway, Alaska | American-Yukon Nav. Co. | Wd | | |
| 4480 169,337 | **Elkhart** 1D | Brg | Am 100 | New York 31.2 \| 9.2 | 269 269 | | 1925 | Boston, (Atlantic Works.) [Mass. | N. Y. Central R.R. Co. | Stl | | |
| 4481 218,948 LSWR | **Elkhorn** Steel 2D; 8BH Long. frmg; 7BH to Fbd dk Wireless; 1BH to 2d dk SUB.SIG;W. Bal; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.158t;D.B.343'1407t;D .T.30'1 F.O.....D.B.303'1114t;D .T.30' | Scw | Am 402.6 P48' 035t. 966t;S. | Seattle 54.8 \| 32.1 \| 34' 6" F42' .....F.P.140t T.70t..... | 4723 6321 9600 | 8' 1" 26' 8" | 1919 9 | Seattle, (Skinner & Eddy Corp.) [Wash. | U. S. Shipping Board | 3CylTE24½,41½,72x48; Hooven, Owens, Rentschler Co; 3SB;Commercial Bir. Wks.; 8085HS;WP210lbs;2800IHP;EAC; d rpd5,24;Dkd6,26;s rps10,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,NO12,23; M.S.12,23;B.S.5,25;n shft10,25; Cih BB;CL | |
| 4482 218,812 LSPQ | **Elkridge** Steel 2D; 8BH Long. frmg; 7BH to Fbd dk Wireless; 1BH to 2d dk SUB.SIG; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.158t;D.B.343'1407t;D .T.30'1 F.O.....D.B.303'1114t;D .T.30' | Scw | Am 401.7 P48' 035t. 966t;S. | Seattle 54.8 \| 32.1 \| 34' 6" F42' .....F.P.140t T.70t..... | 4725 6318 9600 | 8' 1" 26' 8" | 1919 8 | Seattle, (Skinner & Eddy Corp.) [Wash. | U. S. Shipping Board | 3CylTE24½,41½,72x48; Hooven, Owens, Rentschler Co; 3SB;Commercial Bir. Wks; 8085HS;WP210lbs;2800IHP; EAC;Dkd,d rpd2,26;s rps6,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,SanF8,23; M.S.8,23;n shft4,24;B.S.2,26; Cih BB;CL | |
| 4483 219,018 LTDW | **Elkton** Steel 2D; 8BH Long. frmg; 7BH to Fbd dk Wireless; 1BH to 2d dk SUB.SIG;W. Bal; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.158t;D.B.343'1407t;D .T.30'1 F.O.....D.B.303'1114t;D .T.30' | Scw | Am 402.6 P48' 035t. 966t;S. | Seattle 54.8 \| 32.1 \| 34' 6" F42' .....F.P.140t T.70t..... | 4674 6318 9500 | 8' 1" 26' 7" | 1919 9 | Seattle, (Skinner & Eddy Corp.) [Wash. | U. S. Shipping Board | 3CylTE24½,41½,72x48; Hooven, Owens, Rentschler Co; 3SB; Commercial Bir. Wks; 8085HS;WP190lbs;2800IHP;EAC; Dkd,d rpd10,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,NY9,23; M.&B.S.9,23;shft drn7,25; Cih BB | |
| 4484 219,809 LWDM | **Ella A** 1D | Sch 4M | Am 233.4 | Seattle 45.7 \| 18.5 | 1413 1565 | | 1920 3 | Dockton, (Harbor Nav. Co.) [Wash. | J. C. Shaw, Mgr. | Fir;If(Sltd) | | |
| 4485 135,632 JWQP | **Ella Clifton** | Sch | Am 89 | Boston 23.9 \| 7.3 | 92 109 | | '72 7 | St. John, N. B. (Sutton.) | Wm. White | Sp;If | — Exp | |
| 4486 NVCT | **Ella Eff** 1D | Sch | Dan 124.4 | Svendborg 28.3 \| 12.6 | 247 282 | | 1916 | Svendborg, (J. R. Andersen.) [Den. | P. M. Petersen | Wd(Sltd) | | V |
| 4487 151,240 HFNV | **Ella F. Crowell** 1D;B | Sch C B | Br 97.3 | Nassau 26.4 \| 7.3 | 151 171 | | '64 11 rb'14 | E. Haven, Conn. | Maude E. Morris | O,Ch;Icf | | |
| 4488 135,588 | **Ella G.** Oak 1D | Scw | Am 107.6 | New York 27.2 \| 5.6 | 91 115 | | '82 | Port Clinton, Ohio | New York & Staten Island Ltg. Co. | 1CylNC14½x16; 1FB;WP80lbs;139IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4489 | **Ella Pierce Thurlow** | Sch | Am | Boston | 1348 | | 1918 | Rockland, | New Eng- | Hw,O,YP;Icf(Sltd) | ✠**A1** | |
| 216,015 | | 4 M | 221.2 | 42 \| 22.2 | 1505 | | 4 | (Francis [Me. | land Maritime Co. | clk b8,25;s rps,clk t,dk10,25 | S.S.No.2,BbyHar10,25 | |
| LJRT | 2D | | | | | | o'25 | Cobb Co.) | | | | |
| 4490 | **Ellaroo** | Scw | Br | Melb'urne | 2846 | | 1921 | Sunderland, | Melbourne | 3CylTE23,38,64x42; | | BL |
| 145,491 | xAslang Haaland Steel | | 364.5 | 52.8 \| 24.3 | 4655 | | 4 | (J. L. [Eng. | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| KMLN | 1D;Well dk;Oil fuel;Wireless; 6BH | | P28′ | B68′ F29′ | | | | Thompson & Sons, Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 4491 | **Ellaston** | Scw | Br | Glasgow | 2280 | | 1922 | Sunderland, | Ellaston | 3CylTE25,42,68x45; | | BL |
| 146,301 | Steel | | 347.2 | 50 \| 24 | 3708 | | 4 | (R. [Eng. | S.S. Co. (Lim.) | 2SB;WP180lbs | | |
| KMPC | 1D;Shel dk;Oil fuel;Wireless; 6BH | | | | | | | Thompson & Sons, Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 4492 | **Ellen** | Scw | Am | Milw'ukee | 194 | | '93 | Milwaukee, | Milwaukee | 1CylNC18x24; | | |
| 136,358 | Oak | | 121 | 30 \| 8 | 349 | | | (Milwaukee [Wis. | Sand & Gravel | 1FB;WP120lbs;190IHP. | | |
| | 1D | | | | | | | Ship Yard Co.) | Co. | | | |
| 4493 | **Ellen** | Scw | Swd | Gothenb'g | 965 | | '78 | W. Hartle- | F.Hultman, | 2CylC31,61x33; | | BL |
| 3,054 | xHathersage Iron | | 258 | 34.8 \| 19.3 | 1598 | | 12 | pool, Eng. | Mgr. | 2SB;WP75lbs | | |
| JHCM | 1D;B;Well dk;W. Bal 4BH | | | B61′ F27′ | | | | (W. Gray & Co.) | | | | |
| 4494 | **Ellen** | Sch | Dan | Marstal | 224 | | 1914 | Marten- | H. Petersen | Stl;2BH | | V |
| | xFritz | | 132.9 | 25.7 \| 11.1 | 305 | | | shoek, Hol. | | | | |
| NTCS | 1D | | | | | | | (N. V. Scheep- werven v./h. Gr. Bodewes.) | | | | |
| 4495 | **Ellen Bushey** | Brg | Am | New York | 265 | | 1922 | Brooklyn, | Ira S. | Wd | | |
| 168,432 | | | 110 | 22 \| 12.6 | 265 | | | (Ira S. [N. Y. | Bushey's Sons | | | |
| | 1D | | | | | | | Bushey's Sons.) | | | | |
| 4496 | **Ellen Jensen** | Scw | Dan | Cop'hagen | 2563 | | '95 | Sunderland, | T. C. | 3CylTE26,42,68x42; | | V |
| | xWisla xElm Branch Steel | | 340 | 45.5 \| 24 | 3416 | | 12 | (Wm. [Eng. | Christensen, Mgr. | 2SB;WP140lbs;1350IHP | | |
| NFRJ | 2D;B;Deep frmg;Wireless; 7BH | | F32′ | | | | | Doxford & Sons, Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 4497 | **Ellen Little** | Sch | Am | Boston | 807 | | 1904 | Rockland, | Boston | O,Hw,Hk,YP;Icf(Sltd) | ✠**A1** | |
| 201,394 | | | 188.2 | 39.2 \| 11.7 | 999 | | 9 | (Cobb, [Me. | Maritime Corp. | DB;clk dk6,16;rtn11,16;s rf,clk t1,20: | S.S.Ptdm1,20 | |
| KTJM | 2D | | | | | | o'19 | Butler & Co.) | | clk b5,25;s rps,s b,dk clkg10,26 | B.S.10,26 | |
| 4498 | **Ellenor** | Scw | Am | New York | 2112 | | 1920 | Wilmington, | A. H. Bull | 3CylTE22,37½,60x42; | ✠ — — | BL |
| 219,715 | xMason City Steel | | 328 | 46.2 \| 22.7 | 3482 | | 4 | (Bethlehem [Del | S.S. Co. | 2SB;WP190lbs;1650IHP;Dkd10,26 | ✠ — — | |
| LVTW | 1D;Long. frmg;W. Bal; 7BH | | | 25′ 6″ | 5100 | | | S. B. Corp.) | | | Cancelled3,24 | |
| | Oil fuel;SUB.SIG;Wireless | | P42′ | B92′ F36′ | | | | | | | | |
| 4499 | **Ellenville** | Sch | Am | New York | 757 | | '96 | Bath, | New York, | Wd | | |
| 136,570 | | | 194.4 | 34.8 \| 16 | 858 | | | (New [Me. | Ontario & Western | | | |
| KMTF | | | | | | | | England S. B. Co.) | Railway Co. | | | |
| 4500 | **Ellerdale** | Scw | Br | Newcastle | 2348 | | 1913 | Sunderland, | Common | 3CylTE25,42,68x45; | | BL |
| 133,557 | Steel | | 350 | 50.1 \| 23.4 | 3754 | | 10 | (R. Thomp- [Eng | Bros., Mgrs. | 2SB;WP180lbs | | |
| JDFN | 1D;Wireless;W. Bal 6BH | | P35′ | B102′ F35′ | | | | son & Sons, Lim.) | | | | |
| 4501 | **Ellewoutsdijk** | Scw | Hol | Rotterd'm | 2238 | | 1920 | Shiedam, | Solleveld | 3CylTE25,41,67x45; | | BL |
| | Steel | | 358.8 | 50.3 \| 22 | 3683 | | 5 | (Werf. [Hol. | v/d Meer & T. | 3SB;WP180lbs | | |
| NPQT | 1D;W. Bal;Wireless 6BH | | P25′ | B216′ F34′ | | | | Gusto Firma A. F. Smulders.) | H. van Hattum's Stoom. Maats. | | | |
| 4502 | **Ellice B.** | Trn | Br | Georget'n | 363 | | 1919 | Shelburne, | S. Shaw & | Wd | | |
| 41,087 | xHelen Mathers | | 146 | 32.9 \| 13.4 | 421 | | | (Shelburne [N. S. | J. P. McCarthy | | | |
| | 1D | | | | | | | Shipbuilders, Lim.) | | | | |
| 4503 | **Ellida** | ½ B | Swd | Karlsha'n | 148 | | '76 | Veile, | A. K. | O;Icf | | |
| 5,570 | xCathrine | | 100 | 23 \| 10.6 | 169 | | 7 | (Gyld- [Den. | Fernstom | | | |
| JTQR | | | | | | | | ing & Lindtner.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4504 | **Ellin** | Scw | Grk | Andros | 2780 | | 1913 | Sunderland, | S. G. Embirikos | 3CylTE25½,42½,72x48; | | BL |
| | Steel | Sch | 390 | 53 \| 23.9 | 4577 | | 3 | Eng. (Short Bros.) | | 2SB;WP180lbs | | |
| HSQP | 1D;Shel dk;Long. frmg; Web frms;W. Bal;Wireless | 6BH | | | | | | | | | | |
| 4505 | **Ellind** | Scw | Est | Reval | 1670 | | '97 | W. Hartle- | J. Linde | 3CylTE23,36,62x39; | | BL |
| 70 | xJacob Bright | Steel | 314 | 44 \| 20.8 | 2849 | | 2 | pool, Eng. (Irvine & Co.) | | 2SB;WP160lbs | | |
| HBMG | 1D;B;Web frms;Wireless;W. Bal | 5BH | P31′ | B76′ F33′ | | | | | | | | |
| 4506 | **Ellis** | Scw | Am | | 1251 | | 1904 | Bergen, | Ellis S.S. | 3CylTE23,37,62x39; | | |
| | Steel | Sch | 284.8 | 37.9 \| 23.6 | 2012 | | 6 | (Bergens [Nor. | Corp. | 3SB;WP180lbs;Exmd8,25 | | |
| | 2D;B;Spar dk;Wireless;W. Bal | 4BH | P30′ | F30′ | | | | Mek. Vaerks) | | | | |
| 4507 | **Ellora** | Brg | Am | Houston | 1697 | | '79 | Glasgow, | Sampson | Stl | | |
| 220,222 | | Sch | 262.8 | 36.2 \| 25.6 | 1751 | | | (R. Napier [Scot. & Sons.) | Machine & Supply Co. | | | |
| | 2D;Oil in bulk | | | | | | | | | | | |
| 4508 | **Elmbay** | Scw | Br | Montreal | 661 | | 1919 | St. Nazaire, | Elmbay S.S. | 2-2CylC16,30x20; | | V |
| 150,841 | xMantes xPerceur | Steel | Twin | 218.6 \| 13.1 | 1217 | | | (Soc. des [Fr. | Nav. Co. (Lim.) | 2SB;WP125lbs;700IHP. | | |
| | 1D;Wireless;W. Bal | 8BH | P74′ | F30′ | | | | Chantier & Ateliers de St. Nazaire Penholt.) | | | | |
| 4509 | **Elmer** | Brg | Am | New York | 268 | | 1913 | Gildersleeve, | Thomas | Wd;If | | |
| 165,522 | | | 93 | 23 \| 13 | 282 | | 11 | (Gilder- [Conn. | Tucker | | | |
| | | | | | | | | sleeve S. B. Co.) | | | | |
| 4510 | **Elmer E. Gray** | Sch | Am | Gloucester | 84 | | 1903 | Essex, | Gorton Pew | O,YP;Icf; | | |
| 137,074 | | Aux | 106.5 | 24 \| 11.2 | 121 | | 6 | Mass. | Vessels Co. | GasEng;20IHP. | | |
| 4511 | **Elmira** | Scw | Am | New York | 675 | | 1905 | Newport | D. L. & W. | 2CylC18,36x36; | | |
| 201,584 | | Steel | 187.5 | 43.4 \| 16.5 | 1460 | | | News, Va. (Newport News S. B. & D. D. Co.) | R.R. Co. | 2SB;WP150lbs;1400IHP. | | |
| | 2D | | | | | | | | | | | |
| 4512 | **Elmira** | Scw | Am | Buffalo | 523 | | '83 | Marine City, | Jones Nav. | 2CylC24,50x36; | | |
| 135,660 | xG. A. Mitchell | Wood | 194 | 32 \| 12.9 | 700 | | | (Geo. [Mich. | Co. | 1FB;WP125lbs;780IHP. | | |
| | 1D | | | | | | | King.) | | | | |
| 4513 | **Elmpark** | Scw | Br | Greenock | 3120 | | 1920 | Greenock, | J. & J. | 3CylTE27,45,75x48; | | BL |
| 143,753 | | Steel | 409.2 | 53.5 \| 27.9 | 4999 | | 5 | (Greenock [Scot. | Denholm (Lim.) | 3SB;WP180lbs;Exmd2,26 | | |
| KFPM | 2D;Shel dk;Long. frmg; | 6BH | F38′ | | | | | Dkyd. Co., Lim.) | Mgrs. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4514 | **Elmshorn** | Scw | Ger | Hamburg | 2890 | | 1910 | Flensburg, | Deutsch- | 3CylTE28⅜,47¼,78x54; | — — | BL |
| | xMannheim xCasco xElmshorn | Steel | 397 | 54 \| 25.5 | 4644 | | 11 | (Schiffsbau [Ger | Austral. | 3SB;WP185lbs;2800IHP. | Cancelled5,23 | |
| RQMS | 2D;Well dk;SUB.SIG;Wireless; | 7BH | P & B | 320′ F43′ | | | | Ges.) | Dampfsch. Ges. | | | |
| | W. Bal | | | | | | | | | | | |
| 4515 | **Elmsport** | Scw | Am | Seattle | 5348 | 10′ 9½″ | 1919 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 218,435 | | Steel | 409.6 | 54.2 \| 27.1 \| 37′9″ | 6865 | 27′ 2½″ | 7 | (Skinner [Wash. | ping Board | General Electric Co; | ✠AMS | |
| LRTS | 3D;Wireless;SUB.SIG, | 8BH | | | 9600 | | | & Eddy Corp.) | | 3SB;Willamette I. & S. Co; | S.S.No.1,Phila7,23; | |
| | W. Bal; 7BH to Fbd dk | | | | | | | | | 8112H8;WP210lbs;2500SHP;EAC; | M.S.7,23;n shft10,26;B.S.11,26; | |
| | 1BH to 3d dk | | | | | | | | | d rpd5,24;Dkd,s rpsl1,26 | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W B.—A.P.340t;D.B 355′1264t;D | T.40′1 | 082t. | .... F.P 120t | | | | | | | | |
| | F.O.—A.P.317t;D.B.310′1001t;D | T.40′1 | 011t;8 | T.79t..... | | | | | | | | |
| 4516 | **Elmworth** | MV | Br | Newcastle | 3040 | | 1924 | Dumbarton, | Dalgliesh | 6CylOilEng29x59 | | BL |
| 148,102 | | Steel | 400 | 53.2 \| 26.9 | 4963 | | 11 | (A. McMillan [Scot. | Stm. Shipping | | | |
| KRQD | 1D;Wireless;W. Bal | 6BH | P36′ | B120′ F34′ | | | | & Son, Lim.) | Co. (Lim.) | | | |
| 4517 | **Elna** | Scw | Swd | Stockholm | 1067 | | '83 | W. Hartle- | Rederi A/B | 2CylC21,56x40; | | BL |
| 3,197 | xSigvar | Iron | 263.8 | 35.8 \| 20 | 1773 | | 6 | (W. [pool, Eng. | Nautilus | 2SB;WP150lbs | | |
| JHPS | 1D;B;Well dk;Wireless;W. Bal | 4BH | P28′ | B70′ F39′ Q68′ | | | | Gray & Co.) | | | | |
| 4518 | **Elna E** | Scw | Nor | Bergen | 659 | | 1925 | Bergen, | A/S D/S | 3CylTE16¾,25¼,43x30 | | N |
| | Steel | | 230 | 36.5 \| 14.8 | 1174 | | 6 | (Laxevaags [Nor. | Farto | 2SB;WP180lbs | | |
| LFCV | 1D;W. Bal | 4BH | P21′ | B52′ F24′ | | | | Msk. & Jrnskb.) | | | | |
| 4519 | **Elpenor** | Scw | Br | Liverpool | 4824 | | 1917 | Newcastle, | A. Holt & | 3CylTE31,51½,86x60 | | |
| 137,536 | | Steel | 455.3 | 56.3 \| 32.5 | 7601 | | | (Hawthorn, [Eng. | Co., Mgrs. | | | |
| JNVB | 2D;Wireless;W. Bal | | P53′ | B162′ F60′ | | | | Leslie & Co., Lim.) | | | | |
| 4520 | **Elphinston** | Scw | Br | Leith | 1264 | | 1920 | Sunderland, | J. Cormack | 3CylTE22,35,58x39; | | N |
| | xVan Dyck xLangfond | Steel | 285.3 | 41.5 \| 20.2 | 2193 | | 4 | (Swan, [Eng. | & Co. | 2SB;WP180lbs | | |
| | 1D;Oil fuel;Wireless;W. Bal | 4BH | P24′ | B78′ F29′ | | | | Hunter & Wigham Richardson, Lim.) | | | | |

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| No. Off No. / Official Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4521<br>136,695<br>KNPR | **Elreba**<br>Steel<br>5BH | Scw | Am<br>132.7 | New York<br>21.6 \| 10.6 | 137<br>201 | | '98<br>7 | Elizabeth-port, N. J.<br>(Lewis Nixon.) | Mrs. Henry<br>Darlington | 4Cyl TE12,18,20,20x15;<br>2WTB;WP250lbs;300IHP. | ✠ — —<br>Cancelled. | |
| 4522<br>LN8H | **Elsa Koppen**<br>xWestaee Steel<br>1D;Deep frmg | Scw | Ger<br>208.5<br>P27′ | Stettin<br>43.3 \| 20.3<br>B58′ F33′ | 1448<br>2373 | | '98 | Middlesbro,<br>(R. Craggs [Eng. & Sons.) | Robert<br>Koppen | 3Cyl TE23⅛,36½,61x42 | | G |
| 4523<br>214,421<br>LGJD | **Else**<br>4M<br>1D | Sch | Am<br>185.6 | Mobile<br>42 \| 13.7 | 724<br>814 | | 1916<br>10<br>o'24 | Tacoma,<br>(Barbare [Wash. Bros.) | J. M. Scott<br>Shipping Co., Inc. | F;Gif(Sltd)<br>s rf,clk dk11,19;d rpd,s dk clkg 10,24<br>s rps,clk12,25 | ✠A1<br>S.S.No.2,Mbl3,24 | |
| 4524<br>RBWH | **Else Hugo Stinnes 15**<br>xKronprinzessin Victoria Steel<br>2D;Deep frmg;sun.std;<br>Wireless;W. Bal | Scw | Ger<br>359.8<br>P & B | Hamburg<br>48.9 \| 22.2<br>296′ | 2238<br>3606 | | 1905<br>10 | Copenhagen,<br>(Akt. [Den. Burmeister & Wain.) | A. G. Hugo<br>Stinnes f Seeschiff u. Ueberseehandel | 3Cyl TE24,42,70x45;<br>4SB;WP200lbs | | G |
| 4525<br>207,475<br>LBM8 | **Elsie**<br>Aux<br>1D;B | Sch | Am<br>100.5 | Gloucester<br>25 \| 11.5 | 66<br>135 | | 1910<br>5 | Essex,<br>(Arthur [Mass. D. Story.) | Frank C.<br>Pearce Co. | Wd;<br>Oil Eng. | | |
| 4526<br>KFQB | **Elsie**<br>xElizabeth Maersk xTyskland Steel<br>1D;Well dk;W. Bal<br>5BH | Scw | Swd<br>238.8 | Landsk'na<br>36.1 \| 10.9 | 1277<br>1658 | | 1906 | Kiel,<br>Ger<br>(Howaldtswerke.) | F. J.<br>Pierson, Mgr. | 3Cyl TE17,26,42x29;<br>2SB;WP178lbs;650IHP | | V |
| 4527<br>162,073 | **Elsie**<br>1D | Brg | Am<br>105 | New York<br>24 \| 12 | 278<br>203 | | 1903 | Gildersleeve,<br>(Gilder-sleeve Ship Bldg. Co.) [Conn. | Louis<br>Gildersleeve | Wd;If | | |
| 4528<br>213,456 | **Elsie G. Silva**<br>Wood<br>1D | MV | Am<br>101.7 | Gloucester<br>22.8 \| 10.8 | 50<br>106 | | 1915 | Gloucester,<br>(Owen [Mass. Lantz & Co.) | Manuel<br>G. Silva | Gas Eng;<br>100IHP. | | |
| 4529<br>123,999<br>HJDS | **Elsiston**<br>xMuncaster Castle Steel<br>1D;Spar dk;Deep frmg;<br>Wireless;W. Bal<br>6BH | Scw<br>Sch | Br<br>400<br>P31′ | Glasgow<br>50 \| 18.7<br>B230′ F44′ | 3050<br>4757 | | 1906<br>9 | Pt. Glasgow,<br>(W. [Scot. Hamilton & Co., Lim.) | W. S. Miller<br>& Co., Mgrs. | 3Cyl TE26,44,73x48;<br>2SB;WP200lbs; | | BL |
| 4530<br>114,415<br>SPMR | **Elswick Grange**<br>Steel<br>1D;B;Spar dk;Web frms;<br>Wireless;W. Bal<br>6BH | Scw<br>Sch | Br<br>340<br>P31′ | Newcastle<br>47.1 \| 20<br>\| 27.3<br>B105′ F32′ | 2572<br>3920 | | 1901<br>9 | Newcastle,<br>(R. Stephen-son & Co., Lim.) [Eng. | Weidner,<br>Hopkins & Co. (Lim.), Mgrs. | 3Cyl TE25,41,67x45;<br>2SB;1AuxSB;WP165lbs; | | BL |
| 4531<br>114,416<br>TCGN | **Elswick House**<br>Steel<br>1D;B;Spar dk;Web frms;<br>Wireless;W. Bal<br>6BH | Scw<br>Sch | Br<br>340<br>P31′ | Newcastle<br>47.2 \| 20<br>B105′ F32′ | 2545<br>3923 | | 1901<br>11 | Newcastle,<br>(R. Stephen-son & Co., Lim.) [Eng. | Weidner,<br>Hopkins & Co. (Lim.), Mgrs. | 3Cyl TE25,41,67x45;<br>2SB;WP165lbs | | BL |
| 4532<br>144,803<br>KGBV | **Elswick Park**<br>Steel<br>1D;W. Bal;Wireless<br>6BH | Scw | Br<br>364<br>P30′ | Newcastle<br>51 \| 20.3<br>B210′ F37′ | 2579<br>4188 | | 1920<br>7 | Blyth,<br>(Blyth [Eng. S. B. & D. D. Co., Lim.) | Weidner,<br>Hopkins & Co., (Lim.), Mgrs. | 3Cyl TE26,43,72x48;<br>3SB;WP180lbs | | BL |
| 4533<br>114,407<br>SKHM | **Elswick Tower**<br>Steel<br>1D;B;Spar dk;Web frms;<br>Wireless;W. Bal<br>6BH | Scw<br>Sch | Br<br>340<br>P31′ | Newcastle<br>47.2 \| 20<br>B105′ F32′ | 2556<br>3920 | | 1901<br>6 | Newcastle,<br>(R. Stephen-son & Co., Lim.), [Eng. | Weidner,<br>Hopkins & Co. (Lim.), Mgrs. | 3Cyl TE25,41,67x45;<br>2SB;WP165lbs | | BL |
| 4534<br>202,859 | **Elton Hoyt II**<br>xWilliam P. Snyder Steel<br>1D;W. Bal<br>3BH | Scw<br>Sch | Am<br>530 | Cleveland<br>50 \| 31 | 5492<br>6039 | | 1906<br>3 | Ecorse,<br>(Great [Mich. Lakes Eng. Wks.) | Stewart<br>Furnace Co. | 3Cyl TE23,37,63x42;<br>2SB;WP175lbs;1665IHP | | |
| 4535<br>103,785<br>WDN8 | **Elva**<br>1D | Sch | Br<br>98 | Shelburne<br>24 \| 9 | 119<br>119 | | '97<br>11 | Shelburne,<br>N. S.<br>(Jos. McGill.) | Edw. A.<br>Dunphy | O,Bch,YP,Sp;Gicf(Sltd) | — Exp | |
| 4536<br>142,746<br>JVWR | **Elveric**<br>xWar Capitol Steel<br>1D;Shel dk;Oil fuel;Wireless;<br>W. Bal<br>7BH | Scw | Br<br>390.6<br>F39′ | Glasgow<br>53 \| 32.8 | 3563<br>5685 | | 1919<br>1 | Newcastle,<br>(Northum-berland S. B. Co., Lim.) [Eng. | A. Weir &<br>Co., Mgrs. | 3Cyl TE27,45,75x54;<br>3SB;WP180lbs | | BL |
| 4537<br>113,360 | **Elvington**<br>xAstra xSuffolk Coast Steel<br>xThoughtful<br>1D;Well dk;Deep frmg;<br>Mchy aft;W. Bal<br>3BH | Scw | Br<br>197.5 | Goole<br>30.2 \| 12.7<br>B12′ F23′ | 349<br>800 | | 1900<br>6 | Dundee,<br>(Dundee [Scot. Shipbuilders Co., Lim.) | F. H. Smith | 3Cyl TE16,27,45x30;<br>1SB;WP180lbs | | N |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4538 HBCW | **Elvira** xMindello 1D | Trn | Ptg 140 | Lisbon 28.4 / 11.8 | 338 356 | | '91 | Sandefjord, (S. Olsen) [Nor. | Cia. de Nav. de Portugal | Bch,O,P;If(Sltd) | | |
| 4539 135,173 | **Elwell** 2D | Brg | Am 212.3 | Seattle 39.1 / 24 | 1383 1457 | | '75 11 | Damariscotta, Me. | G. T. Myers | O,YP;Icf | — Exp | |
| 4540 135,051 JQCP | **Elwood** xEddie 1D | Sch C B | Am 104 | Nwpt Nws 26.6 / 7 | 97 119 | | '74 8 | Dorchester, Co., Md. (J. J. Skinner.) | W. T. Ashe | O,YP;Gif | | |
| 4541 128,224 HNDW | **Elysia** Steel 2D;Deep frmg;Oil fuel; 7BH Wireless;W. Bal | Scw | Br 440.5 P48′ | Glasgow 53.3 / 29.7 B159′ F49′ | 4211 6757 | | 1908 9 | Glasgow, (D. & W. Henderson & Co., Lim.) [Scot. | Anchor Line (Lim.) | 3Cyl TE29½,49,81x54; 3DB;WP180lbs;613RHP. | 2dS.S.No.1,Glas12,24; A.S.12,25;n shft11,20; shft drn1,24;M.&B.S.12,25 | C |
| 4542 MEOZ | **Elzasier** xWar Wager Steel 1D;Wireless;W. Bal 7BH | Scw | Blg 400.3 P49′ | Antwerp 52.3 / 28.4 B113′ F39′ | 3151 5120 | | 1918 5′ | Sunderland, (J. L. Thompson & Sons, Lim.) [Eng. | Lloyd Royal Belge Soc. Anon | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 4543 NWCM | **Emanuel** 1D | Trn | Dan 117.1 | Marstal 28.8 / 12.9 | 249 275 | | 1918 | Marstal, (E. Eriksen.) [Den. | E. B. Kromann | Wd | | V |
| 4544 MEPO | **Emanuel Nobel** Steel 2D;Oil in bulk;Mchy aft; 42BH W. Bal;Wireless | Scw | Blg 376.9 | Antwerp 51.3 / 27.4 | 3306 4665 | | 1912 | Amsterdam, (Nederlandsche Scheepsbouw. Mij.) [Hol. | Soc. d' Armement d'Industrie & de Commerce | 3Cyl TE26,43,72x48; 2SB;WP180lbs;2300IHP | | V |
| 4545 913 NLSR | **Emanuele Accame** xReliance xKnight Companion Steel 3D;W. Bal 7BH | Scw | It 469.5 P39′ | Genoa 58 / 40 B167′ F47′ | 5972 7987 | | 1910 8 | Glasgow, (C. Connell & Co., Lim.) [Scot. | Soc. Anon. Angelo Parodi fu Bartolomeo | 3Cyl TE26,45,75x48; 2DB;2000IHP | | I |
| 4546 106,706 | **Emba** xA. C. Tuxbury 1D | Brg Sch | Am 181 | Mich. City 35 / 13 | 645 679 | | '90 | W. Bay City, (F. W. Wheeler & Co.) [Mich. | Milwaukee Electric Ry. & Light Co. | O | | |
| 4547 | **Embla** 1D;B | Bk | Nor 129.5 | Aalesund 28.9 / 15.5 | 339 384 | | '85 5 | Nordby, (S. Abrahamsen.) [Den. | O. Solborg | O;Icf | | |
| 4548 213,089 | **Emblane** Steel 1D;Oil fuel 3BH | Scw | Am 121.3 | New York 30 / 9.2 | 296 471 | | 1915 4 | Bath, (Bath Iron Wks., Lim.) [Me. | E. W. Bliss Co. | 3Cyl TE8,13,21x15; 2WTB;WP250lbs;250IHP. | | |
| 4549 RCBW | **Emden** xLancefield Steel 3D;W. Bal 1BH | Scw | Ger 386.2 | Hamburg 52 / 26.5 | 3594 5761 | | 1913 10 | Glasgow, (C. Connell & Co., Lim.) [Scot. | Hamburg-American Line | 3Cyl TE27,44,57x48; 3SB;WP185lbs | | G |
| 4550 203,148 KVLB | **Emerald** xEmrose Steel 1D | Scw | Am 140.4 | New York 21 / 13.4 | 134 198 | | 1906 | Wilmington, (Pusey & Jones.) [Del. | John N. Willys | 4Cyl TE12,18,20,20x15; 2WTB;900IHP. | | |
| 4551 MEQD | **Emeraude** xRio Pardo xSan Lorenzo Steel 2D;W. Bal 6BH | Scw | Blg 199.3 | Antwerp 30 / 10.8 | 297 613 | | 1903 12 | Stockton, (Craig, Taylor & Co.) [Eng. | Soc. Anon. John Cockerill | 3Cyl TE18,30,48x33; 2SB;WP180lbs;550IHP | | V |
| 4552 222,691 MFKD | **Emerett** xCumberland Queen 1D | Sch 4 M | Am 179 | Wilm'gton 38 / 13.2 | 602 659 | | 1919 | Diligent River, N. S. (C. Robinson.) | A. P. Vane | Wd (Sltd) | | |
| 4553 220,807 MBVH | **Emergency Aid** Steel 2D;W. Bal;Wireless;SUB.SIG; 7BH Oil fuel F. P. above 150° F. C-36 | Scw | Am 400.7 P35′ | Phila. 54.3 / 30.3 / 32′ 10″ B123′ F44′ | 3360 5477 8822 | 7′ 10½″ 25′ 2″ | 1920 11 | Harriman, (Merchant S. B. Corp.) [Pa. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & Mfg. Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;3000SHP;EAC; Dkd,d rpd7,26 | ✠A1Ⓔ ✠AMS shft drn6,24;M &B.S.1,25; Clh BB;CL | |
| | W.B.—A.P.143t;D.B.335′1311t;D F.O.....D.B.281′1092t;D | T.27′8 T.27′7 | 46t... 90t; S. | .....F.P.120t T.63t..... | | | | | | | | |
| 4554 221,460 MCWT | **Emidio** xHammac Steel 2D;Mchy aft; 15BH Long. frmg; 9BH to Fbd dk Wireless;SUB.SIG;D.F. 6BH to 2d dk Oil fuel F. P. above 150° F. C-38 | Scw | Am 435 P106′ | New York 56.2 / 33.5 / 33′ 6″ B47′ F42′ | 4248 6900 10000 | 7′ 10¾″ 25′ 10″ | 1921 7 | San Francisco, Cal. (Bethlehem S. B. Corp., Lim.) | Standard Transp. Co. | 3Cyl TE27,47,78x48; Bethlehem S. B. Corp., Lim; 3SB;Bethlehem S. B. Corp., Lim; 8235HS;WP220lbs;2800IHP;EAC; Dkd,d rpd5,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,S.Ped9,25; shft drn6,24;M.S.6,25; B.S.9,25;Clh BB;CL | |
| | W.B.—A.P.74t;D.B.a64′203t..... F.O.....D.T. | ..... a19′919 | ..D.T. t; D.T. | f.50′881t;F.P.97 f.50′824t..... | t ... | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4555 | **Emil Kirdorf** | Scw | Ger | Hamburg | 3426 | | 1922 | Wilhelms- | A. G. Hugo | 3Cyl TE25,41,66x49 | | G |
| | Steel | | 409.8 | 53.9 \| 23.7 | 5695 | | 2 | haven, Ger. | Stinnes fur | | | |
| RCPL | 2D;Oil fuel;SUB.SIG;Wireless; 1BH | | | | | | | (Marinewerft.) | Seeschiffahrt u. Uberseehandel | | | |
| | W. Bal | | | | | | | | | | | |
| 4556 | **Emile Cary** | Trn | Fr | Fecamp | 381 | | 1904 | Phippsburg, | La Morue | Ch,YP;Gicf | | V |
| | xPersis A. Colwell | | 169 | 34.8 \| 11.2 | 489 | | 11 | (F. S. [Me. | Francaise & | | | |
| OGHQ | 1D | | | | | | | Bowker.) | Sécher de Fécamp | | | |
| 4557 | **Emile Deutsch De La Meurthe** | Scw | Br | London | 3573 | | 1921 | Sparrows | Luciline | 3Cyl TE27,45,74x48; | | BL |
| 146,201 | Steel | | 412 | 53.2 \| 30.9 | 6043 | | 6 | Point, Md. | Navigation Co. | 3SB;WP180lbs | | |
| KLGP | 2D;Web frms;Mchy aft; 16BH | | P125′ | B33′ F43′ | | | | (Bethlehem | | | | |
| | Long. frmg;Oil in bulk;Oil fuel; | | | | | | | S. B. Corp.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4558 | **Emilia Pellegrina** | Scw | It | Genoa | 3186 | | 1901 | Spezia, | Soc. | 3Cyl TE28,46,77x48; | | C-I |
| 30 | xSan Rossore xII Piemonte Steel | | 407 | 52.4 \| 26.3 \| 34.1 | 5596 | | 11 | (Cant. Nav. [It. | Finanziaria | 3SB;WP180lbs | 2dS.S.No.2,Gen7,22;A.S.4,25; | |
| NLUI | 2D;B;Wireless;W. Bal 7BH | | | | | | | di Muggiano.) | | | M.&B.S;shft drn5,26 | |
| 4559 | **Emilia S. de Perez** | Scw | Sp | Santander | 2725 | | '93 | Dundee, | Angel F. | 3Cyl TE24,40,64x54; | | V |
| | xMatin Steel | | 363 | 45.1 \| 26.7 | 3998 | | 5 | (Gourlay [Scot. | Perez | 2SB;WP160lbs;1800IHP | | |
| HLJS | 2D;Deep frmg;Wireless; 5BH | | P15′ | B100′ F43′ | | | | Bros. & Co.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 4560 | **Emilie** | Brg | Am | Boston | 939 | | 1902 | Bath, | Mystic S.S. | WO,Hk,Hw,YP;Gif | ✠ — — | |
| 137,038 | | Sch | 216.5 | 35.2 \| 18.3 | 1069 | | 12 | (New [Me. | Co. | | Cancelled. | |
| K8CT | 1D;B | | | | | | | England Co.) | | | | |
| 4561 | **Emilie L. D.** | Scw | Fr | Dunkirk | 3184 | | 1917 | Clydebank, | L. Dreyfus | 3Cyl TE27,44,73x48; | | BL |
| | xWar Thistle Steel | | 401 | 52.2 \| 28.5 | 5152 | | 10 | (J. Brown [Eng. | & Co. | 3SB;WP180lbs | | |
| OGIA | 1D;Wireless;W. Bal 7BH | | P49′ | B113′ F40′ | | | | & Co., Lim.) | | | | |
| 4562 | **Emilie Maersk** | Scw | Dan | Svendborg | 1347 | | 1922 | Odense, | A. P. | Stm Tbn; | | V |
| | Steel | | 284.9 | 42.4 \| 19.3 | 2243 | | 7 | (Odene [Den. | Moller, Mgr. | 2SB;WP190lbs;915SHP | | |
| NDPK | 1D;Wireless;W. Bal 5BH | | P19′ | B72′ F31′ | | | | Staalskibsv.) | | | | |
| 4563 | **Emilio Morandi** | Scw | It | Genoa | 838 | | 1904 | Kiel, | Federazione | 3Cyl TE17½,27½,45x27½; | | I |
| | xSara Steel | | 241.5 | 36 \| 20.1 | 1573 | | | (Howalddts [Ger. | Italiana dei | 2SB;WP178lbs;750IHP | | |
| | 2D;Spar dk;W. Bal 5BH | | | | | | | werke.) | Consorzi Agrari | | | |
| 4564 | **Emily F. Northam** | Trn | Am | New York | 316 | | '83 | Portland, | William C. | O,Ch,YP;Gicf | — Exp | |
| 135,732 | | | 131.2 | 33 \| 10.5 | 332 | | 10 | (Gilder- [Conn. | Reid | | | |
| KBTN | 1D | | | | | | | sleeve & Sons.) | | | | |
| 4565 | **Emily F. Whitney** | Bk | Am | San Fran. | 1207 | | '79 | E. Boston, | Alaska | O,YP;Icf | — Exp | |
| 135,468 | | xS | 196.5 | 38.6 \| 23 | 1317 | | 10 | Mass. | Salmon Co. | | |
| JTWQ | 2D | | | | | | | (Gove.) | | | | |
| 4566 | **Emily H. Patten** | Trn | Br | St. John's | 152 | | 1916 | Shelburne, | J. B. Patten | O,Bch,Sp;Gif(Sltd) | ✠ — — | |
| 134,179 | | | 108.4 | 26.2 \| 10.8 | 193 | | 4 | (W. C. [N. S. | | | Suspended8,19 | |
| | 1D | | | | | | | McKay & Son.) | | | | |
| 4567 | **Emita** | Scw | Br | Hobart | 1919 | | 1921 | Williams- | Australasian | 3Cyl TE25,41,68x45; | | BL |
| 151,541 | Steel | | 331 | 47.9 \| 23.6 | 3347 | | 1 | town, Can. | United Steam | 3WTB;WP185lbs | | |
| | 1D;Shel dk;Web frms; 5BH | | | | | | | (Commonwealth | Nav. Co. (Lim.) | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | Naval Dkyd.) | | | | |
| 4568 | **Emlynian** | Scw | Br | Cardiff | 3168 | | 1920 | W. Hartle- | Emlyn- | 3Cyl TE27,44,73x48; | | BL |
| 143,505 | Steel | | 400.2 | 52.3 \| 28.5 | 5112 | | 4 | pool, Eng. | Jones & Co. | 3SB;WP180lbs | | |
| KFLM | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F38′ | | | | (Irvine's S. B. & | (Lim.), Mgrs. | | | |
| | | | | | | | | D. D. Co., Lim.) | | | | |
| 4569 | **Emma** | Brg | Am | New York | 219 | | 1913 | Kingston, | Jacobus | Wd | | |
| 166,463 | | | 96.4 | 22.8 \| 10.5 | 219 | | | (R. [N. Y. | Grauwiller Co. | | | |
| | 1D | | | | | | | Lenahan Co.) | | | | |
| 4570 | **Emma Alexander** | Scw | Am | Seattle | 4428 | 3′ 4½″ | 1913 | Camden, | Pacific S.S. | 2-3Cyl TE28½,46½,78x54; | ✠A1Ⓔ With Freeboard. | |
| 211,442 | xNanking xCongress Steel | Twin | 423.8 | 54.9 \| 17.4 \| 29′ | 7793 | 25′ 9″ | 7 | (New [N. J. | Co. | New York S. B. Co; | AMS | |
| LDCH | 5D;Shel dk; 10BH | | | | 6500 | | | York S. B. Co.) | | 10SB;New York S. B. Co; | S.S.No.3,Seat12,25; | |
| | Wireless;D.F; 1BH to Super dk | | | | | | | | | 22340HS;WP180lbs;7000IHP;EAC; | n Pt shft8,22; | |
| | SUB.SIG;W. Bal; 9BH to Fbd dk | | | | | | | | | d rpd11,25;Dkd,s rps11,26 | n Stbd shft11,22;B.S.11,24; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | shfts drn11,25;M.S.12,25; | |
| | | | | | | | | | | | Clh BB;CL | |
| 4571 | **Emma Giles** | SW | Am | Baltimore | 444 | | '87 | Baltimore, | Tolchester | 1Cyl37x120; | | |
| 135,925 | Comp | | 178 | 30.5 \| 7.5 | 549 | | 5 | (Wm. E. [Md. | Beach | 1Blr;WP45lbs;75GIHP | | |
| | 1D | | | | | | | Woodall & Co.) | Improvement Co. | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4572 | **Emma Kate Ross** | Scw | Am | New York | 63 | | '82 | Camden, | Ross & | 2CylC18,34x24; | | |
| 135,624 | Iron | | 104.2 | 20 \| 10.6 | 127 | | | N. J. | Sanford | 1CRTB;360IHP. | | |
| | 3BH | | | | | | | | | | | |
| 4573 | **Emma Keeler** | Brg | Am | New York | 473 | | 1914 | Perth | Edward | Wd | | |
| 165,804 | | | 111 | 33 \| 14.3 | 487 | | | Amboy, N. J. (Raritan Dry Dock Co.) | Moore | | | |
| | 1D | | | | | | | | | | | |
| 4574 | **Emmanuel Stavroudis** | Scw | Grk | Chania | 3166 | | 1903 | Glasgow, | E. A. | 3Cyl TE25,41,68x54; | | BL |
| | xDirector Steel | Sch | 398.5 | 48.5 \| 19 | 4931 | | 7 | (C. Connell & Co., Lim.) [Scot. | Stavroudis | 2DB;1AuxSB;WP190lbs | | |
| JGFV | 1D;Spar dk;Web frms; 7BH | | P25′ | B120′ F52′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4575 | **Emmeline** | Scw | Am | Brunswick | 68 | | '90 | Ashtabula, | St. Simon | 2CylC12,21x18; | | |
| 136,133 | Wood | | 82.8 | 22.9 \| 6.9 | 137 | | | (Perry White.) [Ohio | Transit Co. | 1SB;WP125lbs;126IHP. | | |
| | 2D | | | | | | | | | | | |
| 4576 | **Emmy L. D.** | Scw | Fr | Dunkirk | 1849 | | 1924 | Rotterdam, | L. Dreyfus | 3Cyl TE22,37,62x39; | | BL |
| | xOisterwijk Steel | | 325 | 47.2 \| 21.8 | 3099 | | 10 | (Wilton's [Hol. E. & Slpwy. Co.) | & Co | 3SB;WP180lbs | | |
| OUPN | 1D;W. Bal 5BH | | P24′ | B206′ F29′ | | | | | | | | |
| 4577 | **Emory L. Ford** | Scw | Am | Duluth | 6225 | | 1916 | Lorain, | Franklin | 3Cyl TE24½,41,65x42; | 100(GL) | |
| 214,318 | Steel | | 580 | 60 \| 32 | 7986 | | 8 | (American S. B. Co.) [Ohio | S.S. Co. | 3SB;WP180lbs;2000IHP. | P.S.5,26 | |
| | 1D;B;Long. frmg;Wireless; 3BH | | F53′ | | | | | | | | | |
| | Mchy aft;SUB.SIG;Web frms;W. Bal | | | | | | | | | | | |
| 4578 | **Emperor** | Scw | Br | Midland | 5408 | | 1910 | Collingwood, | Canada S.S. | 3Cyl TE23,38½,63x42; | (★100(GL) | |
| 126,654 | Steel | | 504 | 56 \| 31 | 7030 | | | (Collingwood S. B. Co.) [Ont. | Lines (Lim.) | 2SB;WP180lbs;2200IHP. | P.S.5,26 | |
| | 1D;Mchy aft;W. Bal 4BH | | | | | | | | | | | |
| 4579 | **Emperor of Fredericton** | Scw | Br | Montreal | 1201 | | 1919 | Port Arthur, | Emperor of | 3Cyl TE20,33,54x40; | | BL |
| 141,487 | xCanadian Sower Steel | | 251.3 | 43.9 \| 20.3 | 2069 | | 11 | (Pt. Arthur S. B. Co., Lim.) [Can. | Fredericton (Lim.) | 2SB;WP190lbs | | |
| TPMQ | 1D;Wireless;W. Bal 4BH | | P26′ | B64′ F25′ | | | | | | | | |
| 4580 | **Emperor of Halifax** | Scw | Br | Montreal | 1455 | | 1919 | Collingwood | Lakefield | 3Cyl TE18,30,50x36; | | C |
| 141,479 | xCanadian Signaller Steel | | 251 | 43.6 \| 23.6 | 2415 | | 8 | (Collingwood S. B. Co., Lim.) [Ont. | S.S. Co. (Lim.) | 2SB;WP180lbs;124RHP;s rps10,26 | S.S.No.1,Clgwd9,23;A.S.3,26; | |
| TPMK | 1D;Wireless;W. Bal 4BH | | P23′ | B64′ F28′ | | | | | | | shft drn11,22;M.&B.S.10,25 | |
| 4581 | **Emperor of Havana** | Scw | Br | Montreal | 1283 | | 1919 | Port Arthur, | Emperor of | 3Cyl TE20½,34,56x40; | | BL |
| 141,377 | xCanadian Sailor Steel | | 251 | 43.8 \| 20.7 | 2186 | | 8 | (Pt. Arthur S. B. Co.) [Ont. | Havana (Lim.) | 2SB;WP190lbs | | |
| TPKC | 1D;Wireless;W. Bal 4BH | | P25′ | B64′ F30′ | | | | | | | | |
| 4582 | **Emperor of Montreal** | Scw | Br | Midland | 1283 | | 1919 | Port Arthur, | Emperor of | 3Cyl TE20½,34,56x40; | | BL |
| 141,376 | xCanadian Trader Steel | | 251 | 43.8 \| 20.7 | 2186 | | 7 | (Pt. Arthur S. B. Co.) [Ont. | Montreal (Lim.) | 2SB;WP190lbs | | |
| TPJF | 1D;Wireless;W. Bal 4BH | | P24′ | B68′ F29′ | | | | | | | | |
| 4583 | **Emperor of Port McNicoll** | Scw | Br | Montreal | 1201 | | 1919 | Port Arthur, | Emperor of | 3Cyl TE20,33,54x40; | | BL |
| 141,486 | xCanadian Adventurer Steel | | 251.3 | 43.9 \| 20.3 | 2069 | | 10 | (Pt. Arthur S. B. Co.) [Tex. | Port McNicoll (Lim.) | 2SB;WP190lbs | | |
| TPNM | 1D;W. Bal;Wireless 4BH | | P26′ | B64′ F25′ | | | | | | | | |
| 4584 | **Emperor of St. John** | Scw | Br | Montreal | 1453 | | 1919 | Collingwood | Emperor of | 3Cyl TE18,30,50x36; | | C |
| 140,960 | xCanadian Warrior Steel | | 251 | 43.6 \| 23.6 | 2409 | | 4 | (Collingwood S. B. Co.) [Ont. | St. John (Lim.) | 2SB;WP180lbs;d rpd4,26 | S.S.No.1,Clgwd9,23;A.S.3,26; shft drn12,25;B.S.10,25; M.S.12,25 | |
| TPFN | 1D;Wireless;W. Bal 4BH | | P22′ | B64′ F28′ | | | | | | | | |
| 4585 | **Empire** | Brg | Am | Albany | 99 | | 1914 | Whitehall, | Dennis Noel | Wd | | |
| 165,647 | | | 96 | 17.5 \| 7.8 | 107 | | | (John Ryan.) [N. Y. | | | | |
| | 1D | | | | | | | | | | | |
| 4586 | **Empire** | Brg | Br | Pt. Arthur | 768 | | 1906 | Colling- | Dominion | O | | |
| 116,390 | | | 160 | 40 \| 12 | 768 | | | wood, Ont. | Towing & Salvage Co. (Lim.) | | | |
| | 1D | | | | | | | | | | | |
| 4587 | **Empire** | Scw | Am | Pt. Arthur | 196 | | 1909 | Staten | Sabine | 3Cyl TE14,22,36x24; | | |
| 206,765 | Steel | | 110 | 25 \| 13.7 | 288 | | 11 | Island, N. Y. (Staten Island S. B. Co.) | Towing Co. | 1SB;WP178lbs;600IHP. | | |
| LBGN | 1D;B;Oil fuel;Wireless 4BH | | | | | | | | | | | |
| 4588 | **Empire** | Brg | Am | Buffalo | 325 | | 1924 | Erie, | Empire | Stl;2BH | | |
| 168,963 | | | 132.4 | 31.5 \| 8 | 340 | | | (Dravo Contracting Co.) [Pa. | Limestone Co. | | | |
| | 1D | | | | | | | | | | | |
| 4589 | **Empire Arrow** | Scw | Am | New York | 4960 | 5′ 2″ | 1921 | Camden, | Standard | 4CylQE24,36,51,75x51; | ✠A1Ⓔ With Freeboard. | |
| 221,600 | Steel | | 467.6 | 62.7 \| 32 / 32′ | 8046 | 27′ 1″ | 9 | (New York S. B. Corp.) [N. J. | Transportation Co. | New York S. B. Corp; 3SB;New York S. B. Corp; 9052HS;WP220lbs;3200IHP;DB;EAC; Dkd,s rps6,26 | Oil Carrier. | |
| MDCT | 3D;Super dk;Long. frmg; 17BH | | P62′ | B33′ | 12500 | | | | | | ✠AMS | |
| | Mchy aft; 8BH to Fbd dk | | | | | | | | | | S.S.No.1,Oak12,25; | |
| | Wireless; 6BH to 2d dk | | | | | | | | | | n shft2,25;M.&B.S.12,25; | |
| | SUB.SIG; 3BH to Super dk | | | | | | | | | | shft drn6,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-39 | | | | | | | | | | | |
| | W.B.—A.P.131t;D.B.a98′472t;T.D.a1 | 03t. | ..... | ....D.T.f.40′4 | 40t | F. P.229t | | | | | | |
| | F.O. | ....D. | T.a19′ | 853t; D.T.f.40′4 | 10t | ..... | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4590 | **Empire City** | Scw | Am | Duluth | 3268 | | '97 | Cleveland, | Pittsburgh | 4CylQE17,26,39,60x40; | ✠ — — | |
| 136,623 | Steel | Sch | 405.4 | 48 \| 24.4 | 4118 | | 9 | (Cleve- [Ohio | S.S. Co. | 2WTB;WP250lbs;1585IHP. | Cancelled. | |
| | 1D;B:SUB.SIG;Mchy aft; 3BH | | | | | | | land S. B. Co.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 4591 | **Empirestar** | Scw | Br | London | 4524 | | 1919 | Pt. Glasgow, | Blue Star | 3CylTE25,44,74x51; | | BL |
| 143,407 | Steel | | 423.4 | 56 \| 28.7 | 7199 | | 12 | (Lithgows, [Scot. | Line, Mgrs. | 4SB;WP200lbs | | |
| KCLH | 3D;Shel dk;Oil fuel;Wireless; 6BH | | | | | | | Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 4592 | **Empress** | Scw | Br | Charlott'n | 612 | | 1906 | Newcastle, | Canadian | 2-3CylTE11,28,46x33; | | BL |
| 116,309 | Steel | Sch | 235 | 34.2 \| 20 | 1342 | | 5 | (Swan, Hun- [Eng. | Pacific Railway | 2SB;WP160lbs | | |
| | 1D;Oil fuel;Wireless;W. Bal 4BH | Twin | | | | | | ter & Wigham | Co. | | | |
| | | | | | | | | Richardson.) | | | | |
| 4593 | **Empress of Asia** | Scw | Br | Vancouver | 8883 | | 1913 | Glasgow, | Canadian | Stm Tbns; | | BL |
| 135,226 | Steel | Quad | 570.1 | 68.2 \| 42 | 16909 | | 5 | (Fairfield [Scot. | Pacific Railway | 6DB;4SB;WP190lbs | | |
| JCKF | 4D;Shel dk;SUB.SIG;Wireless; 12BH | | B & F | 394′ | | | | Co., Lim.) | Co. | | | |
| | W. Bal | | | | | | | | | | | |
| 4594 | **Empress of Australia** | Scw | Br | London | 12292 | | 1914 | Stettin, | Canadian | Stm Tbns; | | BL |
| 145,300 | xEmpress of China xTirpitz Steel | Twin | 589.9 | 75.2 \| 41.5 | 21861 | | | (Vulcan- [Ger. | Pacific Railway | 14WTB;WP242lbs | | |
| KMGN | 5D;Shel dk;Oil fuel;SUB.SIG; 11BH | | B348′ | F113′ | | | | werke A. G.) | Co. | | | |
| | Wireless;D.F;W. Bal | | | | | | | | | | | |
| 4595 | **Empress of Canada** | Scw | Br | London | 12811 | | 1922 | Glasgow, | Canadian | Stm Tbns; | | BL |
| 146,215 | Steel | Twin | 627 | 77.9 \| 42.2 | 21517 | | 5 | (Fairfield [Scot. | Pacific Railway | 8DB;4SB;WP210lbs | | |
| KLMF | 4D;Shel dk;Oil fuel:SUB.SIG; 9BH | | B & F | 529′ | | | | & Co.. Lim. | Co. | | | |
| | Wireless;D.F;W. Bal | | | | | | | | | | | |
| 4596 | **Empress of France** | Scw | Br | Glasgow | 9951 | | 1914 | Dalmuir, | Canadian | Stm Tbns; | | C |
| 136,266 | xAlsatian Steel | Quad | 571.4 | 72.4 \| 41.7 | 18357 | | 1 | (W. [Scot. | Pacific S. S. Co. | 6DB;4SB;WP200lbs;20000RHP; | S.S.No.3,Glas5,24;A.S.1,26; | |
| JDRF | 4D;Shel dk;Deep frmg; 11BH | | B & F | 463′ | | | | Beardmore Co., | (Lim.), Mgrs. | drpd2,26 | Inbd shfts drn3,24; | |
| | Oil fuel;SUB.SIG;Wireless;W. Bal | | | | | | | Lim.) | | | Outbd shfts drn10,25; | |
| | | | | | | | | | | | M.&B.S.1,26 | |
| 4597 | **Empress of Russia** | Scw | Br | Vancouver | 8789 | | 1913 | Glasgow, | Canadian | Stm Tbns; | | BL |
| 135,197 | Steel | Quad | 570.2 | 68.2 \| 42 | 16810 | | 3 | (Fairfield [Scot. | Pacific Railway | 6DB;4SB;WP190lbs | | |
| JBSQ | 4D;Shel dk;SUB.SIG; 12BH | | | | | | | Co., Lim.) | Co. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4598 | **Empress of Scotland** | Scw | Br | London | 15151 | | 1905 | Stettin, | Canadian | 2-4CylQE36,53,75,107x65; | | BL |
| 144,375 | xKaiserin Auguste Victoria Steel | Twin | 677.5 | 77.3 \| 50.2 | 25160 | | | (Akt. [Ger. | Pacific Railway | 8DB;1Aux SB;WP215lbs | | |
| HDRP | 4D;Shade dk;SUB.SIG; 11BH | | | F84′ | | | | Ges. "Vulcan.") | Co. | | | |
| | Wireless;D.F;W. Bal;Oil fuel | | | | | | | | | | | |
| 4599 | **Ena** | Trn | Nor | Aalesund | 526 | | 1905 | Bath, | P. Skar- | 2CylC13,27x20; | | V |
| | xJoyce French Hw,Hk,YP;Glcf | Aux | 183.4 | 39.4 \| 12.5 | 784 | | 9 | (Kelley, [Me. | bovig, Mgr. | 1SB;WP125lbs;250IHP | | |
| LFTB | xMary Tampller (Sltd) | | | | | | | Spear & Co.) | | | | |
| | 1D | | | | | | | | | | | |
| 4600 | **Ena A. Moulton** | Sch | Br | St. John | 180 | | 1919 | Isaac's | J. T | Wd | | |
| 142,947 | | | 116 | 27.8 \| 11.5 | 229 | | | Harbour, N. S. | Moulton | | | |
| | 1D | | | | | | | (Freeman & | | | | |
| | | | | | | | | Griffin Co., Lim.) | | | | |
| 4601 | **Ena de Larrinaga** | Scw | Br | Liverpool | 3170 | | 1925 | Danzig | Miguel de | 3CylTE25,43,70x47; | | C |
| 147,300 | Steel | | 387.5 | 52.7 \| 29.8 | 5200 | | | (F. Schichau) | Larrinaga S.S. | 3SB;WP185lbs | A.S.4,26; | |
| KSHW | 2D;Wireless;W. Bal 4BH | | P40′ | F36′ | | | | | Co. | | M.S.1,26 | |
| 4602 | **Ena F. Parsons** | Sch | Br | Windsor | 221 | | 1920 | Cheverie, | G. M. | Wd | | |
| 141,077 | | | 112.7 | 28.6 \| 10.1 | 230 | | | (G. M. [N. S. | Parsons | | | |
| TPSV | 1D | | | | | | | Parsons.) | | | | |
| 4603 | **Enchantress** | Sch | Am | Los Ang's | 171 | | 1911 | Neponset, | Morgan | Stl;2BH | | |
| 208,667 | xKatoura II | | 118.4 | 27.1 \| 16.6 | 191 | | | (Lawley [Mass. | Adams | | | |
| LBVT | 1D | | | | | | | & Son.) | | | | |
| 4604 | **Encinal** | SW | Am | San Fran. | 1633 | | '88 | San Fran- | Southern | 1CylVB52x144; | | |
| 135,972 | Wood | | 245 | 40.4 \| 14.5 | 2014 | | | cisco, Cal. | Pacific Co. | 4SB;WP50lbs;1000IHP. | | |
| 4605 | **Endicott** | Scw | Am | Seattle | 4720 | 8′ 1″ | 1919 | Seattle, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 218,985 | Steel | | 402.6 | 54.8 \| 32.1 | 6319 | 26′ 7″ | 7 | (Skinner [Wash. | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LTCP | 2D;Long. frmg;Wireless; 8BH | | | \| 34′ 6″ | 9600 | | | & Eddy Corp.) | | 3SB;Commercial Blr. Wks; | S.S.No.1,NY8,23; | |
| | SUB.SIG; 7BH to Fbd dk | | P48′ | F42′ | | | | | | 3085HS;WP210lbs;2800IHP;EAC; | M.S.8,23;n shft6,26; | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd,d rpd6,26;s rps10,26 | B.S.8,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.158t; D.B.343′1407t;D | .T.30′ | 1035t. | .....F.P.140t | | | | | | | | |
| | F.O.....D.B.303′1114t;D | .T.30′ | 966t;S. | T.70t..... | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4606 | **Endymion** | Sch | Hol | St. Martin | 152 | | '99 | So. Boston, | L. A. Van | Comp | ✠ — — | |
| TNIM | 1D | | 108.4 | 24.4 \| 13.5 | 175 | | | (Hawley & Son.) [Mass. | Romondt | | Suspended6,19 | |
| 4607 | **Energi** | Bk | Dan | Marstal | 117 | | 1919 | Marstal, | A. W. | Wd | | V |
| NWMB | 1D | | 97.4 | 24 \| 10 | 139 | | | (A/S. Chr. & L. Johansens. Traeskibs.) [Den. | Stegmann | | | |
| 4608 | **Enfield** | Scw | Br | London | 1322 | | '97 | Sunderland, | J. Cory & | 3CylTE21,35,58x39; | | BL |
| 106,626 | Steel | Sch | 288 | 40 \| 19.4 | 2077 | | 11 | (J. Priestman & Co.) [Eng. | Sons (Lim.), Mgrs. | 2SB;WP160lbs | | |
| PVRW | 1D;Web frms;Wireless;W. Bal 5BH | | | | | | | | | | | |
| 4609 | **Enggano** | Scw | Hol | Amst'dam | 3200 | | 1920 | Sunderland, | Nederl. | 3CylTE28,46,78x54; | | BL |
| | Steel | | 425 | 55 \| 26.6 | 5406 | | 4 | (Sunderland [Eng. | Stoomv. Maats. | 4SB;WP180lbs | | |
| NQFB | 2D;Shel dk;Wireless;W. Bal 6BH | | | | | | | S. B. Co., Lim.) | | | | |
| 4610 | **England** | Scw | Dan | Cop'hagen | 1444 | | 1921 | Hessle, | Dampsk. | 3CylTE20,33,54x39; | | N |
| | xThorhild Steel | | 295 | 43.6 \| 20.4 | 2499 | | 4 | (Livingston [Eng. | Europa | 2SB;WP180lbs | | |
| NDWB | 1D;Wireless;W. Bal 4BH | | P28′ | B91′ F33′ | | | | & Cooper, Lim.) | | | | |
| 4611 | **England Maru** | Scw | Jap | Kobe | 4263 | | 1919 | Kobe, | Kokusai | 3CylTE26,43,72x48; | | BL |
| 26,173 | Steel | | 385 | 51 \| 36 | 5865 | | 11 | (Kawasaki [Jap. | Kisen Kabushiki | 2SB;1AuxSB;WP200lbs | | |
| RSJT | 2D;Oil fuel;Wireless;W. Bal 5BH | | | | | | | Dkyd. Co., Lim.) | Kaisha | | | |
| 4612 | **Englewood** | Scw | Am | New York | 2983 | | 1918 | Shooters | U. S. Ship- | 3CylTE24,40,70x48; | ✠A1Ⓔ | |
| 216,799 | Steel | | 377 | 52 \| 29 | 4746 | | 8 | Island, N. Y | ping Board | Standard S. B. Co; | ✠AMS | |
| LMNT | 2D;SUB.SIG;Wireless 7BH | | P25′ | B106′ F34′ | 7323 | | | (Standard S. B. Corp.) | | 3SB;Standard S. B. Co; | S.S.Balt6,20; | |
| | C-34 | | | | | | | | | 181GS;6960HS;WP190lbs;2500IHP; | B.S;shft drn11,26; | |
| | | | | | | | | | | Dkd,s rps11,26 | SBP;CL | |
| 4613 | **Englewood** | SW | Am | New York | 355 | | '96 | Wilmington, | Fort Lee | 1CylVB; | | |
| 127,167 | xCity of Englewood O,YP;Icf | | 135 | 31.8 \| 12 | 484 | | 12 | (Jackson & Sharp Co.) [Del. | Ferry Co. | 1Blr;WP60lbs;420IHP. | | |
| 4614 | **Enid E. Legge** | Trn | Br | Lunenb'rg | 232 | | 1920 | Mahone Bay | John T. | Bch,B,Sp,OP;Gif; | ✠A1 Coastwise & W. I. | |
| 141,417 | 1D | | 118.1 | 27.6 \| 10.9 | 272 | | 1 | (Ernst [N. S. S. B. Co., Lim.) | Moulton & Co. | clk6,23;tr clkg a7,24; | S.S.No.1,Drtmth7,24 | |
| | | | | | | | | | | Dkd,s rps11,25 | | |
| 4615 | **Enoch** | Brg | Am | Hartford | 306 | | 1914 | Gildersleeve, | Oliver | Wd | | |
| 165,795 | 1D | | 110 | 32.6 \| 9.5 | 312 | | | (Gildersleeve S. B. Co.) [Conn. | Gildersleeve & Sons (Inc.) | | | |
| 4616 | **Enrichetta** | Scw | It | Genoa | 3661 | | '96 | Newcastle, | Soc. Anon. | 4CylQE24,34,51,74x50; | | I |
| 1,271 | xNeidenfels Steel | | 416 | 52.5 \| 21 | 5216 | | 12 | (Wigham, [Eng. | Industrie Navali | 3SB;WP210lbs;2500IHP. | | |
| NXLB | 1D;Spar dk;Web frms; 6BH | | P60′ | B94′ F47′ | | | | Richardson & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4617 | **Enrique Ballesteros** | Scw | Sp | Aviles | 1939 | | '91 | W. Hartle- | Soc. Anon. | 3CylTE23,37,61x39; | | |
| | xMar Negro xSollube Steel | | 314 | 40.6 \| 20.9 | 2692 | | 7 | pool, Eng. | Fabrica de | 2SB;WP160lbs | | |
| HLNK | 1D;B;Well dk;Web frms; 5BH | | P31′ | B130′ F33′ | | | | (Irvine & Co.) | Mieres (Asturias) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4618 | **Enseigne Maurice Prechac** | Scw | Fr | Havre | 2549 | | 1924 | Harfleur, | Soc. | 3CylTE24,38,65x44 | | V |
| | Steel | | 362.9 | 49.1 \| 24.4 | 4578 | | | (Atel. & Ch. [Fr. | Commerciale de | | | |
| OLPF | 1D;Wireless;W. Bal | | P231′ | F28′ | | | | de la Gironde.) | Nav. | | | |
| 4619 | **Ensign** | Brg | Am | Seattle | 853 | | 1911 | Portland, | Pacific S.S. | Stl | | |
| 167,081 | 1D | | 149 | 36 \| 9.5 | 853 | | | (Willamette [Ore. Iron Wks.) | Co. | | | |
| 4620 | **Ensley City** | Scw | Am | New York | 3801 | | 1920 | Chickasaw, | U. S. Steel | 3CylTE24½,41½,72x48; | | BL |
| 220,275 | Steel | | 395.5 | 55 \| 31.4 | 6157 | | 7 | (Chickasaw [Ala. | Products Co. | 3SB;WP210lbs;2800IHP | | |
| LWVB | 2D;Shel dk;Long. frmg; 6BH | | P45′ | B109′ F38′ | 9680 | | | S. B. Co.) | | | | |
| | Web frms;Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 4621 | **Enterprise** | Scw | Am | San Fran. | 1679 | | '82 | Newcastle, | Matson | 3CylTE19,32,54x42; | | V |
| 136,868 | xEhrenfels Iron & Steel | Sch | 318.8 | 37.4 \| 26.6 | 2806 | | 3 | Eng. | Nav. Co. | 2SB;WP175lbs;1400IHP | | |
| KQRD | 2D;B;Wireless;Oil fuel;W. Bal 6BH | | B57′ | F31′ | | | | (W. Richardson & Co.) | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship-Class-Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers-Class-Dates Tail Shaft Drawn-Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4622 | **Enterprise** | Brg | Am | Phila. | 838 | | '98 | Noank, | Reading Co. | O,Ch,Hk,YP;Gif⚔(Sltd) | — Exp | |
| 136.691 KNPH | 1D;B | Trn | 194.4 | 34.8 \| 17.6 | 901 | | 8 | (R. [Conn. Palmer & Son.) | | | | |
| 4623 | **Enton** | MV | Br | London | 2654 | | 1925 | Haverton, | The Avenue | 4CylOilEng26¾x47¼ | | BL |
| 148,550 KSFJ | Steel 2D;Long.frmg;Wireless;W. Bal 7BH | | 375.5 F26′ | 52.5 \| 25.7 | 4425 | | 2 | (Furness [Eng. S. B. Co.) | Shipping Co. (Lim.) | | | |
| 4624 | **Entre Rios** | Scw | Ger | Hamburg | 3142 | | 1923 | Danzig | Hamburg-Sud-Amerik. Dampf. Ges. | 3CylTE25,43,70x47 | | G |
| RDPL | Steel 2D;SUB.SIG;Wireless;W. Bal 4BH | | 386.4 P30′ | 52.7 \| 29.9 F31′ | 5179 | | 4 | (F. Schichau.) | | | | |
| 4625 | **Eocene** | Scw | Am | New York | 1156 | | 1911 | Cleveland, | Standard Transportation Co. | 3CylTE19,31,54x42; | | |
| 209,352 LCFV | Steel 1D;B;Oil fuel;Mchy aft; Wireless;Oil in bulk;W. Bal 12BH | Sch | 250 P92′ | 43 \| 23 F52′ | 2217 | | | (American [Ohio S. B. Co.) | | 2SB;WP200lbs;1300IHP. | | |
| 4626 | **Eolo** | Scw | Br | | 2523 | | '98 | Newcastle, | P. & W. Maclellan (Lim.) | 3CylTE25½,41,68x48; | | |
| | xTremont Steel 1D;Spar dk;Deep frmg; W. Bal;Wireless 6BH | Sch | 350 P38′ | 47 \| 17.2 B103′ F36′ | 3803 | | 3 | (Tyne [Eng. Iron S. B. Co., Lim.) | | 3SB;WP160lbs | | |
| 4627 | **Epidauro** | Scw | Ig-Slv | Dubr'vnik | 2791 | | 1901 | Newcastle, | Atlanska Plovidba Jvo Racic A. D. | 3CylTE23½,39,66x48; | | BL |
| JFPL | xCoulsdon Steel 1D;Web frms;Spar dk; Wireless;W. Bal 6BH | | 360 P26′ | 48 \| 20.1 28.1 B90′ F32′ | 4297 | | 2 | (Northum- [Eng. berland S. B. Co., Lim.) | | 3SB;WP180lbs | | |
| 4628 | **Epitacio Pessoa** | Scw | Am | Phila. | 3707 | 7′ 10½″ | 1919 | Bristol, | U. S. Shipping Board | Stm Tbn; | ✠A1Ⓔ | |
| 218,923 LSWB | Steel 2D;Wireless;SUB.SIG; 7BH W. Bal; C-86 | | 400.7 P35′ | 54.2 \| 30.4 32′10″ B113′ F44′ | 5989 9000 | 25′ 2″ | 9 | (Merchants [Pa. S. B. Corp.) | | Westinghouse E. & M. Co; 3WTB;Babcock & Wilcox Co; 3700HS;WP200lbs;3000SHP;EAC; d rpd4,20;Dkd4,21;s rps5,21 | ✠AMS Cih BB;CI. (Laid up) | |
| | Oil fuel F. P. above 150° F. W.B.—A.P.143t;D.B.335′1311t. F.O.....D.B.281′1092t;S. | ..... T.63t; | F.P.12 ..... | 0t .. | | | | | | | | |
| 4629 | **Epoca** | MV | Nor | Oslo | 582 | | 1924 | Karlshamn, | Forenede Rederier A/S | 4CylOilEng15¾x28⅜ | | BL |
| LDQS | Steel 1D;Wireless;W. Bal 4BH | | 213.9 P20′ | 35.2 \| 14.4 B47′ F26′ | 1036 | | 6 | (Karlshamn [Swd. Skeppsvarf.) | | | | |
| 4630 | **Epsom** | Scw | Br | London | 2957 | | 1902 | Stockton, | Watts, Watts & Co. (Lim.), Mgrs. | 3CylTE25,43,73x48; | | BL |
| 114,806 TDCS | Steel 1D;Spar dk;Web frms;Wireless; W. Bal 6BH | Sch | 370 P29′ | 50.6 \| 19.2 B78′ F37′ | 4576 | | 1 | Eng. (Ropner & Son.) | | 3SB;WP200lbs | | |
| 4631 | **Equator** | Scw | Fin | Hels'gfors | 2649 | | 1901 | W. Hartle- | A/B Finland Amerika Linjen O/Y. | 3CylTE25,40,68x48; | | BL |
| | xManchester Exchange Steel 1D;Spar dk;Deep frmg; Wireless;W. Bal 6BH | Sch | 360.5 P29′ | 48:2 \| 20.3 B100′ F35′ | 4091 | | 11 | pool, Eng. (Furness, Withy & Co., Lim.) | | 3SB;WP180lbs | | |
| 4632 | **Equatore** | MV | It | Genoa | 3128 | | 1912 | Copenhagen, | Nav. Gen. Italiana | 2-8CylOilEng20⅞x28¾ | | BL |
| 1,128 NJGI | xClelia C xFratelli Bandiera Steel 1D;Wireless;W. Bal 7BH | Twin | 370.4 P25′ | 53.2 \| 27.1 F32′ | 4965 | | 6 | (Akt. [Den. Burmeister & Wain.) | | | | |
| 4633 | **Eraclea** | Scw | ..... | ..... | 181 | | 1912 | Solomons | ..... | 2CylC16,34x24; | | |
| | xWinfield S. Cahill Wood 1D | | 150 | 25 \| 11.4 | 367 | | | Island, Md. (Davis & Sons.) | | 1SB;WP157lbs;700IHP. | | |
| 4634 | **Erandio** | Scw | Sp | S. Sebastn | 1590 | | '94 | Sunderland, | Cia. Marit. Elanchove | 3CylTE22,37,61x42; | | BL |
| | xBegona No. 6 xOnton Steel xWilderspool 5BH | | 310 | 42.9 \| 19.2 | 2810 | | 10 | (W. Pickers- [Eng. gill & Sons.) | | 2SB;WP160lbs;1240IHP. | | |
| HDQV | 1D;Deep frmg;Wireless;W. Bal | | | | | | | | | | | |
| 4635 | **Erato** | Scw | Nor | Oslo | 1184 | | 1920 | Gelfe, | Forenede Rederier A/S | Stm Tbns; | | N |
| LCTR | xO. A. Brodin Steel 2D;Wireless;W. Bal 5BH | | 266.1 | 42.8 \| 18.4 | 1981 | | | (E. Brodins [Swd. Varfs. Aktieboiag.) | | 2SB;WP220lbs | | |
| 4636 | **Erda** | Scw | Ger | Stettin | 1671 | | '89 | Glasgow, | Emil R. Retzlaff | 3CylTE23,37,61x42; | | G |
| JGTM | xRoma xSommerfield Steel D;Deep frmg;Wireless;W. Bal 6BH | | 320.7 P & B | 38.7 \| 22.6 186′ F41′ | 2606 | | 9 | (C. [Scot. Connell & Co.) | | 2SB;WP161lbs | | |
| 4637 | **Ereno** | Scw | Pan | Pto Limon | 2311 | | '99 | W. Hartle- | Compania Maritime Elanchove | 3CylTE24,39,66x45; | | C |
| | xClumberhall Steel 1D;B;Deep frmg;Web frms; Wireless;W. Bal 6BH | Sch | 340 P28′ | 48.2 \| 25 B80′ F35′ | 3599 | | 10 | pool, Eng. (Irvine's S. B. & D. D. Co., Lim.) | | 2SB;WP160lbs;289RHP. | 2dS.S.No.3,Bll11,25;A.S.6,26; B.S.11,25;M.S;shft drn6,26 | |
| 4638 | **Eretza Mendi** | Scw | Sp | Bilbao | 2578 | | 1909 | W. Hartlpl., | Cia. Nav. Sota y Aznar | 3CylTE27,43,72x45; | | BL |
| HLNW | Steel 1D;Deep frmg;Wireless;W. Bal 6BH | Sch | 365 P27′ | 50.3 \| 25.2 B94′ F34′ | 4126 | | 3 | (W. Gray [Eng. & Co., Lim.) | | 3SB;WP180lbs | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4639 | **Erholm** | Scw | Nor | Bergen | 748 | | 1920 | Papen- | N. Bakke, | 3CylTE18,29,48x30; | | N |
| | Steel | | 238.1 | 36.5 \| 16 | | 6 | drecht, Hol. | Mgr. | | | |
| MVCW | 1D;W. Bal 4BH | | P24′ | B62′ F21′ | 1315 | | | (H. te Vedhuis.) | | 2SB;WP180lbs | | |
| 4640 | **Eric** | Sch | Br | | **498** | | '98 | Pt. Blake- | Sir Guy | O,F;Icf | | |
| | | 4 M | 174 | 37.6 \| 12.8 | 574 | | 5 | ley, Wash. | Gaunt | | | |
| | 1D | | | | | | | (Hall Bros.) | | | | |
| 4641 | **Eric Calvert** | Scw | Br | Goole | 1291 | | '97 | Middlesbro, | J. S. | 3CylTE20,32,53x36; | | BL |
| 109,231 | xSilsden xHomewood Steel | | 271 | 40.5 \| 17.4 | 2024 | | 12 | (R. Craggs [Eng. | Calvert, Mgr. | 2SB;WP160lbs | | |
| PWFJ | 1D;Web frms;Wireless;W.Bal 4BH | | P26′ | | | | | & Sons.) | | | | |
| 4642 | **Erich Lindoe** | Scw | Nor | Hauges'nd | 927 | | 1919 | Bergen, | A/S. | 3CylTE18,29,49x33; | | N |
| | Steel | Sch | 245.2 | 37.9 \| 15.6 | 1605 | | 12 | (Laxevaags [Nor. | Dampsk. Erich | 2SB;WP180lbs | | |
| MTRP | 1D;Wireless;W. Bal 4BH | | P19′ | B55′ F31′ | | | | Maskin & Jrnskb.) | Lindoe | | | |
| 4643 | **Ericsson** | Scw | Am | Phila. | **748** | | '97 | Phila., | Baltimore | 3CylTE14,21,36x26; | | |
| 136,624 | Steel | | 198.2 | 23.3 \| 9.2 | 897 | | 8 | (Neafie & [Pa. | & Philadelphia | 2CRTB;WP150lbs;600IHP. | | |
| | 1D | | | | | | | Levy S. & E. B.Co.) | S. B. Co. | | | |
| 4644 | **Erie** | Brg | Am | Fairport | 1982 | | '97 | W. Bay | Pringle | O | | |
| 161,786 | xVenezuela | | 263 | 43 \| 25 | 2089 | | | City, Mich. | Barge Line | | | |
| | 1D | | | | | | | (Jas. Davidson.) | | | | |
| 4645 | **Erie Maru** | Scw | Jap | Kobe | 3409 | | 1920 | Tsurumi, | Kokusai | 3CylTE26,43,72x48; | | BL |
| 27,078 | Steel | | 400 | 53.2 \| 29.4 | 5467 | | 4 | (Asano [Jap. | Kisen Kabushiki | 3SB;WP200lbs | | |
| SBMD | 2D;Wireless;W. Bal 6BH | | P33′ | B124′ F41′ | | | | S. B. Co.) | Kaisha | | | |
| 4646 | **Erie R.R. Co. No. 3724** | Brg | Am | New York | 1052 | | 1924 | Wilmington, | Erie R.R. | Stl;15BH | | |
| 169,125 | | | 324.7 | 38.6 \| 10.1 | 1052 | | | (Bethlehem [Del. | Co. | | | |
| | 1D;B | | | | | | | S. B. Corp.) | | | | |
| 4647 | **Erie R.R. Co. No. 3824** | Brg | Am | New York | 1052 | | 1924 | Wilmington, | Erie R.R. | Stl;15BH | | |
| 169,126 | | | 324.7 | 38.6 \| 10.1 | 1052 | | | (Bethlehem [Del. | Co. | | | |
| | 1D;B | | | | | | | S. B. Corp.) | | | | |
| 4648 | **Erik** | Scw | Dan | Cop'hagen | 1163 | | 1900 | W. Hartle- | Det. | 3CylTE21,33,56x36; | | BL |
| | xErik II Steel | | 280.4 | 40.1 \| 18.2 | 1943 | | 10 | pool, Eng. | Forenede | 2SB;WP160lbs | | |
| NLFP | 1D;Deep frmg;Wireless;W. Bal 4BH | | P25′ | B69′ F29′ | | | | (W. Gray & Co., Lim.) | Dampsk. Selsk. | | | |
| 4649 | **Erik B** | Scw | Dan | Cop'hagen | 1371 | | '97 | Rostock, | A/S. D/S. | 3CylTE19,32,53x35; | | BL |
| | xUrsus xDora Steel | Sch | 279.7 | 40.7 \| 15.8 | 2194 | | 7 | (Akt. Ges. [Ger. | Ursus | 1SB;WP170lbs | | |
| NDWS | 1D;Deep frmg;Wireless;W. Bal 4BH | | P14′ | | | | | "Neptun.") | | | | |
| 4650 | **Erik Boye** | Scw | Dan | Cop'hagen | 1344 | | 1924 | Nakskov, | D/S. | 3CylTE22,35,58x36; | | BL |
| | Steel | | 305.3 | 45.4 \| 18.5 | 2238 | | 3 | (A/S. [Den. | Vendila | 2SB;WP185lbs | | |
| NFHS | 1D;Wireless;W. Bal 4BH | | P21′ | B180′ F36′ | | | | Nakskov Skibs.) | | | | |
| 4651 | **Erika** | Sch | Ger | Lubeck | 146 | | 1912 | Westerbroek | Wilh. | Stl;3BH; | | G |
| | xEmmy Stein xMove | Aux | 111.4 | 23.9 \| 10 | 211 | | 3 | (E. J. [Hol. | Lischau | 2CylOilEng12$\frac{7}{8}$x13 | | |
| NJVS | 1D;W. Bal | | | | | | | Smit & Zoon.) | | | | |
| 4652 | **Erika Fritzen** | Scw | Ger | Emden | 2568 | | 1906 | Sunderland, | A/G. fur | 3CylTE26,42,68x45; | | V |
| | xDampfem Steel | | 350.5 | 51.1 \| 24 | 4110 | | | (W. Doxford [Eng. | Handel & Verkehr | 2SB;WP100lbs;1550IHP | | |
| LDHT | 1D;B;Wireless;W. Bal 7BH | | | | | | | & Sons, Lim.) | | | | |
| 4653 | **Erissos** | Scw | Grk | Argostoli | 1785 | | 1902 | W. Hartlpl., | Em. | 3CylTE24,38,64x42; | | BL |
| | xAcacia Steel | Sch | 315 | 45.1 \| 14.4 | 3233 | | 8 | (Irvine's S. B. [Eng. | Nicolaides | 2SB;WP160lbs | | |
| HRDJ | 1D;B;Spar dk;Deep frmg; 5BH | | P21′ | B190′ F30′ | | | | & D. D. Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4654 | **Erland** | Scw | Nor | Risor | 1151 | | 1914 | Sunderland, | D/S A/S | 3CylTE21,33,56x36; | | C |
| | xVedamore xWingate Steel | | 279 | 41.8 \| 18.4 | 1919 | | 1 | (Osbourne, [Eng. | Elkland | 2SB;WP180lbs;197RHP | S.S.No.3,Antw2,26; | |
| WPNM | 1D;Deep frmg;SUB.SIG; 4BH | | P20′ | B72′ F24′ | | | | Graham & Co.) | | | shft drn1,25;M.&B.S.2,26 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4655 | **Erlangen** | Scw | | | 3337 | | 1902 | Vegesack, | | 3CylTE26,43,70x47; | | |
| | Steel | Sch | 378.3 | 47.5 \| 26.8 | 5285 | | 6 | (Bremer [Ger. | | 3Blrs | | |
| | 2D;SUB.SIG;W. Bal 7BH | | P & B | 227′ F48′ | | | | "Vulkan.") | | | | |
| 4656 | **Erle** | Scw | Nor | Oslo | 3544 | | 1920 | Newcastle, | A/S. Erle | 3CylTE27,44,73x48; | | BL |
| | Steel | | 399.6 | 53 \| 32.8 | 5645 | | 5 | (North- [Eng. | | 3SB;WP180lbs | | |
| MVGT | 1D;Shel dk;Oil fuel;Wireless; 7BH | | F37′ | | | | | umberland S. B. Co., Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 4657 | **Erlesburgh** | Scw | Br | Whitby | 2375 | | 1911 | Sunderland, | Rowland & | 3CylTE24,40,66x45; | | BL |
| 131,838 | Steel | Sch | 348.5 | 50.2 \| 23.5 | 3809 | | 10 | (W. Pickers- [Eng. | Marwood S.S. Co. | 2SB;WP180lbs | | |
| HTML | 1D;Long. frmg;Web frms; 6BH | | P30′ | B100′ F37′ | | | | gill & Sons, Lim.) | (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4658 MTLV | **Erling Lindoe** Steel 1D;W. Bal 4BH | Scw | Nor 236.9 P21′ | Hauges'nd 36.4 \| 16.1 B65′ F23′ | 751 1280 | | 1917 6 | Alblasser- (N. V. [dam, Hol Werf de Noord.) | A/S. Dampskibet Erling Lindoe | 3CylTE17,29,46x36; 2SB;WP180lbs | | N |
| 4659 162,886 | **Ermine** | Brg | Am 106 | Eagle 37.5 \| 6.3 | 250 250 | | 1906 | Skagway, Alaska | American- Yukon Navigation Co. | Wd | | |
| 4660 206,120 OGMY | **Erminie** xFrank E. Swain 1D | Trn | Fr 157.1 | Granville 31.6 \| 13.1 | 333 418 | | 1909 4 | Camden, (R. L. Bean.) [Me. | R. Chuinard | Hw,YP,O,Hk;Icf(Resltd) | ✠ — — Suspended7,19 | V |
| 4661 RCQP | **Ermland** Steel 3D;sub.sig;Wireless;W. Bal 9BH | MV Twin | Ger 449.1 P & B | Hamburg 58.4 \| 25.6 336′ F59′ | 3897 6521 | | 1922 2 | Hamburg, (Blohm & Voss.) [Ger. | Hamburg- American Line | 2-6CylOilEng28x51 | | G |
| 4662 164,052 | **Ernest** 1D | Brg | Am 162 | Pensacola 35 \| 10 | 406 406 | | 1910 | Westlake, La | Aiken Towboat & Barge Co. | Wd | | |
| 4663 215,333 LHMR | **Ernest H. Meyer** Flr;Gif (Sltd) 1D;Wireless; Oil fuel F. P. above 150° F. | Scw | Am 207.6 | Portland 40 \| 14.2 | 555 1057 1600 | | 1917 7 | St. Helens, (St. Helens S. B. Co.) [Ore. | Broughton & Wiggins Nav. Co. | 3CylTE13½,23,40x30; Main Iron Wks; 2WTB;Babcock & Wilcox Co; 69GS;2792HS;WP225lbs;850IHP; db;EAC;d rpd6,20;rps,clk t2,23; s dk clkg1,25; clk b1,26;s rps,s b clkg8,26 | ✠A1 AMS S.S.No.2,SanF1,25; M.S.1,25;B.S.5,25;n shft1,26; Scip | |
| 4664 RBVG | **Ernst Hugo Stinnes II** xPrinsessan Ingeborg Steel 2D;Deep frmg;Wireless; 7BH Oil fuel;sub.sig;W. Bal | Scw | Ger 360.4 P & B | Hamburg 49 \| 22.3 296′ F40′ | 2269 3637 | | 1905 11 | Copenhagen, (Akt. Bur- meister & Wain.) [Den. | A. G. Hugo Stinnes | 3CylTE24,42,70x45; 4SB;WP200lbs | | G |
| 4665 5,531 JTNH | **Eros** xBelos xVeessman xEnon Steel 1D;Deep frmg;Wireless; 5BH sub.sig;W. Bal | Scw | Swd 292 P27′ | Helsngbrg 43.2 \| 18.9 B56′ F33′ | 1282 2151 | | '98 8 | Middlesbro, (R. Craggs & Sons.) [Eng. | Rederiet "Belos" | 3CylTE21,36,58x39; 2SB;WP160lbs | | BL |
| 4666 135,614 WPLK | **Eros** xLes Adelphes 1D;B | Bk | Br 238.4 | Durban 35.9 \| 20.4 | 1184 1327 | | '91 | Nantes, (A. Dubigeon.) [Fr. | I. A. Assmal | Stl;2BH | | |
| 4667 151,543 QTWN | **Erriba** Steel 1D;Shel dk;Web frms; 5BH Long. frmg;Wireless;W. Bal | Scw | Br 331 | Hobart 47.9 \| 23.6 | 1919 3345 | | 1921 6 | Williams- town, Can. (Commonwealth Govt. Dkyd.) | Australasian United Steam Nav. Co. (Lim.) | 3CylTE25,41,68x45; 3WTB;WP185lbs | | BL |
| 4668 136,697 KNQF | **Erskine M. Phelps** 2D;Oil in bulk | Brg Sch | Am 312.1 | Los Ang's 45.2 \| 25.6 | 2681 3029 | | '98 8 | Bath, Me. (Arthur Sewall & Co.) | Union Oil Co. of Cal. | Stl;8BH; 2SB | ✠ — — Cancelled2,23 | |
| 4669 WNKT | **Erviken** Steel 1D;Shel dk;Wireless;W. Bal; 6BH Oil fuel | Scw | Nor 420 | Bergen 54 \| 26.3 | 4122 6552 | | 1921 5 | Sunderland, (W. Doxford [Eng. & Sons, Lim.) | H. J. Wallem, Mgr. | 3CylTE27,44,75x54; 3SB;WP180lbs | | BL |
| 4670 136,275 | **Ervin J. Luce** | Sch C B | Am 91 | Glo'cester 27.4 \| 8.4 | 121 127 | | '92 4 | N. London, (James Davidson & Son.) [Conn. | Rockport Granite Co. | O,Ch,YP;Gif | | |
| 4671 | **Eryssos** xNavahoe xThuringa Iron 2D;B;Wireless;W. Bal 6BH | Scw | Grk 283.6 F30′ | Piraeus 32.4 \| 19.4 | 1122 1881 | | '80 | Hamburg, (Rierherstieg Schiffsw.) [Ger. | Soc. Anon. Ionienne de Nav. a Vap. Yannoulatos | 2CylC34,62x42; 3SB;WP75lbs;920IHP. | | |
| 4672 | **Esbjörn** xMaderas Steel 1D;Deep frmg;Wireless;W. Bal 4BH | Scw | Swd 280.5 P26′ | Limhamn 38.2 \| 18.2 B72′ F28′ | 1068 1793 | | 1904 8 | Stockton, (Craig, Taylor & Co., Lim.) [Eng. | Limhamns Rederi A/B | 3CylTE19,31,51x33; 2SB;WP180lbs | | BL |
| 4673 219,055 LTGK | **Escambia** Steel 2D;sub.sig;Wireless;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.136t;D.B.338′1307t;D T. 27′ F.O.....D.B.284′1086t;D T. 27′ | Scw | Am 400.7 P35′ 834t. 778t;S. | Pensacola 54.2 \| 30.1 32′10″ B123′ F43′ .....F.P.109t T.59t..... | 3206 5444 9000 | 7′ 10½″ 25′ 1″ | 1919 11 | Pensacola, (Pensacola S. B. Co.) [Fla. | U. S. Ship- ping Board | Stm Tbn; Westinghouse E. & M. Co; 3WTB;Oil City Boiler Wks; 9150HS;WP200lbs;3000SHP;EAC; Dkd,s rps7,21 | ✠A1Ⓔ ✠AMS Cih BB;CL (Laid up) | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4674 | **Escaut** | Scw | Blg | Antwerp | 2463 | | '97 | Flensburg, | Armement | 3CylTE25¼,41½,69x48; | | BL |
| | xItauri Steel | | 368 | 45.8 \| 27 | 4144 | | (Flensburg [Ger. | Deppe, Mgrs. | 3SB;WP178lbs | | |
| MEUL | 2D;Well dk;Web frms; 6BH | | P & B | 228′ F46′ | | | 9 | Schiffsb. Ges.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4675 | **Eschersheim** | Scw | Ger | Bremen | 2048 | | 1913 | Rotterdam, | Unterweser | 3CylTE23,38,62x42; | | G |
| | xWesterdijk Steel | | 331.9 | 48.2 \| 22.2 | 3303 | | (Rotterdam [Hol. | Reederei A. G. | 2SB;WP180lbs | | |
| QLST | 1D;Wireless;W. Bal 6BH | | P25′ | B94′ F31′ | | | 1 | Droogd Maat.) | | | | |
| 4676 | **Escolano** | Scw | Sp | Cartagena | 2248 | | 1920 | Carthagena, | Cia. Trans- | 3CylTE24,40,65x45; | | V |
| | Steel | | 310 | 44.9 \| 29 | 3058 | | (Soc. [Spain | mediterranea | 2SB;WP180lbs;2800IHP | | |
| HLPD | 2D;W. Bal;Wireless 7BH | | | | | | | Espanola de Cst. Nav.) | | | | |
| 4677 | **Escondido** | Scw | Nor | Bergen | 936 | | 1917 | Bergen, | C. Mathisen | 3CylTE18,29,49x33; | | N |
| | xHallajerd Steel | | 246 | 38 \| 15.6 | 1618 | | (Laxavaags [Nor. | | 2SB;WP180lbs | | |
| MQTF | 1D;Wireless;W. Bal 4BH | | P19′ | B59′ F32′ | | | 7 | Msk. & Jrnskb.) | | | | |
| 4678 | **Eskbridge** | Scw | Br | W.Hartlpl | 2107 | | 1912 | Sunderland, | Crosby, | 3CylTE24,39,65x45; | | BL |
| 132,821 | Steel | | 331 | 48.2 \| 23.2 | 3409 | | (W. [Eng. | Magee & Co., | 2SB;WP180lbs | | |
| HVQP | 1D;Web frms;Long. frmg; 5BH | | P29′ | B90′ F33′ | | | 4 | Pickersgill & Sons, Lim.) | Mgrs. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4679 | **Eskimo** | Sch | Br | Parrsboro | 99 | | 1909 | Apple River, | Herbert | Wd | | |
| 126,591 | | | 79.2 | 27.6 \| 6.8 | 111 | | N. S. | Hicks | | | |
| | 1D | | | | | | | | | | | |
| 4680 | **Eskualduna** | Trn | Fr | St. P. | 495 | | 1919 | Villa do | La Morue | Wd | | V |
| | xInvicta xD. Guilhermina | | 169 | Miqulon | 602 | | | Conde, Port. | Francaise & | | | |
| | 1D;B | | | 32.1 \| 16.9 | | | | (Martins Navaes.) | Secheries de Fecamp | | | |
| 4681 | **Esles** | Scw | Sp | Santander | 1261 | | '88 | Sunderland, | L. Liano, | 3CylTE21,35,57x39; | | |
| | xOrio xJunio Steel | | 275 | 39.5 \| 16.7 | 2182 | | | (W. Doxford [Eng. | Sen C. | 2SB;WP145lbs | | |
| JBQN | 1D;B;Spar dk;Wireless;W. Bal 5BH | | | | | | | & Sons.) | | | | |
| 4682 | **Esmeralda** | Scw | Am | | 149 | | '97 | New York, | Thomas J. | 3CylTE13½,21,34x21; | | |
| 96,368 | xHiawatha Steel | | 147.1 | 21.1 \| 11.4 | 219 | | | (G. E. & [N. Y. | Peters | 1WTB;1000IHP. | | |
| KNBS | 1D | | | | | | | P. & S. Corp.) | | | | |
| 4683 | **Esmeralda** | Scw | It | Catania | 2159 | | 1900 | W. Hartle- | Soc. Sicula | 3CylTE24,38,64x42; | | BL |
| | xSausenberg xNumidia Steel | Sch | 325 | 47.1 \| 22.4 | 3382 | | (W. [pool, Eng. | Carboni S. A. S. | 2SB;WP150lbs | | |
| | 2D;Deep frmg;Wireless;W. Bal 5BH | | P29′ | B92′ F34′ | | | 5 | Gray & Co., Lim.) | | | | |
| 4684 | **Esmeralda** | Bg | Swd | Branterik | 196 | | '72 | Kalmar, | S. Larrson | F,O;Icf | | |
| S07 | | | 113.8 | 23.3 \| 11.4 | 226 | | | (C. P. Bech.) [Swd. | | | | |
| HGVT | 1D | | | | | | | | | | | |
| 4685 | **Espagne** | Scw | Fr | Marseilles | 2491 | | '91 | La Seyne, | Soc. Gen. de | 3CylTE32,51,82x49; | | V |
| | Steel | Trn | 398.1 | 42 \| 30.6 | 4024 | | | (Forges & [Fr. | Trans. Mar. a | 4SB;WP150lbs;2800IHP. | | |
| OGPS | 2D;Spar dk;Wireless;W. Bal 8BH | | | | | | | Chantiers de la Mediterranee.) | Vap. | | | |
| 4686 | **Espagne** | Scw | Fr | St.Nazaire | 5649 | | 1910 | Port deBouc, | Cie Generale | 2-4CylTE33,54,67,67x59; | | V |
| | Steel | Sch | 544.8 | 60.1 \| 36 | 11155 | | (Ch. & [Fr. | Transatlantique | 12SB;WP200lbs;14000IHP | | |
| OGPR | 4D;Wireless;W. Bal 13BH | Twin | P53′ | F62′ | | | 8 | Atel. de Provence.) | | | | |
| 4687 | **Espana** | Scw | Ger | Hamburg | 4450 | | 1922 | Kiel, | Hamburg- | 3CylTE28,45,74x55; | | G |
| | Steel | | 413.3 | 55.2 \| 36.2 | 7322 | | (Howaldts- [Ger. | Sudamer. | 3SB;WP200lbs | | |
| RCBV | 3D;SUB.SIG;Wireless;W. Bal 9BH | | | F42′ | | | 1 | werke, A. G.) | Dampfschiff Ges. | | | |
| 4688 | **Espana No. 3** | Scw | Sp | Cartagena | 1330 | | 1906 | Rostock, | Spanish | 3CylTE20,32,52x35; | | |
| | xRoma Steel | | 261.2 | 38.1 \| 24 | 2108 | | (Akt. Ges. [Ger. | Govt. | 2SB;WP185lbs | | |
| HLPR | 1D;Spar dk;Wireless;W. Bal 4BH | | | | | | 10 | "Neptun.") | | | | |
| 4689 | **Esparta** | Scw | Am | New York | 2071 | | 1904 | Belfast, | United | 3CylTE25,41,68x48; | | C |
| 212,606 | Steel | Sch | 330.6 | 44.5 \| 28.9 | 3304 | | | (Workman, [Ire. | Fruit S.S. Corp. | 3SB;WP190lbs;550RHP; | 2dS.S.No.2,NY1,23;A.S.3,26; | |
| LDRF | 4D;Shel dk;SUB.SIG; 4BH | | F41′ | | | | 11 | Clark & Co., Lim.) | | s rps3,26;Dkd10,26;Exmd11,26 | n shft10,22;B.S.6,25; | |
| | Wireless;W. Bal;Oil fuel | | | | | | | | | | shft drn10,25;M.S.3,26 | |
| 4690 | **Esperanza** | Scw | Nor | Sandefj'rd | 2106 | | '93 | Newcastle, | Lars | 3CylTE25,41,67x48; | | BL |
| | xBas II xSan Bernardo Steel | | 340 | 44.1 \| 23.3 | 3854 | | 4 | (Armstrong, [Eng. | Thorsen Mgr. | 2SB;WP160lbs | | |
| LDBN | xJames Brand 15BH | | P85′ | B24′ F35′ | | | | Mitchell & Co.) | | | | |
| | 1D;Spar dk;Web frms;Mchy aft; | | | | | | | | | | | |
| | Oil in bulk;Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 4691 | **Esperanza** | Sch | Cuban | Havana | 408 | | 1919 | Lisbon, | F. Benemelis | P,O;Gif | | |
| 425 | xIzabel xGaspar | | 166.9 | 33.2 \| 14.8 | 452 | | 4 | (Viana [Port. | & Co. | | | |
| HISA | 1D | | | | | | | Shipyard.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4692 105,255 QJVT | **Esperia** xBaron Fairlie Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw Sch | Br 354.6 P37′ | Ardrossan 45 \| 25.9 B101′ F36′ | 2323 3593 | | '98 11 | Pt. Glasgow, (A. Rodger & Co.) [Scot. | Orders & Handford S.S. Co. (Lim.) | 3Cyl TE25,42,68x45; 2SB;WP170lbs;400RHP. | 2dS.S.No.3,S.Sbl10,22;A.S.6,25; M.&B.S;shft drn6,25 | C |
| 4693 136,344 JHDM | **Essequibo** Steel 2D;sub.sig;Wireless;W. Bal; 10BH Oil fuel | Scw Twin | Br 450.3 P78′ | Belfast 57.8 \| 30.6 B218′ F71′ | 5134 8489 | | 1914 11 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Pacific Steam Nav. Co. | 2-4Cyl QE22,31,45,65x45; 2DB;2SB;WP215lbs | | BL |
| 4694 136,138 KJLW | **Essex** Iron 3D;sub.sig;Wireless 4BH | Scw | Am 295 | Baltimore 40 \| 15.4 | 2155 3018 | | '90 5 | Philadel- (Wm. Cramp & Sons.) [phia, Pa. | Merchants & Miners Trans. Co. | 3Cyl TE24,39,59x48; 4CRTB;WP100lbs;1900IHP. | | |
| 4695 115,939 TSJQ | **Essex** Steel 2D;Shel dk;Wireless; 7BH Deep frmg;W. Bal | Scw Sch Twin | Br 460.4 | London 58.2 \| 31.2 | 4401 7219 | | 1902 12 | Clydebank, (J. Brown & Co., Lim.) [Scot. | Federal Steam Nav. Co. (Lim.) | 2-3Cyl TE25,42,69x48; 5SB;WP180lbs | | BL |
| 4696 211,553 | **Essex** Steel 3D 4BH | Scw F. B. | Am 94 | Detroit 36.1 \| 12.9 | 181 266 | | 1913 8 | Toledo, Ohio (Toledo S. B. Co.) | Walkerville & Detroit Ferry Co | 2Cyl20,20x24; 1SB;WP150lbs;500IHP. | | |
| 4697 124,038 HKDV | **Essex Abbey** xLord Sefton Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Br 374 P31′ | London 48 \| 19.7 B96′ F36′ | 2799 4331 | | 1907 2 | Dumbarton, (A. M'Millan & Son, Lim.) [Scot. | Essex Line (Lim.) | 3Cyl TE26,42,70x48; 2SB;WP180lbs | | BL |
| 4698 113,440 JLVT | **Essex Baron** xRossia xLowther Castle Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Br 375.5 P40′ | London 50 \| 18.6 B104′ F35′ | 2866 4567 | | 1900 12 | Dumbarton, (A. M'Millan & Son, Lim.) [Scot. | Essex Line (Lim.) | 3Cyl TE25,43,72x48; 3SB;WP200lbs | | BL |
| 4699 147,511 KPHF | **Essex Chase** xHvidehavet xAlderney Steel 1D;B;Deep frmg;Wireless; 5BH W. Bal | Scw | Br 325 P27′ | London 48.5 \| 21.7 B84′ F30′ | 1994 3183 | | '99 8 | W. Hartle- (W. Gray & Co., Lim.) pool, Eng. | Essex Line (Lim.) | 3Cyl TE24,38,64x42; 2SB;WP160lbs | | BL |
| 4700 136,767 JHSN | **Essex County** xBilbster xSoutherndown Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | Br 390 | London 52.1 \| 25 | 2829 4556 | | 1915 2 | Sunderland, (W. Doxford & Sons, Lim.) [Eng. | County S.S. Co. (Lim.) | 3Cyl TE25,42,70x48; 3SB;WP180lbs | | BL |
| 4701 147,576 HPWF | **Essex Druid** xKediri Steel 1D;Wireless;W. Bal 7BH | Scw | Br 361.5 P24′ | London 49.9 \| 21.1 B214′ F34′ | 2139 3505 | | 1919 | Rotterdam, (Rotterdam Droogd. Maat.) [Hol. | Essex Line (Lim.) | 3Cyl TE25,41,68x45; 3SB;WP180lbs:1500IHP | | V |
| 4702 147,599 KQGM | **Essex Envoy** xTherese Horn Steel 2D;Oil fuel;sub.sig;Wireless; W. Bal | Scw | Br 387 P30′ | London 52.7 \| 29.8 F31′ | 3208 5210 | | 1922 | Danzig (F. Schichau.) | Essex Line (Lim.) | 3Cyl TE25,43,70x47 | | G |
| 4703 148,521 KRWH | **Essex Friar** xCanonnier Steel 1D;Web frms; 6BH Wireless;W. Bal | Scw | Br 324.5 P30′ | London 46.2 \| 25 B90′ F35′ | 1899 3157 | | 1920 7 | Port Jeffer- (New York Harbor D.D. Corp.) [son, N. Y. | Meldrum & Swinson, Mgrs. | 3Cyl TE22,37,60x42; 3SB;WP200lbs | | BL |
| 4704 124,014 HJPM | **Essex Glade** xAlconda Steel 2D;Deep frmg;Shel dk; 6BH Wireless;W. Bal | Scw | Br 381 | London 49 \| 25.7 | 2695 4298 | | 1906 11 | Sunderland, (W. Pickers- gill & Sons.) [Eng | Essex Line (Lim.) | 3Cyl TE26,43,72x48; 2SB;WP180lbs | | BL |
| 4705 109,783 KBHG | **Essex Heath** xMary Amelia xFranz Wilke Steel 1D;B;Deep frmg;Web frms; 6BH Wireless;W. Bal | Scw | Br 340.2 P33′ | London 48 \| 25 B186′ F34′ | 2342 3701 | | '99 6 | Stockton, (Richardson, Duck & Co.) [Eng. | Essex Transport & Trading Co.(Lim.) | 3Cyl TE25,42,68x45; 2SB;WP160lbs | | BL |
| 4706 118,121 HBDF | **Essex Isles** xWelland County xWisley Steel 2D;Shel dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Br 381.4 | London 49 \| 25.7 | 2717 4399 | | 1904 9 | Sunderland, (W. Pickers- gill & Sons.) [Eng. | Essex Transport & Trading Co. (Lim.) | 3Cyl TE26,43,72x48; 2SB;WP180lbs | | BL |
| 4707 HBFX | **Este** xTabakhandel xVenetier Steel 1D;Wireless;W. Bal 4BH | Scw | Arg 251 P25′ | Buen Aires 43.8 \| 18.5 B64′ F23′ | 967 1696 | | 1917 11 | Wyandotte, (Detroit S. B. Co.) [Mich. | Soc. Anon. de Nav. Sud Atlantica | 3Cyl TE20,33,54x40; 2SB;WP180lbs | | BL |
| 4708 RBGV | **Este** xEger Steel 1D;Spar dk;Web frms; 4BH Wireless;W. Bal | Scw | Ger 291.4 | Hamburg 44 \| 23.6 | 1642 2658 | | 1906 5 | Flensburg, (Flensburger Schiffsb. Ges.) [Ger. | Syndikats Rhed. Ges. | 3Cyl TE20,33,55x37; 2SB;WP185lbs | | G |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4709 | **Estelle** | Scw | Am | Greenport | 109 | | '80 | E. Deering, | Fisheries | | | |
| 135,429 | Wood | | 123 | 18.3 \| 10.6 | 164 | | Me. | Co. | 250IHP. | | |
| 4710 | **Estelle Krieger** | Sch | Am | Boston | 1047 | | '99 | Thomaston, | Boston Ship | O,YP,Hk;Icf(Sltd) | ✠ — — | |
| 92,977 | xMary T. Quimby | 4 M | 184.8 | 40.3 \| 18.8 | 1172 | | 10 | (Washburn [Me. | Brokerage Co., | | Suspended1,24 | |
| KPJG | 2D | | | | | | | Bros.) | Inc. | | | |
| 4711 | **Ester** | Scw | Dan | Esbjerg | 725 | | 1917 | Aalborg, | A/S. D/S. | 3CylTE15,24,40x27; | | V |
| | xFredericia Steel | | 238.7 | 36.3 \| 13.4 | 1250 | | 1 | (P. Ph. [Den. | Vesterhavet | 2SB.WP185lbs;585IHP | | |
| NVHD | 1D.Wireless W. Bal 5BH | | | | | | | Stubrs Muskin & Skibs.) | | | | |
| 4712 | **Ester** | Scw | Swd | Norrk'p'g | 893 | | '84 | Newcastle, | Rederi A/B. | 2CylC32,60x39; | | BL |
| 6,872 | xKotka Iron | | 260 | 36.2 \| 18.5 | 1528 | | 4 | (H. S. [Eng | Estrid | 2SB;WP80lbs | | |
| KDTR | 1D;B;Well dk; 4BH | | P26′ | B50′ F26′ | | | | Edwards & Son.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4713 | **Ester** | Trn | Est | Reval | 233 | | '93 | Marstal, | M. Utov & | O,Hw;Gicf(Sltd) | | |
| | xSaga | | 123.9 | 27.2 \| 12.8 | 280 | | 3 | (Rasmussen [Den. | Co. | | | |
| HBZA | | | | | | | | & Roger.) | | | | |
| 4714 | **Estevan** | Scw | Br | Ottawa | 607 | | 1912 | Collingwood, | Minister of | 2-3CylTE15,25,42x26; | | |
| 131,136 | Steel | Twin | 212 | 38 \| 15.3 | 1161 | | | (Colling- [Ont. | Marine & | 2SB;WP188lbs;1200IHP. | | |
| | 1D;Wireless 7BH | | | | | | | wood S. B. Co.) | Fisheries | | | |
| 4715 | **Esther** | ½ B | Am | Seattle | 256 | | '78 | Norfolk, | Ottar | O,YP;Icf | — Exp | |
| 95,504 | xHarriet G. | | 130.2 | 28 \| 10.5 | 287 | | 1 | (J. Doyle.) [Va. | Hofstad | | | |
| JSTH | | | | | | | | | | | | |
| 4716 | **Esther** | Trn | Fin | Abo | 384 | | '93 | Kimito, | Hango | YF,P;Gicf(Sltd) | | |
| 126 | | | 129.2 | 30.8 \| 14.5 | 401 | | | (G. A. [Rus. | Reder, Alb | | | |
| TFQC | 1D;B | | | | | | | Kronstrom.) | | | | |
| 4717 | **Esther Adelaide** | Trn | Br | Parrsboro | 425 | | 1917 | Port Greville | J.N.Pugsley | P,Bch,Sp;Gif(Sltd) | | V |
| 138,471 | | | 148 | 36 \| 12.4 | 470 | | 8 | (G. M. [N. S. | & J. K. Bentley | | | |
| TMVQ | 1D | | | | | | | Cochrane.) | | | | |
| 4718 | **Esther Buhne** | Brg | Am | Los Ang's | 388 | | '87 | Eureka, | I. C. Sparks | YF;Gif | | |
| 135,946 | | | 134.6 | 34 \| 9 | 428 | | 9 | Cal. | | | | |
| | | | | | | | | (H. D. Bendixon.) | | | | |
| 4719 | **Esther Dollar** | Scw | Br | Vancouv'r | 4848 | | '99 | Glasgow, | Dollar S.S. | 3CylTE30,50,83x60; | | BL |
| 129,444 | xParisian xBethania Steel | | 483.6 | 57 \| 32.7 | 7548 | | 3 | (A. Stephen [Scot. | Line (Lim.) | 2DB;2SB;WP180lbs | | |
| JLMH | 2D;Shel dk;Web frms; 7BH | | P75′ | B & F 388′ | | | | & Sons.) | | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 4720 | **Esther Johnson** | Scw | Am | San Fran. | 611 | | 1923 | Portland, | A. B. | 3CylTE15,24,43x24; | | |
| 223,313 | Wood | | 208.4 | 43.6 \| 15.2 | 1104 | | 10 | (G. F. [Ore. | Johnson | 2WTB;325IHP;Dkd8,26 | | |
| MFHG | 1D | | | | | | | Matthews.) | | | | |
| 4721 | **Esther K.** | Sch | Am | Miami | 905 | | 1919 | Dennsysville | Hollywood | O,B,Bch,Sp;Gif | | |
| 218,206 | xHollywood | 4 M | 185.6 | 38 \| 18.7 | 1001 | | | (Pushee [Me. | Boat & Transp. | | | |
| LRKD | 2D | | | | | | | Bros.) | Co | | | |
| 4722 | **Esther Melbourne** | Sch | Am | New York | 653 | | 1916 | Bath, | Coast & | O,YP,Hk,Gicf(Sltd) | ✠A1 | |
| 213,961 | xChas. D. Loveland | 4 M | 179.6 | 37 \| 15 | 776 | | 4 | (Percy [Me | West Indies Ship | DB;clk dk4,18;clk1,26; | S.S.No.2,PA9,23 | |
| LFTR | 1D | | | | | | | & Small.) | Corp. | s rps,s b clkg9,26 | | |
| 4723 | **Esther Weems** | Scw | Am | Baltimore | 1850 | | 1918 | Wilmington, | Baltimore | 3CylTE21½,35,58x42; | ✠ — — | BL |
| 217,134 | xTipton Steel | | 299.5 | 45 \| 22.6 \| 25′ 3″ | 3049 | | 11 | (Bethlehem [Del | & Carolina S.S. | 2SB;WP190lbs;1700IHP. | ✠ — — | |
| LNMC | 2D;Wireless;W. Bal 6BH | | P&B | 227′ F41′ | 3500 | | | S. B. Corp.) | Co. | | Cancelled9,22 | |
| 4724 | **Esthonia** | Trn | Br | Lunenb'rg | 452 | | 1918 | Alma, | E. C. Adams | Wd;Gif(Sltd) | | V |
| 138,478 | xVincent A. White | | 152.5 | 35.5 \| 12.9 | 495 | | | (Chas. T. [N. B. | | | | |
| TNLC | | | | | | | | White & Son, Lim.) | | | | |
| 4725 | **Estonia** | Scw | Dan | Cop'hagen | 3820 | | 1912 | Glasgow, | Akt. Det. | 2-4CylQE21½,30¾,44,63x48; | | BL |
| | xCzar Steel | Twin | 425 | 53.2 \| 29.4 | 6345 | | 5 | (Barclay, [Scot. | Ostasiatiske Kom. | 6SB;WP215lbs | | |
| NDFT | 3D;Wireless;W. Bal 7BH | | P74′ | B203′ F73′ | | | | Curle & Co., Lim.) | | | | |
| 4726 | **Estrada Palma** | Scw | Am | New York | 1340 | | 1920 | Philadel- | Florida East | 2-3CylTE20,33,55x36; | | V |
| 220,924 | Steel | Twin | 336.7 | 57 \| 18.5 | 2639 | | 11 | phia, Pa. | Coast Car Ferry | 4SB;WP170lbs;2700IHP | | |
| MCFS | 1D;W. Bal;Wireless 10BH | | | | | | | (Wm. Cramp & Sons S. & E. B. Co.) | Co., Inc. | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4727 600 NOKH | **Estrella** xSierra Estrella 2D | S | It P50′ | Genoa 38 \| 22.8 F36′ | 1343 1451 | | '80 4 | Stockton, (Richardson, Duck & Co.) [Eng. | Flle.Dufour | I;2BH | | V |
| 4728 MVCS | **Estrella** xAthene Steel 2D;Wireless;W. Bal 6BH | MV Twin | Nor 375.7 | Bergen 51.5 \| 22.7 | 2295 3888 | | 1920 7 | Rotterdam, (Werf. voorh Rijkee & Co.) [Hol. | Det. Bergenske Dampskslsk | 2-6CylOilEng22x39; 2300BHP | | N |
| 4729 129,151 HRWL | **Esturia** Steel 2D;Web frms;Long. frmg; Mchy aft;Oil in bulk:Oil fuel; Wireless;W. Bal 12BH | Scw Sch | Br P66′ | London 39 \| 23.8 B24′ F27′ | 1280 2143 | | 1910 10 | Newcastle, (Armstrong, Whitworth & Co., Lim.) [Eng. | British Burmah Petroleum Co. (Lim.) | 3Cyl TE20,33,54x36; 2SB;WP180lbs | | BL |
| 4730 RFSH | **Etha Rickmers** xBito Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw | Ger 406.5 P34′ | Hamburg 52 \| 27 B173′ F42′ | 3140 4821 | | 1906 10 | Glasgow, (Alex. Stephen & Sons, Lim.) [Scot. | Rickmers Reed Akt. Ges. | 3Cyl TE26,42,70x54; 3SB;WP180lbs;480RHP. | | BL |
| 4731 219,742 LVWM | **Ethan Allen** Steel 2D;Long. frmg; 7BH W. Bal; 6BH to Fbd dk Wireless; 1BH to 2d dk Oil fuel F. P above 150° F. C–38 | Scw | Am 439.6 P41′ | Gloucester 60.2 \| 33.7 \| 36′ 8″ B134′ F46′ | 4831 7621 12635 | 8′ 5¾″ 28′ 4″ | 1920 3 | Gloucester, (Pusey & Jones Co.) [N. J. | U. S. Shipping Board | 4CylQE25½,37,52½,76x54; Wm. Cramp & Sons S. & E. B. Co; 3SB;Sun S. B. Co; 9198HS;WP220lbs;3000SHP; d rpd4.25;Dkd,s rps6,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,NO7,24; M.&B.S.7,24;shft drn4,25; Clh BB;CL | |
| 4732 137,005 | **Ethel** O,YP 1D | Scw | Am 145 | Phila. 26 \| 8 | 161 266 | | 1902 | Wilmington, (Amer. Car Foundry & S. Co.) [Del. | J.W.Paxon Co. | 2CylC10,18x16; 200IHP. | | |
| 4733 96,863 | **Ethel** 1D | Brg | Br 167 | Montreal 28 \| 12.6 | 399 438 | | '97 rb'10 | Toronto, (Polson Iron Wks.) [Ont. | Montreal Warehousing Co. | Comp;1BH | | |
| 4734 223,848 MFNC | **Ethel N** xPhyllis B xGladys E. Whidden xCongo 1D | Sch 2 M | Am 105.2 | Boston 29.2 \| 10 | 203 203 | | '89 | Shelburne, (McLean (N. S. & McDonald.) | Colin E. Ham | Wd | | |
| 4735 145,097 KHFM | **Ethel Radcliffe** Steel 1D;W. Bal;Wireless 7BH | Scw | Br 415.2 P45′ | London 55.5 \| 26.6 B & F 321′ | 3456 5673 | | 1920 11 | Stockton, (Craig, Taylor & Co., Lim.) [Eng | Anthony Radcliffe S.S. Co. (Lim.) & Ethel Radcliffe S.S. Co. (Lim.) | 3Cyl TE28,46,75x48; 3SB;WP180lbs | | BL |
| 4736 166,175 | **Ethel & Lillian** 1D | Brg | Am 112.7 | New York 34 3 \| 8.1 | 289 289 | | 1915 | Rondout, (Jacob Rice.) [N. Y. | N. Y. & Albany Lighterage Co. | Wd | | |
| 4737 137,074 JNVD | **Ethelaric** Steel 1D;Wireless;W. Bal 5BH | Scw | Br 335 P31′ | Whitby 48.1 \| 23.4 B100′ F35′ | 2013 3232 | | 1917 12 | Stockton, (Ropner & Sons, Lim.) [Eng. | Robert Harrowing & Co., Mgrs. | 3Cyl TE23,39,64x42; 2SB;WP180lbs | | BL |
| 4738 142,654 JVDC | **Ethelfreda** xWar Tulip Steel 1D;Wireless;W. Bal 7BH | Scw | Br 400.3 P49′ | Whitby 52.3 \| 28.4 B113′ F39′ | 3205 5283 | | 1918 9 | Sunderland, (J. L. Thompson & Sons, Lim.) [Eng. | Robert Harrowing & Co., Mgrs. | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 4739 118,859 HJQL | **Ethelwolf** Steel 1D;B;Deep frmg;Wireless; W. Bal 6BH | Scw Sch | Br 354.8 P46′ | Whitby 50.1 \| 27.5 B98′ F34′ | 2815 4317 | | 1906 11 | Newcastle, (R. Stephenson & Co., Lim.) [Eng. | Robt. Harrowing & Co., Mgrs. | 3Cyl TE26,42½,69x45; 2SB;WP180lbs | | BL |
| 4740 107,797 | **Ethelwyn A. McFadden** xDomain 1D | Sch | Br 90.1 | Parrsboro 26.7 \| 7.4 | 123 148 | | '99 rb '20 | Cambridge, (E. S. Wilson.) Sackville, N. B. (A. E. McFadden.) [N. B. | C. E. Rector | Wd | | |
| 4741 141,403 TPVL | **Ethlyn** 1D | Trn | Br 128.6 | Lunenb'rg 28.6 \| 11 | 169 224 | | 1919 8 | Mahone Bay, N. S. (McLean Const. Co.) | Henry W. Adams | Bch,B,Sp,Gif(Sltd) clk b5,22;Dkd,s rps,Exmd4,24 | ✠ — . — Suspended10,26 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4742 | **Ethyl** | Scw | Am | Wilm'gton | 1665 | 4′ 3½″ | 1920 | Superior, | Ethyl | 3Cyl TE19,32,56x36; | ✠A1Ⓔ | |
| 219,849 | xLake Harminia Steel | | | 253.4 \| 43.8 \| 26.9 | 2686 | 24′ 3½″ | 5 | (Globe [Wis. | Gasoline Corp. | The Prescott Co; | ✠AMS | |
| LWGB | 1D;B;Wireless;sub.sig; 4BH | | | 28′ 4″ | 4120 | | | S. B. Co.) | | 2SB;Duluth Blr. Wks; | S.S.No.1,Wgtn4,25; | |
| | Oil fuel F. P. above 150° F. C-30 | | | P29′ B64′ F23′ | | | | | | 4720HS;WP190lbs;1400IHP; | M.&B.S;shft drn4,25;Scip;CL | |
| | | | | | | | | | | EAC:Dkd,s rps4,25 | | |
| | W.B.—A.P.96t. D.B | .205′40 | 9t. | F.P. | 51t | | | | | | | |
| | F.O.—A.P.90t;D.T.a14′112t;D.B | .167′29 | lt; W. | T.m38′170t. | ... | | | | | | | |
| 4743 | **Etna** | Scw | Nor | Oslo | 1924 | | 1918 | Fredrikstad, | Gorrissen | Elect. Motor;Stm Tbns; | | N |
| | xArcturus Steel | | | 300.4 \| 47.2 \| 20.8 | 2648 | | 6 | (Fredrikstad [Nor. | & Co. | 2SB;WP220lbs | | |
| LDMF | 1D;Wireless;W. Bal 6BH | | | P31′ B62′ F33′ | | | | Mek. Vaerks.) | | | | |
| 4744 | **Etna** | Scw | It | Messina | 283 | | '62 | Greenock, | Eolia Soc. | 4CylTE13,26,26,55x30 | | |
| 48 | Iron | | | 198.4 \| 26.6 \| 15.7 | 603 | | | (Scott [Scot. | Anon. di Nav. | | | |
| NOKY | 2D 4BH | | | | | | | & Co.) | | | | |
| 4745 | **Etna Maru** | Scw | Jap | Kobe | 5201 | | 1920 | Osaka, | Kokusai | 3CylTE27,45,75x51; | | BL |
| 26,758 | Steel | | | 415 \| 55.5 \| 34.6 | 7144 | | 5 | (Osaka [Jap. | Kisen Kabushiki | 3SB;WP180lbs | | |
| RVWH | 1D;Shel dk;Web frms; 7BH | | | P32′ B148′ F45′ | | | | Iron Works, Lim.) | Kaisha | | | |
| | Long. frmg;W. Bal;Wireless | | | | | | | | | | | |
| 4746 | **Etterstad** | Scw | Nor | Oslo | 870 | | 1916 | Frederiks- | Forenede | 3CylTE18,29,49x33; | | N |
| | xHermes Steel | | | 243 \| 39.2 \| 17.2 | 1472 | | 3 | stad, Nor. | Rederier A/S. | 2SB;WP180lbs | | |
| LDJF | 1D;Wireless;W. Bal 4BH | | | | | | | (Frederiksstad mek. Verksted.) | | | | |
| 4747 | **Ettore** | Scw | It | Genoa | 3173 | | '99 | Barrow, | Cantiere | 3CylTE27½,45½,75x54; | | C-I |
| 1,322 | xClan Cumming Steel | Sch | 400.6 | 50.2 \| 27.5 | 4970 | | 3 | (Vickers [Eng. | Ollvo, Soc. Anon. | 3SB;WP180lbs;437RHP. | 2dS.S.No.3,Spza8,25; | |
| NOLX | 3D;Deep frmg;Wireless;W. Bal 7BH | | F48′ | | | | | Sons & Maxim, Lim.) | | | shft drn2,24;M.&B.S.8,25 | |
| 4748 | **Eubee** | Scw | Fr | Havre | 6013 | | 1922 | Dunkirk, | Cie. des | 2-3CylTE25,42,70x48; | | V |
| | Steel | Twin | 483.5 | 58.1 \| 34.8 | 9645 | | | (Atel. & [Fr. | Chargeurs | 5SB;WP200lbs;5800IHP. | | |
| OGUM | 2D;Wireless;W. Bal 9BH | | | | | | | Chant. de France.) | Reunis | | | |
| 4749 | **Euclid** | Scw | Br | Liverpool | 3096 | | 1911 | Newcastle, | Lamport & | 3CylTE28,46½,78x54; | | BL |
| 132,574 | xHorley Steel | Sch | 410.8 | 52 \| 28 | 4770 | | 7 | (Northum- [Eng. | Holt (Lim.), | 3SB;WP200lbs | | |
| HTFC | 2D;Shel dk;Oil fuel;Wireless; 7BH | | | | | | | berland S. B. Co., Lim.) | Mgrs. | | | |
| | W. Bal | | | | | | | | | | | |
| 4750 | **Eufrosine** | Sch | Ltv | Riga | 246 | | 1902 | Ploenzeem, | Captain W. | O,P,Ch,If(Sltd) | | V |
| | xVera xEufrosine | | 119 | 29.3 \| 13 | 293 | | | (E. [Rus. | Satorsky | | | |
| HBKJ | 1D | | | | | | | Preede.) | | | | |
| 4751 | **Eugena Cambanis** | Scw | Grk | Andros | 2267 | | '98 | Stockton, | G. N. | 3CylTE24,40,66x45; | | BL |
| | xNea Elias xSir W. T. Lewis Steel | | 339 | 46 \| 24.6 | 3517 | | 9 | (Richardson, [Eng. | Embiricos | 2SB;WP160lbs | | |
| HTMW | 1D;B;Web frms;Wireless;W. Bal 6BH | | P33′ | B91′ F32′ | | | | Duck & Co.) | | | | |
| 4752 | **Eugene Creaser** | Sch | Br | St. Johns | 99 | | 1918 | Dayspring, | Ivan | Wd | | |
| 138,643 | | | 106.4 | 26.2 \| 10.4 | | | | N. S. | Creaser | | | |
| | 1D | | | | | | | | | | | |
| 4753 | **Eugene Dana Smith** | StW | Am | Cincinnati | 99 | | 1913 | Dana, | Campbell's | 1CylH14x72; | | |
| 210,864 | xW. B. Calderwood Wood | | 121.6 | 26.4 \| 4 | 99 | | | (Campbell's [W.Va. | Creek Coal Co. | 2CBlrs;WP198lbs;260IHP. | | |
| | 3D 3BH | | | | | | | Creek Coal Co.) | | | | |
| 4754 | **Eugene F. Moran** | Scw | Am | New York | 29 | | 1919 | Green Bay, | Moran | 2CylC18,38x26; | ✠A1Ⓔ | |
| 218,970 | xSalem O,F,Gir | | 95.5 | 24.7 \| 12.2 | 176 | | 10 | (Northwest [Wis. | Towing & | National S. B. Co; | River, Bay & Harbor Towing | |
| LTBR | 1D 1BH | | | | | | | Eng. Wks.) | Transportation | 1SB;Manitowoc Boiler Wks; | Service. | |
| | | | | | | | | | Co. | 75GS:2506HS;WP155lbs;450IHP; | ✠AMS | |
| | | | | | | | | | | EAC;d rpd1,21;s rps10,22; | S.S.No.1,NY9,23; | |
| | | | | | | | | | | Exmd,s clkg a9,23 | shft drn10,22;M.&B.S.9,23; | |
| | | | | | | | | | | | Scip | |
| 4755 | **Eugene Grasselli** | Scw | Am | New York | 106 | | '99 | Camden, | Tremley | 2CylC14,27x20; | ✠ — — | |
| 136,743 | Steel | | 92 | 26 \| 8.2 | 157 | | 7 | (J. H. [N. J. | Trans. Co. | 1CRTB;WP110lbs;250IHP. | Cancelled. | |
| | 1D 3BH | | | | | | | Dialogue & Son.) | | | | |
| 4756 | **Eugene Hughes** | Scw | Am | New York | 55 | | '95 | Wilmington | Boylan Tow | | | |
| 136,489 | Steel | | 84.5 | 19 \| 9.6 | 111 | | | (Harlan & [Del. | & Trsp. Co. | 350IHP. | | |
| KMDV | 1D | | | | | | | Hollingsworth Co.) | | | | |
| 4757 | **Eugene J. Buffington** | Scw | Am | Duluth | 5839 | | 1909 | Lorain, | Pittsburg | 3CylTE24,39,65x42; | | |
| 206,147 | Steel | Sch | 580 | 58 \| 32 | 7528 | | 4 | (Am. Ship- [Ohio | S.S. Co. | 2SB;WP170lbs;1880IHP. | | |
| | 1D;B;Mchy aft;W. Bal 3BH | | | | | | | building Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4758 | **Eugene Schneider** | Bk | Fr | Nantes | 2039 | | 1902 | Nantes, | G. Belot, | Stl;2BH | | V |
| OGVH | 1D;B | | 277.4 | 40.5 \| 22.4 | 2218 | | | (Chantiers Nantais.) [Fr. | Mgr. | | | |
| 4759 | **Eugene V. R. Thayer** | Scw | Am | New York | 5111 | | 1920 | Wilmington, | Sinclair | 3CylTE25½,44,74x51; | | BL |
| 220,907 | Steel | | 430.2 | 59.2 \| 32.8 | 7137 | | 12 | (Bethlehem [Del. | Nav. Co. | 3SB;WP190lbs;2800IHP | | |
| MCFD | 2D;Web frms;Long. frmg; 17BH | | P134′ | B36′ F40′ | | | | S. B. Co.) | | | | |
| | Mchy aft;SUB.SIG;Oil fuel;Oil in bulk; Wireless;W. Bal | | | | | | | | | | | |
| 4760 | **Eugene W. Pargny** | Scw | Am | Duluth | 6020 | | 1917 | Lorain, | Pittsburg | 3CylTE24½,41,65x42; | | BL |
| 214,747 | Steel | | 580 | 60 \| 32 | 7725 | | 4 | (American [Ohio | S.S. Co. | 3SB;WP180lbs;2000IHP. | | |
| | 1D;Mchy aft;Long. frmg; 3BH | | | F53′ | | | | S. B. Co.) | | | | |
| | SUB.SIG;Web frms;W. Bal | | | | | | | | | | | |
| 4761 | **Eugenia** | Scw | Grk | Chios | 2312 | | 1915 | Old Kirk- | S. Livanos | 3CylTE24,40,65x45; | | C |
| | Iron Age xAustralport Steel | | 364.8 | 51.5 \| 22.6 | 3687 | | 4 | patrick, Scot. | & Co. | 4SB.WP180lbs 324RHP. | S.S.No.2,Syd6,24;A.S.6,26; | |
| | 1D Deep frmg,Wireless:W. Bal 6BH | | P28 | B210′ F37′ | | | | (Napier & Miller, Lim.) | | | shft drn2,25;M.&B.S.6,26 | |
| 4762 | **Eugenia** | Scw | Grk | Piraeus | 3019 | | 1906 | Sunderland, | V. J. | 3CylTE26,42,70x48; | | BL |
| | xSiam Steel | Sch | 394.6 | 49.8 \| 17.7 | 4660 | | 1 | (J. L. [Eng. | Diakakis | 2SB;WP180lbs | | |
| JFBR | 1D;Spar dk;Deep frmg; 6BH | | P38′ | B123′ F34′ | | | | Thompson & Sons, Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4763 | **Eugenia Hooper** | Brg | Am | Wilmngtn | 688 | | 1911 | Chespk City, | Eastern | O,YP,Gif(Sltd) | ✠ — — | |
| 209,241 | | Sch | 198.6 | 32.1 \| 12.7 | 730 | | 9 | (Henry [Md. | Transp. Co. | | Suspended7,19 | |
| LCFH | 1D | | | | | | | Deibert Barge Bldg. Co.) | | | | |
| 4764 | **Eugenie S. Embiricos** | Scw | Grk | Andros | 2946 | | 1920 | Sunderland, | S. G. | 3CylTE25,43,72x48; | | BL |
| | Steel | | 419.5 | 53.8 \| 25 | 4882 | | 7 | (Short [Eng. | Embiricos | 3SB;WP180lbs | | |
| HTQB | 1D;Shel dk;Oil fuel;W. Bal; 7BH | | | | | | | Bros., Lim.) | | | | |
| | Wireless | | | | | | | | | | | |
| 4765 | **Eugenie Spoffard** | Scw | Am | Rockland | 24 | | 1924 | Camden, | John L. | 2CylC13,26x18; | | |
| 224,205 | Wood | | 75.7 | 20.4 \| 9.9 | 101 | | 3 | (Camden [N. J. | Goss Corp. | 1SB;WP150lbs;325IHP. | | |
| | 1D 1BH | | | | | | | Yacht Building & Railway Co.) | | | | |
| 4766 | **Eugie** | Sch | Am | Baltimore | 80 | | '72 | Dorchester | W. B. Vane | Wd | | |
| 8,868 | | 2 M | 94.6 | 24 \| 6.7 | 97 | | D'24 | S. [Co., Md | | | | |
| | 1D | | | | | | | Kinner.) | | | | |
| 4767 | **Eumaeus** | Scw | Br | Liverpool | 4849 | | 1921 | Dundee, | Ocean S.S. | Stm Tbn | | |
| 145,843 | Steel | | 459.2 | 56.3 \| 32.5 | 7736 | | | (Caledon [Scot. | Co. (Lim.) | | | |
| KJDH | 2D;Wireless;W. Bal | | P54′ | B164′ F65′ | | | | S. B.& E Co.,Lim.) | | | | |
| 4768 | **Eupatoria** | Scw | Ger | Hamburg | 1854 | | 1921 | Rostock, | Hamburg- | 3CylTE23,38,62x41; | | G |
| | Steel | | 337.7 | 48.2 \| 20.9 | 3172 | | 12 | (A. G. [Ger. | American Line | 2SB;WP132lbs | | |
| RCBD | 2D;SUB.SIG;Wireless;W. Bal 1BH | | F42′ | | | | | "Neptun.") | | | | |
| 4769 | **Euphorbia** | Scw | Br | N. Shields | 2011 | | 1924 | Sunderland, | Stag Line | 3CylTE22½,36½,62x42; | | C |
| 139,905 | Steel | | 331 | 48 \| 23.2 | 3380 | | 8 | (Sunderland [Eng | (Lim.) | 2SB;WP180lbs;d rpd2,26 | A.S.6,26; | |
| KRGF | 1D;Wireless;W. Bal 5BH | | P34′ | B99′ F29′ | | | | S. B. Co., Lim.) | | | M.S;shft drn3,26 | |
| 4770 | **Eurana** | Scw | Am | New York | 3516 | | 1916 | San Fran- | Planet S.S. | Stm Tbn; | | BL |
| 213,861 | Steel | | 399.7 | 56.2 \| 30.5 | 5688 | | 1 | cisco, Cal. | Corp. | 3SB;WP210lbs;2400SHP. | | |
| LFRS | 2D;B;Oil fuel;Long. frmg; 6BH | | P57′ | B229′ F40′ | | | | (Union Iron Wks.) | | | | |
| | Web frms;Wireless;W. Bal | | | | | | | | | | | |
| 4771 | **Eureka** | SW | Am | San Fran. | 1500 | | '90 | Tiburon, | Northwest- | 1CylVB65x144; | | |
| 25,279 | xUkiah Wood | | 277 | 42.7 \| 15.7 | 2564 | | | Cal. | ern Pacific R.R. Co. | 2RTB;1500IHP. | | |
| | 1D;Oil fuel | | | | | | | | | | | |
| 4772 | **Eureka** | Scw | Am | Boston | 306 | | 1912 | Bath, | Boston | 3CylTE15,22,36x—; | | |
| 210,334 | Wood | | 149.8 | 35 \| 12.5 | 471 | | | (Kelley [Me. | Sand & Gravel Co. | 2WTB;WP200lbs;725IHP. | | |
| LCMS | 1D | | | | | | | Spears Co.) | | | | |
| 4773 | **Eureka** | Scw | Am | Fall River | 186 | | '98 | Philadel- | Staples | 3CylTE16,24,40x28; | | |
| 136,692 | Steel | | 128 | 26.3 \| 15 | 353 | 8 | phia, Pa. | Trans. Co. | 850IHP. | | |
| KNPJ | 1D;SUB.SIG. 4BH | | | | | | | (Chas. Hillman Co.) | | | | |
| 4774 | **Euro** | Scw | It | Genoa | 3899 | | 1926 | Palermo, | Societa | 3CylTE26,42½,69¾x48; | | C-I |
| 1,376 | Steel | | 404.6 | 51.7 \| 34.4 | 6097 | | 5 | (Cantieri [It. | Ligure di | 2SB;WP180lbs | M S.5,26 | |
| | 2D;Wireless 8BH | | | F37′ | | | | Navali Riuniti.) | Armamento | | | |
| 4775 | **Europa** | Scw | It | Genoa | 4240 | | 1907 | Palermo, | Navigaz. | 2-3CylTE26,42½,71x51 | | I |
| 342 | Steel | Sch | 432.7 | 53.4 \| 39.2 | 7910 | | 4 | (Cantieri [It. | Gen. Italiana | | | |
| NOPR | 3D;B;Wireless;W. Bal 8BH | Twin | | | | | | Nav. Siciliani.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4776 | **Europa** | Scw | Ger | Emden | 2784 | | '98 | Glasgow, | Atlas | 3Cyl TE25,41,67x48; | | G |
| | xMontenegro Steel | | 375 | 50 \| 26 | 4584 | | 7 | (D. & W. [Scot. | Rederei Akt. | 2SB | | |
| KQMC | 2D;Deep frmg;Wireless;W. Bal 6BH | | P40′ | B102′ F40′ | | | | Henderson & Co.) | Ges. | | | |
| 4777 | **European** | Scw | Br | London | 1949 | | 1919 | Shanghai, | European | 3Cyl TE25,41,68x45; | | BL |
| 147,590 | xPanagis Steel | | 330.9 | 46.7 \| 23.2 | 3101 | | 12 | (Shanghai [China | Shipping Co. | 3SB;WP180lbs | | |
| KQDG | 1D;Wireless;W. Bal 6BH | | P33′ | B100′ F29′ | | | | D. & E. Co., Lim.) | (Lim.) | | | |
| 4778 | **Euryades** | Scw | Br | Liverpool | 3620 | | 1913 | Glasgow, | A. Holt & | 3Cyl TE26,45,75x54; | | BL |
| 135,488 | xIndra Steel | | 430 | 54 \| 30.4 | 5713 | | 8 | (C. Connell [Scot. | Co., Mgrs. | 2DB;WP200lbs | | |
| JCSD | 2D;Oil fuel;Wireless;W. Bal 7BH | | P80′ | B153′ F80′ | | | | & Co., Lim.) | | | | |
| 4779 | **Eurybates** | Scw | Br | Liverpool | 3507 | | 1910 | Glasgow, | A. Holt & | 3Cyl TE26,44,73x48; | | BL |
| 128,023 | xIndradeo Steel | | 430.2 | 50.2 \| 30.7 | 5559 | | 3 | (C. Connell [Scot. | Co., Mgrs. | 2DB;WP200lbs | | |
| HQMD | 1D;Spar dk;Deep frmg; 7BH | | P39′ | B146′ F51′ | | | | & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4780 | **Eurylochus** | Scw | Br | Liverpool | 3600 | | 1912 | Glasgow, | A. Holt & | 3Cyl TE26½,45,75x54; | | BL |
| 131,424 | xIndraghiri Steel | | 430.5 | 53.9 \| 30.3 | 5723 | | 3 | (Lon. [Scot. | Co., Mgrs. | 2DB;1SB;WP200lbs | | |
| HVJW | 2D;Wireless;W. Bal 7BH | | P79′ | B148′ F85′ | | | | & Gls. Co., Lim.) | | | | |
| 4781 | **Eurypylus** | Scw | Br | Liverpool | 3563 | | 1912 | Glasgow, | A. Holt & | 3Cyl TE26,45,75x54; | | BL |
| 131,445 | xIndrakuala Steel | | 430 | 54 \| 30.5 | 5848 | | 7 | (C. Connell [Scot. | Co., Mgrs. | 2DB;1AuxSB;WP200lbs | | |
| HWGT | 2D;Oil fuel;Wireless;W. Bal 7BH | | P80′ | B148′ F80′ | | | | & Co., Lim.) | | | | |
| 4782 | **Eusebia del Valle** | Scw | Sp | Bilbao | 2668 | | '94 | Greenock, | Compania | 3Cyl TE26,42,69x48; | | V |
| | xBechuana xStrathtay Iron | | 368.7 | 62.1 \| 26.9 | 4157 | | 5 | (Russell [Scot. | Naviera Valle | 3SB;WP170lbs;1900IHP | | |
| HLWV | 2D;Deep frmg;Wireless;W. Bal 7BH | | P52′ | B82′ F38′ | | | | & Co.) | | | | |
| 4783 | **Eusebio Coterillo** | Scw | Cuban | Havana | 408 | | 1906 | Paisley, | Empresa | 2-3Cyl TE11,18,30x22; | | |
| | xPerou Steel | Twin | 210.9 | 33.1 \| 10.1 | 799 | | | (Bow, [Scot | Naviera de Cuba. | 2SB;WP185lbs;720IHP | | |
| | 1D 5BH | | | | | | | McLachlan Co.) | S. A. | | | |
| 4784 | **Euterpe** | Scw | Br | London | 2298 | | 1901 | Middlesbro | Grove | 3Cyl TE25,41,67x45; | | BL |
| 114,762 | Steel | | 339.5 | 47.1 \| 17.2 \| 25.2 | 3540 | | 9 | (Sir R. [Eng. | Shipping Co. | 3SB;WP180lbs | | |
| SPMG | 1D;B;Spar dk;Deep frmg; 6BH | | P & B | 216′ F34′ | | | | Dixon & Co., | (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | Lim.) | | | | |
| 4785 | **Euzkadi** | Scw | Am | Manila | 647 | | '84 | Vegesack, | Madrigal & | 2CylC20,35x27 | | |
| | xCebu xRheingold Iron | | 190.6 | 27.2 \| 14.9 | 886 | | | (Bremer [Ger. | Co. | | | |
| | 1D;Well dk 2BH | | | | | | | Schiffsbau Ges.) | | | | |
| 4786 | **Eva D. Rose** | Sch | Am | Baltimore | 100 | | '80 | Maurice- | R. Duke | O,YP,Icf | | |
| 135,473 | | | 89 | 23.6 \| 7.3 | 105 | | 11 | town, N. J. | Wathen | | | |
| JVCD | 1D | | | | | | | | | | | |
| 4787 | **Evandros** | Scw | Grk | Andros | 2203 | | '98 | Sunderland, | M. Valmas, | 3Cyl TE24,39,64x42; | | BL |
| | xPrairial xPalestrina Steel | | 350 | 46.5 \| 16.2 | 3543 | | 4 | (Bartram [Eng | A. Tatakis & | 2SB;WP180lbs | | |
| JFVN | 1D;Spar dk;Deep frmg; 6BH | | P32′ | B68′ F36′ | | | | & Sons.) | Partners | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4788 | **Evanger** | Scw | Nor | Bergen | 2327 | | 1920 | W. Hartle- | Westfal- | 3Cyl TE26,42,70x48; | | N |
| | Steel | | 365.4 | 52.2 \| 23.7 | 3869 | | 7 | pool, Eng. | Larsen & Co. | 3SB;WP180lbs | | |
| MVQN | 1D;Shel dk;Oil fuel; 6BH | | | | | | | (Irvine's S. B. & | | | | |
| | Wireless;W. Bal | | | | | | | D. D. Co., Lim.) | | | | |
| 4789 | **Evanghelia M.Diacakis** | Scw | Grk | Syra | 1538 | | 1903 | Sunderland, | Minas | 3Cyl TE23,38,63x42; | | V |
| | xDaland xWentbridge Steel | | 314 | 46.5 \| 20.7 | 2876 | | 12 | (J. [Eng. | Diacakis | 2SB;WP180lbs;1500IHP | | |
| | 1D;Web frms;Wireless;W. Bal 6BH | | P28′ | B88′ F32′ | | | | Blumer & Co.) | | | | |
| 4790 | **Evansville** | StW | Am | Evansville | 144 | | 1906 | Madison, | Evansville | 1Cyl 14x60; | | |
| 203,353 | xCrescent City Wood | | 120.2 | 30 \| 5.2 | 144 | | | (Madison [Ind. | & Bowling Green | 3Blrs;WP194lbs;391IHP. | | |
| | 2D | | | | | | | Marine Ways.) | Packet Co. | | | |
| 4791 | **Evansville** | Scw | Am | New York | 2370 | 5′ 3¼″ | 1917 | Ecorse, | M. & J. | 3Cyl TE24½,41,69x42; | ✠A1Ⓔ | |
| 215,745 | xLake Tahoe xS. N. A.4 Steel | | 372.2 | 43.9 \| 24.9 \| 28′ | 3944 | 22′ 11″ | 10 | (Great [Mich. | Tracy, Inc. | Great Lakes Eng. Wks; | ✠AMS | |
| LJFC | 1D;SUB.SIG;Wireless; 6BH | | | | 5600 | | | Lakes Eng. Wks.) | | 3SB;Marine Boiler Wks; | n shft3,20;shft drn12,25; | |
| | W. Bal C-33 | | P30′ | B31′ F35′ | | | | | | 161GS;6513HS;WP190lbs;2100IHP; | B.S.1,26;SH BB;CL | |
| | | | | | | | | | | EAC;d rpd2,21;Dkd1,26;rps9,26 | | |
| | W.B.—A.P.171t; D.B.317/794t; F. P.110t | | | | | | | | | | | |
| 4792 | **Eveline Wilkie** | Trn | Br | La Have | 348 | | 1918 | Margaret- | E. A. Wilkie | Hw,YP,Sp,Bch;Gicf(Sltd) | ✠A1 | |
| 138,646 | | | 138.5 | 32.6 \| 12.1 | 405 | | 6 | ville, N. S. | | clk dk11,18;s rps,clk b6,24; | S.S.No.2,LvplNS6,24 | |
| TNFG | 1D | | | | | | o'24 | (J. A. Balcon Co., | | clk t,s dk clkg9,25; s b clkg5,26 | | |
| | | | | | | | | Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4793 | **Evelyn** | Scw | Am | New York | 2443 | | 1912 | Newport | A. H. Bull | 3Cyl TE 22,37,60x42; | | BL |
| 210,004 | Steel | Sch | 313.6 | 46.1 \| 22.9 | 3140 | | 6 | News, Va | S.S. Co. | 2SB;WP180lbs;1200IHP. | | |
| LCKQ | 2D;SUB.SIG;Web frms; 5BH | | P36′ | B94′ F31′ | | | | (Newport News S. B. & D. D. Co.) | | | | |
| | Long. frmg;Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 4794 | **Evelyn V. Miller** | Sch | Br | Lunenb'rg | 99 | | 1910 | Mahone Bay | Thomas | Wd | | |
| 126,814 | | | 109 | 26 \| 11.2 | 128 | | | N. S. | Scott | | | |
| 4795 | **Everelsa** | Scw | Ltv | Riga | 1384 | | '99 | Sunderland, | F. Grauds | 3Cyl TE 21,35,57½x39; | | |
| | xKamfjord Steel | | 286 | 43.2 \| 18.7 | 2255 | | 8 | (W. Pickers- [Eng. | & Co. | 2SB;WP160lbs | | |
| TBHM | 1D;Deep frmg;Wireless;W. Bal 5BH | | P23′ | B56′ F27′ | | | | gill & Sons.) | | | | |
| 4796 | **Everest** | Scw | Ltv | Riga | 1320 | | '98 | W. Hartlpl, | Riga Ship- | 3Cyl TE 21,35,58x39; | | BL |
| | Steel | Sch | 289.8 | 42.1 \| 19.2 | 2103 | | 11 | (W. Gray [Eng. | ping Co. (Lim.) | 2SB;WP160lbs | | |
| TREF | 1D;Deep frmg;W. Bal;Wireless 5BH | | P27′ | B69′ F29′ | | | | & Co., Lim.) | | | | |
| 4797 | **Everett** | Scw | Am | Boston | 3097 | | 1907 | Quincy, | Mystic | 3Cyl TE 28,44,73x48; | ✠A1 | C |
| 204,579 | Steel | Sch | 373.2 | 52.7 \| 29.8 | 5065 | | 7 | (Fore River [Mass. | S.S. Co. | 4SB;WP180lbs;2700IHP;EAC; | AMS | |
| KWHT | 1D;Topside tanks;Mchy aft; 7BH | | P120′ | B25′ F36′ | 8000 | | | S. B. Co.) | | d rpd2,25;Dkd8,26;s rps11,26 | 2dS.S.No.1,Bost6.23; | |
| | SUB.SIG;Bulk carrier; | | | | | | | | | | M.S.6,23;shft drn7,25; | |
| | Wireless;W. Bal | | | | | | | | | | B.S.8,26;Clh BB;CL | |
| 4798 | **Everett** | Brg | Am | Phila. | 440 | | 1910 | Elkton, | George F. | O,YP;Gif | | |
| 164,224 | xRita McNally | | 185 | 23.9 \| 10.5 | 440 | | 7 | (E. Delbert [Md. | Pettinos | | | |
| | 1D;B | | | | | | | Bros.) | | | | |
| 4799 | **Everglade** | MV | Am | New York | 217 | | 1904 | Jensen, | Robt. M. | 2-6CylGas9x10; | | |
| 201,063 | | Twin | 111 | 23 \| 4 | 257 | | 6 | Fla. | Thompson | 70IHP | | |
| | 2D | | | | | | | (R. D. Hoke) | | | | |
| 4800 | **Everglades** | Scw | Am | Tampa | 1407 | 3′ 2¾″ | 1919 | Tampa, | U. S. Ship- | 3Cyl TE 19,30½,51x36; | ✠A1Ⓔ | |
| 217,645 | Steel | | 263.4 | 42.4 \| 22.2 | 2362 | 21′ 1¼″ | 3 | (Tampa [Fla. | ping Board | Tampa S. B. & Eng. Co; | ✠AMS | |
| LQCS | 1D;W. Bal;Wireless;SUB.SIG. 6BH | | | 24′ 2″ | 3500 | | | S. B. & Eng. Co.) | | 2SB;Tampa S. B. & Eng. Co; | CL | |
| | C-28 | | P27′ | B65′ F28′ | | | | | | 86GS;4260HS;WP180lbs;1250IHP; | (Laid up) | |
| | | | | | | | | | | s rps12,20 | | |
| | W.B.—A.P.40t;D.B.227′467t;F.P 47t | | | | | | | | | | | |
| 4801 | **Evergreen City** | Scw | Am | Phila. | 3709 | 7′ 10½″ | 1920 | Bristol, | U S Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,858 | Steel | | 401 | 54.2 \| 30.4 | 5990 | 25′ 2″ | 5 | (Merchants [Pa. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LWGJ | 2D;W. Bal; 7BH | | | 32′10½″ | 8822 | | | S. B. Corp.) | | 3WTB;Babcock & Wilcox; | shft drn10,22;Clh BB;CL | |
| | Wireless;SUB.SIG; C-36 | | P35′ | B123′ F44′ | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | d rpd5,20;rps4,23;Dkd1,24;s rps5,24 | | |
| | W.B.—A.P.143t;D.B.335′1311t;D T.27′8 | | 46t. | .....F.P.120t | | | | | | | | |
| | F.O.....D.B.281′1092t;D T.27′7 | | 90t; S. | T.63t..... | | | | | | | | |
| 4802 | **Everilda** | Scw | Br | Glasgow | 1971 | | '97 | W. Hartle- | Fisher, | 3Cyl TE 24,38,64x42; | | BL |
| 106,736 | xAldersgate xBritannic Steel | | 325 | 47 \| 22.4 | 3080 | | 4 | pool, Eng | Renwick & Co., | 2SB;WP160lbs | | |
| PQCR | 1D;B;Web frms;Wireless; 5BH | | P27′ | B82′ F32′ | | | | (W. Gray & Co., | Mgrs. | | | |
| | W. Bal | | | | | | | Lim.) | | | | |
| 4803 | **Evgenia** | Scw | Grk | Chios | 1865 | | '97 | Newcastle, | J. D. | 3Cyl TE 23,38,61x39; | | BL |
| | xEthelmead xEthelhilda Steel | | 326 | 41 \| 24.4 | 2951 | | 8 | (C. S. [Eng. | Chandris | 2SB;WP160lbs | | |
| JBPL | 1D;B;Deep frmg;Wireless; 5BH | | P24′ | B60′ F34′ | | | | Swan & Hunter, | | | | |
| | W. Bal | | | | | | | Lim.) | | | | |
| 4804 | **Evviva** | Scw | Nor | Bergen | 941 | | 1921 | Bergen, | William | 3Cyl TE 18,29,49x33; | | N |
| | xEdvard Grieg Steel | | 245.9 | 37.9 \| 15.5 | 1596 | | 11 | (Laxevaags [Nor. | Hansen, Mgr. | 2SB;WP180lbs | | |
| LCKP | 1D;W. Bal 4BH | | | | | | | Maskin & Jerns.) | | | | |
| 4805 | **Excelda** | Sch | Br | St. John's | 103 | | 1901 | Lunenburg, | W. S. | Wd | | |
| 111,727 | | | 96.6 | 25.6 \| 9.5 | 125 | | rb'18 | (Smith [N. S | Monroe | | | |
| TQNF | 1D | | | | | | | & Rhuland.) | | | | |
| 4806 | **Excellence** | Sch | Br | Lunenb'rg | 100 | | 1918 | La Have, | C. Conrad | Wd | | |
| 138,838 | | | 107.2 | 26.3 \| 10.8 | 140 | | | (Conrad & [N. S. | | | | |
| | 1D | | | | | | | Reinhardt.) | | | | |
| 4807 | **Excelsior** | Scw | Am | New York | 406 | | 1900 | New Haven, | Interna- | 1CylV 24x26; | — Exp | |
| 136,816 | O.YP;Gif | | 143.1 | 33.9 \| 16.1 | 597 | | 8 | Conn. | tional Elevating Co | 1CRTB;WP125lbs;300IHP. | | |
| | | | | | | | | (John E. Marr.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4808 135,209 | **Excelsior** Oak 2D | Scw | Am 116 | Detroit 25 \| 13.6 | 129 229 | | '76 | Detroit, (Detroit D. D. Co.) [Mich. | Detroit & Windsor Ferry Co | 2CylNC22x24; 1FB;WP90lbs;360IHP. | | |
| 4809 212,127 LDKN | **Exeter** 1D | Brg Sch | Am 256 | Phila. 43 \| 20 | 1672 1780 | | 1914 5 | Noank, (R. Palmer Sons.) [Conn. | Reading Co. | Wd;If | | |
| 4810 200,749 | **Expansion** Wood 1D | MV | Am 104.6 | San Fran. 24.6 \| 8.2 | 113 175 | | 1904 | Oakland, (W. A. Boole & Son.) [Cal. | N. Alaska Salmon Co. | Gas Eng; 100IHP. | | |
| 4811 140,761 | **Explicit** 1D | Sch | Br 92.6 | Georget'n 25.6 \| 10.6 | 174 187 | | 1920 | Cayman Brac. (J. T. Ritch.) | J. T. Ritch | Wd | | |
| 4812 131,295 HR8B | **Explorer** Steel 2D;Wireless;Oil fuel;W. Bal 9BH | Scw Sch | Br 469.5 P54′ | Liverpool 57.2 \| 32.4 B179′ F51′ | 4973 7769 | | 1910 10 | Glasgow, (C. Connell & Co., Lim.) [Scot | Charente S.S. Co. (Lim.) | 4CylQE25,36,52,74x54; 2DB;1AuxSB;WP215lbs | | BL |
| 4813 218,763 LSMG | **Explorer** YP,O;Glf 1D;B;Mchy aft 1BH | Scw | Am 139.6 | Savannah 30.3 \| 15.7 | 218 475 | | 1919 | Savannah, (Southland S.S. Co.) [Ga. | U. S. Shipping Board | 3CylTE17,25,43x30; 2SB;WP180lbs;850IHP. | | |
| 4814 36,868 | **Export** 1D | Brg | Am 84.3 | New York 36 \| 6 | 340 340 | | '96 | Brooklyn, (Theo. Crane & Sons.) [N. Y. | N. Y. & Cuba Mail S.S. Co | Wd | | |
| 4815 110,780 | **Express** xStapleton Steel 8BH | SW | Am 225.2 | New York 61 \| 14 | 1124 1592 | | '88 | Baltimore, Md. | Boston, New York & Southern S.S. Co., Inc. | 2CylC39,70x60; 2DB;WP110lbs;1200IHP. | | |
| 4816 223,752 | **Express** O,YP 1D 2BH | Scw | Am 105.1 | New York 29.7 \| 9.8 | 132 194 | | 1924 | Milford, (Abbott.) Del. | Southern Pacific Co. | 1Cyl20x26; 1Blr;WP140lbs;350IHP. | | |
| 4817 153,347 JCMW | **Express** xLouise Iron 1D | SW | Am 231.7 | New York 33 \| 8.8 | 718 1023 | | '64 | Wilmington, Del. | Boston, N. Y. & Southern S.S. Co. | 1CylVB50x132; 2Blrs;1272IHP. | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4818 | **F 1** | Brg | Mex | 150 \| 36 \| 8 | 343 | | 1914 | Lake | | Wd;Gif | | |
| | 1D | | | | 343 | | 2 | Charles, La. (Clooney Const. & Towing Co.) | | | | |
| 4819 | **F 2** | Brg | Mex | 150 \| 36 \| 8 | 342 | | 1914 | Lake | | Wd;Gif | | |
| | 1D | | | | 342 | | 2 | Charles, La. (Clooney Const. & Towing Co.) | | | | |
| 4820 | **F 3** | Brg | Mex | 175 \| 36 \| 9 | 581 | | 1914 | Lake | | Wd;Gif | | |
| | 1D | | | | 581 | | 1 | Charles, La. (Clooney Const. & Towing Co.) | | | | |
| 4821 | **F 4** | Brg | Mex | 150 \| 36 \| 8 | 343 | | 1914 | Lake | | Wd;Gif | | |
| | 1D | | | | 343 | | | Charles, La. (Clooney Const. & Towing Co.) | | | | |
| 4822 | **F 5** | Brg | Mex | 150 \| 36 \| 8 | 343 | | 1914 | Lake | | Wd;Gif | | |
| | 1D | | | | 343 | | 3 | Charles, La. (Clooney Const. & Towing Co.) | | | | |
| 4823 | **F 6** | Brg | Mex | 150 \| 36 \| 8 | 343 | | 1914 | Lake | | Wd;Gif | | |
| | 1D | | | | 343 | | 3 | Charles, La. (Clooney Const. & Towing Co.) | | | | |
| 4824 | **F 8** | Brg | Mex | 175 \| 36 \| 9 | 510 | | 1914 | Lake | | Wd;Gif | | |
| | 1D | | | | 510 | | | Charles, La. (Clooney Const. & Towing Co.) | | | | |
| 4825 | **F 13** | Brg | Mex | 175 \| 36 \| 9 | 514 | | 1916 | Lake | | Wd | | |
| | 1D | | | | 519 | | | Charles, La. (Clooney Const. & Towing Co.) | | | | |
| 4826 | **F 14** | Brg | Mex | 175 \| 36.4 \| 9 | 514 | | 1916 | Lake | | Wd | | |
| | 1D | | | | 519 | | | Charles, La. (Clooney Const. & Towing Co.) | | | | |
| 4827 | **F 15** | Brg | Mex | 175 \| 36 \| 9 | 514 | | 1916 | Lake | | Wd | | |
| | 1D | | | | 519 | | | Charles, La. (Clooney Const. & Towing Co.) | | | | |
| 4828 | **F. A. Bailey** | Scw | Am | Cleveland | 5476 | | 1906 | Ecorse, | Forest City | 3Cy\|TE23,37,63x42; | ✠100(GL) | |
| 203,628 | xJ. H. Sheadle Steel | Sch | 530 | 56 \| 31 | 6924 | | 10 | (Gt. Lakes Eng. Wks.) [Mich. | S.S. Co. | 2SB;WP175lbs;1665IHP. | P.S.4,25 | |
| | 1D;Mchy aft;SUB.SIG;W. Bal 3BH | | | | | | | | | | | |
| 4829 | **F. A. Georger** | Brg | Br | Brockville | 751 | | '74 | Tonawanda, | A. R. | O | | |
| 112,354 | 1D | | 200 | 35 \| 15 | 818 | | | (E. N. Jones.) [N. Y. | Hinckley | | | |
| 4830 | **F. A. Warner** | Scw | Am | San Fran. | 1389 | | 1919 | Ecorse, | Coos Bay | 3Cy\|TE21,34½,57x42; | ✠A1Ⓔ | |
| 217,424 | xCottonplant Steel | | 253.4 | 43.7 \| 24.5 \| 27′ 7′ | 2333 4200 | | 2 | (Great Lakes Eng. Wks.) [Mich. | Lumber Co. | Great Lakes Eng. Wks; 2SB;John Brennan Co; 104GS;4160HS;WP175lbs;1350IHP; EAC;pB;d rpd4.20;rpS5,22; Dkd,d rpd3,26 | ✠AMS S.S.No.1,SanF1,24; M.S.1,24;B.S.5,25;n shft12,25; | |
| LPJR | 1D;Mchy aft;SUB.SIG; 4BH | | | | | | | | | | | |
| | Wireless;W. Bal; 1BH to Super dk 3BH to Fbd dk | | | | | | | | | | Clh BB;CL | |
| | Oil fuel F. P. above 150° F C-29 | | | | | | | | | | | |
| | W.B.—A.P.74t;D.B.209′567t.... | T.T. | 124′ 33 | 0t;F.P.152t | | | | | | | | |
| | F.O.....D B.169′462t;S.T. | 11t... | ..... | ..... | | | | | | | | |
| 4831 | **F. B. Jones** | StW | Am | Portland | 271 | | 1901 | Portland, | Willamette | | | |
| 121,184 | Wood | | 143.4 | 27 \| 6.2 | 303 | | | Ore. | & Columbia River Towing Co. | 350IHP. | | |
| | 1D | | | | | | | | | | | |
| 4832 | **F. B. Squire** | Scw | Am | Fairport | 3997 | | 1903 | Port Huron, | Jenkins | 3Cy\|TE23,38,63x40; | | |
| 200,560 | Steel | | 512.9 | 50.2 \| 24 | 5202 | | 12 [Mich. | S.S. Co. | 2SB;WP180lbs;2000IHP. | | |
| | 1D;B;SUB.SIG;Wireless 3BH | | | | | | rb '21 | (Jenks S. B. Co.) | | | | |
| 4833 | **F. C. Latrobe** | SW | Am | Baltimore | 382 | | '79 | Baltimore, | City of | 2H; | | |
| 120,683 | Iron | | 200 | 65 \| 14 | 726 | | (Columbian Iron Wks.) [Md. | Baltimore Harbor Board | 4SB;WP100lbs;1000IHP. | | |
| | Wireless 4BH | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4834 120,503 JWLK | **F. C. Pendleton** 1D | Trn | Am 145.7 | Belfast 33.2 \| 12.3 409 | 340 | | '82 9 | Bangor, (Crosby Bros.) [Me. | Pendleton Bros. | M,Hw,Icf(Resltd) | — Exp | |
| 4835 111,123 | **F. D. Underwood** xRamapo Steel 2D;Mchy aft;W. Bal 3BH | Scw | Am 319.5 | Buffalo 44 \| 27.8 3314 | 2499 | | '96 | Buffalo, (Union D. D. Co.) [N. Y. | Great Lakes Transit Corp. | 3CylTE23,38,64x42; 2SB;WP170lbs;1500IHP | | |
| 4836 127,359 | **F. E. Harvey** xJohn Roberts Oak 1D | Scw | Am 133 | Detroit 31 \| 7.6 355 | 288 | | '99 | Toledo, Ohio | United Fuel & Supply Co. | 2CylC10,18x16; 2SB;WP140lbs;412IHP. | | |
| 4837 166,010 | **F. G. McKelvy** 1D | Brg | Am 97 | Albany 25.3 \| 10 232 | 228 | | 1915 | Rondout, (R. Lenahan Co.) [N. Y. | Dwyer Brothers | Wd | | |
| 4838 200,822 KTBQ | **F. H. Beckwith** Wood 1D | Scw | Am 130.7 | C. Charles 22 \| 9.3 195 | 118 | | 1904 4 | Pocomoke City, Md. | United Oil & Fertilizer Corp | 480IHP. | | |
| 4839 145,805 KPCB | **F. H. Chappell** xTacony Stl;Ir 1D | Scw | Am 128 | N. London 26.3 \| 15 353 | 186 | | '99 | Philadelphia (C. Hilman & E. B. Co.) [Pa. S. | Thames Tow Boat Co | 3CylTE16,24,40x28; 850IHP. | | |
| 4840 221,695 MDGL | **F. H. Hillman** Steel 2D;Super dk; 16BH Wireless;SUB.SIG; 9BH to Fbd dk Mchy aft;D. F; 5BH to 2d dk 2BH to Super dk Oil fuel F. P. above 150° F. C-42 W.B.—A.P.147t;D.B.a62'263t. F.O. D. T.a20' 1118t; F. D.T.f.45'471t. | Scw Twin | Am 500 | San Fran. 68.2 \| 30 30' 6" P.1961 | 6006 9835 14000 | 4' 10½" 25' 11" | 1921 10 | Alameda, (Bethlehem S. B. Corp, Lim; S. B. Corp., Lim.) [Cal. | Standard Oil Co. (Cal.) | 2-3CylTE24,39,65x42; Bethlehem S. B. Corp, Lim; 3SB;Bethlehem S. B. Corp., Lim; 11904HS;WP214lbs;4000IHP;EAC; Dkd,s rps4,26 | ✠A1Ⓔ With Freeboard Oil Carrier. ✠AMS S.S.No.1,SanF12,25; shfts drn4,25;M.&B.S.11,25; Clh BB;CL | |
| 4841 216,363 | **F. H. Marvin** xHarvester King Wood 1D | MV Twin | Am 106 | Tacoma 30.2 \| 8 274 | 195 | | 1918 rb '23 | (rb. Everett,Wash.) | Merchants Transp. Co. | 1-4CylOilEng10½x12½; 1-3Cyl-OilEng10½x12½ 175IHP. | | |
| 4842 217,173 LNQB | **F. H. Wickett** xE. L. Doheny Third Steel 3D;Shel dk;Web frms; 17BH Mchy aft;Long. frmg;Oil in bulk; Oil fuel;Wireless;W. Bal | Scw | Am 467.6 | Los Ang's 62.7 \| 32 7753 | 4709 | | 1918 11 | Camden, (New York S. B. Co.) [N. J. | Pan Amer. Petroleum & Transport Co. | 4CylQE24,35,51,75x51; 3SB;WP220lbs;3200IHP | | BL |
| 4843 215,668 LJBR | **F. J. Luckenbach** Steel 3D;Shel dk; 6BH SUB.SIG;Wireless; 1BH to Fbd dk W. Bal; 5BH to 2d dk Oil fuel F. P. above 150° F. | Scw Twin | Am 446 | New York 55.1 \| 27.8 B61' | 4951 7821 11558 | | 1917 11 | Quincy, (Fore River S. B. Co.) [Mass. | Luckenbach S.S. Co. | Stm Tbns; Fore River S. B. Corp; 4WTB;Heine Safety Blr. Co; 15520HS;WP225lbs;4000SHP;EAC; Dkd,d rpd5,26 | ✠A1Ⓔ ✠AMS S.S.No.2,Bost5,26; n shfts1,25;M.S.5,26;B.S.11,26; SBP;CL | |
| 4844 121,071 | **F. K. Gustin** Wood 1D | StW | Am 176.1 | St.Mich'el 35.4 \| 5.9 718 | 409 | | '98 | Seattle, (Moran Bros.) [Wash. | American-Yukon Navigation Co. | 3Blrs;700IHP. | | |
| 4845 120,003 | **F. M. Knapp** 1D | Sch | Am 155 | Marqu'tte 29.6 \| 11.6 384 | 365 | | '67 | Ferrysburg, (F. B. Pierson.) [Mich. | R. B. Ewing | O | | |
| 4846 214,873 LGTQ | **F. Q. Barstow** Steel 3D;Mchy aft;Long. frmg; 19BH SUB.SIG; 1BH to Fbd dk Wireless; 14BH to 2d dk W. Bal; 4BH to 3d dk Oil fuel F. P. above 150° F | Scw Twin | Am 500 | New York 68.2 \| 35.5 38' 3" | 5616 9003 14900 | 11' 3½" 27' 3" | 1917 4 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Standard Oil Co. (N. J.) | 2-3CylTE20½,35,60x42; Newport News S. B. & D. D. Co; 3SB;Newport News S. B. & D. D. Co; 8700HS;WP200lbs;3000IHP;EAC; DB;Dkd,d rpd9,26 | A1 With Freeboard. Oil Carrier. AMS S.S.No.2,NptN9,26; n Pt shft6,24;n Stbd shft1,25; shfts drn8,26;M.&B.S.9,26; Clh BB;CL | |
| 4847 120,923 KLXR | **F. R. Sharp** | Sch | Am 124.3 | New York 26 \| 8.7 199 | 189 | | '92 | Tottenville, (A. C. Brown.) [N. Y. | Merritt-Chapman & Scott Corp. | O,YP,Gif | | |
| 4848 204,464 KWHC | **F. S. Loop** Wood 1D;Oil fuel | Scw Sch | Am 193 | San Fran. 39 \| 13.6 794 | 445 | | 1907 8 | Marshfield, Ore. | Wm Chatham | 3CylTE13,22,36x42; 1SB;500IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4849 | **F. W. Brune** | Scw | Am | Phila. | 201 | | '60 | Wilmington, | | 1Cyl28x26; | | |
| 9,493 | Iron | | 129 | 23 \| 7.6 | 296 | | | Del. | | 1RTB;WP50lbs;350IHP. | | |
| | 1D | | | | | | | | | | | |
| 4850 | **F. W. Gwinn, Jr.** | Brg | Am | New York | 421 | | 1915 | Brooklyn, | James T. | Wd | | |
| 165,844 | | | 108.4 | 30.4 \| 12.2 | 421 | | | (Ira S. Bushey & Sons, Inc.) [N. Y. | O'Donnell | | | |
| | 1D | | | | | | | | | | | |
| 4851 | **Fabia** | MV | Am | Gloucester | 108 | | 1920 | East Booth- | John | Oil Eng; | | |
| 219,577 | Wood | | 131.6 | 25 \| 13.4 | 248 | | | (Frank [bay, Me. | Chisholmes | 360IHP. | | |
| LVNM | 1D 2BH | | | | | | | L. Rice.) | Vessels Co. | | | |
| 4852 | **Fabian** | Scw | Br | Liverpool | 1861 | | 1919 | W. Hartle- | Ellerman | 3Cy1TE25,41,68x45; | | BL |
| 140,655 | Steel | | 331.2 | 46.8 \| 23.2 | 3059 | | 9 | pool, Eng. | Lines (Lim.) | 3SB;WP180lbs | | |
| KCMQ | 1D;Shel dk;Wireless;W. Bal 4BH | | | | | | | (W. Gray & Co., Lim.) | | | | |
| 4853 | **Facto** | Scw | Nor | Hauges'nd | 882 | | 1921 | Larvik, | B. Stolt- | 3Cy1TE18,29,49x33; | | N |
| | Steel | | 244.8 | 39.5 \| 17.1 | 1522 | | 11 | (Larvik [Nor. | Nielsen & | 2SB;WP180lbs | | |
| LCKH | 1D;Wireless;W. Bal 4BH | | | | | | | Slip & Verksted.) | Sonner A/S | | | |
| 4854 | **Fafner** | Scw | Ger | Stettin | 1922 | | '97 | Sunderland, | Emil R. | 3Cy1TE21,36,60x42; | | G |
| xHarz | Steel | | 323.9 | 43 \| 19.3 | 3064 | | 5 | (W. [Eng. | Retzlaff | 2SB;WP170lbs | | |
| RCSW | 1D;Deep frmg;Wireless;W. Bal 6BH | | | | | | | Pickersgill & Sons.) | | | | |
| 4855 | **Fager** | Scw | Nor | Oslo | 653 | | 1916 | Trondhjem, | Nilson, | 3Cy1TE17,27½,46x30; | | N |
| Steel | | | 226.2 | 36.5 \| 15.7 | 1124 | | 4 | (Trndhjms. [Nor. | Nyquist & Co., | 1SB;WP180lbs | | |
| MNJH | 1D;W. Bal 4BH | | P16′ | B53′ F27′ | | | | Mek. Vaerks.) | Mgrs. | | | |
| 4856 | **Fageraas** | Scw | Nor | Bergen | 1926 | | 1920 | Willington | Skibo. A/S. | 3Cy1TE24,39,65x42; | | N |
| Steel | | | 330.6 | 48 \| 22.5 | 3193 | | 11 | Quay, Eng. | Phoenix. | 2SB;WP180lbs | | |
| LBJW | 1D;Oil fuel;Wireless;W. Bal 5BH | | P31′ | B98′ F33′ | | | | (Jos. T. Eltingham & Co., Lim.) | | | | |
| 4857 | **Fagerstrand** | Scw | Nor | Skien | 690 | | 1903 | Grimstad, | C. B. | 3Cy1TE16,27,44x30; | | N |
| xHird | Steel | | 231.4 | 34.2 \| 13.5 | 1170 | | 3 | (Hasseldalens [Nor. | Nielson, Mgr. | 1SB;WP170lbs | | |
| HFBC | 1D;W. Bal 4BH | | | B25′ F31′ | | | | Jnskbs.) | | | | |
| 4858 | **Fagervik** | Scw | Swd | Norrköp'g | 1084 | | 1901 | Sunderland, | V. Schreil, | 3Cy1TE20,32,53x36; | | BL |
| 5,243 | xGloria Steel | | 275 | 40.2 \| 17.8 | 1912 | | 10 | (Osbourne [Eng. | Mgr. | 2SB;WP160lbs | | |
| JSKN | 1D;Deep frmg;Wireless;W. Bal 4BH | | P34′ | B66′ F29′ | | | | Graham & Co.) | | | | |
| 4859 | **Fair Oaks** | Scw | Am | New York | 777 | | 1900 | Hoquiam, | Fair Oaks | 3Cy1TE13,22,36x24; | — Exp 5,20 | |
| 111,262 | xRobert Dollar F,O,Gff | | 199 | 38 \| 20.8 | 1275 | | | (G. H. [Wash | S.S. Corp. | 2WTB;555IHP. | | |
| KPQJ | 2D;Oil fuel | | | | | | | Hutchings.) | | | | |
| 4860 | **Fairfax** | Scw | Am | Baltimore | 3456 | 8′ 9½″ | 1926 | Newport | Merchants | 4Cy1TE25,42½,54,54x48; | ✠A1Ⓔ With Freeboard. | |
| 225,957 | Steel | | 350.7 | 52.2 \| 16 \| 27′ 9″ | 5649 | 19′ 1″ | 9 | News, Va. | & Miners Transp. | Newport News S. B. & D. D. Co; | ✠AMS | |
| MGFT | 3D;Super dk;Long frmg; 6BH | | | | | | | (Newport News | Co. | 4SB;Newport News S. B. & D. D. Co; | Clh BB;CL | |
| | Wireless; 1BH to Super dk | | | | | | | S. B. & D. D. Co.) | | 9740HS;WP200lbs;2700IHP;EAC | | |
| | SUB.SIG; 1BH to Fbd dk | | | | | | | | | | | |
| | 4BH to 2d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-34 | | | | | | | | | | | |
| | W.B.—A.P.41t.....D.B.294′ | 687t; F | .102t | | | | | | | | | |
| | F.O—.....W.T.240t;D.B.108′ | 360t..... | | | | | | | | | | |
| 4861 | **Fairfield City** | Scw | Am | New York | 3450 | 4′ 4″ | 1921 | Chickasaw, | U. S. Steel | Stm Tbn; | ✠A1Ⓔ | |
| 221,143 | Steel | | 424.2 | 56.2 \| 26.5 \| 30′ | 5686 | 25′ 10″ | 3 | (Chickasaw [Ala. | Products Co. | W. & A. Fletcher Co; | ✠AMS | |
| MCPQ | 2D;Wireless;W. Bal; 7BH | | | | 9380 | | | S. B. Co.) | | 3SB;Federal S. B. Co; | S.S.No.1,Balt3,25; | |
| | Oil fuel F. P. above 150° F. C-37 | | P42′ | B & F 349′ | | | | | | 7836HS;WP210lbs;3100SHP;EAC; | shft drn4,24;M.&B.S.3,25; | |
| | W.B.—A.P.63t;D.B.368′1432t..... | .....F. | P.109t | | | | | | | d rpd4,26;Dkd,s rps10,26 | SBP;CL | |
| | F.O.—A.P.59t;D.B.315′1031t; D. | T.22′ 1 | 34t; F. | P.102t | | | | | | | | |
| 4862 | **Fairhaven** | Trn | Am | Provide'ce | 172 | | 1921 | Fairhaven, | Wm. H. | Hw | | |
| 221,151 | | | 100.4 | 27.3 \| 11 | 216 | | 3 | (New [Md. | Draper | | | |
| | 1D;B | | | | | | | Bedford D. D. Co.) | | | | |
| 4863 | **Fairmont** | Brg | Am | Baltimore | 306 | | 1916 | Mariners' | Baltimore | Wd | | |
| 166,247 | | | 79.8 | 27.9 \| 6.6 | 306 | | | Harbor, N. Y. | & Ohio R.R. Co. | | | |
| | 1D | | | | | | | (Staten Island S. B. Co.) | | | | |
| 4864 | **Falaise** | Sch | Fr | Havre | 1119 | | '99 | Pt. Rich- | Soc. | Stl;3BH | | |
| | xJ. B. King & Co. No. 20 | | 207.1 | 36.4 \| 18.7 | 1141 | | | mond, N. Y. | Commerciale | | | |
| OGZR | 2D;W. Bal | | | | | | | (Burlee D. D. Co.) | d'Affretements | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4865 | **Falco** | Scw | Swd | Gothenb'g | 1818 | | '96 | Glasgow, | Rederiak- | 3Cyl TE 23,39,64x42; | | BL |
| 5,342 | xBla xAugusta Steel | | 322 | 42.3 \| 16.9 | 3003 | | 3 | (Barclay, [Scot. | tieb, Bore | 2SB;WP160lbs | | |
| JSRM | 1D;Spar dk;Deep frmg; 5BH | | | | | | | Curle & Co., Lim.) | | | | |
| | Wireless; W. Bal | | | | | | | | | | | |
| 4866 | **Falcon** | Scw | Am | San Fran. | 36 | | '86 | San Fran- | Bay | 2CylC 12½,22¼x18; | | |
| 120,632 | Wood | | 100 | 23 \| 9.5 | 104 | | 2 | cisco, Cal. | Transport Co. | 1SB;WP125lbs;200IHP. | | |
| | 1D | | | | | | rb '98 | (Alexander Hay.) | | | | |
| 4867 | **Falcon** | Scw | Am | | | | 1918 | Morris | U. S. Govt. | 3Cyl TE 19,29,46x30; | | |
| | Steel | | 180 | 34.3 \| 17.9 | | 11 | Heights, N. Y. | (Navy Dept.) | 2WTB;WP200lbs;1400IHP | | |
| | 2D;Oil fuel;W. Bal 11BH | | | | | | | (Gas Engine & Power Co.) | | | | |
| 4868 | **Falcon** | Scw | Am | Wilm'gton | 1760 | | 1919 | Wilmington, | Atlantic & | 3Cyl TE 19¾,34½,54½x36; | ✠A1Ⓔ | |
| 218,427 | xRock Island Steel | | 300 | 44.5 \| 22.7 | 2966 | | 7 | (Pusey [Del. | Carribean Steam | Pusey & Jones Co; | ✠AMS | |
| LRTN | 2D;SUB.SIG;Wireless;W. Bal; 6BH | | P37′ | B79′ F29′ | 4300 | | | & Jones Co.) | Nav. Co. | 2SB;Sun S. B. Co; | S.S.No.2,Balt6,26; | |
| | Oil fuel F. P. above 150° F. C-30 | | | | | | | | | 4639HS;WP190lbs;1650IHP; | M.&B.S;shft drn6,26;SBP;CL | |
| | | | | | | | | | | Dkd,s rps6,26 | | |
| | W.B.—A.P.99t;D.T.a43t;D.B.244 | '648t; | F.P.64 | t | | | | | | | | |
| 4869 | **Falernian** | Scw | Br | Liverpool | 2197 | | 1914 | Middlesbro | Ellerman | 3Cyl TE 20½,35¼,60x42; | | BL |
| 135 597 | Steel | | 318 | 42.4 \| 21.6 | 3419 | | 7 | (W. Harkness [Eng. | Lines (Lim.) | 3SB;WP215lbs | | |
| JFVK | 1D;Well dk;Wireless;W. Bal 6BH | | P & B | 205′ F40′ | | | | & Son, Lim.) | | | | |
| 4870 | **Falk** | Scw | Nor | Sandefj'rd | 2600 | | '91 | Newcastle, | S. L. | 3Cyl TE 25,45,73x48; | | N |
| | xRoald Amundsen xSandhurst Steel | Sch | 375 | 46.5 \| 20.4 | 4503 | | 2 | (Palmers' [Eng. | Christensen, Mgr. | 2DB;WP160lbs | | |
| LBPC | 1D;B;Spar dk;W. Bal;Wireless 12BH | | P34′ | B86′ F31′ | | | | Co., Lim.) | | | | |
| 4871 | **Falkefjell** | Scw | Jap | Nshnmya | 775 | | 1903 | Oslo, | Kagoshima | 3Cyl TE 20,32,52x33; | | |
| 3,052 | xKingston xSalvatore di Giorgio Steel | Sch | 227 | 31.6 \| 22.1 | 1263 | | 5 | (Akers [Nor. | Yusen Kabushiki | 2SB;WP180lbs | | |
| SQNJ | 1D;W. Bal 4BH | | | | | | | Mek. Vaerks.) | Kaisha | | | |
| 4872 | **Falkenhorst** | Scw | Ger | Hamburg | 478 | | '94 | Stettin, | Nordische | 3Cyl 17,27,43x31; | | G |
| | xTamara II xToni Steel | | 213.3 | 30.1 \| 14.8 | 907 | | 5 | (Moller [Ger. | Schiffahrts A. G. | 2Brs | | |
| QFVK | 1D;B;Wireless;W. Bal 5BH | | P148′ | F24′ | | | | & Holberg.) | | | | |
| 4873 | **Falkenstein** | Scw | Ger | Hamburg | 1132 | | 1908 | Newcastle, | A. Bern- | 3Cyl TE 20½,33,54x36; | | C |
| | xFernandina Steel | | 276 | 40.5 \| 18.6 | 1851 | | 4 | (Northum- [Eng. | stein Reederei | 2SB;WP180lbs;205RHP. | 2dS.S.No.1,Hmbg4,26; | |
| RDSH | 1D;Deep frmg;Wireless; 4BH | | P24′ | B60′ F30′ | | | | berland S. B. Co., Lim.) | | | M.&B.S;shft drn4,26 | |
| | SUB.SIG;W. Bal | | | | | | | | | | | |
| 4874 | **Falketind** | Sch | Nor | Oslo | 1972 | | 1917 | Oakland, | Skibs A/S. | F;Gif (Sltd) | | V |
| | | | 257.9 | 47.3 \| 24 | 2156 | | | Elco | | | |
| KGJD | 2D | | | | | | | (Hanlon [Cal. D. D. & S. B. Co.) | | | | |
| 4875 | **Fall River** | Brg | Am | Fall River | 1545 | | 1911 | Bath, | Staples | WO,Hw,Sp,YP,Gif | | |
| 209,403 | | Sch | 262.4 | 44.1 \| 19.5 | 1759 | | | Me. | Transp. Co. | | | |
| LCGF | 1D | | | | | | | | | | | |
| 4876 | **Falls City** | Scw | Br | Bideford | 2917 | | 1913 | Stockton, | W. R. Smith | 3Cyl TE 26,42,70x48; | | C |
| 135,957 | Steel | | 378.5 | 51.5 \| 27.5 | 4729 | | 11 | (Ropner & [Eng. | & Sons, Mgrs. | 2SB;WP180lbs;400RHP;DB; | S.S.No.2,Nprt10,25;A.S.10,25; | |
| JDNP | 1D;Deep frmg;Wireless;W. Bal 6BH | | P38′ | B126′ F39′ | | | | Sons, Lim.) | | Dkd,d rpd12,25;s rps11,26 | shft drn10,25;M.S.1,26; | |
| | | | | | | | | | | | B.S.11,26 | |
| 4877 | **Falls of Clyde** | Brg | Am | Seattle | 1748 | | '78 | Pt. Glasgow, | General | I;1BH | | |
| 121,138 | | | 266.1 | 40 \| 23.5 | 1809 | | 12 | Scot. | Petroleum Corp. | | | |
| KPWL | 1D;B;Oil in bulk | | P23′ | F34′ | | | | (Russell & Co.) | | | | |
| 4878 | **Falmouth** | Scw | Am | P'tsmouth | 1612 | 4′ 2″ | 1920 | Duluth, | Eastern | 3Cyl TE 21,35,59x42; | ✠A1Ⓔ | |
| 219,654 | xLake Floravista Steel | | 253.5 | 43.9 \| 25.9 | 2606 | 24′ 2″ | 4 | (McDougall [Minn. | S.S. Line, Inc. | McDougall Duluth Co; | ✠AMS | |
| LVRS | 1D;B;Wireless;W. Bal; 4BH | | | 28′ 2″ | 4100 | | | Duluth Co.) | | 2SB;McDougall Duluth Co; | S.S.No.1,NY9,25; | |
| | Oil fuel F. P. above 150° F. C-29 | | P25′ | B64′ F20′ | | | | | | 5467HS;WP185lbs;1500IHP; | M.S;shft drn9,25;B.S.8,26; | |
| | | | | | | | | | | Dkd,d rpd3,26 | Scip;CL | |
| | W.B.—A.P.103t.....D.B | .204′44 | 7t..... | .....F.P. | 72t | | | | | | | |
| | F.O.—A.P. 96t;D.T.a12′81t;D.B | .158′29 | 8t; W. | T.m30′220t.... | ... | | | | | | | |
| 4879 | **Falmouth** | Brg | Am | Fall River | 2073 | | 1919 | Bath, | Staples | Wd | | |
| 218,022 | | Sch | 274.2 | 46.2 \| 21.4 | 2236 | | | (Kelley- [Me. | Transp. Co. | | | |
| LRBV | 1D;B | | | | | | | Spear Co.) | | | | |
| 4880 | **Falsterbo** | MV | Swd | Krstnhmn | 2353 | | 1925 | Gothenburg, | Ang. | 6CylOilEng 24 1⅜x51 3/16; | | BL |
| 7,226 | Steel | | 349.5 | 50.6 \| 25.3 | 4085 | | 9 | (Eriksbergs [Swd. | Aktieb Ferm | DB | | |
| KFTR | 1D;Wireless;W. Bal 5BH | | | | | | | M. V. Aktieb.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4881 NTDL | **Falstria** Steel 2D;Wireless;W. Bal 6BH | MV Twin | Dan | Cop'hagen 365.3 50.1 \| 26.5 P22′ B91′ F36′ | 2771 4358 | | 1915 3 | Glasgow, (Harland & Wolff, Lim.) [Scot. | Akties Det Ostasiatiske Kompagnie | 2-6Cyl OilEng 22x29 15/16 | | BL |
| 4882 217,494 LPQM | **Fame** O.Hw,YP;Gif 1D | Scw | Am | Boston 142 36.6 \| 14.4 | 197 415 | | 1919 1 o'26 | Fall River, (Crownin- shield S. B. Co.) [Mass. | Mystic S.S. Co. | 3Cyl TE 17,25,43x30; Vulcan Iron Wks; 1SB;Bethlehem S. B. Corp; 72GS;2613HS;WP180lbs;1000IHP; EAC;clk t,dk5,22;d rpd,s clkg a10,25; s rps,s clkg,tr dk clkg8,26 | ✠A1 Towing Service. Coastwise & W. I. ✠AMS S.S.No.2,Bost8,26; M.&B.S;shft drn8,26;Scip | |
| 4883 98,073 LQTF | **Famous** xAmur Steel 1D;Spar dk;Oil fuel; Mchy aft;W. Bal 3BH | Scw Sch | Br | Vancouv'r 216 28.1 \| 11.2 \| 17.9 | 570 907 | | '90 4 | Sunderland, (Strand Slipway Co.) [Eng. | A. Berquist | 3Cyl TE 20,33,54x33 | | |
| 4884 136,364 JQCM | **Fanad Head** Steel 2D;Deep frmg;Wireless;W. Bal 7BH | Scw | Br | Belfast 390.4 51.8 \| 29.8 P41′ B114′ F42′ | 3285 5200 | | 1917 6 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | G. Heyn & Sons, Mgrs. | 3Cyl TE 26,44,74x48; 3SB;WP200lbs | S.S.No.1,Blfst6,21;A.S.9,25; shft drn5,24;B.S.7,25;M.S.1,26 | C |
| 4885 JGCH | **Faneromeni** xFreifrau xSea Hound Steel 1D;Web frms;W. Bal 4BH | Scw Sch | Grk | Andros 228.4 34 \| 14.3 P54′ B & F153′ | 516 1098 | | 1901 10 | Glasgow, (Mackie & Thomson.) [Scot. | L. Vlahakis | 3Cyl TE 18,30,48x33; 2SB;WP160lbs | | BL |
| 4886 120,648 | **Fannie** Wood 1D | Scw | Am | P. Amboy 132 22.9 \| 7.6 | 224 292 | | '86 | Wilmington, Del. | Andrew Woodall | 1Cyl 24x26; 250IHP. | | |
| 4887 120,446 | **Fannie A. Smith** 1D | Sch Aux | Br | Kingston 103.2 24 \| 10.4 | 94 124 | | 1903 | Essex, (A. Story.) [Mass. | West Indies Chemical Works (Lim.) | Wd; GasEng. | | |
| 4888 120,337 | **Fannie Woodall** Wood 1D | Scw | Am | New York 112 21.5 \| 7 | 146 167 | | '78 | Wilmington, Del. | Florence Morton | 1Cyl 18x21; 1Bir;140IHP. | | |
| 4889 JVGP | **Fanny** xI. Gronsund 1D | Trn Aux | Swd | Lidkoping 99.9 22.4 \| 12.6 | 150 170 | | '91 5 | Thuro, (G. Bom.) [Den. | Carl R. Gustafssen | O,Bch,Gicf; 2Cyl OilEng 10x11;59IHP. | | V |
| 4890 120,508 JWMR | **Fanny Dutard** 1D | Trn C B | Am | Seattle 126.5 31 \| 10.8 | 252 266 | | '82 9 | San Francisco, Cal. (Ch. White.) | J. A. Matheson | YF,Icf | | |
| 4891 37,304 | **Fanny Neil** 1D | Brg | Am | Cleveland 162 30 \| 11.6 | 428 451 | | '70 rb'85 | Port Huron, (Stewart.) [Mich. | Standard Contracting Co. | O | | |
| 4892 NFCW | **Fano** Steel 1D;Wireless;W. Bal 5BH | Scw | Dan | Cop'hagen 268.1 42.2 \| 17.1 | 1093 1889 | | 1922 | Heusden, (de Haan & Oerlemans.) [Hol. | Dampsk. Selsk. Baltica | 3Cyl TE 20,32,51x35; 2SB;WP180lbs;1150IHP. | | V |
| 4893 144,410 | **Fantee** Steel 1D;Shel dk;W. Bal;Wireless 6BH | Scw | Br | London 399.5 53 \| 32.8 F37′ | 3527 5663 | | 1920 2 | Newcastle, (Northumberland S. B. Co., Lim.) [Eng. | Elder, Dempster & Co. (Lim.) | 3Cyl TE 27,44,73x48; 3SB;WP180lbs | | BL |
| 4894 217,640 LQCH | **Faraby** Steel 1D;B;2d dk;at ends; 7BH W. Bal; 6BH to Fbd dk sub.sig;Wireless; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252′847t;D.T. .20′394 t.....F.P.111t F.O.—A.P.66t;D.B.214′643t;D.T. .20′368 t;S.T.3 it..... | Scw | Am | Newark 324 P30′ 46.2 \| 25 \| 28′ 6″ B90′ F35′ | 2002 3285 5500 | 5′ 9″ 22′ 11″ | 1919 5 | Newark, (Submarine Boat Corp.) [N. J. | Ford Motor Co. | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; i d rpd9,21;Dkd,d rpd5,22;s rps7,22 | ✠A1Ⓔ ✠AMS shft drn5,22; Clh BB;CL (Laid up) | |
| 4895 219,247 LTRM | **Fargo** Steel 1D;B;Wireless;W. Bal; 4BH Oil fuel F. P. above 150° F. C-29 W.B.—A.P.103t.....D.B .204′44 7t.....F.P. 72t F.O.—A.P. 96t;D.T.a12′81t;D.B .158′29 8t; W.T.m30′220t..... | Scw | Am | New York 253.5 P25′ 43.9 \| 25.9 \| 28′ 2″ B64′ F20′ | 1612 2606 4100 | 4′ 2″ 24′ 2″ | 1920 4 | Duluth, (Mc- Dougall-Duluth Co.) [Minn | U. S. Shipping Board | 3Cyl TE 21,35,59x42; McDougall-Duluth Co; 2SB;McDougall-Duluth Co; 5467HS;WP185lbs;1650IHP;d rpd2,21 | ✠A1Ⓔ ✠AMS S.S.Dlth4,20 (Laid up) | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4896 | **Farnam** | Scw | Am | Newark | 2000 | 5′ 9″ | 1919 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,568 | Steel | | 324 | 46.2 \| 25 | 3283 | 22′ 11″ | 5 | (Submarine [N. J. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LPTS | 1D;2d dk at ends; 7BH | | | \| 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | shft drn8,20;Clh BB;CL | |
| | W. Bal; 6BH to Fbd dk | | | | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | 1BH to 2d dk | | | | | | | | | n Eng2,21;Dkd,d rpd8,21;s rps9,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′394 | t..... | ..F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t.... | ..... | ..S.T.3 | 1t..... | | | | | | | | |
| 4897 | **Farnorth** | Scw | Br | Halifax | 650 | | 1908 | Newcastle, | A. T. King | 3Cyl TE25,41,66x45; | | C |
| 125,439 | xHethpool Steel | | 255.7 | 35.5 \| 14.4 | 1349 | | 3 | (Palmers' [Eng. | | 2SB;WP180lbs;350RHP | S.S.No.3,Rtdm3,24; | |
| HMJD | 2D;Wireless;W. Bal 5BH | | P & B | 170′ F32′ | | | | Co., Lim.) | | | B.S;shft drn1,25;M.S.10,25 | |
| 4898 | **Faro** | Scw | Ptg | Lisbon | 2580 | | 1905 | Pt. Glasgow, | Portuguese | 3Cyl TE25,41,67x45; | | |
| 402 | xGalata Steel | | 360.1 | 50.3 \| 17 | 4044 | | 11 | (W. [Scot. | Govt. | 2SB;WP180lbs | | |
| HFAR | 1D;Spar dk;Deep frmg; 6BH | | P31′ | B101′ F31′ | | | | Hamilton & Co., | | | | |
| | Wireless;W. Bal | | | | | | | Lim.) | | | | |
| 4899 | **Fasolt** | Scw | Ger | Stettin | 2147 | | '94 | Pt. Glasgow, | Emil R. | 3Cyl TE25,39,64x45; | | G |
| | xIsland xEsrom Steel | | 325.6 | 43.2 \| 18.6 | 3380 | | 6 | (A. Rodger [Scot. | Retzlaff | 2SB;WP170lbs | | |
| JGVC | 1D;Spar dk;Deep frmg; 5BH | | P27′ | B84′ F29′ | | | | & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4900 | **Fauna** | Scw | Hol | Amst'dam | 728 | | 1912 | Rotterdam, | Koninkl. | 3Cyl TE19½,31,50x36; | | V |
| | Steel | Sch | 251.5 | 36.2 \| 16.1 | 1254 | | | (N. V. [Hol. | Nederl. Stoomb. | 2SB;WP180lbs;900IHP. | | |
| NRJH | 1D;Shel dk;W. Bal 6BH | | | | | | | Werf Rijkee & Co.) | Maats. | | | |
| 4901 | **Faustina** | Trn | Br | St. John's | 170 | | 1919 | Liverpool, | John Penny | B,Bch,Sp,P;Gif; | ✠ — — | |
| 141,284 | | | 103.1 | 26.2 \| 10.7 | 201 | | 4 | (Nova [N. S. | & Son | | Suspended 12,24 | |
| | 1D | | | | | | | Scotia S. B. & | | | | |
| | | | | | | | | Trans. Co., Lim.) | | | | |
| 4902 | **Faustino R. San Pedro** | Scw | Sp | Bilbao | 1535 | | '90 | So. Shields, | Altos | 3Cyl TE23,37,61x39; | | |
| | xCharito xTrevalgan Steel | | 290.5 | 40 \| 19.8 | 2420 | | 3 | (J. Readhead [Eng. | Hornos de | 2SB;WP160lbs | | |
| HMFQ | 1D;B;Well dk;Wireless;W. Bal 6BH | | P28′ | B118′ F33′ | | | | & Sons.) | Vizcaya | | | |
| 4903 | **Favell** | Bk | Fin | Hels'gfors | 1106 | | '95 | Bristol, | Lars | Stl;1BH | | BL |
| | | | 237.5 | 36.2 \| 21.3 | 1334 | | 10 | (C. Hill [Eng. | Krogius, Mgr. | | | |
| | | | | F28′ | | | | & Sons) | | | | |
| VDGT | 1D;B | | | | | | | | | | | |
| 4904 | **Favignana** | Scw | It | Venice | 2117 | | 1900 | Leghorn, | Soc. Anon | 3Cyl TE22,37,61x39; | | I |
| 200 | xIsola di Favignana Steel | | 339.6 | 46.3 \| 17.7 | 3646 | | 10 | (Flli. [It. | di Nav. San Marco | 2SB;1600IHP | | |
| PFQT | 2D;B;Spar dk 7BH | | P43′ | B103′ F41′ | | | | Orlando.) | | | | |
| 4905 | **Favorita** | Scw | Hon | Ceiba | 958 | | 1906 | Hoboken, | Mexican | 3Cyl TE22,35,57x43; | | BL |
| | xWitiaz Steel | | 274.5 | 36 \| 13.8 | 1676 | | 9 | (Soc. Anon. [Blg. | American Fruit | 3SB;WP170lbs | | |
| | 1D;Spar dk;Web frms; 5BH | | P55′ | B66′ F50′ | | | | Jhn. Cockerill.) | & S.S. Corpn. | | | |
| | Oil fuel;W. Bal | | | | | | | | | | | |
| 4906 | **Favorite** | Scw | Am | Duluth | 393 | | 1919 | Cleveland, | Great Lakes | 2CylC25,50x36; | | |
| 217,520 | Steel | | 158 | 40 \| 13.3 | 746 | | | (Great [Ohio | Towing Co. | 3WTB;WP154lbs;200IHP. | | |
| | 2D;Wireless 4BH | | | | | | | Lakes Towing Co.) | | | | |
| 4907 | **Favorite** | Scw | Am | New York | 271 | | '94 | Tompkins | Daniel F. | 2-2CylC13,26x18; | — Exp | |
| 120,967 | O,Ch,Hk,YP;Gif | Twin | 127.6 | 30.6 \| 8.2 | 399 | | 5 | Cove, N. Y. | McAllister | 1SB;WP125lbs;450IHP. | | |
| | 1D | | | | | | rb'95 | | | | | |
| 4908 | **Favorite** | Scw | Am | New York | 691 | | 1907 | Buffalo, | U. S. Ship- | 3Cyl TE22,36,60x30; | | |
| 203,983 | Steel | Sch | 180.7 | 43 \| 20.6 | 1223 | | 4 | (Buffalo [N. Y. | ping Board | WP180lbs;1200IHP. | | |
| | 2D;B;W. Bal 5BH | | | | | | | D. D. Co.) | | | | |
| 4909 | **Faxen** | Scw | Swd | Gothenb'g | 2537 | | 1919 | Gothenburg, | G. Carlsson, | 3Cyl TE26,42,69x45; | | BL |
| 6,140 | xOvidia Steel | | 358.1 | 50.7 \| 25.5 | 4107 | | 6 | (Lindhol- [Swd. | Mgr. | 3SB;WP185lbs | | |
| KBTN | 1D;W. Bal;Wireless 6BH | | P18′ | B91′ F39′ | | | | mens V. A.) | | | | |
| 4910 | **Fayette Brown** | Scw | Am | Fairport | 4860 | | 1910 | Lorain, | Stewart | 3Cyl TE23½,38,63x42; | (★100(GL) | |
| 207,345 | xCharles L. Hutchinson Steel | | 504 | 54 \| 30 | 6377 | | 4 | (American [Ohio | Furnace Co. | 2SB;WP180lbs;1760IHP. | P.S.5,25 | |
| | 1D;B;Mchy aft;SUB.SIG; 5BH | | | | | | | S. B. Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4911 | **Fearless** | Scw | Am | Baltimore | 82 | | '77 | Fall River, | Arundel | 2CylC12,24x20; | | |
| 120,286 | Wood | | 103 | 17.8 \| 8.9 | 121 | | | Mass. | Corp. | 1SB;200IHP. | | |
| | 1D | | | | | | | | | | | |
| 4912 | **Fearless** | Scw | Am | San Fran. | 85 | | '99 | San Fran- | Shipowners | 2CylC20,42x24; | | |
| 121,098 | Steel | | 99.6 | 22.7 \| 12.6 | 167 | | | cisco, Cal. | & Merchants | 600IHP. | | |
| LHDR | 1D;Wireless;W. Bal | | | | | | | (Union Iron Wks. | Tugboat Co. | | | |
| | | | | | | | | Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4913 | **Fearless** | Sch | Am | Mobile | 653 | | 1900 | Hoquiam, | Whitney & | Wd | | |
| 121,159 | | | | 182.5 \| 38.5 \| 14.5 | 736 | | | (G. H. Hitchings) [Wash. | Bodden Shipping Co. | | | |
| KQLC | 1D | | | | | | | | | | | |
| 4914 | **Fearless** | Sch | Am | Mich. City | 156 | | '67 | Ferrysburg, | Chicago | O; | | |
| 120,004 | | Aux | 120 | 24 \| 8.9 | 165 | | rb'13 | (Brown.) [Mich. | Trans. Co. | Gas Eng | | |
| | 1D | | | | | | | | | | | |
| 4915 | **Fede** | Scw | It | Savona | 2458 | | 1901 | Sunderland, | Becchi & | 3CylTE25,42,68x48; | | I |
| 33 | xThurland Castle Steel | | 360.1 | 46 \| 17.9 | 3814 | | 10 | Eng | Calcagno | 2SB;WP180lbs;1600IHP | | |
| NPAE | 1D;Spar dk;Deep frmg; 6BH | | P31′ | B108′ F37′ | | | | (Bartram & Sons) | | | | |
| | W. Bal.Wireless | | | | | | | | | | | |
| 4916 | **Federal** | Scw | Am | Newark | 4809 | 8′ ½″ | 1918 | Kearny, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 217,147 | Steel | | 395.5 | 55 \| 31.4 \| 34′11″ | 6868 | 27′ | 11 | (Federal [N. J. | ping Board | General Electric Co; | ✠AMS | |
| LNMV | 2D;Web frms; 7BH | | | | 9600 | | | S. B. Co.) | | 3SB;Federal S. B. Co; | S.S.No.1,Gvstn1,23; | |
| | Long. frmg;W. Bal; C-36 | | | | | | | | | 8934HS;WP210lbs;2500SHP;EAC; | M.S.1,23;B.S;shft drn5,26; | |
| | Oil fuel F.P. above 150° F. | | | | | | | | | Dkd,d rpd5,26;s rps9,26 | SBP;CL | |
| | W.B.—A.P.175t;D.B.331′1518t... | ..... | F.P.25 | 5t | | | | | | | | |
| | F.O.—A.P.163t;D.B.289′1169t;S. | T.77t; | F.P.23 | 8t | | | | | | | | |
| 4917 | **Federal** | Scw | Am | Houston | 2159 | | 1901 | So. Chicago, | Petroleum | 3CylTE25,33,54x40; | | V |
| 130.908 | xNorthwestern Steel | | 303.2 | 42.2 \| 23.2 | 2881 | | | (Chicago [Ill | Nav. Co', Inc. | 2SB;WP175lbs;1150IHP. | | |
| KQRL | 1D;Oil in bulk;Mchy aft; 19BH | | | | | | | S. B. Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4918 | **Federal Bridge** | Scw | Am | Newark | 2000 | 5′ 9″ | 1919 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,944 | Steel | | 324 | 46.2 \| 25 | 3283 | 22′ 11″ | 10 | (Submarine [N. J. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LSWM | 1D;2d dk at ends;Wireless; 7BH | | | 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | shft drn3,21;Clh BB;CL | |
| | SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | d rpd2,20;Dkd5,21;s rps6,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′304 | t..... | ..F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T | .20′368 | t;S.T.3 | 1t..... | | | | | | | | |
| 4919 | **Federal No. 1** | Scw | Am | Newark | 29 | | 1919 | Green Bay, | Federal | 2CylC18,38x26; | ✠ — — | |
| 218.969 | xTomah O,F;Gff | | 95.5 | 24.7 \| 12.2 | 176 | | 10 | (Northwest [Wis. | S. B. Co. | 1SB;WP155lbs;450IHP | ✠ — — | |
| LTBQ | 1D 1BH | | | | | | | Eng. Wks.) | | | Cancelled9.23 | |
| 4920 | **Federal No. 2** | Scw | Am | Newark | 29 | | 1919 | Green Bay, | Federal | 2CylC18,38x26; | ✠ — — | |
| 219,147 | xGreen Bay O,F;Gff | | 95.5 | 24.7 \| 12.2 | 176 | | 11 | (Northwest [Wis | S. B. Co | 1SB;WP155lbs;450IHP. | ✠ — — | |
| LTMB | 1D 1BH | | | | | | | Eng. Wks.) | | | Cancelled10,23 | |
| 4921 | **Federalship** | Scw | Pan | Panama | 865 | | '84 | Kiel, | Federal | 2CylC25½,43¼x30; | | V |
| | xGertrude Iron | | 222.7 | 31.3 \| 22.4 | 1215 | | | (G. [Ger. | Shipping Co. | | | |
| | 1D;B;Spar dk | | P5′ | | | | | Howaldt.) | (Lim.) | | | |
| 4922 | **Federico Garolla** | Scw | It | Naples | 1320 | | '89 | Newcastle, | F. Garolla | 3CylTE22,35,58x39; | | |
| 266 | xItaliano xRion Steel | Sch | 279 | 37.7 \| 19.1 | 2180 | | 8 | (Palmer [Eng. | | 2SB;WP180lbs | | |
| NPBF | 1D;Spar dk;Web frms; 10BH | | F24′ | | | | | Co.) | | | | |
| | Oil in bulk;Mchy aft;Wireless; | | | | | | | | | | | |
| | W. Bal | | | | | | | | | | | |
| 4923 | **Federiko Glavic** | Scw | Jg Sl | Dubrovnik | 3286 | | 1925 | Belfast, | Dubrovacka | 3CylTE25½,42½,70x51; | | BL |
| | Steel | | 420.6 | 54.7 \| 25 | 5269 | | 2 | (Workman, [Ire. | Parobrodska | 3SB;WP180lbs | | |
| | 2D;Wireless;W. Bal 7BH | | F38′ | | | | | Clark & Co., Lim.) | Plovidba | | | |
| 4924 | **Fedora** | Scw | It | LusnPic'lo | 2178 | | 1903 | Sunderland, | M. U. Mar- | 3CylTE24,40,66x45; | | I |
| 8 | xCheviot Range Steel | Sch | 345 | 47 \| 25 | 3352 | | 11 | (Sunderland [Eng. | tinolich & Co. | 2SB;WP180lbs;1600IHP | | |
| NPBS | 1D;B;Deep frmg;W. Bal 6BH | | P32′ | B190′ F31′ | | | | S. B. Co.) | | | | |
| 4925 | **Felicia** | Scw | Am | New York | 145 | | '98 | Brooklyn, | J. Ross | 4CylTE14,21,24,24x18; | | |
| 121,082 | Steel | | 144.2 | 20.1 \| 10.9 | 213 | | | (J. N. [N. Y. | Collins | 2WTB;600IHP. | | |
| KNQS | 1D | | | | | | | Robins Co.) | | | | |
| 4926 | **Felicia** | MV | Am | Provide'ce | 102 | | 1912 | Morris | Jesse H. | 2-6CylGasEng8x10; | | |
| 209,797 | xLady Betty Wood | Twin | 111.2 | 18.5 \| 10.1 | 150 | | | Heights, N. Y. | Metcalf | 200IHP. | | |
| LCJH | 1D | | | | | | | (N. Y. Y. L. & E. Co.) | | | | |
| 4927 | **Felicia** | Scw | Swd | Stockholm | 733 | | 1919 | Landskrona, | E. Lofgren | 3CylTE18,30,48x30; | | V |
| 6,063 | xTorlid Steel | | 232 | 37.2 \| 15 | 1382 | | | (Akt. [Swd. | | 2SB;WP200lbs;800IHP. | | |
| KBNJ | 1D;W. Bal 5BH | | P20′ | B60′F22′ | | | | Oresundsvarvet.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4928 MDHB | **Felix** Steel 1D;Web frms;Mchy aft; Wireless;W. Bal | Scw Sch | Nor 4BH | Hauges'nd 290.4 \| 42 \| 19.2 P135′ F27′ | 1123 1837 | | 1907 5 | Newcastle, (W. [Eng. Dobson & Co.) | Dampsk. A/S John Knudsen | 3CylTE22,36,60x39; 2SB;WP180lbs | | N |
| 4929 OHCG | **Felix Fraissinet** Steel 2D;Wireless;W. Bal | Scw | Fr 11BH | Marseilles 353.6 \| 46.7 \| 22.8 P20′ B102′ F55′ | 2287 3821 | | 1919 | Port de Bouc (Chant. & [Fr. Atel. de Provence.) | Cie.Mar- seillaise de Nav. a Vap. Fraissinet & Co. | 3CylTE25,41,67x43; 3SB;WP178lbs;2400IHP. | | V |
| 4930 214,726 LGRC | **Felix Taussig** Steel 2D;Wireless; Oil fuel F. P. above 150° F. | Scw | Am 6BH | Boston 395 \| 55.1 \| 31 P27′ B117′ F37′ | 3662 5856 9500 | | 1917 2 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Mystic S.S. | 3CylTE24½,41½,72x48; Co.Newport News S. B. & D. D. Co; 3SB;Newport News S. B. & D. D. Co; 8235HS;WP170lbs;2200IHP;EAC; Dkd,s rps9,26 | A1 AMS S.S.No.2,NY10,25; n shft2,25;M.S.10,25;B.S.5,26; Clh BB;CL | |
| 4931 110,774 KJGC | **Fellowcraft** xRobert Mills Oak 1D 2BH | Scw | Am | Wilm'gton 256 \| 40.2 \| 23.5 | 1712 2070 | | '88 rb'18 | Buffalo, (Robert [N. Y. Mills & Co.) | Nicholson Transit Co. | 2CylC22,50x48; 2SB;WP135lbs;300IHP. | 90(GL) P.S.5,26 | |
| 4932 215,733 LJDR | **Feltore** Steel 1D;Long.frmg; 6BH Mchy aft;Wireless; 5BH to Fbd dk W. Bal;Bulk carrier; 1BH to 2d dk Oil fuel F. P. above 150° F. | Scw | Am 6BH | New York 449.1 \| 57.2 \| 34 P88′ F39′ | 4498 7117 11000 | | 1917 10 | Sparrows Point, Md. (Bethlehem S. B. Corp.) | Ore S.S. Corp., Mgrs. | Stm Tbn; General Electric Co; 3SB;Bethlehem S. B. Co; 7920HS;WP200lbs;2400SHP;EAC; t d rpd2,23;Dkd,d rpd6,26 | ✠A1Ⓔ ✠AMS S.S.No.2,Balt10,25; shft drn3,25;M.S.9,25;B.S.6,26; Clh BB;CL | |
| | W.B.—A.P.213t;D.B.381′1627t... F.O.....D.B. 23′ 106t;D | .....T.a23′ | ..... 1103t. | ..... W.T.301′1950t; ..... | F.P.39 ..... | 0t . | | | | | | |
| 4933 3,568 JLBR | **Femern** Iron 1D | Scw Sch 5BH | Swd | Krstnhmn 167.2 \| 27.3 \| 12.1 P90′ F16′ | 387 592 | | '90 | Oslo, (Nylands [Nor. Vaerksted.) | Angbats A/B "Ferm" | 3CylTE11,17,31x24; 1SB;WP160lbs;250IHP. | | V |
| 4934 NDVT | **Femund** xCormount xWar Taurus Steel 1D;Wireless;W. Bal | Scw | Nor 4BH | Oslo 251 \| 43.6 \| 20.7 P29′ B68′ F20′ | 1337 2373 | | 1919 1 | Toronto, (Polson [Can. Iron Wks.) | D/S. A/S. "Crisco" | 3CylTE20,33,54x36; 2SB;WP180lbs;148RHP. | S.S.No.1,Barry9,23; shft drn2,25;B.S.3,25;M.S.1,26 | C |
| 4935 125,768 HNQW | **Fenchurch** Steel 1D;Spar dk;Deep frmg; Wireless;W. Bal | Scw | Br 6BH | London 365 \| 50.5 \| 19 \| 26.9 P30′ B106′ F39′ | 2724 4334 | | 1909 3 | Sunderland, (Sunderland [Eng. S. B. Co.) | Japp, Hatch & Co. (Lim.), Mgrs. | 3CylTE26,42,72x48; 3SB;WP180lbs | | BL |
| 4936 219,003 LTDG | **Fenicia** xLake Fife Steel 1D;B;W. Bal;Wireless; 4BH Oil fuel F. P. above 150° F. C-29 | Scw | It | Trieste 251 \| 43.6 \| 25.8 \| 28′ 2″ P25′ B64′ F23′ | 1586 2559 4050 | 4′ 2″ 24′ 2″ | 1919 9 | Toledo, (Toledo [Ohio S. B. Co.) | Lloyd Triestino | 3CylTE22,36,59x42; 2SB;Toledo S. B. Co; 4640HS;WP180lbs;1500IHP; Dkd,rps1,26 | ✠A1Ⓔ ✠AMS S.S.No.2,NY1,26; M.&B.S;n shft1,26;Scip;CL | |
| | W.B.—A.P.105t.....D.B<br>F.O.— 98t;D.T.a12′80t;D.B | .204′44<br>.158′29 | 1t.....<br>3t; W. | .....F.P.71<br>T.30′20St..... | t<br>. | | | | | | | |
| 4937 SRNM | **Fennia** xChampigny 1D;B | Bk 4 M | Fin | Hels'gfors 312.1 \| 45.1 \| 23.9 P115′ F86′ | 2729 3112 | | 1902 6 | Havre, (Forges & [Fr. Chant. de la Medlt.) | Lars Kroglus, Mgr. | Stl;1BH | | BL |
| 4938 RCSB | **Feodosia** Steel 1D;Shel dk;SUB.SIG; Wireless;W. Bal | Scw 1BH | Ger | Hamburg 338 \| 48.2 \| 21 P25′ F43′ | 1899 3252 | | 1922 8 | Rostock, (Akt. Ges. [Ger. "Neptun.") | Hamburg- American Line | 3CylTE23,38,62x41; 2Brs | | G |
| 4939 206,343 | **Ferdinando Gorges** Steel 1D | SW | Am | Portland 240 \| 47.4 \| 15.7 | 826 1312 | | 1909 5 | Bath, (Bath Iron [Me. Works, Lim.) | Maine Cen- tral R.R. Co. | 2Cyl26,26x36; 2000IHP. | | |
| 4940 1,221 NPFM | **Ferento** Steel 1D;Awng dk;Oil fuel;Wireless;W. Bal | Scw | It | Genoa 394.5 \| 51.6 \| 35 | 3715 6232 | | 1924 | Ligure, (Cant. Offic. [It. Savoia Cornigliano) | Soc. di Navigazione (Roma) | Stm Tbns | | C-I |
| 4941 6,740 KDNF | **Ferm** xSaphir Steel 1D;Oil fuel;Wireless;W. Bal 5BH | Scw | Swd | Krstnhmn 294.8 \| 44.2 \| 20.7 P25′ B80′ F35′ | 1399 2437 | | 1920 5 | Pt. Glasgow, (Clyde S. B. ]Scot. & Eng. Co., Lim.) | S. G. Janson, Mgr. | 3CylTE22,35,59x39; 2SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4942 | **Fern Wood** | Sch | Am | Pensacola | 140 | | 1912 | Lunenburg, | Warren | Wd | | |
| 225,444 | xMarion Adams | | 105.1 | 25.5 \| 10.4 | 140 | | | [N. S. | Fish Co. | | | |
| | 1D | | | | | | | | | | | |
| 4943 | **Fernandez Hermanos** | Scw | Am | Manila | 482 | | '95 | Dundee, | Fernandez | 3CylTE14,22½,36x27; | | |
| | xJuno Steel | | 180 | 28 \| 10.7 | 742 | | | (Gourlay [Scot. | Hermanos | | | |
| | 1D;Awng dk;W. Bal | | | | | | | Bros. & Co.) | | | | |
| 4944 | **Fernando** | Scw | Sp | Bilbao | 2440 | | 1906 | Sunderland, | ..... | 3CylTE25,41,66x45; | | C |
| | xDuffield Steel | | 350.3 | 50.1 \| 22.4 | 3843 | | 12 | (Wm. [Eng | | 2SB;WP160lbs;316RHP. | 2dS.S.No.1,Bll3,25; | |
| | 2D);Deep frmg;Web frms; 6BH | | P32′ | F30′ | | | | | Doxford & Sons, | | | shft drn2,25;M.&B.S.1,26 | |
| | Wireless;W. Bal | | | | | | | | Lim.) | | | |
| 4945 | **Fernando L. de Ybarra** | Scw | Sp | Bilbao | 1997 | | 1919 | Bilbao, | Soc. Anon. | 3CylTE22,35,58x39; | | BL |
| | Steel | | 312.1 | 48 \| 21.8 | 3308 | | 10 | (Soc. Espanola [Sp. | Altos Hornos de | 2WTB;WP190lbs | | |
| HMLS | 1D;Mchy aft;Long. frmg; 5BH | | P88′ | F44′ | | | | de Const. Naval.) | Vizcaya | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4946 | **Fernbank** | MV | Nor | Oslo | 2493 | | 1924 | Hamburg, | Fearnley & | 6CylOilEng29⅛x47¼; | | N |
| | Steel | | 382.7 | 53.4 \| 24.4 | 4333 | | 11 | (Deutsche [Ger. | Eger | | | |
| LDRC | 2D;Wireless;W. Bal 6BH | | F38′ | | | | | Werft. A. G.) | | | | |
| 4947 | **Fernebo** | Scw | Swd | Krstnhmn | 1068 | | 1920 | Goteborg, | S. G. | 3CylTE20,33,55x36; | | BL |
| 6,296 | xBravalla Steel | | 262.1 | 42.7 \| 18.1 | 1885 | | 6 | (Aktieb [Swd. | Janson, Mgr. | 2SB;WP185lbs | | |
| KCNH | 1D;Wireless;W. Bal 4BH | | P26′ | B150′ F24′ | | | | Lindholmen Motala.) | | | | |
| 4948 | **Fernfield** | Scw | Br | Digby | 353 | | 1921 | P. Gilbert, | Magdalen | 3CylTE12,19,30x20; | | |
| 141,395 | xR. W. Hendry Wood | | 139 | 28.4 \| 11.4 | 479 | | | (B. N. [N. S. | Trans. (Lim.) | 1SB;WP160lbs | | |
| | 1D | | | | | | | Melanson.) | | | | |
| 4949 | **Ferngarth** | Scw | Br | Cardiff | 1817 | | '97 | Stockton, | H. Clapham | 3CylTE22,37,61x42; | | BL |
| 105,190 | xMichaelston xChiverstone Steel | | 330 | 43.1 \| 23.2 | 2943 | | 3 | (Richardson, [Eng. | & Co. (Lim.) | 2SB;WP180lbs | | |
| PTJB | 1D;B;Web frms;Wireless;W. Bal 5BH | | P31′ | B90′ F34′ | | | | Duck & Co.) | | | | |
| 4950 | **Fernlea** | Scw | Br | Newcastle | 2548 | | 1925 | Sunderland, | Cliffside | 3CylTE25,41,69x48; | | BL |
| 149,403 | Steel | | 365 | 51.5 \| 25.1 | 4212 | | 12 | (Sir J. [Eng. | Shipping Co. | 3SB;WP180lbs | | |
| KTND | 1D;Shel dk;Wireless;W. Bal 6BH | | F35′ | | | | | Priestman & Co.) | | | | |
| 4951 | **Fernmoor** | Scw | Br | London | 3666 | | 1922 | Newcastle, | Moor Line | 3CylTE27,45,75x51; | | BL |
| 140,638 | Steel | | 399.9 | 52.9 \| 32.8 | 5812 | | 9 | (Northum- [Eng. | (Lim.) | 3SB;WP180lbs | | |
| KMTV | 1D;Shel dk;Wireless;W. Bal 6BH | | F38′ | | | | | berland S. B. Co., Lim.) | | | | |
| 4952 | **Fernwood** | Scw | Am | San Fran | 789 | | 1907 | Oakland, | Key System | 2-2CylC20,43x28; | | |
| 204,736 | Wood | Twin | 194.3 | 38.1 \| 19.2 | 1160 | | 11 | (John [Cal. | Transit Co. | 2Blrs;WP200lbs;2000IHP. | | |
| | 1D | | | | | | | Dickie.) | | | | |
| 4953 | **Fidalgo** | Scw | Nor | Christ'nd | 655 | | 1918 | Trondhjem, | A/S Fido | 3CylTE17,27½,46x30; | | N |
| | Steel | | 226.3 | 36.5 \| 15.7 | 1123 | | 4 | (Trondhjems [Nor. | | 1SB;WP180lbs | | |
| MSBD | 1D;W. Bal 4BH | | P16′ | B53′ F27′ | | | | mek. Vaerksted.) | | | | |
| 4954 | **Fiducia** | Scw | It | Genoa | 2121 | | '98 | Sunderland, | Angelo | 3CylTE24,39½,65x42; | | I |
| 424 | xSillin xBeatrice Steel | Sch | 350 | 45 \| 16.4 | 3296 | | 9 | (Bartram [Eng. | Cacace & Co. | 2SB;WP160lbs | | |
| NPIF | 1D;Spar dk;Deep frmg; 6BH | | P30′ | B102′ F36′ | | | | & Sons.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4955 | **Fieldwood** | Sch | Br | Windsor | 435 | | 1920 | Canning, | H. J. Steck | Wd(Sltd) | | V |
| 141,076 | | | 154.6 | 33.8 \| 13 | 482 | | | (Lockwood [N. S | | | | |
| TPVD | 1D | | | | | | | & Hatfield.) | | | | |
| 4956 | **Filipino** | Scw | Am | Manila | 71 | | '84 | Binondo, | Yangco | ..... | | |
| | Wood | | 122 | 21.5 \| 7 | 125 | | | P. I. | S.S. Co. | | | |
| | 1D | | | | | | | | | | | |
| 4957 | **Filippo Artelli** | Scw | It | Trieste | 3782 | | 1904 | Newcastle, | D. Tripco- | 3CylTE27,45,74x48; | | I |
| 52 | Steel | Sch | 417.9 | 54 \| 29.2 | 5892 | | 12 | (Northum- [Eng. | vich, Mgr. | 3SB;WP180lbs | | |
| NPJC | 2D;Deep frmg;Wireless;W. Bal 7BH | | P36′ | B138′ F89′ | | | | berland S. B. Co., Lim.) | | | | |
| 4958 | **Fimmo** | Sch | Ger | Wesermde | 319 | | 1917 | Boitzenburg, | W. Schuch- | Stl; | | G |
| | | Aux | 153.9 | 26.9 \| 12.3 | 464 | | | (F. [Ger. | mann | 2CylOilEng16½x18⅝ | | |
| KRWM | | | Q41′ | F23′ | | | | Lemm.) | | | | |
| 4959 | **Fina** | Scw | It | Catania | 1558 | | '95 | W. Hartle- | D. Saglim- | 3CylTE23,36½,61x39; | | V |
| | xHocking xGronland Steel | | 315.4 | 44.2 \| 20.6 | 2477 | | 5 | pool, Eng. | bene | 2SB;WP160lbs;900IHP. | | |
| | 1D;B;Web frms;Wireless;W.Bal 6BH | | P27′ | B68′ F31′ | | | | (W. Gray & Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4960 | **Finch** | Scw | Am | ..... | ..... | | 1918 | Mariners | U. S. Govt. | 3CylTE19,29,46x30; | | |
| | Steel | | 180 | 34.3 \| 17.2 | | | 11 | Harbor, N. Y. (Standard S. B. Co.) | (Navy Dept.) | 2WTB;WP200lbs;1400IHP | | |
| | 2D;W. Bal;Oil fuel 11BH | | | | | | | | | | | |
| 4961 | **Finchley** | Scw | Br | London | 2997 | | 1912 | Stockton, | Britain | 3CylTE26,42,70x48; | | BL |
| 132,860 | xWestra Steel | | 380.2 | 50.9 \| 28 | 4773 | | 3 | (Richardson, Duck & Co., Lim.) | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| HVKQ | 1D;Wireless;W. Bal 6BH | | P34′ | B111′ F31′ | | | | [Eng. | | | | |
| 4962 | **Finland** | Scw | Am | New York | 7052 | | 1902 | Philadelphia | Inter- | 2-3CylTE32½,54,89½x54; | ✠ — — | BL |
| 121,238 | Steel | Twin | 560 | 60.2 \| 21.3 \| 42′ | 11941 11925 | | 10 | (W. Cramp & Sons S. & E. B. Co.) | national Mercantile Marine Co. | 9SB;WP170lbs;9300IHP. | Cancelled. | |
| KSBC | 3D;Orl dk;sub.sig;Wireless; 12BH | | P48′ | B273′ F88′ | | | | [Pa. | | | | |
| | Web frms;W. Bal;Oil fuel | | | | | | | | | | | |
| 4963 | **Finn** | MV | Swd | Stockholm | 1054 | | 1920 | Stockholm, | Stockholms | 2-4CylOilEng15¾x28$\frac{5}{16}$; | | V |
| | Steel | Twin | 271.4 | 41.1 \| 15.8 | 1600 | | 12 | (Finnboda Varvs A/B.) | Rederi A/B. | 1000BHP | | |
| KCTP | 2D;W. Bal 5BH | | | | | | | [Swd. | | | | |
| 4964 | **Fionia** | MV | Dan | Cop'hagen | 3337 | | 1914 | Copenhagen, | Akties Det. | 2-6CylOilEng29⅛x43½; | | BL |
| | Steel | Twin | 394.4 | 53.2 \| 27 | 5219 | | 3 | (Akt. Burmeister & Wain.) | Ostasiatiske Kompagni | | | |
| NSMB | 1D;Wireless;W. Bal 6BH | | P26′ | B168′ F37′ | | | | [Den. | | | | |
| 4965 | **Firby** | Scw | Br | W.Hartlpl | 2999 | | 1926 | W. Hartle- | Ropner | 3CylTE26,43,71x48; | | BL |
| 139,238 | 1D; Steel | | 390 | 55 \| 26 | 4868 | | | (W. Gray & Co., Lim.) | Shipping Co. | 3SB;WP180lbs | | |
| KVDR | Wireless 6BH | | P30′ B | 220′ F40′ | | | | [pool, Eng. | | | | |
| 4966 | **Firmore** | Scw | Am | New York | 4431 | | 1918 | Sparrows | Ore S.S. | Stm Tbn; | ✠A1Ⓔ | |
| 216,565 | Steel | | 449.1 | 57.2 \| 34 | 7117 | | 7 | Point, Md. (Bethlehem S. B. Corp.) | Corp., Mgrs. | General Electric Co; 3SB;Bethlehem S. B. Corp; 7931HS;WP200lbs;24008HP; EAC;Dkd,d rpd6,26;s rps11,26 | ✠AMS | |
| LMDB | 1D;Long. frmg;Bulk carrier; 6BH | | P88′ | F39′ | 11669 | | | | | | S.S.No.1,NY7,22; M.S.7,22;n shft4,23; shft drn;11,24;B.S.2,26; Cln BB;CL | |
| | Web frms; 5BH to Fbd dk | | | | | | | | | | | |
| | Mchy aft;W. Bal; 1BH to 2d dk | | | | | | | | | | | |
| | Oil Fuel F. P. above 150° F. C-39 | | | | | | | | | | | |
| | W.B.—A.P.213t;D.B.381′1627t... | ..... | ..... | W.T.301′1950t; | F.P.39 | 0t | | | | | | |
| | F.O.....D.B. 23′ 106t;D | T.a23′ | 1103t | ..... | ..... | .. | | | | | | |
| 4967 | **Firpark** | Scw | Br | Greenock | 1191 | | 1920 | Grange- | Denholm | 3CylTE21,35,57x36; | | BL |
| 143,755 | Steel | | 280.1 | 41.9 \| 18.9 | 1955 | | 6 | mouth, Scot. (Grangemouth Dckyd. Co., Lim.) | Shipping Co. (Lim.) | 2SB;WP180lbs | | |
| KFPW | 1D;Wireless;W. Bal 4BH | | B68′ | P21′ F29′ | | | | | | | | |
| 4968 | **Firthcliffe** | Scw | Am | New York | 3780 | 7′ 10½″ | 1919 | Newburgh, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,697 | Steel | | 400.5 | 54.1 \| 30.4 \| 32′ 10″ | 6075 8822 | 25′ 2″ | 10 | (Newburgh Shipyards, Inc.) | ping Board | Westinghouse E. & M. Co; 3WTB;Sam. Smith & Sons Co; 8745HS;WP200lbs;3000SHP;EAC; s rps3,20 | ✠AMS | |
| LSHJ | 2D;Wireless;sub.sig;W. Bal; 7BH | | P35′ | B123′ F43′ | | | | [N. Y. | | | Cln BB;CL (Laid up) | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.144t;D.B.338′1311t... | ..... | F.P.12 | 0t | | | | | | | | |
| | F.O.....D.B.284′1092t;S. | T.62t; | ..... | .. | | | | | | | | |
| 4969 | **Fischer** | Scw | Fr | Bordeaux | 96 | | '98 | Detroit, | Cesano & | 3CylTE14,31,53x36; | | V |
| | Steel | | 139.3 | 30.2 \| 13.5 | 583 | | | (Samuel H. Hodge.) | Cia. | 1SB;WP178lbs;900IHP. | | |
| | 1D;Wireless;W. Bal 4BH | | | | | | | [Mich. | | | | |
| 4970 | **Fish Hawk** | Scw | Am | New York | 149 | | 1918 | So. Portland, | Intra | 3CylTE13½,22,36x24; | | |
| 216,942 | O,YP;Gff | | 139.4 | 24.4 \| 13.1 | 352 | | | (Portland S. B. Co.) | Coastal Corp. | 2WTB;WP200lbs;550IHP. | | |
| LMWS | 3BH | | | | | | | [Me | | | | |
| 4971 | **Fishborn** | Sch | Br | Lunenb'rg | 26 | | 1921 | Shelburne, | Malagash | Wd; | | |
| 141,773 | xCanadia | Aux | 127.4 | 25.2 \| 12.3 | 133 | | | (J. McGill S. B. & Trans. Co., Lim.) | Fishing Co. (Lim.) | OilEng | | |
| | 1D | | | | | | | [N. S. | | | | |
| 4972 | **Fisher** | Scw | Am | Portland | 175 | | 1922 | East Booth- | Portland | 3CylTE12¾,21½,35x24; | A1 Fishing Service | |
| 222,429 | Steel | | 139.2 | 24 \| 13.1 | 346 | | 10 | bay, Me. (Rice Bros. Corp.) | Trawling Co. | Marine Iron Wks; 2SB;D.M.Dillon Steam Boiler Wks. 60GS;1430HS;WP180lbs; 500IHP;EAC;d rpd3,24;rps9,25; s rps1,26;Dkd7,26 | AMS S.S.No.1,NY7,26; M.&B.S;shft drn7,26;Scip | |
| MDSF | 1D 5BH | | | | | | | | | | | |
| | C-20 | | | | | | | | | | | |
| 4973 | **Fisherman** | Sch | Am | Los Ang's | 351 | | 1919 | Pt. Graville, | Z. Gray | Wd | | |
| | xMarshal Foch | | 134.4 | 35 \| 11.6 | 383 | | | (L. S. Canning.) | | | | |
| | 1D | | | | | | | [N. S. | | | | |
| 4974 | **Fisher's Island** | Scw | Am | Wilm'gton | 563 | | 1926 | Wilmington, | Fishers | 3CylTE17,25,43x30; | | |
| 226,004 | Steel | F. B. | 159 | 40 \| 25.5 | 862 | | | (Bethlehem S. B. Corp.) | Island Nav. Co. | 2SB;WP180lbs;750IHP. | | |
| | 1D | | | | | | | [Del. | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mld. | | | | | | | | | |
| 4975 | **Fishkill** | Scw | Am | New York | 3477 | 7′ 10½″ | 1920 | Newburgh, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,792 | Steel | | 400.5 | 54.2 \| 30.4 \| 32′ 10″ | 5628 | 25′ 2½″ | 4 | (Newburgh [N. Y. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LWCQ | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | P35′ | B123′ F43′ | 8822 | | | Shipyards, Inc.) | | 3WTB;Sam. Smith & Sons Co; | Clh BB;CL | |
| | Oil fuel F.P. above 150° F. C-36 | | | | | | | | | 8745HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | W.B.—A.P.144t;D.B.338′1311t... | ..... | F.P.12 | 0t | | | | | | s rps6,21;Dkd1,24 | | |
| | F.O.....D.B.284′1092t;S. | T.62t; | ..... | .. | | | | | | | | |
| 4976 | **Fishpool** | Scw | Br | W.Hartlpl | 2826 | | 1912 | Stockton, | R. Ropner | 3CylTE26,42,70x48; | | BL |
| 132,822 | Steel | Sch | 379 | 56 \| 24.4 | 4575 | | 5 | (Ropner [Eng. | & Co., Mgrs. | 3SB;WP180lbs | | |
| HVTQ | 1D;Wireless;W. Bal 6BH | | P30′ | B221′ F39′ | | | | & Son, Lim.) | | | | |
| 4977 | **Fiumana** | Scw | It | Fiume | 2316 | | 1911 | Stockton, | Atlantica | 3CylTE24,40,65x42; | | BL |
| 268 | xFiume Steel | | 331 | 48.3 \| 22.2 | 3666 | | 4 | (Richardson, [Eng. | Trust Co. | 2SB;WP180lbs | | |
| NPKI | 1D;Wireless;W. Bal 5BH | | P25′ | B127′ F31′ | | | | Duck & Co.) | (Lim.) | | | |
| 4978 | **Fjong** | S | ..... | ..... | 1517 | | '93 | Stettin, | ..... | Stl;2BH | | |
| | xNordsee | | 262.9 | 39.4 \| 21.6 | 1641 | | 7 | (Stettiner [Ger. | | | | |
| | 1D;B | | P45′ | F30′ | | | | A. G.) | | | | |
| 4979 | **Flamingo** | Scw | Am | ..... | ..... | | 1919 | Elizabeth- | U. S. Govt. | 3CylTE19,29,46x30; | | |
| | Steel | | 180 | 35.3 \| 17.2 | | | 2 | port, N. J. | (Navy Dept.) | 2WTB;WP200lbs;1400IHP. | | |
| | 2D;Oil fuel;W. Bal 11BH | | | | | | | (New Jersey D. D. Co.) | | | | |
| 4980 | **Flaminian** | Scw | Br | Liverpool | 1696 | | 1917 | Middlesbro, | Ellerman | 3CylTE20¼,34½,59x42; | | C |
| 140,521 | Steel | | 315 | 42.4 \| 23.6 | 2699 | | 7 | Eng. | Lines (Lim.) | 2SB;WP220lbs | S.S.No.1,Lvpl9,22;A.S.4,26; | |
| JQHV | 2D;Deep frmg;Wireless;W. Bal 6BH | | P73′ | B140′ F32′ | | | | (W. Harkness & Son, Lim.) | | | B.S.11,24;shft drn7.25; B.S.1,26;M.S.4,26 | |
| 4981 | **Flandre** | Scw | Fr | St.Nazaire | 3898 | | 1914 | St. Nazaire, | CieGenerale | 2-2CylC33,43½x90; | | V |
| | Steel | Quad | 464.4 | 57 \| 37.1 | 8503 | | | (Chant. de [Fr. | Transatlantique | 2LPTbns;6SB;WP200lbs;10500IHP. | | |
| OHFJ | 3D;Wireless;D.F;W. Bal 11BH | | P50′ | B220′ F50′ | | | | l'Atlantique.) | | | | |
| 4982 | **Flandres** | Scw | Blg | Antwerp | 3634 | | 1914 | Bremen, | Armement | 3CylTE28,46,75x53; | | BL |
| | xGreiffenfels Steel | | 422.5 | 56.2 \| 29.6 | 5827 | | 3 | (Akt. [Ger. | Deppe, Mgrs. | 3SB;WP192lbs | | |
| MFLR | 2D;Wireless;W. Bal 6BH | | P60′ | B126′ F54′ | | | | Ges. "Weser.") | | | | |
| 4983 | **Flandria** | Scw | ..... | ..... | 5916 | | 1922 | Glasgow, | ..... | Stm Tbns; | | I |
| | Steel | | 450.1 | 59.2 \| 41.7 | 10135 | | 9 | (Barclay, [Scot. | | 6SB;WP215lbs | | |
| | 2D;Shel dk;Oil fuel;SUB.SIG; 7BH | | | | | | | Curle & Co., | | | | |
| | Wireless;W. Bal | | | | | | | Lim.) | | | | |
| 4984 | **Flechas** | Trn | Am | Gulfport | 399 | | 1917 | Pascagoula, | M. M. | LO,YP;Gif(Sltd) | ✠A1 | |
| 215,917 | | | 156 | 35.6 \| 12.8 | 482 | | 12 | (M. M. [Miss. | Flechas | clk b8,23;clk t11,24; | S.S.No.2,Mbl8,25 | |
| LJNV | 1D | | | | | | | Flechas.) | | Exmd,tr clkg a,s rps8,25;Dkd8,26 | | |
| 4985 | **Fleetwing** | Sch | Br | Windsor | ..... | | '63 | Wilson, | James | O | | |
| 90,776 | | | 108 | 24 \| 7.9 | 162 | | | (McNott.) [N. Y. | Cochrane | | | |
| | 1D | | | | | | | | | | | |
| 4986 | **Fleetwood** | Scw | Am | Wilm'gton | 1175 | | '87 | West Bay | Nicholson | 3CylTE19,30,54x40; | | |
| 81,145 | xWm. H. Gratwick Oak | | 260 | 39.9 \| 22.2 | 1687 | | | City, Mich. | Transit Co. | 2SB;WP160lbs;800IHP. | | |
| | 1D | | | | | | | (F. W. Wheeler & Co.) | | | | |
| 4987 | **Flemington** | Scw | Am | New York | 149 | | 1903 | Phila., | Central | 2CylC18½,40x28; | | |
| 200,156 | Steel | | 98 | 24.5 \| 13.8 | 220 | | 8 | (Neafie & Levy [Pa. | R.R. of N. J. | 1CRTB;WP150lbs;500IHP. | | |
| | 1D;B 4BH | | | | | | | S. & E. B. Co.) | | | | |
| 4988 | **Flensburg** | Scw | Hol | Rotterd'm | 3515 | | 1922 | Flensburg, | Halcyon- | 3CylTE28,46,76x48; | | G |
| | Steel | Sch | 454.9 | 60.1 \| 27.8 | 6421 | | 6 | (Flensburger [Ger. | Lijn | | | |
| NRPC | 2D;SUB.SIG;Wireless;W. Bal 1BH | | | | | | | Schiffsb. Ges.) | | | | |
| 4989 | **Fleur de France** | Trn | Fr | St. Malo | 340 | | 1917 | Meteghan, | Andre | Bch;Gif | | V |
| | xJoban xRacewel | | 144.2 | 32.1 \| 11.9 | 382 | | | (Clara [N. S. | Lebret & | | | |
| OHFU | 1D | | | | | | | Shipping Co.) | J. Coupeaux | | | |
| 4990 | **Fleur-de-Lys** | Scw | Fr | ..... | 3220 | | 1912 | Sunderland, | French | 3CylTE26,44,72x48; | | |
| | xGaronne Steel | | 380 | 50.8 \| 29.2 | 5179 | | 12 | (Sir J. Laing [Eng. | Govt. | 2SB;WP180lbs | | |
| | 2D;Web frms;Mchy aft; 16BH | | P98′ | B28′ F40′ | | | | & Sons, Lim.) | | | | |
| | Oil in bulk;Oil fuel;Wireless; W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4991 | **Fleurus** Steel | Scw | Nor | Tönsberg | 144 | | 1919 | Savannah, | A S. Tons- | 3CylTE13,21,35x24; | | V |
| | 1D;Wireless;W. Bal 5BH | | 140.5 | 25.1 \| 13.2 F26′ | 406 | | 8 | (Founda- [Ga. tion Co.) | bergs Hvalfanger\| | 1SB;WP180lbs;580IHP. | | |
| 4992 | **Flint** | Scw | Nor | Bergen | 2459 | | 1908 | Newcastle, | W. Kubon, | 3CylTE26,42,70x48; | | N |
| | xOcean Steel | | 360.1 | 52 \| 25.6 | 4314 | | 5 | (W. [Eng. | Mgrs. | 3SB;WP180lbs | | |
| MDTN | 1D;Mchy aft;W. Bal;Wireless 6BH | | P104′ | F33′ | | | | Dobson & Co.) | | | | |
| 4993 | **Flora** | Brg | Am | Baltimore | 313 | | 1916 | Brooklyn, | Balt. & | Wd | | |
| 166,480 | | | 79.7 | 28.4 \| 7.2 | 313 | | | (Theo. A. [N. Y | Ohio R.R. Co. | | | |
| | 1D | | | | | | | Cranes Sons Co.) | | | | |
| 4994 | **Flora** | Brg | Am | Boston | 769 | | 1900 | Bath, | Mystic S.S. | O,Hk,Hw,YP;Gif | | |
| 121,135 | | Sch | 185.2 | 35.1 \| 17.3 | 865 | | 5 | (Kelley, [Me. | Co. | | | |
| KPVL | 1D;B | | | | | | | Spear & Co.) | | | | |
| 4995 | **Flora** Steel | Scw | Hol | Amst'dam | 824 | | 1921 | Papendrecht | Koninkl. | 3CylTE20,31,51x35½; | | V |
| | | | 265.1 | 39.3 \| 14.9 | 1417 | | | (N. V. [Hol. | Nederl. Stoomb. | 2SB;WP180lbs;1000IHP. | | |
| TNKW | 2D;Shel dk;Oil fuel;W. Bal 5BH | | | | | | | Scheepsbouw-werft | Maats. | | | |
| | | | | | | | | Huis de Merwede.) | | | | |
| 4996 | **Flora** | Scw | Chl | Valparaiso | 1702 | | '96 | Greenock, | Soc. Marit. | 2-3CylTE19,32,52x36; | | |
| 1,135 | xChile Steel | Twin | 350.3 | 43.1 \| 19.4 | 3225 | | | (Caird [Scot. | y Comercial | | | |
| HBLQ | 2D;Wireless;W. Bal | | | | | | | & Co., Lim.) | | | | |
| 4997 | **Flora** | Scw | Sp | Bilbao | 1875 | | 1918 | Sunderland, | Cia. Nav. | 3CylTE25,41,68x45; | | BL |
| | xWye Tempest xWar Tempest Steel | | 331.3 | 46.8 \| 23.2 | 3122 | | 9 | (R. [Eng. | Vascongada | 3SB;WP180lbs | | |
| MBRL | 1D;Wireless;W. Bal 7BH | | P33′ | B98′ F28′ | | | | Thompson & | | | | |
| | | | | | | | | Sons, Lim.) | | | | |
| 4998 | **Flora Pressey** | Sch | Br | Georgtwn | 102 | | '92 | Rockland, | Booker Bros | O,Hk,YP;Gif(Sltd) | ✠ — Exp | |
| 82,915 | | C B | 83.9 | 25.2 \| 7.4 | 110 | | 1 | (Cobb, [Me. | McConnell & | | | |
| | 1D | | | | | | | Butler & Co.) | Co. (Lim.) | | | |
| 4999 | **Floral E. Roe** | Scw | Am | New York | 56 | | '94 | Newburgh, | Daniel Roe | 2CylC15,30x22; | | |
| 127,065 | xMadeline Meseck Wood | | 90 | 21 \| 10 | 112 | | | (T. S. [N. Y. | Towing & | 1SB;WP130lbs;300IHP. | | |
| | 1D | | | | | | | Marvel & Co.) | Transp. Co. | | | |
| 5000 | **Floreal** | Scw | Fr | Havre | 1202 | | 1918 | Cleveland, | Cie. | 3CylTE20,33,54x40; | | BL |
| | xLake Otisco xWar Oak Steel | | 251 | 43.5 \| 20 | 1996 | | 2 | (American [Ohio | Nationale de | 2SB;WP180lbs;1250IHP. | | |
| OVHB | 1D;Wireless;W. Bal 6BH | | P25′ | B64′ F23′ | | | | S. B. Co.) | Navigation | | | |
| 5001 | **Floreana** | Trn | Ecd | Guay'quil | 333 | | '95 | Inverkeith- | Aug. F. | Stl;2BH; | | V |
| | xStart xOlga | Aux | 145.3 | 27.2 \| 11.3 | 407 | | | ing, Scot. | Christensen | 2CylOilEng15x16;120IHP. | | |
| | 1D | | F16′ | | | | | (Cumming & | & Co. | | | |
| | | | | | | | | Ellis.) | | | | |
| 5002 | **Florence** | Scw | Br | Liverpool | 71 | | 1900 | Bowling, | James T. | 2CylC13,28x18; | | |
| 110,634 | xQuickstep Steel | | 95 | 21.6 \| 10 | 179 | | | (Scott [Scot. | Chenhalls, Mgr. | | | |
| JQBV | 1D;Mchy aft;W. Bal | | F15′ | | | | | & Co.) | | | | |
| 5003 | **Florence** | Scw | Br | Quebec | 30 | | '85 | Levis, | Merlo- | 2CylC18,36x24; | | |
| 88,309 | Oak | | 91 | 19.8 \| 11.6 | 113 | | rb'19 | (Maritime & [Que. | Merlo & Ray | 1SB;WP120lbs;450IHP. | | |
| | 1D | | | | | | | Industrial Co.) | | | | |
| 5004 | **Florence** | MV | Am | New York | 118 | | 1914 | Neponset | Julian F. | 2-6CylGasEng9x14; | | |
| 212,246 | Steel | Twin | 134.7 | 20 \| 9.5 | 199 | | | (Geo. [Mass. | Detmer | 400IHP. | | |
| LDMB | 1D | | | | | | | Lawley & Son.) | | | | |
| 5005 | **Florence A.** | Sch | Am | Reedville | 126 | | '90 | Cherryfield, | G. H. New | Hw,Hk,YP;Gif(Sltd) | — Exp | |
| 120,804 | | | 96.5 | 27.4 \| 7.2 | 155 | | 7 | (G. R. [Me. | | | | |
| KHMD | 1D | | | | | | | Campbell & Co.) | | | | |
| 5006 | **Florence D** | Scw | Am | Manila | 1634 | | 1919 | Superior, | Cadwalla- | 3CylTE21,35,59x42; | ✠ — — | |
| 218,471 | xLake Farmingdale Steel | | 251 | 43.6 \| 26.1 | 2643 | | 8 | (American [Wis | der-Gibson | 2SB;WP185lbs;1500IHP. | ✠ — — | |
| LRWC | 1D;B;W. Bal;Wireless;SUB.SIG; 4BH | | P25′ | B64′ F20′ | 4050 | | | S. B. Co.) | Lumber Co. | | Suspended10,25 | |
| | Oil fuel | | | | | | | | | | | |
| 5007 | **Florence Luckenbach** | Scw | Am | New York | 3197 | | 1910 | Glasgow, | Luckenbach | 3CylTE25,41,67x51; | | BL |
| 210,587 | xDamara Steel | Sch | 401.8 | 52,2 \| 27.3 | 4953 | | 5 | (A. Stephen [Scot. | S.S. Co., Inc. | 3SB;WP175lbs;2750IHP. | | |
| LCPJ | 2D;B;SUB.SIG;Wireless;Oil fuel; 6BH | | P45′ | B125′ F38′ | | | | & Sons, Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 5008 | **Florence Olson** | Scw | Am | San Fran. | 891 | | 1912 | Long Beach, | Oliver J. | 2-2CylC13,30x24; | | V |
| 210,812 | xParaiso Steel | Twin | 216.5 | 40.2 \| 14.1 | 1437 | | 12 | (Craig [Cal. | Olson & Co. | 2SB;WP160lbs;900IHP. | | |
| LCRM | 1D;Oil fuel;Wireless;W. Bal 4BH | | | | | | | S. B. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5009 | **Florentine** | Scw | Ltv | Riga | 1022 | | 1901 | Hellerup, | K. Behrsing | 3Cyl TE 18,29,48x33; | | |
| | xKronprins Fredrik Steel | | 250.8 | 36 \| 21.1 | 1669 | | | (Hellerup [Den. | | 2SB;WP165lbs;700IHP. | | |
| | 1D;Wireless;W. Bal 5BH | | P26′ | | | | | Skibsvaerft.) | | | | |
| 5010 | **Florentino Ameghino** | Scw | Arg | BuenAires | 4429 | | 1925 | Glasgow, | Argentine | 3Cyl TE 27,45,75x54; | | BL |
| | Steel | | 431.2 | 57 \| 33.2 | 6948 | | 7 | (Fairfield [Scot. | Govt. | 3SB;WP180lbs | | |
| | 2D;Long. frmg;Mchy aft; 17BH | | P104′ | B32′ F49′ | | | | Co., Lim.) | | | | |
| | Oil fuel;Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 5011 | **Flores** | Scw | Nor | Oslo | 2813 | | '99 | Amsterdam, | Skibs A/S. | 3Cyl TE 23,38,62x42; | | |
| | Steel | | 340 | 44.5 \| 28.5 | 3610 | | | (Nederl. [Hol. | Parana Ilkv. | 2SB;WP180lbs;1500IHP. | | |
| WLCR | 1D;Spar dk;W. Bal 6BH | | B78′ | F45′ | | | | Schp. Maats.) | | | | |
| 5012 | **Flores** | Bk | Ptg | | 1829 | | '96 | Geeste- | Portuguese | Stl;2BH | | |
| | xMax xRickmer Rickmers | | 263.6 | 40.4 \| 24.6 | 1980 | | | munde, Ger. | Govt. | | | |
| HFLO | 1D;B | | P48′ | F36′ | | | | (Rickmers Act. Ges.) | | | | |
| 5013 | **Florida** | Scw | Am | New York | 188 | | 1907 | New York, | Barron G. | 2-3Cyl TE 11,16,26x12; | A1 Yachting Service | |
| 203,827 | xLyndonia Steel | | 163.3 | 20.4 \| 11 | 277 | | | (Chas. L. [N. Y. | Collier | Chas. L. Seabury & Co,; | AMS | |
| KVTJ | 1D;Wireless; 4BH | | | | | | | Seabury & Co.) | | 2WTB;Chas.L.Seabury & Co; | 2dS.S.No.3,NY2,25; | |
| | Oil Fuel F. P. above 150° F | | | | | | | | | 4054HS;WP265lbs;900IHP; | n Blrs1916;shfts drn4,24; | |
| | | | | | | | | | | Dkd,rps2,25 | M.&B.S.2,25;SBP;CL | |
| 5014 | **Florida** | Scw | Am | Duluth | 31 | | 1926 | Cleveland, | Great | 1Cyl 25x28; | | |
| 225,822 | Steel | Tug | 71 | 20 \| 12.6 | 99 | | | (Great Lakes [Ohio | Lakes Towing Co. | 2SB;WP150lbs;700IHP | | |
| | 1D;B 2BH | | | | | | | Towing Co.) | | | | |
| 5015 | **Florida** | SW | Am | Duluth | 564 | | '83 | Wyandotte, | Western | 2-1Cyl VB 36x80;44x120; | | |
| 126,150 | xState of New York Iron | | 203 | 32.4 \| 10.5 | 807 | | | (Detroit [Mich. | Trans. Co. | 4SB;WP100lbs;950IHP. | | |
| KCBQ | 2D;Wireless 3BH | | | | | | | D.D. Co.) | | | | |
| 5016 | **Florida** | Scw | Dan | Copenhgn | 2837 | | '98 | Newcastle, | Forenede, | 3Cyl TE 26,43,72x45; | | V |
| | Steel | Sch | 379.6 | 48 \| 27.6 | 4401 | | 9 | (W. [Eng. | Dampskib Sels. | 1SB;WP180lbs;1600IHP. | | |
| NKCT | 2D;Wireless;W.Bal 7BH | | P35′ | B168′ F27′ | | | | Dobson & Co.) | | | | |
| 5017 | **Florida Maru** | MV | Jap | Kobe | 3654 | | 1925 | Kobe, | Kawasaki | 6Cyl Oil Eng 22x66 | | BL |
| 30,522 | Steel | | 405 | 53 \| 34 | 5845 | | 3 | (Kawasaki [Jap. | Dkyd. Co. (Lim.) | | | |
| STRP | 2D;Wireless;W. Bal 6BH | | | P28′ F31′ | | | | Dkyd. Co., Lim.) | | | | |
| 5018 | **Floridian** | Scw | Am | New York | 4167 | | 1915 | Sparrows | American- | 4Cyl QE 25½,37,53½,78x54; | | BL |
| 213,813 | Steel | Sch | 415 | 53.7 \| 28.1 | 6719 | | 12 | Point, Md. | Hawaiian | 3SB;WP215lbs;4000IHP | | |
| LFRG | 2D;B;Shel dk;Web frms; 7BH | | | | | | | (Maryland Steel Co.) | S.S. Co | | | |
| | Long. frmg;Oil fuel;Wireless; W. Bal;D.F | | | | | | | | | | | |
| 5019 | **Florinda** | Scw | Sp | Barcelona | 1301 | | 1909 | Newcastle, | Cia. Tras- | 3Cyl TE 22,35,58x39; | | BL |
| | Steel | | 290 | 42 \| 20.7 | 2090 | | 9 | (Swan, [Eng. | mediterranea | 2SB;WP180lbs;273RHP | | |
| HMSJ | 2D;Wireless;W. Bal 5BH | | P22′ | B70′ F32′ | | | | Hunter & Wigham Richardson) | | | | |
| 5020 | **Flowerdew** | Sch | Br | St. Johns | 306 | | 1918 | Shelburne, | W. Forsey | Wd | | |
| 141,083 | 1D | | 111.9 | 31.9 \| 12.3 | 392 | | 12 | (Shelburne [N. S. | | | | |
| | | | | | | | | S. B. Co., Lim.) | | | | |
| 5021 | **Flowergate** | Scw | Br | London | 3226 | | 1911 | Geeste- | Turnbull, | 3Cyl TE 28,45,74x53; | | BL |
| 143,815 | xSchildturm Steel | | 400.8 | 53.6 \| 28.5 | 5156 | | 6 | munde, Ger. | Scott & Co., | 3SB;WP192lbs | | |
| KCWN | 2D;Wireless;W. Bal 6BH | | P50′ | B124′ F52′ | | | | (J. C. Tecklenborg A. G.) | Mgrs. | | | |
| 5022 | **Fluminense** | Scw | Arg | BuenAires | 2003 | | 1920 | Elizabeth- | Cadec | 3Cyl TE 21,35,58x42; | | V |
| | xMeissonier xNanquitt Steel | | 328 | 46.2 \| 22.9 | 3514 | | | port, N. J. | Comp. Argentina de Comercio | 2SB;WP190lbs;2400IHP | | |
| | 1D;Long. frmg;SUB.SIG; 6BH | | | | | | | (Bethlehem S. B. Corp.) | (S. A.) | | | |
| | Wireless | | | | | | | | | | | |
| 5023 | **Fluor Spar** | Scw | Am | Savannah | 3095 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,596 | Steel | | 390 | 54.2 \| 27.6 | 5055 | 24′ 5″ | 8 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LSCW | 2D;Wireless;SUB.SIG;W. Bal; 8BH | | | 32′ | 7825 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,Mb6,24 | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B21′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | M.S.6,24;shft drn12,24; | |
| | | | | | | | | | | Dkd,d rpd6,26;s rps9,26 | B.S.6,26;Cln BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t. | | | D. | T.36′892t;F.P.1 | 44t | | | | | | |
| | F.O. D.B.257′1162t;S. | T.14′ 1 | 29t; D. | | T.36′833t | | | | | | | |
| 5024 | **Flying Cloud** | Sch | Br | Plymouth | 859 | | 1918 | Biloxi, | The Duke | Wd | | |
| 145,993 | xElizabeth Ruth | | 177 | 38.4 \| 17.1 | 878 | | 6 | (Mississippi [Miss. | of Westminster | | | |
| KLTH | 1D;B | | | | | | | S. B. Corp.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5025 NWVG | **Flynderborg** Steel 1D;W. Bal 5BH | Scw | Dan 249.6 P17′ | Cop'hagen 38 \| 15.4 B96′ F29′ | 858 1417 | | 1919 8 | Elsinore, (Helsingfors, [Den. Jernsk & Msk.) | C. K. Hansen, Mgr. | 3CylTE18,30,50x36; 2SB;WP169lbs;820IHP | | V |
| 5026 216,376 LKSN | **Foam** Steel 1D 4BH | Scw | Am 135 | Boston 22.8 \| 13.4 F26′ | 96 308 | | 1918 6 | Manitowoc, (Manitowoc [Wis. S. B. Co.) | Bay State Fishing Co. | 3CylTE12,21,35x24; 1SB;WP180lbs;500IHP. | | |
| 5027 JGFQ | **Fofo** xHardanger Steel 1D;Well dk;Web frms; Wireless;W. Bal 5BH | Scw | Grk 285.6 P27′ | Chios 39 \| 21.3 B112′ F28′ | 1526 2419 | | '91 7 | W. Hartlepool, Eng. (W. Gray & Co., Lim.) | C. J. Frangos | 3CylTE22,35,59x39; 2SB;WP160lbs | | BL |
| 5028 MLWF | **Foina** Steel 1D;Wireless;W. Bal 4BH | Scw | Nor 248.8 P17′ | Hauges'nd 38.2 \| 15.4 B96′ F29′ | 998 1674 | | 1915 9 | Elsinore, (Helsingfors, [Den. Jernsk & Msk.) | K. Knudsen Mgr. | 3CylTE18,30,50x36; 2SB;WP170lbs | | N |
| 5029 LCGV | **Foldenfjord** Steel 2D;Mchy aft;Oil fuel; Wireless;W. Bal 16BH | Scw | Nor 430.4 P133′ | Oslo 59.2 \| 33.4 B37′ F40′ | 5053 7276 | | 1921 5 | Chester, (Sun [Pa. S. B. Co.) | Den Norske Amerikalinie | 3CylTE27,45½,76x51; 3SB;WP190lbs | | N |
| 5030 | **Foldin** xCobo 1D;B;Wireless 4 M Aux | Sch | Nor 209.8 | Oslo 37.8 \| 18.2 | 798 1254 | | 1919 | St. John, (Marine [N. B. Const. Co. of Canada, Lim.) | A. Nilsen | B;Bch,Sp,Hk;Gif; 2 Cyl C 15, 32x20; 1SB;WP115lbs | | |
| 5031 1,262 NPQJ | **Folgore** xRiva Trigoso xRio Claro Steel 3D;B;Wireless;W. Bal 7BH | Scw | It 341 | Genoa 50 \| 22.8 | 3022 3956 | | 1904 | Sunderland, (W. Doxford [Eng. & Sons, Lim.) | Cav. Clorialdo Devoto | 3CylTE26,42,68x42; 2SB;WP160lbs;1100IHP. | | I |
| 5032 MPTW | **Folkvard** xSongdal xFolkvard xBandon Steel 2D;Wireless;W. Bal 5BH | MV | Nor 330.1 P31′ | Oslo 47.3 \| 25.7 B65′ F37′ | 2179 3466 | | 1909 1 | Glasgow, (Barclay, [Scot. Curle & Co., Lim.) | Kloster's Rederi A/S | 6CylOilEng26⅜x39⅜ | | N |
| 5033 200,948 | **Fontana** xFrank Seither Steel 1D;B;Mchy aft;W. Bal 2BH | Scw | Am 362.8 | Cleveland 50.2 \| 29 | 2935 3887 | | 1904 5 | Ecorse, (Great [Mich. Lakes Eng. Wks.) | Progress S.S.Co. | 3CylTE20¼,32,54x40; 2SB;WP165lbs;1000IHP. | 95(GL) P.S.4,26 | |
| 5034 OVUM | **Forbin** Steel 3D;Wireless;W. Bal 8BH | Scw | Fr 417.9 | Havre 55.2 \| 37.6 \| 26.7 | 4747 7653 | | 1923 | Havre, (Forg. & [Fr. Ch. de la Medit.) | Chargeurs Reunis | 3CylTE28,46,76x52; 3SB;WP200lbs;4000IHP | | V |
| 5035 LFRD | **Fordefjord** xEmma Maersk Steel 1D;Shel dk;Wireless;W. Bal 6BH | MV Twin | Nor 378.8 F33′ | Oslo 50.2 \| 31.7 | 3264 5242 | | 1924 2 | Odense, (Skbvs. [Den. v/d A. P. Moller.) | Den Norske Amerikalinje A/S. | 2-6CylOilEng19x35 | | BL |
| 5036 | **Fordonian** Steel 2D;Mchy aft;W. Bal;Wireless 6BH | MV | Br 250 F37′ | 42.6 \| 23 | 1742 2367 | | 1912 9 | Pt. Glasgow (Clyde [Scot. S. B. & E. Co.) | | Elect. Motor;2-4CylOilEng 850SHP;DB | 100(GL) P.S.5,25 | |
| 5037 151,988 TQKJ | **Fordsdale** Steel 2D;Shel dk;Oil fuel;W. Bal; Wireless 9BH | Scw Twin | Br 500 F33′ | Sydney 63.2 \| 32.8 | 5661 9674 | | 1924 3 | Sydney, (Common- [N.S.W. wealth Drydock.) | Australian Commonwealth Line of Steamers | 2-4CylQE23½,34,48½,70x54; 6SB;WP220lbs | | BL |
| 5038 219,276 LTVB | **Forest Dream** 1D;B 5 M | Bkt | Am 242.4 P39′ | Seattle 44 \| 18.9 F59′ | 1427 1604 | | 1919 12 | Aberdeen, (Grays [Wash. Harbor Motorship Corp.) | Grays Harbor Motorship Corp. | Fir;Gif | | BL |
| 5039 219,452 LVGK | **Forest Friend** 1D;B 5 M | Bkt | Am 243.3 P39′ | Seattle 44 \| 19.2 F59′ | 1436 1614 | | 1919 11 | Aberdeen, (Grays [Wash Harbor Motorship Corp.) | Grays Harbor Motorship Corp. | Fir;Gif | | BL |
| 5040 220,354 MBCP | **Forest King** Fir;Gif 1D;B;Mchy aft;Oil fuel;Wireless 3BH | Scw | Am 267.6 P74′ | Seattle 46.2 \| 24 F29′ | 1724 2426 | | 1919 5 | Aberdeen, (Grant, [Wash. Smith, Porter Ship Co.) | Forest King Co. (Inc.) | 3CylTE19,32,56x36; 2WTB;WP200lbs;1600IHP. | | BL |
| 5041 219,131 LTKF | **Forest Pride** 1D;B 5 M | Bkt | Am 241.5 P39′ | Seattle 43.8 \| 19.2 F59′ | 1424 1600 | | 1919 9 | Aberdeen, (Grays [Wash Harbor Motorship Corp.) | Grays Harbor Motorship Corp. | Fir;Gif | | BL |
| 5042 121,165 KQMG | **Forester** 1D 4 M | Sch | Am 184 | San Fran. 38.6 \| 13.6 | 598 663 | | 1900 11 | Alameda, Cal. (Hay & Wright.) | Sanders & Kirchman | YF;Gif(Sltd) | ✠ — — Cancelled. | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5043 | **Foria** | Scw | Fr | Marseilles | 2637 | | 1912 | Vegesack, | Cie. Fran- | 4CylQE21,31,45,66x47; | | V |
| | xElizabeth Brock Steel | | 356 | 49.9 \| 23.8 | 4266 | | | (Bremer [Ger. | caise de Nav. a | 4SB;WP228lbs;1900IHP. | | |
| OHJN | 2D;Wireless;W. Bal 7BH | | | | | | | Vulkan.) | Vap. | | | |
| 5044 | **Formosa** | Scw | Fr | Marseilles | 2812 | | 1906 | Glasgow, | Soc. Gen. | 2-3CylTE23,39,64x42; | | I |
| 791 | Steel | Twin | 408 | 47.4 \| 26.8 | 4471 | | | (London [Scot. | de Transp. Mar. | 4SB;WP180lbs;3800IHP. | | |
| OHJP | 3D;Spar dk;Wireless;W. Bal 7BH | | P48′ | B150′ F62′ | | | | & Glasgow Co., Lim.) | a Vap | | | |
| 5045 | **Formosa** | MV | Swd | Gothenb'g | 4330 | | 1921 | Copen- | Aktieb | 2-6CylOilEng24$\frac{13}{16}$x37$\frac{13}{16}$ | | BL |
| 6,722 | Steel | Twin | 425.4 | 55.1 \| 35.4 | 7032 | | 2 | hagen, Den. | Svenska Ostasia- | | | |
| KCVN | 2D;Wireless;W. Bal 7BH | | F35′ | | | | | (Akt. Burmeister & Wain.) | tiska Komp. | | | |
| 5046 | **Formose** | Scw | Fr | Havre | 6136 | | 1921 | La Seyne, | Cie. des | 2-3CylTE25,42,70x48; | | V |
| | Steel | Twin | 483.5 | 58.1 \| 34.8 | 9975 | | | (Forg. & [Fr. | Chargeurs Reunis | 5SB;WP200lbs;5800IHP. | | |
| OHJQ | 3D;Wireless;W. Bal 9BH | | B266′ | F56′ | | | | Chant. de la Medit.) | | | | |
| 5047 | **Fort Armstrong** | Scw | Am | Newark | 2174 | 5′ 9″ | 1920 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,759 | Steel | | 324 | 46.2 \| 25 | 3545 | 22′ 11″ | 5 | (Submarine [N. J | ping Board | Westinghouse E. & M. Co: | ✠AMS | |
| LWBN | 1D;2d dk at ends; 7BH | | | 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | Wireless;SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | 1BH to 2d dk | | | | | | | | | Dkd,s rps6,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T .20′394 | | t..... | ..F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T .20′368 | | t;S.T.3 | 1t..... | | | | | | | | |
| 5048 | **Fort de Douaumont** | Scw | Fr | Havre | 3142 | | 1918 | Sunderland, | Cie. des | 3CylTE27,44,73x48; | | V |
| | xWar Deer Steel | | 400 | 52.4 \| 28.5 | 5266 | | 7 | (W. Doxford [Eng. | Chargeurs Reunis | 3SB;WP180lbs;3000IHP. | | |
| OHJR | 2D;Web frms;Wireless;W. Bal 7BH | | P49′ | B112′ F39′ | | | | & Sons, Lim.) | | | | |
| 5049 | **Fort de Souville** | Scw | Fr | Havre | 3129 | | 1918 | Stockton, | Chargeurs | 3CylTE27,44,73x48; | | V |
| | xWar Finch Steel | | 400.1 | 52.3 \| 28.4 | 5228 | | 10 | (Craig, [Eng. | Reunis | 3SB;WP180lbs;3000IHP. | | |
| OHJU | 3D;Wireless;W. Bal 9BH | | P49′ | B113′ F40′ | | | | Taylor & Co.,Lim.) | | | | |
| 5050 | **Fort de Troyon** | Scw | Fr | Havre | 3114 | | 1918 | Clydebank, | Chargeurs | 3CylTE27,44,73x48; | | V |
| | xWar Rider Steel | | 400 | 52.3 \| 28.5 | 5206 | | | (J. Brown [Scot. | Reunis | 3SB;WP180lbs;3000IHP. | | |
| OHJV | 2D;Wireless 9BH | | P49′ | B113′ F43′ | | | | & Co., Lim.) | | | | |
| 5051 | **Fort de Vaux** | Scw | Fr | Havre | 3151 | | 1918 | Stockton, | Chargeurs | 3CylTE27,44,73x48; | | V |
| | xWar Gnat Steel | | 400 | 52.4 \| 28.4 | 5186 | | | (Ropner [Eng. | Reunis | 3SB;WP180lbs;3000IHP. | | |
| OHJW | 2D;Wireless;W. Bal 8BH | | P49′ | B113′ F39′ | | | | & Sons, Lim.) | | | | |
| 5052 | **Fort Gaines** | Scw | Nor | Bergen | 629 | | 1902 | Grimstad, | A.E. Legan- | 3CylTE20,32,53x33; | | N |
| | Steel | Sch | 225.2 | 30.1 \| 12.1 | 1121 | | 10 | (Fevigs [Nor. | ger, Mgr. | 2SB;WP175lbs | | |
| JQDL | 1D;W. Bal 4BH | | | | | | | Jernskibsbyg.) | | | | |
| 5053 | **Fort Laramie** | Sch | Am | San Fran. | 2140 | | 1920 | North Bend, | Charles | Fir;Gif✕;2BH; | ✠A1 | |
| 220,724 | | 6 M | 266.5 | 46 \| 24.1 | 2240 | | 12 | (Kruse & [Ore. | Nelson Co. | s rps9,21;Dkd11,22 | (Laid up) | |
| MBRN | 1D;B | | | | | | | Banks S. B. Co.) | | | | |
| 5054 | **Fort Lee** | Scw | Am | New York | 726 | | 1915 | Wilmington, | Riverside | 2-2CylC17,34x26; | | |
| 213,656 | Steel | Twin | 177.4 | 39.7 \| 16 | 1080 | | | (Harlan & [Del. | & Fort Lee | 2SB;WP150lbs;1000IHP. | | |
| | 1D 5BH | | | | | | | Hollingsworth.) | Ferry Co. | | | |
| 5055 | **Fort Meigs** | SW | Am | Toledo | 95 | | 1901 | Oshkosh, | James | 1Cyl18x54; | | |
| 141,741 | xLe Fevre Oak | | 115.6 | 20 \| 6 | 108 | | | (James [Wis. | Scanes Boat & | 1SB;WP150lbs;150IHP. | | |
| | 1D | | | | | | | Ryan.) | Dock Co. | | | |
| 5056 | **Fort Morgan** | Scw | Nor | Farsund | 632 | | 1902 | Grimstad, | N. A. Olsen | 3CylTE20,32,53x33; | | N |
| | Steel | Sch | 225 | 30.1 \| 12.1 | 1120 | | 9 | (Fevigs [Nor. | | 2SB;WP175lbs | | |
| JQDC | 1D;W. Bal 4BH | | | | | | | Jernskibsbyg.) | | | | |
| 5057 | **Fort Orange** | SW | Am | New York | 2800 | | 1903 | Wilmington, | Hudson | 1CylVB81x144; | | |
| 200,894 | xC. W. Morse Steel | | 411.1 | 50.8 \| 12.8 | 4307 | | 6 | (Harlan [Del. | River Nav. Co. | 4Blrs;WP55lbs; | | |
| | 1D;B | | | | | | | & Hollingsworth.) | | 5000IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5058 | **Fort Pitt Bridge** | Scw | Am | Newark | 46.2 \| 25 | 2001 / 3283 / 5500 | | 1919 | Newark, (Submarine Boat Corp.) [N. J. | Ford Motor Co. | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd9,20;s rps2,21 | ✠A1Ⓔ ✠AMS Cih BB;CL (Laid up) | |
| 217,595 LPWC | Steel<br>1D;2d dk at ends; 7BH<br>W. Bal; 6BH to Fbd dk<br>1BH to 2d dk<br>Oil fuel F. P. above 150° F. C-32 | | P30′ | B90′ F35′ | | | | 4 | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T. .20′394 t.....F.P.111t<br>F.O.—A.P.66t;D.B.214′643t.....S.T.3 1t..... | | | | | | | | | | | | |
| 5059 | **Fort St. George** | Scw | Br | Hamilton | 56.7 \| 34.1 | 4532 / 7785 | | 1912 | Glasgow, (W. Beardmore & Co., Lim.) [Scot. | Bermuda & West Indies S.S. Co. (Lim.) | 2-4CylQE23,34,50,72x54; 6WTB;WP250lbs | | BL |
| 122,741 JBDN | xWandilla Steel<br>2D;Shel dk;Oil fuel;SUB.SIG; 8BH<br>Wireless;D.F;W. Bal | Twin | B155′ | F70′ | | | | 11 | | | | | |
| 5060 | **Fort Sutter** | StW | Am | San Fran. | 42.6 \| 9.3 | 801 / 1139 | | 1912 | San Francisco, Cal. (Schultz, Robinson & Schultz.) | California Trans. Co. | 2CylC25,50x108; 4RTB;WP170lbs;1200IHP. | | |
| 210,771 | Wood | | 219.2 | | | | | 11 | | | | | |
| 5061 | **Fort Victoria** | Scw | Br | Hamilton | 56.7 \| 34.1 | 4532 / 7784 | | 1913 | Glasgow, (W. Beardmore Co., Lim.) [Scot. | Bermuda & West Indies S.S. Co. (Lim.) | 2-4CylQE23,34,50,72x54; 6WTB;WP250lbs | | BL |
| 122,744 JBPH | xWillochra Steel<br>2D;Shel dk;Oil fuel;SUB.SIG; 8BH<br>Wireless;D.F;W. Bal | Twin | B155′ | F70′ | | | | | | | | | |
| 5062 | **Fort Wayne** | Scw | Am | Baltimore | 54.4 \| 27.4 | 3921 / 6231 / 8827 | | 1918 | Baltimore, (Baltimore D. D. & S. B. Co.) [Md. | U. S. Shipping Board | Stm Tbn; General Electric Co; 4WTB;Heine Safety Blr. Co; 11132HS;WP225lbs;2500SHP; rps6,20;Dkd,s rps1,21 | ✠A1Ⓔ ✠AMS S.S.Seat6,20; Cih BB;CL (Laid up) | |
| 217,319 LPCS | Steel<br>2D;Long. frmg;W. Bal; 8BH<br>Wireless; 6BH to Fbd dk<br>SUB.SIG; 2BH to 2d dk<br>Oil fuel F. P. above 150° F. C-36 | | P40′ | B120′ F43′ | | | | 12 | | | | | |
| | W.B.—A.P.45t;D.T.a30′765t;D.B .340′11 86t.....D.T.f.30′7 36t; F. P.199t<br>F.O.....D.B .304′ 9 55t; S. T.79t..... | | | | | | | | | | | | |
| 5063 | **Fort Worth** | Brg | Am | New York | 32 \| 8.1 | 245 / 245 | | 1915 | Tottenville, (H. Cassey) [N. Y. | Mallory S.S. Co. | Wd | | |
| 166,468 | 1D | | 102 | | | | | | | | | | |
| 5064 | **Fortol** | Scw | Br | London | 41.6 \| 23.1 | 1202 / 2629 | | 1917 | Dumbarton, (A. McMillan & Son, Lim.) [Scot. | The Admiralty | 3CylTE26,42,70x45; 3SB;WP200lbs | | BL |
| 140,341 GRBC | Steel<br>2D;Web frms;Long. frmg; 16BH<br>Oil fuel;Oil in bulk;Wireless;W. Bal | | P46′ | B107′ F45′ | | | | 19 | | | | | |
| 5065 | **Fortuna** | S | Arg | BuenAires | 39 \| 22.5 | 1659 / 1793 | | '93 | Glasgow, (C. Connell & Co.) [Scot. | Soc. Anonima | Stl;1BH | | BL |
| | xEms<br>2D | | 270.7<br>P30′ | <br>F34′ | | | | 5 | | | | | |
| 5066 | **Fortunato** | Scw | It | Genoa | 49.4 \| 28.6 | 3453 / 5443 | | '96 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Soc. Anon. Industrie Navale Edilizie | 3CylTE29,50,82x60; 2DB;WP180lbs | | C-I |
| 1,283 NPSB | xAntenor Steel<br>2D;Deep frmg;Wireless;W. Bal 8BH | | 422<br>P39′ | <br>B121′ F45′ | | | | 8 | | | | 2dS.S.No.2,Amst6,22;A.S.4,26; shft drn10,23; B.S.3,25;M.S.4,26 | |
| 5066a | **Fortunato Secondo** | Scw | It | Genoa | 47.1 \| 26 | 2735 / 4367 | | '94 | Greenock, (Scott & Co.) [Scot. | Industrie Navali Soc. Anon. | 3CylTE25½,43,69x54; 2DB;WP170lbs (Broken up) | | C |
| | xFingal Steel<br>2D;Deep frmg;Wireless;W. Bal 8BH | | 392<br>P44′ | <br>B106′ F48′ | | | | | | | | 2dS.S.No.3,Ams5,22; shft drn8,23;M.&B.S.9,25 | |
| 5067 | **Fortunatus** | Scw | Swd | Helsinborg | 33 \| 16 | 799 / 1367 | | '84 | W. Hartlepool, Eng. (Irvine & Co.) | H. Edling | 2CylC30,57x33; 2SB;WP 75lbs | | BL |
| 2,870 JGMP | Iron<br>1D;B;Well dk;W. Bal 4BH | | 245 | B61′ F31′ | | | | 3 | | | | | |
| 5068 | **Fotini Carras** | Scw | Grk | Chios | 50.5 \| 27.6 | 2716 / 4396 | | 1908 | Stockton, (Richardson, Duck & Co.) [Eng. | Carras Bros. | 3CylTE26,42,69x45; 2SB;WP180lbs | | BL |
| JFWT | xFotini xRoxburgh Steel<br>xCressington Court 6BH<br>1D;B;Deep frmg;Wireless;W. Bal | | 354.4<br>P46′ | <br>B98′ F35′ | | | | 7 | | | | | |
| 5069 | **Fotinia** | Scw | Br | N. Shields | 51 \| 26.6 | 2835 / 4584 | | 1913 | Sunderland, (W. Pickersgill & Sons. Lim.) [Eng. | Fisher, Almonda & Co. (Lim.), Mgrs. | 3CylTE26,42,71x48; 3SB;WP180lbs | | BL |
| 183,314 JCPD | xPhotinia Steel<br>1D;Wireless;W. Bal 6BH | | 383<br>P36′ | <br>B221′ F37′ | | | | 7 | | | | | |
| 5070 | **Fotis** | Scw | Grk | Argostoli | 50.8 \| 21.4 | 2091 / 3507 | | 1912 | Sunderland, (R. Thompson & Sons, Lim.) [Eng. | N. D. Lykiardopulo | 3CylTE24½,40,66x45; 2SB;WP180lbs | | BL |
| | Steel | | 352.7 | | | | | 12 | | | | | |
| HTLR | 1D;Wireless;W. Bal 7BH | | P30′ | B216′ F38′ | | | | | | | | | |
| 5071 | **Fougeres** | Brg | Fr | Havre | 23.1 \| 12.5 | 535 / 564 | | 1915 | Philadelphia, Pa. (Clinton S. B. & Repair Co.) [phia, | Soc. Havraise de Transp. & de Transit | Stl;3BH | ✠ — — Cancelled2,23 | |
| | xYenrut II | | 196.1 | | | | | 10 | | | | | |
| OHKJ | 1D | | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5072 | **Four Winds** | MV | Am | Provide'ce | 103 | | 1912 | Tottenville, | S. M. | 2-3CylGasEng11x12; | | |
| 210,350 | xSilouan | Twin | 101.2 | 21 \| 7.2 | 201 | | | (A. C. Brown & Sons.) [N. Y. | Nicholson | 150IHP. | | |
| | 1D | | | | | | | | | | | |
| 5073 | **Fourth Alabama** | Scw | Am | Newark | 2000 | 5′ 9″ | 1919 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,788 | Steel | | 324 | 46.2 \| 25 | 3283 | 22′ 11″ | 9 | (Submarine Boat Corp.) [N. J. | ping Board | Westinghouse E. & M. Co: | ✠AMS | |
| LBNJ | 1D;2d dk at ends; 7BH | | | 28′ 6″ | 5500 | | | | | 2WTB;Babcock & Wilcox Co; | shft drn7,20; | |
| | Wireless; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | Scip;CL | |
| | sub.sig;W. Bal; 1BH to 2d dk | | | | | | | | | Dkd,d rpd7,20;s rps6,21 | (Laid up) | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | 20′394 t | | ...F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t | | | S.T.3 1t;F.P.104t | | | | | | | | |
| 5074 | **Fox** | Sch | Am | Los Ang's | 266 | | '88 | Fairhaven, | Egbert M. | Wd | | |
| 106,521 | xAllen A | | 145 | 35 \| 9.4 | 342 | | | Cal. | Streeter | | | |
| KFVB | 1D | | | | | | | | | | | |
| 5075 | **Fox** | Brg | Am | St.Mich'el | 539 | | '98 | San Fran- | American- | Wd | | |
| 37,573 | | | 143.8 | 32.5 \| 7.1 | 539 | | | cisco, Cal. | Yukon Nav. Co. | | | |
| 5076 | **Fox III** | Scw | Dan | Cop'hagen | 328 | | 1919 | Aeroskjob- | A/S.Kryolit | 3CylTE14,22,37x27; | | V |
| | xTele xSyd Georgia Wood | | 155.1 | 34.7 \| 16.1 | 633 | | | ing, Den. | Mine & Handels | 2SB;WP185lbs;440IHP. | | |
| NFBG | 1D;B;Wireless | | | | | | | (Aeroskjobing Skibs.) | Selsk. | | | |
| 5077 | **Foyle** | Scw | Br | London | 2952 | | 1915 | Sunderland, | Hain S.S. | 3CylTE26,43,71x48; | | BL |
| 139,093 | Steel | Sch | 400 | 53 \| 26 | 4739 | | 10 | (J. L. Thompson & Sons, Lim.) [Eng | Co. (Lim.) | 3SB;WP180lbs | | |
| JLVH | 2D;Wireless;W. Bal 6BH | | P27′ | B241′ F39′ | | | | | | | | |
| 5078 | **Fram** | Scw | Nor | Hauges'nd | 1743 | | 1907 | Newcastle, | H. M. Wran- | 3CylTE23,38,62x42; | | N |
| | Steel | Sch | 313 | 47 \| 20.4 | 2864 | | 7 | (Tyne [Eng. | gell & Co. | 2SB;WP160lbs | | |
| MDKR | 1D;Wireless;W. Bal 5BH | | P31′ | B92′ F34′ | | | | I. S. B. Co., Lim.) | | | | |
| 5079 | **Fram** | Scw | Swd | Kalmar | 2102 | | '97 | Middlesbro, | Angf. A/B. | 3CylTE22,36,60x42; | | V |
| 6,876 | xRuss Steel | | 311.3 | 43.1 \| 20.5 | 2759 | | 6 | (Sir Raylton Dixon & Co.) [Eng. | "Kjell" | 2SB;WP160lbs;1500IHP. | | |
| KDTV | 1D;Deep frmg;Wireless;W. Bal 6BH | | P25′ | B84′ F31′ | | | | | | | | |
| 5080 | **Framlington Court** | Scw | Br | London | 2989 | | 1924 | Glasgow, | United | 3CylTE26,42,70x48; | | BL |
| 147,622 | Steel | | 396.7 | 53.3 \| 26.7 | 4888 | | 5 | (Napier & Miller, Lim.) [Scot. | British S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| KQMH | 1D;Wireless;W. Bal 6BH | | P46′ | B119′ F38′ | | | | | | | | |
| 5081 | **Franca M** | Scw | Brz | Sao Paulo | 2122 | | 1900 | Pt. Glasgow, | Soc. de | 3CylTE24,40,65x42; | | |
| | xChezine xLuise Steel | | 330.6 | 45.7 \| 16.2 | 3383 | | 11 | (W. [Scot. | Paolista de Nav. | 2SB;WP180lbs | | |
| | 1D;B;Spar dk;Deep frmg; 7BH | | P31′ | B118′ F39′ | | | | Hamilton & Co.) | Matarazzo, Lda. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 5082 | **France** | Scw | Fr | Havre | 7923 | | 1912 | St. Nazaire, | Cie. Gen- | Stm Tbns; | | V |
| | Steel | Quad | 690.2 | 75.6 \| 48.6 | 23769 | | 1 | (Chantiers de l'Atlantique.) [Fr. | erale Trans-atlantique | 11DB;8SB;WP200lbs;40000SHP | | |
| OHMA | 4D;Wireless;sub.sig;W. Bal 16BH | | F133′ | | | | | | | | | |
| 5083 | **France Maru** | Scw | Jap | Kobe | 4263 | | 1919 | Kobe, | Kokusai | 3CylTE26,43,72x48; | | BL |
| 26,168 | Steel | | 385 | 51 \| 36 | 5863 | | 11 | (Kawasaki Dkyd. Co., Lim.) [Jap. | Kisen Kabushiki Kaisha | 2SB;1AuxSB;WP200lbs | | |
| RSJL | 2D;Oil fuel;Wireless;W. Bal 6BH | | | | | | | | | | | |
| 5084 | **Frances** | StW | Am | San Fran. | 542 | | 1905 | San Fran- | Bay Trans- | 1Cyl20x84; | | |
| 202,063 | Wood | | 174 | 38 \| 8.3 | [illegible] | | | cisco, Cal. | port Co. | 4Blrs;500IHP. | | |
| | 1D | | | | | | | | | | | |
| 5085 | **Frances** | Scw | Nor | Bergen | 689 | | 1908 | Bergen, | K. S. Nord- | 3CylTE16,27,44x30; | | N |
| | Steel | Sch | 228.4 | 36.2 \| 15.9 | 1141 | | 1 | (Laxevaags Msk. & Jrnsk.) [Nor. | green, Mgr. | 1SB;WP160lbs | | |
| MDTC | 1D;W. Bal 4BH | | P15′ | B61′ F27′ | | | | | | | | |
| 5086 | **Frances Anne** | Scw | Am | Wilm'gton | 178 | | 1901 | Wilmington, | Chesapeake | 1Cyl26x26; | | |
| 93,225 | xMarion Wood | | 129.3 | 23.5 \| 8 | 262 | | 12 | (Enoch Moore & Son.) [Del. | & Delaware Stmbt. Co. | 1SB;WP100lbs;275IHP | | |
| | 2D | | | | | | | | | | | |
| 5087 | **Frances Inness** | Sch | Br | Georget'n | 299 | | 1917 | Liverpool, | Hooker | Bch,P,Sp;Gif(Sltd) | | |
| 138,194 | | | 129.9 | 32 \| 11.7 | 372 | | | (Southern Salvage Co.) [N. S. | Bros., McConnel & Co. (Lim.) | | | |
| TMQP | 1D | | | | | | | | | | | |
| 5088 | **Frances J. Elkin** | Trn | Br | Weymo'th | 500 | | 1918 | Church | F. J. Elkin | Bch,P,Sp;Gif(Sltd) | | V |
| 141,221 | | | 165.4 | 36.9 \| 13 | 557 | | 1 | Point, N. S. (Moses Belliveau.) | (Lim.) | | | |
| TPCQ | 1D | | | | | | | | | | | |
| 5089 | **Frances L. Spindler** | Sch | Br | Lunenb'rg | 112 | | 1920 | Lunenburg, | I. Spindler | Wd | | |
| 141,684 | | | 125.4 | 27.2 \| 10.6 | 174 | | | (Smith & Rhuland.) [N. S. | | | | |
| | 1D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5090 216,927 LMWH | **Frances L. Taussig** 2D | Sch 4 M | Am 193.7 | Boston 38.8 \| 19 | 972 1080 | | 1918 | Boothbay Harbor, Me. (Atlantic Coast Co.) | New England Maritime Co., Inc. | O,Hw,YP;Gif | | |
| 5091 141,074 TPGH | **Frances Parsons** 1D | Trn | Br 112.8 | Windsor 31 \| 11.1 | 236 268 | | 1919 | Chiverie, (Geo. M. Parsons.) [N. S. | E. Wilgar | Bch,Sp,P;Gif(Sltd) | | V |
| 5092 218,040 LRCQ | **Frances Weems** xChautauqua Steel 2D;Wireless;sub.sig;W. Bal 4BH C-28 W.B.—A.P.95t;D.B.208'552t;F.P. 60t | Scw | Am 251 P24' | Baltimore 43.5 \| 22.2 \| 24' 4" B64' F31' | 1394 2323 3760 | 3' 4" 21' 1½" | 1919 6 | Duluth, (McDougall [Minn. Duluth S. B. Co.) | Baltimore & Carolina S.S. Co. | 3Cyl‡TE20,33,54x40; McDougall-Duluth S. B. Co; 100GS;3828HS;WP190lbs; 1350IHP;EAC;Dkd11,25;s rps12,25 | ✠A1Ⓔ ✠AMS S.S.No.1,Balt12,25; B.S;shft drn11,25;M.S.12,25; Scip;CL | |
| 5093 16 NPXB | **Francesco Ciampa** xBrinkburn Steel 2D;Spar dk;Web frms;Wireless; W. Bal 6BH | Scw | It 351.5 P30' | Castelmre 43 \| 20.5 \| 28.5 B104' F32' | 2255 3611 | | '99 7 | Whitby, (T. Turnbull & Son.) [Eng. | F.S. Ciampa & Figli | 3Cyl‡TE24,40,65x42; 2SB;WP155lbs;1385IHP | 2dS.S.No.2,Trst10,22;A.S.6,25; shft drn4,24;M.&B.S.5,25 | C-I |
| 5094 128,015 HQJC | **Francis** Steel 2D;Shel dk;Deep frmg;Oil fuel; Wireless;W. Bal 7BH | Scw Sch | Br 355 | Liverpool 49.2 \| 24.2 | 2457 3963 | | 1910 1 | Glasgow, (Barclay, Curle & Co., Lim.) [Scot. | Booth S.S. Co. (Lim.) | 3Cyl‡TE24,40,67x48; 2SB;WP180lbs | | BL |
| 5095 203,917 | **Francis E. House** xWilliam B. Kerr Steel 1D;sub.sig;Mchy aft;W. Bal 3BH | Scw Sch | Am 585 | Duluth 60.2 \| 27.5 | 5943 7769 | | 1907 3 | Chicago, (Chicago S. B. Co.) [Ill. | Pittsburg S.S. Co. | 3Cyl‡TE22,37,65x42; 2CRTB;WP200lbs;1800IHP. | | |
| 5096 141,408 | **Francis E. Moulton** 1D | Trn | Br 122.5 | St. John's 28 \| 10.3 | 208 242 | | 1919 9 | Mahone Bay, N. S (Ernst S. B. Co., Lim.) | John T. Moulton | Bch,Sp,P;Gif(Sltd) d rpd5,23;rps,clk a10,25; s rps,s b clkg1,26 (Wrecked11,26) | ✠A1 S.S.No.1,Drtmth10,25 | |
| 5097 221,868 MDJL | **Francis E. Powell** xMacy Willis Steel 2D;Mchy aft; 17BH Long. frmg; 13BH to Fbd dk sub.sig; 4BH to 2d dk Oil fuel F. P. above 150° F. C-38 W.B.—A.P.60t;D.B.a54'132t..... F.O.....D.T. | Scw | Am 431 ....D.T a16' 82 | Phila. 59.2 \| 33.3 \| 33' 3" ...f.40'435t; F.P.1 0t;D.T ...f.40'423t..... | 4325 7096 10000 20t ... | 8' 1½" 25' 3½" | 1922 1 | Baltimore, (Bethlehem S. B. Corp.) [Md. | Atlantic Refining Co. | Stm Tbn; W. & A. Fletcher Co; 3SB;Bethlehem S. B. Corp; 7926HS;WP200lbs;2800SHP; EAC;Dkd,d rpd10,26 | ✠A1Ⓔ Oil Carrier ✠AMS S.S.No.1,NptN12,25; M.&B.S;shft drn12,25; n shft9,26;Clh BB;CL | |
| 5098 215,905 LJNM | **Francis J. McDonald** 1D;B | Sch 4 M | Am 204.1 | Wilm'gton 37.1 \| 13.8 | 965 1059 | | 1917 12 | Noank, (Groton Iron Works.) [Conn. | McDonald Transp. Co. | O,Ch,YP;Gif; s rps,clk12,20 | ✠A1 (Laid up) | |
| 5099 111,434 | **Francis J. Reichert** xGeorge N. Barrett O,Ch,YP;Gif 1D;B | Scw | Am 96 | New York 21.3 \| 10 | 76 112 | | 1902 | Noank, (R. Palmer & Son S. B. Co.) [Conn. | Reichert Towing Line, Inc. | 1Cyl18x24; 1Bir;325IHP. | | |
| 5100 166,950 | **Francis Killian, Jr** 1D;B | Brg | Am 104 | Kingston 22.6 \| 12.6 | 224 236 | | 1917 6 | Rondout, (Dwyer Bros.) [N. Y. | William Killian | P;1BH | | |
| 5101 201,802 | **Francis L. Robbins** Steel 1D;Mchy aft;W. Bal 3BH | Scw Sch | Am 380 | Cleveland 50 \| 28 | 3036 4222 | | 1905 | Cleveland, Ohio (Am. S. B. Co.) | Becker S.S. Co. | 3Cyl‡TE19,30,52x40; 2SB;WP170lbs;1000IHP. | 95(GL) P.S.10,26 | |
| 5102 138,546 TMSW | **Francis Louise** 1D | Trn | Br 125.6 | Lunenb'rg 28.2 \| 10 | 146 183 | | 1917 8 | Lunenburg, (Smith & Rhuland.) [N. S. | Henry W. Adams | O,B,Bch,Sp,P;Gif(Sltd) | ✠ — — Suspended11,24 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5103 | **Francis M. Kelly** | Scw | Am | New York | 67 | | '90 | Tottenville, | James | 1CylC16x16; | | |
| 81,302 | xWindsor Wood | | 81.5 | 24 \| 8.5 | 102 | | | (A. C. [N. Y. | Kelly | 1Bir;WP100lbs;160IHP | | |
| | 1D;B 1BH | | | | | | | Brown & Sons.) | | | | |
| 5104 | **Francis O'Boyle** | Brg | Am | New York | 368 | | 1913 | So. Rondout, | Anthony | Wd | | |
| 166,550 | | | 91.5 | 31.2 \| 13.7 | 368 | | | (John [N. Y. | O'Boyle | | | |
| | 1D | | | | | | | Hiltebrant D. D. Co.) | | | | |
| 5105 | **Francis S. Bushey** | Brg | Am | New York | 528 | | 1916 | Brooklyn, | Cleary Bros. | Wd | | |
| 166,541 | | | 120 | 33 \| 12.8 | 528 | | | (Ira S. [N. Y. | | | | |
| | 1D | | | | | | | Bushey & Sons.) | | | | |
| 5106 | **Francisca Uravain** | Scw | Sp | San Esteban | 1618 | | '97 | Newcastle, | M. V. | 3CylTE23,38,61x39; | | |
| | xPetingaudet xGloxina Steel | | 313 | 45 \| 20.7 | 2540 | | 1 | (Tyne [Eng. | Uravain | 2SB;WP180lbs | | |
| | 1D;Deep frmg;Wireless;W. Bal 6BH | | P28′ | B72′ F33′ | | | | Iron S. B. Co.) | | | | |
| 5107 | **Francisco** | Scw | Br | Hull | 4746 | | 1910 | Newcastle, | Ellermans | 2-3CylTE28,45½,76x54; | | C |
| 132,209 | Steel | Sch | 410 | 52 \| 36.3 | 6272 | | 12 | (North- [Eng. | Wilson Line | 3SB;WP180lbs;288RHP; | S.S.No.3,Hull3,24;A.S.3,26; | |
| HRWT | 3D;Shel dk;Deep frmg; 7BH | | | | | | | umberland S. B. | (Lim.) | Dkd,d rpd3,26 | shft drn3,25;B.S.2,26;M.S.5,26 | |
| | Wireless;W. Bal | | | | | | | Co., Lim.) | | | | |
| 5108 | **Franconia** | Sch | Br | Parrsboro | 121 | | '62 | Surry, | H. Woods | O;If | | |
| 150,492 | | | 90.6 | 25 \| 8 | 136 | | | Me. | & M. D. MacAleese | | | |
| | 1D | | | | | | | | | | | |
| 5109 | **Franconia** | Scw | Br | Liverpool | 12462 | | 1923 | Glasgow, | Cunard S.S. | Stm Tbns; | | BL |
| 147,216 | Steel | Twin | 601.3 | 73.7 \| 40.6 | 20175 | | 6 | (J. Brown [Scot. | Co. (Lim.) | 3DB;3SB;WP220lbs | | |
| KPCJ | 2D;Shel dk;Oil fuel; 10BH | | | | | | | & Co., Lim.) | | | | |
| | SUB.BIG;Wireless;D.F;W. Bal | | | | | | | | | | | |
| 5110 | **Francunion** | Scw | Br | | 472 | | 1921 | Glasgow, | Lago | 2CylC13½,27x18; | | BL |
| | Steel | | 180 | 40.1 \| 12.2 | 737 | | 4 | (Harland [Scot. | Shipping Co. | 1SB;WP100lbs | | |
| | 1D;Mchy aft;Oil in bulk; 9BH | | F30′ | | | | | & Wolff, Lim.) | | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 5111 | **Frank** | Scw | Nor | Porsgrund | 462 | | 1923 | Porsgrund, | A/S. Frank | 3CylTE14,23,38x27; | | N |
| | Steel | | 202.2 | 32.2 \| 12.1 | 930 | | 7 | (Porsgrund [Nor. | | 2SB;WP180lbs | | |
| LDBC | 1D;Mchy aft;W. Bal 3BH | | P57′ | B11′ F26′ | | | | mek. Verksted.) | | | | |
| 5112 | **Frank** | Brg | Am | New York | 456 | | 1907 | Rondout, | Harbor | Wd | | |
| 165,834 | | | 96.4 | 30.1 \| 8.7 | 456 | | | (Jacob [N. Y. | Lighterage Co. | | | |
| | 1D | | | | | | | Rice.) | | | | |
| 5113 | **Frank A. Augsbury** | Scw | Br | Montreal | 1221 | | 1922 | Three | George Hall | 3CylTE19,32,56x36; | | C |
| 150,820 | Steel | | 251.2 | 43.1 \| 18.1 | 2051 | | 10 | Rivers, Que. | Coal & Shipping | 2SB;WP180lbs;1200IHP. | Lake Survey12,24; | |
| | 1D;Mchy aft;W. Bal 3BH | | F34′ | | | | | (Fraser Brace, Lim.) | Corp. | | M.S;shft drn3,26 | |
| 5114 | **Frank A. Cunningham** | Scw | Am | New York | 403 | | 1925 | Mariners | City of New | 2-2CylC12,26x18; | ✠A1Ⓔ Ferry Service. | |
| 225,176 | Steel | F. B. | 151 | 37.5 \| 14.3 | 593 | | 12 | Harbor, N. Y. | York (Dept. of | Staten Island S. B. Co; | ✠AMS | |
| | 1D;Oil fuel F. P. above 150° F. 6BH | | | | | | | (Staten Island S. B. Co.) | Plant & Structures) | 2WTB;Babcock & Wilcox Co; 3182HS;WP225lbs;850IHP;EAC | SSP;CL | |
| 5115 | **Frank A. Morey** | Trn | Am | Boston | 481 | | 1917 | Rockland, | Rogers & | Hw,Sp,YP;Icf(Sltd) | ✠A1 | |
| 214,969 | | | 163 | 35.4 \| 14.7 | 574 | | 5 | (Francis [Me. | Webb | clk dk7,19;s rps,clk,s dk clkg5,26 | S.S.No.2,NY5,26 | |
| LGWS | 1D | | | | | | o'26 | Cobb Co.) | | | | |
| 5116 | **Frank B. Baird** | Scw | Br | Glasgow | 1276 | | 1923 | Glasgow, | Eastern | 3CylTE16,27,44x33; | | C |
| 147,854 | Steel | | 253 | 43.2 \| 17.8 | 1748 | | 5 | (Napier & [Scot. | S.S. Co. (Lim.) | 2SB;WP180lbs;1000IHP. | Lake Survey2,25; | |
| | 1D;Mchy aft;W. Bal 3BH | | | | | | | Miller, Lim.) | | | shft drn1,25;M.&B.S.2,25 | |
| 5117 | **Frank B. Stevens** | Scw | Br | Sarnia | 269 | | '67 | Buffalo, | American | 2CylC18,33x28; | | |
| 134,517 | xSt. Joseph Oak | | 146 | 29.3 \| 11 | 516 | | rb'87 | (Hitchcock [N. Y. | Transit Co. | 1SB;WP106lbs | | |
| | 1D | | | | | | | & Gibson.) | | | | |
| 5118 | **Frank Baxter** | Sch | Br | La Havre | 99 | | 1919 | West La | G. A. | B,Bch,Sp;Gif | ✠ — — | |
| 141,382 | | | 113 | 26.5 \| 10.4 | 157 | | 8 | Have, N. S. | Boelmer | | Suspended7,24 | |
| | 1D | | | | | | | (Boelmer Bros.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5119 / 207,284 | **Frank Billings** / xChamplain Steel / 1D;B;Mchy aft;W. Bal 5BH | Scw / Sch | Am / 444 / F48′ | Fairport / 56.4 \| 31 | 4153 / 5494 | | 1910 / 5 | Ecorse, (Great Lakes Eng. Wks.) [Mich. | Pioneer S.S. Co. | 3CylTE22½,36,60x42; / 2SB;WP180lbs;1700IHP. | | |
| 5120 / 205,707 KWRG | **Frank Brainerd** / 1D | Trn / C B | Am / 123.4 | Portland / 30.9 \| 8.7 | 198 / 254 | | 1908 / 9 | Rockland, (Cobb, Butler & Co.) [Me. | A. A. Stevens | WO,YP;Icf(Sltd) | ✠ — — / Suspended10,21 | |
| 5121 / 165,489 | **Frank C.** / 1D | Brg | Am / 101.3 | New York / 30 \| 7.7 | 197 / 197 | | 1905 | Brooklyn, (James Tregarthen.) [N. Y. | John R. McMullen | Wd | | |
| 5122 / 202,770 | **Frank C. Ball** / Steel / 1D;Mchy aft;W. Bal | Scw / Sch | Am / 530 | Duluth / 56.2 \| 32 | 5459 / 6909 | | 1906 / 1 | Ecorse, (Great Lakes Engineering Works.) [Mich. | Globe S.S. Co. | 3CylTE23,37,63x42; / 2SB;WP175lbs;1700IHP. | | |
| 5123 / 209,997 | **Frank C. Osborn** / Steel / 1D 6BH | Scw / Sch | Am / 155 | Detroit / .37 \| 10 | 345 / 681 | | 1912 / 6 | Cleveland, (American S. B. Co.) [Ohio | United Fuel & Supply Co. | 2CylC17½,38½x30; / 1SB;WP150lbs;500IHP. | 100CF(GL) / P.S.6,25 | |
| 5124 / 130,321 | **Frank D. Ewen** / 1D | Brg | Br / 202 | Montreal / 37 \| 16 | 878 / 944 | | '88 | W.Bay City, (F. W. Wheeler Co.) [Mich. | Canadian Import Co. | O | | |
| 5125 / 215,145 LHFT | **Frank D. Stout** / Wood / Oil fuel | Scw | Am / 190 | San Fran. / 43 \| 15.4 | 653 / 1113 | | 1917 | St. Helens, (St. Helens S. B. Co.) [Ore. | California & Oregon Lumber Co. | 2-3CylTE10½,18,30x24; / 2WTB;WP200lbs;640IHP. | | |
| 5126 / 211,652 | **Frank Dean** / Wood / 1BH | Scw | Am / 105.1 | New York / 28.1 \| 11.1 | 203 / 253 | | 1913 / 9 | Weehawken, (Weehawken D. D. Co.) [N. J. | Astell Coaling & Lighterage Co, Inc | 2CylC13,31x22; / 1VTB;WP150lbs;250IHP. | | |
| 5127 / OHMT | **Frank Delmas** / xTregarthen Steel / 1D;B;W. Bal;Wireless 5BH | Scw | Fr / 289 / P29′ | La Roch'le / 43 \| 20.1 / B78′ F32′ | 1466 / 2365 | | 1904 / 3 | So. Shields, (J. Readhead & Sons.) [Eng. | Cie. Delmas Freres & Vieljeux | 3CylTE22,36,60x39; / 2SB;WP180lbs | | |
| 5128 / 204,799 | **Frank E. Taplin** / xCharles W. Kotcher Steel / 1D;Mchy aft;Bulk carrier 3BH | Scw | Am / 420 | Fairport / 52 \| 28 | 3632 / 4961 | | 1907 / 12 | Lorain, (American S. B. Co.) [Ohio | Wilson Transit Co. | 3CylTE22,35,58x42; / 2SB;WP170lbs;1500IHP. | 100(GL) / P.S.6,25 | |
| 5129 / 221,147 MCQH | **Frank G. Drum** / Steel / 2D;Long. frmg;Mchy aft: 13BH / Wireless;D.F; 9BH to Fbd dk / 4BH to 2d dk / Oil fuel F. P. above 150° F. C-38 / W.B.—A.P.70t;D.B.a64′203t. D. / F.O. D.T. a23′ 10 S9t; D. | Scw | Am / 435 / P97′ | San Fran. / 56 \| 32 / 33′ 6″ / B47′ F42′ / T.f.50′881t;F.P T.f.50′824t | 4295 / 7048 / 10200 / 104t / .... | 7′ 10¾″ / 25′ 10″ | 1921 / 4 | Alameda, (Bethlehem S. B. Corp., Lim.) [Cal. | Associated Oil Co. | 3CylTE27,47,78x48; / Bethlehem S. B. Corp., Lim; 3SB;Bethlehem S. B. Corp., Lim; DB;8235HS;WP220lbs;2700IHP;EAC; Dkd,d rpd5,26 | ✠A1Ⓔ Oil Carrier / ✠AMS / S.S.No.1,SanF9,25; M.&B.S.9,25;n shft4,26; Cih BB;CL | |
| 5130 / 212,090 LDKH | **Frank H. Buck** / Steel / 2D;Web frms;Mchy aft; 12BH / Oil fuel;Wireless;D.F; / Oil in bulk;Long. frmg;W. Bal | Scw | Am / 408 / P126′ | San Fran. / 55.5 \| 31.7 / B52′ F42′ | 3850 / 6076 | | 1914 / 4 | San Francisco, Cal. (Union Iron Works Co.) | Associated Oil Co. | 3CylTE26½,45,75x48; / 4SB;WP200lbs;2600IHP | | B1 |
| 5131 / 215,204 | **Frank H. Goodyear** / Steel / 1D;Mchy aft; SUB.SIG; 5BH / Wireless; W. Bal | Scw | Am / 580 | Fairport / 60 \| 27.9 | 6409 / 8243 | | 1917 | Ecorse, (Great Lakes Eng. Works) [Mich. | Boland & Cornelius, Mgrs. | 3CylTE24½,40,65x42; / 3SB;WP180lbs;1900IHP. | | |
| 5132 / 130,825 | **Frank J. Brinton** / 1D | Sch | Br / 96.2 | Lunenb'rg / 25 \| 10.3 | 92 / 115 | | 1912 | Mahone Bay, N. S. | Sam Goldman | Wd | | |
| 5133 / 166,575 | **Frank J. Gallagher** / 1D | Brg | Am / 115.3 | New York / 36.2 \| 9.2 | 353 / 353 | | 1915 | Rockland Lake, N. Y. (Michael W. Martin.) | Conklin & Foss Co. | Wd | | |
| 5134 / 218,189 LNQV | **Frank J. Peterson** / xCrathorne Steel / 1D;SUB.SIG;Wireless;W. Bal 6BH / C-20 / W.B. —A.P.53t;D.B.209′506t;F.P. 38t | Scw | Am / 253.5 | Cleveland / 43.6 \| 20.2 / 22′ 6″ | 1349 / 2241 / 3500 | 2′ 10½″ / 19′ 9″ | 1918 / 11 | Ashtabula, (Great Lakes Eng. Wks.) [Ohio | Peterson S.S. Co. | 3CylTE19,32,54x40; / Great Lakes Eng. Wks; 2SB;Lake Erie Blr. Wks; 126GS;5352HS;WP190lbs;1200IHP; EAC;Dkd,s rps5,26 | ✠A1Ⓔ / ✠AMS / S.S.No.2,Nflk5,26 M.&B.S;shft drn5,26; Scip;CL | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5135 216,260 LKQG | **Frank Lynch** xLake Sunapee Steel 1D;Wireless;W. Bal; 4BH Oil fuel F. P. above 150°F. W.B.—A.P.51t;D.B.208'491t;F.P. 60t F.O. D.B.208'458t. ... | MV | Am | San Fran. 43.5 \| 18.9 \| 21' P21' B64' F30' | 1125 1893 3000 | | 1918 4 | Toledo, (Toledo [Ohio S. B. Co.) | W. J. Gray, Jr. | 6CylOilEng20½x35 7/16; Pacific Diesel Eng. Co; 825BHP;DB;EAC;Dkd,d rpd11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,SanF3,23; n Eng3,23;B.S.1,26; M.S.8,26;n shft11,26;SBP;CL | |
| 5136 165,216 | **Frank R. Diggs** 1D | Brg | Am | Wilmingtn 23.8 \| 10.8 199.7 | 433 480 | | 1913 4 | Bath, (Kelley, [Me. Spear Co.) | Eastern Trans. Co. | O,Hw,Hk,YP;Gicf(Sltd) | ✠ — — Suspended7,19 | |
| 5137 138,196 TMSR | **Frank R. Forsey** 1D | Trn | Br | St. John's 25.7 \| 10.7 115.8 | 158 194 | | 1917 | Liverpool, (Southern [N. S. Salvage Co., Lim.) | G. D. Dallaire | Wd | | |
| 5138 121,015 | **Frank Rockefeller** Steel 1D;B;Mchy aft (Whaleback); 2BH W. Bal | Scw | Am | Duluth 45 \| 26 366 | 2013 2759 | | '96 rb '20 | W. Superior, (American [Wis. Steel Barge Co.) | Pittsburg S.S. Co. | 3Cyl TE23,38,63x40; 2SB;WP175lbs;2000IHP. | | |
| 5139 203,473 RDBP | **Frank Seither** xJoshua W. Rhodes Steel 1D;W. Bal 3BH | Scw Sch | Am | Cleveland 52 \| 28 420 | 3586 4871 | | 1906 9 | Lorain, (American [Ohio S. B. Co.) | Becker S. S. Co. | 3Cyl TE22,35,58x40; 2SB;WP170lbs;1467IHP. | | |
| 5140 124,078 HLGP | **Frank Sutton** xHuanchaco Steel 2D;Shel dk;SUB.SIG;Wireless 7BH | Scw | Br | Liverpool 50.2 \| 25.7 390.6 | 2836 4554 | | 1907 8 | Glasgow, (W. Beard- [Scot. more & Co., Lim.) | General F. A. Sutton | 3Cyl TE25½,42,70x51; 3SB;WP190lbs | | BL |
| 5141 121,219 | **Frank W. Hart** Steel 1D;B;Mchy aft;W. Bal 3BH | Scw Sch | Am | Duluth 49.7 \| 28 380 | 3108 3942 | | 1902 3 | Lorain, Ohio (Amer. S. B. Co.) | National S.S. Co. | 3Cyl TE22,35,58x40; 2SB;WP170lbs;1450IHP. | | |
| 5142 120,709 | **Frank Woods** Oak 2D | Scw | Am | Benton Hr 26 \| 18 120 | 316 384 | | '88 rb '22 | Saugatuck, Mich. (R. C. Brittain.) | Benton Transit Co. | 2Cyl C14½,30x20; 1SB;WP124lbs;300IHP. | | |
| 5143 RDBP | **Frankenwald** Steel 3D;SUB.SIG;Wireless;W. Bal 2BH | Scw | Ger | Hamburg 54.2 \| 27.5 399.5 | 3012 5062 | | 1922 8 | Hamburg, (Deutsche [Ger. Werft, A. G.) | Hamburg-American Line | 3Cyl TE28,45,75x55; 3SB;WP199lbs | | G |
| 5144 121,075 KNLG | **Franklin** 1D;B | Brg Trn | Am | Phila. 34.8 \| 17.6 194.4 | 842 910 | | '98 6 | Noank, (Robert [Conn. Palmer & Sons.) | Reading Co. | O,Ch,Hk,YP;Gif✕ | ✠ — Exp | |
| 5145 221,123 MCPD | **Franklin** Steel 2D;Web frms;Long. frmg; 13BH SUB.SIG;Mchy aft;Oil in bulk; Oil fuel;Wireless;W. Bal | Scw | Am | Houston 43.1 \| 25.6 299.3 P103' B38' F28' | 1670 2841 | | 1921 4 | Mariners Harbor, S. I. (Staten Island S. B. Co.) | Galena Nav. Co. | 3Cyl TE21,35,59x42; 2SB;WP200lbs;1500IHP. | • | BL |
| 5146 125,507 | **Franklin** Columbia Iron 1D | SW | Am | Phila. 34 \| 7.2 220 | 536 664 | | '76 | Wilmington, Del. | Delaware River Nav. Co. | 1Cyl50x132; 1RTB;409IHP | | |
| 5147 219,446 LVGD | **Franklin County** Steel 1D;Oil fuel F.P. above 150° F; 4BH Wireless W.B.—A.P.96t;D.B.204'436t;D.T. a12'80t ....F.P.72t F.O.—A.P.90t;D.B.158'288t;D.T. a12'75t;W.T. 30'200t. | Scw | Am | New York 43.5 \| 26.1 251 P25' B64' F23' | 1613 2592 4050 | | 1920 3 | Lorain, (American [Ohio S. B. Co.) | U. S. Shipping Board | 3Cyl TE21,35,59x42; American S. B. Co; 2SB;American S. B. Co; 6520HS;WP185lbs;1500IHP; Dkd,d rpd6,20;s rps10,20 | ✠A1Ⓔ ✠AMS S.S.NY6,20; shft drn6,20;Scip;CL (Laid up) | |
| 5148 220,365 MCBP | **Franklin K. Lane** Steel 2D;Long. frmg; 13BH Wireless;SUB.SIG; 8BH to Fbd dk Mchy aft; 5BH to 2d dk Oil fuel F. P. above 150° F. C-38 W.B.—A.P.93t;D.B.a64'202t. ..... F.P. 97t F.O. D.T. a23' 10 11t; D. T.f.50'884t. ... | Scw | Am | Los Ang's 56 \| 32 435 P106' B50' F45' | 4302 6998 10200 | | 1920 11 | Alameda, (Bethlehem [Cal. S. B. Corp., Lim.) | Pan-American Petroleum & Trans. Co. | 3Cyl TE27,47,78x48; Bethlehem S. B. Corp; 3SB;Willamette I. & S. Wks; 8235HS;WP220lbs;2700IHP;EAC; d rpd9,25;Dkd4,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,NY10,24; M.S.10,24;shft drn9,25; B.S.10,26;Cib BB;CL | |
| 5149 QLDP | **Franziska Kimme** (*Now Kapitan J. Frobeen*) 1D | Sch Aux | Ger | B'merh'vn 29.8 \| 14.9 201.1 P26' B16' F29' | 584 786 | | 1920 8 | Bremen, (A. G. [Ger "Weser.") | Bremer-havener, Reederei A. G. | Stl;4BH; 2OilEng | | G |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5150 | **Fratelli Garre** xAnnen 1D;sub.sig;W. Bal | Trn Aux | It | Viareggio 155.8 \| 29.6 \| 12.5 F17′ | 339 456 | | 1920 8 | Kiel, (Frd. Krupp Akt. Ges.) [Ger. | Fratelli Garre | Stl;3BH; 6CylOilEng10¼x14½ | | |
| 5151 141,256 | **Fred B.** xBernard M O,P,Bch,Sp;Gff 1D | Scw | Br | Halifax 143.1 \| 26.3 \| 12.4 | 194 370 | | 1920 1 | Wedgeport, (Wedgeport S. B. Co.) [N. S. | Elliott Wilkinson | 3CylTE14,22,36x24; Burrel & Johnston Co; 1SB;Burrel & Johnston Co; 56GS;1476HS;WP170lbs;600IHP; rps,clk3,23;s rps,s b clkg,clk dk4,24 | A1 AMS Coastwise & W. I. S.S. No. 2,Hlfx3,23; M.S;shft drn3,23;B.S.4,24;SBP | |
| 5152 212,343 | **Fred B. Dalzell** Wood 1D | Scw | Am | New York 92 \| 24.8 \| 10.8 | 108 159 | | 1914 | Tottenville, (A. C. Brown & Sons.) [N. Y. | Fred B. Dalzell | 500IHP. | | |
| 5153 215,829 LJHR | **Fred. Baxter** Wood 1D;Oil fuel | Scw | Am | San Fran. 213.3 \| 42 \| 16.1 | 707 1294 | | 1917 | North Bend, Ore. | Fred Baxter S.S. Co. | 3CylTE14,23,40x30; 2SB;360IHP. | | |
| 5154 138,237 | **Fred. Carney** 1D | Brg | Br | Montreal 153.2 \| 30.1 \| 13.7 | 425 465 | | '83 rb'17 | Milwaukee, (Milwaukee Ship Yard Co.) [Wis. | Consolidated Sand Co. | O | | |
| 5155 143,969 KJFR | **Fred Cleeves** Steel 1D;Wireless;W. Bal 6BH | Scw | Br | Swansea 255 \| 39 \| 16.8 P25′ \| B57′ F25′ | 1031 1932 | | 1921 3 | Middlesbro', (W. Harkness & Son, Lim.) [Eng. | Cleeves Western Valleys Anthracite Colliers (Lim.) | 3CylTE21½,35,59x39; 2SB;WP180lbs;196RHP; Dkd,d rpd3,26 | M.&B.S.3,25; shft drn4,24 | C |
| 5156 121,152 KQJB | **Fred. E. Richards** Steel 1D | Scw | Am | Duluth 121.4 \| 26.5 \| 14.7 | 174 357 | | 95′ | Philadelphia, Pa. | Great Lakes Dredge & D. D. Co. | 3CylTE15,23,39x28; 1SB;WP180lbs;790IHP. | | |
| 5157 222,641 | **Fred. G. Hartwell** Steel 1D;Wireless 4BH | Scw | Am | Duluth 596 \| 64.2 \| 28.5 | 6942 8889 | | 1922 12 | Lorain, (American S. B. Co.) [Ohio | Franklin S.S. Co. | 3CylTE25½,41,67x42; 3SB;WP185lbs;2600IHP. | (★100(GL) P.S.4,26 | |
| 5158 164,829 | **Fred. Smartley, Jr.** xChas. C. McIlvaine 1D | Brg | Am | Phila. 190 \| 23.7 \| 12 | 522 522 | | 1912 rb '24 | Philadelphia (Clinton S. B. Co.) [Pa. | S. C. Loveland & Co. | I | | |
| 5159 93,102 KQNG | **Fred. W. Thurlow** xMay V. Neville 2D;Long Poop | Sch 4 M | Am | Boston 195 \| 40.2 \| 13.4 | 1042 1191 | | 1901 2 o'22 | Bath, (J. W. Hawley.) [Me. | Crowell & Thurlow, Inc. | O,Hw,YP,Hk;Gicf(Sltd) clk t10,20;d rpd10,24; s rps,clk b,s t,dk clkg12,25 | ✠A1 Biennial Survey. 2dS.S.No.3,Bost7,22; S.B1 S.Mb110,24 | |
| 5160 215,847 LJKP | **Fred. W. Weller** Steel 3D;Shel dk;Mchy aft; 19BH Web frms;Long frmg; 1BH to Fbd dk Oil in bulk;sub.sig; 14BH to Upper dk Wireless; 4BH to 2d dk Oil fuel F. P. above 150° F. | Scw Twin | Am | New York 500 \| 68.9 \| 28 38′ | 5899 9485 14900 | 10′ 11½″ 27′ 3″ | 1917 12 | San Francisco, Cal. (Bethlehem S. B. Corp.) | Standard Oil Co. (N. J.) | 2-3CylTE20½,35,60x42; Bethlehem S. B. Corp; 3SB;Commercial Boiler Co; 8943HS;WP200lbs;3000IHP;EAC; d rps8,25;Dkd,rps9,26;Exmd11,26 | A1 with Freeboard. Oil Carrier. AMS n Pt shft9,24;n Stbd shft8,25; B.S.3,26;shfts drn8,26; M.S.9,26;Clh BB;CL | |
| 5161 141,409 | **Freda M. Himmelman** 1D | Sch | Br | Lunenb'rg 125.4 \| 26.9 \| 10.6 | 146 207 | | 1919 | Lunenburg, (Smith & Rhuland.) [N. S. | Freda M. Himmelman Shipping Co. (Lim.) | Wd | | |
| 5162 5,995 KCBN | **Fredborg** Steel xElsie Mary 1D;W. Bal 6BH | Scw | Swd | Verkeback 205.1 \| 33.6 \| 12.7 B54′ F19′ | 691 1031 | | 1918 | Helsingborg, (Helsingborg Varf. Aktieb.) [Den. | Fred Olsson, Mgr. | 3CylTE18,29,47x27½; 1SB;WP185lbs;550IHP. | | V |
| 5163 NDTB | **Fredensborg** Steel 1D;Wireless;W. Bal 4BH | Scw | Dan | Cop'hagen 283.3 \| 42.1 \| 18.2 P26′ \| B176′ F27′ | 1195 2094 | | 1922 12 | Alblasserdam, Hol. (Schpw. v. Jan Smith Czn.) | A/S. Dannebrog | 3CylTE20,32,52x39; 2SB;WP180lbs | | BL |
| 5164 215,635 LHWD | **Frederic Ewing** xWilhelm Jebsen Steel 2D;Mchy aft;Web frms; 15BH Long. frmg;Oil in bulk;Oil fuel; sub.sig;Wireless;W. Bal | Scw | Am | Los Ang's 435 \| 56 \| 32 P134′ \| B50′ F42′ | 4157 6773 | | 1917 10 | San Francisco, Cal. (Union Iron Wks. Co.) | Pan-American Pet. & Transp. Co., Inc. | Stm Tbn; 3SB;WP220lbs;2600IHP. | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5165 215,424 LHPT | **Frederic R. Kellogg** Steel 2D; 16BH Mchy aft; 9BH to Fbd dk Web frms; Wireless; 7BH to 2d dk Long. frmg; SUB.SIG; W. Bal C-37 Oil Fuel F. P above 150° F. | Scw | Am 425.8 | Los Ang's 57 \| 31.4 | 4418 7127 10000 | | 1917 8 | Oakland, (Moore & Scott Iron Wks.) [Cal. | Pan-American Pet. & Transp. Co., Inc. | 3CylTE27,45½,76x51; Sun S. B. Co; 3SB; Sun S. B. Co; 3330HS; WP190lbs; 3000IHP; DB; Dkd, d rpd4,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1, NY12,23; n Engs. & Blrs 2,19; n shft5,20; M.S; shft drn12,23; B.S.4,26; Clh BB; CL | |
| 5166 120,979 | **Frederica** Steel 1D 3BH | Scw Twin | Am 117.8 | Wilmngtn 26 \| 6.8 | 256 293 | | '94 7 | Philadelphia, Pa. | Frederica & Phila. Trans. Co. | 2-2CylC9,18x14; 1RTB; WP100lbs; 220IHP. | | |
| 5167 166,621 | **Frederick** 1D | Brg | Am 79.7 | Baltimore 28.4 \| 7.2 | 311 311 | | 1917 | Brooklyn, (Theo. A. Crane's Sons Co.) [N. Y. | Baltimore & Ohio R.R. Co. | Wd | | |
| 5168 221,593 MDCQ | **Frederick** 1D | Brg Sch | Am 267.3 | Baltimore 46 \| 23.6 | 2198 2301 | | 1921 | So. Portland, (Cumberland S. B. Co.) [Me. | P. Dougherty Co. | Wd | | |
| 5169 166,437 | **Fred'k A. Egerton** 1D | Brg | Am 96.6 | New York 17.6 \| 9 | 137 137 | | 1905 | Durham- (M. Duran) [ville, N. Y | Eclipse Lighterage & Trans. Co. | Wd | | |
| 5170 209,601 | **Frederick D. Underwood** Steel 1D; W. Bal | Scw | Am 109.6 | Baltimore 25.1 \| 11.6 | 147 217 | | 1912 | Port Richmond, N. Y. (Staten Island S. B. Co.) | Balto. & Ohio R.R. Co. | 2CylC20,42x28; 900IHP. | | |
| 5171 141,624 TPRK | **Frederick H** 1D | Sch | Br 148 | Parrsboro 34.5 \| 12.3 | 390 466 | | 1920 | Pt. Greville, (K. J. Cochrane.) [N. S. | K. J. Cochrane | Wd; Gicf (Sltd) | | V |
| 5172 216,546 LMCN | **Frederick J. Lovatt** xAda Cliff 1D | Trn | Am 149.3 | M'chi'sp't 34.2 \| 14.4 | 446 510 | | 1918 7 | Boothbay Harbor, Me. (East Coast Ship Co.) | Clarence A Small | Hw, O; Sp, Gif (Sltd) s rf, s dk clkg, clk6,24; tr clkg9.25; s b clkg11,25; d rpd1,26 | ✠A1 S.S.No.2, PtG9,25 | |
| 5173 141,517 TPLM | **Frederick P. Elkin** xSeaman, A. O. 1D | Trn | Br 152 | Parrsboro 34.5 \| 12.7 | 435 469 | | 1919 | Cape d'Or, (S. M. Fields.) [N. S. | R. C. Elkin (Lim.) | Bch, Sp, P; Gif (Sltd) | | V |
| 5174 96,399 | **Frederick T. Kellers** xHarvey D. Goulder Steel 1D | Scw | Am 78.8 | Detroit 23.3 \| 11.6 | 78 156 | | '98 rb '20 | Buffalo, (Bell's Stm. Eng. Wks.) [N. Y. | Michigan Limestone & Chemical Co. | 2CylC19,38¾x30; 1FB; WP135lbs; 500IHP. | | |
| 5175 165,502 | **Frederick W. Kelley** 1D | Brg | Am 96 | Albany 24.5 \| 9.2 | 201 205 | | 1913 12 | Rondout, (R. Lenahan Co.) [N. Y. | Dwyer Bros. | Wd | | |
| 5176 NSMC | **Frederik VIII** Steel 2D; SUB.SIG; Wireless; W. Bal 9BH | Scw Twin | Dan 523.5 P42′ | Cop'hagen 62.3 \| 38.3 B221′ F53′ | 7555 11850 | | 1913 12 | Stettin, (Akt. Ges. "Vulcan") [Ger. | Det. Forenede Dampskibs. Selsk. | 2-4CylTE32,52,62,62x55; 8WTB; WP200lbs | | BL |
| 5177 NVFJ | **Frederiksborg** Steel 1D; Wireless; W. Bal 4BH | Scw | Dan 265 P22′ | Cop'hagen 42 \| 17.6 B71′ F29′ | 1106 1816 | | 1916 12 | Grimstad, (Sorlandets Skibs.) [Nor. | C. K. Hansen, Mgr. | 3CylTE20½,33,56x36; 2SB; WP180lbs | | N |
| 5178 141,471 | **Fredmac** Wood 1D | Scw | Br 81.1 | Montreal 23.5 \| 10.7 | 14 159 | | 1919 | Sorrel, (Sincennes, McNaughton Line. Lim.) [P. Q. | Sincennes, McNaughton Line (Lim.) | 2CylC18,36x24; 1SB; WP140lbs; 490IHP. | | |
| 5179 MBND | **Frednes** Steel 2D; Spar dk; Wireless; W. Bal 4BH | Scw Sch | Nor 245.1 F30′ | Porsgrund 36 \| 20.8 B60′ | 998 1601 | | 1903 12 | Bergen, (Bergen Mek. Vaerks.) [Nor. | Finn C. Knudsen | 3CylTE19,30,50x33; 2SB; WP175lbs | | N |
| 5180 141,849 | **Fredon L** xCernay 1D; B | Brg | Br 195 | Quebec 39.7 \| 17 | 925 983 | | 1919 rb '22 | Three Rivers (Three Rivers Shipyards, Lim.) [Que. | Sincennes-McNaughton Line | Wd; 2BH | 100 (GL) P.S.5,26 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5181 144,577 KFNR | **Fredrik Larssen** xMartha Russ Steel 1D;Deep frmg;Wireless;W. Bal 4BH | Scw | Br | Goole 280.3 \| 40.4 \| 18.3 P24′ B63′ F31′ | 1261 2022 | | '99 11 | Rostock, (Akt. Ges. [Ger. Neptun.) | Calvert S.S. Co. (Lim.) | 3CylTE19,32,53x35; 1SB;WP170lbs;168RHP. | 2dS.S.No.3,Goole9,21; B.S.4,24;shft drn11,24; M.S.11,25 | C |
| 5182 200,168 | **Freehold** Steel 1D;B 4BH | Scw | Am | New York 98 \| 24.5 \| 13.8 | 149 220 | | 1903 8 | Phila., Pa. (Neafie & Levy S. & E. B. Co.) | Central R.R. of N. J. | 2CylC18½,40x28; 1CRTB;WP150lbs;500IHP. | | |
| 5183 216,032 LJSC | **Freeman** Steel 1D;Mchy aft;SUB.SIG; 8BH Wireless;W. Bal | Scw | Am | Wilm'gton 318.5 \| 49.5 \| 24.2 P79′ B18′ F31′ | 1949 3350 | | 1918 4 | Camden, (New [N. J. York S. B. Co.) | Pocahontas S.S. Co. | 3CylTE21,35,58x42; 2SB;WP200lbs;1800IHP | | BL |
| 5184 217,683 LQFR | **Freeman** 2D | Sch | Am | Boston 192.4 \| 39 \| 19.4 | 959 1070 | | 1919 | Rockland, (Francis [Me. Cobb Co.) | New England Maritime Co. | O,P,Sp;Gif | | V |
| 5185 212,805 LDWR | **Freeport Sulphur No. 1** xFrancis Hanify Steel 1D;B;Mchy aft;Oil fuel; 7BH Oil in bulk;W. Bal | Scw | Am | New York 294 \| 45.1 \| 22.5 P32′ B21′ F32′ | 1552 2588 | | 1914 11 | Wilmington, (Harlan [Del. & Hollingsworth Corp.) | Freeport Sulphur Trans. Co., Inc. | 3CylTE21,34,56x42; 2SB; WP180lbs;1800IHP | | |
| 5186 215,201 LHFC | **Freeport Sulphur No. 2** Steel 1D;B 6BH | Scw | Am | New York 152.2 \| 26.1 \| 15.1 | 252 488 | | 1917 | Baltimore (Spedden [Md. S. B. Co.) | Freeport Sulphur Trans. Co., Inc. | 3CylTE21,32,54x26; 2SB;WP180lbs;1200IHP. | | |
| 5187 219,830 LWFG | **Freeport Sulphur No. 5** Steel 1D;Mchy aft;Wireless;SUB.SIG; 7BH Oil fuel F. P. above 150° F. C-34 W.B.—A.P.120t.....D.B.303′ 1248t; F.O.....S.T.a64t;D.B.252′ 1077t | Scw | Am | New York 355.5 \| 52.5 \| 24.8 \| 28′ P82′ B37′ F36′ D. T. 1 | 2440 4127 6600 8′660t; F.P.149t | 5′ 10″ 22′ 3½″ | 1920 4 | Kearny, (Federal [N. J. S. B. Co.) | Freeport Sulphur Trans. Co., Inc. | 3CylTE23,39,66x42; Hooven, Owens, Rentschler Co; 2SB;Federal S. B. Co; 5944HS;WP210lbs;2000IHP;EAC; Dkd,d rpd12,25;s rps10,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY6,24; M.&B.S.6,24;shft drn12,25; SBP;CL;"n s" | |
| 5188 220,640 MBNL | **Freeport Sulphur No. 6** 2D;Long. frmg;Mchy aft; 13BH Wireless; 11BH to Fbd dk SUB.SIG; 2BH to 2d dk Oil fuel F. P. above 150° F. C-34 W.B.—A.P.160t;D.B.a66′177t.... F.O.....D. T.18′ 7 | Scw | Am | New York 353.8 \| 52.6 \| 27.7 \| 28′ P94′ B36′ F33′ ...F.P 14t | 2649 4487 6300 110t | 5′ 9″ 22′ 5″ | 1920 10 | Kearny, (Federal [N. J. S. B. Co.) | Freeport Sulphur Trans. Co., Inc. | 3CylTE23,39,66x42; Hooven, Owens, Rentschler Co; 2SB;Federal S. B. Co; 5944HS;WP210lbs;2000IHP;EAC; Dkd,d rpd8,26;s rps10,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,Gvstn8,24; M.S.8,24;n shft5,25;B.S.8,26; SBP;CL | |
| 5189 KFDQ | **Frej** xAcacia xAria xNorman Iron 1D;B;Wireless 5BH | Scw | Swd | Helsnborg 282.7 \| 39.7 \| 22.3 P11′ B77′ F33′ | 1389 2102 | | '82 2 | W. Hartlepool, Eng. (W. Gray & Co.) | Rederi A/B "Cargo" | 2CylC34,71x45; 3SB;WP80lbs;920IHP. | | V |
| 5190 KBNG | **Freja** Steel 1D;W. Bal 5BH | Scw | Swd | Gothenb'g 238.2 \| 37.7 \| 16.3 | 1000 1488 | | 1919 1 | Limhamn, (Limhamns [Swd. Skeppsvarf A/B.) | A. Pedersen, Mgr. | 3CylTE18,29,49x31; 2SB;WP185lbs;700IHP | | V |
| 5191 NWPH | **Frem** 1D | Trn | Dan | Marstal 92.7 \| 24.7 \| 9.5 | 119 136 | | 1919 | Marstal, (Erik B. Kromann.) [Den. | Det. Danske Sejlskibsrederi | Wd | | V |
| 5192 | **Fresia** xAntofagasta xEricilla Iron 1D;B;Well dk;W. Bal 6BH | Scw | Brz | Rio Jan'ro 271.4 \| 36.1 \| 20.5 P28′ B68′ F30′ | 1177 1860 | | '85 6 | Sunderland, (J. L. Thompson & Sons.) [Eng. | Telles, Romaguera & Co. | 2CylC34,63x36; 2SB;WP75lbs | | |
| 5193 | **Fresia** xGuatemala Steel 2D;Wireless;W. Bal | Scw Twin | Chl | Valparaiso 359.3 \| 43.3 \| 19.1 P34′ F59′ | 1757 3327 | | '99 | Greenock, (Baird [Scot. & Co.) | Soc. Marit y Commercial | 2-3CylTE19¾,32,52x36 | | |
| 5194 216,455 LKVS | **Fresno** xWar Coast Steel 2D;Shel dk;Long. frmg; 7BH W. Bal;Wireless; 6BH to Fbd dk SUB.SIG. 1BH to 2d dk C-36 | Scw | Am | San Fran. 402.5 \| 53 \| 32 \| 34′ 6″ P34′ B84′ F37′ | 4492 6002 9400 | 8′ 3¼″ 26′ 5″ | 1918 6 | Oakland, (Moore [Cal. S. B. Co.) | U. S. Shipping Board | Stm Tbn; W. & A. Fletcher Co; 3SB;Willamette I. & S. Co; 3256HS;WP225lbs;2800SHP; Dkd,s rps7,21 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.NptN8,20; Clh BB;CL (Laid up) | |
| 5195 166,500 | **Fresnoe** 1D | Brg | Am | New York 95.2 \| 34.2 \| 8.5 | 242 242 | | 1916 | Kingston, (Jacob [N. Y. Rice & Sons) | Southern Pacific Co. | Wd | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5196 | **Frey** | Scw | Nor | Hauges'nd | 1948 | | '93 | Stockton, | Bromme- | 3Cyl TE 23,38,61½x39; | | BL |
| | Steel | Sch | 321.6 | 41.6 \| 20.5 | 3015 | | 2 | Eng. | land & Co., Mgr. | 2SB; WP 160lbs | | |
| JTSF | 1D; B; Web frms; 5BH | | P25′ | | | | | (Ropner & Son.) | | | | |
| | Wireless; W. Bal | | | | | | | | | | | |
| 5197 | **Fri** | Scw | Nor | Oslo | 744 | | 1918 | Stavanger, | Skibs | 3Cyl TE 17½,28½,48x33; | | N |
| | xYtteroy xKonsul Olsen Steel | | 242.4 | 37.1 \| 16 | 1314 | | 2 | (Stavanger [Nor. | A/S. Varild | 2SB; WP 176lbs | | |
| MRSP | 1D; Wireless; W. Bal 4BH | | | | | | | Stoberl & Dok.) | | | | |
| 5198 | **Fridericus Rex** | Scw | Ger | Hamburg | 3007 | | 1921 | Danzig, | Fridericus | Stm Tbn; | | G |
| | xStadt Delft Steel | | 361.5 | 51.4 \| 31.6 | 4941 | | 10 | (F. [Dzg. | Rex G. m. b. H. | 3 Blrs | | |
| RFGL | 2D; Oil fuel; SUB. SIG; Wireless; 4BH | | | | | | | Schichau.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 5199 | **Frieda** | Scw | Dan | Copenhgn | 1270 | | '90 | W. Hartle- | D/S A/S | 3Cyl TE 21½,34,57x39; | | BL |
| | Steel | Sch | 275 | 37.2 \| 20 | 2031 | | 12 | pool, Eng. | Scandia | 2SB; WP 160lbs | | |
| NSHR | 1D; Well dk; Web frms; 4BH | | P27′ | B106′ F28′ | | | | (W. Gray & Co.) | | | | |
| | Wireless; W. Bal | | | | | | | | | | | |
| 5200 | **Frieda** | Scw | Am | New York | 1901 | | 1912 | Quincy, | Union Sul- | 3Cyl TE 22½,39,63x48; | | BL |
| 210,837 | Steel | | 348.7 | 45.1 \| 25.4 | 3365 | | 2 | (Fore River [Mass. | phur Co. | 2SB; WP 190lbs; 2000 IHP. | | |
| LCRT | 1D; Mchy aft; SUB. SIG; 5BH | | P80′ | B25′ F39′ | | | | S. & E. B. Co.) | | | | |
| | Wireless; Oil fuel; W. Bal | | | | | | | | | | | |
| 5201 | **Friesland** | Scw | Hol | Cop'hagen | 98 | | 1920 | Ambacht, | Bureau | 3Cyl TE 15,25,40x27; | | V |
| | Steel | | 138.1 | 25.1 \| 13.4 | 392 | | | (Jonker [Hol. | Wijsmuller | 2SB; WP 180lbs; 750 IHP | | |
| NRWK | 1D; SUB. SIG; Wireless 5BH | | | | | | | & Stans.) | | | | |
| 5202 | **Frimaire** | Scw | Fr | Rouen | 1129 | | 1925 | Caen, | Cie. Annexe | 3Cyl TE 18,29,49x37; | | V |
| | Steel | | 269.2 | 39.9 \| 17.6 | 2038 | | | (Chantiers [Fr. | d'Armement | 2SB; WP 185lbs; 1200 IHP | | |
| OTZE | 1D; Well dk; Wireless; W. Bal 5BH | | | | | | | Navals Francais.) | Maritime | | | |
| 5203 | **Frisco** | Scw | It | Genoa | 2946 | | 1906 | Newport | Petroleum | 3Cyl TE 28,44,74x54; | | BL |
| 1321 | xW. S. Porter Steel | Sch | 395.3 | 49.7 \| 28 | 4794 | | 11 | News, Va. | Co. | 3SB; WP 180lbs | | |
| NQHL | 2D; Mchy aft; Wireless; 12BH | | P69′ | B27′ F34′ | | | | (Newport News | | | | |
| | Oil fuel; Web frms; Oil in bulk; W. Bal | | | | | | | S. B. & D. D. Co.) | | | | |
| 5204 | **Frithjof Eide** | Scw | Nor | Hauges'nd | 2514 | | 1905 | Sunderland, | Birger, | 3Cyl TE 24,41,67x45; | | N |
| | xMelderskin Steel | Sch | 360 | 50.3 \| 16.9 | 4140 | | 3 | (J. L. [Eng. | Pedersen & Son | 2SB; WP 180lbs | | |
| MCLJ | 2D; Spar dk; Deep frmg; 6BH | | P31′ | B101′ F33′ | | | | Thompson & | | | | |
| | Wireless; W. Bal | | | | | | | Sons, Lim.) | | | | |
| 5205 | **Frithjof I** | Scw | Nor | Tonsberg | 1412 | | 1921 | Willington | Alf Monsen, | 3Cyl TE 21,34,57x39; | | N |
| | Steel | | 290 | 44 \| 20.8 | 2341 | | 7 | Quay, Eng. | Mgr. | 2SB; WP 180lbs | | |
| LCDB | 1D; Wireless; W. Bal 4BH | | P25′ | B88′ F32′ | | | | (Eltringhams, | | | | |
| | | | | | | | | Lim.) | | | | |
| 5206 | **Fritz Hugo Stinnes 5** | Scw | Ger | Hamburg | 2820 | | 1900 | Kiel, | A. G. Hugo | 3Cyl TE 26,42,69x43; | | G |
| | xOscar Fredrik Steel | | 388.8 | 52.1 \| 21.2 | 4517 | | | Ger. | Stinnes | 4SB; WP 160lbs; 1750 IHP. | | |
| RCBT | 1D; Web frms; Wireless; 7BH | | P28′ | F31′ | | | | (Howaldswerke.) | | | | |
| | SUB. SIG; W. Bal | | | | | | | | | | | |
| 5207 | **Fritz Schoop** | Scw | Ger | Konigsbrg | 903 | | 1925 | Stettin, | Kohlen- | 4Cyl C 14¾,14¾,31½,31½x31½ | | G |
| | Steel | | 240.9 | 37.8 \| 17 | 1598 | | 1 | [Nusscke [Ger. | Import & Poseidon | | | |
| HDKS | 1D; SUB. SIG; Wireless; W. Bal 4BH | | B67′ | F25′ | | | | & Co., A. G.) | Schiffahrt A. G. | | | |
| 5208 | **Fritzoe** | MV | Mex | Vera Cruz | 355 | | 1920 | Tonsberg, | Cia. de | 6Cyl Oil Eng 15¾x29½ | | N |
| | Steel | | 179.8 | 29.7 \| 12.1 | 667 | | 10 | (Nes [Nor. | Nav. Mexicana | | | |
| | 1D; Mchy aft; Wireless; W. Bal 3BH | | P55′ | F27′ | | | | mek Vaerksted.) | Soc. Anon | | | |
| 5209 | **Frode** | Scw | Dan | Cop'hagen | 1284 | | 1918 | Oslo, | Det. | 3Cyl TE 21,34,60x39; | | N |
| | Steel | | 289.7 | 44.2 \| 18.9 | 2140 | | 11 | (Nylands [Nor. | forende | 2SB; WP 180lbs | | |
| NWGH | 1D; W. Bal; Wireless 4BH | | P25′ | B144′ F32′ | | | | Vaerksted.) | Dampskibsselsk | | | |
| 5210 | **Frogner** | Scw | Nor | Oslo | 3323 | | 1921 | Newcastle, | Fearnley & | 3Cyl TE 27,44,74x51; | | BL |
| | Steel | | 407.1 | 53.8 \| 27.9 | 5301 | | 10 | (Armstrong, [Eng. | Eger, Mgrs. | 3SB; WP 180lbs | | |
| LCHP | 2D; Shel dk; Oil fuel; Wireless; 7BH | | | | | | | Whitworth | | | | |
| | W. Bal | | | | | | | & Co., Lim.) | | | | |
| 5211 | **Froman M. Coots** | MV | Am | Louisville | 490 | | 1912 | Jefferson- | Falls Cities | Oil Eng; | | |
| 210,774 | xW. S. McChesney, Jr. Wood | F. B. | 169 | 50 \| 7 | 570 | | | ville, Ind. | Ferry & Transp. | Elect Motors | | |
| | 3D 6BH | | | | | | | (Howard.) | Co. | | | |
| 5212 | **Frontenac** | Scw | Am | Cleveland | 6531 | | 1923 | Ecorse, | Cleveland | 3Cyl TE 24½,40,65x42; | (★100(GL) | |
| 223,078 | Steel | | 580 | 60 \| 32 | 8158 | | 7 | (Great [Mich. | Cliffs S.S. Co. | 3SB; WP 180lbs; 1900 IHP. | P.S.5,26 | |
| | 1D; Wireless 5BH | | | | | | | Lakes Eng. Wks.) | | | | |
| 5213 | **Frontenac** | Scw | Br | Kingston | 64 | | 1901 | Garden | Donnelly | 2Cyl C 10,20½x15; | | |
| 111,767 | xSt. James Oak | | 89 | 21.3 \| 7.8 | 111 | | | Island, Ont. | Salv. & Wrecking | 1SB; WP 156lbs; 75 IHP. | | |
| | 1D | | | | | | | | Co. | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5214 OHQM | **Frontenac** Fir;Gif(Sltd) 1D;B;Wireless | Scw Twin | Fr 279 P170′ | Nantes 46.9 \| 21.2 F36′ | 1604 2624 | | 1919 | Victoria, (Foundation [B. C. Co. of B. C., Lim.) | French Govt. | 2-3Cyl TE13½,22,30x26; 2WTB;WP190lbs;1100IHP. | | |
| 5215 207,434 | **Frontier** xNiagara Frontier Steel 2D | Scw | Am 119.8 | Duluth 38.9 \| 14.6 | 287 421 | | 1910 | Buffalo, (Buffalo [N. Y. D. D. Co.) | Pittsburg S.S.Co. | 1Cyl20x22; 1FB;WP150lbs;856IHP. | | |
| 5216 6,883 KDVF | **Frost** Steel 1D;Mchy aft;Wireless;W. Bal 4BH | MV Twin | Swd 270.1 | Stockholm 41.1 \| 15.7 | 1093 1593 | | 1922 11 | Stockholm, (A/B [Swd. Finnboda Varf.) | Stockholms Rederiaktieb Svea | 2-4Cyl Oil Eng 15¾x28⅜; 1000BHP | | V |
| 5217 OIWH | **Fructidor** xHelengallus Steel 1D;Wireless 4BH | Scw | Fr 252 P27′ | Bordeaux 43.6 \| 21 B64′ F24′ | 1304 2165 | | 1919 9 | Bridgeburg, (Canadian [Ont. Allis Chalmers, Lim.) | Cie. Nationale de Nav. | 3Cyl TE20,33,54x40; 2SB;WP180lbs | | BL |
| 5218 | **Fruithandel** xNipponier xLake Champlain Steel 1D;Wireless;W. Bal 4BH | Scw | Jap 251 P25′ | Antwerp 43.8 \| 18.2 B64′ F27′ | 1323 1874 | | 1917 10 | Superior, (Superior [Wis. S. B. Co.) | ..... | 3Cyl TE20,33,54x40; 2SB;WP180lbs | | BL |
| 5219 121,111 | **Fruto** Wood | StW | Am 175 | San Fran. 34 \| 5.6 | 392 429 | | '99 | Oakland, Cal. | Southern Pacific Co. | 2Cyl C14,24x72; 1Blr;WP150lbs;325IHP. | | |
| 5220 146,547 KLWC | **Fu Kwang** Steel 1D;Web frms;Mchy aft; Oil in bulk;W. Bal 11BH | MV Trpl | Br 257.8 B54′ | London 37.4 \| 15.6 F27′ | 643 1402 | | 1922 4 | Rotterdam, (Rotterdam [Hol. Droogd. Maats.) | Asiatic Petroleum Co. (Lim.) | 3-4Cyl Oil Eng 16½x18 5/16 | | BL |
| 5221 219,302 LTWF | **Fueloil** Steel 1D;Long. frmg;Mchy aft; Oil fuel F. P. above 150° F. C-25 W.B.—A.P.45t.....F.P.2 F.O.....D.T.a6′105t..... | Scw Twin 0t | Am 242.5 P65′ | Los Ang's 36.7 \| 19.6 F22′ | 760 1370 2420 | | 1920 2 | Violet, (Alabama [La. & New Orleans Trans. Co.) | Mexican Petroleum Corp. | 2-2CylC16,32x24; Staten Island S. B. Co; 2SB;Staten Island S. B. Co; 3414HS;WP165lbs;900IHP; Dkd,d rpd6,26 | ✠A1Ⓔ Oil Carrier. Coastwise & W. I. ✠AMS S.S.No.1,Gvstn11,23; N Engs&Blrs3,21; M.S.11,23;n shfts6,24; B.S;n Pt shft;Stbd shft drn6,26; Scip;CL | |
| 5222 28,019 SGCV | **Fuji Maru** Steel 2D;Oil fuel;Wireless;W. Bal 6BH | Scw | Jap 405 F33′ | Kobe 53 \| 37 | 4013 6571 | | 1921 4 | Kobe, (Kawasaki [Jap. Dkyd. Co., Lim.) | Kawasaki Dkyd. Co. (Lim.) | 3Cyl TE28,46,78x54; 3SB;WP200lbs | | BL |
| 5223 26,548 RVCQ | **Fukkai Maru** Steel 2D;Wireless;W. Bal 6BH | Scw | Jap 345 P33′ | Tokio 50 \| 29.1 B77′ F41′ | 2326 3830 | | 1920 1 | Yokohama, (Yokohama [Jap. Dock Co.) | Inugami Kisen K. K. | 3Cyl TE23,38,64x48; 2SB;WP200lbs | | BL |
| 5224 20,606 NJVQ | **Fuku Maru** Steel 1D;Shel dk;Long. frmg; Web frms;Wireless;W. Bal 6BH | Scw | Jap 345 P30′ | Kobe 49.8 \| 28.2 B99′ F34′ | 2767 4378 | | 1917 8 | Innoshima, (Osaka [Jap. Iron Works, Lim.) | Kyoritsu Kisen Kabushiki Kaisha | 3Cyl TE24,41,67x48; 2SB;WP180lbs | | BL |
| 5225 30,036 SQMH | **Fukuko Maru** xH. K. Waage xIbuki Maru Steel 1D;Wireless;W. Bal 5BH | Scw | Jap 269.9 | Takasago 39.2 \| 21.6 | 1166 2018 | | 1919 9 | Harima, (Harima [Jap. Dkyd. Co., Lim.) | Kusumoto Kisen Kabushiki Kaisha | 3Cyl TE18,30,49x39; 2SB;WP200lbs;1111IHP | | V |
| 5226 9,395 JTCF | **Fukura Maru** xBogstad Steel 1D;B;Web frms; W. Bal 6BH | Scw Sch | Jap 325 P28′ | Takuma 41.8 \| 21.2 | 1930 3114 | | '94 12 | Oslo, (Nylands [Nor. Vaerks.) | Tanaka Shoji Kabushiki Kaisha | 3Cyl TE23,37½,61½x42; 1SB;WP160lbs | | |
| 5227 27,732 SDWQ | **Fukuyo Maru** xHoshu Maru Steel 2D;Wireless;W. Bal 6BH | Scw | Jap 400 P33′ | Yokoh'ma 53.2 \| 29.4 B124′ F41′ | 3405 5463 | | 1920 12 | Tsurumi, (Asano [Jap. S. B. Co.) | Toyo Kisen Kabushiki Kaisha | 3Cyl TE26,43 72x48; 3SB;WP200lbs | | BL |
| 5228 57 NQJA | **Fulgor** Steel 2D;Web frms;Long. frmg; Mchy aft;Oil fuel;Oil in bulk;W. Bal 17BH | Scw | It 399.6 P105′ | Genoa 55.1 \| 30.9 B30′ F36′ | 3843 6654 | | 1922 6 | Spezia, (Cant. Nav. [It. della Spezia.) | "La Columbia" Soc. Marit. per Trasports de Petrolio e Derevati | 4Cyl QE21,29,43,62x45; 3SB;WP230lbs | | I |
| 5229 119,873 KTLV | **Fulham** xDublin xAlbistan Steel 1D;Deep frmg;Wireless;W. Bal 6BH | Scw | Br 350.1 P27′ | London 46.1 \| 23.6 B182′ F34′ | 2053 3245 | | 1905 6 | W. Hartle- (W. [pool, Eng. Gray & Co., Lim.) | Britain S.S. Co. (Lim.) | 3Cyl TE24,40,65x42; 2SB;WP180lbs | | BL |
| 5230 121,230 | **Fullerton** 1D;B;Oil in bulk | Brg | Am 235 | Los Ang's 42.5 \| 19.5 | 1494 1554 | | 1902 7 | Alameda, (Hay & Wright.) [Cal. | H. C. Monstad | YF;Gif | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5231 | **Fulton** | Scw | Am | New York | 156 | | 1909 | Port Richmond, N. Y. | Delaware, | 2CylC18,38x28; | | |
| 207,060 | xElzie B. Ford Steel | | | 93.3 / 25.2 / 12.1 | 229 | | | (Staten Island S. B. & D. D. Co.) | Lackawanna & West. R.R. Co. | 1Blr;WP175lbs;850IHP. | | |
| LBHQ | 1D | | | | | | | | | | | |
| 5232 | **Fulton** | Scw | Am | Seattle | 393 | | '98 | Fairhaven, | Border Line | 2CylC12,26x20; | | |
| 121,064 | Wood | Sch | | 152.7 / 33.5 / 11.4 | 605 | | | (H. D. Bendixen.) [Cal. | Trans. Co. | 1SB;264IHP. | | |
| KNGT | 1D;Oil fuel | | | | | | | | | | | |
| 5233 | **Furst Bulow** | Scw | Ger | Hamburg | 4805 | | 1911 | Vegesack, | Hamburg- | 4CylC25,25,62,62x53; | | G |
| | Steel | | | 469.8 / 58.2 / 32.4 | 7743 | | 5 | (Bremer Vulkan.) [Ger. | American Line | 4Blrs | | |
| RBNS | 2D;sub.sig;Wireless;W. Bal 8BH | | | P69′ B103′ | | | | | | | | |
| 5234 | **Fushimi Maru** | Scw | Jap | Tokio | 6846 | | 1914 | Nagasaki, | Nippon | 2-3CylTE28,47,79x51; | | BL |
| 17,741 | Steel | Twin | 513 | 63.5 / 37.5 | 10936 | | 12 | (Mitsu Bishi Dkyd & E. Wks.) [Jap. | Yusen Kabushiki Kaisha | 7SB;WP200lbs | | |
| MQNC | 2D;Wireless;W. Bal 8BH | | P99′ | B191′ F56′ | | | | | | | | |
| 5235 | **Fusilier** | Scw | Blg | Antwerp | 1407 | | 1918 | Wilmington, | Lloyd | Stm Tbn; | | BL |
| | xLynchburg Steel | | 298.9 | 44 / 19.7 | 2414 | | 11 | (Pusey & Jones Co.) [Del. | Royal Belge Soc. Anon. | 2SB;WP200lbs | | |
| MFUS | 1D;sub.sig;Wireless;W. Bal 5BH | | P29′ | B75′ F29′ | | | | | | | | |
| 5236 | **Fuso Maru** | Scw | Jap | Osaka | 4993 | | 1908 | Glasgow, | Osaka | 2-3CylTE26,45,76x54; | | BL |
| 29,718 | xLatvia Russ xRossija Steel | Twin | 475 | 57.7 / 32.6 | 8188 | | 5 | (Barclay, Curle & Co., Lim.) [Scot. | Shosen Kabushiki Kaisha | 3DB;1SB;WP185lbs | | |
| SPGQ | 3D;Wireless;W. Bal 8BH | | P47′ | B199′ F83′ | | | | | | | | |
| 5237 | **Futami Maru** | Scw | Jap | Dairen | 1877 | | 1902 | Sunderland, | Goshi | 3CylTE23,38,64x42; | | C-J |
| 183 | xNardoo Steel | | 324 | 46.8 / 24 | 3055 | | 9 | (W. Pickersgill & Sons.) [Eng. | Kaisha Matsumoto Kisen-bu | 2SB;WP180lbs;203RHP. | 2dS.S.No.2,Kobe10,23; A.S.1,26; M.&B.S;shft drn1,26 | |
| QBRT | 1D;Deep frmg;Wireless;W. Bal 6BH | | P31′ | B96′ F39′ | | | | | | | | |
| 5238 | **Fylgia** | Scw | Swd | Landsk'na | 979 | | '90 | Sunderland, | Rederi | 3CylTE18½,30,49x33; | | BL |
| | xDanebod xElse Steel | | 250 | 35.1 / 17 | 1639 | | 8 | (J. Blumer & Co.) [Eng. | A/B Nordic | 2SB;WP160lbs | | |
| KFMG | 1D;Well dk;Web frms; Wireless;W. Bal 4BH | | P24′ | B110′ F33′ | | | | | | | | |
| 5239 | **Fylgia** | Sch | Swd | Oregrund | 119 | | 1919 | Halmstad, | Rederi A/B. | Wd; | | |
| 6,838 | xLaaland | Aux | 95.3 | 24.4 / 10.5 | 170 | | | (Halmstads Varvs. Aktieb.) [Swd. | Fylgia (Carl Storm, Mgr.) | 2-2Cyl-OilEng10x12⅞ | | |
| KDSB | 1D;Mchy aft | | | | | | | | | | | |
| 5240 | **Fylingdale** | Scw | Br | Whitby | 2322 | | 1924 | Sunderland, | Rowland & | 3CylTE25,42,68x45; | | BL |
| 137,086 | Steel | | 364.5 | 51.5 / 22.7 | 3918 | | 12 | (J. L. Thompson & Sons, Lim.) [Eng. | Marwood's S.S. Co. (Lim.) | 2SB;WP180lbs | | |
| KRTW | 1D;W. Bal 6BH | | P33′ | B222′ F33′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5241 206,423 | **G. A. Boeckling** Steel 1D 4BH | Scw | Am 155.2 | Sandusky 30 \| 9.1 | 157 328 | | 1909 | Ecorse, (Great [Mich. Lakes Eng. Wks.) | Bay Trans. Co. | 2CylC 25½,44½x72; 18B;WP120lbs;600IHP. | | |
| 5242 86,559 LPJB | **G. A. Flagg** Steel 2D;Mchy aft;SUB.SIG; 7BH W. Bal 5BH to Fbd dk 2BH to 2d dk C-28 | Scw | Am 332 | Phila. 42 \| 22.7 26′ 7″ | 1864 3299 4250 | 5′ 3″ 21′ 6″ | 1901 4 rb 12'19 | W. Superior, (Superior [Wis. S. B. Co.) Cleveland, Ohio. (Ohio S. B. Co.) | Southern S.S. Co. | 3CylTE 20,33,54x40; Superior S. B. Co; 3SB;Lake Erie Boiler Wks; 158GS;6162HS;WP160lbs;1200IHP; d rpd9,20;Dkd,s rps5,26 | **A1** With Freeboard. AMS 2dS.S.No.2,Phila5,24; n shft12,19;M.S.5,24;B.S.9,25; shft drn5,26;Scip | |
| 5243 219,185 LTNM | **G. A. Kohler** xCharles S. Gawthrop 2D | Sch 4 M | Am 212.2 | Baltimore 40 \| 21.2 | 1365 1462 | | 1919 11 | Wilmington, (American [Del. Car & Foundry Co.) | The Maryland Nav. Co. | YP,O;Gif;1BH; clk t,n DB5,23; d rpd,clk b,s dk clkg4.25 | ✠**A1**Ⓔ S.S.No.1,Balt5,23 | |
| 5244 138,397 | **G. A. Rhuland** 1D | Sch | Br 112.2 | Lunenb'rg 26.3 \| 10.4 | 100 130 | | 1917 | Lunenburg, (Smith [N. S. & Rhuland.) | J. C. Mackenzie | Wd | | |
| 5245 206,623 | **G. A. Tomlinson** Steel 1D;B;Mchy aft;Wireless; 4BH W. Bal | Scw Sch | Am 504 | Fairport 54 \| 30 | 4862 6361 | | 1909 8 | Lorain, (American [Ohio S. B. Co.) | Pioneer S. S. Co. | 3CylTE 23½,38,63x42; 2SB;WP180lbs;1760IHP. | | |
| 5246 122,015 | **G. H. Warmington** 1D | Brg | Br 178.4 | Montreal 31.6 \| 22.5 | 502 580 | | '72 | Vermillion, Ohio | Consolidated Sand Co. | O | | |
| 5247 206,985 LBHC | **G. J. Cherry** 1D | Trn | Am 150.3 | New York 33.7 \| 13.9 | 468 533 | | 1909 12 o'23 | Phippsburg, (F. S. [Me. Bowker & Son.) | Gilmartin & Co. | WO,Hw,Hk,YP;Gicf(Sltd) clk dk6,13;clk5,22;s t clkg6,23; s rps,s b,dk clkg8,26 | ✠**A1** Biennial Survey 2dS.S.No.3,PA6.23 | |
| 5248 86,610 | **G. J. Grammer** Steel 1D;B;Mchy aft;Wireless;W. Bal 3BH | Scw Sch | Am 418 | Fairport 48 \| 28 | 3703 4471 | | 1902 3 | W. Superior, (W. [Wis. Superior S. B. Co.) | Grammer S.S. Co | 3CylTE 20,33½,55x40; 2CRTB;WP175lbs;1200IHP. | | |
| 5249 130,438 | **G. K. Jackson** 1D | Brg | Br 163 | Sarnia 31 \| 9 | 353 390 | | '82 | Marine City, (D. Lester.) [Mich. | Peninsular Tug & Towing Co. | O | 85(GL) P.S. 5,26 | |
| 5250 163,610 | **G. K. Mellen** 1D | Brg | Am 116 | New York 30 \| 12 | 427 448 | | 1908 | Gildersleeve, (Gildersleeve [Conn. S. B. Co.) | Louis Gildersleeve | Wd;If | | |
| 5251 202,772 | **G. K. Wentworth** Wood | StW | Am 145 | Portland 28.5 \| 7 | 285 325 | | 1905 | Portland, Ore. | O. W. Hosford | 500IHP. | | |
| 5252 214,026 LFWK | **G. M. Lawrence** xJustin Steel 1D;Well dk;W. Bal 5BH | Scw | Am 277 | New York 39 \| 19.9 | 1779 2321 | | '91 2 | Middlesbro, (R. Dixon [Eng. & Co.) | Lawrence S.S. Co., Inc. | 3CylTE 21,35,57x39; 2SB;WP150lbs;1000IHP | | |
| 5253 157,601 | **G. N. Wilson** xEdwin L. Booth Steel 1D;B;Mchy aft;Wireless;W. Bal 3BH | Scw | Am 412.9 | Buffalo 51.5 \| 28 | 3584 4626 | | 1900 12 rb'14 | Wyandotte, (Detroit [Mich. S. B. Co.) | Boland & Cornelius, Mgrs. | 3CylTE 22,35,58x42; 2SB;WP165lbs;1200IHP. | | |
| 5254 KFCD | **G. R. Berg** 1D | Trn 3M | Swd 100.2 | Brantevik 24.3 \| 10.9 | 148 174 | | '94 | Thuro, (J. Ph. [Dan. Jorgensen.) | Ingvar Persson | Wd(Sltd) | | V |
| 5255 123,324 | **G. R. Crowe** Steel 1D;B;Deep frmg;Mchy aft; 6BH Wireless;W. Bal | Scw Sch | Br 331 F41′ | 43.4 \| 22.9 | 2347 2940 | | 1907 9 rb'10 | Dundee, (Caledon [Scot. S. & E. Co., Lim.) | Montesuma Transp. Co. (Lim.) | 3CylTE 18,29½,48x36; 2SB;WP180lbs;1200IHP | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5256 | **G. S. Allyn** | Scw | Am | Reedville | 136 | | '78 | Mystic, | Wicomico | 2CylC16,32x24; | | |
| 85,527 | Wood | | 150.4 | 20 \| 10.7 | 211 | | | Conn. | Fisheries, Inc. | 1SB;WP160lbs | | |
| 5257 | **G. W. Rogers** | Scw | Br | Midland | 3 | | 1919 | Yarmouth, | Canadian | 2CylC15,32x24; | | |
| 143,212 | xOcean Gull xBallindalloch Steel | | 88.5 | 21.2 \| 10.6 | 154 | | 5 | (Crabtree [N. S. & Co., Lim.) | Dredging Co. (Lim.) | 1SB;WP150lbs | | |
| | 1D;W.Bal 4BH | | | | | | | | | | | |
| 5258 | **Gaasterdijk** | Scw | Hol | Rotterd'm | 5167 | | 1922 | Schiedam, | Nederl. | Stm Tbns; | | BL |
| | Steel | | 450 | 58.2 \| 37.2 | 8373 | | 10 | (New [Hol. | Amerik. Stoomv. | 4SB;WP215lbs | | |
| NSFD | 2D;Shel dk;Oil fuel; 3BH | | F50′ | | | | | Waterway S.B.Co.) | Maats. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 5259 | **Gaasterland** | Scw | Hol | Amst'dam | 2128 | | 1912 | Rostock, | Koninklijke | 3CylTE23,38,62x41; | | G |
| | xCastell Pelesch Steel | | 365.9 | 50.4 \| 21.5 | 3464 | | 12 | (A. G. [Ger. | Hollandsche | 2SB | | |
| NSFK | 2D;SUB.SIG;Wireless;W. Bal 6BH | | | | | | | Neptun.) | Lloyd | | | |
| 5260 | **Gaboon** | Scw | Br | Liverpool | 2005 | | 1915 | Newcastle, | Elder, | 3CylTE25,41,68x45; | | BL |
| 137,434 | Steel | | 337 | 48.5 \| 22.6 | 3297 | | 3 | (Tyne I. [Eng. | Dempster & Co. | 2SB;WP180lbs | | |
| JKLF | 2D;Wireless;W. Bal 6BH | | P36′ | B108′ F41′ | | | | S. B. Co., Lim.) | (Lim.), Mgrs. | | | |
| 5261 | **Gadfly** | MV | Am | New York | 159 | | 1917 | New York, | Jesse L. | 2-6CylGasEng8x11; | | |
| 214,777 | Wood | Twin | 101.2 | 20.6 \| 7.3 | 193 | | | (Kyle [N. Y. | Livermore | 100IHP. | | |
| LMFN | 1D | | | | | | | & Purdy, Inc.) | | | | |
| 5262 | **Gaelic Prince** | Scw | Br | Newcastle | 5399 | | 1918 | Sunderland, | Prince Line | 4CylQE25,36,52,76x51; | | BL |
| 140,711 | Steel | | 449.5 | 57.3 \| 29.4 | 8634 | | 4 | (Short [Eng. | (Lim.) | 4SB;WP220lbs | | |
| JSVT | 2D;Shel dk;Wireless;SUB.SIG; 7BH | | | | | | | Bros., Lim.) | | | | |
| | Oil fuel; W. Bal | | | | | | | | | | | |
| 5263 | **Gaelicstar** | Scw | Br | London | 3528 | | 1917 | Pt. Glasgow, | Blue Star | 3CylTE24,41,70x48; | | BL |
| 140,302 | xMontilla Steel | | 389.8 | 53.2 \| 24.7 | 5595 | | 8 | (Russell [Scot. | Line (Lim.), Mgrs. | 3SB;WP200lbs | | |
| JPVN | 2D;Shel dk;Wireless;W. Bal 6BH | | | | | | | & Co.) | | | | |
| 5264 | **Gaffney** | Scw | Am | Seattle | 2985 | 5′ 10½″ | 1919 | Seattle, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ | |
| 219,353 | Steel | | 380.5 | 53.1 \| 26.9 | 4827 | 23′ 7½″ | 12 | (Todd [Wash. | ping Board | Llewellyn Iron Wks; | ✠AMS | |
| LVBT | 2D;SUB.SIG;Wireless;W. Bal; 7BH | | | 29′ 4″ | 7500 | | | D.D. & S. B. Corp.) | | 3SB;Willamette I. & S. Wks; | S.S.No.1,Chstn2,24; | |
| | Oil fuel F. P. above 150° F. C-35 | | | | | | | | | 6831HS;WP190lbs;2800IHP;EAC; | M.S.2,24;n shft10,26; | |
| | | | | | | | | | | d rpd12,24;Dkd,s rps11,26 | B.S.11,26;Clh BB | |
| | W.B.—A.P.318t;D.B.334′1237t;D | T.36′9 | 93t; F. | P.91t | | | | | | | | |
| | F.O.....D.B...′ 828t;D | T.36′9 | 27t... | .... | | | | | | | | |
| 5265 | **Galahad** | Scw | Am | Baltimore | 3547 | 6′ 1¾″ | 1919 | Baltimore, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,780 | Steel | | 409.6 | 54.4 \| 27.4 | 5728 | 24′ | 4 | (Baltimore [Md. | ping Board | General Electric Co; | ✠AMS | |
| LQKS | 2D;Long. frmg;W. Bal; 8BH | | | 30′ | 8755 | | | D. D. & S. B. Co.) | | 4WTB;Heine Safety Blr. Co; | S.S.NY11,20; | |
| | Wireless; 6BH to Fbd dk | | P53′ | B120′ F44′ | | | | | | 11130HS;WP225lbs;2500SHP;EAC; | shft drn11,20;Clh BB;CL | |
| | SUB.SIG; 2BH to 2d dk | | | | | | | | | s rps8,21;Dkd,d rpd8,21 | (Laid up) | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.45t;D.T.a.30′765t;D.B | 340′11 | 86t... | ....D.T.f.30′73 | 6t.F.P | .199t | | | | | | |
| | F.O.....D.B | .304′ 9 | 55t; S. | T.79t..... | ..... | .... | | | | | | |
| 5266 | **Galata** | Scw | Dzg | Danzig | 1633 | | 1906 | Flensburg, | Seereederei | 3CylTE20,33,55x37 | | G |
| | xSpartivento xIlimenan Steel | | 292.7 | 44 \| 23.5 | 2648 | | | (Flensburger [Ger. | "Danzig" | | | |
| HGJL | 1D;Spar dk;Deep frmg; 5BH | | | | | | | Schiffsb. Ges.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 5267 | **Galatea** | Scw | Nor | Bergen | 671 | | 1912 | Bergen, | Adolph | 3CylTE16,25,43x30; | | N |
| | Steel | | 228.2 | 35.2 \| 15.9 | 1151 | | 1 | (Laxevaags [Nor | Halvorsen, Mgr. | 1SB;WP175lbs | | |
| MHDG | 1D;W. Bal 4BH | | P16′ | B60′ F27′ | | | | Maskin & Jernskibs.) | | | | |
| 5268 | **Galdames** | Scw | Sp | Bilbao | 2013 | | 1918 | Bilbao, | Cia. Auxi- | 3CylTE24,40,65x45; | | BL |
| | Steel | | 325.6 | 47.1 \| 22.5 | 3337 | | 9 | (Soc. [Spn. | liar Maritima | 2SB;WP180lbs | | |
| HNBS | 1D;W. Bal;Wireless 6BH | | P31′ | B80′ F39′ | | | | Anon. Astilleros del Nervion.) | | | | |
| 5269 | **Galea** | Scw | Sp | S.Sebast'n | 1974 | | 1918 | Bilbao, | Cia.Naviera | 3CylTE24,40,65x45; | | BL |
| | Steel | | 325.6 | 47.1 \| 22.5 | 3333 | | 4 | (Soc. [Sp. | Guipuzcoana | 2SB;WP180lbs | | |
| HNCD | 1D;Wireless;W. Bal 6BH | | P31′ | B80′ F39′ | | | | Anon. Astilleros del Nervion.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5270 | **Galena** | Scw | Am | Houston | 3542 | 6′ 1″ | 1919 | Wilmington, | Galena Nav. | 3Cyl TE 27,45,75x48; | ✠A1Ⓔ Oil Carrier. | |
| 218,983 | xSalem County Steel | | 391.8 | 51.3 \| 28.8 \| 30′ 2″ | 5102 | 24′ 3½″ | 10 | (Bethlehem [Del. | Co. | Bethlehem S. B. Corp; | ✠AMS | |
| LTCN | 2D;Long. frmg;Wireless; 14BH | | | | 7540 | | | S. B. Corp.) | | 3SB;Bethlehem S. B. Corp; | S.S.No.1,Mbl8,25; | |
| | Mchy aft;SUB.SIG; 8BH to Fbd dk | | P99′ | B33′ F43′ | | | | | | 7125HS;WP190lbs;2700IHP;EAC; | M.&B.S.8,25;shft drn10,26; | |
| | W. Bal; 6BH to 2d dk | | | | | | | | | d rpd3,26;Dkd,s rps10,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.30t;D.B.a76′214t. | ..... | ..... | .....D.T.f65′ | 818t; | F.P.89t | | | | | | |
| | F.O. D.T. a8′ 377 | t; D.T. | | f8′377t. | ..... | ..... | | | | | | |
| 5271 | **Galena No. 1** | Brg | Am | Houston | 957 | | 1920 | Nashville, | Galena | Stl;8BH | ✠ — — | BL |
| 168,433 | xHermitage | | 200 | 35 \| 16.5 | 1048 | | 3 | (Nashville [Tenn. | Nav. Co. | | Cancelled1,24 | |
| | 1D;Web frms | | | | | | | Bridge Co.) | | | | |
| 5272 | **Galesburg** | Scw | Am | New York | 3646 | 5′ 5½″ | 1918 | Shooters | U. S. Ship- | 3Cyl TE 24,40,70x48; | ✠A1Ⓔ | |
| 216,778 | Steel | | 377 | 52 \| 26.8 \| 29′ | 5138 | 23′ 8½″ | 9 | Island, N. Y. | ping Board | Standard S. B. Co; | ✠AMS | |
| LMNS | 2D;W. Bal;Wireless;SUB.SIG. 7BH | | P25′ | B108′ F34′ | 7323 | | | (Standard S. B. Co.) | | 3SB;Standard S. B. Co; | S.S.NY7,21; | |
| | C-34 | | | | | | | | | 181GS;6960HS;WP190lbs;2500IHP; | shft drn5,20;CL | |
| | | | | | | | | | | EAC;s rps5,20;Dkd10,22 | (Laid up) | |
| 5273 | **Galicia** | Scw | Ger | Hamburg | 3607 | | 1904 | Flensburg, | Hamburg- | 4Cyl QE 23,33,49,72x54; | | G |
| | xThessalia Steel | | 410.9 | 50.7 \| 28.2 | 6146 | | 12 | (Flensburger [Ger. | American Line | 3SB;WP213lbs | | |
| RCMS | 2D;Web frms;SUB.SIG;Wireless; 9BH | | P & B | 248′ F52′ | | | | Schiffsb. Ges.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 5274 | **Galilea** | Scw | Ger | Hamburg | 1092 | | 1922 | Lubeck, | Hamburg- | 3Cyl TE 21,34,56x37; | | G |
| | Steel | | 287.8 | 41.7 \| 20.1 | 1927 | | 4 | (Schiffs. u. [Ger. | American Line | 2SB;WP192lbs | | |
| RCNP | 2D;SUB.SIG;Wireless;W. Bal 6BH | | F33′ | | | | | Dockbauwerft Flender A. G.) | | | | |
| 5275 | **Galilee** | ½ B | Am | San Fran. | 328 | | '91 | Benicia, | Union Fish | YF;If | | |
| 86,131 | | | 132.5 | 33.5 \| 12.7 | 354 | | 2 | Cal. | Co. | | | |
| KJDM | 1D | | | | | | | (M. Turner.) | | | | |
| 5276 | **Galileo** | Scw | Br | Hull | 4091 | | 1908 | Newcastle, | Ellerman's | 4Cyl QE 25,36,52,75x54; | | BL |
| 128,102 | Steel | Sch | 410 | 52 \| 36.1 | 6287 | | 8 | (Northum- [Eng. | Wilson Line (Lim.) | 3SB;WP220lbs | | |
| HNBR | 2D;Shel dk;Wireless; 7BH | | | | | | | berland S. B. Co., Lim.) | | | | |
| | Deep frmg;W. Bal | | | | | | | | | | | |
| 5277 | **Galion** | Scw | Am | New York | 146 | | '91 | Philadel- | Erie R.R. | 1Cyl 22x24; | | |
| 86,127 | Wood | | 105.7 | 30.3 \| 9.6 | 237. | | | phia, Pa. | Co | 1Blr;WP100lbs;300IHP. | | |
| | 1D | | | | | | | | | | | |
| 5278 | **Gallia** | Scw | Swd | Viken | 1103 | | '97 | W. Hartlpl., | J. A. | 3Cyl TE 20,31½,53x36; | | BL |
| 7,037 | Steel | Sch | 280 | 40.2 \| 18.2 | 1851 | | 2 | (W. [Eng. | Ohlsson, Mgr. | 2SB;WP160lbs | | |
| KFHN | 1D;Deep frmg;Wireless;W. Bal 4BH | | P17′ | B72′ F29′ | | | | Gray & Co.) | | | | |
| 5279 | **Gallic** | Scw | Br | Liverpool | 4888 | | 1918 | Belfast, | White Star | 2-3Cyl TE 26,44,73x48; | | C |
| 142,741 | xWar Argus Steel | Twin | 450 | 58.5 \| 29.1 | 7912 | | 12 | (Workman, [Ire. | Line | 3DB;WP200lbs | S.S.No.1,Lvpl12,22; | |
| JVRD | 3D;Wireless;SUB.SIG;W. Bal 8BH | | P31′ | F43′ | | | | Clark & Co., Lim.) | | | shfts drn7,24;M.&B.S.6,26 | |
| 5280 | **Gallier** | Scw | Blg | Antwerp | 3568 | | 1917 | Wallsend, | Lloyd Royal | 3Cyl TE 27,44,73x48; | | V |
| 140,376 | xWar Rose Steel | | 399.1 | 52.5 \| 28.7 | 5031 | | | (Swan, [Eng. | Belge Soc. Anon. | 3SB;WP180lbs;2100IHP | | |
| MGER | 1D;W. Bal;Wireless 7BH | | P49′ | B113′ F39′ | | | | Hunter & Wigham Richardson, Lim.) | | | | |
| 5281 | **Galtymore** | Scw | Br | Liverpool | 2802 | | 1919 | Pt. Glasgow, | Johnston | 3Cyl TE 27,44,73x48; | | BL |
| 140,617 | Steel | | 385 | 52 \| 26.5 | 4565 | | 5 | (Lithgows, [Scot | Line (Lim.) | 3SB;WP180lbs | | |
| KBDL | 2D;SUB.SIG;W. Bal;Wireless 7BH | | P49′ | B113′ F38′ | | | | Lim.) | | | | |
| 5282 | **Galveston** | Scw | Am | N. Orleans | 3797 | 8′ ½″ | 1921 | New Orleans | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 221,110 | Steel | | 395.5 | 55 \| 31.4 \| 34′ 11″ | 6171 | 27′ | 4 | (Doullut [La. | ping Board | Vulcan Iron Wks; | ✠AMS | |
| MCNP | 2D;Long. frmg;W. Bal;Wireless; 7BH | | | | 9724 | | | & Williams S. B. Co.) | | 3WTB;Frost Mfg. Co; | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-37 | | P44′ | B108′ F37′ | | | | | | 9150HS;WP210lbs;2800SHP;EAC; | (Laid up) | |
| | | | | | | | | | | Dkd5,21;s rps8,21 | | |
| | W.B.—A.P.185t;D.B.330′1510t. | ..... | F.P.19 | 3t | | | | | | | | |
| | F.O.—A.P.173t;D.B.288′1163t;S. | T.74t; | F.P.18 | 0t | | | | | | | | |
| 5283 | **Gambada** | Scw | Br | London | 3252 | | 1918 | So. Shields, | British | 3Cyl TE 27,44,73x48; | | BL |
| 142,614 | xWar Robin Steel | | 400.2 | 52.4 \| 28.5 | 5307 | | 7 | (J. Read- [Eng. | India Stm. Nav. | 3SB;WP180lbs | | |
| JTWB | 2D;Wireless;W. Bal 7BH | | P49′ | B112′ F39′ | | | | head & Sons, Lim.) | Co. (Lim.) | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5284 | **Gambia** | Scw | Br | Liverpool | 1997 | | 1915 | Newcastle, | British & | 3CylTE25,41,68x45; | | BL |
| 137,484 | Steel | | 337 | 48.5 \| 22.6 | 3296 | | 10 | (Tyne [Eng. | African S. N. | 2SB;1AuxSB;WP180lbs | | |
| JMBC | 2D;Wireless;W. Bal 6BH | | P36′ | B108′ F41′ | | | | I. S. B. Co., Lim.) | Co. (Lim.) | | | |
| 5285 | **Gambia River** | Scw | Br | Liverpool | 2988 | | 1915 | W. Hartle- | Houlder | 3CylTE25,40,68x48; | | C |
| 137,470 | Steel | | 385.1 | 52 \| 27.1 | 4729 | | 8 | pool, Eng | Bros. & Co. | 3SB;WP180lbs;372RHP. | S.S.No.2,Crdf10,23;A.S.3,26; | |
| JLQF | 1D;Deep frmg;Wireless;W. Bal 6BH | | P36′ | B126′ F40′ | | | | (Irvine's S. B. & D. D. Co., Lim.) | (Lim.), Mgrs. | | M.&B.S;shft drn3,26 | |
| 5286 | **Gamble** | Sch | Am | San Fran. | 626 | | 1901 | Pt. Blake- | Fife | YF;Ief | | |
| 86,576 | | 4M | 183.7 | 38 \| 13.8 | 726 | | 7 | ley, Wash. | Shipping Co. | | | |
| KRBQ | 1D | | | | | | | (H. K. Hall.) | | | | |
| 5287 | **Gamma** | Trn | Dan | Troense | 115 | | 1919 | Thorseng, | J. A. | Wd | | V |
| | xCarla | | 93.5 | 23.1 \| 9.6 | 133 | | | (Chr. P. Jensen.) | Marcussen | | | |
| NBDK | 1D | | | | | | | | | | | |
| 5288 | **Gand** | Scw | Blg | Antwerp | 3140 | | 1919 | Sunderland, | Cie. Trans- | 3CylTE27,44,73x48; | | BL |
| | xLangley Steel | | 400.3 | 52.3 \| 28.5 | 5086 | | 12 | (Bartram [Eng. | atlantique Belge | 3SB;WP180lbs | | |
| MGFN | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | & Sons, Lim.) | | | | |
| 5289 | **Ganda** | Scw | Ptg | Loanda | 1959 | | '95 | Glasgow, | Cia. | 3CylTE25,41,67x42; | | BL |
| | xGeneral Allenby xBenalder Steel | | 341 | 41.8 \| 24.3 | 3044 | | 4 | (A. Stephen [Scot. | Colonial de | 2SB;WP160lbs | | |
| LDHC | 2D;B;Wireless;W. Bal 6BH | | P42′ | B80′ F39′ | | | | & Sons.) | Navegacao | | | |
| 5290 | **Gange** | Scw | It | Genoa | 1933 | | 1904 | Dumbarton, | Soc. Maritt. | 3CylTE24,40,65x45; | | BL |
| 1,250 | xAgios Georgios xSaint Irene Steel | | 354.3 | 47.5 \| 21.7 | 3146 | | 10 | (A. [Scot. | Italiana | 2SB;WP180lbs | | |
| NGVE | 1D;B;Deep frmg;Wireless; 6BH | | P32′ | B204′ F34′ | | | | McMillan & Son, Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 5291 | **Ganges** | Scw | Br | London | 2149 | | 1906 | Glasgow, | James | 3CylTE24½,40,68x45; | | BL |
| 123,638 | Steel | Sch | 349.5 | 44.1 \| 19.5 | 3497 | | 5 | (C. Con- [Scot. | Noursc (Lim.) | 2SB;WP200lbs | | |
| HGBT | 1D;Deep frmg;Wireless;W. Bal 6BH | | P41′ | F45′ | | | | nell & Co., Lim.) | | | | |
| 5292 | **Ganges Maru** | Scw | Jap | Osaka | 2735 | | 1918 | Innoshima, | Osaka | 3CylTE24,41,67x48; | | BL |
| 23,336 | Steel | | 345 | 49.8 \| 28.1 | 4383 | | 8 | (Osaka [Jap. | Shosen Kabushiki | 2SB;WP180lbs | | |
| RCLF | 1D;Shel dk;Web frms; 6BH | | P30′ | B99′ F34′ | | | | Iron Wks., Lim.) | Kaisha | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | | | | | |
| 5293 | **Gannet** | Scw | Am | | | | 1919 | Brooklyn, | U. S. Govt. | 3CylTE19,29,46x30; | | |
| | Steel | | 180 | 35.3 \| 17.2 | | | 7 | (Todd [N. Y. | (Navy Dept.) | 2WTB;WP200lbs;1400IHP. | | |
| | 2D;Oil fuel;W. Bal 11BH | | | | | | | Shipyards Corp.) | | | | |
| 5294 | **Gansfjord** | Scw | Nor | Stavanger | 602 | | 1913 | Stavanger, | Kornelius | 3CylTE19,30½,51x33; | | N |
| | Steel | | 237.5 | 33.1 \| 15.2 | 1087 | | 7 | (Stavanger, [Nor. | Olsen, Mgr. | 2SB;WP175lbs | | |
| MJQH | 1D;W. Bal 4BH | | P20′ | B58′ F32′ | | | | Stoberi & Dok) | | | | |
| 5295 | **Gantoise** | Scw | Fin | Abo | 2363 | | 1902 | Newcastle, | J. A. | 3CylTE24½,41½,70x45; | | BL |
| 917 | xRipley Steel | Sch | 365 | 48.2 \| 25.4 | 3939 | | 5 | (Palmers' [Eng. | Zachariassen & | 2SB;WP200lbs | | |
| THBV | 2D;Web frms;W. Bal;Wireless 6BH | | | B78′ F41′ | | | | Co., Lim.) | Co. | | | |
| 5296 | **Ganymedes** | Scw | Hol | Amst'dam | 1633 | | 1918 | Kinderijk, | Koninkl. | 3CylTE23½,37½,63x43½; | | V |
| | Steel | Sch | 347.1 | 48.3 \| 18.4 | 2671 | | | (J. & K. [Hol. | Nederl. | 3SB;WP180lbs;1750IHP | | |
| NSGJ | 3D;Oil fuel;Wireless;W. Bal 6BH | | | | | | | Smit Scheepswerven) | Stoomb. Maats | | | |
| 5297 | **Garbeta** | Scw | Br | Glasgow | 3204 | | 1920 | Sunderland, | British | 3CylTE27,44,73x48; | | BL |
| 144,195 | Steel | | 400 | 52.3 \| 28.4 | 5327 | | 4 | (W. Gray [Eng. | India Steam | 3SB;WP180lbs | | |
| KFGR | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | & Co., Lim.) | Nav. Co. (Lim.) | | | |
| 5298 | **Gardelaki** | Scw | Grk | Ithaca | 1431 | | '88 | Whitby, | S. Theo- | 3CylTE22,36,59x39; | | C |
| | xCite de Reims Steel | | 289.5 | 38.3 \| 21 | 2282 | | 4 | (T. Turn- [Eng. | philatos | 2SB;WP160lbs | 3dS.S.No.3,Antw9,24;A.S.2,26; | |
| | xCity of Rheims 6BH | | P28′ | B124′ F32′ | | | | buil & Son.) | | | B.S.10,25;M.S;shft drn2,26 | |
| | 1D;Wireless;W. Bal | | | | | | | | | | | |
| 5299 | **Garden City** | SW | Am | San Fran. | 730 | | '79 | San Fran- | Southern | 1CylVB46x144; | | |
| 85,592 | Wood | | 208 | 37 \| 13.6 | 1080 | | | cisco, Cal. | Pacific Co. | 2SB;WP55lbs;625IHP. | | |
| | 1D | | | | | | | | | | | |
| 5300 | **Garden City** | SW | Br | Toronto | 401 | | '92 | Toronto, | J. Rinfret | 2CylC28,54x48; | | |
| 100,035 | Steel | | 177.9 | 26.1 \| 10 | 637 | | | (John Doty [Ont. | | 2SB;WP125lbs;800IHP. | | |
| | 2D 5BH | | | | | | | Engine Co.) | | | | |
| 5301 | **Gardenia** | Scw | It | LusnPic'lo | 2087 | | 1908 | Pt. Glasgow, | Soc. Anon. | 3CylTE23,37,61x42; | | BL |
| 4 | Steel | | 330.5 | 46 \| 13.4 | 3228 | | 1 | (A. Rodger [Scot. | di Nav. a Vap. | 2SB;WP160lbs | | |
| NQVZ | 1D;Spar dk;Deep frmg;W. Bal; 5BH | | P29′ | B88′ F34′ | | | | & Co.) | Liburnica | | | |
| | Wireless | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5302 86,663 KSHL | **Gardiner G. Deering** 2D;B | Sch 5 M | Am 251.6 | Bath 44.4 \| 25.1 | 1714 1982 | | 1903 4 | Bath, (G. G. Deering.) [Me. | G. G. Deering Co. | O,YP;Gicf | ✠ — — Suspended2,26 | |
| 5303 217,145 LNMT | **Garfield** Steel 1D;Wireless;Oil fuel;W. Bal 5BH | Scw | Am 299.4 P24′ | New York 45.2 \| 22.8 B96′ F39′ | 1538 2718 | | 1918 10 | Elizabethport, N. J. (Bethlehem S. B. Corp.) | Grace S.S. Co. | 3Cyl TE21,35,58x42; 2SB;WP190lbs;1500IHP | | BL |
| 5304 221,070 MCLJ | **Gargoyle** Steel 2D;Long. frmg;Mchy aft; Wireless;D.F;SUB.SIG; Oil fuel;Oil in bulk 16BH | Scw | Am 425 P105′ | New York 57.2 \| 33.1 \| 33′ B50′ F41′ | 4303 7002 | | 1921 2 | Oakland, (Moore S. B. Co.) [Cal. | Vacuum Oil Co. | 3Cyl TE27½,46,78x51; 3SB;WP220lbs;3525IHP | ✠ — — ✠ — — Withdrawn11,25 | BL |
| 5305 JPWS | **Garibaldi** Steel 1D;W. Bal 4BH | Scw Sch | Nor 195 B26′ | Bergen 30 \| 11 F27′ | 442 776 | | 1902 5 | Stavanger, (Stavanger, Stoberi & Dok.) [Nor. | R. F. Olsen | 3Cyl TE14,23,38x27; 1SB;WP170lbs | | N |
| 5306 326 NQWM | **Garibaldi** xVirginia Steel 2D;Shel dk;Wireless 8BH | Scw Twin | It 381.4 | Genoa 48.1 \| 25.7 | 3109 5185 | | 1906 | Riva Trigoso (Soc. Esercizio Bacini.) [It. | Soc. di Nav. Transatlantica Italiana. | 2-3Cyl TE22,37,61x40; 5SB;4700IHP | | I |
| 5307 144,203 KFQP | **Garmula** Steel 2D;Wireless;W. Bal 7BH | Scw | Br 400 P49′ | Glasgow 52.3 \| 28.5 B113′ F39′ | 3234 5254 | | 1920 5 | Newcastle, (Palmers Co., Lim.) [Eng. | British India Steam Nav. Co. (Lim.) | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 5308 NSGR | **Garoet** Steel 3D;Wireless;W. Bal 9BH | Scw | Hol 446.6 B75′ | Rotterd'm 54.3 \| 34.3 F57′ | 4543 7133 | | 1917 | Flushing, (Kon. Maats. de Scheide) [Hol. | W. Ruys & Zonen, Mgrs. | Stm Tbns; 2SB;2DB;WP200lbs;3750IHP | | V |
| 5309 | **Garonne** Steel 1D;W. Bal 4BH | Scw | Fr 98.5 | Rouen 18 \| 6.6 | 76 125 | | 1911 | La Rochelle, (Ateliers & Chantiers de la Pallice.) [Fr. | Ste. de Navigation & de Charbon | 2CylC9½,17x10; 1SB;WP130lbs;110IHP. | | |
| 5310 221,563 MDCH | **Garrett** 1D | Brg Sch | Am 267.3 | Baltimore 46 \| 23.6 | 2182 2301 | | 1921 | Sandy Point, (Sandy Point S. B. Co.) [Me. | P. Dougherty Co. | Wd | | |
| 5311 166,326 | **Garrett** 1D | Brg | Am 80.8 | New York 28 \| 7.3 | 313 313 | | 1916 | Brooklyn, (Theo. A. Crane's Sons Co.) [N. Y. | Balt. & Ohio R.R. Co. | Wd | | |
| 5312 603 SRNQ | **Garryvale** Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw | Fin 349.8 P32′ | Hels'gfors 49.1 \| 24 F30′ | 2454 3917 | | 1907 12 | Sunderland, (Wm. Doxford & Sons, Lim.) [Eng. | Finnish Transoceanic Trading Co. (Lim.) | 3Cyl TE25,41,66x45; 2SB;WP160lbs;316RHP. | 2dS.S.No.1,Antw12,23; A.S.5,26;shft drn9,24; M.&B.S.5,26 | C |
| 5313 82,960 JQFM | **Garthclyde** xClyde 1D;W. Bal | Sch Aux Twin | Br 115.6 | London 20.2 \| 10.1 | 99 188 | | '83 | Newcastle, (T. W. Toward & Co.) [Eng. | J. D. Sullivan | I;4BH; 2-4CylOilEng13⅞x14 | | |
| 5314 99,427 MSBJ | **Garthforce** xRiverford 1D;B | S | Br 267.9 P34′ | Liverpool 39.7 \| 23.4 F30′ | 1859 1941 | | 92 7 | Pt. Glasgow, (W. Hamilton & Co.) [Scot. | W. Gowan & Co. | Stl;1BH | | |
| 5315 104,512 NVKR | **Garthneill** xInverneill 1D;B | Bk | Br 238 P28′ | Montreal 36 \| 21.7 F32′ | 1340 1470 | | '95 7 | Port Glasgow, Scot. (Russell & Co.) | Marine Nav. Co. of Canada (Lim.) | Stl;1BH (Now a hulk) | | BL |
| 5316 99,207 MKPG | **Garthpool** xJuteopolis 1D;B | S 4 M | Br 310 P37′ | Montreal 45 \| 25.1 B48′ F36′ | 2652 2842 | | '91 12 | Dundee, (W. B. Thompson & Co., Lim.) [Scot. | Marine Nav. Co. of Canada (Lim.) | Stl;1BH | | BL |
| 5317 99,639 MPVW | **Garthsnaid** xInversnaid 1D;B | Bk | Br 238 P29′ | Melbourne 36.2 \| 21.7 F34′ | 1360 1418 | | '92 6 | Dumbarton, (A. McMillan & Sons, Lim.) [Scot. | Howard Smith (Lim.) | Stl;1BH | | |
| 5318 MGJO | **Gasconier** Steel 1D;Wireless;W. Bal 7BH | Scw | Blg 400 P49′ | Antwerp 52.4 \| 28.5 B113′ F49′ | 3145 5107 | | 1919 5 | Barrow, (Vickers, Lim.) [Eng. | Lloyd Royal Belge Soc. Anon. | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 5319 124,065 HKQD | **Gascoyne** xQuipue Steel 2D;Deep frmg;Web frms; Oil fuel;Wireless;W. Bal 7BH | Scw Twin | Br 361 P41′ | London 46.2 \| 22.2 F55′ | 2020 3850 | | 1907 5 | Glasgow, (W. Beardmore & Co., Lim.) [Scot. | West Australian S. N. Co. (Lim.) | 2-3Cyl TE20,33,55x40; 4SB;WP190lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5320 | **Gaspe** | Sch | It | ---- | 176 | | 1917 | Essex, | ---- | Wd; | | |
| | Aux | | 122.6 | 28.8 \| 10.4 | 262 | | | (A. D. Story.) [Mass. | 2-4CylOilEng12½x14;200IHP. | | |
| | 1D | Twin | | | | | | | | | | |
| 5321 | **Gaspe Trader** | Sch | Br | Gaspe | 142 | | 1918 | Barachios, | W. Belley | Hw,Sp,O,YP;Gif; | | |
| 103,514 | Aux | | 117.8 | 29.2 \| 9.8 | 209 | | 5 | (H. A. Ellis.) [Can. | 6CylOilEng10½x12½;150BHP | | |
| | 1D | | | | | | | | | | | |
| 5322 | **Gaspesia** | Scw | Br | Quebec | 520 | | 1909 | Rostock, | South | 3Cyl TE17,27,46x31; | | BL |
| 144,625 | xArbroath xAlexandra Steel | | 214.6 | 32.1 \| 13.7 | 1014 | | | (Akt. Ges. "Neptun.") [Ger. | Shipping Co. (Lim.) | 2SB;WP200lbs | | |
| KGCR | 1D;Well dk;W. Bal 5BH | | P & B | 130′ F25′ | | | | | | | | |
| 5323 | **Gastelu** | Scw | Sp | S. S'b'st'n | 2102 | | 1921 | Cadiz, | Cia. Nav. | 3Cyl TE25,41,68x45; | | BL |
| | Steel | | 331 | 48 \| 23.3 | 3272 | | 8 | (Echevarrieta y Larrinaga.) [Sp. | "Easo" | 2SB;WP180lbs | | |
| HNDP | 1D;Web frms;Long. frmg; Wireless;W. Bal 5BH | | P31′ | B91′ F32′ | | | | | | | | |
| 5324 | **Gaston** | Scw | Am | Norfolk | 463 | | '81 | Wilmington, | Southgate | 2CylC26,44x36; | | |
| 85,685 | Iron | | 212 | 31.5 \| 19 | 847 | | | Del. | Marine Corp. | 2CRTB;WP80lbs;600IHP | | |
| JVND | 2D;Wireless;W. Bal | | | | | | | | | | | |
| 5325 | **Gateway City** | Scw | Am | Phila | 3700 | 7′ 10½″ | 1920 | Bristol, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 220,623 | Steel | | 400.6 | 54.3 \| 30.3 | 5976 | 25′ 2″ | 9 | (Merchant S. B. Corp.) [Pa. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| MBLP | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | | 32′ 10″ | 8822 | | | | | 3WTB;Babcock & Wilcox Co; | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P35′ | B123′ F44′ | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | W.B.—A.P.143t;D.B.335′1311t;D. T.27′8 | | 46t. | ....F.P.120t | | | | | | s rps12,20 | | |
| | F.O.—.....D.B.281′1092t;D. T.27′7 | | 90t; S. | T.63t..... | | | | | | | | |
| 5326 | **Gatinais** | Scw | Fr | St.Nazaire | 1724 | | 1907 | Rostock, | Cie. Gen- | 3Cyl TE21,36,57x37; | | V |
| | xIrmfried xAnna Menzell Steel | | 294 | 44 \| 24.5 | 2759 | | | (Akt. Ges. "Neptun.") [Ger. | erale Transatlantique | 2SB;WP193lbs;1100IHP | | |
| OHWQ | 2D;SUB.SIG;Wireless;W. Bal 5BH | | | | | | | | | | | |
| 5327 | **Gatun** | Scw | Hon | Ceiba | 2143 | | 1925 | Belfast, | Standard | 3Cyl TE23,39,66x45; | | BL |
| | Steel | | 315.6 | 45.2 \| 29.4 | 3362 | | 10 | (Workman, Clark & Co., Lim.) [Ire. | Fruit & Steamship Co. | 3SB;WP200lbs | | |
| | 2D;Oil fuel;Wireless;D.F; W. Bal 4BH | | F33′ | | | | | | | | | |
| 5328 | **Gauja** | Scw | Ltv | Riga | 891 | | '99 | Rostock, | Valsts | 3Cyl TE18,30,48x33; | | G |
| | xNorburg xMarie Steel | | 241.4 | 36.1 \| 17 | 1465 | | 7 | (Akt. Ges. "Neptun.") [Ger. | Kugu Parvalde | 1Bir. | | |
| | 1D;Web frms;Wireless;W. Bal 4BH | | P24′ | B58′ F26′ | | | | | | | | |
| 5329 | **Gaviota** | Trn | Am | San Juan | 268 | | 1920 | Catano, | A. M. | P,Hw,Gif | | |
| 220,816 | | | 127.6 | 31.1 \| 11.7 | 287 | | 8 | (Guillermo Vallo.) [P. R. | Rodiquez | | | |
| MBVR | 1D | | | | | | | | | | | |
| 5330 | **Gaviota** | Sch | Nic | Bluefields | 293 | | 1918 | Gideon, | J. Boccardo | Stl;2BH; | | |
| | xHaabet xGideon | Aux | 144.6 | 26.3 \| 11.6 | 394 | | 6 | (J. Th. Wilmink & Co.) | | 2CylOilEng15⅝x16⅞ | | |
| | 1D | | P29′ | F14′ | | | | | | | | |
| 5331 | **Gaza** | Scw | Ptg | Lisbon | 2986 | | 1914 | Rostock, | Soc. Geral | 3Cyl TE28,47,77x48; | | BL |
| | xHof Steel | | 400 | 53.9 \| 26 | 4836 | | 3 | (Akt. Ges. "Neptun.") [Ger. | de Commercio Industria e Transp. (Lim.) | 3SB;WP213lbs | | |
| HGAZ | 2D;Well dk;Wireless;W. Bal 7BH | | P & B | 321′ F54′ | | | | | | | | |
| 5332 | **Gazelle** | Sch | Hol | Delfzijl | 149 | | 1917 | Veendam, | P. Vellinga | Stl;2BH; | | G |
| | xHelena | Aux | 110.9 | 22.6 \| 10 | 205 | | 12 | (Gebr. Grol.) [Hol. | & D. Oosting | 2CylOilEng13⅛x12⅝ | | |
| NWDS | 1D | | | | | | | | | | | |
| 5333 | **Gedania** | Scw | Dzg | Danzig | 5107 | | 1920 | Kiel, | Baltic | 4CylQE28,36,52,74x53; | | G |
| | Steel | | 498 6 | 64.1 \| 37.1 | 8966 | | 10 | (Howaldts-werke A. G.) [Ger. | American Petroleum Import Co. | 3SB;WP210lbs | | |
| HGDT | 3D;Long. frmg;Oil in bulk; Wireless;W. Bal 4BH | | | | | | | | | | | |
| 5334 | **Geddington Court** | Scw | Br | London | 2490 | | 1912 | Newcastle, | Haldin | 3Cyl TE26,42,70x48; | | BL |
| 132,665 | Steel | | 375.1 | 51.3 \| 24.2 | 4013 | | 1 | (Northum-berland S. B. Co., Lim.) [Eng. | & Co., Mgrs | 3SB;WP180lbs | | |
| HVFS | 1D;Wireless;W. Bal 6BH | | P45′ | B225′ F34′ | | | | | | | | |
| 5335 | **Gedeon L** | Scw | Br | Sorel | 96 | | 1919 | Sorel, | Transporta- | 3Cyl TE12¾,21½,35x24; | | |
| 150,282 | Steel | | 125.2 | 23.7 \| 12.8 | 293 | | | (Trans. & Shipping Co., Lim.) [Que. | tion & Shipping Co. (Lim.) | 1SB;WP180lbs;500IHP. | | |
| TQHB | 1D 3BH | | F21′ | | | | | | | | | |
| 5336 | **Gedney** | Scw | Am | Pt. T'send | 260 | | '75 | New York, | E. A. Sims | ---- | | |
| 213,906 | Comp. | | 135 | 24 \| 7 | 321 | | rb '16 | (E. H. Delameter Co.) [N. Y. | | 250IHP. | | |
| | 1D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5337 | **Gedney** | Scw | Am | Phila. | 366 | | '87 | Wilmington, (Pusey & Jones.) [Del. | Reading Co. | 2CylC15,26x22; | | |
| 110,753 | Wood | | 156.6 | 36.6 \| 15.9 | 728 | | | | | | |
| LPCK | 1D 3BH | | | | | | | | | 2SB;WP120lbs;500IHP | | |
| 5338 | **Gefion** | Scw | Nor | Bergen | 1406 | | 1921 | Alloa, (Forth S. B. & Eng. Co., Lim.) [Scot. | A/S. D/S Gefion | 3CylTE20,33,54x39; | | N |
| | Steel | | 295.7 | 43.6 \| 20.6 | 2498 | 6 | | | | | |
| LBWR | 1D;Wireless;W. Bal 4BH | | P27′ | B90′ F34′ | | | | | | 2SB;WP180lbs | | |
| 5339 | **Geisha** | MV | Nor | Oslo | 3125 | | 1921 | Amsterdam, (Neder- landsche Scheepsw. Maats) [Hol. | Wing & Co. Dampsksisk. | 2-6CylOilEng22x39 | | N |
| | Steel | Twin | 375.8 | 51.4 \| 30.7 | 5113 | 9 | | | | | |
| LCHF | 2D;Wireless;W. Bal 6BH | | B59′ | F41′ | | | | | | | | |
| 5340 | **Gelderland** | Scw | Hol | Rotterd'm | 66 | | 1921 | Ambacht, (Jonker & Stans Hendrik Ido) [Hol. | Bureau Wijsmuller | 3CylTE16,27,45x29; | | BL |
| | Steel | | 144.8 | 27.3 \| 13.4 | 449 | 1 | | | | | |
| NSWK | 1D;Wireless;W. Bal 4BH | | B40′ | F12′ | | | | | | 2SB;WP199lbs | | |
| 5341 | **Gelria** | Scw | Hol | Amst'dam | 8121 | | 1913 | Glasgow, (A. Stephen & Sons, Lim.) [Scot. | Koninkl. Hollandsche Lloyd | 2-4CylQE28,40,57,82x54; | | BL |
| | Steel | Twin | 541.1 | 65.8 \| 35.3 | 13868 | 10 | | | | | | |
| NSWM | 2D;Shel dk;sub.sig;Wireless; D.F;W. Bal 8BH | | P & B | 395′ F99′ | | | | | | 3DB;3SB;WP220lbs | | |
| 5342 | **Gemma** | Scw | Hol | Rotterd'm | 5337 | | 1922 | Schiedam, (New Waterways S. B. Co.) [Hol. | Van Nievelt Goudriaan & Co.'s Stoomv. Maats | Stm Tbn; | | BL |
| | Steel | | 450.5 | 60.3 \| 36.9 | 8420 | 2 | | | | | |
| NSWR | 2D;Shel dk;Oil fuel;Wireless; W. Bal 7BH | | | | | | | | | 4SB;WP180lbs | | |
| 5343 | **Gemma** | Scw | Br | Montreal | 149 | | 1918 | Ft. William, (Canadian Car & Foundry Co., Lim.) [Ont. | G. E. Humble | 3CylTE13,22,36x24; | | BL |
| 150,701 | xMantoue Steel | | 135.6 | 22.6 \| 12.7 F27′ | 321 | 10 | | | | 1SB;WP185lbs | | |
| | 1D 5BH | | | | | | | | | | | |
| 5344 | **Genchu Maru** | Scw | Jap | Tokio | 1947 | | 1918 | Tokio, (Ishikawa- jima S. B. & E. Co., Lim.) [Jap. | Kinkai Yusen Kabushiki Kaisha | 3CylTE22,37,61x42; | | |
| 23,804 | Steel | | 305 | 43.9 \| 27.3 | 3208 | 11 | | | | | | |
| RFPS | 2D;Wireless;W. Bal 5BH | | P30′ | B92′ F25′ | | | | | | 2SB;WP180lbs | | |
| 5345 | **Gene Crawley** | Scw | Am | New York | 2488 | | 1912 | Ashtabula, (Great Lakes Eng. Wks.) [Ohio | Sinclair Nav. Co. | 3CylTE21,34½,57x42; | | BL |
| 210,735 | xGeorge Hawley Steel | | 304.7 | 43.7 \| 25.3 | 3184 | 11 | | | | 2SB;WP175lbs;1350IHP | | |
| LCQM | 1D;Mchy aft;Oil fuel; Oil in bulk;W. Bal;Wireless 10BH | | P122′ | B21′ F25′ | | | | | | | | |
| 5346 | **General** | Scw | Am | Newport | 201 | | '89 | Brooklyn, (Continen- tal Iron Works.) [N.Y | New Eng- land S.S. Co. | 2CylC17,32x24; | | |
| 86,056 | Steel | | 130 | 25.1 \| 9.4 | 332 | 5 | | | | | | |
| | 1D 3BH | | | | | | | | | 2CRTB;WP150lbs;460IHP. | | |
| 5347 | **General** | MV | Am | San Fran. | 364 | | 1925 | San Fran- cisco, Cal. (Bethlehem S. B. Corp.) | General Petroleum Corp. | 2-6CylOilEng11½x15; Electric Motor; Atlas-ImperialEng.Co; Westinghouse Electric & Mfg. Co; 350SHP;EAC;Dkd8,26 | ✠A1Ⓔ Crude Oil Barge. Bay & River Service. ✠AMS SBP;CL | |
| 225,327 | Steel | Brg | 170 | 32 \| 14 | 571 | 12 | | | | | | |
| | 1D;Mchy aft; Oil fuel F. P. above 150° F. 6BH | | | | | | | | | | | |
| 5348 | **General** | Drg | Am | Baltimore | 852 | | 1926 | Locust Point, Md. (Bethlehem S. B. Corp.) | Ellicott Machine Corp. | Stl;4BH | | |
| 169,561 | | | 160 | 40.1 \| 10.5 | 852 | 9 | | | | | | |
| | 1D | | | | | | | | | | | |
| 5349 | **General A. M. Randol** | Scw | Am | | 104 | | 1909 | Quincy, (Fore River S. B. Co.) [Mass. | U. S. Gov.- ernment (Quarter- master's Dept.) | 2CylC13,26x18; | | |
| | Steel | | 98 | 22 \| 11.4 | 153 | 3 | | | | | | |
| | 1D;B;W. Bal 5BH | | | | | | | | | 1WTB;WP150lbs;350IHP. | | |
| 5350 | **General Belgrano** | Scw | Ger | Hamburg | 6210 | | 1913 | Hamburg, (Reiherstieg Schiffsw.u Maschf.) [Ger. | A. G. Hugo Stinnes | 2-3CylTE24,40,66x47; | | G |
| | xGeneral San Martin Steel | | 491.6 | 59.4 \| 35.6 | 10121 | 4 | | | | | | |
| RCLK | 3D;sub.sig;Wireless;W. Bal 7BH | | B139′ | F113′ | | | | | | 4SB;WP199lbs | | |
| 5351 | **General Botha** | Scw | Br | Bideford | 3026 | | 1911 | Vegesack, (Bremer Vulkan.) [Ger. | Oakwin S.S. Co. (Lim.) | 3CylTE29,48,80x53; | | C |
| 146,583 | xBerengar Steel | | 399.6 | 53.7 \| 27.6 | 4848 | 3 | | | | 3SB;WP190lbs;s rps8,26 | S.S.No.3,Barry7,22;A.S.3,26; shft drn11,25;M.&B.S.3,26 | |
| KMFN | 2D;Shel dk;Wireless;W. Bal 8BH | | | | | | | | | | | |
| 5352 | **General Byng** | Sch | Br | St. John's | 196 | | 1918 | Marystown, (James Forsey.) [Nfld. | Marystown Trading Co. (Lim.) | Wd | | |
| 142,042 | | | 113.1 | 28.1 \| 11.5 | 231 | | | | | | |
| TWQN | 1D | | | | | | | | | | | |
| 5353 | **General Church** | Scw | Br | London | 4148 | | 1917 | Sunderland, (W. Doxford & Sons, Lim.) [Eng. | Byron S.S. Co. (Lim.) | 3CylTE27,45,74x54; | | BL |
| 140,423 | Steel | | 420 | 54 \| 34.4 | 6600 | 11 | | | | | | |
| JRTN | 1D; Shel dk;Wireless;W. Bal 6BH | | | | | | | | | 3SB;WP180lbs | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5354 | **General Currie** Steel 1D;W. Bal 4BH | Scw | Cuban 251.1 P25′ | Havana 43.6 \| 21.2 B64′ F20′ | 1519 2490 | | 1919 5 | Toronto, (Dominion [Can. S. B. Co., Lim.) | E. Coterillo | 3CylTE20,33,54x40; 2SB;WP180lbs | | BL |
| 5355 OHZG | **General de Negrier** 1D;B | Bk | Fr 277.1 | Nantes 40.5 \| 22.6 | 1946 2196 | | 1901 | Nantes, (Chantiers [Fr. Nantais.) | Societe Generale d'Armement | Stl;2BH | | V |
| 5356 OHZJ | **General de Sonis** 1D;B | Bk | Fr 277.6 P54′ | Nantes 40.5 \| 22.8 F39′ | 1943 2190 | | 1901 | Nantes, (Chantiers [Fr. Nantais.) | Societe Generale d'Armement | Stl;2BH | | |
| 5357 | **General E. O. C. Ord** Steel 1D;B;W. Bal 4BH | Scw Twin | Am 165 | 32 \| 17 | 401 590 | | 1909 7 | Wilmington, (Pusey [Del. & Jones Co.) | U. S. Government (Quartermaster's Dept.) | 2-2CylC17½,35½x22; 2WTB;WP150lbs;1200IHP. | | |
| 5358 OHZN | **General Faidherbe** 1D;B | Bk | Fr 276.8 P66′ | Nantes 40.4 \| 22.6 F50′ | 1904 2188 | | 1901 | Nantes, Fr. (Atel. & Chant. de la Loire.) | Societe Generale d'Armement | Stl;2BH | | |
| 5359 141,565 | **General Fairchild** 2D | Brg xBk | Br 203.1 | Vancouv'r 38.8 \| 24.3 | 1312 1341 | | '74 | Freeport, (Briggs [Me. & Cushing.) | Gosse-Millerd (Lim.) | Hw,YP;Icf | | |
| 5360 221,980 | **General Frank M. Coxe** Steel 1D; 6BH Oil fuel F. P. above 150° F. C-13 | Scw Twin | Am 145.2 | Pittsbu'gh 28 \| 12.7 | 191 433 175 | | 1922 12 | Charleston, (Charles [W. Va Ward Eng. Wks.) | U. S. Govt. (War Dept.) | 2-3CylTE12,19,32x24; Marine Iron Wks; 2WTB;Chas. Ward Eng. Wks; 4280HS;WP200lbs;1050IHP;EAC | ✠A1Ⓔ River Service. ✠AMS SSP | |
| 5361 86,541 KQMH | **General Frisbie** 2D | Scw Sch | Am 183.8 | San Fran. 29.3 \| 11.6 | 365 670 | | 1900 12 | New Whatcom, Wash. (G. R. Whidden.) | Monticello S.S. Co. | 4CylTE16,25,30,30x24; 1000IHP. | | |
| 5362 203,337 KVNL | **General G. M. Sorrel** Steel 1D | Scw | Am 92 | New York 21.5 \| 10.8 | 115 169 | | 1906 | Chester, (Delaware River I. S. B. & E. Works.) [Pa. | Ocean S.S. Co. | 2CylC17,34x22; 500HP. | | |
| 5363 | **General G. W. Getty** Steel 1D;W. Bal 5BH | Scw | Am 98 | 22 \| 11.4 | 104 153 | | 1909 3 | Quincy, (Fore River S. B. Co.) [Mass. | U. S. Government (Quartermaster's Dept.) | 2CylC13,26x18; 1WTB;WP150lbs;350IHP. | | |
| 5364 203,974 | **General Garretson** Steel 1D;B;Mchy aft;W. Bal 3BH | Scw Sch | Am 520 | Fairport 54 \| 31 | 4910 6297 | | 1907 4 rb'18 | W. Bay City, (Bay City [Mich. S. B. Co.) | Wilson Transit Co. | 3CylTE22½,36,60x42; 2SB;WP180lbs;1600IHP. | 100(GL) P.S.4,25 | |
| 5365 142,976 TCRW | **General Gough** 1D | Sch | Br 119.2 | St. Johns 26.7 \| 11.5 | 198 236 | | 1920 | Essex, (A. D. Story.) [Mass. | G. C. Harris | Wd | | |
| 5366 138,557 | **General Haig** 1D | Sch | Br 118.2 | Lunenb'rg 26.8 \| 10.6 | 109 156 | | 1918 | Lunenberg, (Smith Rhuland.) [N. S. | B. C. Smith | Wd | | |
| 5367 | **General Henry J. Hunt** Steel 1D;W. Bal 6BH | Scw Twin | Am 150 | New York 30 \| 13.9 | 304 447 | | 1904 7 | Philadelphia, Pa. (Neafie & Levy S. & E. B. Co.) | U. S. Government (Quartermaster's Dept.) | 2-2CylC16,32x22; 2SB;WP150los;975IHP. | | |
| 5368 | **General Henry Knox** Steel 1D;W. Bal 6BH | Scw Twin | Am 150 | New York 30 \| 13.9 | 304 447 | | 1904 7 | Philadelphia, Pa. (Neafie & Levy S. & E. B. Co.) | U. S. Government (Quartermaster's Dept.) | 2-2CylC16,32x22; 2WTB;WP150lbs;975IHP. | | |
| 5369 | **General Ironsides** 1D | Trn | Ptg 110.2 | Pta Delg'a 27.3 \| 11.4 | 157 202 | | 1920 | Grand Bank (E. Harris.) [Nfld. | Soc. Anon. Mutualista Acoreana | Wd | | |
| 5370 | **General J. M. Brannan** Steel 1D;W. Bal 5BH | Scw | Am 98 | 22 \| 11 4 | 153 | | 1909 3 | Quincy, (Fore River S. B. Co.) [Mass. | U. S. Government (Quartermaster's Dept.) | 2CylC13,26x18; 1WTB;WP150lbs;350IHP. | | |
| 5371 | **General J. M. Schofield** Steel 1D;B;W. Bal 5BH | Scw Twin | Am 165 | 32 \| 17 | 401 590 | | 1909 6 | Camden, (New York S. B. Co.) [N. J. | U. S. Government (Quartermaster's Dept.) | 2-2CylC20,40x24; 2WTB;WP150lbs;2100IHP. | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5372 222,147 | **General John Mc E. Hyde** Steel 1D; 6BH Oil fuel F. P. above 150° F. C-13 | Scw Twin | Am 145.2 | Pittsbu'gh 28 \| 12.7 | 191 433 175 | | 1922 12 | Charleston, (Charles Ward Eng. Wks.) [W. Va. | U. S. Govt. (War Dept.) | 2-3CylTE12,19,32x24; Marine Iron Wks; 2WTB;Chas. Ward Eng. Wks; 4280HS;WP200lbs;1050IHP;EAC; Dkd,8 rps8,23 | ✠A1Ⓔ River Service ✠AMS SSP | |
| 5373 | **General Joseph E. Johnson** Steel 1D;W. Bal 4BH | Scw | Am 130 | New York 27 \| 13 | 212 349 | | 1904 5 | Sparrows Point, Md. (Maryland Steel Co.) | U. S. Government (Quartermaster's Dept.) | 2CylC20,40x24; 2WTB;WP150lbs;618IHP. | | |
| 5374 85,699 JVRM | **General Knox** 1D | Brg Sch | Am 251.1 | New York 42.4 \| 21.8 | 1550 1587 | | '81 | Thomaston, (Obrien & Co.) [Me. | Neptune Line | Wd;Gif | | |
| 5375 142,105 TCQS | **General Knox** 1D | Sch | Br 106.4 | St. Johns 27 \| 11 | 155 188 | | 1919 | Marystown, (J. Forsey.) [Nfld. | Marystown Trading Co. (Lim.) | Wd | | |
| 5376 201,655 KTPC | **General Leon Jurado** xAlice May Davenport 2D | Sch 4 M | Am 194.6 | Boston 39.4 \| 18.3 | 952 1144 | | 1905 1 | Bath, (New England Co.) [Me | Harold G. Foss | O,Hw,Hk,YP;Gif(Sltd) | ✠ — — Suspended10,23 | |
| 5377 130,126 JTFK | **Gen'l. Lincoln** xNahant Wood 1D | SW | Am 160.6 | Boston 28.2 \| 8.8 | 248 398 | | '78 | Chelsea, Mass. | Bayshore Brighton Excursion Co. | 1Cyl48x96; 2Blrs;750HP. | | |
| 5378 142,770 JVTS | **General Lukin** xOakwin xWar Oasis Steel 1D;Wireless;W. Bal 7BH | Scw | Br 331.1 P33′ | London 46.8 \| 23.1 B100′ F29′ | 1866 3099 | | 1919 2 | W. Hartlepool, Eng. (W. Gray & Co., Lim.) | W. R. Smith & Sons (Lim.) Mgrs. | 3CylTE25,41,68x45; 3SB;WP180lbs; Dkd12,25;s rps7,26 | S.S.No.1,So.Shlds10,24; M.S;shft drn7,25;B.S.3,26 | C |
| 5379 20,633 | **General Mathews** xSieur De Monts 1D;B | Scw Twin | Am 155.5 | Norfolk 32 \| 7.4 | 318 469 | | 1901 6 | Philadelphia, Pa. (Neafie & Levy.) | Norfolk & Mobjack Bay Stmbt. Co. | 2-3CylTE10,15,25x18; 1000IHP. | | |
| 5380 138,210 TMWK | **General Maude** 1D | Trn | Br 104.6 | St. John's 25.7 \| 10.4 | 140 179 | | 1917 8 | Shelburne, (Estate of Joseph McGill.) [N. S | J. B. Foote & Sons. | Hw,O,YP,Sp,Gif(Sltd) | ✠ — — Suspended2,20 | |
| 5381 10,526 | **Gen. McCallum** Iron | Scw | Am 238 | New York 27 \| 13.8 | 1165 1396 | | '64 | Glasgow, Scot | The Jersey City Stock Yards Co | 800IHP. | | |
| 5382 OUTM | **General Metzinger** xSobral xCap Vilano Steel 2D;SUB.SIG;Wireless;W. Bal 9BH | Scw Twin | Fr 476.8 | Marseilles 55.2 \| 30.9 | 5624 9346 | | 1906 | Hamburg, (Blohm & Voss.) [Ger. | Soc. des Services Contractuels des Messageries Maritime | 2-4CylQE25,35,50,73x53; 4SB;WP214lbs;6200IHP. | | V |
| 5383 145,051 KGMJ | **General Milne** xHoerde xAtlantic Steel 2D;W. Bal;Wireless 7BH | Scw | Br 375.9 P16′ | London 55.1 \| 26.1 B82′ F37′ | 3324 5148 | | 1901 5 | Sunderland, (J. Laing & Sons, Lim.) [Eng. | Byron S.S. Co. (Lim.) | 3CylTE27,43,72x45; 3SB;WP180lbs | | BL |
| 5384 113,374 RSHK | **General Napier** xHostilius Steel 1D;Spar dk;Deep frmg; Wireless;W. Bal 6BH | Scw Sch | Br 350 P32′ | Liverpool 47 \| 17 B164′ F95′ | 2089 3322 | | 1900 7 | Dumbarton, (A. McMillan & Son, Lim.) [Scot. | Byron S.S. Co. (Lim.) | 3CylTE26,43½,72x48; 3SB;WP180lbs | | BL |
| 5385 | **General Nathaniel Greene** Steel 1D 4BH | Scw | Am 130 | N. London 27 \| 13 | 210 340 | | 1904 7 | Wilmington, (Pusey & Jones Co.) [Del. | U. S. Government (Quartermaster's Dept.) | 2CylC20,40x24; 2WTB;WP150lbs;600IHP. | | |
| 5386 215,066 LHDG | **Gen. O. H. Ernst** xSaaksenwald Steel 2D;W. Bal 6BH | Scw | Am 356.4 | New York 45.3 \| 24.5 | 2259 3564 | | 1904 | Flensburg, (Flensb. Shiffsb. Ges.) [Ger. | Panama R.R. Co. | 3CylTE27,45,75x48; 4SB;WP180lbs;2440IHP. | | |
| 5387 86,501 | **General OrlandoM.Poe** Steel 1D;B;Mchy aft;SUB.SIG;W. Bal 3BH | Scw | Am 470 | Duluth 50 \| 29 | 3705 4835 | | 1900 5 rb '23 | Cleveland, (Am. Shipbuilding Co.) [Ohio | Pittsburg S.S. Co. | 4CylQE17,25,38½,60x42; 2WTB;WP250lbs;2300IHP. | | |
| 5388 | **General Otis** Steel 1D;W. Bal 4BH | Scw | Am 114 | 32.2 \| 12.3 | 247 389 | | 1910 5 | Wilmington, (Pusey & Jones Co.) [Del. | U. S. Government (Quartermaster's Dept.) | 3CylC16,24,24x18; 2WTB;WP165lbs | | |
| 5389 140,873 TPGC | **General Pau** 1D | Trn | Br 122 | Liverpool 32 \| 12.7 | 329 376 | | 1919 5 | Brooklyn, (Southern Salvage Co., Lim.) [N. S. | Schooner General Pau Co. (Lim.) | P,Sp,Bch,O,Gif(Sltd) | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5390 | **General Petroleum No. 4** | Brg | Am | Los Ang's | 306 | | 1915 | Seattle, | General | Wd | | |
| 166,088 | 1D | | 100.2 | 34 \| 10.5 | 306 | | | (Golden Gardens Ship Yard Co.) [Wash. | Petroleum Co. | | | |
| 5391 | **General Pettibone** | Brg | Am | Galveston | 768 | | '99 | Pt. Rich- | Texas & | Stl | | |
| 210,866 | xChicago | | 202 | 35 \| 15 | 775 | | rb '12 | mond, N. Y. | Gulf S.S. Co. | | | |
| | Oil in bulk | | | | | | | (Galveston, Texas.) | | | | |
| 5392 | **General Plumer** | Trn | Br | St. Johns | 149 | | 1919 | Allendale, | George C. | Bch,B,O,Sp,Gif | ✠ — — | |
| 140,877 | | | 102.4 | 26.6 \| 10.3 | 177 | | 8 | (T. M. Rawding.) [N. S. | Harris | | Suspended4,22 | |
| TPJR | 1D | | | | | | | | | | | |
| 5393 | **General R. B. Ayres** | Scw | Am | | 104 | | 1909 | Quincy, | U. S. Gov- | 2CylC13,26x18; | | |
| | Steel | | 98 | 22 \| 11.4 | 153 | | 1 | (Fore River S. B. Co.) [Mass. | ernment (Quarter- master's Dept.) | 1WTB;WP150lbs;350IHP. | | |
| | 1D;W. Bal 5BH | | | | | | | | | | | |
| 5394 | **General R. H. Jackson** | Scw | Am | | 104 | | 1909 | Quincy, | U. S. Gov- | 2CylC13,26x18; | | |
| | Steel | | 98 | 22 \| 11.4 | 153 | | 3 | (Fore River S. B. Co.) [Mass. | ernment (Quarter- master's Dept.) | 1WTB;WP150lbs;350IHP. | | |
| | 1D;B;W. Bal 5BH | | | | | | | | | | | |
| 5395 | **General R. N. Batchelder** | Scw | Am | | 185 | | 1905 | Philadel- | U. S. Gov- | 2CylC18,36x22; | | |
| | Steel | | 110 | 24.5 \| 13.3 | 280 | | 7 | phia, Pa. (Neafie & Levy S. & E. B. Co.) | ernment (Quarter- master's Dept.) | 1WTB;WP150lbs;650IHP. | | |
| | 1D 3BH | | | | | | | | | | | |
| 5396 | **General R. T. Frank** | Scw | Am | | 401 | | 1909 | Camden, | U. S. Gov- | 2-2CylC16½,34x24; | | |
| | Steel | Twin | 165 | 32 \| 17 | 590 | | 6 | (New York S. B. Co.) [N. J. | ernment (Quarter- master's Dept.) | 2WTB;WP150lbs;1200IHP. | | |
| | 1D;B;W. Bal 7BH | | | | | | | | | | | |
| 5397 | **General Richard Arnold** | Scw | Am | | 104 | | 1909 | Quincy, | U. S. Gov- | 2CylC13,26x18; | | |
| | Steel | | 98 | 22 \| 11.4 | 153 | | 1 | (Fore River S. B. Co.) [Mass. | ernment (Quarter- master's Dept.) | 1WTB;WP150lbs; 350IHP. | | |
| | 1D;B;W. Bal 5BH | | | | | | | | | | | |
| 5398 | **General Robert Anderson** | Scw | Am | | 104 | | 1909 | Quincy, | U. S. Gov- | 2CylC13,26x18; | | |
| | Steel | | 98 | 22 \| 11.4 | 153 | | 1 | (Fore River S. B. Co.) [Mass. | ernment (Quarter- master's Dept.) | 1WTB;WP150lbs;350IHP. | | |
| | 1D;B;W. Bal 5BH | | | | | | | | | | | |
| 5399 | **General Robert Swartout** | Scw | Am | | 185 | | 1905 | Philadel- | U. S. Gov- | 2CylC18,36x22; | | |
| | Steel | | 110 | 24.5 \| 13.3 | 280 | | 7 | phia, Pa. (Neafie & Levy S. & E. B. Co.) | ernment (Quarter- master's Dept.) | 1WTB;WP150lbs;650IHP. | | |
| | 1D | | | | | | | | | | | |
| 5400 | **General S. M. Mills** | Scw | Am | | 401 | | 1909 | Camden, | U. S. Gov- | 2-2CylC16½,34x24; | | |
| | Steel | Twin | 165 | 32 \| 17 | 590 | | 5 | (New York S. B. Co.) [N. J. | ernment (Quarter- master's Dept.) | 2WTB;WP150lbs;1200IHP. | | |
| | 1D;B;W. Bal 7BH | | | | | | | | | | | |
| 5401 | **General Serret** | Sch | It | Venice | 1585 | | 1918 | Portland, | Soc. Italiana | Wd; | | |
| | xGloria xJ. Macridackis | Aux | 259.6 | 45.5 \| 22.5 | 2118 | | | (Founda- tion Co.) [Ore. | Ernesta Breda | 2-3CylTE10,16,26x24; | | |
| | 1D;B;Wireless;Mchy aft | Twin | P42' | F29' | | | | | | 2WTB;WP235lbs;700IHP. | | |
| 5402 | **General Smuts** | Scw | Br | Bideford | 2698 | | 1921 | Newcastle, | Sir W. R. | 3Cyl TE26,43,71x48; | | BL |
| 144,726 | xPhoebus Steel | | 386.7 | 52.8 \| 26.3 | 4365 | | 3 | (Palmers' Co., Lim.) [Eng. | Smith & Sons (Lim.), Mgrs. | 3SB;WP180lbs | | |
| KPNR | 2D;Oil fuel;Wireless;W. Bal 6BH | | P36' | B113' F42' | | | | | | | | |
| 5403 | **Genl. Stanton** | Scw | Am | | 179 | | 1911 | Newport | U. S. Gov- | 2CylC12,26x18; | | |
| 209,830 | xVirginia Steel | | 105 | 27.1 \| 8 | 292 | | 11 | News, Va. (Newport News S. B. & D. D. Co.) | ernment (Quarter- master's Dept.) | 1FB;200IHP. | | |
| | 1D 3BH | | | | | | | | | | | |
| 5404 | **General Thomas S. Jesup** | Scw | Am | New York | 210 | | 1904 | Wilmington, | U. S. Gov- | 2CylC20,40x24; | | |
| | Steel | | 130 | 27 \| 13 | 340 | | 9 | (Pusey & Jones Co.) [Del. | ernment (Quarter- master's Dept.) | 2WTB;WP150lbs;600IHP | | |
| | 1D;W. Bal 4BH | | | | | | | | | | | |
| 5405 | **General Timothy Pickering** | Scw | Am | New York | 185 | | 1905 | Philadel- | U. S. Gov- | 2CylC18,36x22; | | |
| | Steel | | 110 | 24.5 \| 13.3 | 280 | | 7 | phia, Pa. (Neafie & Levy S. & E. B. Co.) | ernment (Quarter- master's Dept.) | 1WTB;WP150lbs;650IHP. | | |
| | 1D 3BH | | | | | | | | | | | |
| 5406 | **General Trenchard** | Trn | Br | St.Johns | 149 | | 1920 | Shelburne, | Geo. C. | OP,B,Bch,Sp;Gif (Sltd) | ✠ — — | |
| 141,642 | | | 106.5 | 26.2 \| 10.4 | 184 | | 8 | (T. M. Rawding.) [N. S. | Harris | | Suspended2,23 | |
| TPRS | 1D | | | | | | | | | | | |
| 5407 | **General Voyron** | Scw | Fr | Marseilles | 3679 | | 1905 | Hamburg, | Soc. des Services Contractuels des Messageries Maritimes | 2-3Cyl 23,39,67x48; | | V |
| | xPrinzessin Steel | Twin | 417 | 50.4 \| 28.1 | 6267 | | | (Blohm & Voss.) [Ger. | | 3DB;WP200lbs;4000IHP. | | |
| OVXK | 2D;Well dk;Wireless;W. Bal 9BH | | P & B | 267' F86' | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5408 | **Gen. W. C. Gorgas** | Scw | Am | San Fran. | 2723 | | 1902 | Rostock, | Libby. | 4Cyl QE22,32,47,68x47; | | |
| 215,110 | xPrins Sigismund Steel | | 370.2 | 45.3 \| 26.8 | 4636 | | | (Akt. [Ger. | McNeil & Libby | 2SB;1DB;WP213lbs;2600IHP. | | |
| LHDV | 2D;Wireless;W. Bal 9BH | | P258′ | F30′ | | | | Ges. Neptun.) | | | | |
| 5409 | **General Wm. M. Graham** | Scw | Am | | | | 191[illegible] | Camden, | U. S. Gov- | 2-2CylC16½,36x24; | | |
| | Steel | Twin | 156 | 32 \| 17 | | | 1 | (New [N. J. | ernment (Quarter- | 1WTB;WP180lbs;800IHP. | | |
| | 2D;W. Bal 7BH | | | | | | | York S. B. Co.) | master's Dept.) | | | |
| 5410 | **General Wood** | StW | Am | | 272 | | 1913 | Slidell, | Pittsburgh, | 2-2CylC12,24x72; | | |
| 211,764 | xS. L. Elam Wood | | 181.9 | 29.8 \| 6 | 272 | | | (Canulette [La. | Wheeling & Cin- | 3SB;WP190lbs;600IHP. | | |
| | 3D | | | | | | | S. B. Co.) | cinnati Packet Co. | | | |
| 5411 | **General Wood** | Sch | Br | St. Johns | 159 | | 1921 | Essex, | G. C. Harris | Wd | | |
| 142,997 | | | 109.6 | 26.1 \| 11 | 194 | | | Mass | | | | |
| TCSR | 1D | | | | | | | | | | | |
| 5412 | **Generale Petitti** | Scw | It | Trieste | 3509 | | 1920 | Trieste, | Nav. Gen- | 3CylTE26,42,70x48; | | I |
| 89 | Steel | | 382.8 | 50.3 \| 26.1 | 5656 | | 5 | (Cantiere [It. | erale Gerolimich & | 2SB;WP180lbs | | | |
| NRDF | 2D 6BH | | P34′ | B247′ F39′ | | | | San Rocco.) | Co. | | | |
| 5413 | **Generalife** | Scw | Sp | Barcelona | 2138 | | 190[illegible] | Hoboken, | Cia. Tras- | 3CylTE24,40,66x45; | | V |
| | xEspana No. 2 xJavorina Steel | | 345.1 | 43.2 \| 23.1 | 3387 | | 6 | (Chant. [Big. | mediterranea | 3SB;WP180lbs;1700IHP | | |
| | 1D;B;Deep frmg;Web frms; 7BH | | P31′ | B180′ F31′ | | | | Nav. Anversols.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 5414 | **Genesee** | Scw | Am | Phila. | 420 | | 1905 | Sparrows | U. S. Govt. | 3CylTE18,28,45x30; | | |
| 202,489 | xMonocacy Steel | | 158 | 29.1 \| 17 | 617 | | 10 | Point, Md. | (Navy Dept.) | 2SB;WP170lbs | | |
| KVCD | 2D;B 7BH | | | | | | | (Maryland Steel Co.) | | | | |
| 5415 | **Genesee** | Scw | Am | New York | 3963 | | 1907 | Philadel- | U. S. Govt. | 2-3CylTE32,52,86x48; | | |
| | xSaratoga Steel | Twin | 413 | 50.2 \| 17.5 \| 39 | 6391 | | 6 | (Wm. [phia, Pa. | (Navy Dept.) | 8SB;WP163lbs;8500IHP. | | |
| | 4D;B;Wireless;W. Bal 7BH | | | | | | | Cramp & Sons S. & E. B. Co.) | | | | |
| 5416 | **Genesee** | Sch | Am | Boston | 171 | | 1900 | Elizabeth, | Arthur L. | 2CylC9,19x14; | | |
| 86,540 | Steel | Aux | 119 | 27.9 \| 13.9 | 212 | | | (Crescent [N. J. | Crowley | 2WTB;140IHP. | | |
| KQMF | 1D;Wireless | | | | | | | S. Y. Co.) | | | | |
| 5417 | **Geneva Kathleen** | Trn | Am | Pt. Arthur | 542 | | 191[illegible] | Beaumont, | Lutcher & | O,YP,Gif; | ✠A1Ⓔ | |
| 216,359 | | | 162.9 | 36.8 \| 13.2 | 583 | | 6 | (Tarver [Tex. | Moore Lumber | s rf4,19;d rpd11,20;clk b6,22; | S.S.No.2,Bmt10,26 | |
| LKSB | 1D | | | | | | o'26 | S. B. Corp.) | Co. | clk dk 6,26; | | |
| | | | | | | | | | | s rps,s b.dk clkg,clk t10.26 | | |
| 5418 | **Genevieve Lykes** | Scw | Am | N. Orleans | 1667 | 4′ 2¾″ | 1919 | Manitowoc, | Lykes Bros. | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 218,718 | xLake Gadsden Steel | | 253.5 | 43.9 25.9 | 2689 | 24′ 3″ | 9 | Manitowoc [Wis. | S.S. Co | Nordberg Mfg. Co: | ✠AMS | |
| LSJF | 1D;B;W. Bal;Wireless;SUB.SIG; 4BH | | | \| 28′ 4″ | 4050 | | | S. B. Co.) | | 2SB;Manitowoc S. B. Co; | S.S.No.1,Gvstn1,24; | |
| | Oil fuel F. P. above 150° F. C-29 | | P25′ | B65′ F24′ | | | | | | 4876HS;WP185lbs;1500IHP; | M.&B.S.1,24;shft drn12,25; | |
| | | | | | | | | | | Dkd,d rpd12,25;s rps7,26 | SBP;CL | |
| | W.B.—A.P.99t..... D.B 205′41 6t... .....F.P. 51t | | | | | | | | | | | |
| | F.O.—A.P.92t;D.T.a14′111t;D.B 167′29 7t; W. T.m38′170t.... ... | | | | | | | | | | | |
| 5419 | **Genoa** | Brg | Am | Marine Cy | 674 | | '73 | Cleveland, | S. C. | Wd | 90(GL) | |
| 85,276 | | | 188.9 | 34.1 \| 14 | 730 | | rb'17 | (Wm. [Ohio | McLouth | | P.S.4,26 | |
| | 1D | | | | | | | Radcliff.) | | | | |
| 5420 | **Genoa Maru** | Scw | Jap | Tokio | 4894 | | 191[illegible] | Nagasaki, | Nippon | 3CylTE26,44,75x48; | | BL |
| | Steel | | 425 | 53.6 \| 37.5 | 6785 | | 6 | (Mitsubishi [Jap. | Yusen Kabushiki | 3SB;WP200lbs | | |
| | 2D;Shel dk;W. Bal;Wireless 7BH | | | | | | | Zosen Kaisha,Lim.) | Kaisha | | | |
| 5421 | **Genoveva** | Trn | Ptg | Lisbon | 143 | | 1900 | Millbridge, | Empreza | Hw,O,Hk,YP;Gif | | |
| | xW. R. Perkins | | 101.6 | 26.9 \| 9 | 179 | | 9 | Me. | de Esploracoes | | | |
| | 1D | | | | | | | (Strout.) | Com. & Indust. | | | |
| 5422 | **Genzan Maru** | Scw | Jap | Habu | 1990 | | 191[illegible] | Innoshima, | Yamamoto | 3CylTE22,37,61x42; | | BL |
| 22,053 | Steel | | 305 | 43.7 \| 27.2 | 3179 | | 2 | (Osaka [Jap. | Kisen Kabushiki | 2SB;WP180lbs | | |
| NBCL | 2D;Web frms;Long. frmg;W. Bal 5BH | | P19′ | B82′ F32′ | | | | Iron Wks., Lim.) | Kaisha | | | |
| 5423 | **Georg Kimme** | Sch | Ger | Bremrhvn | 588 | | 1920 | Bremen, | Bremer- | 2-2CylOilEng12⅔x12⅔ | | G |
| | | Aux | 201.4 | 29.8 \| 15.3 | 786 | | 6 | (Akt. Ges. [Ger. | havener Reederie | Stl;4BH | | |
| QLDC | 1D | Twin | P27′ | F30′ | | | | "Weser.") | A. G. | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5424 RBVD | **George** xRadames Steel 2D;Web frms;Wireless;W. Bal 6BH | Scw Sch | Ger 380.8 P & B | Hamburg 47.1 \| 26.9 226′ F44′ | 2969 4750 | | 1901 8 | Hamburg, (Blohm & Voss.) [Ger. | Uebersee-Transport G. m. b. H. | 3CylTE24,40,70x48; 3SB;WP200lbs | | G |
| 5425 207,868 | **George A. Keating** xPerseverance Wood 1D | Scw | Am 78 | New York 19.8 \| 9.2 | 63 112 | | 1910 | Perth Amboy, N. J. (Perth Amboy D. D. Co.) | Great Eastern Gravel Corp. | 200IHP. | | |
| 5426 142,974 TCRV | **George A. Wood** 1D | Trn | Br 116.6 | St. John's 26.6 \| 11.5 | 190 234 | | 1920 4 | Essex, (A. D. Story.) [Mass. | J. W. Hiscock | Wd(Sltd) | | |
| 5427 219,855 LWGF | **George Allen** xEastern Ocean Steel 3D;Awng dk;W. Bal; 7BH Wireless; 6BH to Fbd dk SUB.SIG; 1BH to 2d dk Oil fuel F. P. above 150° F. C-36 | Scw | Am 385.2 | New York 51.2 \| 25.6 \| 36′ | 3636 5868 9330 | 9′ 1¾″ 27′ | 1919 12 | Kobe, (Kawasaki Dockyard Co.) [Jap. | Garland S.S. Co. | 3CylTE26,43½,72x48; Kawasaki Dockyard Co; 2SB;1AuxSB;Kawasaki Dockyard Co; 5636HS;WP200lbs;2300IHP;EAC; DB;d rpd6,22;Dkd11,25;s rps4,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,NY2,24; M.&B.S.2,24;n shft9,24; Clh BB | |
| 5428 141,654 | **George and Earl** xKirk Sweeny Wood 1D | MV Twin | Br 124.4 | Digby 27.4 \| 12 | 106 202 | | 1921 | Yarmouth, (Kirk & Sweeny.) [N. S. | G. Morrell | 2-4CylOilEng8x9 | | |
| 5429 125,964 SRDF | **George B. Cluett** xConrad S. 1D | Trn | Br 137.3 | St. John's 32.1 \| 11.2 | 283 344 | | 1908 5 | Pt. Greville, (Fox River Lumber Co.) [N. S. | Grenfell Mission | Bch,Sp,Gif(Sltd) | — Exp 5,20 | |
| 5430 86,671 | **George B. Leonard** Steel 1D;B;Mchy aft;W. Bal 3BH | Scw Sch | Am 380 | Oswego 50 \| 28 | 2844 4037 | | 1903 4 rb'10 | Chicago, (Chicago S. B. Co.) [Ill. | Great Lakes S.S. Co. | 3CylTE22,35,58x40; 2SB;WP170lbs;1800IHP. | | |
| 5431 86,264 | **George B. Owen** 1D | Brg Sch | Am 196 | Pt. Huron 34 \| 13 | 706 744 | | '93 | W. Bay City, (J. Davidson.) [Mich. | H. N. Jex | O | | |
| 5432 86,351 | **Geo. B. Raser** Oak 1D | Scw Twin | Am 169 | Cleveland 36 \| 10 | 401 554 | | '96 | Ashtabula, Ohio | M. A. Hanna & Co. | 2-1Cyl10x12; 1Blr;WP125lbs;200HP. | | |
| 5433 219,294 LTVR | **George C. Greer** xBasswood Steel 1D;Wireless;W. Bal; 5BH SUB SIG;Oil fuel | Scw | Am 142 | 27.7 \| 14.8 | 200 426 | | 1919 | Pt. Jefferson, (Bayles Shipyard.) [N. Y. | Magnolia Petroleum Co. | 3CylTE17,25,43x30; 2SB;WP180lbs,950IHP. | | |
| 5434 144,314 | **George Cochran** Steel 1D;Mchy aft 3BH | Scw | Br 125.5 F21′ | London 23.5 \| 12.7 | 121 294 | | 1918 12 | Beverley, (Cook, Welton & Gemmell, Lim.) [Eng. | Ontario Fisheries (Lim.) | 3CylTE12½,21,35x26; 1SB;WP180lbs | | BL |
| 5435 85,868 KCSW | **George Curtis** 2D | Bk xS | Am 240.7 | San Fran. 42.4 \| 25.2 | 1680 1837 | | '84 10 | Waldoboro, Me. | Libby, McNeil & Libby | O,YP,Icf | | |
| 5436 85,661 | **George Curtis** Wood 1D | Scw | Am 121.2 | Greenport 20.3 \| 11.6 | 65 194 | | '81 | Boothbay, Me. | Menhaden Fisheries Corp. | 250IHP | | |
| 5437 207,792 | **George D. Dixon** xAllegheny Steel 2D;B;Mchy aft;Wireless;W. Bal 3BH | Scw | Am 350 | Buffalo 46 \| 31 | 3159 4090 | | 1910 7 | Wyandotte, (Detroit S. B. Co.) [Mich. | Great Lakes Transit Co. | 4CylQE19,27½,40,58x42; 3SB;WP210lbs;1700IHP. | | |
| 5438 86,665 KSHM | **George E. Billings** 1D | Sch | Am 224 | San Fran. 42.4 \| 18.3 | 1103 1260 | | 1903 3 | Pt. Blakeley, Wash. (Henry K. Hall.) | George E. Billings | F;Icf | | |
| 5439 201,214 KTGR | **George E. Klinck** 1D | Trn | Am 152.6 | N. London 36.4 \| 12.6 | 460 560 | | 1904 7 | Mystic, (M. B. McDonald.) [Conn. | CarlosBarry | O,Ch,YP,Icf | | |
| 5440 220,760 MBSL | **George E. Weed** Steel 2D;Wireless;SUB.SIG;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 | Scw | Am 400.7 P36′ | Phila. 54.2 \| 30.4 \| 32′ 10″ B144′ F44′ | 3710 5975 8747 | 7′ 10½″ 25′ 2″ | 1920 10 | Chester, (Merchants' S. B. Corp.) [Pa. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 3WTB;D. Connelly Blr. Co; 9120HS;WP200lbs;3000SHP; Dkd,d rpd10,20 | ✠A1Ⓔ ✠AMS CL (Laid up) | |
| | W.B.—A.P.147t;D.B.338′1312t;D. F.O.....D.B.284′1092t;D. | | T.27′8 T.27′7 | 46t; F. 90t... | P.123t ..... | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5441 166,091 | **George E. Weightman** 1D | Brg | Am | Albany 96 | 17.5 | 7.8 | 100 108 | | 1915 | Waterford, (John E. Matton.) [N. Y. | John E. Matton | Wd | | |
| 5442 204,225 | **George F. Baker** Steel 1D;Mchy aft;SUB.SIG;W. Bal 3BH | Scw Sch | Am 586 | Duluth 58 | 25.5 | | 5459 7210 | | 1907 6 | Superior, (Superior S. B. Co.) [Wis. | Pittsburg S.S. Co. | 3Cyl TE 24,39,65x42; 2SB;WP170lbs;1880IHP. | | |
| 5443 86,555 | **Geo. F. Haller** Wood 1D 2BH | Scw | Am 101 | San Fran. 21.5 | 8.5 | | 107 185 | | 1901 3 | Alameda, (John Dickie.) [Cal. | Libby, McNeil & Libby | 2CylC 8,18x12; 1Blr;WP135lbs;250IHP. | | |
| 5444 203,235 KVML | **George F. McCaffrey** xPilny Fisk Wood 1D | Scw | Am 85.9 | New York 27 | 10.6 | | 106 156 | | 1906 | Tompkins Cove, N. Y. | Owen McCaffrey Sons, Inc. | 50IHP. | | |
| 5445 208,396 | **George F. Rand** xWilliam C. Agnew Steel 1D;Mchy aft;W. Bal 4BH | Scw | Am 532 | Buffalo 58 | 31 | | 4985 6533 | | 1911 | Lorain, (American S. B. Co.) [Ohio | Boland & Cornellus | 3Cyl TE 23½,38,63x42; 3SB;WP180lbs;1765IHP | | |
| 5446 201,690 KTQB | **Geo. F. Randolph** Steel 1D | Scw | Am 112 | Baltimore 28 | 11.2 | | 144 211 | | 1905 1 | Baltimore, (Baltimore S.B.&D.D.Co.) [Md. | Balt.& Ohio R.R. Co. | 2CylC 20,40x28; 1CRTB;WP160lbs;800IHP. | | |
| 5447 202,088 | **George G. Barnum** xSocapa Steel 1D 3BH | Scw Sch | Am 504 | Duluth 54 | 26.7 | | 4826 6272 | | 1905 6 | W. Bay City, (Bay City S. B. Co.) [Mich. | Superior S.S. Co. | 3Cyl TE 23½,38,63x42; 2SB;WP180lbs;1800IHP. | | |
| 5448 204,251 | **Geo. G. Crawford** xLe Grand S. De Graff Steel 1D;Mchy aft;W. Bal 3BH | Scw | Am 585 | Duluth 60 | 32 | | 6196 7971 | | 1907 6 | Lorain, (American S. B. Co.) [Ohio | Pittsburg S.S. Co. | 3Cyl TE 22,37½,65x42; 2CRTB;WP200lbs;1880IHP. | ✠ — — Cancelled. | |
| 5449 215,154 LHFW | **George G. Henry** Steel 2D;Mchy aft;Long. frmg; 15BH Oil fuel F. P. above 150° F. Web frms; 10BH to Fbd dk W. Bal;Wireless 5BH to 2d dk C-38 | Scw | Am 435 P106′ | Los Ang's 56 B50′ F42′ | 32 | | 3849 6265 10500 | | 1917 5 | San Francisco, Cal. (Union Iron Wks.) | Pan American Petroleum & Transport Co. | 3Cyl TE 27,45½,76x51; Sun S. B. Co; 3SB;Union Iron Wks; 8265HS;WP192lbs;2800IHP;EAC; n Eng12,19;Dkd2,26;d rpd5,26; s rps7,26 | ✠A1Ⓔ Oil Carrier. AMS S.S.No.2,NY5,26; n shft4,22;M.S.3,24; shft drn6,25;B.S.5,26; Clh BB;CL | |
| 5450 86,363 | **George H. Corliss** 1D;B | Brg Sch | Am 352 | Duluth 44.2 | 22.3 | | 2718 2886 | | '96 9 rb '24 | Chicago, (Chicago S. B. Co.) [Ill. | Pittsburg S.S. Co. | Stl;2BH | | |
| 5451 81,747 | **George H. Ingalls** xWilliam L. Brown Steel 1D;B;Mchy aft;W. Bal 3BH | Scw | Am 430 | Buffalo 50 | 28.6 | | 3679 4904 | | 1901 rb '13 | Chicago, (Chicago S. B. Co.) [Ill. | Eastern S.S. Co. | 3Cyl TE 23,38,64x40; 2SB;WP180lbs;1600IHP. | | |
| 5452 218,629 LSFH | **Geo. H. Jones** Steel 2D;Long. frmg;Wireless; 17BH SUB.SIG; 13BH to Fbd dk Mchy aft;W. Bal; 4BH to 2d dk Oil fuel F. P. above 150° F. C-38 | Scw | Am 429.3 P146′ | Bayonne 59.2 33′ 3″ B36′ F40′ | 31.4 | | 4165 6689 10500 | 7′ 10¾″ 25′ 6½″ | 1919 8 | Chester, (Sun S. B. Co.) [Pa. | Standard Oil Co. (N. J.) | 3Cyl TE 27,45½,76x51; Sun S. B. Co; 3SB;Sun S. B. Co; 9198HS;WP190lbs;2600IHP;EAC; Dkd,d rpd10,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,S.Ped4,25; M.S;n shft4,25;B.S.9,26; Clh BB;CL | |
| 5453 212,557 | **Geo. H. Minor** xDavid Bosman Wood 1D | Scw | Am 79.9 | New York 24.1 | 10.5 | | 88 130 | | 1914 | Noank, Conn. | Erie R.R. Co. | 1Cyl 22x26; 1Blr;WP120lbs;250IHP. | | |
| 5454 223,267 | **George H. Walker** Steel 1D 13BH | SW | Am 340 | Pittsbu'gh 56 | 10.9 | | 1987 2062 | | 1923 | Pittsburgh, (Dravo Contracting Co.) [Pa. | New Orleans, Texas & Mexico R.R. | 2Cyl 18,18x36; 4Blrs;WP200lbs;1200IHP. | | |
| 5455 201,329 | **Geo. H. Williams** Wood 1D | Scw Twin | Am 105.5 | Portland 25.8 | 7.8 | | 98 194 | | 1904 | Portland, Ore. | City of Portland | 2-1Cyl 10x16; 2WTB;WP175lbs;175IHP. | | |
| 5456 | **George J. Goulandris** xBerlin xRegina Steel 1D;Deep frmg;Wireless;W. Bal 4BH | Scw Sch | Grk 279.3 | Andros 40.5 | 16.2 | | 1400 2187 | | '96 11 | Elsinore, (Helsingors Jrnsk. & Mek.) [Den. | Goulandris Bros. | 3Cyl TE 19½,31½,53x36; 2SB;WP170lbs | | BL |
| 5457 85,313 | **George King** Oak 1D | Scw | Am 176.4 | Fairport 30.7 | 13.4 | | 380 532 | | '74 rb '87 | Marine City, (Geo. King.) Mich. | Dorr E. Warner | 2CylC 22,40x32; 1FB;WP100lbs;680IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5458 215,007 LHBR | **George L. Olson** xGabriel P,F;Gif(Sltd) xRyder Hanify 1D;B;Oil fuel F. P. above 150° F. Wireless | Scw | Am 222.8 | San Fran. 43.6 \| 16.6 | 814 1428 1500 | | 1917 5 o'24 | Oakland, (Frank Stone.) [Cal. | Oliver J. Olson & Co. | 3Cy\|TE15½,26,43x33; 2WTB;3552HS;WP225lbs; 1000IHP;EAC;pb;clk a12,23; Dkd,s rps12,25 | ✠A1 AMS S.S.No.2,SanF6,24; M.S.6,24;shft drn12,25; B.S.4,26;Scip | |
| 5459 206,876 LBGS | **George L. Potter** Steel 1D | Scw | Am 112.3 | Baltimore 24.1 \| 11.5 | 149 220 | | 1909 | Baltimore, (Skinner [Md. S. B. & D. D. Co.) | Balt. & Ohio R.R. Co. | 2CylC20,40x28; 600IHP. | | |
| 5460 149,070 | **George L. Torian** Steel 1D;Mchy aft;W. Bal | Scw | Br 253 F35′ | Hull 43.2 \| 17.8 | 1126 1754 | | 1926 | Hull, (Earle's [Eng. Co., Lim.) | Eastern S.S. Co. (Lim.) | 3Cy\|TE17,28,46x33; 2SB;WP180lbs | M.S.6,26 | C |
| 5461 166,089 | **George L. Vodra** 1D | Brg | Am 96 | Albany 17.5 \| 7.7 | 97 108 | | '94 | Tonawanda, (Ira [N. Y. M. Rose.) | James H. Noble | Wd | | |
| 5462 86,545 | **Geo. M. Brown** xGeo. R. Vosburg Wood 1D | Scw | Am 75.5 | Portland 20 \| 8.7 | 66 106 | | 1900 | Portland, (Ed. [Ore. McKay.) | Anchor Towing Co. | 150IHP | | |
| 5463 JDVH | **George M. Embiricos** Steel 1D;Shel dk; 7BH Oil fuel;Wireless;W. Bal | Scw | Grk 441.5 | Andros 56.3 \| 28.2 | 3445 5728 | | 1921 9 | Sunderland, (Short [Eng. Bros., Lim.) | S. G. Embiricos | 3Cy\|TE28,46,77x51; 3SB;WP180lbs | | BL |
| 5464 213,847 | **Geo. M. Shriver** Steel 1D 5BH | Scw | Am 109.7 | Baltimore 25 \| 12.6 | 176 260 | | 1915 | Port Richmond, N. Y. (Staten Island S. B. Co.) | Baltimore & Ohio R.R. Co. | 2CylC20,42x28; 1SB;WP150lbs;750IHP. | | |
| 5465 219,565 LVMW | **Geo. N. Barrett** xBurro O,Fir;Gif 1D 1BH | Scw | Am 95 5 | New York 24.7 \| 12.2 | 30 179 | | 1920 2 | Sturgeon Bay, Wis. (Leatham & Smith Towing & Wrecking Co.) | Edward E. Barrett | 2CylC18,38x26; 1SB;WP155lbs;450IHP | ✠ — — ✠ — — Cancelled12.23 | |
| 5466 220,889 MCDQ | **George Peirce** Steel 2D;W. Bal;Wireless;sub.sig; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.147t;D.B.338′1312t;D .T.27′8 F.O.....D.B.284′1092t;D .T.27′7 | Scw | Am 400.7 P36′ 46t; F. 90t | Phila. 54.2 \| 30.4 \| 32′ 10″ B124′ F44′ P.123t | 3365 5462 8747 | 7′ 10½″ 25′ 2″ | 1920 11 | Chester, (Merchants [Pa. S. B. Corp.) | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 3WTB;D. Connelly Blr. Co; 9120HS;WP200lbs;3000SHP; Dkd5,26;d rpd9,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NO5,25; n shft1,24;M.S.5,25;B.S.9,26; Cih BB;CL | |
| 5467 86,314 KMGT | **George R. Bradford** 1D | Sch | Am 96.4 | Gloucester 27.4 \| 8 | 135 142 | | '95 3 | Essex, (Tarr [Mass. & James. | Rockport Granite Co. | O;If | | |
| 5468 147,782 | **Geo. R. Donovan** Steel 1D;Mchy aft;W. Bal 3BH | Scw | Br 252.5 | Middlsbro 43.2 \| 17.8 F34′ | 1280 1780 | | 1926 5 | Haverton-on-Tees, Eng. (Furness S. B. Co., Lim.) | Toronto Insurance & Vessel Agency, Lim. | 3Cy\|TE16,27,44x33; 2SB;WP180lbs | M.S.5,26 | C |
| 5469 111,930 | **George R. Gray** xTraveler xBismarck Oak 2D | Scw | Br 140 | S.Ste.Mar 24 \| 19 | 248 438 | | '71 rb'98 | Sheboygan, (Alfred [Wis. Stokes.) | Lake Superior Paper Co. (Lim.) | 2CylC25,54x36; 2FB;WP125lbs;760IHP. | | |
| 5470 201,520 KTLS | **George R. Stetson** 1D | Brg Sch | Am 175.8 | Phila. 35.1 \| 14.1 | 577 675 | | 1904 10 | Bath, (Kelley, Spear Co.) [Me. | Westmoreland Coal Co. | O,Hw,Hk,YP;Gif | | |
| 5471 165,524 | **George S. Repplier** 1D | Brg | Am 109.9 | New York 28.4 \| 12.7 | 395 395 | | 1913 | Kingston, (Albert [N. Y. M. Cooper.) | Thomas J. Howard | Wd | | |
| 5472 86,367 | **George Stephenson** Steel 1D;B;Mchy aft;sub.sig;W. Bal 3BH | Scw Sch | Am 407.4 | Duluth 49.3 \| 23.8 | 3502 4563 | | '96 10 | West Bay City, Mich. (F. W. Wheeler.) | Pittsburg S.S. Co. | 3Cy\|TE25,40,67x44; 2SB;WP210lbs;1700IHP. | | |
| 5473 107,233 | **George T. Davie** 1D | Brg | Br 177.5 | Montreal 35 \| 12.5 | 680 | | '98 rb'12 | Levis, (Davie.) [Que. | John E. Russell | Comp;3BH | 90(GL) Lake Erie & St. Lawrence. P.S.4,26 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5474 214,635 | **Geo. T. Lock** 1D | Brg Sch | Am 180 | Pensacola 39 \| 12.9 | 788 801 | | 1917 2 | Westlake, (Clooney Const. & Towing Co.) [La. | Aiken Tow Boat & Barge Co., Inc. | O,YP,Gif(Sltd) | ✠ — — Suspended4,25 | |
| 5475 219,509 LVJT | **Geo. U. Hind** 1D C-29 | Bkt | Am 231.4 | San Fran. 43.5 \| 18.6 \| 21′ 6″ | 1224 1389 | 4′ 5½″ 20′ | 1920 1 | Rolph, (Rolph S. B. Co.) [Cal. | Rolph Navigation & Coal Co. | Fir;Gif✕; s rps,tr b clkg7,22 | ✠A1Ⓔ (Laid up) | |
| 5476 216,388 LKSW | **George W. Barnes** Steel 2D;Web frms;Long. frmg; 16BH Mchy aft;Oil in bulk; Oil fuel;SUB.SIG;Wireless:W. Bal | Scw | Am 416.8 P107′ | Los Ang's 56.1 \| 31.1 B35′ F33′ | 4703 6531 | | 1918 6 | Quincy, Mass. (Bethlehem S. B. Corp., Lim.) | Pan American Petroleum & Transport Co. | 3CylTE26½,44,74x51; 3SB;WP190lbs;2600IHP | | BL |
| 5477 85,189 JLHW | **Geo. W. Clyde** Iron 3D 6BH | Scw | Am 256 | Chicago 35 \| 19.2 | 1514 1849 | | '72 1 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) [phia, Pa. | Chicago S.S. Lines, Inc. | 2CylC24,38x36; 2SB;WP61lbs;500IHP. | | |
| 5478 | **Geo. W. Elzey, Jr.** xGeo. W. Truitt 1D | Sch 4 M | Br 183.7 | ..... ..... 37.2 \| 13 | 577 690 | | 1903 6 | Bath, (Kelley, Spear & Co.) [Me. | ..... ..... | O,Hw,Hk,YP,Gicf(Sltd) | ✠ — Exp 1,23 | |
| 5479 223,020 | **George W. Loft** Steel 2D 5BH | Scw F.B. | Am 215 | New York 45 \| 18 | 595 875 | | 1923 | Mariners Harbor, N. Y. (Staten Island S. B. Co.) | City of New York (Dept. of Plants and Structures) | Stm Tbns;Elec Motors; WP250lbs;2300SHP. | | |
| 5480 225,944 | **George W. Miller** Steel 2D 6BH | StW | Am 140 | Vicksburg 32 \| 5 | 223 223 | | 1926 | Jefferson- ville, Ind. (Howard Shipyd. & Dock Co.) | Vicksburg Delta Ferry Co. | 1Cyl13x72; 2Blrs;WP212lbs;350IHP | | |
| 5481 141,860 | **Geo. W. Parker** xL. G. Powell Oak 1D | Scw | Am 105 | MarineCy 27.5 \| 6 | 121 143 | | 1903 rb '21 | MarineCity, (Alex. Anderson.) [Mich. | Geo. W. Parker | 1Cyl14x18; 1FB;WP105lbs;100IHP | | |
| 5482 202,166 | **George W. Perkins** Steel 1D;Mchy aft;SUB.SIG;W. Bal 3BH | Scw | Am 558.2 | Duluth 56 \| 26.5 | 4922 6406 | | 1905 7 | Superior, (Supe- rior S. B. Co.) [Wis. | Pittsburg S.S. Co. | 3CylTE24,39,65x42; 2SB;WP170lbs;1800IHP. | | |
| 5483 219,144 LTKS | **Geo. W. Stevens** xBullock O,F,Gif 1D 1BH | Scw | Am 94.8 | NwptNws 24.7 \| 14.6 | 30 177 | | 1919 11 | Sturgeon, Bay, Wis. (Leathem & Smith Towing & Wrecking Co.) | Chesapeake & Ohio R.R. | 2CylC18,38x26; 1SB;WP155lbs;450IHP. | ✠ — — ✠ — — Suspended3,22 | |
| 5484 201,535 KTMF | **George W. Truitt, Jr.** 1D | Sch 4 M | Am 187 | Wilm'gton 33.1 \| 13.3 | 647 779 | | 1904 11 | Bath, (Kelley, Spear Co.) [Me. | John R. Eskridge | O,Hw,Hk,YP,Gicf(Sltd) | ✠ — — Suspended3,23 | |
| 5485 86,105 | **Geo. W. Washburn** Iron 1D | Scw | Am 123 | Albany 26 \| 13.8 | 149 298 | | '90 | Newburgh, N. Y. | Cornell S. B. Co. | 2Cyl; 800IHP. | | |
| 5486 MPHV | **George Washington** Steel 2D;Wireless;W. Bal 7BH | MV Twin | Nor 425.5 | Oslo 55.3 \| 27.7 | 4478 7093 | | 1916 11 | Copenhagen (Akt. Burmeister & Wain.) [Den. | P. Olsen, Mgr | 2-6CylOilEng24 13/16x37 13/16 | | BL |
| 5487 215,447 LHQF | **George Washington** Steel 5D;W. Bal;Wireless; 12BH SUB.SIG;D.F. 4BH to Fbd dk 8BH to 2d dk C-56 W.B.—A.P.121t;D.B.3340t;F.P.1 56t | Scw Twin | Am 699.1 B367′ | New York 78.2 \| 50.1 \| 54 F111′ | 13902 23788 13300 | 21′ 4″ 33′ 5½′ | 1908 11 | Stettin, (A. G. Vulcan) Ger. | U. S. Shipping Board | 2-4CylQE38,57,80,112x67; A. G. Vulcan; 4SB;8DB;A. G. Vulcan; 1220GS;42920HS;WP215lbs; 2000IHP;EAC;d rpd2,25; Dkd,s rps4,26;Exmd9,26 | A1 AMS RMC9,26 2dS.S.No.3,NY8,21; M.S.8,21;shfts drn12,24; B.S.3,26;Cih BB | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5488 / 224,216 / MFQG | **George Washington** / Steel / 2D;Super dk; 6BH / Wireless;D.F; 2BH to Fbd dk / sub.sig; 4BH to Super dk / Oil fuel F. P. above 150° F. C-35 / W.B.—A.P.78t;D.B.314'817t.....F. / F.O.—A.P.....D.B.278'641t;W.T. 42'2 26t.. / P.58t | Scw | Am / 375.5 / B257' | New York / 54.2 \| 17.2 \| 29.9 / F56' | 3167 / 5184 | 12' ½" / 17' 10" | 1924 / 11 | Newport / News, Va. / (Newport News S. B. & D. D. Co.) | Eastern / S.S. Lines, Inc. | Stm Tbn; / Newport News S.B.&D.D. Co; 4WTB;Babcock & Wilcox Co; 16628HS;WP260lbs;4750SHP; EAC;d rpd6,26;Dkd11,26 | ✠A1Ⓔ With Freeboard / ✠AMS / shft drn6,26;SBP;CL | |
| 5489 / 214,587 / LGNK | **Georgeanna Weems** / Steel / 3D;B;Well dk 4BH | Scw | Am / 242.2 / P&B | Baltimore / 39 \| 18 / 191' F41' | 1556 / 2088 | | 1916 / 11 | Wilmington, / (Harlan & Hollingsworth) [Del. | Baltimore & / Carolina S.S. Co. | 3CylTE17,27,44x30; / 2SB;WP180lbs;850IHP. | | BL |
| 5490 / 86,467 / KPJT | **Georges Creek** / Wood / 1D;B 2BH | Scw | Am / 128.9 | Boston / 28.7 \| 16.7 | 184 / 398 | | '99 / 3 | Pt.Richm'd, / (Burlee [N. Y. D. D. Co.) | Metropolitan Coal Co. | 3CylTE16½,25,43x24; / 2CRTB;WP184lbs;880IHP. | | |
| 5491 / 216,878 / LMTH | **Georgette** / 1D;B | Sch / 4 M | Am / 187.8 | New York / 36.1 \| 16.1 / F39' | 757 / 866 | | 1918 / 7 | Portland, / (Columbia Eng. Wks.) [Ore. | Southeastern Shipping Co. | Wd;Gif(Sltd) | | V |
| 5492 / 85,961 | **Georgia** / Iron / 2D;Wireless | Scw | Am / 280 | Hartford / 40 \| 15 | 1188 / 1749 | | '87 | Wilmington, / (Harlan & Hollingsworth Co.) [Del. | Hartford / & N. Y. Trans. Co. | 2CylC34,64x42; / 1950IHP. | | |
| 5493 / 125,873 | **Georgia** / xCity of Ludington Wood / 3D;Wireless 3BH | Scw | Am / 195.7 | Milw'ukee / 34.4 \| 12 | 393 / 895 | | '80 / rb '96 | Manitowoc, / (Burger & Burger.) [Wis. | Crosby / Trans. Co. | 2CylC21,44x36; / 2SB;WP130lbs;750IHP. | | |
| 5494 / 86,624 | **Georgia** / Wood / 1D 3BH | Scw | Am / 110.2 | Juneau / 22 \| 9.2 | 173 / 255 | | 1902 / 6 | Tacoma, / Wash. / (Hardy S. B. Co.) | Washington / Salvage Co | 3CylTE11,18½,31x20; / 1Blr;WP180lbs;201IHP. | | V |
| 5495 / 205,362 / KWQL | **Georgia** / xTexaco Steel / 2D;B;Spar dk;Mchy aft; 15BH / Wireless;Oil in bulk; / Oil fuel;sub.sig;W. Bal | Scw | Am / 389.4 | Pt. Arthur / 52.1 \| 29.1 | 3194 / 5110 | | 1908 / 5 | Newport / News, Va. / (Newport News S. B. & D. D. Co.) | Texas Co. | 3CylTE27,44,74x51; / 3SB;WP190lbs;3150IHP. | | |
| 5496 / 200,202 / KSQB | **Georgia D. Jenkins** / 1D | Trn | Am / 149.6 | New York / 34.3 \| 11.8 | 398 / 471 | | 1903 / 9 | Phippsburg, / Me. | Willard / B. Spragg | O,Hk,Hw,YP;Gicf(Sltd) | — Exp | |
| 5497 / 219,474 / LVHJ | **Georgian** / xClarksburg Steel / 2D;Wireless;W. Bal;D.F; 7BH / Oil fuel | Scw | Am / 386.8 / P36' | New York / 52.2 \| 27.4 \| 30' / B110' F39' | 2981 / 4821 / 7500 | | 1920 / 1 | Arlington, / (Downey [S. I. S. B. Corp.) | American / Hawaiian S.S. Co. | 3CylTE24,40,70x48; / 3SB;WP190lbs;2500IHP. | ✠ — — / ✠ — — / Withdrawn1,25 | BL |
| 5498 / 166,494 | **Georgiana** / 1D | Brg | Am / 165 | New York / 38 \| 7.3 | 201 / 201 | | 1909 | Brooklyn, / (Tank [N. Y. S. B. Co.) | Tampico / Nav. Co., Inc. | Stl | | |
| 5499 / 212,280 | **Georgiana** / 1D;Oil fuel | Scw | Am / 145 | Portland / 22.6 \| 7.1 | 198 / 242 | | 1914 | Portland, / (Fred. A. Ballin.) [Ore. | Harkins / Transp. Co. | 3CylTE12,19½,32x18; / 1SB;WP200lbs;600IHP. | | |
| 5500 / OICG | **Georgie** / Steel / 3D; Wireless;W. Bal 8BH | Scw | Fr / 410.4 | Havre / 52.5 \| 27.1 | 4224 / 6669 | | 1913 | Rouen, / (Ch. de Normandie.) [Fr. | CieGenerale / Transatlantique | 3CylTE27½,44,75x51; / 3SB;WP177lbs;3450IHP. | | V |
| 5501 | **Georgij Sedoff** / xBeothic Steel / 1D;Shel dk;Deep frmg;Wireless; 5BH / W. Bal | Scw | Rus / 240.7 | Archangel / 35.8 \| 16.9 | 464 / 1134 | | 1909 / 2 | Glasgow, / (D. & W. Henderson & Co., Lim.) [Scot. | Goverment / Northern S.S. Co. | 3CylTE22,36,59x39; / 2SB;1AuxSB;WP180lbs | | |
| 5502 | **Georgina** / 1D | Trn | Ptg / 141 | Oporto / 31.7 \| 14.8 | 199 / 347 | | 1918 | Cavaes, / (A. F. Lazia.) | A. dos / Santos Sa | Wd | | |
| 5503 / 86,597 / KRGH | **Georgina** / 1D;B | Bkt | Am / 210 | San Fran. / 41 \| 15.7 | 870 / 998 | | 1901 / 10 | Fair Haven, / Cal. / (Jensen.) | Eschen / & Minor Co. | YF;Gif(Sltd) | ✠ — — / Cancelled. | |
| 5504 / 217,442 / LPKT | **Georgina Rolph** / Flr;Gif✕ / 2D; (Sltd) / Oil fue F. P. above 150° F. | Scw | Am / 245 2 | San Fran. / 45.4 \| 28.2 \| 21' 1" \| 30' 7" | 1385 / 2354 / 2475 | 1' 10" / 21' 6" | 1918 / 12 | Rolph, / (Rolph S. B. Co.) [Cal. | Rolph Nav. / & Coal Co. | 3CylTE16½,26,44x30; / Bethlehem S. B. Corp; 2WTB;Bethlehem S. B. Corp; WP225lbs;800IHP;EAC;DB; clk t,dk6,21;s dk clkg8,23; d rpd5,24;s clkg12,24;s rps4,25 | ✠A1Ⓔ / ✠AMS / S.S.No.1,SanF8,22; M.S.8,22;shft drn8,23 B.S.4,25; Scip (Laid up) | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5505 | **Georgios** | Scw | Grk | Chios | 2223 | | 1914 | Newcastle, | N. G. | 3Cyl TE 25,41,69x48; | | BL |
| 19 | xDelagoa Steel | | 360 | 52 \| 23.7 | 3536 | | 3 | (W. Dobson [Eng. & Co.) | Livanos, Mgr. | 3SB;WP180lbs | | |
| JFGL | 1D;Shel dk;Wireless;W. Bal 6BH | | F33′ | | | | | | | | | |
| 5506 | **Georgios K. Saliaris** | Scw | Grk | Chios | 2279 | | 1901 | Sunderland, | G. K. | 3Cyl TE 24,40,65x42; | | BL |
| | xCorby Steel | | 331 | 48 \| 17 | 3514 | | 10 | (J. L. [Eng. Thompson & Sons, Lim.) | Saliaris | 2SB;WP160lbs | | |
| JFWS | 1D;Spar dk;Deep frmg; Wireless;W. Bal 6BH | | P27′ | B90′ F30′ | | | | | | | | |
| 5507 | **Georgios M.** | Scw | Grk | Syra | 2633 | | 1905 | Sunderland, | N. Kulu- | 3Cyl TE 26,43,72x48; | | BL |
| | xPotosi Steel | | 381.4 | 49 \| 25.7 | 4254 | | 6 | (W. Pick- [Engersgill & Sons.) | kundis | 2SB;WP180lbs | | |
| JGFD | 2D;Deep frmg;Shel dk; Wireless;W. Bal 6BH | | | | | | | | | | | |
| 5508 | **Georgios Mantacas** | Scw | Grk | Piraeus | 1953 | | 1921 | Pt. Glasgow, | V. G. | 3Cyl TE 24,40,65x42; | | BL |
| | xGeorios Steel | | 325 | 47.2 \| 24.2 | 3246 | | 3 | (Clyde S. B. [Scot & Eng. Co., Lim.) | Mantacas & Co. | 3SB;WP180lbs | | |
| JDLT | 1D;Oil fuel;Wireless;W. Bal 5BH | | P29′ | B100′ F34′ | | | | | | | | |
| 5509 | **Gera** | Scw | Ger | Hamburg | 3100 | | 1923 | Hamburg, | Deutsch | Stm Tbns; | | BL |
| | Steel | | 407 | 56 \| 25.9 | 5155 | | 6 | (Blohm [Ger. & Voss.) | Australische | 3SB;WP213lbs | | |
| RDLQ | 2D;Well dk;Wireless;W. Bal 8BH | | P & B | 329′ F53′ | | | | | Dampfs. Ges. | | | |
| 5510 | **Geraldine Mary** | Scw | Br | St. Johns | 4595 | | 1924 | Barrow, | Anglo- | 3Cyl TE 26½,44,74x54; | | BL |
| 151,629 | Steel | | 425.1 | 56.1 \| 28.5 | 7244 | | 10 | (Vickers, [Eng. Lim.) | Newfoundland | 4SB;WP200lbs | | |
| KRLP | 3D;Wireless;D.F;W. Bal; 7BH | | F49′ | | | | | | Development | | | |
| | Oil fuel | | | | | | | | Co. (Lim.) | | | |
| 5511 | **Geraldine Wolvin** | Sch | Egp | Alex'ndria | 1259 | | 1917 | Vancouver, | Sid Ahmed | Fir,Gif; | | |
| | Aux | | 240 | 43.9 \| 19 | 1472 | | 3 | (Wallace [B. C. | Ibrahim Bey | 2-2CylOilEng16½x18½ | | |
| | Twin | | P30′ | F30′ | | | | Shipyards, Inc.) | | | | |
| | 5 M | | | | | | | | | | | |
| 5512 | **Gerania** | Scw | It | Trieste | 3313 | | 1909 | Newcastle, | D. Trip- | 3Cyl TE 26,42,72x48; | | I |
| 481 | Steel | | 390 | 52.5 \| 27.1 | 5255 | | 10 | (North- [Eng. umberland S. B. Co., Lim.) | covich | 3SB;WP180lbs | | |
| NRFJ | 1D;Spar dk;Deep frmg; W. Bal 6BH | | P31′ | B112′ F42′ | | | | | | | | |
| 5513 | **Gerarchia** | Scw | It | Genoa | 3757 | | 1912 | Geeste- | Garibaldi | 3Cyl QE 24,34,50,74x53; | | I |
| 1,151 | xNazaremo Steel | | 421.5 | 55.5 \| 28.6 | 5859 | | 11 | (J. Cmunde, [Ger. Tecklenborg.) | Soc. An. Coop. fra Lavoratori del Mare | 3SB;WP213lbs;s rps3,26;3194IHP | | |
| NZVQ | 2D;Wireless;W. Bal 7BH | | P78′ | B124′ F54′ | | | | | | | | |
| 5514 | **Gerbeviller** | Sch | Br | Montreal | 1576 | | 1918 | Tacoma, | Ferdynand | Wd;3BH(Sltd) | | V |
| | 2D | | 260 | 44.8 \| 22.2 | 2127 | | | [Foundation [Wash Co.) | Wisetlyn | | | |
| 5515 | **Gerd** | Scw | Swd | Stockholm | 1227 | | 1907 | Pt. Glasgow, | H. Ericson, | 3Cyl TE 21,35,57x39; | | BL |
| 4,807 | Steel | | 285.3 | 42.1 \| 19.6 | 2092 | | 7 | (Murdoch [Scot. & Murray.) | Mgr. | 2SB;WP180lbs | | |
| JQSL | 1D;Deep frmg;Wireless;W. Bal 4BH | | P27′ | B74′ F35′ | | | | | | | | |
| 5516 | **Gerda** | Trn | Dan | Marstal | 120 | | 1920 | Aeroskobing | K.Albertsen | Wd | | V |
| | | | 95 | 24.1 \| 10.2 | 138 | | | (J. Petersen.) | | | | |
| NCDH | 1D | | | | | | | | | | | |
| 5517 | **Gerent** | Scw | Br | Sund'rl'nd | 1467 | | '88 | Sunderland, | J. Westoll | 3Cyl TE 21½,35,58x39; | | BL |
| 95,268 | Steel | Sch | 290 | 39 \| 21.8 | 2283 | | 8 | Eng. | | 2SB;WP150lbs;200RHP | | |
| KTLS | 1D;B;Wireless;W Bal 4BH | | P32′ | B74′ F34′ | | | | (Short Bros.) | | | | |
| 5518 | **Gerfrid** | Scw | Ger | Bremen | 2958 | | '95 | Glasgow, | Globus | 3Cyl TE 27,46,76x50; | | G |
| | xTeenkai Steel | | 410 | 48.1 \| 26.2 | 4742 | | 10 | (D. & W. [Scot. Henderson & Co.) | Rhederei Akt. Ges. | 3SB;WP180lbs | | |
| QLRJ | 2D;Deep frmg;Wireless;W. Bal 8BH | | P44′ | B110′ F47′ | | | | | | | | |
| 5519 | **Germaine L. D** | Scw | Fr | Dunkirk | 3239 | | 1921 | Newcastle, | L. Dreyfus | 3Cyl TE 25,41,69x48; | | BL |
| | xEastney Steel | | 375 | 51.3 \| 31.5 | 5132 | | 2 | (Northum- [Eng. berland S. B. Co., Lim.) | & Co. | 3SB;WP180lbs | | |
| OUYG | 1D;Shel dk;Wireless;W. Bal 7BH | | F31′ | | | | | | | | | |
| 5520 | **Germantown** | Scw | Am | Phila. | 384 | | 1912 | Wilmington, | Reading Co. | 3Cyl TE 18,28,45x30; | | V |
| 210,760 | Steel | | 158.5 | 30.1 \| 18.2 | 619 | | | (Harlan & [Del. Hollingsworth Corp.) | | 2SB;WP180lbs;1000IHP | | |
| LCQT | 1D;W. Bal 7BH | | | | | | | | | | | |
| 5521 | **Germinal** | Scw | Fr | Bordeaux | 1165 | | 1918 | Lorain, | Cie. | 3Cyl TE 20,33,54x40; | | BL |
| | xLake Harney xWar Vigil Steel | | 251 | 43.5 \| 20 | 1954 | | 7 | (American [Ohio S. B. Co.) | Nationale de Navigation | 2SB;WP180lbs | | |
| OVHT | 1D;Wireless;W. Bal 6BH | | P25′ | B54′ F23′ | | | | | | | | |
| 5522 | **Gerry** | Scw | Am | New York | 133 | | 1900 | Wilmington, | Flushing | 2CylC 20,40x28; | | |
| 86,488 | Wood | | 102 | 24 \| 10.5 | 273 | | 8 | (Jackson & [Del. Sharp Co.) | Towing Line | 700HP. | | |
| KPRB | 1D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5523 | **Gertrud** | Scw | Fin | Hels'gfors | 999 | | '81 | Newcastle, | A/B. | 2CylC27,59x39; | | BL |
| | xMaud Hartman Iron | Sch | 260.2 | 35.2 \| 20.9 | 1691 | | 7 | (Schlesin- [Eng. ger, Davis & Co.) | Tralvarutransport. | 2SB;WP80lbs | | |
| | 1D;B;Well dk;W. Bal;Wireless 4BH | | F27′ | | | | | | | | | |
| 5524 | **Gertrude** | Scw | Am | N. London | 61 | | '83 | Brooklyn, | The Thames | 2CylC17,30x34; | | |
| 85,815 | Wood | | 88.2 | 22.5 \| 10.3 | 122 | | | N. Y. | Tow Boat Co. | 1SB;WP125lbs;350IHP. | | |
| | 1D 1BH | | | | | | | | | | | |
| 5525 | **Gertrude Parsons** | Trn | Br | Windsor | 341 | | 1919 | Cheverie, | R. S. | P,Sp,Bch;Gif (Sltd) | | |
| 141,075 | | | 132.5 | 31.1 \| 12.3 | 356 | | | (G. M. [N. S. Parsons.) | Parsons | | | |
| TPKS | 1D | | | | | | | | | | | |
| 5526 | **Gerty** | Scw | It | Trieste | 2684 | | 1903 | So. Shields, | "Cosulich" | 3CylTE25,42,68x45; | | I |
| 25 | Steel | | 346 | 45 \| 17 | 4310 | | 6 | (J. Read- [Eng. head & Sons.) | Soc. Triestina di Nav. | 2SB;WP160lbs | | |
| NRGY | 1D;Spar dk;Deep frmg;W. Bal 6BH | | P77′ | B & F 217′ | | | | | | | | |
| 5527 | **Gettysburg** | Scw | Am | Phila. | 351 | | '98 | Wilmington, | Reading Co. | 3CylTE18,28,45x30; | — Exp | |
| 86,417 | Steel | | 158 | 29 \| 18 | 557 | | 5 | (Harlan & [Del. Hollingsworth) | | 2CRTB;WP170lbs;1000IHP. | | |
| KPJQ | 2D 4BH | | | | | | | | | | | |
| 5528 | **Gezina** | Scw | Nor | Farsund | 1054 | | 1917 | Wyandotte, | Th. Brovig | 3CylTE20,33,54x40; | | N |
| | xLake Erie Steel | | 251 | 43.8 \| 18.5 | 1828 | | 10 | (Detroit [Mich. S. B. Co.) | | 2SB;WP170lbs | | |
| MVQC | 1D;Wireless;W. Bal 4BH | | P25′ | B64′ F23′ | | | | | | | | |
| 5529 | **Gharinda** | Scw | Br | Glasgow | 3212 | | 1919 | Sunderland, | British | 3CylTE27,44,73x48; | | |
| 141,926 | Steel | | 400 | 52.4 \| 28.4 | 5306 | | 10 | (Sunderland [Eng. S. B. Co., Lim.) | India S. N. Co. (Lim.) | 3SB;WP180lbs;517RHP. | | |
| KCSB | 2D;B;Wireless;W.Bal 7BH | | P49′ | B113′ F37′ | | | | | | | | |
| 5530 | **Gianicolo** | Scw | It | Trieste | 1696 | | 1900 | Trieste, | Lloyd | 3CylTE23⅛,39,65½x45; | | I |
| 23 | xStyria xStyria Lloyd Steel | | 315.4 | 40.8 \| 14 | 2903 | | | (Lloyds [It. Austrian.) | Triestino | 2SB;WP200lbs;2000IHP. | | |
| HRSW | 1D;Spar dk;Wireless;W. Bal 6BH | | | | | | | | | | | |
| 5531 | **Giannina G.** | Sch | It | Genoa | 153 | | 1915 | Chioggia, | Prora | Stl; | | I |
| 816 | xMatilde Poli Aux | | 107.4 | 23 \| 12.6 | 240 | | | (Cant. [It. Nav. Poll.) | Italica Soc. Anon. di Nav | 2Cyl Oil Eng13x13 | | |
| PMNA | 1D | | | | | | | | | | | |
| 5532 | **Giannoulis Gounaris** | Scw | Grk | Andros | 1396 | | 1901 | W. Hartle- | G. Z. | 3CylTE22,35,59x39; | | BL |
| | xZanos Sifneo Steel | | 302.6 | 43.2 \| 19.8 | 2238 | | 1 | pool, Eng. | Gounaris | 2SB;WP160lbs | | |
| HQFS | 1D;Deep frmg;Wireless 5BH | | P27′ | B69′ F29′ | | | | (W. Gray & Co., Lim.) | | | | |
| 5533 | **Giant King** | Sch | Br | Lunenb'rg | 143 | | 1920 | La Have, | Giant | Wd | | |
| 141,687 | | | 127.4 | 27.6 \| 11 | 206 | | | (Boehmers, [N. S. Lim.) | King Shipping Co. (Lim.) | | | |
| | 1D | | | | | | | | | | | |
| 5534 | **Gibara** | Scw | Cuban | Havana | 721 | | 1906 | Fredriksstad | Empresa | 3CylTE16½,27,44x32; | **A1** | |
| | xCecilia Steel | | 230.3 | 36.1 \| 14.4 | 1156 | | 12 | (Fredriksstad [Nor. mek. Verksted.) | Naviera de Cuba S. A. | Fredriksstad mek. Verksted; 1SB;Fredriksstad mek. Verksted; 2700HS;WP180lbs;700IHP;DB; d rpd2,23;Dkd,rps4,26 | AMS 2dS.S.No.3,Hvna8.21 M.S.8,21;shft drn12,24; B.S.4,26;Scip;CL | |
| HOTG | 1D;W. Bal; 4BH | | P39′ | B70′ F27′ | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-24 | | | | | | | | | | | |
| | W.B.—A.P.43t;D.B.184′335t;F.P. 62t | | | | | | | | | | | |
| | F.O.....D.B 112′199t..... ... | | | | | | | | | | | |
| 5535 | **Gibraltar** | Scw | Br | Glasgow | 2668 | | 1916 | Sunderland, | Glasgow | 3CylTE26,42,69x45; | | BL |
| 137,517 | xMaplemore Steel | | 365 | 51 \| 25.9 | 4330 | | 7 | (W. Pickers- [Eng. gill & Sons, Lim.) | Shipowners Co. (Lim.) | 2SB;WP180lbs | | |
| JMWL | 1D;Wireless;W. Bal 6BH | | P36′ | B117′ F32′ | | | | | | | | |
| 5536 | **Gibson** | Brg | Am | New York | 736 | | '98 | Bath, Me. | Reinhard | Hw,Hk,YP;Gif | | |
| 86,434 | | Sch | 183.7 | 35.2 \| 16.2 | 839 | | 8 | (Kelley, Spear & Co.) | Hall | | | |
| KNQD | 1D | | | | | | | | | | | |
| 5537 | **Gig Harbor** | Scw | Am | Tacoma | 108 | | 1925 | Tacoma, | Tacoma | 2-3CylTE6,9¼,15½x10; | | |
| 224,605 | Wood | Twin | 116.2 | 36.8 \| 8.4 | 159 | | | (Western [Wash. Boatbuilding Co.) | Ferry Co. | 1WTB;WP250lbs;300IHP. | | |
| | 1D 3BH | F. B. | | | | | | | | | | |
| 5538 | **Giglio** | Scw | It | Savona | 1853 | | 1917 | Newcastle, | E. Mazza | 3CylTE25,41,68x45; | | C-I |
| 47 | xWar Grange Steel | | 331 | 46.7 \| 23.1 | 3160 | | 12 | (Armstrong, [Eng. Whitworth & Co., Lim.) | | 3SB;WP180lbs | S.S.No.1,Svna3,23;A.S.1,26; shft drn7,24;B.S.2,25; M.S.3,25 | |
| NRMG | 1D;Wireless;W. Bal 7BH | | P33′ | B98′ F29′ | | | | | | | | |
| 5539 | **Gilbert** | Scw | Am | Chicago | 628 | | 1924 | Sturgeon | Lake Sand | 3CylTE15½,26,42x26; | | |
| 223,706 | Steel | | 195.3 | 42.2 \| 13.2 | 1108 | | | Bay, Wis. (Sturgeon Bay D. D. Co.) | Corp. | 2SB;WP180lbs;750IHP. | | |
| | 1D 6BH | | | | | | | | | | | |
| 5540 | **Gilbert B. Walters** | Sch | Br | Lunenb'rg | 115 | | 1919 | Lunenburg, | W. Duff | Wd | | |
| 141,054 | | | 125.4 | 26.9 \| 10.6 | 176 | | | (Smith [N. S. & Rhuland.) | | | | |
| | 1D | | | | | | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. Lth. \| Bth. \| Dth. / Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5541 | **Gilbert Stancliff** | Sch | Am | Rockland | 111 | | '69 | Middletown, | George E. | O,Ch;Gif | | |
| 85,026 | | C B | 90.5 | 26 \| 6.6 | 117 | | 8 | Conn. | Robbins | | | |
| | 1D | | | | | | | | | | | |
| 5542 | **Gilda** | Scw | It | Trieste | 3111 | | 1921 | Monfalcone, | "Cosulich" | 3Cyl TE 24,41,68x45; | | I |
| 225 | Steel | | 362 | 49.9 \| 25.5 | 5187 | | 5 | (Cantiere [It. | Soc. Triestina | 2SB;WP180lbs;1900IHP | | | |
| NRMX | 2D;Shel dk;W. Bal 6BH | | | | | | | Nav. Triestino.) | de Nav. | | | |
| 5543 | **Gillespie** | St W | Am | St. Louis | 62 | | 1922 | Wabash, | Missouri | 2-1Cyl 12x72; | | |
| 222,006 | xCapella Wood | F. B. | 126.3 | 24 \| 3.9 | 165 | | | (William [Minn. | Pac. Ry. | 2Brs;WP202lbs;450IHP. | | |
| | 3D 2BH | | | | | | | G. Peters.) | | | | |
| 5544 | **Gilwen Manor** | Scw | Br | London | 2078 | | 1913 | Blyth, | Williams & | 3Cyl TE 24,40,65x42; | | BL |
| 133,534 | xRidley Steel | | 331.1 | 47.5 \| 23.2 | 3332 | | 6 | (Blyth [Eng. | Mordey, Mgrs. | 2SB;WP180lbs | | | |
| JCLH | 1D;Wireless;W. Bal 5BH | | P29′ | B102′ F35′ | | | | S. B. & D. D. Co., Lim.) | | | | |
| 5545 | **Ginette le Borgne** | Scw | Fr | Havre | 978 | | 1903 | Newcastle, | Ch. Le | 3Cyl TE 20,33,54x36; | | V |
| | xBreughel xA. E. Amos Steel | | 245.1 | 36.8 \| 21.7 | 1619 | | | (Northum- [Eng. | Borgne | 2SB;WP180lbs;1960IHP | | |
| OUTD | 2D;Mchy aft;W. Bal 5BH | | | | | | | berland S. B. Co., Lim.) | | | | |
| 5546 | **Ginryo Maru** | Scw | Jap | Amagasaki | 2775 | | 1906 | Greenock, | Toda | 3Cyl TE 25,41,68x48; | | |
| 29,818 | xAustralglen xStrathord Steel | | 370 | 52.2 \| 17.5 | 4520 | | 9 | (Grange- [Scot. | Shosen Kabushiki | 3SB;WP180lbs | | |
| SPNT | 1D;Spar dk;Deep frmg; 6BH | | P25′ | B92′ F41′ | | | | mouth & Greenock Dkyd. Co.) | Kaisha | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 5547 | **Ginyo Maru** | Scw | Jap | Yokoh'ma | 6255 | | 1921 | Tsurumi, | Nippon | Stm Tbns; | | BL |
| 28,181 | Steel | Twin | 445 | 58 \| 40 | 8600 | | 8 | (Asano [Jap. | Yusen K. K. | 4SB;WP200lbs | | |
| SHJW | 2D;Shel dk;Wireless;W. Bal; 7BH | | F49′ | | | | | S. B. Co.) | | | | |
| | Oil fuel | | | | | | | | | | | |
| 5548 | **Ginzel No. 1** | Brg | Am | Detroit | 416 | | 1915 | Ecorse, | John Ginzel | Wd | | |
| 166,485 | | | 150.5 | 34.6 \| 9.2 | 416 | | | (John [Mich. | | | | |
| | 1D | | | | | | | Ginzel) | | | | |
| 5549 | **Giorgio Fassio** | Scw | It | Genoa | 2777 | | 1904 | Flensburg, | Villain & | 4Cyl QE 23,33,49,72x54; | | BL |
| 1,205 | xAlberto Cavelletto xAxenfels Steel | | 375.6 | 50.2 \| 27.5 | 4534 | | 3 | (Flensburger [Ger. | Fassio | 3SB;WP213lbs | | |
| NRUA | 2D;Web frms;Wireless;W. Bal 7BH | | P48′ | B119′ F52′ | | | | Schiffsb. Ges.) | | | | |
| 5550 | **Giovanna Florio** | Scw | It | Palermo | 3373 | | 1920 | Howdon- | "Florio" | 3Cyl TE 25,41,69x48; | | I |
| 105 | xMod Steel | | 375 | 51.2 \| 31.7 | 5256 | | 10 | on-Tyne, Eng. | Societa Italiana | 3SB;WP180lbs | | |
| PMTY | 1D;Shel dk;Oil fuel;Wireless; 6BH | | | | | | | (Northumberland | di Nav. | | | |
| | W. Bal | | | | | | | S. B. Co., Lim.) | | | | |
| 5551 | **Giovanni** | Scw | It | Genoa | 4685 | | '96 | Sunderland, | Soc. Anon. | 3Cyl TE 29,50,80x51; | | C-I |
| 1,087 | xCalifornia xAlgoa Steel | | 455 | 58 \| 31.9 | 7621 | | 3 | (Wm. Dox- [Eng. | Industrie Navale | 3SB;WP180lbs;600RHP;d rpd2,25 | 2dS.S.No.3,Mfc3,23;A.S.12,25; | |
| NRVU | 2D;B;Deep frmg;Wireless; 6BH | | P42′ | B116′ F50′ | | | | ford & Sons, Lim.) | | | n shft11,24;B.S.2,25;M.S.12,25 | |
| | W. Bal | | | | | | | | | | | |
| 5552 | **Giove** | Scw | It | Genoa | 2614 | | 1916 | Palermo, | Soc. Anon. | 2-3Cyl TE 23,38,63x35 | | I |
| 96 | Steel | Twin | 416.7 | 51.2 \| 28.3 | 5088 | | | (Cantieri [It. | Coop. Garibaldi | | | |
| NSAZ | 2D;Mchy aft;Oil in bulk; 19BH | | P59′ | B104′ F56′ | | | | Navali Riuniti.) | | | | |
| | Long. frmg | | | | | | | | | | | |
| 5553 | **Giralda** | Scw | Am | New York | 98 | | '96 | Pt. Jeffer- | David | 2-2Cyl C 11,22x12; | | |
| 86,345 | Wood | Twin | 109.3 | 20 \| 11.7 | 144 | | | son, N. Y. | Martin, Jr. | 2WTB;420HP. | | |
| | 1D | | | | | | | | | | | |
| 5554 | **Girard** | Brg | Am | Phila. | 295 | | '92 | Wilmington, | S. C. | Wd | | |
| 168,728 | | | 139 | 23 \| 10 | 295 | | | (Jackson [Del. | Loveland, Inc. | | | |
| | 1D | | | | | | | & Sharp.) | | | | |
| 5555 | **Girasol** | Scw | Brz | Rio Jan'ro | 1060 | | 1917 | Wyandotte, | O. de G. | 3Cyl TE 20,33,54x40; | | BL |
| 398 | xRoumanier xLake Duane Steel | Sch | 251 | 43.8 \| 18.5 | 1809 | | 12 | (Detroit [Mich. | Fontoura | 2SB;WP180lbs | | |
| HRCE | 1D;Wireless;W. Bal 6BH | | P24′ | B64′ F23′ | | | | S. B. Co.) | | | | |
| 5556 | **Gironde** | Scw | Blg | Antwerp | 1023 | | 1920 | Hoboken, | Armement | 3Cyl TE 20,33,54x36; | | BL |
| | Steel | | 249.3 | 38.2 \| 19.7 | 1754 | | 11 | (Antwerp [Blg. | Deppe, Mgrs. | 2SB;WP180lbs | | |
| MGQI | 2D;Wireless;W. Bal 4BH | | P23′ | B60′ F27′ | | | | Eng. Co., Lim.) | | | | |
| 5557 | **Gisla** | MV | Nor | Oslo | 2098 | | 1924 | Odense, | Dampsk | 2-6Cyl Oil Eng 19x35 | | N |
| | Steel | Twin | 360.5 | 51 \| 21.5 | 3548 | | 4 | (Odense [Den. | A/S. Avenir | | | |
| LDJS | 2D;Wireless;W. Bal 6BH | | | | | | | Staalskibs- | | | | |
| | | | | | | | | vaerft.) | | | | |
| 5558 | **Gitano** | Scw | Br | Hull | 2460 | | 1921 | Goole, | Ellerman's | Stm Tbns; | | C |
| 144,082 | Steel | | 333 | 46.6 \| 29 | 3956 | | 7 | (Goole [Eng. | Wilson Line | 2SB;WP225lbs;1800RHP | S.S.No.1,Hull9,25;A.S.9,25; | |
| KJHS | 2D;Shel dk;Wireless;W Bal 7BH | | | | | | | S. B. & Rpng. Co., Lim.) | (Lim.) | | shft drn5,25;B.S.9,25; | |
| | | | | | | | | | | | M.S.12,25 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5559 1,111 NSGJ | **Giulio Cesare** Steel 4D;Web frms;SUB.SIG; 15BH Wireless;W. Bal | Scw Quad | It 602.4 | Genoa 76.5 \| 46.3 | 12826 21657 | | 1920 | Wallsend, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | Nav. Gen. Italiana | Stm Tbns; 6DB;4SB;WP220lbs;s rps9.25 | S.S.No.1,Gen9,25;A.S.I.26; Outb'd shfts drn6,23; n Pt inbd shft7,24; n Stbd inbd shft1,25;B.S.3,26; M.S.4,26 | C-I |
| 5560 | **Giuseppe** xSt. Mathieu xRothesay 1D | Trn | It 129.1 | Genoa 32.4 \| 11.1 | 292 333 | | 1904 5 | Belleveau Cove, N. S. (J. W. Phipps.) | Piceni, Gessaga & Cia. | Bch,Sp,Gicf (Sltd) | | V |
| 5561 757 NSMZ | **Giuseppe Verdi** Steel 4D;Shel dk;Wireless 9BH | Scw Twin | It 505.1 P103′ | Genoa 59.6 \| 25.5 B189′ F36′ | 5965 9757 | | 1915 | Riva Trigoso (Soc. Esercizio Bacini.) [It. | Soc. di Nav. Transatlantica Italiana | 2-4CylQE25,37,53,78x53; 3DB;2SB;WP213lbs;8000IHP; s rps10,25 | B.S 10.25 | I |
| 5562 141,343 | **Givenchy** Steel 1D;Wireless | Scw | Br 130 | Ottawa 25 \| 13 | 136 357 | | 1918 | Montreal, (Canadian Vickers, Lim.) [Can. | Canadian Govt. | 3CylTE12¾,21½,35x24; 62RHP. | | |
| 5563 232 QBVD | **Giyo Maru** Steel xHurliness xGeneral Gordon 1D;B;Deep frmg;Wireless; 5BH W. Bal | Scw | Jap 325 P29′ | Dairen 46.7 \| 24.8 B94′ F31′ | 1956 3122 | | '99 11 | W. Hartlepool, Eng. (W. Gray & Co., Lim.) | Goshi Kaisha Kusaba Sem Pakubu | 3CylTE24,38,64x42; 3SB;WP160lbs | 2dS.S.No.3,Osaka7,24;A.S.9,25; shft drn7,24;M.&B.S.9,25 | C-J |
| 5564 | **Gjertrud** xHerzogin Sophie Charlotte xAlbert Rickmers 2D;W. Bal | Bk 4 M | Nor 276.3 | Sarpsborg 43.1 \| 25.4 | 2315 2498 | | '94 7 | Bremerhaven, Ger. (Rickmers S. S. Co.) | Chr. Frandsen | Stl;1BH | | G |
| 5565 224,402 MFRJ | **Glacier** Steel 2D | Scw | Am 371 | San Fran. 46.1 \| 27.7 | 2158 4043 | | '91 | Sunderland, Eng. | Northern Fisheries, Inc. | 3CylTE30,48,78x54; 3DB;1SB;2127IHP. | | |
| 5566 OIFV | **Glaciere** Steel xWar Country 1D;Wireless;W. Bal 8BH | Scw | Fr 331.2 P33′ | Lorient 46.7 \| 23.2 B100′ F29′ | 2090 3421 | | 1918 3 | W. Hartlepool, (W. Gray & Co., Lim.) [pool, Eng | Maritime de Transports Frigorifiques | 3CylTE25,41,68x45; 3SB;WP180lbs | | BL |
| 5567 76,506 TVSR | **Gladbrook** xCounty of Anglesea 2D | Bk | Br 214.4 | Dunedin 35.2 \| 21.2 F26′ | 1000 1049 | | '77 4 | Liverpool, (R. & J. Evans & Co.) [Eng. | Union S. S. Co. of New Zealand (Lim.) | I;1BH | | |
| 5568 | **Gladiator** xConcordia xSirocco 1D | Bkt | Br 94.7 | 25.3 \| 10.5 | 176 184 | | '84 | Pt. Medway, (J. Hutt.) [N. S. | S. Weil & Co. | Wd | | |
| 5569 135,567 JFHC | **Gladiator** Steel xSt. Quentin 2D;Shel dk;Web frms; 6BH Long. frmg;Wireless;W. Bal | Scw | Br 405.1 | Liverpool 52 \| 27.4 | 3189 5052 | | 1914 4 | Pt. Glasgow, (W. Hamilton & Co., Lim.) [Scot. | Charente S.S. Co. (Lim.) | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 5570 85,263 | **Gladiator** Oak 2D | Scw | Am 115.8 | Duluth 22.3 \| 12 | 86 206 | | '71 rb'96 | Port Huron, Mich. (A. Stewart.) | Duluth Superior Dredging Co. | 2CylC22,40x30; 1FB;WP100lbs;700IHP. | | |
| 5571 86,020 | **Gladiator** Wood 1D | Scw | Am 110.6 | New York 22 \| 11.5 | 83 167 | | '88 | Boston, Mass. | Long Island R.R. Co. | 2CylC17,36x26; 2WTB;WP150lbs | | |
| 5572 86,134 KJFW | **Gladiator** | Sch | Am 92.6 | Bangor 24.3 \| 10 | 75 112 | | '91 | Essex, (James & Tarr.) [Mass. | T. M. Nicholson | O;Icf | | |
| 5573 126,469 | **Gladys H** | Brg | Br 211 | Montreal 34.8 \| 16.9 | 919 998 | | '92 | W. Bay City, (James Davidson.) [Mich. | Sincennes-McNaughton Line | O | | |
| 5574 217,306 LPCF | **Gladys M. Taylor** 2D | Sch 4 M | Am 191.6 | Boston 37.7 \| 19.1 | 891 967 | | 1918 | Stockton Sp. (Stockton Yard.) [Me. | New England Maritime Co. | O,Mpl,B,Bch;Gif (Sltd) | | V |
| 5575 138,382 | **Gladys Mosher** 1D;B | Sch | Br 112 | Lunenb'rg 26.3 \| 10.4 | 99 130 | | 1917 1 | Lunenburg, (Smith & Rhuland) [N. S. | J. Mahlon Rodenizer | O,Bch,P,Sp;Gif | | |
| 5576 220,606 MBLC | **Gladysbe** Steel 2D;Long.frmg;W. Bal; 15BH Wireless;Mchy aft; 8BH to Fbd dk 7BH to 2d dk Oil fuel F. P. above 150° F. C-36 | Scw | Am 391.9 P98′ | New York 51.2 \| 28.5 B33′ F44′ | 3686 5186 7500 | | 1920 9 | Savannah, (Terry S. B. Corp.) [Ga. | U. S. Shipping Board | 3CylTE24½,41½,72x48; Ingersoll-Rand Co; 3SB;Sun S. B. Co; 8331HS;WP210lbs;2800IHP;EAC; Dkd9,21;s rps1,22 | ✠A1Ⓔ Oil Carrier ✠AMS Cih BB;CL (Laid up) | |
| | W.B.—A.P.26t;D.B.a76′235t. F.O.—A.P.24t;D.B.a40′111t;D.T | ..a8′316 | .. D.T. t; D.T. | f.28′458t; D.T.f. f.28′427t; D.T.f. | 32′323t 32′302t | ;F.P.88t ;F.P.82t | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5577 | **Glamorganshire** | Scw | Br | London | 5045 | | 1917 | Tsurumi, | Royal Mail | 2-3CylTE22,36,61x48; | | BL |
| 142,426 | xWar Armour Steel | Twin | 445 | 58 \| 40 | 8192 | | 12 | (Asano [Jap. | Stm. Packet Co. | 4SB;WP200lbs | | |
| JTLC | 2D;Shel dk;SUB.SIG;Wireless; 7BH | | | | | | | S. B. Co.) | | | | |
| | Oil fuel;W. Bal | | | | | | | | | | | |
| 5578 | **Glanydon** | Sch | Br | London | 1099 | | 1917 | Portland, | Seymour | Wd;Gif(Sltd) | | |
| | xPechiney | Aux | 236.1 | 44.1 \| 18.5 | 1563 | | 6 | (Peninsula [Ore. | Nav. Co. (Lim.) | 2-6CylOilEng12½⅛x18 | | |
| | 1D;B | Twin | P30′ | F46′ | | | | S. B. Co.) | | | | |
| | | 4 M | | | | | | | | | | |
| 5579 | **Glasgow Maru** | Scw | Jap | Kobe | 4226 | | 1919 | Kobe, | Kokusai | 3CylTE26,43,72x48; | | BL |
| 24,780 | Steel | | 385 | 51 \| 36 | 5831 | | 4 | (Kawasaki [Jap. | Kisen Kabushiki | 2SB;1AuxSB;WP200lbs | | |
| RKQW | 2D;Oil fuel;Wireless;W. Bal 5BH | | | | | | | D. D. Co., Lim.) | Kaisha | | | |
| 5580 | **Glaucus** | Scw | Br | Liverpool | 4792 | | 1921 | Newcastle, | Ocean S.S. | Stm Tbn | | |
| 145,852 | Steel | | 459.5 | 56.3 \| 32.5 | 7644 | | | (Hawthorn, [Eng. | Co. (Lim.) | | | |
| KJFM | 2D;Oil fuel;Wireless;W. Bal | | P53′ | B162′ F57′ | | | | Leslie & Co., Lim.) | | | | |
| 5581 | **Gleaner** | StW | Am | Seattle | 279 | | 1907 | Stanwood, | H. H. | 2CylC12,25x72; | | |
| 204,548 | Wood | | 140 | 30 \| 6.7 | 477 | | | (H. H. [Wash. | MacDonald | 1FB;WP225lbs;180IHP. | | |
| | 1D | | | | | | | MacDonald.) | | | | |
| 5582 | **Glen Allen** | Scw | Br | Sarnia | 112 | | 1912 | Kingston, | Hepburn | 2CylC11,22x16; | | |
| 130,645 | Comp. | | 112 | 25 \| 9 | 276 | | | (Davis [Ont. | Bros. | 1FB;WP140lbs;250IHP | | |
| | 1D 2BH | | | | | | | D. D. Co.) | | | | |
| 5583 | **Glen Ridge** | Scw | Am | New York | 3720 | 5′ 5½″ | 1919 | Shooters | U. S. Ship- | 3CylTE25,42,70x48; | ✠A1Ⓔ | |
| 218,656 | Steel | | 377 | 52 \| 26.6 | 5104 | 23′ 8½″ | 8 | Island, N. Y. | ping Board | Standard S. B. Corp; | ✠AMS | |
| LSGB | 2D;W. Bal 7BH | | | 29′ | 7500 | | | (Standard | | 3SB;Standard S. B. Corp; | shft drn4,22; | |
| | C-34 | | P41′ | B106′ F41′ | | | | S. B. Corp.) | | 6960HS;WP190lbs;2500IHP;EAC; | SBP;CL | |
| | | | | | | | | | | d rpd2,23;s rps1,24;Dkd6,25 | (Laid up) | |
| | W.B.—A.P.48t;D.B.324′1029t;D. T.678t; F.P.1 06t | | | | | | | | | | | |
| 5584 | **Glen White** | Scw | Am | Boston | 3349 | | 1918 | Camden, | Mystic | 3CylTE25,41½,70x46; | | BL |
| 216,529 | Steel | | 368.6 | 55.2 \| 30.5 | 5438 | | 7 | (New [N. J. | S.S. Co. | 3SB;WP195lbs;2500IHP. | | |
| LMBT | 1D;Web frms;SUB.SIG;Wireless; 7BH | | P27′ | B72′ F31′ | | | | York S. B. Co.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 5585 | **Glenard** | S | | | 1610 | | '93 | Pt. Glasgow, | | Stl;1BH | | BL |
| | | | 265.5 | 40.1 \| 22.9 | 1905 | | 11 | (A. Rodger [Scot. | | | | |
| | 1D;B | | P37′ | F28′ | | | | & Co.) | | | | |
| 5586 | **Glenardle** | Scw | Br | Glasgow | 2786 | | 1921 | Greenock, | Easton, | 3CylTE25,41,68x48; | | BL |
| 146,322 | xNordkyn II Steel | | 376.6 | 52.3 \| 26.1 | 4584 | | 11 | (Greenock, [Scot. | Greig & Co., | 3SB;WP180lbs | | |
| KNJS | 2D;Long. frmg;Oil fuel; 6BH | | P37′ | B105′ F37′ | | | | Dockyard Co., | Mgrs. | | | |
| | Wireless;W. Bal | | | | | | | Lim.) | | | | |
| 5587 | **Glenarm** | Scw | Br | Midland | 1005 | | 1903 | Detroit, | Canada S.S. | 3CylTE15,25,42x30; | 95(GL) | |
| 145,464 | xS. N. Parent Steel | | 241 | 41 \| 18 | 1564 | | | (Detroit [Mich. | Lines (Lim.) | 2SB;WP170lbs;650IHP. | P.S.6,26 | |
| KJVQ | 1D 3BH | | | | | | | S. B. Co.) | | | | |
| 5588 | **Glenaster** | Scw | Br | London | 1986 | | 1904 | Stockton, | Aster | 3CylTE23½,39,64x42; | | BL |
| 118,488 | xSeabank xDowgate Steel | | 325 | 47 \| 22.4 | 3111 | | 9 | (Richardson, [Eng. | Shipping Co. | 2SB;WP180lbs | | |
| HBFK | 1D;B;Web frms;Wireless;W. Bal 5BH | | P26′ | B164′ F29′ | | | | Duck & Co.) | | | | |
| 5589 | **Glenbank** | Scw | Br | Glasgow | 3161 | | 1924 | Glasgow, | Bank Line | 2-6CylOilEng24x37 | | BL |
| 147,907 | Steel | Twin | 420.4 | 53.9 \| 26.5 | 5151 | | 6 | (Harland & [Scot. | (Lim.) | | | |
| KQVT | 2D;Oil in bulk;Wireless;W. Bal 7BH | | | | | | | Wolff, Lim.) | | | | |
| 5590 | **Glenbeg** | MV | Br | Glasgow | 5846 | | 1922 | Glasgow, | Glen Line | 2-8CylOilEng29⅛x45¼ | | BL |
| 146,292 | Steel | Twin | 485.6 | 62.3 \| 35.8 | 9461 | | 4 | (Harland [Scot. | (Lim.) | | | |
| KMBF | 2D;Wireless;W. Bal 7BH | | P40′ | B153′ F58′ | | | | & Wolff, Lim.) | | | | |
| 5591 | **Glenbogie** | Brg | Br | Midland | 2819 | | 1902 | Buffalo, | Steamships | Stl;3BH | 95(GL) | |
| 152,645 | xAlexander Maitland | | 366.1 | 44 \| 27 | 3205 | | | (Buffalo [N. Y. | (Lim.) | | P.S.7,26 | |
| | 1D;B | | | | | | | D. D. Co.) | | | | |
| 5592 | **Glenbridge** | Scw | Br | Whitby | 2431 | | 1911 | W. Hartle- | Leeston | 3CylTE25,40,67x45; | | BL |
| 131,837 | Steel | Sch | 350 | 51.1 \| 23.9 | 3845 | | 8 | pool, Eng. | Shipping Co. | 2SB;WP170lbs | | |
| HTQS | 1D;Wireless;W. Bal 6BH | | P31′ | B101′ F34′ | | | | (Irvine's S. B. & | (Lim.) | | | |
| | | | | | | | | D. D. Co., Lim.) | | | | |
| 5593 | **Glenbuckie** | Scw | Br | Newcastle | 1118 | | 1923 | Wallsend- | Geo. Hall | 3CylTE16,26,44x33; | Lake Survey3,25; | C |
| 145,516 | Steel | | 252 | 42.5 \| 18 | 1901 | | 4 | on-Tyne, Eng. | Coal & Shipping | 2SB;WP180lbs;1000IHP. | M.S;shft drn7,26 | |
| KNTQ | 1D;Web frms;Mchy aft;W. Bal 3BH | | | F36′ | | | | (Swan, Hunter | Corp. | | | |
| | | | | | | | | & Wigham | | | | |
| | | | | | | | | Richardson, Lim.) | | | | |

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| No. Off, No. Signal Letters | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth \| Bth. \| Dth. Deck Erections Mid | Tons Net Gross D W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5594 145,521 KNVW | **Glenburnie** Steel 1D;Web frms;Mchy aft;W. Bal 3BH | Scw | Br 252.5 | Montreal 42.5 \| 20.5 F36′ | 1143 1905 | | 1923 5 | Glasgow, (Barclay, Curle & Co., Lim.) [Scot. | Geo. Hall Coal & Shipping Corp. | 3Cy\|TE16,27,44x33; 2SB;WP180lbs;800IHP. | Lake Survey3,25; B.S.6,23;M.S.8,24 | C |
| 5595 145,533 KPGR | **Glencalvie** Steel 1D;Web frms;Mchy aft;W. Bal 3BH | Scw | Br 252 | Montreal 42.5 \| 18 F36′ | 1128 1905 | | 1923 7 | Londonderry (North of Ireland S.S. Co., Lim.) [Scot. | Geo. Hall Coal & Shipping Corp. | 3Cy\|TE16,27,44x33; 2SB;WP180lbs;800IHP. | Lake Survey3,25; M.S 9,24 | C |
| 5596 145,519 KNWG | **Glencassie** Steel 1D;Web frms;Mchy aft; W. Bal 3BH | Scw | Br 252 | Newcastle 42.5 \| 18 F36′ | 1119 1901 | | 1923 4 | Wallsend-on-Tyne, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | Geo. Hall Coal & Shipping Corp. | 3Cy\|TE16,26,44x33; 2SB;WP180lbs;1000IHP. | Lake Survey4,25; M.S;shft drn7,26 | C |
| 5597 150,232 TQGW | **Glenclova** Steel 1D;Web frms;Oil fuel; Mchy aft;W. Bal 4BH | Scw | Br 252 | Midland 42.5 \| 18.5 F40′ | 1092 1925 | | 1921 4 | Midland, (Midland S. B. Co , Lim.) [Ont. | Canada S.S. Lines (Lim.) | 3Cy\|TE18,30,50x42; 2SB;WP180lbs;124RHP. | Lake Survey4,25; shft drn5,24;B.S.4,25; M.S.11,25 | C |
| 5598 145,511 KNRM | **Glencorrie** Steel 1D;Web frms;Mchy aft;W. Bal 3BH | Scw | Br 250.3 F39′ | Newcastle 42.5 \| 17.9 | 1034 1783 | | 1923 4 | Wallsend-on-Tyne, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | Geo. Hall Coal & Shipping Corp. | 3Cy\|TE16,27,44x30; 2SB;WP180lbs;146RHP | Lake Survey3,25; shft drn6,25;M.S.6,26 | C |
| 5599 85,986 KFCG | **Glendale** 1D | Trn | Am 142.2 | San Fran. 34 \| 9 | 281 296 | | '88 | Fairhaven, Cal. | Alaska Codfish Co. | Wd | | |
| 5600 215,630 LHVW | **Glendaruel** xAstmahco IV Steel 1D;Mchy aft;Oil fuel; Wireless;W. Bal MV Twin 4BH | MV Twin | Am 250.5 P44′ | New York 43.5 \| 20.4 B32′ F28′ | 1434 2063 | | 1917 9 | Manitowoc, (Manitowoc [Wis. S. B. Co.) | Glendaruel S. S. Corp. | 2-6Cy\|OilEng16½x24; 1DB;640IHF | | BL |
| 5601 145,465 KJVR | **Glendochart** xCourseulles xH. G. Dalton Steel 1D;B;Mchy aft;W. Bal 6BH | Scw | Br 246 | Newcastle 41 \| 15.3 F36′ | 1170 1573 | | 1903 | W. Superior, (Superior [Wis. S. B. Co.) | Canada S.S. Lines (Lim.) | 3Cy\|TE14,25,42x30; 2WTB;WP180lbs;650IHP. | 95(GL) P.S.5,26 | |
| 5602 217,639 LQCG | **Glendola** Steel 1D;W. Bal; 6BH Oil fuel F. P. above 150° F. C-30 W.B.—A.P.67t;D.B.246′619t. . . . . F.P .83t F.O.—A.P.63t;D.B.206′466t;S.T 20t;F.P .78t | Scw | Am 289 | New York 44.1 \| 19.2 \| 21′ 6″ | 1348 2246 3500 | 2′ 7″ 19′ ½″ | 1919 3 | Portland, (Albina Engine & Mach. Wks., Inc.) [Ore. | Glendola S.S. Corp. | 3Cy\|TE22,36½,60x42; Albina Eng. & Mach. Wks; 2SB;Willamette I. & S. Wks; 4722HS;WP180lbs;1400IHP;EAC; d rpd5,25;Dkd7,26;s rps10,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY4,24; M.S.4,24;shft drn;11,25; B.S.10,26;SSP;CL | |
| 5603 145,463 KJVS | **Glendowan** xTregastel xRobert Wallace Steel 1D;Mchy aft;W. Bal 6BH | Scw | Br 241 | Midland 41 \| 18 F36′ | 1005 1563 | | 1903 | Buffalo, (Buffalo [N. Y. D. D. Co.) | Canada S.S. Lines (Lim.) | 3Cy\|TE15,25,42x30; 2SB;WP170lbs;650IHP. | 95(GL) P.S.4,26 | |
| 5604 86,303 KMGJ | **Glendower** 1D;B | Brg Trn | Am 194 | New York 34.6 \| 16 | 823 855 | | '94 10 | Noank, (R. Palmer & Son.) [Conn. | Thomas J. Howard | O,Ch,Hk,YP;Gif✕ | — Exp | |
| 5605 217,687 LGFS | **Glendoyle** Steel 1D;W. Bal; 6BH Oil fuel F. P. above 150° F. C-30 W.B.—A.P.67t;D.B.246′619t. . . . . F. P.83t F.O.—A.P.63t;D.B.206′466t;S.T. 20t; F. P.78t | Scw | Am 289 | New York 44.1 \| 19.2 \| 21′ 6″ | 1348 2246 3500 | 2′ 7″ 19′ ½″ | 1919 3 | Portland, (Albina Engine & Mach. Wks., Inc.) [Ore. | Glendoyle S. S. Corp. | 3Cy\|TE22,36½,60x42; Albina Eng. & Mach. Wks; 2SB;Willamette I. & S. Wks; 4722HS;WP180lbs;1400IHP;EAC; Dkd,d rpd5,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Phila4,24; M.&B.S.4,24;shft drn5,26; Scip;CL | |
| 5606 152,643 | **Gleneagles** Steel 1D;Web frms;Mchy aft; Wireless;W.Bal 4BH | Scw | Br 582 | Midland 60.2 \| 28.2 F48′ | 4780 8233 | | 1925 9 | Midland, (Midland [Ont. S. B. Co., Lim.) | Steamships (Lim.) | 3Cy\|TE24½,41½,72x48; 3SB;WP190lbs;2800IHP | (★100(GL) P.S.10,25 | C |
| 5607 145,461 KJVW | **Glenealy** xCabourg xGeorge C. Howe Steel 1D;B;Mchy aft;W. Bal 6BH | Scw | Br 245.8 | Newcastle 41 \| 15.6 F36′ | 1002 1560 | | 1903 | Chicago, (Chicago [Ill. S. B. Co.) | Canada S.S. Lines (Lim.) | 3Cy\|TE14,25,42x30; 2SB;WP155lbs;600IHP. | 95(GL) P.S.7,26 | |
| 5608 128,280 HNWT | **Gleneden** Steel 1D;Spar dk;Deep frmg; W. Bal;Wireless 6BH | Scw Sch | Br 400 P36′ | Glasgow 52 \| 17.8 B120′ F48′ | 3023 4761 | | 1909 6 | Greenock, (Scott's S.B. Co., Lim.) [Scot. & Eng. | J. Napier, Mgr | 3Cy\|TE27,43,72x48; 3SB;WP180lbs | | BL |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D W. | Freeboard. Corresponding Draft | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship-Class-Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers-Class-Dates. Tail Shaft Drawn-Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5609 | **Glenelg** | Scw | Br | Midland | 1199 | | 1923 | Midland, | Steamships | 3Cyl TE17,25,43x30; | (★100(GL) | C |
| 150,237 | Steel | | 252 | 43.1 \| 25.5 | 2098 | | 6 | (Midland [Ont. | (Lim.) | 2SB;WP180lbs | P.S.5,26 | |
| | 1D 3BH | | | | | | | S. B. Co.) | | | | |
| 5610 | **Glenfarn** | Scw | Br | Midland | 999 | | 1903 | Buffalo, | Canada S.S. | 3Cyl TE15,25,42x30; | 95(GL) | |
| 145,462 | xJ. S. Keefe Steel | | 241 | 41 \| 18 | 1558 | | | (Buffalo [N. Y. | Lines (Lim.) | 2SB;WP145lbs;650IHP. | P.S.5,26 | |
| KJWB | 1D 3BH | | | | | | | S. B. Co.) | | | | |
| 5611 | **Glenfinlas** | Scw | Br | Glasgow | 2015 | | 1906 | Pt Glasgow, | Easton, | 3Cyl TE24,40,65x42; | | BL |
| 121,296 | Steel | Sch | 320 | 47.6 \| 23.1 | 3095 | | 2 | (A. [Scot. | Greig & Co., | 2SB;WP160lbs | | |
| HFND | 1D;Deep frmg;Wireless;W. Bal 6BH | | B118′ | F30′ | | | | Rodger & Co.) | Mgrs. | | | |
| 5612 | **Glengarnock** | Scw | Br | Midland | 1169 | | 1903 | Chicago, | Canada S.S. | 3Cyl TE14,25,42x30; | 95(GL) | |
| 145,466 | xFouras xJohn Crerar Steel | | 246.3 | 41 \| 15.6 | 1571 | | | (Chicago [Ill. | Lines (Lim.) | 2SB;WP180lbs;650IHP. | P.S.4,26 | |
| KJWC | 1D;Mchy aft 6BH | | | | | | | S. B. Co.) | | | | |
| 5613 | **Glengeldie** | Scw | Br | Montreal | 1123 | | 1923 | Newcastle- | Geo. Hall | 3Cyl TE16,26½,44x33; | | C |
| 145,518 | Steel | | 252 | 42.5 \| 18 | 1906 | | 4 | on-Tyne, Eng. | Coal & Shipping | 2SB;WP180lbs | Lake Survey9,25; | |
| KNVD | 1D;Web frms;Mchy aft;W. Bal 3BH | | | F36′ | | | | (Swan, Hunter & Wigham Richardson, Lim.) | Corp. | | M.S.4,25 | |
| 5614 | **Glenholme** | Scw | Br | Yarmouth | 126 | | 1919 | Yarmouth, | St. John | 2CylC12,24x18 | | |
| 141,252 | Wood | | 102.5 | 30.5 \| 9.7 | 233 | | | (W. D. [N. S. | S. S. Co. (Lim.) | | | |
| | 1D | | | | | | | Sweeney.) | | | | |
| 5615 | **Glenhurst** | Brg | Am | New York | 155 | | 1901 | Astoria, | Mallory | Wd | | |
| 165,652 | | | 85.2 | 30.1 \| 7 | 155 | | | (Pat. [N. Y. | S.S. Co. | | | |
| | 1D | | | | | | | Ward.) | | | | |
| 5616 | **Gleniffer** | Scw | Br | London | 6021 | | 1915 | Newcastle, | Glen Line | 2-3Cyl TE24,40½,68x48; | | BL |
| 139,052 | Steel | Twin | 500.1 | 62.3 \| 34.6 | 9429 | | 6 | (Hawthorn, [Eng. | (Lim.) | 5SB;WP200lbs | | |
| JLGW | 2D;Wireless;W. Bal 8BH | | P60′ | B192′ F88′ | | | | Leslie & Co., Lim.) | | | | |
| 5617 | **Glenisla** | Scw | Br | Dundee | 943 | | 1906 | Rostock, | J. Mitchell | 3Cyl TE18,30½,48x33; | | C |
| 144,659 | xBonn xHeinrich Diestel Steel | | 256.8 | 37.6 \| 16 | 1531 | | 9 | (Akt. Ges. [Ger. | & Sons, Mgrs. | 2SB;WP155lbs | S.S.No.3,Dnd4,21;A.S.10,25; | |
| KGJD | 1D;Wireless;W. Bal 4BH | | P14′ | B113′ F30′ | | | | "Neptun.") | | | shft drn1,23;B.S.11,24; M.S.6,26 | |
| 5618 | **Glenlinnie** | Scw | Br | Newcastle | 1121 | | 1923 | Wallsend-on | Geo. Hall | 3Cyl TE16,26,44x33; | | C |
| 145,525 | Steel | | 252 | 42.5 \| 18 | 1904 | | 5 | -Tyne, | Coal & Shipping | 2SB;WP180lbs | Lake Survey3,25; | |
| KNWR | 1D;Web frms;Mchy aft; 3BH | | | F36′ | | | | (Swan, [Eng. | Corp. | | M.S.7,24 | |
| | W. Bal | | | | | | | Hunter & Wigham Richardson, Lim.) | | | | |
| 5619 | **Glenlochie** | Scw | Br | Montreal | 1121 | | 1923 | Wallsend-on | Geo. Hall | 3Cyl TE16,26,44x33; | | C |
| 145,522 | Steel | | 252 | 42.3 \| 18 | 1904 | | 5 | -Tyne, | Coal & Shipping | 2SB;WP180lbs | Lake Survey3,25; | |
| KNWB | 1D;Web frms;Mchy aft; 3BH | | | F36′ | | | | (Swan, [Eng. | Corp. | | M.S;shft drn3,25 | |
| | W. Bal | | | | | | | Hunter & Wigham Richardson, Lim.) | | | | |
| 5620 | **Glenluce** | MV | Br | Glasgow | 4120 | | 1920 | Glasgow, | Glen Line | 2-6CylOilEng26x39 | | BL |
| 141,941 | Steel | Twin | 405.9 | 54.2 \| 32.9 | 6755 | | 1 | (Harland & [Scot. | (Lim.) | | | |
| KDLR | 2D;Shel dk;Wireless;W. Bal 7BH | | P43′ | B81′ F48′ | | | | Wolff, Lim.) | | | | |
| 5621 | **Glenluss** | Scw | Br | Glasgow | 2696 | | 1911 | Geeste- | S.S. | 3Cyl TE23,38,63x43; | | BL |
| 143,145 | xBosporus xUrsula Rickmers Steel | | 368 | 47.7 \| 27.5 | 4273 | | | munde, Ger. | "Glenloy" Co. | 3SB;WP180lbs | | |
| JWVQ | 2D;Web frms;Wireless;W. Bal 6BH | | P37′ | B99′ F42′ | | | | (Rickmers Akt. Ges.) | (Lim.) | | | |
| 5622 | **Glenmavis** | Scw | Br | Montreal | 1055 | | 1913 | Lond'nderry | Geo. Hall | 3Cyl TE16,26,44x30; | | C |
| 133,533 | Steel | Sch | 250 | 42.5 \| 17.4 | 1686 | | 6 | (N. of Ireland [Ire. | Coal & Shipping | 2SB;WP180lbs;96RHP. | Annual Lake Survey3,24; | |
| JCKR | 1D;Deep frmg;Mchy aft; 3BH | | F40′ | | | | | S. B. Co., Lim.) | Corp. | | shft drn8,23;M.&B.S.4,26 | |
| | Web frms;Wireless;W. Bal | | | | | | | | | | | |
| 5623 | **Glenmoor** | Scw | Br | London | 2404 | | 1906 | So. Shields, | Moor Line | 3Cyl TE25,42,68x45; | | BL |
| 120,661 | xCastlemead xCastlemoor Steel | | 347.4 | 49.1 \| 25.2 | 3732 | | 1 | (J. [Eng. | (Lim.) | 2SB;WP160lbs | | |
| HFMC | 1D;B;Deep frmg; 6BH | | P30′ | B85′ F31′ | | | | Readhead & Sons.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 5624 | **Glenmorag** | Scw | Br | Glasgow | 2278 | | 1906 | Pt. Glasgow, | Easton, | 3Cyl TE24,40,65x42; | | BL |
| 124,150 | Steel | Sch | 350 | 48 \| 24.3 | 3553 | | 11 | (A. [Scot. | Greig & Co., | 2SB;WP160lbs | | |
| HJRN | 1D;Deep frmg;Wireless;W. Bal 6BH | | P25′ | B96′ F38′ | | | | Rodger & Co.) | Mgrs. | | | |
| 5625 | **Glenmount** | Scw | Br | Montreal | 1217 | | '87 | Wyandotte, | Canada | 3Cyl TE19,30,52x40; | | |
| 138,235 | xOmega Comp. | | 291.2 | 41 \| 18.7 | 2082 | | | (Detroit [Mich. | S.S. Lines (Lim.) | 2SB;WP150lbs;800IHP | | |
| | 1D;B;Mchy aft;Wireless 3BH | | | | | | | D. D. Co.) | | | | |
| 5626 | **Glenn** | Scw | Am | Rochester | 92 | | '89 | S. Haven, | Irondequoit | 2CylC14,28x20; | | |
| 86,045 | Oak | | 108.6 | 21.8 \| 18.4 | 135 | | | Mich. | Nav. Co. | 2FB;WP130lbs;300IHP. | | |
| | 2D 2BH | | | | | | | (H. W. Williams.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5627 145,515 KNTR | **Glenorvie** Steel 1D;Web frms;Mchy aft;W. Bal 3BH | Scw | Br 252 | Montreal 42.5 \| 18 F36′ | 1125 1893 | | 1923 5 | Wallsend-on-Tyne, Eng. (Swan, Hunter & Wigham Richardson.) | Geo. Hall Coal & Shipping Corp. | 3Cyl TE16,27,44x33; 2SB;WP180lbs;787IHP. | Lake Survey3,25; M.S;shft drn5,26 | C |
| 5628 142,260 | **Glenpark** Steel 1D;Wireless;W. Bal 4BH | Scw | Br 280 P21′ | Greenock 41.9 \| 18.9 B68′ F29′ | 1194 1974 | | 1918 7 | Grngemouth (Greenock [Scot. & Grangemouth Dkyd. Co., Lim.) | J. & J. Denholm, Mgrs. | 3Cyl TE21,35,57x36; 2SB;WP180lbs | | BL |
| 5629 213,369 LFKR | **Glenpool** xHagen Steel 2D;Mchy aft;Web frms; 14BH Wireless;W. Bal; 13BH to Fbd dk SUB.SIG; 1BH to 2d dk Oil fuel F. P. above 150° F. W.B.—A.P.74t;D.B.a84′210t.... F.O.....D.T. a323t; | Scw Twin | Am 401.2 P107′ | Bayonne 53.1 \| 29.9 B42′ F44′ ..... D.T.f3 | 3195 5356 | | 1913 3 | Kiel, (Frd. [Ger. Krupp Akt. Ges.) | Standard Oil Co. (N. J.) | 2-3Cyl TE18,30,51x36; Staten Island S. B. Co; 3SB;Staten Island S. B. Co; 7200HS;WP190lbs;2400IHP;EAC; Dkd,s rps5,26;Exmd8,26 ..F.P.163t 08t ..... | **A1** Oil Carrier. AMS S.S.No.3,NY11,25; n Engs & Blrs1919; Pt shft drn;n Stbd shft5,25; M.S.11,25;B.S.5,26;Clb BB | |
| 5630 148,134 KTBQ | **Glenross** Steel 1D;Mchy aft;W. Bal 3BH | Scw | Br 343.1 F42′ | Midland 43.7 \| 22.9 | 2360 3219 | | 1925 8 | Newcastle, (Swan, [Eng. Hunter & Wigham Richardson.) | ..... | 3Cyl TE18,30,49x36; 2SB;WP200lbs | | BL |
| 5631 142,684 JVKN | **Glensanda** xWar Courage Steel 1D;Shel dk;Web frms; 8BH Long. frmg;Wireless;W. Bal | Scw | Br 412.2 | London 55.8 \| 34.2 | 4068 6625 | | 1918 10 | Newcastle, (Armstrong, [Eng. Whitworth & Co., Lim.) | Glen Line (Lim.) | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 5632 142,765 JVWT | **Glenshane** xWar Dream Steel 1D;Shel dk;Wireless;W. Bal 8BH | Scw | Br 412.4 | London 55.8 \| 34.4 | 4012 6498 | | 1919 1 | Belfast, (Harland [Ire. & Wolff, Lim.) | Glen Line (Lim.) | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 5633 215,220 LHJM | **Glenside** 1D;B | Brg Sch | Am 196.3 | Phila. 34.6 \| 18.3 | 900 974 | | 1917 7 | Baltimore, (Coastwise [Md. S. B. Co.) | Reading Co. | O,Ch,P;Gif | | V |
| 5634 132,986 HTPJ | **Glensloy** Steel 1D;Wireless;W. Bal 6BH | Scw Sch | Br 360.3 P28′ | Glasgow 49.6 \| 23.5 B93′ F41′ | 2342 3674 | | 1911 10 | Pt. Glasgow, Scot. (A. Rodger & Co.) | Easton, Greig & Co., Mgrs. | 3Cyl TE24,40,65x42; 2SB;WP180lbs | | BL |
| 5635 144,193 KFGL | **Glentara** Steel 2D;Shel dk;Wireless;W. Bal 7BH | MV Twin | Br 406 P43′ | Glasgow 54.2 \| 32.9 B81′ F48′ | 4123 6754 | | 1920 4 | Glasgow, (Harland [Scot. & Wolff, Lim.) | Glen Line (Lim.) | 2-6CylOilEng26⅜x39⅜ | | BL |
| 5636 144,931 KHCD | **Glentworth** Steel 1D;Shel dk;Oil fuel;W. Bal; 7BH Wireless;D.F. | Scw | Br 450 | Newcastle 55 \| 26.4 | 3510 5677 | | 1920 11 | Newcastle, (Hawthorn, [Eng. Leslie & Co., Lim.) | R. S. Dalgliesh, Mgr. | Stm Tbns; 3SB;WP200lbs | | BL |
| 5637 127,074 HQLD | **Glitra** xGreldale xSterndale Steel 1D;Wireless;W. Bal 5BH | Scw | Br 331.1 P28′ | Leith 47.5 \| 20.6 B202′ F29′ | 1808 2925 | | 1910 2 | Stockton, (Richardson, [Eng. Duck & Co.) | Chr. Salvesen & Co. | 3Cyl TE24,40,65x42; 2SB;WP160lbs | | BL |
| 5638 | **Glitre** xCanrobert 1D;B | Bk | Ger 263.3 P55′ | Kiel 37.7 \| 21.4 F37′ | 1594 1789 | | '97 3 | Rouen, (Laporte [Fr. et Cie.) | H. Diederichren | Stl;1BH | | |
| 5639 168,854 | **Globe** 1D | Brg | Am 100 | New York 34 \| 9.2 | 281 281 | | 1923 12 | Kingston, (Jacob [N. Y. Rice & Sons.) | Southern Pacific Co. | YP | | |
| 5640 123,151 HFQR | **Glofield** xAchilbster Steel 1D;B;Deep frmg;Wireless;W. Bal 6BH | Scw | Br 355.2 P27′ | Greenock 51.1 \| 26.8 B102′ F30′ | 2820 4395 | | 1906 2 | Stockton, (Richardson, [Eng. Duck & Co.) | Humphries (Lim.), Mgrs. | 3Cyl TE25,42,68x48; 2SB;WP160lbs | | BL |
| 5641 HNJK | **Gloria** xNanette Steel 1D;Web frms;W. Bal;Wireless 6BH | Scw Sch | Sp 294.3 P29′ | Bilbao 41.1 \| 19.3 B69′ F29′ | 1372 2145 | | '96 1 | W. Hartle-pool, Eng. (W. Gray & Co., Lim.) | Cie. Nav. Vascongada | 3Cyl TE22,35,59x39; 2SB;WP160lbs;1000IHP | | V |
| 5642 | **Gloria** xFjeldtind xAstri I 1D;B;Wireless | Sch Aux | Br 245.6 P39′ | ..... 44.5 \| 19.7 F46′ | 1377 1785 | | 1917 5 | Astoria, (M'Eachern [Ore. Ship Co.) | Zodiac Shipping Co. (Lim.) | Wd(Sltd) 2-4CylOilEng16½x18⅛ | | |
| 5643 127,922 HNBQ | **Gloria de Larrinaga** Steel 2D;Shel dk;Deep frmg; 5BH Wireless;D. F;W. Bal | Scw Sch | Br 405.1 | Liverpool 52 \| 25.6 | 2972 4649 | | 1908 9 | Pt. Glasgow, Scot. (Russell & Co.) | Larrinaga & Co. (Lim.), Mgrs. | 3Cyl TE27,44,73x48; 2SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5644 | **Glory** | Trn | Dan | Marstal | 244 | | 1920 | Marstal, (C. L. Johansens Fraeskibsbygerri A/S.) [Den. | C. Rasmussen | Wd | | V |
| NCBR | 1D | | 120.5 | 28.6 \| 12 | 285 | | | | | | | |
| 5645 | **Gloucester** | Scw | Am | Reedville | 250 | | 1919 | Essex, (A. D. Story.) [Mass. | Marine Products, Inc. | 3Cyl TE 15,22,38x24; | | |
| 217,662 | Wood | | 164.3 | 29.1 \| 14.2 | 488 | | | | 700IHP. | | |
| LQDP | 1D | | | | | | | | | | | |
| 5646 | **Gloucester** | Scw | Am | Baltimore | 1976 | | '93 | Sparrows Pt. (Maryland Steel Co.) [Md. | Merchants & Miners Trans. Co. | 3Cyl TE 28,45,72x48; | | |
| 86,269 | Steel | | 272.7 | 42 \| 16 | 2541 | | 10 | | | 4CRTB; WP160lbs; 2500IHP | | |
| KLTC | 3D; Wireless; SUB.SIG. 4BH | | | | | | | | | | | |
| 5647 | **Gloxinia** | Scw | Br | N. Shields | 1961 | | 1920 | Newcastle, (Tyne Iron S. B. Co., Lim.) [Eng. | Stag Line (Lim.) | 3Cyl TE 22,36,62x42; | | BL |
| 139,896 | Steel | | 331.5 | 47.9 \| 23 | 3336 | | 9 | | 2SB; WP180lbs | | |
| KHWQ | 1D; Web frms; Long. frmg; 12BH | | P34′ | B98′ F29′ | | | | | | | | |
| | Oil fuel; Oil in bulk; Wireless; W. Bal | | | | | | | | | | | |
| 5648 | **Glymont** | Scw | Am | San Fran. | 1672 | 2′ 7″ | 1919 | Portland, (Albina Eng. & Machine Wks.) [Ore. | Chas. Nelson Co., Inc. | 3Cyl TE 22,36½,60x42; | ✠A1Ⓔ ✠AMS | |
| 217,972 | Steel | | 289 | 44.1 \| 19.2 \| 21′ 6″ | 2722 | 19′ ½″ | 5 | | | Albina Eng. & Mach. Wks; 2SB; Willamette I. & S. Wks; 4722HS; WP180lbs; 1400IHP; EAC; Dkd, d rpd4,26 | S.S.No.1, SanF12,23; M.S; ghft drn12,23; B.S.9,26; SSP; CL | |
| LQWD | 1D; SUB.SIG; W. Bal; 6BH | | | | 3500 | | | | | | | |
| | Oil fuel F. P. above 150° F. C-30 | | | | | | | | | | | |
| | W.B.—A.P.67t; D.B.246′619t.... | ... F. | P.83t | | | | | | | | | |
| | F O.—A.P.63t; D.B.206′466t; S.T. | 20t F. | P.67t | | | | | | | | | |
| 5649 | **Goathland** | Scw | Br | Whitby | 2273 | | 1924 | Sunderland, (R. Thompson & Sons, Lim.) [Eng. | Rowland & Marwood's S.S. Co. (Lim.) | 3Cyl TE 25,42,68x45; | | BL |
| 137,084 | Steel | | 364.8 | 50.5 \| 22.5 | 3821 | | 4 | | | 2SB; WP180lbs | | |
| KQJB | 1D; Wireless; W. Bal 6BH | | P33′ | B217′ F36′ | | | | | | | | |
| 5650 | **Gobeo** | Scw | Sp | Bilbao | 2088 | | 1921 | Pt. Glasgow, (R. Duncan & Co., Lim.) [Scot. | Cia. Cantabrica de Nav. | 3Cyl TE 24,40,65x45; | | BL |
| | Steel | | 330.2 | 48 \| 22.4 | 3346 | | 3 | | | 3SB; WP180lbs | | |
| | 1D; Oil fuel; Mchy aft; 7BH | | P38′ | B96′ F23′ | | | | | | | | |
| | Oil in bulk; W. Bal; Wireless | | | | | | | | | | | |
| 5651 | **Godfried Bueren** | Scw | Ger | Emden | 2873 | | 1911 | Sunderland, (Wm. Doxford & Sons, Lim.) [Eng. | Schulte & Bruns | 3Cyl TE 27,45½,77x54; | | N |
| | xAtna Steel | | 389.7 | 53.6 \| 26.3 | 4682 | | 8 | | | 3SB; WP180lbs | | |
| KQPH | 2D; Shel dk; Deep frmg; 1BH | | | | | | | | | | | |
| | Wireless; W. Bal | | | | | | | | | | | |
| 5652 | **Goffredo Mameli** | Scw | It | Genoa | 2502 | | 1909 | Bremerhaven, Ger. (Rickmers Ack. Ges.) | Soc. Anon. Cooperativa Garibaldi | 3Cyl TE 23,38,63x43 | | I |
| 989 | xMyrza Blumberg Steel | | 367.1 | 47.7 \| 27.3 | 4338 | | | | | 3SB; 1550IHP | | |
| NSVA | 2D; SUB.SIG; Wireless; D. F. 6BH | | B82′ | F36′ | | | | | | | | |
| 5653 | **Gogra** | Scw | Br | Glasgow | 3151 | | 1919 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | British India Stm. Nav. Co. (Lim.) | 3Cyl TE 27,44,73x48; | | BL |
| 141,915 | Steel | | 400.2 | 52.3 \| 28.4 | 5181 | | 8 | | | 3SB; WP180lbs | | |
| KCFG | 2D; Wireless; W. Bal 7BH | | P49′ | B113′ F39′ | | | | | | | | |
| 5654 | **Golaa** | Scw | Nor | Sandefj'rd | 3869 | | 1917 | Chester, (Chester S. B. Co., Lim.) [Pa. | Carl Wildhagen & Co. | Stm Tbns; | | BL |
| | Steel | | 401.9 | 54.3 \| 30.2 | 6331 | | 5 | | | 3SB; WP180lbs | | |
| LBQR | 1D; Mchy aft; Oil fuel; 10BH | | P99′ | B27′ F50′ | | | | | | | | |
| | Oil in bulk; W. Bal; Wireless | | | | | | | | | | | |
| 5655 | **Golconda** | Scw | Br | Glasgow | 3203 | | 1919 | Sunderland, (W. Gray & Co., Lim.) [Eng. | British India Steam Nav. Co. | 3Cyl TE 27,44,73x48; | | BL |
| 141,919 | Steel | | 400 | 52.3 \| 28.4 | 5316 | | 9 | | | 3SB; WP180lbs | | |
| KCLW | 2D; Wireless; W. Bal 7BH | | P49′ | B113′ F39′ | | | | | | | | |
| 5656 | **Gold** | St W | Am | San Fran. | 275 | | '99 | Fort Bragg, Cal. | Petaluma & Santa Rosa Ry. Co. | 2Cyl 16,16x60; | | |
| 121,113 | xFort Bragg Wood | | 155 | 35 \| 6 | 317 | | rb '21 | | | 2Blrs; WP150lbs; 200IHP. | | |
| | 1D | | | | | | | | | | | |
| 5657 | **Gold Shell** | Scw | Am | Wilm'gton | 3420 | | 1916 | Wilmington, (Harlan & Hollingsworth.) [Del. | Gold Shell S.S. Co. | 3Cyl TE 27,45,74x48; | | BL |
| 213,873 | Steel | | 411.6 | 53.4 \| 29.8 | 5614 | | 2 | | | 3SB; WP180lbs; 3500IHP. | | |
| LFSB | 2D; B; Mchy aft; Long. frmg; 16BH | | P110′ | B29′ F40′ | | | | | | | | |
| | Web frms; Oil in bulk; Oil fuel; | | | | | | | | | | | |
| | Wireless; W. Bal | | | | | | | | | | | |
| 5658 | **Gold Star** | Scw | Am | Wilm'gton | 3050 | | 1920 | Wilmington, (Bethlehem S. B. Corp.) [Del. | U.S.Gov't (Navy Dept.) | 3Cyl TE 24,41,68x48; | | |
| 220,371 | Steel | | 374.3 | 52.3 \| 27 | 4871 | | 7 | | | 3SB; WP200lbs; 2500IHP | | |
| MBCV | 2D; Long. frmg; Wireless, 7BH | | P40′ | B92′ F38′ | 7400 | | | | | | | |
| | SUB.SIG; W. Bal; | | | | | | | | | | | |
| | Oil fuel | | | | | | | | | | | |
| 5659 | **Goldbek** | Scw | Ger | Hamburg | 813 | | 1923 | Elbing, (F. Schichau.) [Ger. | Knohr & Burchard, Nfl | 3Cyl TE 16,27,42x27 | | G |
| | Steel | | 237.5 | 37.7 \| 15.9 | 1438 | | 8 | | | | | |
| RDNW | 1D; Wireless; SUB.SIG; W. Bal 4BH | | B108′ | F32′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5660 | **Golden Cape** | Scw | Br | London | 2900 | | 1924 | Pt. Glasgow, | Golden | 3Cyl TE 26,42,70x48; | | BL |
| 147,729 | Steel | | 387.6 | 52 \| 26.5 | 4554 | | 10 | (W. [Scot. | Cape S.S. Co. | 3SB;WP180lbs | | |
| | 2D;Wireless;W. Bal 7BH | | P33′ | B114′ F44′ | | | | Hamilton & Co., Lim.) | (Lim.) | | | |
| 5661 | **Golden City** | Scw | Am | San Fran. | 233 | | 1920 | Alameda, | Golden | 4Cyl TE 20,29,30,30x18; | | |
| 220,972 | xAven J. Hanford Wood | | 176.8 | 30.5 \| 12.7 | 353 | | 10 | (James [Cal. | Gate Ferry Co. | 2Birs;WP200lbs;650IHP. | | |
| | 1D | | | | | | | Robertson.) | | | | |
| 5662 | **Golden Gate** | Scw | Nor | Hauges'nd | 2949 | | 1917 | Seattle, | Knut | 3Cyl TE 24,40,70x48; | | N |
| | Steel | | 381.5 | 53.1 \| 27 | 4853 | | 5 | (Seattle [Wash. | Knutsen | 3SB;WP190lbs | | |
| MTPH | 2D;Oil fuel;Wireless;W. Bal 5BH | | P40′ | B100′ F41′ | | | | Const. & D. D.Co.) | Mgr. | | | |
| 5663 | **Golden Gate** | S | Am | San Fran. | 2161 | | '88 | Whitehaven, | Rolph | Stl;1BH | | BL |
| 213,770 | xLord Shaftsbury | 4 M | 293.3 | 42.8 \| 24.5 | 2332 | | 12 | (Whitehaven [Eng. | Nav. & | | | |
| LFGV | 2D | | P37′ | F33′ | | | | S. B. Co., Lim.) | Coal Co., Inc. | | | |
| 5664 | **Golden Gate** | MV | Am | San Fran. | 387 | | 1922 | Alameda, | Golden | 2 Oil Eng;Elect.Motors; | | |
| 222,308 | Wood | | 206.5 | 37.5 \| 15.9 | 598 | | | (J. [Cal. | Gate Ferry Co. | 1050SHP. | | |
| | 1D 2BH | | | | | | | Robinson.) | | | | |
| 5665 | **Golden Rod** | Trn | Am | Mobile | 349 | | 1919 | Mahone Bay | Whitney- | Bch,Sp;Gif; | ✠**A1** | |
| 221,446 | xSir Donald | | 142.5 | 33 \| 12.6 | 412 | | 5 | (Ernst [N. S. | Bodden Shipping | clk dk10,19;s rps,s dk clkg,clk7,24; | S.S.No.1,Mbl7,24 | |
| MCWV | 1D | | | | | | | S. B. Co., Lim.) | Co. | Dkd11,25 | | |
| 5666 | **Golden Sea** | Scw | Br | London | 2901 | | 1924 | Pt. Glasgow, | Golden Sea | 3Cyl TE 26,42,70x48; | | BL |
| 147,658 | Steel | | 387.6 | 52 \| 26.5 | 4555 | | 5 | (W. [Scot. | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| KQRP | 2D;Wireless;Oil fuel;W. Bal 7BH | | P33′ | B114′ F44′ | | | | Hamilton & Co., Lim.) | | | | |
| 5667 | **Golden Shore** | Sch | Am | San Fran. | 626 | | '89 | Pt. Blakeley, | Rolph Nav. | YF;Gicf (Sltd) | | |
| 86,046 | 4 M | | 185 | 38.5 \| 14.2 | 699 | | 7 | Wash. | & Coal Co. | | | |
| KGLC | 1D | | | | | | | (Hall Bros.) | | | | |
| 5668 | **Golden State** | MV | Am | San Fran. | 223 | | 1913 | Oakland, | Union Fish | GasEng 12x15; | | |
| 211,466 | Wood | | 128.2 | 31.7 \| 11.6 | 353 | | 7 | Cal. | Co. | 150IHP. | | |
| LDCK | 1D 2BH | | | | | | | (Frank Stone.) | | | | |
| 5669 | **Golden State** | MV | Am | San Fran. | 481 | | 1926 | Alameda, | Golden | 3-6Cyl OilEng 13x19½; | ✠**A1**Ⓔ Ferry Service. | |
| 225,772 | Fk;Gif | | 226.8 | 44 \| 15.9 | 780 | | 7 | (General [Cal. | Gate Ferry Co. | 2 Elect Motors; | ✠AMS | |
| | 1D 6BH | | | | | | | Eng. & D. D. Co.) | | Pacific Diesel Eng. Co; General Electric Co; 1100SHP;EAC | SBP | |
| 5670 | **Goldenfels** | Scw | Ger | Bremen | 4703 | | 1911 | Newcastle, | Deutsche | 4Cyl QE 26,39,56,80x54; | | G |
| | xBrocktown xGoldenfels Steel | | 468.3 | 58.4 \| 32 | 7463 | | 11 | (Swan, [Eng. | Dampfs Ges. | 3SB;WP213lbs | | |
| QLTF | 2D;Deep frmg;Wireless;W. Bal 6BH | | P65′ | B131′ F57′ | | | | Hunter & Wigham Richardson) | "Hansa" | | | |
| 5671 | **Goldenway** | Scw | Br | Cardiff | 1873 | | 1918 | Stockton, | St. Mary | 3Cyl TE 25,41,68x45; | | BL |
| 142,639 | xTerrific xCosmos Steel | | 331.1 | 46.8 \| 23.2 | 3143 | | 9 | (Craig, [Eng. | S.S. Co.(Lim.) | 3SB;WP180lbs | | |
| JTVQ | xVolga xWar Island 7BH | | P33′ | B98′ F29′ | | | | Taylor & Co., Lim.) | | | | |
| | 1D;Wireless;W. Bal | | | | | | | | | | | |
| 5672 | **Goldoni** | Scw | It | Fiume | 1419 | | '94 | Newcastle, | "Adria" | 3Cyl TE 22,36,60x39; | | I |
| 208 | xStefania Steel | | 293 | 39.9 \| 20.6 | 2305 | | 1 | (Wigham, [Eng. | Soc. Anon. di | 2SB;1517IHP | | |
| NSVI | 2D;Deep frmg;Wireless;W. Bal 5BH | | P34′ | B80′ F33′ | | | | Richardson & Co., Lim.) | Nav. Marittima | | | |
| 5673 | **Goliah** | Scw | Am | Seattle | 221 | | 1907 | Camden, | Wood | 3Cyl TE 17,24,41x30; | | |
| 204,800 | Steel | | 134.9 | 27.1 \| 15.2 | 414 | | 12 | (John H. [N. J. | Towing Corp. | 1SB;WP180lbs;1200IHP; | | |
| KWLP | 1D | | | | | | | Dialogue & Son.) | | Dkd,s rps3,25 | | |
| 5674 | **Gonzaga** | Scw | Jap | | 1637 | | 1907 | Pt. Glasgow, | Daifuku | 3Cyl TE 23,38,61x42; | | I |
| | xLuna Steel | | 315.1 | 46.5 \| 21 | 3134 | | 12 | (Clyde S. B. [Scot. | Kaisen Kaisha | 2SB;WP180lbs | | |
| | 1D;Deep frmg;Wireless;W. Bal 5BH | | P37′ | B94′ F31′ | | | | & E. Co., Lim.) | | | | |
| 5675 | **Gonzalis** | Scw | Am | Pt. Arthur | 1534 | | 1918 | Orange, | Pendleton | 3Cyl TE; | | |
| 218,911 | Wood | | 267.3 | 46 \| 23.6 | 2554 | | | (Southern [Tex. | Bros., Inc. | 2WTB;WP200lbs;1400IHP. | | |
| LSVJ | 1D;B;Wireless 4BH | | | | | | | D. D. & S. B. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5676 | **Goodspeed** | Scw | Am | New York | 1463 | 3′ 4″ | 1918 | Wyandotte, | U. S. Ship- | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 216,971 | Steel | | 250.5 | 43.8 \| 22.2 | 2395 | 21′ 1″ | 9 | (Detroit [Mich. | ping Board | Detroit S. B. Co; | ✠AMS | |
| LNBR | 1D;W. Bal;Wireless;SUB.SIG. 4BH | | | 24′2½″ | | | | S. B. Co.) | | 2SB;Detroit S. B. Co; | CL | |
| | | | P25′ | B64′ F23′ | | | | | | 8SGS;3999HS;WP185lbs;1250IHP; | (Laid up) | |
| | | | | | | | | | | EAC | | |
| | W.B.—A.P.93t;D.B.208′538t;F.P. 59t | | | | | | | | | | | |
| 5677 | **Goodtime** | SW | Am | Cleveland | 1454 | | '89 | Wyandotte, | Cleveland & | 2CylVB44x96;68x144; | 100(GL) | |
| 126,546 | xCity of Detroit II Steel | | 286.6 | 40.8 \| 14 | 1919 | | | (Detroit [Mich. | Buffalo Transit | 4SB;WP105lbs;2800IHP. | P.S.5,26 | |
| | 2D;Wireless 6BH | | | | | | | D.D. Co.) | Co. | | | |
| 5678 | **Gorbea Mendi** | Scw | Sp | Bilbao | 2678 | | 1913 | Bilbao, | Cia. Nav. | 3CylTE27,44½,73x48; | | BL |
| | Steel | | 365 | 50.2 \| 25.2 | 4291 | | 9 | (Cia. Euscal- [Sp. | Sota y Aznar. | 3SB;WP180lbs | | |
| HNLB | 1D;W. Bal;Wireless 6BH | | P29′ | B99′ F88′ | | | | duna de Const.) | | | | |
| 5679 | **Goree** | Scw | Am | New York | 1406 | | 1918 | Detroit, | U. S. Ship- | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 216,972 | Steel | | 250.5 | 43.8 \| 22.2 | 2310 | | 10 | (Detroit [Mich. | ping Board | Detroit S. B. Co; | ✠AMS | |
| LNBS | 1D;Wireless;W. Bal 4BH | | P25′ | B64′ F23′ | 3500 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; | S.S.NY10,20; | |
| | C-29 | | | | | | | | | 8SGS;3999HS;WP185lbs;1250IHP; | shft drn10,20;Sclp;CL | |
| | | | | | | | | | | Dkd,s rps10,20 | (Laid up) | |
| | W.B.—A.P.93t;D.B.208′538t;F.P. 59t | | | | | | | | | | | |
| 5680 | **Gorizia** | Scw | It | Trieste | 1931 | | 1902 | Trieste, | Lloyd | 3CylTE24,40,68x45 | | I |
| 50 | xSalzbury Steel | | 324 | 42.9 \| 13.6 | 3227 | | | (Stabilimento [It. | Triestino | | | |
| HQWV | 1D;Spar dk;Deep frmg; 6BH | | P38′ | B90′ F66′ | | | | Tecnico.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 5681 | **Gorjistan** | Scw | Br | Hong Kong | 2916 | | '95 | Newcastle, | Oriental | 3CylTE28,50,80x54; | | BL |
| 104,851 | xGujarat xVincent Steel | | 360 | 47 \| 30.6 | 4561 | | 3 | (Armstrong, [Eng. | Nav. Co. (Lim.) | 3SB;WP180lbs | | |
| NSMC | 2D;Deep frmg;Oil fuel; 7BH | | P38′ | B98′ F39′ | | | | Mitchell & Co., | | | | |
| | Wireless;W. Bal | | | | | | | Lim.) | | | | |
| 5682 | **Gorm** | Scw | Dan | Copenhgn | 1290 | | 1916 | Oslo, | Det | 3CylTE21½,34½,60x39; | | N |
| | Steel | | 289.7 | 44.2 \| 18.9 | 2156 | | 12 | (Nylands [Nor. | Fornede | 2SB;WP180lbs | | |
| NVHQ | 1D;Wireless;W. Bal 4BH | | P25′ | B144′ F83′ | | | | Verksted.) | Dmpskalsk | | | |
| 5683 | **Gorontalo** | Scw | Hol | Rotterd'm | 3787 | | 1909 | Rotterdam, | Ruys & | 3CylTE26½,43,72x48; | | V |
| | Steel | | 393.6 | 51.3 \| 26.1 | 5884 | | | (Bonn & [Hol. | Zonen | 3SB;WP180lbs;2500IHP. | | |
| NTVC | 3D;Wireless;W. Bal 7BH | | | | | | | Mees.) | | | | |
| 5684 | **Goshen** | Scw | Am | New York | 992 | | 1905 | Wilmington, | Erie R.R. | 2CylC18,38x28; | | |
| 201,685 | Steel | F.B. | 205.5 | 43.5 \| 16.4 | 1457 | | | Del. | Co. | 2SB;WP150lbs;1900IHP. | | |
| 5685 | **Goshu Maru** | Scw | Jap | Dairen | 5476 | | 1901 | Dumbarton, | Fukuhara | 3CylTE26,42,66x51; | | C-J |
| 202 | xSangola Steel | | 410 | 50.5 \| 32 | 5505 | | 8 | (W. [Scot. | Kisen Kabushiki | 2SB;WP160lbs;232RHP | 2dS.S.No.3,Kobe10,23; | |
| QBSN | 2D;Web frms;Wireless;W. Bal 6BH | | B92′ | F58′ | | | | Denny & Bros.) | Kaisha | | A.S.10,25; | |
| | | | | | | | | | | | M.&B.S;shft drn10,25 | |
| 5686 | **Goslar** | Scw | Ger | Stettin | 1333 | | '97 | Flensburg, | Stettiner | 3CylTE19,31,52x40; | | G |
| | xSprogo xTertia Steel | | 274 | 39.7 \| 16.5 | 2157 | | 11 | (Flensburger [Ger. | Dampfu Co. A. G. | 1SB;WP170lbs | | |
| JBCF | 1D;Wireless;W. Bal 4BH | | P15′ | | | | | Schiffsb. Ges.) | | | | |
| 5687 | **Gossoon** | MV | Am | Boston | 51 | | 1926 | Essex, | O'Hara | GasEng; | | |
| 225,314 | Wood | | 110.8 | 24.9 \| 11.5 | 145 | | | (Arthur [Mass. | Bros. | 230IHP | | |
| | 1D | | | | | | | D. Storey.) | | | | |
| 5688 | **Gotaland** | Scw | Swd | Gothenb'g | 2281 | | '99 | W. Hartle- | S. G. | 3CylTE24,39,66x45; | | BL |
| 4,219 | xRobert Irvine Steel | | 340 | 48 \| 25 | 3698 | | 9 | pool, Eng. | Janson, Mgr. | 2SB;WP180lbs | | |
| JNMH | 1D;B;Deep frmg;Web frms; 6BH | | | | | | | (Irvine S. B. & | | | | |
| | W. Bal;Wireless | | | | | | | D. D. Co., Lim.) | | | | |
| 5689 | **Gotha** | Scw | Ger | Bremen | 4368 | | 1907 | Vegesack, | Nordd. | 4CylQE24,34,50,72x53; | | G |
| | Steel | | 428.5 | 54.5 \| 27.9 | 6946 | | 11 | (Bremer [Ger. | Lloyd | 4SB;WP228lbs | | |
| QLJS | 2D;Web frms;SUB.SIG; 8BH | | P & B | 285′ F75′ | | | | Vulkan.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 5690 | **Gothia** | Scw | Swd | Gothenb'g | 1089 | | 1916 | Gothenberg | H.Metcalfe, | 3CylTE20,33,55x36; | | BL |
| 5,813 | xRoxen Steel | | 262 | 42.7 \| 18.1 | 1822 | | 7 | (Lind- [Swd. | Mgr. | 2SB;WP185lbs | | |
| JVQM | 1D;Wireless;W. Bal 4BH | | P24′ | B65′ F31′ | | | | holmens V. A.) | | | | |
| 5691 | **Gothic** | Scw | Br | Hull | 1401 | | 1920 | Chepstow, | W. H. | Stm Tbns; | | BL |
| 143,511 | xNash Light Steel | | 303 | 43 \| 20.7 | 2546 | | 7 | (Monmouth [Eng. | Cockerline & | 2WTB;WP200lbs | | |
| KGLH | 1D;Wireless;W. Bal 5BH | | P33′ | B80′ F33′ | | | | S. B. Co., Lim.) | Co. (Lim.) | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5692 140,719 | **Gothic Prince** Steel 2D;Shel dk;Wireless;W. Bal; sub.sig;Oil fuel | Scw 7BH | Br 448.1 | Newcastle 52.7 \| 39.3 | 5398 8600 | | 1918 8 | Newcastle, (Palmers' Co., Lim.) [Eng. | Prince Line (Lim.) | 4Cyl(QE25,36,52,76x54; 4SB;WP220lbs | | BL |
| 5693 108,793 QSHF | **Gothicstar** xBrodholme xNairnshire Steel 2D;Deep frmg;Shel dk; 7BH Oil fuel;Wireless;W. Bal | Scw | Br 420.5 P50′ | London 54.7 \| 28.8 B & F 352′ | 3642 5713 | | '99 2 | Clydebank, (Clydebank E.& S. B. Co.,Lim.) [Eng. | Union Cold Storage Co. (Lim.) | 3Cyl(TE30,48,76x54; 3SB;WP160lbs | | BL |
| 5694 QLJR | **Gottingen** Steel 2D;Web frms;sub.sig;W. Bal 6BH | Scw | Ger 428.7 P & B | Bremen 54.5 \| 27.9 285′ F52′ | 3397 5498 | | 1907 8 | Vegesack, (Bremer Vulkan.) [Ger. | Nordd. Lloyd | 4Cyl(QE24,34,50,72x53; 3SB;WP228lbs | | G |
| 5695 33,972 | **Gouldsboro** Iron 1D | SW | Am 206 | New York 52.4 \| 9 | 469 469 | | '63 rb '75 | St. Louis, Mo. | Texas Pacific R.R. Co | 1400IHP. | | |
| 5696 MGTU | **Gouverneur de Lantsheere** xMariana Steel 1D;Spar dk;Deep frmg; 6BH W. Bal;Wireless | Scw | Blg 359.7 P33′ | Antwerp 47.9 \| 20.4 B92′ F35′ | 2667 4147 | | 1905 11 | Pt. Glasgow, (A. Rodger & Co.) [Scot | Armement Deppe, Mgrs. | 3Cyl(TE25,41,68x48; 3SB;WP180lbs | | BL |
| 5697 | **Gouverneur General Roume** xVictoria Steel 2D;Web frms;Wireless;W. Bal 7BH | Scw | Fr 335 P201′ | Haiphong 43.2 \| 20.6 F100′ | 1870 2969 | | 1902 9 | Dundee, (Gourlay Bros. & Co.) [Scot. | Soc. des Affreteurs Indochinois | 3Cyl(TE27½,45,74x48; 2DB;1SB;WP180lbs | | BL |
| 5698 140,587 JTSQ | **Governor** Steel 2D;Oil fuel;Wireless;W. Bal 7BH | Scw | Br 410.3 P34′ | Liverpool 52.2 \| 30.2 B136′ F53′ | 3495 5571 | | 1918 7 | Glasgow, (D. & W. Henderson & Co., Lim.) [Scot. | Charente S.S. Co. (Lim.) | 3Cyl(TE24,42,72x54; 2DB;1AuxSB;WP215lbs | | BL |
| 5699 130,262 | **Gov. Albert C. Ritchie** xNewburgh Iron 1D | MV F.B. | Am 193.5 | Annapolis 30.6 \| 13.3 | 384 748 | | '83 | Newburgh, N. Y. | Staten Island S. B. Co. | Oil Eng | | |
| 5700 203,584 KVQJ | **Governor Cobb** Steel 1D;Wireless;W. Bal 6BH | Scw | Am 289.1 | N. Haven 54 \| 18 | 1556 2522 | | 1906 10 | Chester, (Del. River S. & E. B. Co.) [Pa. | Peninsular- & Occidental S.S. Co., Inc. | Stm Tbn; 6SB;WP150lbs;5000IHP. | | |
| 5701 86,483 KPLG | **Governor Dingley** Steel 3D;Wireless;W. Bal 4BH | Scw | Am 293.9 | P'tsmouth 60.8 \| 17.8 P26′ | 2856 3826′ | | '99 9 | Chester, (Del. River S. & E. B. Co.) [Pa. | Eastern S.S. Lines, Inc. | 3Cyl(TE27,44½,70x36; 4SB;WP160lbs;2500HP | | |
| 5702 145,885 | **Gov. Emerson C. Harrington** xThomas Patten 1D | SW | Am 201.5 | Annapolis 33.2 \| 8.2 | 685 875 | | 1901 | Newburgh, N. Y | Claiborne- Annapolis Ferry Co. | 1Cyl51x96; 1Blr;1300IHP. | | |
| 5703 142,064 | **Gov. Foss** 1D | Sch | Br 105.9 | St. Johns 24.6 \| 10.8 | 89 130 | | 1911 5 | Essex, Mass. | Bay of Islands Fisheries Co. (Lim.) | O,YP;Icf | | |
| 5704 216,871 LMSV | **Governor John Lind** Steel 1D;W. Bal;Wireless;sub.sig; 5BH Oil fuel F. P. above 150° F. C-32 | Scw | Am 305 P26′ | Baltimore 46 \| 24.5 \| 26′ 9″ B79′ F33′ | 2039 3431 5040 | 4′ 6¾″ 22′ 4″ | 1918 9 | Oakland, (Hanlon D. D. & S. B. Co.) [Cal. | Baltimore- Insular Line, Inc. | 3Cyl(TE24,39,65x42; Bethlehem S. B. Corp; 3WTB;Babcock & Wilcox Co; 6528HS;WP200lbs;18001HP;EAC; Dkd,d rpd8,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Balt9,22; M.S.9,22;shft drn:B.S.6,25; Clh BB;CL | |
| | W.B.—A.P.91t;D.B.248′580t.....F.P.9 6t<br>F.O.—A.P.84t;D.B.203′408t;S.T. 11′136 t;F.P.8 9t | | | | | | | | | | | |
| 5705 200,440 | **Governor Pennypacker** Steel 1D | Scw | Am 84.8 | Phila. 20 \| 10 | 89 132 | | 1903 | Philadelphia, Pa. (Neafie & Levy.) | U. S. Govt. | 2CylC12½,25x18; 1SB;WP130lbs;500IHP. | | |
| 5706 204,339 | **Gowanus** Steel 1D;B 5BH | Scw Twin | Am 182.3 | New York 45 \| 16.6 | 586 862 | | 1907 8 | Wilmington, (Harlan & Hollingsworth Corporation.) [Del. | City of New York | 2-2CylC18,38x28; 4SB;WP150lbs;3500IHP. | ✠ — — Cancelled | |
| 5707 | **Goyaz** xCastro Alves xMorea Steel 2D;Shel dk;Wireless;W. Bal 4BH | Scw Sch | Brz 280.2 | R. Janeiro 40.3 \| 17.6 | 981 1851 | | 1902 8 | Stockton, (Craig, Taylor & Co.) [Eng. | Lloyd Brasileiro | 3Cyl(TE24,40,65x42; 2SB | | |
| 5708 22,317 NTDR | **Gozan Maru** Steel 2D;W. Bal 5BH | Scw | Jap 305 P25′ | Kobe 43.7 \| 27.2 B94′ F33′ | 1960 3201 | | 1919 1 | Tokio, (Ishikawa-jima S. B. Co., Lim.) [Jap. | Kokusai Kisen Kabushiki Kaisha | 3Cyl(TE22,37,61x42; 2SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5709 LDWK | **Graafjeld** xRuth xMizar Steel 1D;Wireless;W. Bal 4BH | Scw | Nor 282 B68′ | Bergen 40.2 \| 19.5 F28′ | 1229 1997 | | 1905 | Rotterdam, (Bonn & Mees.) [Hol. | D/S A/S Graafjeld | 3Cy1TE21,35,57x39; 2SB;WP160lbs;1600IHP. | | N |
| 5710 79 MGUE | **Graanhandel** xDanier Steel 1D;Shel dk;Wireless;W. Bal 8BH | Scw | Blg 412.4 F41′ | Antwerp 55.6 \| 34.5 | 4421 6430 | | 1919 10 | Middlesbro, (Furness [Eng. S. B. Co., Lim.) | Armement Gylsen Co. | Stm Tbns; 3WTB;WP200lbs | | BL |
| 5711 211,921 | **Grace A. Dalzell** xBritannia Wood 1D | Scw | Am 92 | New York 23.4 \| 9.2 | 89 146 | | 1914 | Noank, Conn. | Robert Afkman | 315IHP. | | |
| 5712 141,631 | **Grace D. Boehner** 1D | Sch | Br 112.4 | Lunenb'rg 26.4 \| 10.6 | 100 157 | | 1919 | La Have, (Boehners, [N. S. Lim.) | A. L. Tanner | Wd | | |
| 5713 222,697 MDVT | **Grace Dollar** xDix Steel 2D;Web frms;Wireless 7BH | Scw | Am 436.4 | San Fran. 52.1 \| 23.8 | 4217 6654 | | '92 12 | Sunderland, (Wm. Dox- ford & Sons, Lim.) [Eng. | The Robert Dollar Co. | 3Cy1TE30,49,78x51; 3DB;WP160lbs;2300IHP. | | BL |
| 5714 86,242 KLPN | **Grace G. Bennett** 1D | Trn C B | Am 135.5 | New Bern 23.9 \| 7.8 | 200 210 | | '93 3 | Bethel, (Geo. K. Phillips & Co.) [Del. | J.B.Blades Lumber Co. | O,YP,Hk;Gif(Resltd) | ✠ — — Suspended8,19 | |
| 5715 579 SKCB | **Grace Harwar** 2D | S | Fin 266.7 P39′ | Mariehmn 39.1 \| 23.5 F31′ | 1565 1816 | | '89 10 | Pt. Glasgow, (W. Hamilton & Co.) [Scot. | G. Erikson | Stl;1BH | | BL |
| 5716 137,888 | **Grace Hilda** 1D | Sch | Br 75.8 | Lunenb'rg 23.5 \| 9.6 | 83 | | 1916 | La Have, N. S. | Lewis Randall | Wd | | |
| 5717 111,968 | **Grace M. Filer** 1D | Sch | Br 128 | Picton 27 \| 9 | 225 237 | | '74 | Chicago, (W. W. Bates.) [Ill. | J. W. Fagan | O | | |
| 5718 141,686 | **Grace P. Brown** 1D | Sch | Br 124 | Lunenb'rg 26.6 \| 11 | 114 170 | | 1920 | Chester Basin, N. S. (Chester Basin S. B. Co., Lim.) | W. Duff | Wd | | |
| 5719 144,258 KJFT | **Gracia** 2D;Wireless;D.F;Oil fuel; W. Bal Steel 8BH | Scw | Br 415.5 P35′ | Glasgow 54.2 \| 30.8 B151′ F46′ | 3537 5642 | | 1921 6 | Greenock, (Scott's S. B. & E. Co., Lim.) [Scot. | Donaldson Line (Lim.) | Stm Tbns; 4SB;WP200lbs | | BL |
| 5720 206,853 | **Gracie May** 1D | Sch C B | Am 99.8 | Baltimore 25.5 \| 6.6 | 104 104 | | 1909 | Seaford, Del. (McDonah.) | W. G. Michael's Estate | Wd;Gif | | |
| 5721 5,740 JVKR | **Graecia** xMarietta N. Steel 1D;W. Bal;Wireless 5BH | Scw | Swd 331 P28′ | Gothenb'g 47.5 \| 20.7 B176′ F38′ | 1727 2951 | | 1911 11 | Sunderland, (J. Blumer [Eng. & Co.) | H. Metcalfe Mgr. | 3Cy1TE23½,38,64x42; 2SB;WP180lbs | | BL |
| 5722 206,149 | **Graeme Stewart** 1D Steel 3BH | Scw | Am 104 | Chicago 28.2 \| 16 | 30 309 | | 1908 | Manitowoc, (Manitowoc [Wis. D. D. Co.) | Chicago Fire Dept. | 2SB;WP170lbs;1320IHP. | | |
| 5723 145,749 KQMJ | **Graig** 1D;Wireless;W. Bal Steel 6BH | Scw | Br 365 P27′ | Cardiff 51.5 \| 23 B220′ F37′ | 2280 3683 | | 1924 4 | Pt. Glasgow, (R. Duncan [Scot. & Co., Lim.) | Graig Shipping Co. (Lim.) | 3Cy1TE25,41,68x45; 3SB;WP180lbs | | BL |
| 5724 148,289 KTRC | **Graigwen** 1D;Wireless;W. Bal Steel 6BH | Scw | Br 365 P27′ | Cardiff 51.5 \| 23 B220′ F40′ | 2277 3697 | | 1926 2 | Pt. Glasgow, (R. Duncan [Scot. & Co., Lim.) | Graig Shipping Co. (Lim.) | 3Cy1TE25,41,68x45; 3SB;WP180lbs | | BL |
| 5725 129,766 HSKM | **Grainton** 1D;Wireless;W. Bal Steel 7BH | Scw | Br 415 | Newcastle 55 \| 30.6 | 4411 6042 | | 1911 3 | Stockton, (Ropner & Sons, Lim.) [Eng. | R. Chap- man & Son | 3Cy1TE25,43,71x48; 2SB;WP180lbs | | BL |
| 5726 86,293 | **Grampian** 1D | Brg | Am 218 | Duluth 38 \| 13.6 | 802 844 | | '94 rb'18 | Bay City, (J. Davidson.) [Mich. | O. W. Blodgett | O | 90(GL) P.S.10,26 | |
| 5727 WMTK | **Gran** xKamiji Maru Steel 1D;Wireless;W. Bal 4BH | Scw | Nor 270 P16′ | Bergen 39 \| 23.9 B65′ F31′ | 1152 1983 | | 1919 7 | Toba, (Toba Shipyard.) [Jap. | D/S. A/S. Hassel | 3Cy1TE20,33,55x39; 2SB;WP180lbs | | N |
| 5728 | **Gran-Canaria** xTroviscal 1D;B | Trn | Cuban 167.11 | Havana 32.4 \| 15.5 | 396 441 | | 1919 | Espozende, (Soc. Construcao Naval.) [Ptg. | B. G. de Torres | Wd | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5729 MVPW | **Grana** Steel 1D;W. Bal 4BH | Scw | Nor 237.4 P23′ | Kragero 36.7 \| 15.9 B60′ F24′ | 728 1297 | | 1920 6 | Sliedrecht, (N. V. Schbs. "Baanhoek.") [Hol. | Rederi-A/S "Kragero" | 3CylTE17¼,29,47x36; 2SB;WP180lbs | | N |
| 5730 86,317 | **Granada** 1D | Brg Sch | Am 247 | Duluth 40 \| 21.6 | 1643 1729 | | '95 | Bay City, (J. Davidson.) [Mich. | J. Davidson | O | | |
| 5731 | **Granada** Steel 2D;Oil fuel;Wireless;D.F;W. Bal 4BH | Scw | Hon 315.1 F34′ | Ceiba 45.2 \| 29.4 | 2085 3332 | | 1925 12 | Newcastle, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | Standard Fruit & S.S. Co. | 3CylTE23,39,66x45; 3SB;WP200lbs | | BL |
| 5732 87,185 | **Granco** xBaracouta 1D | Brg | Br 275 | Vancouv'r 35.1 \| 19.9 | 2114 2114 | | '83 | Glasgow, (J. & G. Thompson.) [Scot. | Coastwise S. S. & Barge Co. | Stl | | |
| 5733 200,007 | **Grand Haven** Steel 2D;Wireless 5BH | Scw Twin | Am 306 | Milw'ukee 54.4 \| 20 | 1678 2320 | | 1903 | Toledo, (Craig S. B. Co.) [Ohio | Grand Trunk Railway System, Western Line | 2-3CylTE22,36,61x36; 8SB;WP175lbs;4000IHP. | | |
| 5734 207,917 | **Grand Island** Steel 2D 4BH | Scw | Am 104 | Buffalo 28.9 \| 12.6 | 151 222 | | 1910 | Buffalo, N. Y. | Buffalo & Grand Island Ferry Co. | 1Cyl15x17; 1FB;WP145lbs;250IHP. | | |
| 5735 202,711 | **Grand Island** xEugene Zimmerman Steel 1D;Mohy aft;W. Bal 2BH | Scw | Am 480 | Fairport 52 \| 30 | 4184 5446 | | 1905 12 rb '24 | Toledo, (Craig S. B. Co.) [Ohio | Cleveland Cliff S.S. Co. | 4CylQE15,23,36,55x40; 2SB;WP225lbs;1200IHP. | 100(GL) P.S.5,26 | |
| 5736 | **Grand Liban** xAval Steel 2D;Web frms;SUB.SIG; Wireless;W. Bal 6BH | Scw | Fr 340.3 P197′ | Marseilles 44.3 \| 25.2 F47′ | 2357 3648 | | '95 2 | Newcastle, (Wigham Richardson & Co.) [Eng. | Soc. Anon. Cooperative de Nav | 4CylQE20½,29½,43½,63x42; 3SB | | G |
| 5737 218,373 | **Grand Marshal** Wood 1D | MV | Am 108 | Gloucester 23.6 \| 11.2 | 70 128 | | 1919 | Essex, (J. F. James & Son) [Mass. | J. Manuel Marshall | Gas Eng; 40IHP. | | |
| 5738 OILD | **Grandlieu** xWar Drummer Steel 1D;Web frms;Wireless;W. Bal 6BH | Scw | Fr 325 P33′ | Nantes 45.2 \| 23.9 B90′ F28′ | 2004 3290 | | 1919 2 | Hong Kong, (Hong Kong & Whampoa Dock Co., Lim.) [China | Cia. Nantaise de Nav. & Vap. | 3CylTE23,38,61x42; 2SB;WP180lbs | | BL |
| 5739 MJNV | **Granfos** Steel 1D;W. Bal 4BH | Scw | Nor 254.2 P20′ | Oslo 39.2 \| 16.5 B & F 213′ | 890 1461 | | 1913 6 | Oslo, (Nylands Verksted.) [Nor. | Thor Thoresen A/S. | 3CylTE19,31,51½x33; 2SB;WP158lbs | | N |
| 5740 143,746 KCTF | **Grangepark** Steel 1D;Long. frmg;Wireless;W. Bal 7BH | Scw | Br 400.4 P51′ | Greenock 52.3 \| 28.5 B114′ F39′ | 3172 5132 | | 1919 11 | Greenock, (Greenock Dkyd. Co., Lim.) [Scot. | J. & J. Denholm (Lim.), Mgrs. | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 5741 6,480 KDCJ | **Grangesberg** Steel 2D;Wireless;SUB.SIG;W. Bal 6BH | Scw | Swd 385.2 P42′ | Stockholm 50.1 \| 25.9 B242′ F42′ | 2460 4575 | | 1921 3 | Lobith, (N. V. LobithscheSheepsb. My Gebr Bodewes.) [Swd. | Trafik Aktieb Granges-berg Oxelosund | 3CylTE26,42,70x48; 3SB;WP180lbs | | BL |
| 5742 LFPV | **Granheim** xAvecappelle xYselveer Steel 1D;Wireless;Oil fuel;W. Bal 4BH | Scw | Nor 267.7 P26′ | Oslo 42.1 \| 18.3 B64′ F21′ | 1107 1923 | | 1920 11 | Sliedrecht, (N. V. Schpsb. en. Machfab. "de Klop.") [Hol. | S. Marcussen | 3CylTE19,31,51x36; 2SB;WP185lbs | | BL |
| 5743 MPWG | **Granli** xSusana Steel 1D;B;Well dk;Wireless;W. Bal 4BH | Scw | Nor 299.5 P25′ | Oslo 39.1 \| 19.9 B116′ F25′ | 1397 2206 | | '90 11 | Sunderland, (J. Priest-man & Co.) [Eng. | Olsen & Ugelstad, Mgrs. | 3CylTE22,36,59x39; 2SB;WP160lbs | | BL |
| 5744 129,058 HQFC | **Grantully Castle** Steel 2D;Deep frmg;Well dk; SUB.SIG;Wireless;W. Bal 8BH | Scw Twin | Br 450.7 P & B | London 54.3 \| 30.7 270′ F66′ | 4798 7612 | | 1910 1 | Glasgow, (Barclay, Curle & Co., Lim.) [Scot. | The Union Castle Mail S.S. Co. (Lim.) | 2-4CylQE18,26,38,56x48; 2DB;1SB;WP220lbs | | BL |
| 5745 209,184 LCFB | **Granville R. Bacon** 1D | Trn C B | Am 133.6 | Norfolk 31.6 \| 11.8 | 339 385 | | 1911 8 | Bethel, (Bethel Marine Railway Co.) [Del. | Geo. E. Jones | O,YP;Gif(Sltd) s rf10,19;clk11,22;clk dk9,24; s rps,s clkg a6,26 | ✠A1 Annual Survey. Coastwise, W. I. & Bermuda Service. S.S.No.3,NY9,23; A.S.NY6,26 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5746 | **Gratia** Steel | Scw Sch | Ger 274 P11′ | Flensburg 39.7 \| 15.8 B82′ F24′ | 1300 2068 | | 1905 7 | Tonning, (Elderwerft [Ger. Akt. Ges.) | J. Jost | 3CylTE18,30,49x33; 2SB;WP185lbs | | G |
| LMWJ | 1D;Deep frmg;W. Bal;Wireless 3BH | | | | | | | | | | | |
| 5747 | **Gratia** | Brg | Am | San Fran. | 1462 | | '91 | Glasgow, | William F. | Stl;1BH | | |
| 218,024 | xBk | | 249.7 | 38.1 \| 21.6 | 1582 | | 11 | (Russell [Scot. | Storey | | | |
| LRBW | 1D;B | | P36′ | F32′ | | | | | & Co.) | | | |
| 5748 | **Gray** Steel | Scw Sch | Br 182.7 | Work'ton 27.9 \| 12.3 B11′ F22′ | 280 707 | | 1909 7 | Workington, (R. [Eng. Williamson & Son.) | Consoli- dated Whaling Corp. (Lim.) | 3CylTE14,25½,41x30; 1SB;WP160lbs | 2dS.S.No.1,Victr5,25; M.&B.S;shft drn5,25 | C |
| 124,395 | xPetriana Steel | | | | | | | | | | | |
| HNRK | 1D;Web frms;Mchy aft; 3BH Wireless;W.Bal | | | | | | | | | | | |
| 5749 | **Graz** Steel | Scw | It 356 P & B | Trieste 44.2 \| 22.9 246′ F65′ | 2328 3905 | | 1908 | Trieste, (Lloyd [It. Austriaco.) | Lloyd Triestino | 3CylTE26,43½,73x48 | | I |
| 11 | | | | | | | | | | | | |
| NSXZ | 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | | | | | | | | | | | |
| 5750 | **Grazia Terzo** | Scw | It | Genoa | 1610 | 4′ 2″ | 1919 | Cleveland, | Industrie | 3CylTE21,39,59x42; | ✠A1Ⓔ | |
| | xLake Faribault Steel | | 251 | 43.6 \| 26.1 | 2603 | 24′ 2″ | 9 | (American [Ohio | Navali Societa | American S. B. Co; | ✠AMS | |
| | 1D;B;Wireless;W. Bal; 4BH | | | 28′ 2″ | 4050 | | | S. B. Co.) | Anonina | 2SB;American S. B. Co; | S.S.Bost9,20; | |
| | SUB.SIG: C-29 | | P25′ | B64′ F23′ | | | | | | 5471HS;WP185lbs;1500IHP; | B.S;shft drn5,26;Scip;CL | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd,s rps5,26 | | |
| | W.B.—A.P.96t;D.B.204′436t;D.T .a12′80t.....F.P.72t | | | | | | | | | | | |
| | F.O.—A.P.90t;D.B.158′288t;D.T .a12′75t.W.T. 30′200t..... | | | | | | | | | | | |
| 5751 | **Great City** Steel | Scw | Br 420 | Bideford 56.7 \| 33.9 | 3341 5523 | | 1914 4 | Stockton, (Ropner & [Eng. Sons, Lim.) | W. R. Smith & Son, Mgrs. | 3CylTE28,46,75x48; 3SB;WP180lbs;470RHP; Dkd,s rps6,23;Exmd2,26 | S.S.No.1,NY6,23; M.&B.S;shft drn10,25 | C |
| 135,958 | | | | | | | | | | | | |
| JFGV | 2D;Deep frmg;Shel dk; 6BH Wireless;W. Bal | | | | | | | | | | | |
| 5752 | **Great Western** Iron | SW | Br 220 | Windsor 40.2 \| 13 | 662 1080 | | '66 | Windsor, (Grand [Ont. Trunk Ry.) | Merlo, Merlo & Ray (Lim.) | 2-1CylH45x108; 4SB;WP65lbs;1360IHP. | | |
| 80,576 | | | | | | | | | | | | |
| | 1D | | | | | | | | | | | |
| 5753 | **Greater Buffalo** Steel | SW | Am 519 | Detroit 58 \| 23.6 | 3330 7739 | | 1924 | Lorain, (American [Ohio S. B. Co.) | D. & C. Navigation Co. | 3CylC66,96,96x108; 6SB;3DB;WP167lbs;11000IHP. | (★100(GL) P.S.9,24 | |
| 223,663 | | | | | | | | | | | | |
| | 1D;W. Bal 13BH | | | | | | | | | | | |
| 5754 | **Greater Detroit** Steel | SW | Am 519 | Detroit 58 \| 23.6 | 3330 7739 | | 1924 | Lorain, (American [Ohio S. B. Co.) | D. & C. Navigation Co. | 3CylC66,96,96x108; 6SB;3DB;WP167lbs;11000IHP. | (★100(GL) P.S.8,24 | |
| 223,664 | | | | | | | | | | | | |
| | 1D;W. Bal 13BH | | | | | | | | | | | |
| 5755 | **Grebe** Steel | Scw | Am 180 | 35.3 \| 17.2 | | | 1919 4 | Mariners Harbor, N. Y. (Staten Island S. B. Co.) | U. S. Govt. (Navy Dept.) | 3CylTE19,29,46x30; 2WTB;WP200lbs;1400IHP. | | |
| | 2D; 11BH | | | | | | | | | | | |
| | W. Bal; | | | | | | | | | | | |
| | Oil fuel | | | | | | | | | | | |
| 5756 | **Grecian** Steel | Scw Sch | Am 263.3 | Baltimore 42 \| 29.7 36 | 1994 2827 | | 1900 3 | Wilmington, (Harlan [Del. & Hollingsworth S. & E. B. Co.) | Merchants& Miners Transportation Co. | 3CylTE23½,41½,68x42; 4SB;WP170lbs;2800IHP. | — Exp 1,20 | V |
| 26,491 | | | | | | | | | | | | |
| KPSF | 3D;Wireless;SUB.SIG; 6BH W. Bal | | | | | | | | | | | |
| 5757 | **Green River** | Brg | Br 275 | Pt. Arthur 40 \| 22 | 1681 1750 | | '87 rb'24 | W.Bay City, (F. W. [Mich. Wheeler & Co.) | Dominion Towing & Salvage Co. | Wd | 90(GL) P.S.7,26 | |
| 138,863 | xCogebic | | | | | | | | | | | |
| | 1D | | | | | | | | | | | |
| 5758 | **Greenbrier** Steel | Scw | Br 389 | London 49.1 \| 29.9 | 2966 4722 | | 1914 5 | Geeste- munde, Ger. (J. C. Tecklenborg, A. G.) | Elders & Fyffes (Lim.) | 3CylTE28,45,75x53; 5SB;WP200lbs | A.S.4,26; B.S.4,26;M.S;shft drn7,26 | C |
| 144,605 | xPungo Steel | | | | | | | | | | | |
| KFPQ | 4D;SUB.SIG;Wireless;W. Bal 4BH | | B155′ | F53′ | | | | | | | | |
| 5759 | **Greene** Steel | Scw | Am 146.3 | New York 20.2 \| 10.9 | 164 294 | | 1920 | Hunters Pt., (Terry & [N. Y. Tench Co., Inc.) | New York Canal & Great Lakes Corp. | 2CylC10,24x14; 1WTB;WP225lbs;500IHP. | | |
| 119,563 | | | | | | | | | | | | |
| | 1D;Oil fuel 6BH | | | | | | | | | | | |
| 5760 | **Greene** | Brg | Am 105 | P. Amboy 32 \| 10 | 257 265 | | 1908 | Perth Amboy, N. J. (Perth Amboy D. D. Co.) | Raritan Copper Works, Inc. | YP,O;If | | |
| 165,385 | xGeo. R. Bunton & Son No. 7 | | | | | | | | | | | |
| | 1D | | | | | | | | | | | |
| 5761 | **Greenland** | Sch | Nor 97.6 | 24.3 \| 10.2 | 106 136 | | '64 | Wilmington, Del. | ..... | WO,YP;Gicf | ✠ — — Suspended8,19 | |
| | xRelief No. 29 | | | | | | | | | | | |
| | 1D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5762 | **Greenland** Steel | Scw | Am | Phila. | 3388 | 7′ 10½″ | 1920 | Chester, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,892 | | | | 54.2 \| 30.4 | 5502 | 25′ 2½″ | | (Merchant [Pa. | ping Board | Westinghouse E. & Mfg. Co; | ✠AMS | |
| LWHJ | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | | 32′10″ | 8756 | | 4 | S. B. Co.) | | 3WTB;D. Connelly Boiler Co; | Scip;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | P36′ B124′ F44′ | | | | | | 9459HS;WP200lbs;3000SHP;EAC | (Laid up) | |
| | W.B.—A.P.147t;D.B.338′1312t;D | T.27′8 | 46t; F. | P.123t | | | | | | | | |
| | F.O.....D.B.284′1092t;D | T.27′7 | 90t... | ..... | | | | | | | | |
| 5763 | **Greensborough** O,YP;Gff | Scw | Am | New York | 111 | | '92 | Baltimore, | George W. | 2CylC10,18x14 | | |
| 86,228 | | | 117.5 | 21.5 \| 6.8 | 163 | | 11 | (Wm. E. [Md. | Cole & Co., Inc. | | | |
| | 1D | | | | | | | Woodall & Co.) | | | | |
| 5764 | **Greenwich** Steel | Scw | Br | London | 2266 | | 1904 | So. Shields, | Watts, | 3CylTE24,40,65x45; | | BL |
| 117,963 | xSouthville | | 341.1 | 46.6 \| 25.9 | 3518 | | 10 | (J. Read- [Eng. | Watts & Co. | 2SB;WP160lbs | | |
| HBLD | 1D;B;Deep frmg;Wireless; 6BH | | P41′ | B92′ F32′ | | | | head & Sons.) | (Lim.), Mgrs. | | | |
| | W. Bal | | | | | | | | | | | |
| 5765 | **Greenwood** Wood | Scw | Am | San Fran. | 144 | | '86 | San Fran- | Greenwood | 2CylC11,22x18; | | |
| 85,921 | | | 114 | 31 \| 9 | 196 | | | cisco, Cal. | S.S. Co. | 110IHP. | | |
| KDJL | 1D;Wireless | | | | | | | | | | | |
| 5766 | **Greenwood** Sch | Brg | Am | New York | 880 | | 1908 | Noank, | Lehigh Coal | O,Ch,YP;Icf | | |
| 205,552 | | | 195.6 | 35 \| 17.6 | 967 | | 8 | (R. [Conn. | & Nav. Co. | | | |
| KWRB | 1D | | | | | | | Palmer & Sons.) | | | | |
| 5767 | **Greif** S | S | Ger | Hamburg | 2040 | | '92 | Sunderland, | Vinnen | Stl;1BH | | G |
| | xEdouard Bureau xWiscombe Park | | 281 | 42.2 \| 2.4 | 2214 | | 1 | (J. Blumer [Eng. | Gebruder, | | | |
| JBWV | 1D;B;Wireless | | P53′ | F28′ | | | | & Co.) | G. m. b. H. | | | |
| 5768 | **Grelbank** Steel | Scw | Br | London | 3131 | | 1918 | Glasgow, | The Deriven | 3CylTE27,44,73x48; | | BL |
| 142,460 | xWar Legate | | 400.3 | 52.3 \| 28.5 | 5201 | | 6 | (Harland [Scot. | Shipping Co. | 3SB;WP180lbs | | |
| JTNW | 1D;Wireless;W. Bal 7BH | | P49′ | B112′ F38′ | | | | & Wolff, Lim.) | (Lim.) | | | |
| 5769 | **Grelcaldy** Steel | Scw | Br | London | 2619 | | 1913 | Stockton, | The Deriven | 3CylTE26,42,70x48; | | BL |
| 135,265 | xCaldy | | 380 | 51 \| 24.8 | 4221 | | 9 | (Richardson, [Eng. | Shipping Co. | 3SB;WP180lbs | | |
| JDBH | 1D;Wireless;W. Bal 6BH | | P34′ | B240′ F37′ | | | | Duck & Co.) | (Lim.) | | | |
| 5770 | **Greldon** Steel | Scw | Br | London | 3269 | | 1918 | Glasgow, | The Deriven | 3CylTE27,44,73x48; | | BL |
| 142,382 | xWar Kinsman | | 400.6 | 52.3 \| 28.5 | 5249 | | 4 | (D. & W. [Scot. | Shipping Co. | 3SB;WP180lbs | | |
| JSPH | 1D;Wireless;W. Bal 7BH | | P49′ | B123′ F38′ | | | | Henderson & Co., | (Lim.) | | | |
| | | | | | | | | Lim.) | | | | |
| 5771 | **Greleden** Steel | Scw | Br | London | 2570 | | 1913 | Stockton, | The Deriven | 3CylTE26,42½,69½x45; | | BL |
| 135,246 | xAtherstone | | 370 | 51.4 \| 24.1 | 4168 | | 7 | (Craig, [Eng. | Shipping Co. | 2SB;WP180lbs | | |
| JCQP | 1D;Wireless;W. Bal 6BH | | P52′ | B & F239′ | | | | Taylor & Co.,Lim.) | (Lim.) | | | |
| 5772 | **Grelhead** Steel | Scw | Br | London | 2602 | | 1915 | Stockton, | The Deriven | 3CylTE26,42,70x48; | | BL |
| 139,090 | xBeachy Head | | 380 | 51 \| 24.8 | 4274 | | 9 | (Richardson, [Eng. | Shipping Co. | 3SB;WP180lbs | | |
| JLVC | 1D;Wireless;W. Bal 6BH | | P38′ | B244′ F37′ | | | | Duck & Co., Lim.) | (Lim.) | | | |
| 5773 | **Grelisle** Steel | Scw | Br | London | 3172 | | 1918 | Birkenhead, | The Deriven | 3CylTE27,44,73x48; | | BL |
| 142,452 | xWar Painter | | 400 | 52.4 \| 28.4 | 5208 | | 6 | (Cammell, [Eng. | Shipping Co. | 3SB;WP180lbs | | |
| JSLT | 1D;Wireless;W. Bal 7BH | | P49′ | B113′ F40′ | | | | Laird & Co., Lim.) | (Lim.) | | | |
| 5774 | **Grelstone** Steel | Scw | Br | London | 2614 | | 1912 | Stockton, | The Deriven | 3CylTE26,42,70x48; | | BL |
| 132,748 | xEddystone | | 380 | 51 \| 24.8 | 4214 | | 7 | (Richardson, [Eng. | Shipping Co. | 3SB;WP180lbs | | |
| HWKC | 1D;Wireless;W. Bal 6BH | | P34′ | B240′ F34′ | | | | Duck & Co., Lim.) | (Lim.) | | | |
| 5775 | **Grelwen** Steel | Scw | Br | London | 2878 | | 1912 | Stockton, | The Deriven | 3CylTE26,42,70x48; | | BL |
| 135,165 | xTonwen xTavlan | | 390 | 52.5 \| 25.6 | 4567 | | 12 | (Richardson, [Eng. | Shipping Co. | 3SB;WP180lbs | | |
| JBGM | 1D;Shel dk;Web frms; 6BH | | | | | | | Duck & Co., Lim.) | (Lim.) | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | | | | | |
| 5776 | **Grena** Steel | Scw | Nor | Bergen | 3487 | | 1912 | Sunderland, | A/S. J. L. | 3CylTE25,41,70x48; | | N |
| | | | 439.5 | 57 \| 26.3 | 6371 | | 12 | (W. Dox- [Eng. | Mowinckel, | 3SB;WP180lbs | | |
| MHTW | 2D;Shel dk;Wireless;W. Bal 6BH | | F71′ | P94′ | | | | ford & Sons, Lim.) | Rederi | | | |
| 5777 | **Grenadier** Steel | Scw | Blg | Antwerp | 2089 | | 1920 | Elizab'thp't, | Lloyd | 3CylTE21½,35,58x42; | ✠ — — | V |
| | xNanshon | | 328.6 | 46 \| 22.9 | 3447 | | 6 | (Bethlehem [N. J. | Royal Belge | 2SB;WP190lbs;1700IHP. | ✠ — — | |
| MGUR | 1D;Long. frmg;Wireless;Oil fuel 6BH | | | 25.6 | 5100 | | | S. B. Corp.) | Soc. Anon. | | Suspended 10,24 | |
| | | | P53′ | B110′ F37′ | | | | | | | | |
| 5778 | **Greta** Steel | Scw | Swd | Storangen | 1273 | | 1906 | Tonning, | Rederi A/B. | 3CylTE18,30,49x33; | | G |
| | xFrieda Fahrenheim xRegnator | | 280.4 | 39.8 \| 19.8 | 2102 | | 7 | (Elderwerft [Ger. | Svecia | 2SB;WP185lbs | | |
| | 1D;Deep frmg;Wireless;W. Bal 4BH | | | | | | | Akt. Ges.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5779 LNST | **Grete Clausen** xIwirit xWaldemar Tornoe 1D | Sch Aux | Ger 108.3 | Flensburg 25.9 \| 11.9 216 | 188 | | 1901 | Thuro, (C. [Den. Bom.) | W. Schneider | Wd;Gif(Sltd) 2Cyl OilEng 11⅛x12½ | | V |
| 5780 RDKT | **Grete Hugo Stinnes 8** xHagelsberg xElswick Hall Steel 1D;B;Deep frmg; 6BH Web frms;SUB.SIG;W. Bal | Scw | Ger 340 P32′ | Hamburg 48.1 \| 25.9 B206′ F34′ 3856 | 2342 | | 1901 11 | Stockton, (Richardson, [Eng. Duck & Co.) | Stinnes Line, A. G. | 3Cyl TE 25,42,68x45; 2SB;WP160lbs | | G |
| 5781 NFJW | **Grete Jensen** xManitowoc xSpyros Vallianos Steel 2D;Deep frmg;Wireless;W. Bal 9BH (*Now Grete*) | Scw Sch | Dan 370 P31′ | Cop'hagen 52.1 \| 27.1 B107′ F41′ 4549 | 2876 | | 1902 6 | Pt. Glasgow, (Russell [Scot. & Co.) | T. C. Christensen, Mgr | 3Cyl TE 26,42,70x48; 3SB;WP180lbs;1600IHP. | | V |
| 5782 WPJK | **Grey County** xTurkistan xWar Lark. Steel 2D;Wireless;W. Bal 7BH | Scw | Nor 400.2 P49′ | Bergen 52.2 \| 28.5 B112′ F38′ 5203 | 3178 | | 1918 8 | Hull, (Earles S. [Eng. & E. Co., Lim.) | Willy C. Gilbert | 3Cyl TE 27,44,73x48; 3SB;WP180lbs;517RHP. | S.S.No.1,Glas6,22;A.S.1,26; shft drn5,25;M.&B.S.6,25 | C |
| 5783 204,691 | **Grey Eagle** Wood 1D | StW | Am 109.6 | Portland 20.5 \| 4.8 154 | 141 | | 1907 2 | Salem, Ore. | Chas. Spaulding Log Co | 80IHP. | | |
| 5784 86,621 | **Greyhound** Steel 1D 4BH | SW | Am 276 | Detroit 38 \| 15 1392 | 748 | | 1902 | Wyandotte, (Detroit [Mich. S. B. Co.) | Red Star Nav. Co. | 1Cyl 60x144; 3SB;WP55lbs;1824IHP. | | |
| 5785 207,388 LBMC | **Greyhound** xSkipaka Comp 1D | Scw Twin | Am 140 | New York 13.8 \| 8.7 103 | 70 | | 1910 | Morris Heights, N. Y. (Seabury Co.) | Dr. John A. Harriss | 2-4Cyl TE 11,16,18,18x11; 1WTB;1200IHP. | | |
| 5786 221,536 MDBV | **Greylock** xWest Greylock Steel 3D;W. Bal;Wireless;SUB.SIG; 8BH 7BH to Fbd dk 1BH to 2d dk Oil fuel F. P. above 150° F. C-38 W.B.—A.P.232t;D.B.378′1492t;D . T.600 t.....F.P.100t F.O.....D.B.324′1152t;D . T.560 t;S.T.4 8t..... | Scw | Am 430.7 | New York 54.3 \| 26.2 \| 38′ 3″ | 4520 7460 11000 | 9′ 7½″ 28′ 10½″ | 1921 8 | San Pedro, (Los [Cal. Angeles S. B. & D. D. Co.) | Greylock S.S. Corp. | 3Cyl TE 28½,47,78x48; Los Angeles S. B. & D. D. Co; 3SB;Moore S. B. Co; 9729HS;WP220lbs;3500IHP;EAC; d rpd10,25;Dkd,s rps10,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Balt10,25; shft drn2,25;M.S.10,25; B.S.10,26;Clh BB;CL | |
| 5787 140,427 JRTV | **Greypoint** xPolwick xOlof Wijk Steel 1D;W. Bal 6BH | Scw | Br 195.9 | Belfast 28.1 \| 14.6 F26′ 455 | 455 793 | | '91 | Stockholm, (Bergsunds [Swd. Mek. Verkstad.) | ---------- | 3Cyl TE 18,29,46x30; 2SB;WP150lbs;670IHP. | | |
| 5788 120,919 HFPC | **Greystoke Castle** Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw Sch | Br 361 P29′ | Liverpool 46.3 \| 17.7 B200′ F39′ 3828 | 2432 | | 1906 2 | Sunderland, (W. Pickers- [Eng. gill & Sons.) | J. Chambers & Co., Mgrs. | 3Cyl TE 24,40,67x45; 2SB;WP180lbs | | BL |
| 5789 150,561 MJLD | **Griffco** Steel 1D;Oil fuel;Mchy aft;W. Bal; 5BH Wireless | Scw | Br 220 | Victoria 40.1 \| 18.6 B15′ F22′ 1426 | 812 | | 1920 9 | Seattle, (J. F. [Wash. Duthie & Co.) | Coastwise S.S. & Barge Co. | 3Cyl TE 19,32,56x36; 2WTB;WP180lbs;1400IHP; Dkd,d rpd11,24 | | |
| 5790 220,755 MBSH | **Griffdu** Steel 1D;Oil fuel;Mchy aft; 3BH Wireless;W. Bal | Scw | Am 219.9 P66′ | San Fran. 40.1 \| 18.5 F37′ 1484 | 828 | | 1920 10 | Seattle, (J. F. [Wash. Duthie & Co.) | Charles Nelson Co. | 3Cyl TE 19,32,56x36; 2WTB;WP201lbs;1400IHP; Dkd 2,26;d rpd9,26;s rps11,26 | S.S.No.1,Oak2,26;A.S.5,26; M.&B.S;shft drn2,26 | C |
| 5791 86,140 | **Griffin** Steel 2D;Mchy aft;W. Bal 3BH | Scw | Am 266 | Boyne C'y 38.2 \| 19.6 1879 | 1527 | | '91 6 | Cleveland, (Cleve- [Ohio land S. B. Co.) | J. H. Gallagher | 3Cyl TE 17,29,47x36; 2CRTB;WP160lbs;900HP. | 90(GL) P.S.7,26 | |
| 5792 220,731 MBRP | **Griffson** 1D;W. Bal | Trn | Am 267.9 | Seattle 46.3 \| 23.8 2259 | 2149 | | 1920 | Winslow, (Nelson [Wash. & Kelez.) | James Griffiths & Son | Wd;2BH | | |
| 5793 HTSD | **Grigorios C** xElena Margarita Steel xHelena Margareta 6BH 1D;B;Wireless;W. Bal | Scw | Grk 300 B & F | Piraeus 40.2 \| 19.4 190′ 2609 | 1556 | | '90 3 | Newcastle, (Palmers') [Eng. Co., Lim.) | P. G. Callimanopulos, | 3Cyl TE 20,35,58x42; 2SB;WP160lbs | | BL |
| 5794 72,719 | **Grimsby** 1D | Sch | Br 137.8 | St. Cathrs 26.2 \| 11.8 331 | 331 | | '74 | St. Catharines, Ont. (M. Simpson.) | Dominion Sand & Barge Co. | Comp | | |
| 5795 7,236 KFVN | **Gripsholm** Steel 3D;Wireless;D.F. 10BH | MV Twin | Swd 553 | Gothenb'g 74.4 \| 37.7 17993 | 11002 | | 1925 | Newcastle, (Armstrong, [Eng Whitworth & Co., Lim.) | A/B. Svenska Amerika Linien | 2-6Cyl OilEng 33x59 | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5796 | **Griqua** | Scw | Br | N. Shields | 2099 | | 1902 | Newcastle, | Ellerman & | 3CylTE23½,42,68x48; | | BL |
| 115,933 | Steel | Sch | 330 | 45.2 \| 17.3 | 3345 | | 12 | (Armstrong, [Eng. | Bucknall S.S. | 3SB;WP180lbs | | |
| TSFQ | 1D;Spar dk;Deep frmg; 6BH | | P33′ | B180′ F39′ | | | | Whitworth & Co., Lim.) | Co. (Lim.) | | | |
| | Wireless,W. Bal | | | | | | | | | | | |
| 5797 | **Griswold** | Scw | Am | N. Haven | 91 | | '99 | Albany, | East & West | | | |
| 107,504 | xAlice May Wood | | 92.2 | 25 \| 7 | 133 | | | N. Y. | Shore Ferry & Transp. Co | 200IHP. | | |
| | 1D | | | | | | | | | | | |
| 5798 | **Gro** | Scw | Nor | Bergen | 2589 | | 1917 | Sunderland, | O. G. | 3CylTE25,42,68x48; | | BL |
| | xTenterden Steel | | 351.7 | 50.9 \| 26 | 4127 | | 10 | (J. L. [Eng. | & I. H. Olsen | 2SB;WP180lbs | | |
| WNCP | 1D;Wireless;W. Bal 6BH | | P23′ | B96′ F31′ | | | | Thompson & Sons, Lim.) | | | | |
| 5799 | **Groix** | Scw | Fr | Havre | 6136 | | 1922 | La Seyne, | Chargeurs | 2-3CylTE25½,42½,70x48; | | V |
| | Steel | Twin | 483.5 | 58.1 \| 26.1 | 9975 | | | (Forg. & [Fr. | Reunis | 5SB;WP200lbs;6500IHP. | | |
| OINF | 3D;Wireless;W. Bal 9BH | | | | | | | Chant. de la Medit.) | | | | |
| 5800 | **Gronsund** | Scw | Dan | Rodby | 1504 | | '91 | Stockton, | Dampskslsk | 3CylTE19,36,59x39; | | BL |
| | xJacob Kjellerup Steel | | 290 | 39 \| 18.7 | 2406 | | 6 | (Ropner [Eng. | Halla A/S. | 2SB;WP160lbs | | |
| NTMR | 1D;Web frms;Well dk;Wireless; 5BH | | P29′ | B116′ F31′ | | | | & Son.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 5801 | **Grootendijk** | Scw | Hol | Rotterd'm | 5168 | | 1923 | Schiedam, | Nederl.- | Stm Tbns; | | BL |
| | Steel | | 450 | 58.2 \| 37.2 | 8365 | | 3 | (New [Hol. | Amerik. Stoomv. | 4SB;WP215lbs | | |
| NVGC | 2D;Shel dk;Oil fuel; 8BH | | F50′ | | | | | Waterway S. B. Co.) | Maats. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 5802 | **Grosholm** | MV | Nor | Oslo | 1286 | | 1920 | Rodby | W. B. | 2-4 CylOilEng14 3/8 x20 7/8 | | BL |
| | xDanedronning Steel | Twin | 257.2 | 40.2 \| 20.5 | 1734 | | 7 | Hav'n, Den. | Markussen | | | |
| LDWT | 1D;B;Mchy aft; 3BH | | P44′ | B66′ F42′ | | | | (Akt. Rodby Havns. Jernskib.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 5803 | **Grossherzogin Elizabeth** | S | Ger | Oldenburg | 721 | | 1901 | Geeste- | Deutscher | Stl;5BH | | G |
| | | | 223.6 | 39.4 \| 20.9 | 1260 | | 3 | munde, Ger. | Schulschiff- | | | |
| NDVL | 2D | | P63′ | F29′ | | | | (John C. Tecklenborg, A. G.) | Verein | | | |
| 5804 | **Grunewald** | Scw | Ger | Hamburg | 3182 | | 1912 | Vegesack, | Hamburg- | 4CylQE24,34,50,74x53; | | |
| | xManoa Steel | | 353.2 | 48.7 \| 24.6 | 5070 | | | (Bremer [Ger. | Amerik. Packetf. | 3SB;WP225lbs;3100IHP. | | |
| | 2D;B;Well dk;SUB.SIG; 6BH | | P & B | 274′ F47′ | | | | Vulkan.) | Akt. Ges. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 5805 | **Guadalhorce** | Bk | Sp | LasPalmas | 294 | | '67 | Palma, | Bosch y | Wd | | |
| | xPrincipe xAsturias | | 120.9 | 30.6 \| 16.1 | 349 | | | (Majorca) [Spain. | Sintes | | | |
| HNMP | 1D;B | | | | | | | | | | | |
| 5806 | **Guadalquivir** | Scw | Sp | Seville | 2470 | | 1914 | Pt. Glasgow, | L. Orellana, | 3CylTE25,41,68x45; | | BL |
| | xAdelina Steel | | 359.7 | 49.9 \| 26.9 | 3945 | | 4 | (Russell [Scot. | Mgr. | 2DB;WP180lbs | | |
| HNMT | 2D;W. Bal;Wireless 6BH | | P40′ | B102′ F46′ | | | | & Co.) | | | | |
| 5807 | **Guadiamar** | Scw | Sp | Seville | 2369 | | '94 | Glasgow, | L. Orellana, | 3CylTE24,42,56x45; | | V |
| | xMayachi Maru xTami Maru Steel | | 353.5 | 43 \| 29.9 | 3813 | | 11 | (C. Connell [Scot. | Mgr. | 2SB;WP149lbs;1450IHP. | | |
| HNMV | 2D;Deep frmg;Wireless; 7BH | | P40′ | B82′ F36′ | | | | & Co.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 5808 | **Guadiaro** | Scw | Sp | Seville | 2560 | | 1903 | Pt. Glasgow, | Nav. | 3CylTE25,41,67x45; | | BL |
| | xBlack Prince xProvan Steel | | 345.2 | 49.9 \| 17.9 | 3925 | | 1 | (Russell [Scot. | Guadalquivir | 2SB;WP180lbs | | |
| MBPK | 1D;Spar dk;Deep frmg; 6BH | | P20′ | B202′ F37′ | | | | & Co.) | Soc. Anon. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 5809 | **Guajara** | Scw | Brz | Para | 927 | | '79 | Newcastle, | Lloyd | 2CylC30,58x36; | | |
| | xMarajo xGregory Iron | Sch | 253 | 33.3 \| 16.9 | 1498 | | 8 | (Schlesin- [Eng. | Brasileiro | 2SB;WP75lbs | | |
| | 1D;B;Spar dk;Wireless;W. Bal 4BH | | | | | | | ger, Davis & Co.) | | | | |
| 5810 | **Guanacaste** | Brg | Am | Pensacola | 548 | | 1917 | Portland, | Guanacaste | Fir;Gif;1BH(Sltd) | ✠ — — | |
| 215,508 | | Sch | 165.5 | 36.5 \| 13.9 | 609 | | 6 | (Columbia [Ore. | Ship Corp. | | Suspended2,22 | |
| LHSD | 1D | | | | | | | Eng. Wks.) | | | | |
| 5811 | **Guanoco** | Scw | Am | Phila. | 1403 | 7′ 1½″ | '92 | Wyandotte, | Bermudez | 3CylTE20,33,54x42; | **A1** Great Coastwise. | |
| 92,454 | xMahoning Steel | | 274 | 40 \| 23.2 | 2308 | 19′ | | (Detroit [Mich. | Transport Co. | 2SB;120GS;4200HS;WP150lbs; | AMS | |
| LJTP | 2D;Mchy aft;W. Bal 5BH | | | 26′ | 3100 | | | D. D. Co.) | | 1400IHP;rps5,20; | S.S.NptN5,20; | |
| | 4BH to Fbd dk | | | | | | | | | s rps10,20;Dkd,d rpd1,21 | M.& B.S;shft drn5,20;CL | |
| | 1BH to 2d dk | | | | | | | | | | (Laid up) | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5812 | **Guantanamo** | Scw | Cuban | Havana | 922 | | 1900 | Kiel, | Empresa | 3Cyl TE 22,35,57x39; | **A1** | |
| | xWatauga xGovernor Jaeschke Steel | | 240.4 | 36 \| 20.9 | 1668 | | | Ger. | Naviera de Cuba | Howaldswerke; | AMS | |
| | 2D;Web frms;W. Bal 5BH | | P22′ | B90′ F36′ | | | | (Howaldswerke.) | S. A. | 2SB;Howaldswerke; | 2dS.S.No.2,Hvna1,23; | |
| | W.B.—D.B.132′239t | | | | | | | | | 117GS;3914HS;WP175lbs;1400IHP; | M.S.1,23;B.S;n shft4,25; | |
| | | | | | | | | | | EAC;clk dk8,17;Dkd6,26;d rpd8,26 | shft drn6,26;SBP | |
| 5813 | **Guantanamo** | Scw | Am | New York | 2043 | 4′ 5″ | 1910 | W. Hartlepl, | New York | 3Cyl TE 25,40,65x42; | ✠**A1** | |
| 212,946 | xRegistan Steel | Sch | 350.7 | 46.5 \| 22 | 3349 | 20′ 7″ | " | (W. Gray [Eng. | & Cuba Mail | Gray & Co. Central Marine Wks; | AMS | |
| LFGB | 2D;Wireless;W. Bal 6BH | | | 24′ 9″ | 5194 | | | & Co.) | S.S. Co. | 2SB;Gray & Co.Central Marine Wks; | S.S.No 3.NY11,22; | |
| | | | P25′ | B86′ F35′ | | | | | | 125GS;5733HS;WP180lbs; | M.S.11,22;shft drn11,23; | |
| | | | | | | | | | | 2000IHP;EAC;d rpd6,25;Dkd1,26; | B.S.4,24;SBP;CL | |
| | | | | | | | | | | s rps8,26;Exmd9,26 | | |
| 5814 | **Guaratuba** | Scw | Brz | Rio Jan'ro | 2866 | | '94 | Hamburg, | Lloyd | 3Cyl TE 23,37,63x42; | | V |
| | xCorrientes Steel | | 342 | 42 \| 29.9 | 3775 | | | (Blohm [Ger. | Brasileiro | 2SB;WP180lbs;1400IHP. | | |
| | 2D;Web frms;Wireless;W. Bal 7BH | | P & B | 210′ F41′ | | | | & Voss.) | | | | |
| 5815 | **Guardadora** | Bk | Br | Liverpool | 2987 | | '92 | Liverpool, | Pacific Stm. | Stl;1BH | | |
| 99,377 | xJ. C. Vinnen xOsborne | | 325 | 46 \| 25.2 | 3166 | | 3 | (W. H. [Eng. | Nav. Co | | | |
| | 2D | | P35′ | B40′ F31′ | | | | Potter & Sons.) | | | | |
| 5816 | **Guardia Nacional** | Scw | Arg | Bns. Ayres | 1982 | | '90 | Glasgow, | Argentine | 3Cyl TE 32,49,77x48; | | |
| | xPing Suey Steel | | 365 | 41.5 \| 26 | 3079 | | 5 | (Barclay, [Scot. | Government | 4SB;WP160lbs | | |
| HBGK | 2D;B;W. Bal 6BH | | P21′ | B92′ F48′ | | | | Curie & Co. | | | | |
| | | | | | | | | Lim.) | | | | |
| 5817 | **Guardian** | Scw | Am | New York | 981 | | 1907 | Newcastle, | All-America | 2-3Cyl TE 15,25,43x30; | | BL |
| | Steel | Twin | 273.4 | 36 \| 14.9 | 1768 | | 9 | (Swan, [Eng. | Cables, Inc | 2SB;WP180lbs | | |
| HLKN | 1D;Spar dk;Deep frmg; 4BH | | | | | | | Hunter & Wigham | | | | |
| | Wireless;W. Bal | | | | | | | Richardson, Lim.) | | | | |
| 5818 | **Guardian** | Scw | Am | Boston | 84 | | '96 | Boston, | City of | 3Cyl TE 12½,19,33x24; | | |
| 208,031 | Wood | | 100.4 | 20 \| 10 | 124 | | | (Atlantic [Mass. | Boston | 2SB;WP170lbs;500IHP. | | |
| | 1D;B 1BH | | | | | | | Wks.) | | | | |
| 5819 | **Guardian** | Scw | Am | Fairport | 334 | | 1906 | Ferrysburg, | Pringle | 3Cyl TE 16,25,42x34; | 95(GL) | |
| 203,098 | xChase S. Osborn Steel | | 128.4 | 25.2 \| 12.6 | 492 | | 5 | (Johnson [Mich. | Barge Line Co., | 1SB;WP150lbs;1480IHP. | P.S.4,26 | |
| | 2D 3BH | | | | | | | Bros.) | Inc. | | | |
| 5820 | **Guarneri** | S | It | Genoa | 1777 | | '95 | Pt. Glasgow, | E. Guarneri | Stl;1BH; | | BL |
| 991 | xLandkirchen xGluckstadt | | 265.4 | 40.1 \| 23.1 | 1935 | | 5 | (A. Rodger [Scot. | | | | |
| | 1D;B | | P37′ | F27′ | | | | & Co.) | | | | |
| 5821 | **Guaro** | Scw | Am | Wilm'gton | 1658 | 3′ 9½″ | 1918 | Wilmington, | U. S. Ship- | 3Cyl TE 21½,35,58x42; | ✠**A1**Ⓔ | |
| 216,079 | Steel | | 309.2 | 48.2 \| 21.5 | 2873 | 20′ 5″ | 3 | (Bethlehem [Del. | ping Board | Bethlehem S. B. Corp., Lim; | ✠AMS | |
| LJVH | 1D;W. Bal;Wireless 7BH | | | 24′ | 4500 | | | | S. B. Corp., Lim.) | | 2SB;Bethlehem S. B. Corp., Lim; | (Laid up) |
| | | | P24′ | B96′ F38′ | | | | | | 121GS;4970HS;WP190lbs;1650IHP; | | |
| | | | | | | | | | | Dkd5,25 | | |
| 5822 | **Guaruja** | Scw | Fr | Marseilles | 2660 | | 1921 | La Seyne, | Cie de | Stm Tbns; | | V |
| | Steel | | 362.6 | 46 \| 23.7 | 4282 | | | (Forg. & [Fr. | Navigation | 3WTB;WP200lbs;2700IHP | | |
| OIPN | 2D;Oil fuel:Well dk; 7BH | | P233′ | F46′ | | | | Chant. de La | France-Amerique | | | |
| | Wireless;W. Bal | | | | | | | Medit.) | | | | |
| 5823 | **Guayaquil** | Scw | Am | New York | 1613 | 4′ 2″ | 1919 | Lorain, | Panama | 3Cyl TE 21,35,59x42; | ✠**A1**Ⓔ | |
| 219,110 | xLake Fanquier Steel | | 251 | 43.5 \| 26.1 | 2592 | 24′ 2″ | 10 | (American [Ohio | R.R. Co., Inc. | American S. B. Co; | ✠AMS | |
| LTJH | 1D:B;W. Bal;Wireless;SUB.SIG; 4BH | | | 28′ 2″ | 4050 | | | S. B. Co.) | | 2SB;American S. B. Co; | S.S.No.1,NY2,26; | |
| | Oil fuel F. P. above 150° F. C-30 | | P25′ | B64′ F23′ | | | | | | 5467HS;WP180lbs;1500IHP; | shft drn1,26;M.&B S 2,26; | |
| | | | | | | | | | | Dkd,s rps10,26 | Scip;CL | |
| | W.B.—A.P.96t;D.B.204′436t;D.T 12′80t | | | F.P.72t | | | | | | | | |
| | F.O.—A.P.90t;D.B 155′288t;D.T 12′75t | | W.T.3 | 0′200t | | | | | | | | |
| 5824 | **Guaytecas** | Bk | Chl | Valparaiso | 1179 | | '84 | Sunderland, | A. Lascano | I;1BH | | BL |
| 770 | xBille | | 225.5 | 34.9 \| 20.9 | 1241 | | 12 | (J. Laing) [Eng. | & Co. (Lim.) | | | |
| HCDQ | 1D;B | | | F28′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5825 | **Gudmundra** | Scw | Swd | Kramfors | 984 | | 1921 | Landskrona, | Rederiaktieb | Stm Tbns; | | BL |
| 6,504 | Steel | | 273.8 | 41.2 \| 17.8 | 1776 | | 5 | (A/B. [Swd. | Fredrika | 2SB;WP200lbs | | |
| KDFH | 1D;Shel dk;Oil fuel;Wireless; 4BH | | | | | | | | Orsundsvarvet.) | | | |
| | W. Bal | | | | | | | | | | | |
| 5826 | **Gudrun Maersk** | Scw | Dan | Svendborg | 3037 | | 1920 | Danzig, | A. P. | Stm Tbns; | | BL |
| | Steel | | 360 | 51.2 \| 31.5 | 4932 | | 12 | (F. [Ger. | Moller, Mgr. | 3SB;WP185lbs | | |
| NCGL | 1D;Oil fuel;Wireless; 6BH | | | | | | | | Schichau.) | | | |
| | SUB.SIG;W. Bal | | | | | | | | | | | |
| 5827 | **Guernica** | Scw | Sp | Bilbao | 1865 | | 1920 | Bilbao, | Cia. Aux- | 3Cyl TE24,40,65x45; | | BL |
| | Steel | | 325.4 | 46.9 \| 22.2 | 3109 | | 5 | (Soc. Anon. [Sp. | iliar Maritima | 3SB;WP180lbs | | |
| HNPR | 1D;Wireless;W. Bal 5BH | | P28′ | B100′ F45′ | | | | | Astilleros del | | | |
| | | | | | | | | | Nervion.) | | | |
| 5828 | **Guerrero** | Scw | Mex | Mazatlan | 844 | | 1917 | Glasgow, | Cia. Nav. | 4Cyl TE20,33,37,37x30; | | BL |
| | xH. M. S. Dianthus Steel | | 254.9 | 35.1 \| 17.3 | 1415 | | | (Barclay, [Scot. | de Los Estados | 1SB;WP180lbs | | |
| | 1D;Oil fuel;Well dk;W. Bal 8BH | | P & B | 163′ F35′ | | | | Curle & Co., Lim.) | de Mexico | | | |
| 5829 | **Guetaria** | Scw | Sp | S. Sebas'n | 2305 | | '98 | Newcastle, | Soc. Nav. | 3Cyl TE24,40,66x45; | | BL |
| | xInes xVictorious Steel | | 330 | 46.1 \| 18 | 3696 | | 5 | (R. Stephen- [Eng. | Elcano | 2SB;WP165lbs | | |
| HNPT | 1D;B;Spar dk;Wireless; W.Bal 5BH | | P24′ | F24′ | | | | son & Co., Lim.) | | | | |
| 5830 | **Guglielmo Peirce** | Scw | It | Naples | 5180 | | 1907 | Kiel, | Soc. di Nav. | 2-4Cyl QE21,31,45,65x47; | | I |
| 199 | xCorcovado xSueh Steel | Twin | 448.3 | 55.2 \| 28 | 8512 | | 12 | (Frd. Krupp [Ger. | "Sicula | 2Birs | | |
| PRTA | 2D;SUB.SIG;Wireless;W. Bal 9BH | | P290′ | F79′ | | | | Akt. Ges.) | Americana" | | | |
| 5831 | **Guiding Star** | Scw | Am | New York | 71 | | 1900 | Noank, | White Star | | | |
| 86,490 | Wood | | 80.3 | 21.1 \| 9.6 | 105 | | | (R. Palmer [Conn. | Towboat Co. | 225IHP. | | |
| | 1D | | | | | | | | & Son.) | | | |
| 5832 | **Guildford Castle** | Scw | Br | London | 4907 | | 1911 | Glasgow, | The Union- | 2-4Cyl QE19¾,28,41,60x48; | | BL |
| 132,611 | Steel | Twin | 452.1 | 56.2 \| 30.8 | 7995 | | 10 | (Barclay, [Scot. | Castle Mail S.S. | 2DB;1SB;WP220lbs | | |
| HTMN | 2D;Well dk;SUB.SIG; 8BH | | P & B | 272′ F67′ | | | | Curle & Co., Lim.) | Co. (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 5833 | **Guilford D. Pendleton** | Sch | Am | New York | 1456 | | 1918 | Jacksonville, | Pendleton | Ch,YP;Gif | | |
| 216,662 | xGeorge H. Barnes | 4 M | 205.8 | 41.5 \| 19.6 | 1611 | | | (Baxter [Fla. | Bros. | | | |
| LMHB | 3D | | | | | | | Shipyards, Inc.) | | | | |
| 5834 | **Guimba** | Scw | Am | San Fran. | 4545 | 8′ 3¼″ | 1919 | Oakland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 218,042 | Steel | | 402.5 | 53 \| 32 | 6100 | 26′ 5½″ | 6 | (Moore [Cal. | ping Board | Westinghouse E. & Mfg. Co; | ✠AMS | |
| LRCS | 3D;Shel dk;Long. frmg; 7BH | | | 34′ 6″ | 8370 | | | S. B. Co.) | | 4WTB;Heine Safety Boiler Co; | ✠RMC7,21 | |
| | W. Bal; 6BH to Fbd dk | | P34′ | B81′ F37′ | | | | | | 11132HS;WP225lbs;2800SHP;EAC; | S.S.Phila4,21; | |
| | Wireless;SUB.SIG; 1BH to 2d dk | | | | | | | | | Dkd,rps4,21 | shft drn4,21;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | (Laid up) | |
| | W.B.—A.P.49t;D.B.345′1295t;D. | T.30′5 | 46t. . . | .....F.P.73t | | | | | | | | |
| | F.O. .....D.B.327′1132t;D. | T.30′5 | 09t; S. | T.40t;F.P.68t | | | | | | | | |
| 5835 | **Guine** | Scw | Ptg | Loanda | 2527 | | '98 | Hamburg, | Cia.Colonial | 3Cyl TE24,40,70x48; | | G |
| | xLa Plata xPelotas Steel | | 361.3 | 44.8 \| 25.7 | 4032 | | 6 | (Reiherstieg [Ger. | de Navegacao | 3Birs | | |
| RLCH | 1D;Spar dk;Web frms; 6BH | | P51′ | B117′ F44′ | | | | Schiffsw.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 5836 | **Guinevere** | MV | Am | New York | 345 | | 1921 | Neponset, | Edgar | 2-6Cyl OilEng;Elec.Motor | | |
| 221,611 | Steel | Twin | 171.2 | 32.5 \| 18.7 | 503 | | | (Geo. Mass. | Palmer | 550IHP. | | |
| MDFG | 1D;SUB.SIG;Wireless | | | | | | | (Lawley & Son.) | | | | |
| 5837 | **Guiniguada** | Bkt | Sp | LasPalm's | 334 | | '77 | Palma, | Bosch & | Wd | | |
| | xJ. Lluса Puig xMaria Orero | | 132.5 | 28.8 \| 15.1 | 352 | | | (Frances.) [Sp. | Sintes | | | |
| HNQF | 1D;B | | | | | | | | | | | |
| 5838 | **Guisen Maru** | Scw | Jap | Dairen | 2590 | | 1907 | Sunderland, | Nanyo | 3Cyl TE24,41,68x45; | | C |
| 231 | xTalawa Maru xTalawa Steel | | 349.1 | 49 \| 24 | 4186 | | | (W. Doxford [Eng. | Kogyo Koshi | 3SB;WP170lbs | S.S.No.3,Wmstn10,20; | |
| | 1D;B;Wireless;W. Bal 6BH | | P32′ | F31′ | | | | & Sons.) | Goshi Kaisha | | M.&B.S;shft drn2,24 | |
| 5839 | **Gul Djemal** | Scw | Trk | Cnstntnpl | 2991 | | '74 | Belfast, | Administr. | 3Cyl TE35,58,96x69 | | |
| | xOttawa xGermanic Iron | | 455 | 45.2 \| 34 | 5071 | | | (Harland [Ire. | de Nav. a Vap. | | | |
| | 3D;W. Bal 8BH | | P50′ | F104′ | | | | & Wolff.) | Turque | | | |
| 5840 | **Gulf of Mexico** | Scw | Am | Pt. Arthur | 4867 | | 1917 | Camden, | Gulf Refin- | 4Cyl QE24,35,51,75x51; | | BL |
| 215,404 | Steel | | 467.6 | 62.7 \| 32 | 7807 | | 8 | (New [N. J. | ing Co. | 3SB;WP220lbs;3200IHP | | |
| LHPQ | 2D;Shel dk;Oil in bulk; 16BH | | | | | | | York S. B. Corp.) | | | | |
| | Oil fuel;Mchy aft;Web frms; | | | | | | | | | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5841 | **Gulf of Venezuela** | MV | Am | Pt. Arthur | 4124 | 7′ 7¼″ | 1920 | Oakland, | Gulf Refining Co. | 4Cylopposed Piston Oil Eng22 1/16x45 5/8; | ✠A1Ⓔ Oil Carrier. ✠AMS | |
| 219,527 | xMisklanza Steel | | | 425.8 \| 57 \| 31.2 \| 33′ | 6629 | 25′ 7″ | 1 | (Moore [Cal. S. B. Co.) | | Sun S. B. & D. D. Co; | | |
| LVKW | 2D;Long. frmg;Mchy aft; 16BH | | | P105′ B40′ F41′ | 10000 | | | | | 2700BHP;DB;EAC; | S.S.No.2,Ches8,26; | |
| | W. Bal;Wireless; 9BH to Fbd dk | | | | | | | | | Dkd,d rpd8,26 | n Eng;n shft9,25;shft drn7,26; | |
| | SUB.SIG; 7BH to 2d dk | | | | | | | | | | M.&B.S.8,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.29t;D.B.61′147t | | | D.T.a4 | ′207t | D.T.f4 | 3′541t; T.D. | 36t | | | | |
| | F.O. D.T.a | 11′532t | | D.T.f9′404t | | | | | | | | |
| 5842 | **Gulfbreeze** | Scw | Am | Pt. Arthur | 4159 | 7′ 8½″ | 1923 | Camden, | Gulf Refining Co. | 3CylTE27,45,75x51; | ✠A1Ⓔ Oil Carrier. ✠AMS | |
| 222,750 | xEurana Steel | | | 419.5 \| 56.5 \| 32.8 \| 33′ 4″ | 6651 | 25′ 10½″ | 3 | (New [N. J. York S. B. Corp.) | | New York S. B. Corp; | | |
| MFBC | 2D;Mchy aft; 14BH | | | P101′ B36′ F34′ | 9900 | | | | | 3SB;New York S. B. Corp; | S.S.No.1,NY1,26; | |
| | Wireless; 11BH to Fbd dk | | | | | | | | | 10060HS;WP195lbs;3000IHP; | M.&B.S;shft drn1,26; | |
| | Long. frmg; 3BH to 2d dk | | | | | | | | | EAC;Dkd,s rps8,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.46t;D.B.a65′280t | | | F.P.305 | t | | | | | | | |
| | F.O.— D.T. | a9′441t | D.T.f | 11′534t;F.P.285 | t | | | | | | | |
| 5843 | **Gulfcoast** | Scw | Am | Pt. Arthur | 3202 | | 1915 | Camden, | Gulf Refining Co. | 3CylTE27,45,75x48; | | BL |
| 213,099 | Steel | | | 383 \| 51.2 \| 30.1 | 5188 | | 5 | (New York [N. J. S. B. Corp.) | | 3SB;WP190lbs;2025IHP. | | |
| LFHV | 2D;Oil in bulk;Oil fuel; 14BH | | | P97′ B34′ F32′ | | | | | | | | |
| | Mchy aft;Web frms;Long. frmg; | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 5844 | **Gulfcrest** | MV | Am | Pt. Arthur | 5578 | 10′ 3″ | 1926 | Camden, | Gulf Refining Co. | 2-6CylOilEngs27x47; | ✠A1Ⓔ Oil Carrier. ✠AMS | |
| 225,390 | Steel | Twin | | 460.4 \| 65.3 \| 38.3 \| 38′ 4″ | 8952 | 28′ 4″ | 4 | (American [N. J. Brown Boveri Electric Corp.) | | American Brown Boveri Elect. Corp; | | |
| MFWP | 2D;Wireless; 18BH | | | P69′ B30′ F48′ | | | | | | 3200BHP;EAC;2DB;Dkd,s rps11,26 | Clh BB;CL | |
| | Long. frmg; 13BH to Fbd dk | | | | | | | | | | | |
| | 5BH to 2d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-41 | | | | | | | | | | | |
| | W.B.—A.P.169t;D.B.a72′108t | | | F.P.206t | | | | | | | | |
| | F.O.— D. | T.a9′53 | 5t;D.T. | f8′515t | | | | | | | | |
| 5845 | **Gulfking** | Scw | Am | Pt. Arthur | 4098 | | 1921 | Baltimore, | Gulf Refining Co. | 3CylTE27,45,75x51; | A1Ⓔ Oil Carrier | |
| 221,003 | Steel | | | 419.5 \| 56.4 \| 33.3 | 6560 | | 1 | (Union [Md. S. B. Co.) | | New York S. B. Corp; | AMS | |
| MCJQ | 2D;Long. frmg; 14BH | | | P101′ B36′ F34′ | 9800 | | | | | 3SB;New York S. B. Corp; | S.S.No.1,Mbl1,25; | |
| | Wireless; 11BH to Fbd dk | | | | | | | | | 8952HS;WP195lbs;3000IHP;EAC; | M.S;shft drn1,25;B.S.10,26; | |
| | Mchy aft; 3BH to 2d dk | | | | | | | | | d rpd3,26;Dkd,s rps10,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.46t;D.B.a65′272t | | | F.P.305t | | | | | | | | |
| | F.O. D.T. | a9′557 | t; D.T. | f.9′458t | | | | | | | | |
| 5846 | **Gulfland** | Scw | Am | Pt. Arthur | 3207 | | 1918 | Camden, | Gulf Refining Co. | 3CylTE27,45,75x48; | | BL |
| 216,299 | Steel | | | 391.1 \| 51.2 \| 30.2 | 5276 | | 6 | (New [N. J. York S. B. Corp.) | | 3SB;WP190lbs;2700IHP. | | |
| LKJQ | 2D;Oil in bulk;Oil fuel; 14BH | | | P97′ B34′ F32′ | | | | | | | | |
| | Mchy aft;Long. frmg; | | | | | | | | | | | |
| | Web frms;W. Bal;Wireless | | | | | | | | | | | |
| 5847 | **Gulflight** | Scw | Am | Pt. Arthur | 3202 | | 1914 | Camden, | Gulf Refining Co. | 3CylTE27,45,75x48; | | BL |
| 212,524 | Steel | | | 383 \| 51.2 \| 30.1 | 5188 | | 8 | (New York [N. J. S. B. Corp.) | | 3SB;WP190lbs;2000IHP;s rps2,26 | | |
| LDNR | 2D;Oil fuel;Mchy aft; 14BH | | | P97′ B34′ F32′ | | | | | | | | |
| | Web frms;Long. frmg; | | | | | | | | | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 5848 | **Gulfmaid** | Scw | Am | Pt. Arthur | 3248 | | 1917 | Camden, | Gulf Refining Co. | 3CylTE27,45,75x48; | | BL |
| 214,827 | Steel | | | 391.1 \| 51.2 \| 30.3 | 5225 | | 3 | (New York [N. J. S. B. Corp.) | | 3SB;WP190lbs. | | |
| LQSV | 2D;B;Oil in bulk;Mchy aft; 14BH | | | P97′ B34′ F32′ | | | | | | | | |
| | Long. frmg;Oil fuel; | | | | | | | | | | | |
| | Web frms;Wireless;W. Bal | | | | | | | | | | | |
| 5849 | **Gulfoil** | Scw | Am | Pt. Arthur | 3202 | | 1912 | Camden, | Gulf Refining Co. | 3CylTE27,45,75x48; | | BL |
| 210,514 | Steel | | | 383 \| 51.2 \| 30.1 | 5188 | | 12 | (New York [N. J. S. B. Corp.) | | 3SB;WP190lbs;2100IHP. | | |
| LCNR | 2D;Oil fuel;Mchy aft; 14BH | | | P98′ B34′ F32′ | | | | | | | | |
| | Long. frmg;Web frms;Wireless; | | | | | | | | | | | |
| | Oil in bulk;W. Bal | | | | | | | | | | | |
| 5850 | **Gulfpoint** | Scw | Am | Pt. Arthur | 4293 | 7′ 8½″ | 1920 | Sparrows | Gulf Refining Co. | 3CylTE27,47,78x48; | ✠A1Ⓔ Oil Carrier | |
| 219,890 | xHahatonka Steel | | | 435.6 \| 52.2 \| 31.7 \| 33′ 6″ | 6972 | 25′ 11″ | 4 | Point, Md. (Bethlehem S. B. Corp.) | | Bethlehem S. B. Corp; | ✠AMS | |
| LWHG | 2D;Wireless; 15BH | | | P106′ B47′ F42′ | 10238 | | | | | 3SB;Bethlehem S. B. Corp; | S.S.No.1,NY8,24; | |
| | SUB.SIG;W. Bal; 9BH to Fbd dk | | | | | | | | | 8235HS;WP220lbs;2600IHP;EAC; | M.S.8,24;shft drn3,25; | |
| | Long frmg;Mchy aft; 6BH to 2d dk | | | | | | | | | d rpd3,25;s rps11,25;Dkd7,26 | B.S.7,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.74t;D.B.64′203t | | | D.T. | f.50′881t;F.P.97 | t | | | | | | |
| | F.O.— D.T.a | 19′919 | t; D.T. | f.50′824t | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5851 | **Gulfport** | Scw | Am | N. Orleans | 1436 | | 1921 | St. Louis, | U. S. Govt. | 2-3Cyl TE10½,17,27x28; | | |
| 221,702 | Steel | Twin | 280.1 | 49.1 \| 10 | 1537 | | | (St. Louis [Mo. Boat & Eng. Co.) | (Miss.-Warrior River Service Co.) | 2WTB;WP225lbs;800IHP. | | |
| 5852 | **Gulfport** | Scw | Mex | Tampico | 152 | | 1903 | Philadel- | Compania | 2CylC18,36x26; | | |
| | Steel | | 102 | 24 \| 11.7 | 224 | | | phia, Pa. | Terminal de | 1Blr;WP125lbs;500IHP. | | |
| | 1D;Wireless 3BH | | | | | | | (Neafie & Levy) | Lobos. | | | |
| 5853 | **Gulfprince** | Scw | Am | Pt. Arthur | 4098 | | 1921 | Baltimore, | Gulf Refin- | 3Cyl TE27,45,75x51; | A1Ⓔ Oil Carrier. | |
| 221,213 | Steel | | 419.5 | 56.4 \| 33.3 | 6560 | | 5 | (Union [Md. | ing Co. | New York S. B. Corp; | AMS | |
| MCRQ | 2D;Mchy aft; 14BH | | | | 9800 | | | S. B. Co.) | | 3SB;New York S. B. Corp; | S.S.No.1,Mb11,25; | |
| | Wireless; 11BH to Fbd dk | | | | | | | | | 8952HS;WP195lbs;3000IHP;EAC; | M.&B.S.1,25;shft drn3,26; | |
| | Long. frmg; 3BH to 2d dk | | | | | | | | | rps3,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.46t;D.B.a65'272t | | | | F.P.305t | | | | | | | |
| | F.O. D.T. | | a9'557 | t; D.T. | f.9'458t | | | | | | | |
| 5854 | **Gulfqueen** | Scw | Am | Pt. Arthur | 4904 | | 1919 | Camden, | Gulf Refin- | 3Cyl TE27,45,75x51; | | BL |
| 217,775 | Steel | | 419.5 | 56.5 \| 31.7 | 6795 | | 4 | (New York [N. J. | ing Co. | 3 SB;WP195lbs;3200IHP. | | |
| LQKM | 2D;Oil in bulk;Mchy aft; 14BH | | P101′ | B36′ F34′ | | | | S. B. Corp.) | | | | |
| | Long. frmg;Web frms; | | | | | | | | | | | |
| | Oil fuel; Wireless;W. Bal | | | | | | | | | | | |
| 5855 | **Gulfstar** | Scw | Am | Pt. Arthur | 5316 | | 1920 | Chester, | Gulf Refin- | 3Cyl TE27,45½,76x51; | A1Ⓔ Oil Carrier. | |
| 220,575 | Steel | | 429.3 | 59.2 \| 33.2 | 7239 | | 7 | (Sun [Pa. | ing Co. | Sun S. B. Co; | AMS | |
| MBFK | 2D;Long. frmg; 15BH | | | 33′ 3″ | 10600 | | | S. B. Co.) | | 3SB;Sun S. B. Co; | S.S.No.1,NY9,24; | |
| | Mchy aft; 10BH to Fbd dk | | P103′ | B36′ F40′ | | | | | | 9198HS;WP190lbs;2800IHP;EAC; | M.&B.S.9,24;shft drn9,26; | |
| | 5BH to 2d dk | | | | | | | | | d rpd1.26;Dkd,s rps9.26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.58t;D.B.a58'237t | | | | F.P.222t | | | | | | | |
| | F.O. T.D. | | a24'148 | t; D.T. | a12'522t; D.T. f | 10'474 | t; | F.P.207t | | | | |
| 5856 | **Gulfstate** | Scw | Am | Pt. Arthur | 4452 | 7′ 9″ | 1920 | Alameda, | Gulf Refin- | 3Cyl TE27,47,78x48; | ✠A1Ⓔ Oil Carrier | |
| 220,675 | xHalway Steel | | 435 | 56 \| 32 | 7216 | 25′ 11″ | 9 | (Bethlehem [Cal | ing Co. | Bethlehem S. B. Corp; | ✠AMS | |
| MBPV | 2D;Long. frmg; 15BH | | | 33′ 6″ | 10000 | | | S. B. Corp., Lim.) | | 3SB;Bethlehem S. B. Corp; | S.S.No.1Ches3,25; | |
| | Mchy aft;Wireless; 9BH to Fbd dk | | P106′ | B47′ F42′ | | | | | | 3235HS;WP220lbs;2800IHP;EAC; | B.S.6,24;shft drn;M.S.3,25; | |
| | SUB.SIG;W. Bal; 6BH to 2d dk | | | | | | | | | d rpd3,25;Dkd,s rps6.26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.74t;D.B.a64'203t | | | | D.T. | f.50'881t;F.P.97 | t | | | | | |
| | F.O.— D.T. | | a19'919 | t; D.T. | f.50'824t | | | | | | | |
| 5857 | **Gulfstream** | Scw | Am | Pt. Arthur | 3202 | | 1914 | Camden, | Gulf Refin- | 3Cyl TE27,45,75x48; | | BL |
| 212,676 | Steel | | 383 | 51.2 \| 30.1 | 5188 | | 10 | (New [N. J | ing Co | 3SB;WP190lbs;2500IHP. | | |
| LDTH | 2D;Oil fuel;Mchy aft;Web frms; 14BH | | P97′ | B34′ F33′ | | | | York Shipbuilding Corp.) | | | | |
| | Long. frmg;Oil in bulk;Wireless; | | | | | | | | | | | |
| | W. Bal | | | | | | | | | | | |
| 5858 | **Gulftrade** | Scw | Am | Pt. Arthur | 4948 | | 1920 | Chester, | Gulf Refin- | 3Cyl TE27,45½,76x51; | A1Ⓔ Oil Carrier. | |
| 219,453 | Steel | | 429.3 | 59.2 \| 31.4 | 6859 | | 1 | (Sun [Pa | ing Co. | Sun S. B. Co; | AMS | |
| LVGJ | 2D;Long. frmg; 15BH | | P103′ | B36′ F40′ | 10600 | | | S. B. Co.) | | 3SB;Sun S. B. Co; | S.S.No.1,NY2,24; | |
| | Mchy aft; 10BH to Fbd dk | | | | | | | | | 9198HS;WP185lbs;2700IHP; | shft drn;M.&B.S.2,24; | |
| | Wireless; 5BH to 2d dk | | | | | | | | | d rpd2,24;Dkd8,26;s rps10,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.58t;D.B.a58'237t | | | | F.P.222t | | | | | | | |
| | F.O. T.D. | | a24'148 | t; D.T. | a12'522t; D.T.f. | 10'474 | t; | F.P.207t | | | | |
| 5859 | **Gullfoss** | Scw | Dan | Reykjavik | 886 | | 1915 | Copenhagen, | Eimskips- | 3Cyl TE20,32,53x36; | | V |
| | Steel | | 223.5 | 34.2 \| 20.5 | 1414 | | 3 | (Kjobnhvns [Den. | fjelagid Islands | 2SB;WP190lbs;1200IHP | | |
| LCDM | 2D;Wireless;W. Bal 6BH | | | | | | | Flydk & Skbs.) | | | | |
| 5860 | **Gunn** | Sch | Fin | Mariehmn | 895 | | 1919 | Victoria, | J.Andersson | Wd | | BL |
| | | 4 M | 197.6 | 40 \| 16.6 | 1015 | | 5 | (Cholberg [B. C. | | | | |
| | 1D;B | | P26′ | F46′ | | | | Shipyard.) | | | | |
| 5861 | **Gunner** | Scw | Br | Sydney | 108 | | 1915 | Middlesbro, | Red Funnel | 3Cyl TE12½,21,35x26; | | |
| | xTemahani Steel | | 130 | 23.5 \| 12.8 | 291 | | 2 | (Smith's [Eng. | Fisheries (Lim.) | 1SB | | |
| | 1D;Wireless 3BH | | Q72′ | F21′ | | | | Dock Co., Lim.) | | | | |
| 5862 | **Gunny** | Scw | Nor | Bergen | 1403 | | 1920 | Willington | Johan | 3Cyl TE21,34,57x39; | | N |
| | Steel | | 290.4 | 44 \| 20.8 | 2361 | | 6 | Quay, Eng. | Eliassen, Mgr. | 2SB;WP180lbs | | |
| MVPG | 1D;Wireless;W. Bal 4BH | | P26′ | B88′ F32′ | | | | (Eltringhams,Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5863 | **Gunston Hall** | Scw | Am | Alex'ndria | 3841 | 8′ 1½″ | 1919 | Alexandria, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 217,973 | Steel | | 402.6 | 53.2 \| 32 | 6182 | 26′ 6½″ | 6 | (Virginia [Va. | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LQWF | 2D;SUB.SIG; 7BH | | | \| 34′ 6″ | 9400 | | | S. B. Corp.) | | 4WTB;Heine W. T. Blr. Co; | shft drn11,20;Clh BB;CL | |
| | W. Bal; 6BH to Fbd dk 1BH to 2d dk | | P34′ | F38′ | | | | | | 10132HS;WP225lbs;2800IHP;EAC; | (Laid up) | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | Dkd,d rpd11,20;d rpd12,20 | | |
| | W.B.—A.P.46t;D.B.344′1304t; D. | T.30′5 | 80t. | .....F.P.72t | | | | | | | | |
| | F.O.....D.B.327′1141t; D. | T.30′5 | 13t; S. | T.50t..... | | | | | | | | |
| 5864 | **Gure** | Scw | Sp | Bilbao | 1180 | | '83 | Stockton, | Zugadi y | 2CylC32,60x39; | | BL |
| | xEros Iron | | 260 | 36 \| 20 | 1814 | | 7 | (Richardson [Eng. | Cia. | 2SB | | |
| HNQJ | 1D;B;Well dk;Wireless;W. Bal 4BH | | | | | | | Duck & Co.) | | | | |
| 5865 | **Gurna** | Scw | Br | Glasgow | 3228 | | 1919 | Newcastle, | British | 3CylTE27,44,73x48; | | BL |
| 141,929 | Steel | | 399.3 | 52.2 \| 28.5 | 5248 | | 10 | (Palmers' [Eng. | India Steam | 3SB;WP180lbs | | |
| KCTL | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | Co., Lim.) | Nav. Co. (Lim.) | | | |
| 5866 | **Gurupy** | Scw | Brz | R. Janeiro | 1221 | | '87 | Sunderland, | Cia Com- | 3CylTE21,34,56x42; | | |
| | xRoman Prince Steel | Sch | 290 | 38.8 \| 17.6 | 1934 | | 8 | (Short [Eng. | mercio e Nav. | 2SB | | |
| | 1D;B;Well dk;Wireless;W. Bal 4BH | | P33′ | B70′ F27′ | | | | Bros.) | | | | |
| 5867 | **Gustaf Wasa** | Scw | Swd | Kalmar | 978 | | '90 | Sunderland, | Th. | 3CylTE18,30,84x36; | | BL |
| 7,151 | xLondon xAinamo xCraigallan Steel | | 250 | 37 \| 16.7 | 1595 | | 3 | (J. Blumer [Eng. | Annerstedt, Mgr. | 2SB;WP160lbs | | |
| KFQC | 1D;Well dk;Web frms;W. Bal 4BH | | | B106′ F28′ | | | | & Co.) | | | | |
| 5868 | **Gustav** | Bk | Ger | Hamburg | 2525 | | '92 | Pt. Glasgow, | Vinnen | Stl;1BH | | BL |
| | xAustrasia | 4 M | 305.1 | 44 \| 24.7 | 2691 | | 5 | (Russell [Scot. | Gebr. | | | |
| RCJN | 2D | | P36′ | F31′ | | | | & Co.) | | | | |
| 5869 | **Gustav Salling** | Scw | Ger | Hamburg | 1672 | | '96 | Sunderland, | Leonhardt | 3CylTE22,37,61x42; | | BL |
| | xEskasoni xWilhelmina Steel | | 314 | 43.1 \| 21.4 | 2730 | | 6 | (Short [Eng. | & Blumberg | 2SB;WP180lbs | | |
| LNSJ | 1D;B;Deep frmg;Wireless;W. Bal 5BH | | P27′ | B72′ F35′ | | | | Bros.) | | | | |
| 5870 | **Gustav Schindler** | Scw | Ger | Hamburg | 1380 | | '89 | Newcastle, | Masconomo | 3CylTE21,34,57x39; | | BL |
| | xSalahadji xAstral Steel | | 281 | 38.2 \| 18.3 | 2295 | | 5 | (Palmers' [Eng. | G. m. b. H. | 2SB;WP160lbs | | |
| RBVQ | 1D;Spar dk;Web frms; 12BH | | F33′ | | | | | Co., Lim.) | | | | |
| | Mchy aft;Oil in bulk;Oil fuel; | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 5871 | **Gustav Vigeland** | Scw | Nor | Bergen | 1308 | | 1920 | Lubeck, | A/S Olaf | 3CylTE20,33,52x35; | | N |
| | xChristian Horn xProximus Steel | | 286.6 | 42.7 \| 17.6 | 2147 | | | (Schiffsw. [Ger. | Orvigs Rederi | 2SB;WP180lbs | | |
| WPKF | 1D;Wireless;W. Bal 4BH | | P14′ | B122′ F32′ | | | | v. Henry Koch.) | | | | |
| 5872 | **Gustavsholm** | Scw | Swd | Gothenb'g | 1702 | | 1907 | Newcastle, | Aktb. | 3CylTE23,38,62x42; | | BL |
| 5,540 | xOscar Trapp xMarina Steel | | 318 | 46.6 \| 20.8 | 2811 | | 4 | (R. [Eng. | Svenska Amerika | 2SB;WP160lbs | | |
| JTNR | 1D;Deep frmg;Wireless; 4BH | | P30′ | B94′ F30′ | | | | Stephenson & | Mexiko Linien | | | |
| | W. Bal | | | | | | | Co., Lim.) | | | | |
| 5873 | **Guy C. Goss** | Bk | Am | Seattle | 1430 | | '79 | Bath, | Bark Guy | O,Hk,YP;Icf | — Exp | |
| 85,602 | | | 213.8 | 39.8 \| 24.4 | 1572 | | 11 | Me. | C. Goss | | | |
| JTNM | 2D | | | | | | | (Goss & Sawyer.) | | | | |
| 5874 | **Guyane** | Scw | Fr | Havre | 2068 | | 1908 | Low Walker | Cie. Gener- | 3CylTE22,36½,60x42; | | V |
| | Steel | Sch | 325.2 | 43.7 \| 23.3 | 2917 | | 1 | (Swan, [Eng. | ale Transatlan- | 2SB;WP180lbs;1480IHP | | |
| OIQP | 2D;Wireless;W. Bal 7BH | | P15′ | B69′ F38′ | | | | Hunter & Wig- | tique | | | |
| | | | | | | | | ham Richard- | | | | |
| | | | | | | | | son, Lim.) | | | | |
| 5875 | **Guyton No. 2** | Brg | Am | Galveston | 124 | | 1914 | CedarBayou | W. A. | Wd | | |
| 165,593 | | | 112.1 | 26.1 \| 5.8 | 124 | | | (J. M. [Tex. | Guyton | | | |
| | 1D | | | | | | | Kilgore.) | | | | |
| 5876 | **Gwalia** | Scw | Am | Boston | 282 | | 1907 | Phila., | U. S. Gov- | 3CylTE16½,24,41x30; | | |
| 204,294 | Steel | | 130 | 27.5 \| 15.9 | 415 | | 7 | (Neafie [Pa. | ernment (Quarter- | 2SB;900IHP. | | |
| KWFL | 1D 5BH | | | | | | | & Levy Co.) | master's Dept.) | | | |
| 5877 | **Gwydyr Castle** | Bk | Br | Port Louis | 1408 | | '93 | Dundee, | Raj Colmar | Stl;1BH | | |
| 102,113 | xNewfield | | 249.2 | 37.2 \| 21.5 | 1512 | | 10 | (A. [Scot. | Gujadhur | | | |
| NFSP | 1D;B | | P38′ | F33′ | | | | Stephen & Sons.) | | | | |
| 5878 | **Gwynedd** | Scw | Am | Phila. | 78 | | '96 | Phila., Pa. | Reading Co. | 2CylC15,26x22; | | |
| 86,365 | Steel | | 88.2 | 19 \| 10.2 | 115 | | | (Neafie & Levy | | 1CRTB;325IHP. | | |
| | 2D | | | | | | | S. & E. B. Co.) | | | | |
| 5879 | **Gwynmead** | Scw | Br | Newcastle | 2443 | | 1906 | Sunderland, | Sutherland | 3CylTE25,41,66x45; | | V |
| 122,855 | xElgin Steel | | 350.6 | 50.1 \| 22.5 | 3835 | | | (W. Doxford [Eng. | S. S. Co. (Lim.) | 2SB;WP160lbs;1450IHP | | |
| HJBC | 1D;Wireless;W. Bal 7BH | | P31′ | F31′ | | | | & Sons, Lim.) | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. | Tons Net Gross D.W. | Freeboard. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship-Class-Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers-Class-Dates. Tail Shaft Drawn-Date. | Other Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | | | Corresponding Draft. | | | | | | |
| 5880 | **Gymeric** | Scw | Br | London | 3838 | | 1917 | Newcastle, | A. Weir | 3Cyl TE27,45,74x48; | | BL |
| 137,851 | Steel | | 420.3 | 54.6 \| 32.3 | 6138 | | 8 | (Hawthorn, [Eng. | & Co., Mgrs. | 3SB;WP180lbs | | |
| JQMD | 2D;Web frms;Long. frmg; 16BH | | P99′ | B30′ F48′ | | | | Leslie & Co., Lim.) | | | | |
| | Mchy aft;Oil in bulk;Oil fuel; W. Bal;Wireless | | | | | | | | | | | |
| 5881 | **Gyokoh Maru** | Scw | Jap | Darien | 3320 | | 1910 | Glasgow, | Yamashita | 3Cyl TE27,44,73x48; | | BL |
| | xTamaqua xDen of Glamis Steel | | 405 | 52.2 \| 28 | 5342 | | 7 | (Napier & [Scot. | Kisen Goshi | 2SB;WP180lbs | | |
| | 2D;Wireless;W. Bal;Oil fuel 6BH | | P38′ | B119′ F50′ | | | | Miller, Lim.) | Kaisha | | | |
| 5882 | **Gypsy** | Scw | Am | Boston | 132 | | 1909 | New York, | Robert F. | 3Cyl TE11,16½,26x12; | | |
| 205,981 | xMachigonne Steel | | 129.4 | 19.2 \| 10.8 | 195 | | | (G. E. & P. [N. Y. | Herrick | 1WTB;600IHP | | |
| KWTL | 1D | | | | | | | & Seabury Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5883 | **H. A. Rock** | Scw | Am | Cleveland | 2015 | | 1901 | Cleveland, | Forest S.S. | 3Cyl TE 22,35,58x40; | 100(GL) | |
| 77,457 | xJ. T. Hutchinson Steel | | 346 | 48 \| 28 | 3300 | | 3 | (American [Ohio | Co. | 2SB;WP170lbs;1300IHP. | P.S.8,25 | |
| | 1D;B;Mchy aft;W. Bal 3BH | | | | | | rb'20 | S. B. Co.) | | | | |
| 5884 | **H. A. Walker** | Scw | Br | St. Johns | 62 | | 1917 | Lauzon, | British | 2CylC 12,24x16; | | |
| 138,767 | Wood | | 81 | 19.5 \| 10.5 | 105 | | (Davie [P. Q | North American | 24RHP. | | |
| | 1D | | | | | | | S. B. & Repg. Co., Lim.) | Trading Co. | | | |
| 5885 | **H. B. Brainard** | Brg | Am | N. Haven | 470 | | 1916 | So. Rondout, | C. Hilte- | Wd | | |
| 166,338 | | | 115.9 | 30.5 \| 13 | 483 | | (C. [N. Y. | brant Dry | | | | |
| | 1D | | | | | | | Hiltebrant D. D. Co.) | Dock Co. | | | |
| 5886 | **H. C. Cadmus** | Scw | Am | N. Orleans | 209 | | '99 | Camden, | New | 3Cyl TE 16½,24,41x30; | | |
| 136,772 | xJohn Scully Steel | | 136 | 26.1 \| 15.5 | 413 | | | (J. H. [N. J. | Orleans Coal & | 1000IHP. | | |
| KPMJ | 2D | | | | | | | Dialogue & Son) | Bisso Towboat Co. | | | |
| 5887 | **H. C. Christensen** | Bk | Dan | Marstal | 286 | | '96 | Marstal, | H. C. | O,Hk;Gif(Sltd) | | V |
| | | | 126.3 | 28.7 \| 13.1 | 314 | | | (J. O. [Den. | Christensen | | | |
| NHQV | 1D | | | | | | | Christensen.) | | | | |
| 5888 | **H. C. Flood** | Scw | Nor | Hauges'nd | 1135 | | 1917 | Bergen, | Dampsk. | 3Cyl TE 19,30,52x36; | | N |
| | Steel | | 266.9 | 42.1 \| 18 | 1906 | 10 | (Bergens [Nor. | A/S. H. C. | 2SB;WP180lbs | | |
| MRFQ | 1D;Wireless;W. Bal 4BH | | P26′ | B67′ F23′ | | | | Mek. Vaerksted.) | Flood | | | |
| 5889 | **H. C. Folger** | Scw | Am | Phila. | 4389 | | 1916 | San Fran- | Atlantic | Stm Tbn; | | BL |
| 214,615 | Steel | | 435 | 56 \| 32 | 7086 | 12 | cisco, Cal. | Refining Co. | 3SB;WP220lbs;2600SHP | | |
| LGNV | 2D;Web frms;Mchy aft; 15BH | | P134′ | B50′ F43′ | | | | (Union | | | | |
| | Long. frmg;Oil in bulk;Oil fuel; Wireless;W. Bal | | | | | | | Iron Works) | | | | |
| 5890 | **H. C. Rowe & Co** | Scw | Am | N. Haven | 77 | | '95 | Noank, | Steamer | | | |
| 121,007 | xOyster Bay Wood | | 132.8 | 28 \| 6.6 | 158 | | | Conn. | H. C. Rowe & Co. | 500IHP. | | |
| | 1D | | | | | | | | | | | |
| 5891 | **H. D. Williams** | StW | Am | Pittsbu'gh | 290 | | 1919 | Ambridge, | Carnegie | 2-2CylC 15,28x84; | | |
| 219,132 | Steel | | 147.5 | 33.4 \| 5.2 | 364 | | (American [Pa. | Steel Co. | 4Blrs;WP200lbs;750IHP. | | |
| | 2D 5BH | | | | | | | Bridge Co.) | | | | |
| 5892 | **H. Dahlke** | Scw | Am | Chicago | 409 | | 1908 | Manitowoc, | United Fuel | 2CylC 16,34x26; | | |
| 205,145 | Steel | | 152 | 34.6 \| 10.6 | 620 | | (Manitowoc [Wis. | & Supply Co. | 1SB;WP140lbs;400IHP. | | |
| | 1D 5BH | | | | | | | D. D. Co.) | | | | |
| 5893 | **H. E. Wright** | StW | Am | Stockton | 536 | | '99 | Stockton, | Benj. | 1Cyl 14x48; | | |
| 96,475 | Wood | | 182.1 | 37.6 \| 6.5 | 583 | | | Cal. | Walters | 1SB;WP160lbs;180IHP. | | |
| | 1D | | | | | | | | | | | |
| 5894 | **H. F. Alexander** | Scw | Am | Seattle | 3708 | 10′ 6″ | 1915 | Philadelphia | Pacific S.S. | Stm Tbns; | ✠A1 With Freeboard | |
| 212,719 | xColumbia xGreat Northern Steel | Trpl | 501 | 63.2 \| 20.6 | 8357 | 24′ 2″ | 1 | (Wm. Cramp [Pa | Co. | Wm. Cramp & Sons S. & E. B. Co; | ✠AMS | |
| LDVH | 2D;Super dk; 10BH | | | \| 34′ 6″ | 3753 | | | & Sons S. & E. B. Co.) | | 12WTB;Babcock & Wilcox Co; 60000HS;WP220lbs;25000SHP;EAC; | S.S.No.2,Ches5,22; M.S.5,22;shfts drn11,24; B.S.3,25;SBP | |
| | Wireless;D.F; 7BH to Fbd dk | | | | | | | | | d rpd11,24;Dkd,s rps6,26;Exmd8,26 | | |
| | SUB.SIG; 2BH to Super dk | | | | | | | | | | | |
| | 1BH to 2d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-40 | | | | | | | | | | | |
| 5895 | **H. F. Bronson** | Scw | Br | Montreal | 35 | | 1919 | Kingston, | Dominion | 2-2CylC 13½,26x20; | | |
| 141,472 | Comp. | Twin | 99.5 | 20.6 \| 10 | 199 | | (Montreal [Can. | Towing & | 1FB;WP134lbs;386IHP. | | |
| | 1D;W. Bal | | | | | | | Transportation Co., Lim.) | Salvage Co. (Lim.) | | | |
| 5896 | **H. F. Dimock** | Scw | Am | P'tsmouth | 1786 | | '84 | Philadel- | Eastern | 2CylC 36,68x54; | — Exp | |
| 95,803 | Iron | Sch | 276.9 | 41.6 \| 29.9 | 2625 | | 4 | (Wm. [phia, Pa. | S. S. Lines | 4SB;WP90lbs;2000IHP. | | |
| KCMV | 2D;Spar dk;SUB.SIG;W. Bal 5BH | | | | | | | Cramp & Sons.) | | | | |
| 5897 | **H. F. Morse** | Scw | Am | Alex'ndria | 3715 | | 1919 | Alexandria, | U. S. Ship- | 3Cyl TE 24½,41½,72x48; | ✠ — — | |
| 219,017 | xChancook Steel | | 402.6 | 53.2 \| 32 | 6054 | 10 | (Virginia [Va. | ping Board | 4WTB;WP225lbs;2800IHP | Suspended3,21 | |
| LTDV | 2D;Long. frmg;Oil fuel;SUB.SIG; 7BH | | | \| 34′ 6″ | 9400 | | | S. B. Corp.) | | | | |
| | Wireless;W. Bal | | P48′ | F37′ | | | | | | | | |
| 5898 | **H. F. O'Donnell** | Brg | Am | New York | 326 | | 1915 | Brooklyn, | M. J. | Wd | | |
| 165,840 | | | 102.4 | 28.6 \| 11.1 | 326 | | | (Ira S. [N. Y. | O'Donnell | | | |
| | 1D | | | | | | | Bushey & Sons, Inc.) | | | | |
| 5899 | **H. H. Asquith** | Scw | Br | Cardiff | 3478 | | 1920 | Stockton, | Williams & | 3Cyl TE 26,43,71x48; | | BL |
| 143,506 | Steel | | 390 | 52.5 \| 32.6 | 5626 | | 6 | (Ropner [Eng. | Mordey | 3SB;1AuxSB;WP180lbs | | |
| KFRG | 1D;Shel dk;Wireless;W. Bal 6BH | | P34′ | F36′ | | | | S. B. & Repairing Co., Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5900 111,418 | **H. H. Kitchener** 1D | Sch | Br 98.2 | Lunenb'rg 25 \| 10 | 100 132 | | 1900 | La Have, (J. N. Rafuse.) [N. S. | Howard Murray | Hw,Sp;If | | |
| 5901 214,066 LGBH | **H. H. Rogers** Steel 3D;Mchy aft; 19BH Long. frmg; 1BH to Fbd dk Wireless;SUB.SIG; 14BH to 2d dk 4BH to 3d dk Oil fuel F. P. above 150° F. | Scw Twin | Am 500 | New York 68 \| 27 \| 38′ 3½″ | 5488 8807 14900 | 11′ 3½″ 27′ 2½″ | 1916 5 | Newport News, Va. (Newport News S. B. & D.D. Co.) | Standard Oil Co. (N. J.) | 2-3Cyl TE 20½,35,60x42; Newport News S. B. & D. D. Co; 3SB;Newport News S. B. & D. D. Co; 8700HS;WP200lbs;3000IHP; DB;EAC;Dkd,rps7,26;Exmd11,26 | A1 With Freeboard. Oil Carrier. AMS S.S.No.2,LosA11,24; M.S.11,24;n Stbd shft5,25; B.S;shfts drn7,26;Clh BB;CL | |
| 5902 96,006 | **H. Houghton** Oak 1D | Scw | Am 126 | Detroit 27 \| 10 | 151 210 | | '89 | West Bay City, Mich. (F. W. Wheeler & Co.) | Service Gravel Co. | 2CylC 15,27x22; 1FB;WP125lbs;250IHP. | | |
| 5903 LBPW | **H. J. Kyvig** xTormod Bakkevig Steel 1D;Wireless;W. Bal 4BH | Scw | Nor 187.9 B47′ | Hauges'nd 31.2 \| 12.2 F27′ | 498 849 | | 1921 | Berger, (Mjellem & Karlsen.) [Nor. | Kyviks Rederi A/S | 3Cyl TE 14,23,38x27; 2Blrs;WP175lbs | | N |
| 5904 216,924 LMWD | **H. J. Lawrence** xLake Medford Steel 1D;Wireless;SUB.SIG;W. Bal 6BH C-28 W.B.—A.P.92t;D.B 200′478t;F.P. 75t | Scw | Am 251 P27′ | New York 43.6 \| 19.2 B60′ F30′ | 1223 2084 3350 | | 1918 9 | Superior, (Globe S. B. Co.) [Wis. | Lawrence S.S. Co. | 3Cyl TE 19,32,56x36; Nordberg Mfg. Co; 2SB;Globe S. B. Co; 126GS;5144HS;WP180lbs; 1200IHP;Dkd,s rps1,26 | ✠A1Ⓔ ✠AMS S.S.No.2,Nfk1,26; M.&B.S;shft drn1,26;Scip;CL | |
| 5905 | **H. K. Hall** 1D | Sch | Prv 225.4 | 42.4 \| 18.1 | 1105 1237 | | 1902 5 | Pt. Blakeley, Wash. | | YF;Gicf | | |
| 5906 165,618 | **H. L. Parnell** 1D | Brg | Am 111.4 | New York 29 \| 12.5 | 413 413 | | 1912 | So. Rondout, (John Hiltebrandt.) [N. Y. | Thomas Henry | Wd | | |
| 5907 216,456 LKVT | **H. M. Flagler** Steel 3D;Long. frmg;Mchy aft; 18BH Wireless; 3BH to Fbd dk SUB.SIG; 11BH to 2d dk 4BH to 3d dk Oil fuel F. P. above 150° F. C-39 | Scw | Am 461.6 | Bayonne 60 \| 27.7 \| 37′ 2″ | 6183 8207 11375 | 11′ 1½″ 26′ 3″ | 1918 7 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Standard Oil Co. (N. J.) | 4Cyl QE 24,35,51,75x51; Newport News S. B. & D. D. Co 3SB;Newport News S. B. & D. D. Co; 7000HS;WP220lbs;3000IHP;EAC; DB;d rpd3,25;Dkd,rps10,26 | A1 With Freeboard Oil Carrier. AMS S.S.No.1,NY5,22; n shft4,26;M.&B.S.10,26; Clh BB;CL | |
| 5908 221,784 MDHJ | **H. M. Storey** Steel 2D;Super dk;Long. frmg; 16BH Mchy aft: 9BH to Fbd dk Wireless;D. F; 5BH to 2d dk SUB.SIG; 2BH to Super dk Oil fuel F. P. above 150° F. C-42 W.B.—A.P.147t;D.B.a62′263t F.O. D.T. a20′11 | Scw Twin | Am 500 | San Fran. 68.2 \| 30 \| 30′ 6″ 18t; D. | 6007 9838 14000 F.P. 196t T.f.45′471t | 4′ 10½″ 25′ 11″ | 1921 12 | Alameda, (Bethlehem S. B. Corp.) [Cal. | Standard Oil Co. (Cal.) | 2-3Cyl TE 24,39,65x42; Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 11904HS;WP214lbs;4000IHP;EAC; d rpd7,26;Dkd,s rps10,26 | ✠A1Ⓔ With Freeboard Oil Carrier. ✠AMS S S.No.1,SanP10,25; shfts drn3,25;M.&B.S.10,25; Clh BB;CL | |
| 5909 214,192 | **H. N. Sherburne** Wood 1D | MV StW | Am 112.2 | Morg. C'y 28 \| 4 | 90 111 | | 1916 | Plaquemine (Wm. Arndt) [La. | Sherburne Transp. Co. | Gas Eng; 75IHP. | | |
| 5910 214,604 | **H. O. Penick** Steel 1D 6BH | SW | Am 115.2 | N. Orleans 28 \| 7.2 | 169 169 | | 1916 | Jeffersonville, Ind. (Howard Shipyard Co.) | Westwego & Walnut St. Ferry Co. | 1Cyl VB 12x60; 1Blr;WP170lbs;200IHP. | | |
| 5911 203,980 | **H. P. McIntosh** Steel 1D;B;Mchy aft;W. Bal 3BH | Scw Sch | Am 520 | Fairport 54 \| 31 | 4910 6294 | | 1907 4 | West Bay City, Mich. (Bay City S.B.Co.) | Wilson Transit Co. | 3Cyl TE 22½,36,60x42; 2SB;WP180lbs;1600IHP. | 100(GL) P.S.5,25 | |
| 5912 NMKG | **H. Pontoppidan** xOlympic Steel 1D;Deep frmg;W. Bal;Wireless 5BH | Scw | Dan 300.3 P21′ | Cop'hagen 45.1 \| 18.1 B182′ F34′ | 1360 2235 | | 1903 8 | W. Hartlepool, Eng. (Irvine's S. B. & D. D. Co., Lim.) | Svendsen & Christensen, Mgrs. | 3Cyl TE 22,35,59x39; 2SB;WP160lbs | | BL |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5913 218,334 LRQJ | **H. R. Humphreys** Wood 1D 2BH | MV | Am 126.1 | Reedville 20.7 \| 9.7 | 115 219 | | 1919 5 | Weems, (Humphreys Railway, Inc.) [Va. | Bellows & Co., Squires Inc. | 1Cyl Oil Eng 14x18 | | |
| 5914 165,667 | **H. R. Safford** 1D | Brg | Am 225.6 | St. Louis 36.5 \| 6 | 397 397 | | 1914 | Paducah, (Ayer & Loyd Dock Co.) [Ky. | Illinois Central R.R. Co. | Wd | | |
| 5915 165,755 | **H. S. & D. Co. No. 2** 1D | Brg | Am 80.9 | Seattle 25.5 \| 5.9 | 105 105 | | 1914 | Montesano, (W. H. McWhimey.) [Wash. | George E. Hubble | Wd | | |
| 5916 221,701 MDGP | **H. T. Harper** Steel 2D;Mchy aft; 13BH Wireless;D.F; 9BH to Fbd dk SUB.SIG; 4BH to 2d dk Oil fuel F. P. above 150° F. C-32 | MV Twin | Am 329.9 P88′ | San Fran. 46.2 \| 25.7 \| 27′ B36′ F55′ | 2300 3803 4750 | 4′ 8½″ 22′ 5½″ | 1921 11 | Oakland, (Moore S. B. Co.) [Cal. | Standard Oil Co. (Cal.) | 2-6CylOilEng20½x35 7/16; Skandia Pacific Oil Engine Co; 1650BHP;DB;Moore S. B. Co; EAC;Dkd,d rpd9,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,SanF1,26; shfts drn4,25;M.S.1,26; B.S.9,26;Cln BB;CL | |
| | W.B.—A.P.81t;D.B.a42′137t F.O.....D.B.a42′128t;D.T.a4′108t;D.T.f.4′113t;D.T.f.3 | | | | | F.P.81t 0′301t | | | | | | |
| 5917 217,566 LPTR | **H. W. Baxter** Steel xCowanshannock 1D;Mchy aft; 4BH SUB.SIG; 1BH to Super dk W. Bal 3BH to Fbd dk Oil fuel F. P. above 150° F. C-29 | Scw | Am 253.4 | San Fran. 43.6 \| 25.1 \| 27′ 7″ | 1464 2428 4200 | | 1919 2 | Ashtabula, (Great Lakes Eng. Wks.) [Ohio | Horace X. Baxter S.S. Corp. | 3CylTE21,34½,57x42; Lake Erie Eng. Wks; 2SB;Lake Erie Bir. Wks; 104GS;4160HS;WP175lbs;1350IHP; EAC;Dkd,d rpd6,26 | ✠A1Ⓔ ✠AMS S.S.No.1,SanF1,23; M.S.1,23;shft drn;B.S.6,26; SBP;CL | |
| | W.B.—A.P.74t;D.B.209′576t;T.T.124′33 | | | 0t;F.P. 152t | | | | | | | | |
| 5918 219,286 LTVK | **H. W. Brown** xMacerata 1D;B | Bk 5 M | Am 282 | Boston 45.9 \| 22.4 | 2190 2352 | | 1919 | Orange, (Inter- national S. B. Co.) [Tex. | Boston Ship Brokerage Co. | YP;Gif | | |
| 5919 NVKL | **Haarlem** Steel 2D;Oil fuel;W. Bal;Wireless 6BH | Scw | Hol 361.4 P25′ | Amst'dam 49.8 \| 22 B214′ F36′ | 2291 3689 | | 1920 1 | Rotterdam, (Rotterdam Droogd. Maats.) [Hol. | Koninkl. Nederl. Stoomb. Maats. | 3CylTE25,40,68x45; 3SB;WP180lbs | | BL |
| 5920 | **Habana** Steel 1D; 4BH Oil fuel F. P. above 150° F. C-25 | Scw | Cuban 235.4 P47′ | Havana 35.3 \| 23.5 B109′ F59′ | 862 1494 | | 1906 3 | Pt. Glasgow, (W. Hamilton & Co., Lim.) [Scot. | Empresa Naviera de Cuba, S. A. | 3CylTE18,32,52x36; Muir & Houstin Harbour Eng. Wks; 2SB;Muir & Houstin Harbour Eng. Wks;6400HS;WP180lbs;1200IHP; EAC;Dkd,rps,clk dk12,21 | A1 AMS 2dS.S.No.3,Hvna12,21; M.S;shft drn12,21; B.S.6,24;CL | |
| 5921 203,563 | **Hackensack** xHempstead 1D Steel | Scw | Am 188.5 | Newark 45.1 \| 16.5 | 890 1310 | | 1906 | Wilmington, Del. | The Holland Co. | 1600IHP. | | |
| 5922 96,328 KMRP | **Hackensack** 1D;B | Brg Trn | Am 192 | Balt 34.7 \| 16.4 | 791 875 | | '96 5 | Noank, (Robt. Palmer & Son) [Conn. | Robert B. Wathen | O,YP;Gif✕(Sltd) | — Exp | |
| 5923 LBQF | **Hada** xNordkyn Steel 2D;Oil fuel;Wireless;W. Bal 7BH | Scw | Nor 386 P49′ | Bergen 53 \| 26.6 B232′ F32′ | 2936 4853 | | 1921 3 | Stockton, (Craig, Taylor & Co.,Lim.) [Eng. | A/S. J. Ludwig Mowinckels Rederi | 3CylTE27,45,74x51; 3SB;WP180lbs | | N |
| 5924 218,631 LSFK | **Haddon** Steel 1D;2d dk at ends; 7BH Wireless; 6BH to Fbd dk SUB.SIG;W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 | Scw | Am 324 P41′ | Newark 46.2 \| 25 \| 28′ 6″ B90′ F35′ | 2174 3545 5500 | 5′ 9″ 22′ 11″ | 1919 9 | Newark, (Submarine Boat Corp.) [N. J. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd,d rpd7,21 | ✠A1Ⓔ ✠AMS shft drn6,21; Cln BB;CL (Laid up) | |
| | W.B.—A.P.71t;D.B.252′847t;D.T.20′394t F.O.—A.P.66t;D.B.214′643t;D.T.20′368t | | | ;S.T.3 1t. | | F.P.111t | | | | | | |
| 5925 220,152 | **Haddon Heights** Steel 1D 6BH | Scw | Am 158.9 | Wilm'gton 35.1 \| 14.8 | 525 773 | | 1920 4 | Wilmington, (Pusey & Jones.) [Del. | Reading Co. | 2CylC16,32x24; 2Blrs;WP150lbs;900IHP. | | |
| 5926 222,114 | **Haddonfield** Steel 1D 6BH | Scw | Am 134 | Phila. 34 \| 8 | 541 796 | | 1922 | Chester, (Sun S. B. Co.) [Pa. | Philadelphia & Camden Ferry Co. | 3CylC18,26,26x22; 2WTB;WP225lbs;600IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5927 | **Hadiotis** | Scw | Grk | 421 | 55.1 \| 28.7 | | 3741 | | 1910 | Geeste- | Pnevmati- | 4CylQE24,34,50,74x53; | | BL |
| | xFreienfels Steel | Sch | | P60′ | B124′ F51′ | | 5938 | | 11 | munde, Ger (J. C. Tecklenborg, A. G.) | cos, Rethymnis, Yannaghis. | 3SB;WP213lbs | | |
| JGHK | 2D;Wireless;W. Bal 6BH | | | | | | | | | | | | | |
| 5928 | **Hadnot** | Scw | Am | 416.9 | 56.2 \| 31 | 32′ 9″ | 3856 | 7′ 5½″ | 1919 | Quincy, | Cities | 3Cyl TE26½,44,74x51; | ✠A1Ⓔ Oil Carrier ✠AMS | |
| 219,063 | Steel | | | | | | 6258 | 25′ 6″ | | (Bethlehem [Mass S. B. Corp.) | Service Transp. Co. | Bethlehem S. B. Cor ‡ 3SB;Bethlehem S. B. Corp; 7425HS;WP190lbs;2600IHP; EAC;Dkd,d rpd9,26 | S.S.No.1,Rtdm5,24; M.S.5,24;B.S.8,25;n shft4,26; Clh BB;CL | |
| LTGV | 2D;Mchy aft;Long. frmg; 16BH Wireless; 12BH to Fbd dk SUB.SIG;W. Bal; 4BH to 2d dk Oil fuel F. P. above 150° F. C-37 | | | P91′ | B38′ F33′ | | 9290 | | 10 | | | | | |
| | W.B.—A.P.130t;D.B.46′169t | | | | D.T.f.33′—t; | | F.P.22 | 9t | | | | | | |
| | F.O. D.T. | a17′69 | | 4t;7′34 | 5t | | | | | | | | | |
| 5929 | **Hadsund** | Scw | Dan | 270 | 36.4 \| 21 | | 1163 | | ′84 | Sunderland, | Dampskslsk | 2CylC30,60x39; | | BL |
| | xOsten xEast xDemetrols Iron | | | | | | | | | (J. [Eng. Laing.) | Halla A/S. | 2SB;WP80lbs | | |
| NTWH | 1D;B;Well dk;Wireless;W. Bal 4BH | | | B56′ | F34′ | | 1877 | | 3 | | | | | |
| 5930 | **Hagan** | Scw | Am | 416.9 | 56.2 \| 31 | 32′ 9″ | 3934 | 7′ 5½″ | 1919 | Quincy, | U. S. Ship- | 3Cyl TE26½,44,74x51; | ✠A1Ⓔ Oil Carrier. ✠AMS | |
| 219,287 | Steel | | | | | | 6373 | 25′ 6″ | | (Bethlehem [Mass. S. B. Corp., Lim.) | ping Board | Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 7425HS;WP195lbs;2600IHP; EAC;Dkd,d rpd10,26 | S.S.No.1,Mbl12,23; M.S.12,23;shft drn7,24; B.S.3,26;Clh BB;CL | |
| LTVM | 2D;Mchy aft;Long. frmg; 16BH W. Bal;SUB.SIG; 12BH to Fbd dk Wireless; 4BH to 2d dk Oil fuel F P. above 150° F. C-37 | | | P91′ | B38′ F33′ | | 9290 | | 11 | | | | | |
| | W.B.—A.P.130t;D.B.46′169t | | | | D.T.f.33′—t | | F.P.2 | 29t | | | | | | |
| | F.O. D.T. | a17′69 | | 4t;f.7′3 | 45t | | | | | | | | | |
| 5931 | **Hagarty** | Scw | Br | 529 | Toronto 58 \| 31 | | 5704 | | 1914 | Collingwood | Canada S.S. | 3Cyl TE24,40,66x42; | (★100(GL) | |
| 134,250 | xJ. H. G. Hagarty Steel | | | | | | 7462 | | | (Collingwood [Ont. S.S. Lines (Lim.) | Lines (Lim.) | 3SB;WP185lbs;2400IHP | P.S.4,25 | |
| | 1D;W. Bal | | | | | | | | | | | | | |
| 5932 | **Hagen** | Scw | Ger | 230.7 | Stettin 35.2 \| 20.6 | | 1003 | | 1902 | Fredrikstad, | Emil R. | 3Cyl TE17,27,44x32; | | G |
| | xMalm Steel | | | | | | 1476 | | 10 | (Fredrikstad [Nor. Mek. Vaerks.) | Retzlaff, Mgr. | 1SB;WP175lbs | | |
| JBGM | 1D;Spar dk;Deep frmg;W. Bal 4BH | | | | | | | | | | | | | |
| 5933 | **Hagen** | Scw | Ger | 450 | Hamburg 58.3 \| 26.8 | | 3685 | | 1921 | Hamburg, | Deutsch | 3Cyl TE31,51,84x59; | | G |
| | Steel | | | P & B | B383′ F64′ | | 5988 | | 5 | (Vulcan [Ger. Werke A. G.) | Austral Dampschiff-Ges. | 4SB;WP206lbs | | |
| RBHV | 2D;SUB.SIG;Wireless;W. Bal 8BH | | | | | | | | | | | | | |
| 5934 | **Haggersgate** | Scw | Br | 425.6 | London 54.6 \| 25.9 | | 3369 | | 1913 | Glasgow, | Turnbull, | 3Cyl TE27,46,74x48; | | BL |
| 135,329 | xChalister Steel | | | | | | 5344 | | 8 | (D. & W. [Scot. Henderson & Co., Lim.) | Scott & Co. Mgrs. | 3SB;WP180lbs | | |
| JCVL | 1D;Shel dk;Wireless;W. Bal 7BH | | | | | | | | | | | | | |
| 5935 | **Hagno** | Scw | Hol | 359 | Rotterd'm 49.7 \| 22 | | 2132 | | 1919 | Rotterdam, | Hudig & | 3Cyl TE25,41,68x45; | | V |
| | Steel | | | P31′ | B214′ F36′ | | 3530 | | | (Rotterdam [Hol Droogd. Maat.) | Veder, Mgrs. | 3SB;WP180lbs;1500IHP | | |
| NVKR | 1D;W. Bal;Wireless 7BH | | | | | | | | | | | | | |
| 5936 | **Hagood** | Scw | Am | 435.6 | New York 56.2 \| 31.7 \| 33′ 6″ | | 4221 | 7′ 8½″ | 1919 | Sparrows | Cities Ser- | 3Cyl TE27,47,78x48; | ✠A1Ⓔ Oil Carrier. ✠AMS | |
| 219,418 | Steel | | | | | | 6866 | 25′ 11½″ | | Point, Md. (Bethlehem S. B. Corp.) | vice Trans. Co. | Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 8235HS;WP220lbs;2600IHP;EAC; d rpd2,26;Dkd,s rps11,26 | S.S.No.1,NY10,23; B.S.5,23;M.S.10,23; shft drn11,26;Clh BB | |
| LVFB | 2D;Long. frmg; 15BH Wireless;Mchy aft; 9BH to Fbd dk SUB.SIG;W. Bal; 6BH to 2d dk Oil fuel F. P. above 150° F. C-38 | | | P106′ | B47′ F42′ | | 10238 | | 12 | | | | | |
| | W.B.—A.P.74t;D.B.64′203t | | | | D.T. | f.50′881t;F.P.97 | | t | | | | | | |
| | F.O. D.T.a | 19′919 | | t; D.T. | f.50′824t | | | | | | | | | |
| 5937 | **Hague Maru** | Scw | Jap | 407.2 | Osaka 50.8 \| 32.5 | | 3452 | | 1920 | Innoshima, | Osaka | 3Cyl TE26,44,74x51; | | BL |
| 26,273 | Steel | | | P40′ | B137′ F46′ | | 5642 | | 2 | (Osaka [Jap Iron Works, Lim.) | Shosen Kabushiki Kaisha | 3SB;WP200lbs | | |
| RVTB | 2D;Oil fuel;Wireless;W. Bal 7BH | | | | | | | | | | | | | |
| 5938 | **Hahira** | Scw | Am | 435.5 | Phila. 56.2 \| 31.7 \| 33′ 6″ | | 4234 | 7′ 8½″ | 1920 | Sparrows | Atlantic | 3Cyl TE27,47,78x48; | ✠A1Ⓔ Oil Carrier. ✠AMS | |
| 220,242 | Steel | | | | | | 6855 | 25′ 11½″ | | (Beth- [Point, Md lehem S. B. Corp.) | Refining Co. | Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 8235HS;WP220lbs;2600IHP; EAC;Dkd,d rpd5,26;Exmd10,26 | Patched H. P. Cyl; S.S.No.1,Ches6,24; M.S.6,24;n shft5,25;B.S; shft drn5,26;Clh BB;CL | |
| LWSR | 2D;Long. frmg; 15BH Wireless;Mchy aft; 9BH to Fbd dk SUB.SIG; 6BH to 2d dk Oil fuel F. P. above 150° F. C-38 | | | P106′ | B49′ F42′ | | 10238 | | 7 | | | | | |
| | W.B.—A.P.74t;D.B.64′203t | | | | D.T. | f.50′881t;F.P.97 | | t | | | | | | |
| | F.O. D.T.a | 19′919 | | t; D.T. | f.50′824t | | | | | | | | | |
| 5939 | **Haimon** | Scw | Ger | 362.9 | Bremen 44.8 \| 25.8 | | 2355 | | ′98 | Hamburg, | Nord- | 3Cyl TE25,40,70x48; | | G |
| | xAntonina Steel | | | P45′ | B117′ F46′ | | 3810 | | 7 | (Blohm [Ger. & Voss.) | deutscher Lloyd | 2SB;WP206lbs | | |
| QLPJ | 2D;Spar dk;Web frms;Wireless; 6BH SUB.SIG;W. Bal | | | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5940 MHCA | **Hainaut** xMarksburg Steel 1D;Spar dk;Web frms;Wireless; 6BH W. Bal | Scw | Blg | Antwerp | 387.1 P48′ | 51.7 \| 24.6 B116′ F40′ | | 2673 4277 | | 1905 2 | Hamburg, (Blohm & Voss.) [Ger. | Armement Deppe, Mgrs. | 4Cyl QE23,31,48,71x48; 2SB;WP213lbs | | BL |
| 5941 219,659 LVSD | **Haiti** xGreat Falls Steel 1D;B;W. Bal;Wireless; 4BH Oil fuel F. P. above 150° F. C-29 W.B.—A.P.103t.....D.B 204′44 F.O.—A.P. 96t;D T.a12′81t;D.B 158′29 | Scw | Am | New York | 251 P25′ 7t 8t;W.T | 43.5 \| 26.2 \| 28′ 2″ B64′ F20′ .....F.P.7 m.30′220t..... | | 1612 2606 4100 2t .. | 4′ 2″ 24′ 2″ | 1920 4 | Duluth, (McDougall Duluth Co.) [Minn. | Colombian S.S. Co., Inc. | 3Cyl TE21,35,59x42; McDougall, Duluth Co: 2SB;McDougall Duluth Co: 5467HS;WP185lbs:1500IHP;EAC; d rpd3,26;Dkd,s rps11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Jksnvl7,24; M.S.7,24;n shft9,25;B,S.4,26; SBP;CL | |
| 5942 | **Haiti** xM. L. Hanahan Steel 1D 4BH | Scw | Hay | Aux Cayes | 150 F26′ | 25 \| 14.7 | | 216 411 | | 1919 2 | Savannah, (Founda- tion Co.) [Ga. | Bonefield Bros. & Co. | 3Cyl TE12,21,35x24; 1SB;WP180lbs;500IHP. | | BL |
| 5943 OISM | **Haiti** Steel 3D;Shel dk;Wireless;W. Bal Twin 13BH | Scw | Fr | Havre | 414.4 F45′ | 51.6 \| 29.1 | | 3712 6179 | | 1914 | Port de (Atel & Ch. de Provence.) [Bouc, Fr | Cie. Gen- erale Transatlantique | 2-3Cyl TE22,34,56x39; 4SB;WP200lbs;4500IHP | | V |
| 5944 1,661 HLBF | **Hakata Maru** Steel 2D;Deep frmg;Wireless;W. Bal Twin 8BH | Scw | Jap | Tokio | 445 P36′ | 49.4 \| 30.5 B97′ F57′ | | 3752 5970 | | '97 2 | Glasgow, (D. & W. Henderson & Co.) [Scot. | Nippon Yusen Kabushiki Kaisha | 2-3Cyl TE20,33½,56x48; 2DB;2SB;WP200lbs | | BL |
| 5945 221 QBTJ | **Hakkai Maru** Aspinet xSeneca Steel 2D;Deep frmg;Wireless; 6BH W. Bal Scw Sch | | Jap | Dairen | 390 P32′ | 52.1 \| 27 B113′ F40′ | | 3104 4903 | | 1901 8 | Pt. Glasgow, (Russell & Co.) [Scot. | Kitashina Kisen Kabushiki Kaisha | 3Cyl TE26½,43,72x48; 3SB;WP180lbs | | BL |
| 5946 26,015 RQWF | **Hakodate Maru** Steel 2D;W. Bal;Wireless Scw 6BH | | Jap | Tokio | 400 P38′ | 54.5 \| 30 B121′ F40′ | | 3226 5303 | | 1919 9 | Kobe, (Mitsubishi Zosen Kaisha, Lim.) [Jap. | Nippon Yusen Kabushiki Kaisha | 3Cyl TE26,43,72x48; 3SB;WP180lbs | | BL |
| 5947 167 QBPV | **Hakuho Maru** xItola Steel 2D;B;Web frms;Wireless;W. Bal 6BH Scw | | Jap | Dairen | 410 | 50.7 \| 28.9 B90′ F56′ | | 3247 5397 | | 1900 6 | Dumbarton, (W. Denny & Bro.) [Scot. | Goshi Kaisha Tatsuma Shokai | 3Cyl TE26½,42,66½x51; 2SB;WP160lbs | | BL |
| 5948 20,805 NKSQ | **Hakushika Maru** Steel 2D;Shel dk;Wireless;W. Bal Scw Twin 7BH | | Jap | Kobe | 445 | 58 \| 40 | | 5037 8151 | | 1917 10 | Tsurumi, (Asano S. B. Co., Lim.) [Jap. | Tatsuuma Kisen Kabushiki Kaisha | 2-3Cyl TE22,36,61x48; 4SB;WP200lbs | | BL |
| 5949 | **Hakutatsu Maru** Grace Dollar xWar Melody Steel 1D;Shel dk;Wireless;Oil fuel; 8BH W. Bal Scw | | Jap | Dairen | 412.4 | 55.8 \| 34.4 | | 3971 6495 | | 1918 11 | Belfast, (Harland & Wolff, Lim.) [Ire | Tatsuuma Kisen Kabushiki Kaisha | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 5950 29,837 SPRC | **Hakuyo Maru** xMalayan xHomereus Steel xStorm King 6BH 2D;B;Web frms;Wireless;W. Bal Scw | | Jap | Kobe | 340 P40′ | 42.3 \| 29.5 B78′ F45′ | | 2091 3322 | | '90 5 | Middlesboro, (R. Dixon & Co.) [Eng. | Ninomiya Junichi | 3Cyl TE28,44,72x48; 2DB;WP160lbs | 3dS.S.No.3,Insha6,24; M.S.9,24;B.S.6,24; shft drn5,24 | C-J |
| 5951 147,908 KQWM | **Halbeath** Steel 1D;Wireless;W. Bal 4BH | Scw | Br | Glasgow | 274.5 P19′ | 39.9 \| 23.3 F19′ | | 1239 2085 | | 1924 6 | Burntisland, (Burntisland S. B. Co., Lim.) [Scot. | Grahamston Shipping Co. (Lim.) | 3Cyl TE20,33,54x36; 2SB;WP180lbs | | BL |
| 5952 225,224 | **Halcyon** Steel 3D 5BH | Scw | Am | Detroit | 128 | 44 \| 15 | | 273 405 | | 1925 | River Rouge, (Great Lakes Eng. Wks.) [Mich. | Walkerville & Detroit Ferry Co. | 2Cyl C20,40x28; 2SB;WP175lbs;800IHP | | |
| 5953 203,973 KWBF | **Halcyon** Steel Wireless; D. F. | Scw Sch | Am | Provide'ce | 125.5 | 18.3 \| 11.2 | | 109 161 | | 1907 | Morris Hgts, (G. E. & P. Seabury Co.) [N. Y. | D. W. Flint | 3Cyl TE8,14,23x12; 1WTB;350IHP. | | |
| 5954 151,436 | **Haldis** Steel 1D;Spar dk;Deep frmg;W. Bal 4BH | Scw Sch | Br | HongK'ng | 265 B66′ 37 F24′ | \| 12.2 | | 1144 1819 | | 1902 5 | Sunderland, (J. Priest- mann & Co.) [Eng | Wing Hing S.S. Co. (Lim.) | 3Cyl TE20½,33,56x36; 2SB;WP160lbs | | |
| 5955 222,695 MDVS | **Haleakala** Steel 1D;Super dk; 7BH 2d dk aft; 1BH to Super dk W Bal;Wireless; 6BH to Fbd dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.69t;D.B.199′230t..... F.O.....D.B.217′261t;D.T. | Scw | Am | Honolulu | 345.2 F90′ 13′70t | 46.2 \| 27.6 \| 32′ F.P.41 | t | 1546 3679 1800 | 12′ 3½″ 20′ 1½″ | 1923 1 | Chester, (Sun S. B. Co.) [Pa | Inter-Island Steam Navigation Co. | 4Cyl TE30,52,65,65x54; Sun S. B. Co; 4WTB;Babcock & Wilcox Co; 19236HS;WP220lbs;5500IHP;EAC; d rpd3,25;Dkd,s rps11,26 | ✠A1Ⓔ With Freeboard ✠AMS shft drn10,26;B.S 11,26; Csh BB;CL | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5956 | **Haleric** | Scw | Br | London | 3217 | | 1918 | Newcastle, | A. Weir & | 3Cyl TE27,44,73x48; | | BL |
| 142,720 | xWar Sparrow Steel | | 399.3 | 52.2 \| 28.5 | 5169 | | 11 | (Palmers' [Eng. | Co., Mgrs. | 3SB;WP180lbs | | |
| JVNW | 2D;Oil fuel;Wireless;W. Bal 7BH | | P49′ | B113′ F30′ | | | | Co., Lim.) | | | | |
| 5957 | **Halesius** | Scw | Br | Liverpool | 2903 | | 1912 | Stockton, | R. P. | 3Cyl TE26,42,70x48; | | BL |
| 131,427 | xClan Macbeolan Steel | | 385 | 51.5 \| 27.4 | 4652 | | 3 | (Craig [Eng. | Houston & Co., | 3SB;WP180lbs | | |
| HVLS | 2D;Web frms;Long. frmg; 6BH | | P32′ | B116′ F36′ | | | | Taylor & Co., Lim.) | Mgrs. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 5958 | **Half Moon** | Scw | Am | New York | 3484 | 7′ 10½″ | 1920 | Newburgh, | Export | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ | |
| 220,194 | Steel | | 400.5 | 54.2 \| 30.4 | 5673 | 25′ 2″ | 9 | (Newburgh [N. Y. | S.S. Corp. | Hooven, Owen, Rentschler Co: | ✠AMS | |
| LWRT | 2D;Wireless;sub.sig;W. Bal; 8BH | | | \| 32′ 10″ | 8822 | | | Shipyards, Inc.) | | 3SB;Willamette I. & S. Co: | S.S.No.1,NY6,24; | |
| | Oil fuel F. P. above 150° F. C-37 | | P36′ | B124′ F44′ | | | | | | S331HS;WP210lbs;2800IHP;EAC; | M.S.6,24;n shft1,26;B.S.11,26; | |
| | | | | | | | | | | Dkd,d rpd11,26 | Clh BB;CL | |
| | W.B.—A.P.144t;D.B.338′1311t;D | T.27′8 | 34t. . . | . . . . . F.P.120t | | | | | | | | |
| | F.O. . . . . D.B.270′1044t;D | T.27′7 | 78t; S. | T.62t. . . . . | | | | | | | | |
| 5959 | **Halgan** | Scw | Fr | Havre | 4796 | | 1922 | Nantes, | Chargeurs | Stm Tbns; | | V |
| | Steel | | 417.9 | 55.2 \| 34.5 | 7676 | | | (Atel & [Fr. | Reunis | 3SB;WP199lbs;2800IHP. | | |
| OLSW | 3D;Wireless;W. Bal 8BH | | B148′ | F45′ | | | | Chant. de la Loire.) | | | | |
| 5960 | **Hallartus** | Scw | Br | Liverpool | 3255 | | 1919 | So. Shields, | R. P. | 3Cyl TE27,44,73x48; | | BL |
| 142,832 | xDennistoun Steel | | 400.2 | 52.4 \| 28.5 | 5294 | | 5 | (J. Read- [Eng. | Houston & Co., | 3SB;WP180lbs | | |
| KBGW | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | head & Sons, Lim.) | Mgrs. | | | |
| 5961 | **Halizones** | Scw | Br | Liverpool | 3137 | | 1920 | Irvine, | R. P. | 3Cyl TE27,44,73x48; | | BL |
| 143,626 | Steel | | 400.7 | 52.2 \| 28.5 | 5298 | | 4 | (Ayrshire [Eng | Houston & Co., | 3SB;WP180lbs | | |
| KFDV | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | Dkyd. Co., Lim.) | Mgrs | | | |
| 5962 | **Hallandale** | Drg | Am | Baltimore | 240 | | 1925 | Baltimore, | Ellicott | Wd | | |
| 169,335 | | | 109.9 | 34.2 \| 7.5 | 243 | | 10 | (Ellicott [Md. | Machine Corp. | | | |
| | 1D;B | | | | | | | Mach. Corp.) | | | | |
| | | | | | | | | (Chas. Rohde | | | | |
| | | | | | | | | & Sons.) | | | | |
| 5963 | **Hallfried** | MV | Nor | Bergen | 3267 | | 1922 | Rotterdam, | Skibs. A/S. | 2-6Cyl OilEng 22x39 | | N |
| | Steel | Twin | 376.3 | 51.6 \| 31.1 | 5247 | | 4 | (N. V. [Hol. | Phoenix | | | |
| LCSH | 2D;Wireless;W. Bal 6BH | | | | | | | Werf v/h. Rijkee | | | | |
| | | | | | | | | & Co.) | | | | |
| 5964 | **Hallgrim** | Scw | Nor | Bergen | 4317 | | 1921 | Sunderland, | D/S. A/S. | 3Cyl TE27,44,75x54; | | BL |
| | Steel | | 420 | 54 \| 34.3 | 6630 | | 9 | (W. Doxford [Eng. | Phoenix | 3SB;WP180lbs | | |
| LBQS | 1D;Shel dk;Oil fuel; 6BH | | | | | | | & Sons, Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 5965 | **Hallgyn** | Scw | Nor | Bergen | 4164 | | 1921 | Sunderland, | D/S A/S | 3Cyl TE27,45,75x54; | | BL |
| | Steel | | 420 | 54 \| 34.3 | 6672 | | 10 | (W. Doxford [Eng. | Phoenix | 3SB;WP180lbs | | |
| LCMF | 1D;Shel dk;Oil fuel; 6BH | | | | | | | & Sons, Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 5966 | **Hallmoor** | Scw | Br | London | 2422 | | 1910 | So. Shields, | Moor Line | 3Cyl TE25,42,68x45; | | BL |
| 129,068 | xZurichmead xZurichmoor Steel | | 347.5 | 49.1 \| 25.2 | 3778 | | 1 | (J. Readhead [Eng. | (Lim.) | 2SB;WP160lbs | | |
| HQJP | 1D;B;Deep frmg;Wireless; 6BH | | P31′ | B89′ F32′ | | | | & Sons, Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 5967 | **Hallowell** | Brg | Am | Baltimore | 1182 | | 1919 | Richmond, | T. J. Hooper | YP,F;Gif; | ✠A1Ⓔ Towing Barge. | |
| 219,172 | | Sch | 231 | 38.5 \| 18.7 | 1327 | | 10 | (Crosby [Me. | | s rps,tr clkg a6,21;s b clkg4,23 | Coastwise & W. I. | |
| LTMR | 1D;B | | | | | | | Nav. Co.) | | | | |
| 5968 | **Hallside** | Scw | Br | Newcastle | 1855 | | 1919 | Newcastle, | Charlton, | 3Cyl TE25,41,68x45; | | BL |
| 142,841 | Steel | | 331.2 | 46.8 \| 23.1 | 3037 | | 9 | (Tyne [Eng. | McAllum & Co. | 3SB;WP180lbs | | |
| KCMD | 1D;Wireless;W. Bal 5BH | | P33′ | B101′ F29′ | | | | I. S. B. Co., Lim.) | Mgrs. | | | |
| 5969 | **Halo** | Scw | Am | New York | 4232 | 7′ 9″ | 920 | Alameda, | Cities Ser- | 3Cyl TE27,47,78x48; | ✠A1Ⓔ Oil Carrier. | |
| 220,521 | Steel | | 435 | 56 \| 32 | 6886 | 25′ 11″ | 8 | (Bethlehem [Cal. | vice Trans. Co. | Bethlehem S. B. Corp; | ✠AMS | |
| MBHS | 2D;Long. frmg;Mchy aft; 15BH | | | \| 33′ 6″ | 10000 | | | S. B. Corp.) | | 3SB;Willamette I. & S. Co; | S.S.No.1,NY6,24; | |
| | Wireless; 9BH to Fbd dk | | P106′ | B47′ F42′ | | | | | | 8235HS;WP220lbs;2800IHP;EAC; | M.S.6,24;n shft7,26; | |
| | sub.sig;W. Bal; 6BH to 2d dk | | | | | | | | | Dkd,d rpd10,26 | B.S;shft drn10,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.74t;D.B.a64′203t. . . . | . . . . . | . . . D.T | f.50′881t; F.P.9 | 7t | | | | | | | |
| | F.O. . . . . D.T | a19′91 | 9t;D.T | f.50′824t. . . . . | . . | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5970 | **Halse** | Scw | Nor | Mandal | 1317 | | 1910 | Sunderland, | Bugge & | 3Cyl TE22,36,59x39; | | N |
| | xQuernstad xSigne Steel | | 290.1 | 42.1 \| 19.3 | 2136 | | 9 | (Sunderland [Eng. | Co. | 2SB;WP180lbs | | |
| MGDV | 1D;Wireless;W. Bal 4BH | | P27′ | B76′ F29′ | | | | S. B. Co., Lim.) | | | | |
| 5971 | **Halsey** | Scw | Am | Wilm'gton | 4389 | 7′ 9″ | 1920 | Alameda, | Malston | 3Cyl TE27,47,78x48; | ✠A1Ⓔ Oil Carrier. | |
| 220,585 | Steel | | 435 | 56 \| 32 \| 33′ 6″ | 7088 | 25′ 11″ | 8 | (Bethlehem [Cal. | Co., Inc. | Bethlehem S. B. Corp; | ✠AMS | |
| MBKJ | 2D;Long. frmg;Mchy aft; 15BH | | P106′ | B47′ F42′ | 10000 | | | S. B. Corp.) | | 3SB;Bethlehem S. B. Corp; | S.S.No.1,Balt1,24; | |
| | Wireless; 9BH to Fbd dk | | | | | | | | | 8235HS;WP2201bs;2800IHP;EAC; | M.S.1,24;B.S;shft drn9,25; | |
| | SUB.SIG;W. Bal; 6BH to 2d dk | | | | | | | | | I d rpd9,25;d rpd1,26;Dkd,s rps7,26; | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | Exmd9,26 | | |
| | W.B.—A.P.74t;D.B.a64′203t | | | ...D.T | f.50′881t; F.P.9 | 7t | | | | | | |
| | F.O.....D.T | a19′91 | 9t;D.T | f.50′824t | | | | | | | | |
| 5972 | **Halsted** | Brg | Am | Cleveland | 471 | | ′73 | Little Stur- | The Smeed | O | 90CF(GL) | |
| 95,260 | | Sch | 171 | 32 \| 12.6 | 496 | | rb′17 | geon, Wis. | Box Co. | | P.S.8,26 | |
| | 1D | | | | | | | (Spears & Co.) | | | | |
| 5973 | **Hambleton Range** | Scw | Br | W.Hartlpl | 3580 | | 1914 | W. Hartle- | E. J. Leslie | 3Cyl TE25,40,67x45; | | BL |
| 135,908 | Steel | | 350.3 | 51.1 \| 23.8 \| 34.3 | 4779 | | 7 | pool, Eng. | | 2SB;WP180lbs | | |
| JFWV | 1D;Shel dk; 6BH | | F34′ | | | | | (Irvine's S. B. & | | | | |
| | Wireless;SUB.SIG;W. Bal | | | | | | | D. D. Co., Lim.) | | | | |
| 5974 | **Hamburg** | S | Ger | Hamburg | 1797 | | 1901 | Nantes, | West of | Stl;1BH | | G |
| | xHenriette xMarechal de Castries | | 261.4 | 38.1 \| 22.5 | 1985 | | | (A. [Fr. | Scotland Ship- | | | |
| RDBG | 1D;B | | | | | | | Dubigeon.) | breaking Co. (Lim.) | | | |
| 5975 | **Hamburg** | Scw | Ger | Hamburg | 3613 | | 1920 | Flensburg, | Deutsch | 3Cyl TE31,50,84x53; | | G |
| | Steel | | 449.5 | 58.2 \| 27.1 | 5872 | | 6 | (Flensburger [Ger. | Austral Dampf- | 4SB;WP185lbs | | |
| RWSK | 2D;Wireless;W. Bal 9BH | | P & B | 365′ F62′ | | | | Schiffsb. Ges.) | schiffs Ges. | | | |
| 5976 | **Hamburg** | Brg | Br | Windsor | 1412 | | ′86 | Hantsport, | U. S. | M;Icf | | |
| 92,482 | | xBk | 216.2 | 43 \| 23.1 | 1596 | | 9 | (E. [N. S. | Gypsum | | | |
| KJHW | 1D;B | | | | | | | Churchill & Sons.) | Transp. Co | | | |
| 5977 | **Hamburg Maru** | Scw | Jap | Osaka | 3159 | | 1920 | Yokohama, | Osaka | 3Cyl TE26,43,72x48; | | BL |
| 27,468 | Steel | | 400 | 54.5 \| 30 | 5220 | | 12 | (Uchida [Jap. | Shosen Kabushiki | 3SB;WP200lbs | | |
| SCTP | 2D;Oil fuel;Wireless;W. Bal 7BH | | P39′ | B121′ F40′ | | | | S. B. & Eng. Co.) | Kaisha | | | |
| 5978 | **Hameln** | Scw | Ger | Bremen | 2611 | | 1907 | Weser- | Nord- | 3Cyl TE23,38,63x43; | | G |
| | xHilda xHilda Horn Steel | | 367.1 | 47.7 \| 27.4 | 4193 | | 5 | munde, Ger. | deutscher | 3SB;WP185lbs | | |
| QLKM | 2D;SUB.SIG;Wireless;W. Bal 6BH | | B91′ | F44′ | | | | (Rickmers Akt. Ges.) | Lloyd | | | |
| 5979 | **Hamilton** | Scw | Am | New York | 2430 | | ′99 | Chester, | Eastern S.S. | 3Cyl TE27,44½,73x54; | ✠A1 Coastwise & W. I. | |
| 96,439 | Steel | | 350 | 42 \| 17 \| 27′ | 3723 | | 4 | (Delaware [Pa. | Lines, Inc. | Delaware River I. S. B. & E. Wks; | AMS | |
| KNWT | 2D;SUB.SIG;Wireless 4BH | | | | 2300 | | | River I. S. B. & E. Wks.) | | 4SB;Newport News S. B. & D. D. Co: | 2dS.S.No 3,NptN5,23; | |
| | | | | | | | | | | 242GS;9428HS;WP190lbs;3000IHP; | M.S.5,23;B.S;n shft3,26; | |
| | | | | | | | | | | EAC;I rps,clk dk,lngtd4,06; | SBP;CL | |
| | | | | | | | | | | n Blrs4,13;Dkd,d rpd10,26 | | |
| 5980 | **Hamilton** | Scw | Br | Montreal | 928 | | 1901 | Hamilton, | Canada | 2-3Cyl TE12,21,35x24; | | C |
| 111,661 | Steel | Twin | 250.1 | 40 \| 11.5 | 1614 | | rb′21 | (Hamilton [Ont. | S.S. Lines (Lim.) | 1Blr;WP140lbs | Annual Lake Survey4,26; | |
| | 2D;Mchy aft;W. Bal 4BH | xBrg | | F32′ | | | | Bridge Co.) | | | n shft4,22;B.S.3,26; | |
| | | | | | | | | | | | M.S;shfts drn6,26 | |
| 5981 | **Hamlet** | MV | Nor | Drammen | 2714 | | 1916 | Gothenburg, | Bruusgaard, | 2-6Cyl Oil Eng 23⅝x35 7/16; | | V |
| | Steel | Twin | 355.1 | 55.2 \| 29.9 | 5069 | | 9 | (Gottborgs [Swd. | Klosterud & Co. | 3300IHP | | |
| MNCH | 1D;Mchy aft;Long. frmg; 22BH | | P99′ | B31′ F44′ | | | | M. V. Aktieb.) | | | | |
| | Oil in bulk;Wireless;SUB.SIG;W. Bal | | | | | | | | | | | |
| 5982 | **Hamlin F. McCormick** | Scw | Am | San Fran. | 2025 | 4′ 6¾″ | 1919 | Gloucester | Charles R. | 3Cyl TE19¾,31½,54¼x36; | ✠A1Ⓔ | |
| 217,440 | xCastle Point Steel | | 321.7 | 50 \| 21.6 \| 24′ 9″ | 3317 | 20′ 5″ | 2 | City, N. J. | McCormick | Pusey & Jones Co: | ✠AMS | |
| LPKR | 1D;SUB.SIG;W. Bal;Wireless; 5BH | | P37′ | B82′ F31′ | 5000 | | | (Pusey & Jones.) | Lumber Co., Inc. | 2SB;Sun S. B. & D. D. Co; | S.S.No.1,NY5,23; | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | 113GS;5600HS;WP210lbs;1650IHP; | M.S.5,23;shft drn10,25; | |
| | | | | | | | | | | Dkd,d rpd10,26 | B.S.5,26;Cih BB;CL | |
| | W.B.—A.P.108t;D.T.10′47t;D.B. | 266′ 10 | 56t;... | ....F.P 84t | | | | | | | | |
| | F.O.—A.P.101t.....D.B. | 224′ 8 | 00t; S. | T.45t;F.P.78t | | | | | | | | |
| 5983 | **Hammershus** | Scw | Dan | Cop'hagen | 2510 | | 1903 | Pt. Glasgow, | C. K. | 3Cyl TE25,41,67x45; | | BL |
| | xAstoria Steel | | 344.8 | 49.9 \| 17.9 \| 25.9 | 3939 | | 6 | (Russell [Scot. | Hansen, Mgr. | 2SB;WP180lbs | | |
| NMLW | 1D;Spar dk;Deep frmg;W. Bal; 6BH | | P20′ | B203′ F37′ | | | | & Co.) | | | | |
| | Wireless | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5984 203,719 | **Hammonton** Steel 1D | Scw | Am 141 | Camden 38.1 \| 13.2 | 519 764 | | 1906 | Camden, (New York [N. J. S. B. Corp.) | Philadelphia & Camden Ferry Co. | 3CylC18,26,26x22; 2WTB;WP225lbs;1000IHP. | | |
| 5985 122,553 | **Hamonic** Steel 4D;Wireless 8BH | Scw Sch | Br 341 | Collingw'd 50 \| 35 5265 | 3295 | | 1909 | Collingwood, (Collingwood [Ont. S. B. Co.) | Canada S.S. Co. (Lim.) | 4CylQE24,35,52,80x42; 6SB;WP250lbs;6000IHP. | (★100(GL) P.S.1,25 | |
| 5986 211,888 LDJB | **Hampden** Steel 1D;Web frms;sub.sig;Mchy aft; 8BH Wireless;W. Bal | Scw | Am 369 P80′ | Portland 50.1 \| 28 B18′ F34′ | 2779 4725 | | 1914 1 | Camden, (New [N. J. York S. B. Corp.) | Coastwise Transp. Corp. | 3CylTE24¼,38½,67x45; 2SB;WP185lbs;2100IHP;Exmd6,26 | | BL |
| 5987 MVBP | **Hampholm** xThordis Steel 2D;Oil fuel;Wireless;W. Bal 6BH | Scw | Nor 376.2 P33′ | Oslo 52.6 \| 25.8 B70′ F40′ | 2615 4480 | | 1917 3 | Oakland, (Moore [Cal. & Scott Iron Works.) | W. B. Markussen, Mgr. | 3CylTE24,41,68x45; 3SB;WP200lbs | | BL |
| 5988 106,606 PMDG | **Hampstead** xVulcan Steel 1D;B;Wireless;W. Bal 6BH | Scw | Br 340 P31′ | London 45.1 \| 25.3 B101′ F38′ | 2211 3471 | | '96 10 | West Hartlepool, Eng. (Furness, Withy & Co., Lim.) | Watts, Watts & Co. (Lim.) | 3CylTE24,39,66x42; 3SB;WP160lbs | 3dS.S.No.1,S.Shl3,24; A.S.12,25;B.S.9,25; M.S;n shft12,25 | C |
| 5989 162,043 | **Hampton** 1D | Brg | Am 182.3 | Phila. 23.8 \| 11 | 432 432 | | 1903 11 rb'15 | Elkton, (Henry [Md. Delbert Barge Building Co.) | Southern Trans. Co. | O,Hk,YP;Gif(Sltd) | — Exp | |
| 5990 165,848 | **Hampton** 1D | Brg | Am 108 | Albany 22.5 \| 10.8 | 252 257 | | 1914 | Elizabeth City, N. C. (Joseph H. Hunt.) | John H. Jones | Wd | | |
| 5991 96,321 | **Hampton Roads** Steel 1D;Wireless 2BH | Scw | Am 150 | New York 25 \| 12 | 268 450 | | '96 2 | Wilmington, (Harlan & [Del. Hollingsworth.) | Eastern S.S. Lines | 3CylTE12½,20¾,33x24; WP190lbs;750IHP | | |
| 5992 224,921 | **Hampton Roads** Steel 1D;B 5BH | Scw F. B. | Am 185.8 | Norfolk 46.7 \| 13.7 | 444 710 | | 1925 7 | Wilmington, (Pusey [Del. & Jones.) | Chesapeake Ferry Co. | 2CylC17,34x24; 2Blrs;WP160lbs;1400IHP. | | |
| 5993 220,925 MCFT | **Hampton Roads** Steel 2D;Long. frmg;Mchy aft; 17BH W. Bal;Wireless; 13BH to Fbd dk sub.sig; 4BH to 2d dk Oil fuel F. P. above 150° F. C-38 W.B.—A.P.60t;D.B.a54′132t..... D.T. F.O..... D.T. | Scw | Am 431 P105′ ...D.T 0t;D.T | Baltimore 59.2 \| 31.4 33′ 3″ B37′ F38′ f.40′453t; F.P.1 f.40′423t..... | 4623 7529 10300 20t ... | 8′ 1½″ 25′ 3½″ | 1920 12 | Baltimore, (Baltimore [Md. Dry Dock & S. B. Co.) | Oil Transport Co. | Stm Tbn; Midwest Engine Co; 3SB;Baltimore D. D. & S. B. Co; 7926HS;WP200lbs;2800SHP;EAC; d rpd5,26;Dkd11,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,NY8,24; shft drn;M.S.8,24; B.S.4,25;Clh BB;CL | |
| 5994 219,118 LTJR | **Hampton Roads** xLake Gallen Steel 1D;B;W. Bal; 4BH Oil fuel F. P. above 150° F. C-29 W.B.—A.P.99t..... D.B. F.O.—A.P.92t;D.T.a14′111t;D.B. | Scw | Am 253.5 P25′ .205′41 .167′29 | Wilmngtn 43.6 \| 25.2 28′4″ B64′ F25′ 6t..... F.P.5 7t;W.T m38′170t..... | 1667 2689 4050 1t ... | 4′ 2¾″ 24′ 3″ | 1920 4 | Manitowoc, (Manitowoc [Wis. S. B. Co.) | Phila. & Norfolk S.S. Co., Inc. | 3CylTE21,35,59x42; Nordberg Mfg. Co; 2SB;Manitowoc S. B. Co; 4876HS;WP185lbs;1500IHP; Dkd,d rpd8,26 | ✠A1Ⓔ ✠AMS S.S.No.1,N0k8,24; M.S;shft drn8,24;B.S.8,26; Scip;CL | |
| 5995 | **Hanamet** xMacquarie Iron 3D 7BH | Scw | Am 379.8 P41′ | Shanghai 38.3 \| 28.5 F41′ | 2073 3302 | | '73 4 | Pt. Glasgow, (R. Duncan [Scot. & Co.) | W. Katz | 3CylTE26,42,68½x48; 2SB;WP160lbs;278RHP | | |
| 5996 130,636 | **Hancock** 2D;W. Bal | Bkt | Br 121.5 | St. John's 29,5 \| 16 | 346 412 | | '69 10 | Bucksport, (Wm. H. [Me. Genn.) | Dominion Coal Co. | Hw,Hk,YP;Icf | — Exp | |
| 5997 LCKR | **Handicap** Steel 1D;Wireless;W. Bal Twin 8BH | MV | Nor 415.3 F35′ | Drammen 54.7 \| 25.4 | 3027 5012 | | 1922 1 | Stavanger, (Rosenberg [Nor. Mek. Vaerk.) | Bruusgaard Kiosterud Dampskibs | 2-4CylOilEng23⅜x41¾ | | N |
| 5998 25,454 RNLV | **Hankow Maru** Steel 1D;Wireless;W. Bal 6BH | Scw | Jap 345 P29′ | Kobe 48 \| 30 B74′ F41′ | 2524 4104 | | 1919 6 | Kobe, (Kawasaki [Jap. Dkyd. Co., Lim.) | Kokusai Kisen Kabushiki Kaisha | 3CylTE23,39,65x48; 2SB;WP200lbs | | BL |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where. Builder. | Owners. | Remarks. Engines. Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5999 | **Hanley** | Scw | Am | Tacoma | 4825 | 9′ 6½″ | 1920 | San Francisco, Cal. | Hanley S. S. Co. | 3CylTE27,47,76x48; | ✠A1Ⓔ With Freeboard. | |
| 220,936 | Steel | | 440 | 56 \| 35.2 \| 38′ | 7583 | 28′ 7½″ | 12 | (Bethlehem S. B. Corp., Lim.) | | Bethlehem S. B. Corp; | ✠AMS | |
| MCGD | 2D;W. Bal; 8BH | | | | 11600 | | | | | 3SB;Bethlehem S. B. Corp; | S.S.No.1,Seat10,24 | |
| | Long. frmg;Wireless; 7BH to Fbd dk | | | | | | | | | 8250HS;WP220lbs;2800IHP;EAC; | M.&B.S.10,24;shft drn3,26; | |
| | SUB.SIG; 1BH to 2d dk | | | | | | | | | Dkd,d rpd4,26 | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.160t;D.B.368′1657t;D. | T.30′9 | 07t. | .....F.P.138t | | | | | | | | |
| | F.O.....D.B.308′1265t..... | | S.T | .65t..... | | | | | | | | |
| 6000 | **Hanna Neilsen** | Scw | Jap | | 4269 | | 1916 | Seattle, | Taiyo | Stm Tbn; | | N |
| | Steel | | 409.6 | 54 \| 27.1 | 5748 | | 12 | (Skinner & Eddy Corp.) [Wash. | Kaiun K. K. | 3SB;WP190lbs | | |
| | 2D;Wireless;W. Bal 5BH | | P44′ | B115′ F47′ | | | | | | | | |
| 6001 | **Hanna Skogland** | Scw | Nor | Hauges'nd | 3477 | | 1903 | Vegesack, | T. H. | 3CylTE27,45,74x51; | | N |
| | xEduard Woermann xAlabama Steel | | 403.4 | 49.2 \| 27.1 | 5619 | | 9 | (Bremer Vulkan.) [Ger. | Skogland & Son, Mgrs. | 4SB;WP180lbs | | |
| LDFN | 3D;Wireless;W. Bal 7BH | | P & B | 266′ F57′ | | | | | | | | |
| 6002 | **Hannah** | Scw | Br | Middl'sbro | 2321 | | 1913 | Newcastle, | Rahtkens | 3CylTE25,42,68x45; | | BL |
| 128,827 | Steel | | 350.4 | 50 \| 23.8 | 3697 | | 4 | (Tyne I. S. B. Co., Lim.) [Eng. | Shipping Co. (Lim.) | 2SB;WP180lbs | | |
| JBWS | 1D;Wireless;W. Bal 6BH | | P44′ | B163′ F36′ | | | | | | | | |
| 6003 | **Hannah** | StW | Am | St. Mich'el | 728 | | '98 | Unalaska, | American- | 2CylC; | | |
| 96,428 | Wood | | 222.8 | 42 \| 6.2 | 1211 | | 6 | (Ed. J. Howard.) Alaska | Yukon Nav. Co. | 5Blrs;1000IHP. | | |
| | 2D | | | | | | | | | | | |
| 6004 | **Hannawa** | Scw | Am | Portland | 4826 | 9′ 6½″ | 1920 | San Francisco, Cal. | Columbia | 3CylTE27,47,78x48; | ✠A1Ⓔ With Freeboard. | |
| 220,769 | Steel | | 440 | 56 \| 35.2 \| 38′ | 7582 | 28′ 7½″ | 11 | (Bethlehem S. B. Corp., Lim.) | Pacific Shipping Co. | Bethlehem S. B. Corp; | ✠AMS | |
| MBST | 2D;Long. frmg; 8BH | | | | 11600 | | | | | 3SB;Bethlehem S. B. Corp; | S.S.No.1,Ptd,O11,24; | |
| | Wireless;W. Bal; 7BH to Fbd dk | | | | | | | | | 8250HS;WP220lbs;2800IHP;EAC; | shft drn3,24;M.&B.S.11,24; | |
| | SUB.SIG; 1BH to 2d dk | | | | | | | | | Dkd,d rpd4,26 | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.160t;D.B.368′1657t;D. | T.30′9 | 07t. | ....F.P.138t | | | | | | | | |
| | F.O.....D.B.308′1265t..... | | S.T | .65t..... | | | | | | | | |
| 6005 | **Hannchen** | Sch | Ger | Hamburg | 256 | | 1921 | Wewelsfleth, | W. Biester- | Stl;2BH | | |
| | | | 110.9 | 24.8 \| 11.4 | 289 | | | (H. Peters & Co.) [Ger. | feld, Rhed & Schiffahts G. m. b. H. | | | |
| RBST | 1D | | | | | | | | | | | |
| 6006 | **Hannington Court** | Scw | Br | London | 3189 | | 1912 | Sunderland, | Haldin | 3CylTE27,44½,74x48; | | BL |
| 135,157 | Steel | | 400 | 53.5 \| 26.6 | 5184 | | 11 | (J. Priestman & Co.) [Eng. | & Co. (Lim.), Mgrs. | 3SB;WP180lbs | | |
| JBDQ | 1D;B;Wireless;W. Bal 6BH | | P47′ | B124′ F38′ | | | | | | | | |
| 6007 | **Hannover** | Scw | Ger | Hamburg | 3592 | | 1921 | Hamburg, | Deutsch. | Stm Tbns; | | G |
| | Steel | | 449.4 | 57.8 \| 26.4 | 5874 | | 4 | (Blohm & Voss.) [Ger. | Austral Damps. Ges. | 4SB;WP213lbs | | |
| RBFV | 2D;SUB.SIG;Wireless;W. Bal 8BH | | P & B | 366′ F63′ | | | | | | | | |
| 6008 | **Hannover** | Scw | Ger | Bremen | 4635 | | '99 | Newcastle, | Nord- | 2-4CylQE19,26,40,59x42; | | G |
| | Steel | Sch | 429.1 | 54 \| 39.5 | 7438 | | 11 | (Wigham Richardson & Co.) [Eng. | deutscher Lloyd | 4Blrs | | |
| QLHT | 3D;B.;Web frms;SUB.SIG; 9BH | Twin | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6009 | **Hanover** | Scw | Am | Phila. | 3567 | 4′ 4½″ | 1919 | Chester, | U. S. Ship- | 3CylTE27,45½,76x57; | ✠A1Ⓔ With Freeboard. | |
| 219,098 | Steel | | 434.3 | 57.7 \| 27.2 \| 30′ 3″ | 5816 | 26′ ½″ | 10 | (Sun S. B. Co.) [Pa. | ping Board | Sun S. B. Co; | ✠AMS | |
| LTHW | 2D;Super dk; 7BH | | | | 10200 | | | | | 3SB;Sun S. B. Corp; | S.S.No.1,NO5,24; | |
| | Wireless; 1BH to Super dk | | | | | | | | | 9198HS;WP190lbs;2600IHP;EAC; | M.&B.S.5,24;n shft5,25; | |
| | SUB.SIG; 5BH to Fbd dk | | | | | | | | | Dkd,s rps7,26;d rpd10,26 | shft drn1,26;Cih BB;CL | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.76t;D.B.371′1325t;D | T.30′8 | 82t; F. | P.117t | | | | | | | | |
| | F.O.....D.B.322′1029t;D | T.30′8 | 20t..... | ..... | | | | | | | | |
| 6010 | **Hans Broge** | Scw | Dan | Cop'hagen | 1253 | | 1922 | Kjoge, | D/S A/S | 3CylTE22,34,57x36; | | BL |
| | Steel | | 289.9 | 43.1 \| 19.5 | 2095 | | 9 | (A/S Kjoge Vaerft. Skibs. & Mask.) [Den. | Progress | 2SB;WP185lbs | | |
| NDQS | 1D;Wireless;W. Bal 4BH | | P30′ | B72′ F32′ | | | | | | | | |
| 6011 | **Hans Gude** | Scw | Nor | Bergen | 734 | | 1920 | Dordrecht, | A/S | 3CylTE17,29,46x36; | | N |
| | Steel | | 237.9 | 37.2 \| 16 | 1298 | | 3 | (Huskens & van Duijk.) [Hol. | Dampskskisk. Fane | 2SB;WP180lbs | | |
| MTVS | 1D;W. Bal 4BH | | | | | | | | | | | |
| 6012 | **Hans Hemsoth** | Scw | Ger | Hamburg | 2952 | | 1921 | Kiel, | Wilh. | Stm Tbn; | | G |
| | Steel | | 407.6 | 54.4 \| 24.8 | 4951 | | 11 | (Deutsche Werke, A. G.) [Ger. | Hemsoth, A. G. | 2SB;WP192lbs | | |
| RCSN | 2D;Wireless;W. Bal 1BH | | P24′ | B18′ F35′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6013 | **Hans Maersk** Steel | Scw | Dan | Svendborg 40.2 \| 19.1 | 1136 1930 | | 1916 | Capelle A/D (A. [Ysel, Hol | A. P. | 3CylTE20,31½,53x36; | | BL |
| NVDH | 1D;Wireless;W. Bal 4BH | | | 281.3 P22′ B74′ F31′ | | | 8 | Vuijk & Zonen.) | Moller, Mgr. | 2SB;WP180lbs | | |
| 6014 | **Hans v. Pritzbuer** Steel | Scw | Ger | Wesermd 25 \| 14.7 | 142 389 | | 1919 | Savannah, | F. Kimme | 3CylTE12,21,35x24; | | |
| KRQV | xSolferino 1D 4BH | | | 140 F26′ | | | 8 | (Foundation [Ga. Co.) | & Co. G. m. b. H. | 1SB;WP180lbs | | |
| 6015 | **Hansa** Steel | Scw | Nor | Bergen 35.2 \| 15.9 | 660 1137 | | 1906 | Trondhjem, Nor. | William | 3CylTE16½,26½,44x30; | | N |
| MCTV | 1D;W. Bal 4BH | | | 230.4 P19′ B56′ F24′ | | | 8 | (Trondhjem Mek. Vaerksted.) | Hansen, Mgr. | 1SB;WP175lbs | | |
| 6016 | **Hansa** Steel | Scw | Ger | Bremen 47.5 \| 24 | 2820 4427 | | 1906 | Copenhagen, | Dampfs. | 3CylTE24,42,70x45; | | BL |
| QLVD | xTranquebar 2D;Deep frng;W. Bal;Wireless 6BH | | | 370 P285′ F39′ | | | 6 | (Akt. [Den. Burmeister & Wain.) | Ges. Visurgis A. G. | 3SB;WP180lbs | | |
| 6017 | **Haralampos P.** Steel | Scw | Grk | Syra 44 \| 21.9 | 1747 2728 | | '98 | Stockton, | I. C. | 3CylTE22½,37,61x42; | | BL |
| | xGileston 1D;B;Web frms;Wireless;W. Bal 5BH | | | 320 P29′ B68′ F37′ | | | 7 | (Ropner [Eng. & Son.) | Pateras | 2SB;WP160lbs | | |
| 6018 | **Harald** Steel | Scw | Ger | Hamburg 33.3 \| 13.3 | 1092 1877 | | 1904 | Stockton, | Seereederei | 3CylTE19,31,51x33; | | G |
| RCLT | Sch 1D;Deep frng;Wireless;W. Bal 4BH | | | 280 P26′ B72′ F28′ | | | 6 | (Craig, [Eng. Taylor & Co.) | "Frigga" A. G. | 2SB;WP180lbs | | |
| 6019 | **Harald** Steel | Scw | Dan | Copenhgn 40.3 \| 18.4 | 1206 1970 | | 1903 | W. Hartle- | Det For- | 3CylTE21,33,56x36; | | BL |
| NMJV | 1D;Deep frng;Wireless;W. Bal 4BH | | | 280.5 P24′ B69′ F29′ | | | 6 | pool, Eng. (W. Gray & Co., Lim.) | enede Dampskibs Selskab | 2SB;WP160lbs | | |
| 6020 | **Harald** Steel | Scw | Ger | Hamburg 34.1 \| 14 | 612 1064 | | 1921 | Hamburg, | Bissmark | 3CylTE18,29,47x33; | | G |
| LNQH | 1D;sub.sig;Wireless;W. Bal 4BH | | | 215.4 B61′ F29′ | | | 7 | (Schiffsw. [Ger. u. Naschf. A. G.) | Linie | 2SB | | |
| 6021 | **Harald Becker** Steel | Scw | Ger | Altoona 41.2 \| 16.4 | 1476 2388 | | 1900 | Rostock, | John Thode | 3CylTE20½,35½,55x35; | | G |
| LDGJ | xMaceo xKydonia xBaltic 1D;Wireless;W. Bal 4BH | | | 291.4 P16′ | | | 5 | (Act. Ges. [Ger. "Neptun.") | | 2Blrs | | |
| 6022 | **Haraldshaug** Steel | Scw | Nor | Hauges'nd 42.2 \| 18.6 | 1122 1920 | | 1920 | Lekkerkerk, | Dampsk. | 3CylTE19,31,52x36; | | N |
| MVHF | 1D;Wireless;W. Bal 4BH | | | 265.4 P24′ B77′ F30′ | | | 7 | (N. V. Tvan Duijvendijk Schepswerf.) | A/S. Solvang | 2SB;WP180lbs | | |
| 6023 | **Harbor Belle** Wood | StW | Am | Seattle 20.5 \| 4.5 | 117 179 | | 1902 | Aberdeen, Wash. | American Tug Boat Co. | 2CylC11,22x—; 1FB;WP250lbs;253IHP. | | |
| 96,652 | | | | 98.8 | | | | | | | | |
| 6024 | **Harbor Queen** Wood | StW | Am | Hoquiam 20.9 \| 4.8 | 70 126 | | 1910 | Aberdeen, Wash. | Allman Hubble Tug Boat Co. | 2CylC10,20x60; 1SB;WP180lbs;125IHP. | | |
| 207,397 | 1D | | | 86.2 | | | | | | | | |
| 6025 | **Harburg** Steel | Scw | Ger | Hamburg 52.5 \| 25.2 | 2803 4486 | | 1907 | Newcastle, | Deutsch | 3CylTE27,45,74x54; | | G |
| RWSQ | xWorms 1D;Spar dk;Deep frng; W. Bal;Wireless 7BH | | | 400.9 P & B 328′ F48′ | | | 9 | (Swan, [Eng. Hunter & Wigham Richardson.) | Austral Dampfsch. Ges. | 3SB | | |
| 6026 | **Hardanger** Steel | Scw | Nor | Bergen 52.3 \| 23.9 | 2484 3999 | | 1924 | Pt. Glasgow, | Westfal- | 3CylTE26,42,70x48; | | N |
| LDJM | 2D;Oil fuel;Wireless;W. Bal 6BH | | | 375.3 F36′ | | | 4 | (Lithgows, Lim.) [Scot. | Larsen & Co., A/S. | 3SB;WP180lbs | | |
| 6027 | **Hardenberg** Steel | Scw | Hol | Amst'dam 48.4 \| 23 | 1876 3160 | | 1922 | Ca'pelle a/d | Stoomb. | Stm Tbns; | | BL |
| NVMD | 1D;Oil fuel;Wireless;W. Bal 5BH | | | 325.9 P28′ B207′ F25′ | | | 1 | (A. [Ysel, Hol. Vuijk & Zonen.) | Maats, "Hillegersberg" | 3SB;WP200lbs | | |
| 6028 | **Hardie** Steel | MV | Am | Miami 33.1 \| 11.2 | 176 259 | | 1926 | Baltimore, | Peninsula | 6CylOilEng; | | |
| 225,918 | 1D 4BH | F. B. | | 106.5 | | | 7 | (Spedden [Md. S. B. Co.) | Terminal Co. | 360BHP | | |
| 6029 | **Harding Highway** Iron | SW | Am | Wilm'gton 32.5 \| 12.2 | 458 652 | | '84 | Newburgh, N. Y. | Wilmington & Pennsgrove Transp Co. | 1Cyl44x—; 1Blr;WP40lbs;300IHP. | | |
| 91,704 | xManhattan Beach 1D 2BH | | | 152 | | | | | | | | |
| 6030 | **Hardwicke Grange** Steel | Scw | Br | London 61.1 \| 35.7 | 5628 9005 | | 1921 | Pt. Glasgow, | Houlder | 2-3CylTE25,42,70x45; | | BL |
| 146,177 | 3D;Shel dk;Oil fuel; | Twin | | 430 | | | 11 | (W. Hamil- [Scot. | Bros. & Co. | 5SB;WP200lbs | | |
| KLFC | Wireless;W. Bal 7BH | | | B257′ F41′ | | | | ton & Co., Lim.) | (Lim.), Mgrs. | | | |
| 6031 | **Haresfield** Steel | Scw | Br | Glasgow 52.4 \| 28.5 | 3212 5299 | | 1919 | Sunderland, | British | 3CylTE27,44,73x48; | | |
| 141,909 | | | | 400 | | | 7 | (W. Doxford [Eng. | India Steam | 3SB;WP180lbs | | |
| KBRG | 1D;Wireless;W. Bal 7BH | | | P49′ B113′ F38′ | | | | & Sons, Lim.) | Nav. Co. (Lim.) | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6032 | **Harford** | Brg | Am | Baltimore | 2139 | | 1921 | Portland, Me. | P. Dough-erty Co. | Wd | | |
| 221,386 MCVR | 2D | Sch | 267.3 | 46 \| 23.6 | 2240 | | | | | | | |
| 6033 | **Harjumaa** | Sch | Est | Reval | 371 | | 1922 | Reval, (Petrovski S. B. Co.) [Esth. | Reval Shipping Co. | Stl; 6CylOilEng12¾x16½ | | |
| 647 HBUP | 1D | Aux | 166.6 | 28.7 \| 12.1 | 567 | | | | | | | |
| 6034 | **Harland** | Scw | Br | Charlott'n | 217 | | 1908 | Yarmouth, (New Burrell Johnson Iron Co., Lim.) [N.S. | Charlotte-town S.S. Co. (Lim.) | 2-2CylC10,20x16 | | |
| 122,580 | Wood 1D | Twin | 113 | 27 \| 6.7 | 352 | | | | | | | |
| 6035 | **Harlow** | Scw | Am | Detroit | 482 | | '91 rb'14 | Green Bay, (P.W. Thrall.) Wis. | F. D. Gleason Coal Co. | 2CylC16,32x26; 1FB;WP125lbs;536IHP | | |
| 150,537 | xPreston Wood 1D | | 194 | 34.6 \| 12.3 | 575 | | | | | | | |
| 6036 | **Harmattan** | Scw | Br | Newcastle | 2697 | | 1918 | Pt. Glasgow, (R. Duncan & Co., Lim.) [Scot. | Willis S.S. Co. (Lim.) | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 142,713 JVNH | xNilemede xWar Fantail Steel 2D;Wireless;W. Bal 7BH | | 375.6 P41′ | 51.7 \| 26.5 B113′ F38′ | 4453 | | 11 | | | | | |
| 6037 | **Harmodius** | Scw | Br | Liverpool | 3179 | | 1919 | Irvine, (Ayrshire Dkyd. Co., Lim.) [Eng. | R. P. Houston & Co., Mgrs. | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 140,657 | xHermione Steel 2D;Wireless;W. Bal 7BH | | 400.7 P42′ | 52.3 \| 28.5 B127′ F39′ | 5229 | | 10 | | | | | |
| 6038 | **Harmonia** | Scw | Swd | Helsngbrg | 1160 | | '98 8 | Stockton, (Craig, Taylor & Co.) [Eng. | Rederi A/B. Harmonia | 3CylTE20,32,53x36; 2SB;WP160lbs | | BL |
| 6,825 KDRG | xWladimir Sawin Steel 1D;Web frms;Wireless;W. Bal 4BH | | 271 P27′ | 40.7 \| 16.5 | 2010 | | | | | | | |
| 6039 | **Harmonides** | Scw | Br | Liverpool | 3147 | | 1920 | Irvine, (Ayrshire Dkyd. Co., Lim.) [Eng. | R. P. Houston & Co., Mgrs. | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 143,610 KDMP | Steel 2D;Wireless;W. Bal 7BH | | 400.2 P49′ | 52.3 \| 28.5 B113′ F39′ | 5288 | | 1 | | | | | |
| 6040 | **Harmony** | Sch | Am | Gloucester | 66 | | 1903 | Essex, Mass. | Gorton-Pew Vessels Co. | Wd; GasEng | | |
| 200,484 | 1D | Aux | 99.5 | 24.6 \| 11.6 | 119 | | | | | | | |
| 6041 | **Harmony** | Bk | Br | London | 223 | | '76 8 | Dundee, (Tay S. B. Co.) [Scot. | H. O. Essex | Wd; 2CylC17,36x24 | | |
| 75,185 QCHM | xLorna Doone xSailing 1D;B | Aux | 150.8 | 26.4 \| 15.4 | 403 | | | | | | | |
| 6042 | **Harmony** | MV | Am | New York | 90 | | 1919 | Fort Myers, (S. B. Williams.) [Fla. | William H. Todd | 200BHP. | | |
| 219,058 LTGN | Wood 1D | | 90.3 | 21 \| 7.9 | 149 | | | | | | | |
| 6043 | **Haro** | Scw | Br | Vancouv'r | 159 | | 1901 12 | Vancouver, (A. Mc-Donald) [B. C. | B. C. Mills Tug & Barge Co. (Lim.) | 3CylTE10,17,28x20; 1SB | | |
| 130,304 | Wood 1D | | 106.1 | 25.6 \| 12.4 | 233 | | | | | | | |
| 6044 | **Harold** | Scw | Am | N.London | 93 | | '89 | New London Conn. | Thames Towboat Co. | 2CylC20,40x28; 600IHP. | | |
| 95,988 KRJL | Wood | | 106.3 | 24.2 \| 12.5 | 186 | | | | | | | |
| 6045 | **Harold Conrad** | Sch | Br | Lunenb'rg | 116 | | 1919 | Yarmouth, (W. D. Sweeney.) [N. S. | F. G. Tibbo | Wd | | |
| 141,635 | 1D | | 123.2 | 27.4 \| 11 | 183 | | | | | | |
| 6046 | **Harold Dollar** | Scw | Br | HongK'ng | 2823 | | 1910 11 | Dumbarton, (A. Mc-Millan & Son, Lim.) [Scot. | Dollar S. S. Lines (Lim.) | 3CylTE25,41,68x48; 3SB;WP180lbs;366RHP; Dkd,rps9,24;s rps5,26;Exmd11.26 | S.S.No.3,SanFran11,22; A.S.5,26;n shft8,24; M.S.5,26;B.S.8,26 | C |
| 129,531 HRWQ | xStrathardle Steel 2D;Deep frmg;Oil fuel; Wireless;W. Bal 6BH | | 376.5 P36′ | 52.2 \| 25.5 B100′ F39′ | 4377 | | | | | | | |
| 6047 | **Harold Walker** | Scw | Am | Los Ang's | 3925 | | 1917 6 | Philadel-phia, Pa. (Wm. Cramp & Sons S. & E.B.Co.) | Pan-Amer-ican Petroleum & Transport Co. | 3CylTE27,45½,76x51; 3SB;WP190lbs;1000IHP. | | BL |
| 215,152 LHGC | Steel 2D;Mchy aft;Web frms; Long. frmg;Oil in bulk;Oil fuel; SUB.SIG;Wireless;W. Bal 15BH | | 430 P103′ | 58.2 \| 33.3 B36′ F49′ | 6353 | | | | | | | |
| 6048 | **Haros** | Scw | Hng | Budapest | 2081 | | 1906 2 | Stockton, (Craig, Taylor & Co., Lim.) [Eng. | Oceana Sea Nav. Co. (Lim.) | 3CylTE24,40,65x45; 2SB;WP180lbs | | BL |
| JZBG | xMount Sidney xKerlew Steel xVirginia 5BH 1D;Spar dk;Web frms; Wireless;W. Bal | | 326 P76′ | 42 \| 17.6 B112′ F32′ | 3254 | | | | | | | |
| 6049 | **Harpagus** | Scw | Br | London | 2670 | | 1917 12 | Sunderland, (W. Pickers-gill & Son, Lim.) [Eng. | Willis S.S. Co. (Lim.) | 3CylTE27,45,74x48; 3SB;WP180lbs | | BL |
| 140,549 | xClydemede xOakmore Steel 1D;Wireless;W. Bal 6BH | | 390 P40′ | 53.3 \| 23.5 B244′ F35′ | 4269 | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6050 140,294 JPQW | **Harpalyce** xShannonmede xLlanover Steel 1D;Wireless;W. Bal 6BH | Scw | Br 390 P40′ | Liverpool 53.3 \| 23.5 B244′ F35′ | 2671 4274 | | 1917 5 | Sunderland, (W. [Eng. Pickersgill & Sons, Lim.) | Willis S.S. Co. (Lim.) | 3CylTE27,45,74x48; 3SB;WP180lbs | | BL |
| 6051 120,666 HFPB | **Harperley** Steel 1D;Deep frmg;Wireless;W. Bal 6BH | Scw Sch | Br 360.3 P31′ | London 50.1 \| 25.7 B227′ F35′ | 2566 3990 | | 1906 2 | W. Hartle- (W. [pool, Eng. Gray & Co., Lim.) | J. & C. Harrison (Lim.), Mgrs | 3CylTE26,42,70x45; 2SB;WP180lbs | | BL |
| 6052 | **Harpon** xZaandijk xSilesia xWally Steel 2D;B;Well dk;Wireless;W. Bal 11BH | Scw | Arg 401.5 P & B | BuenAires 46.5 \| 27.4 264′ F44′ | 2816 4940 | | '97 2 | Hamburg, (Blohm [Ger. & Voss.) | Cia. Argentina de Pesca | 3CylTE26,43,71x48; 2DB;WP170lbs | | BL |
| 6053 | **Harriet** xEldsborg Steel 1D 4BH | Scw | Swd 243 P26′ | Stockholm 39.5 \| 17.2 B67′ F29′ | 847 1481 | | 1916 1 | Fredrikstad, (Fredrikstad [Nor. Mek. Vaerks.) | A/B Nyman & Schultz | 3CylTE18,29,49x33; 2SB;WP180lbs | | N |
| 6054 166,386 | **Harriet** 1D | Brg | Am 121.4 | New York 30.2 \| 13.4 | 520 520 | | 1916 | So. Rondout, (C. [N. Y. Hiltebrant D. D. Co.) | James McWilliams Blue Line, Inc. | Wd | | |
| 6055 96,161 KLFN | **Harriet C. Whitehead** 1D | Sch | Am 119.6 | Elizab. Cy 31.3 \| 8 | 211 223 | | '92 4 | Waterford, Conn. (Benj. Stark, Jr.) | M. G. Wright | O,Ch,YP,Gif | — Exp | | |
| 6056 130,766 | **Harriett D.** xEleanor 1D | Brg | Br 161.6 | Kingston 32 \| 11 | 460 485 | | '85 | Mt. Clemens (Wm. [Mich. Dulac.) | Donnelly Salvage & Wrecking Co. | O | | | |
| 6057 NLFD | **Harris** 1D | Sch | Dan 107 | Marstal 25.8 \| 10.9 | 149 177 | | 1900 | Odense, Den (N. F. Hansen) | Claus Rasmussen | O,Ch,Bch;Gif(Sltd) | | | V |
| 6058 96,505 | **Harrisburg** Steel 1D | Scw | Am 88 | New York 22 \| 12.2 | 93 225 | | 1900 7 | Wilmington, Del. (Harlan & Hollingsworth Co.) | Pennsylvania R.R. Co. | 2CylC20,40x26; 650IHP | | |
| 6059 204,488 | **Harrison** xIrene Elaine Davis Wood 1D | Scw | Am 94.8 | Newark 28 \| 8 | 147 217 | | 1907 | New Baltimore, N. Y. | | 1WTB;200IHP | | |
| 6060 126,053 | **Harrison** Oak 2D;Wireless | Scw | Br 120 | Owen S'd 22.2 \| 13 | 149 222 | | 1909 | Owen Sound (Robert [Ont. Abbey.) | John Harrison & Sons Co. (Lim.) | 2CylC19,32x26; 1SB;WP160lbs;395IHP. | | | |
| 6061 202,715 KVDS | **Harrison T. Beacham** 1D | Trn C B | Am 143 | Mobile 29 \| 9 | 266 299 | | 1906 1 | Baltimore, (Beacham [Md. Bros.) | L. A. Scott | O,YP;Gicf(Sltd) | — Exp 1,21 | |
| 6062 138,620 TPKJ | **Harry A. McLennan** 1D | Sch 4 M | Br 178.4 | Chatham 35.5 \| 13.1 | 643 719 | | 1919 | Campbellton, N. B (McLennan Foundry & Machine Co.) | Harry A. McLennan | Bch,B,O,Sp;Gif(Sltd) | | V |
| 6063 145,535 | **Harry B. James** xTexas Iron 1D | SW | Am 174 | New York 36.6 \| 13.3 | 548 896 | | '90 | Wilmington, Del. | Gotham Assets Corporation | 1CylVB46x120; 1CRTB;WP45lbs;600IHP. | | |
| 6064 202,960 | **Harry Coulby** Steel 1D;Mchy aft;W. Bal 3BH | Scw Sch | Am 549 | Oswego 56.1 \| 32 | 4939 6495 | | 1906 4 | Wyandotte, (Detroit [Mich. S. B. Co.) | Great Lakes S.S. Co. | 3CylTE24,39,65x42; 2SB;WP170lbs;1875IHP. | | |
| 6065 165,557 | **Harry E. Husted** 1D | Brg | Am 110.6 | New York 29 \| 13.3 | 379 392 | | 1913 | Perth Amboy, N. J. (Raritan Dry Dock Co.) | Edward Moore | Wd | | |
| 6066 200,207 | **Harry E. Speas** xYerba Buena Wood 1D | Scw | Am 175.4 | San Fran. 38 \| 17 | 385 616 | | 1903 8 | Alameda, (John [Cal. Dickie.) | GoldenGate Ferry Co. | 3CylTE12,25,42x27; 2Blrs;1200IHP. | | |
| 6067 207,891 LBQG | **Harry F. Hooper** xJohn S. Pancake | Brg Sch | Am 203 | Wilm'gton 35.5 \| 13.5 | 762 836 | | 1910 | Seaford, Del. | Eastern Trans. Co. | O,YP;Gif | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6068 | **Harry Farnum** | Scw | Am | New York | 2364 | | 1912 | Toledo, | Sinclair | 3Cyl TE 21, 34½, 57x42; | | BL |
| 210,590 | xGeo. E. Warren Steel | | 304 | 44.2 \| 24.7 | 3098 | | 10 | (Toledo [Ohio | Navigation Co. | 2SB; WP 175lbs; 1200IHP | | |
| LCPM | 1D; Mchy aft; Oil fuel; 4BH | | P76′ | B19′ F24′ | | | | S. B. Co.) | | | | |
| | Oil in bulk; Wireless; W. Bal | | | | | | | | | | | |
| 6069 | **Harry G. Deering** | Sch | Am | Boston | 1163 | | 1918 | Bath, | Boston | O, Hk, YP; Gif (Sltd) | | |
| 216,137 | | 4 M | 211.4 | 41 \| 21.1 | 1342 | | 4 | (G. G. [Me. | Maritime Corp. | | | |
| LJWR | 2D | | | | | | | Deering Co.) | | | | |
| 6070 | **Harry G. Drees** | SW | Am | St. Louis | 352 | | 1917 | Jefferson- | Harry G. | | | |
| 214,939 | xPilgrim Steel | | 202 | 36.4 \| 6.1 | 352 | | | ville, Ind. | Drees | 500IHP | | |
| 6071 | **Harry K. Fooks** | Scw | Am | C. Charles | 44 | | 1921 | Melford, | United Oil | 2CylC 14½, 30x18; | | |
| 221,418 | Wood | | 118.5 | 21.9 \| 9.9 | 180 | | | Del. | & Fertilizer Corp. | 1SB; WP 175lbs; 500IHP. | | |
| | 1D; B 2BH | | | | | | | | | | | |
| 6072 | **Harry L. Fenner** | Trn | Br | Georget'n | 115 | | 1902 | Noank, | Booker | O, YP; Gif (Sltd) | — Exp | |
| 82,920 | | | 96 | 23.6 \| 8.1 | 135 | | 6 | (M. B. [Conn. | Bros. | | | |
| | 1D | | | | | | | McDonald.) | | | | |
| 6073 | **Harry Lee** | StW | Am | Memphis | 343 | | 1915 | St. Louis, | G. Peters | | | |
| 214,065 | Steel | | 175.5 | 36 \| 6.7 | 343 | | | Mo. | Lee | 360IHP | | |
| | 1D | | | | | | | | | | | |
| 6074 | **Harry Luckenbach** | Scw | Am | New York | 5489 | 10′ 2″ | 1919 | Chester, | Luckenbach | Stm Tbns; | ✠A1Ⓔ With Freeboard. | |
| 218,157 | xSol Navis Steel | Twin | 448.9 | 60.2 \| 28.2 | 8713 | 30′ 11½″ | 7 | (Sun [Pa. | S.S. Co. | De Laval Stm. Tbn. Co; | ✠AMS | |
| LRHP | 2D; Shel dk; W. Bal; 10BH | | | \| 40′ 11″ | 12130 | | | S. B. Co.) | | 4WTB; Ward Engr. Wks; | S.S.No.1, Bost 1,24; | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | 15548HS; WP 300lbs; 5000SHP; | M.S.1,24; | |
| | | | | | | | | | | EAC; Dkd, d rpd 6,26 | n Stbd shft 9,25; | |
| | | | | | | | | | | | B.S; Pt shft drn 6,26; SBP; CL | |
| 6075 | **Harry Parks** | Brg | Am | New York | 314 | | 1902 | Brooklyn, | D. J. Mul- | Wd | | |
| 166,453 | | | 111 | 26 \| 11.1 | 314 | | | (H. [N. Y. | queen | | | |
| | 1D | | | | | | | Cossey) | | | | |
| 6076 | **Harry R. Jones** | Scw | Am | Fairport | 4160 | | 1903 | W. Superior, | Interlake | 4CylQE 15, 23, 36, 56x40; | | |
| 157,696 | xD. G. Kerr Steel | | 448 | 52 \| 28 | 5315 | | 6 | (Superior [Wis. | S.S. Co. | 2WTB; WP 250lbs; 1800IHP. | | |
| | 1D, B; Mchy aft; SUB. SIG; W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 6077 | **Harry T. Ewig** | Scw | Am | Cleveland | 2778 | | 1902 | Chicago, | Valley | 3Cyl TE 20, 33½, 55x40; | 95 (GL) | |
| 81,803 | xJohn W. Alles Steel | Sch | 346 | 48.2 \| 28 | 3532 | | 4 | (Chicago [Ill. | Camp S.S. Co. | 2SB; WP 175lbs; 1200IHP | P.S.7,26 | |
| | 1D; Mchy aft; W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 6078 | **Harry W. Croft** | Scw | Am | Fairport | 4865 | | 1908 | Toledo, | Stewart | 4CylQE 20, 29, 42, 61x42; | (★100 (GL) | |
| 204,987 | xFred. G. Hartwell Steel | | 504 | 58 \| 30 | 6223 | | 3 | (Toledo [Ohio | Furnace Co. | 3SB; WP 210lbs; 2000IHP. | P.S.5,25 | |
| | 1D; Mchy aft; W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 6079 | **Harry W. Walker** | Brg | Am | New York | 489 | | 1913 | Kingston, | Mesick & | Wd | | |
| 165,614 | | | 114.9 | 31 \| 13.2 | 489 | | | (Wm. J. [N. Y. | Mesick | | | |
| | 1D | | | | | | | Turck Co.) | | | | |
| 6080 | **Harry Yates** | Scw | Am | Buffalo | 4927 | | 1910 | St. Clair, | American | 3Cyl TE 23, 37, 63x42; | | |
| 207,361 | Steel | Sch | 504 | 56 \| 26 | 6077 | | 6 | (Great [Mich. | S.S. Co. | 2CRTB; WP 180lbs; 1500IHP. | | |
| | 1D; B; Mchy aft; SUB. SIG; W. Bal 3BH | | | | | | | Lakes Eng. Wks.) | (Boland & Cornelius, Mgrs.) | | | |
| 6081 | **Harry and Verna** | Trn | Br | St. Johns | 247 | | 1918 | Essex, | James Baird | Wd (Sltd) | | |
| 142,065 | | | 124.3 | 28.7 \| 12 | 283 | | 11 | (A. D. [Mass. | (Lim.) | | | |
| TCPQ | 1D | | F16′ | | | | | Story.) | | | | |
| 6082 | **Harsteele** | Scw | Mex | Tampico | 59 | | '97 | Leith, | Cia. de | 3Cyl TE 11½, 18½, 30x22; | | |
| | xGral Barhona; Steel | | 135.3 | 18.6 \| 11.1 | 183 | | | (Hawthorn [Scot. | Trasportes Island | 1SB; WP 165lbs; 572IHP. | | |
| | 1D; W. Bal 2BH | | | | | | | & Co.) | S. A. | | | |
| 6083 | **Harteny W.** | Trn | Br | Parrsboro | 271 | | 1903 | Pt. Greville, | J. E. George | M; Icf (Sltd) | ✠ — — | |
| 116,322 | | | 123.3 | 32.2 \| 11.2 | 320 | | 7 | (J. W. [N. S. | | | Suspended. | |
| | 1D | | | | | | | Cockrane) | | | | |
| 6084 | **Hartfield** | Scw | Br | London | 2882 | | 1915 | Sunderland, | Woods, | 3Cyl TE 27½, 45, 75x48; | | BL |
| 138,998 | Steel | | 400 | 52.1 \| 25.7 | 4661 | | 4 | (Bartram [Eng. | Tylor & Brown, | 3SB; WP 180lbs | | |
| JKVD | 1D; Wireless; W. Bal 6BH | | P29′ | B244′ F37′ | | | | & Sons, Lim.) | Mgrs. | | | |
| 6085 | **Hartford** | Scw | Am | Hartford | 1012 | | '99 | Baltimore, | Hartford & | 2-2CylC 20, 40x28; | | |
| 96,472 | Steel | Twin | 243.3 | 45.7 \| 12.5 | 1488 | | 9 | (Columbian [Md. | New York | 4SB; WP 110lbs; 1000HP. | | |
| | 1D 5BH | | | | | | | Iron Wks. & D. D. Co.) | Trans. Co. | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6086 219,410 LVDP | **Hartford** Steel 2D;Long. frmg; 7BH SUB.SIG;Wireless;W. Bal; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.48t;D.B.340'1237t.....F .P.149 t F.O.....D.B.304' 995t; S. T.—t..... | Scw | Am 409.6 P41' | N.London 54.4 \| 27.4 \| 30' B120' F43' | 3504 5703 8800 | 6' 1" 24' 2" | 1919 12 | Groton, (Groton [Conn Iron Wks.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 4WTB;Heine W. T. Blr. Co; 11132HS;WP225lbs;2500SHP;EAC; Dkd,s rps11,20 | ✠A1Ⓔ ✠AMS Scip:CL (Laid up) | |
| 6087 223,671 MFKS | **Hartford Socony** Steel 1D;Mchy aft;Web frms; 11BH Oil fuel F. P. above 150° F. W.B.—A.P.47t..... F.O.....D.T.4'52t | MV Twin Brg | Am 252.9 | New York 40.1 \| 12.8 | 753 1199 1870 | | 1924 4 | Camden, (New York [N. J. S. B. Corp.) | Standard Transportation Co | 2-6Cyl Oil Eng 13x18; McIntosh & Seymour Corp; 700BHP;EAC;d rpd7,24; Dkd,s rps3,26 | ✠A1Ⓔ Oil Carrier. Inland & Sound, New York to Boston via Cape Cod Canal Short Lake Trips in Summer, as Oswego to Cape Vincent. ✠AMS Clh BB | |
| 6088 125,598 HLDF | **Hartington** Steel 1D;Deep frmg;Wireless;W. Bal 6BH | Scw Sch | Br 360 P31' | London 50 \| 25.7 B227' F35' | 2500 4043 | | 1907 7 | W. Hartlpl, (W. Gray [Eng. & Co., Lim.) | J. & C. Harrison (Lim.) | 3Cyl TE 26,42,70x45; 2SB;WP180lbs | | BL |
| 6089 148,084 KRGL | **Hartside** Steel 1D;Wireless;W. Bal 6BH | Scw | Br 363.8 P25' | Newcastle 50.5 \| 23.6 B101' F35' | 2317 3786 | | 1924 8 | South Shields, Eng. (J. Readhead & Sons, Lim.) | Charlton Steam Shipping Co. (Lim.) | 3Cyl TE 25,42,69x45; 2SB;WP180lbs | | BL |
| 6090 214,638 LGPF | **Hartwood** Flr;Glf 1D;Oil fuel F. P. above 150° F. 2BH | Scw | Am 199.3 | San Fran. 42 \| 14.1 | 545 946 | | 1916 12 | Aberdeen, (Mathews [Wash Shipyard) | Hart-Wood Lumber Co. | 3Cyl TE 13½,22,36x24; Union Iron Wks; 2WTB;Babcock & Wilcox Co; WP225lbs;625IHP;EAC;DB; clk a6,24;s rps,s b,dk clkg6,26 | ✠A1 AMS S.S.No.2,SanF6,24; n shft5,22;M.S.12,23; B.S.11,25;shft drn6,26;Scip | |
| 6091 29,173 SMVD | **Haruna Maru** Steel 1D;Mchy aft;Oil fuel;Wireless; 4BH W. Bal | Scw | Jap 250 P56' | Yokoh'ma 37 \| 19 B60' F37' | 822 1462 | | 1923 7 | Yokohama, (Yokohama [Jap. Dock Co., Lim.) | Goshi Kaisha Himirogumi. | 3Cyl TE 17,28,48x30; 2SB;WP200lbs;113RHP. | A.S.3,25; M.&B.S.3,25 | C.J |
| 6092 204,372 KWGD | **Harvard** xCharles Steel 1D;W. Bal;Wireless;SUB.SIG: 6BH D.F;Oil fuel F. P. above 150° F. C-29 | Scw Trip | Am 376 | Los Ang's 61.3 \| 20.2 | 514 3818 | | 1907 2 | Chester, (Delaware [Pa. River I. S. B. & E. Wks.) | Los Angeles S.S. Co. | Stm Tbns; W. & A. Fletcher Co; 12SB;New York S. B. Corp; 30840HS;WP155lbs;10000SHP; d rpd2,25;Dkd,s rps2,26 | ✠A1 Short Coastwise. AMS 2dS.S.No.2,SPed2,25; M.&B.S.2,25;n Pt shft; C & Stbd shfts drn;B.S.2,26; SBP;CL | |
| 6093 96,507 | **Harvard** Steel 1D;B;Mchy aft;SUB.SIG;W. Bal 3BH | Scw | Am 461 | Duluth 50.2 \| 29.5 | 3435 4565 | | 1900 6 rb'21 | Wyandotte, (Detroit [Mich S. B. Co.) | Pittsburg S. S. Co. | 4Cyl QE 18,26¾,41,63x42; 2WTB;1800IHP. | | |
| 6094 96,139 KLBM | **Harvard** O;Icf | MV | Am 95.4 | Gloucester 23.6 \| 10.4 | 76 113 | | '91 | Essex, Mass. | W. H. Jordan Vessels Co. | Oil Eng 36BHP | | |
| 6095 96,489 | **Harvest Queen** Wood 1D | StW | Am 187 | Portland 39.8 \| 9 | 511 585 | | 1900 3 | Portland, (P. [Ore. Casstens.) | Oregon Railroad & Navigation Co. of Portland, Ore. | 2-1Cyl 24x96; 1SB;WP170lbs;950IHP. | | |
| 6096 210,341 | **Harvester** Wood 1D;Oil fuel | StW | Am 152 | Seattle 36.2 \| 6.3 | 402 638 | | 1912 8 | Stanwood, (H. H. [Wash. MacDonald.) | Skagit River Nav. Co. | 2-1Cyl 13x72; 1FB;WP160lbs;200IHP. | | |
| 6097 220,700 MBQT | **Harvester** Steel 2D;Mchy aft;Long. frmg; 16BH Web frms;Oil fuel;Oil in bulk; SUB.SIG;Wireless;W. Bal | Scw | Am 416.8 P107' | New York 56.1 \| 31.1 B35' F33' | 4059 6532 | | 1920 10 | Bath, (Texas [Me. S. S. Co.) | Texas S.S. Co. | 3Cyl TE 26,44.74x51; 3SB;WP190lbs;3000IHP. | | BL |
| 6098 202,977 | **Harvey D. Goulder** Steel 1D;Mchy aft;W. Bal 5BH | Scw Sch | Am 525 | Fairport 55 \| 31 | 5219 6617 | | 1906 4 | Lorain, (Amer. [Ohio S. B. Co.) | The Columbia S.S. Co. | 3Cyl TE 23,38,63x42; 2SB;WP180lbs;1760IHP. | (★100(GL) P.S.5,26 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6099 | **Harvey H. Brown** | Scw | Am | Fairport | 4927 | | 1908 | Ecorse, | Stewart | 3CylTE24,38,65x42; | (★100(GL) | |
| 205,072 | xHarry A. Berwind; Steel | | 532 | 58.3 \| 32 | 6634 | | 4 | (Great [Mich. | Furnace Co. | 2SB;WP180lbs;1878IHP. | P.S.5,25 | |
| | 1D;Mchy aft;Wireless;W. Bal 3BH | | | | | | | Lakes Eng. Wks.) | | | | |
| 6100 | **Harvey H. Brown** | Scw | Am | Boston | 1874 | | '94 | Wyandotte, | Castner | 3CylTE22,35,56x44; | ✠A1 Coastwise & W. I. | |
| 96,261 | Steel | | 351.1 | 40.8 \| 21.6 | 2673 | | | (Detroit [Mich. | Curran & Bullitt. | Detroit D. D. Co; | AMS | |
| LGBV | 1D;B;Mchy aft; 3BH | | | | 4300 | | | D.D. Co.) | (Inc.) | 2SB;Winnisimmet S. B. Co; | 2dS.S.No.3NptN8,21; | |
| | W. Bal;Wireless C-28 | | | | | | | | | 150GS;4200HS;WP180lbs;1450IHP; | n Birs7,20;M.S.8,21; | |
| | | | | | | | | | | Dkd,d rpd3,26 | B.S;shft drn3,26;Bcip | |
| 6101 | **Harvey J. Kendall** | Scw | Am | Ogdensb'g | 264 | | '92 | Marine City, | Geo. Hall | 2CylC15,30x28; | | |
| 96,166 | Oak | | 142 | 31 \| 10 | 398 | | rb'13 | (Alex. [Mich. | Corp. | 1FB;WP90lbs;375IHP. | | |
| | 1D | | | | | | | Anderson.) | | | | |
| 6102 | **Harvey Ward** | Brg | Am | Albany | 197 | | 1915 | Rondout, | DwyerBros. | Wd | | |
| 166,420 | | | 96 | 24.5 \| 9.2 | 197 | | | (R. [N. Y. | | | | |
| | 1D | | | | | | | Lenahan Co.) | | | | |
| 6103 | **Haslehurst** | Scw | Am | Newark | 2174 | 5′ 9″ | 1920 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,495 | Steel | | 324 | 46.2 \| 25 | 3545 | 22′ 11″ | 3 | (Submarine [N. J. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LVJC | 1D;2d dk at ends; 7BH | | | \| 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | shft drn11,20;Cih BB;CL | |
| | Wireless; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | SUB.SIG;W. Bal; 1BH to 2d dk | | | | | | | | | d rpd11,20;Dkd,s rps6,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T 20′394t | | | .....F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T. 20′368t | | | S.T.31 t..... | | | | | | | | |
| 6104 | **Hassalo** | StW | Am | Portland | 503 | | '99 | Portland, | Oregon | | | |
| 96,440 | Wood | | 181.3 | 36.8 \| 8.4 | 561 | | | Ore. | Railroad & Navigation Co. | 1200IHP | | |
| | 1D | | | | | | | | | | | |
| 6105 | **Hassel** | Scw | Nor | Bergen | 2398 | | 1905 | Newcastle, | Akties. | 3CylTE25,41,67x45; | | BL |
| | xMerity xKing Arthur Steel | Sch | 340.7 | 47.1 \| 20 | 3835 | | 4 | (R. [Eng. | Rederiet Odfjell, | 2SB;WP180lbs | | |
| LCRB | 1D;B;Spar dk;Web frms; 6BH | | P26′ | B93′ F33′ | | | | Stephenson & Co., | Mgrs. | | | |
| | Wireless;W. Bal | | | | | | | Lim.) | | | | |
| 6106 | **Hasshu Maru** | Scw | Jap | Takasago | 3855 | | 1908 | Pt. Glasgow, | Hokushu | 3CylTE27,44,73x48; | | BL |
| 31,734 | xGeorgia C Steel | | 400 | 52 \| 18.9 | 5069 | | 9 | (Russell [Scot. | Kisen K. K. | 3SB;WP180lbs | | |
| | 1D;Spar dk;Deep frmg; 6BH | | P78′ | B120′ F41′ | | | | & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6107 | **Hastings** | Scw | Am | Pensacola | 3364 | 7′ 10½″ | 1920 | Pensacola, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 220,551 | Steel | | 400.7 | 54.2 \| 30.2 | 5401 | 25′ 1½″ | 9 | (Pensacola [Fla. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| MBJK | 2D;W. Bal;Wireless:SUB.SIG; 7BH | | | \| 32′ 10″ | 9000 | | | S. B. Co.) | | 3WTB;Oil City Bir. Wks; | S.S.No.1Mbl10,25; | |
| | Oil fuel F. P. above 150° F. C-36 | | P35′ | B123′ F43′ | | | | | | 9150HS;WP225lbs;3000SHP;EAC; | n shft7,23,M.&B.S; | |
| | | | | | | | | | | Dkd12,25;d rpd4,26;s rps10,26 | shftdrn10,25;Cih BB;CL | |
| | W.B.—A.P.136t;D.B.338′1307t;D. T.27′8 | | 34t.. | .....F.P.109t | | | | | | | | |
| | F.O.....D.B.284′1086t;D. T.27′7 | | 78t; S. | T.59t..... | | | | | | | | |
| 6108 | **Hatarana** | Scw | Br | London | 4592 | | 1917 | Kobe, | British | 2-3CylTE21,35,59x48; | | BL |
| 140,430 | xWar Sailor Steel | Twin | 445 | 58.3 \| 31.3 | 7522 | | 8 | (Kawasaki [Jap. | India Steam | 4SB;WP200lbs | | |
| JRVK | 2D;Wireless;W. Bal 7BH | | P34′ | B138′ F37′ | | | | Dkyd. Co., Lim.) | Nav. Co. (Lim.) | | | |
| 6109 | **Hatchie** | Scw | Am | San Fran. | 4431 | 8′ 2″ | 1919 | Oakland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 218,764 | Steel | | 402.5 | 53 \| 32 | 5989 | 26′ 6½″ | 8 | (Union [Cal. | ping Board | Midwest Eng. Co; | ✠AMS | |
| LSMH | 2D;Long. frmg; 7BH | | | \| 34′ 6″ | 9400 | | | Const. Co.) | | 3WTB;Barber Asphalt & Paving Co; | Cih BB;CL | |
| | W. Bal;Wireless;SUB.SIG; C-36 | | P34′ | B81′ F38′ | | | | | | 9150HS;WP225lbs;2800SHP;EAC; | (Laid up) | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | s rps1,20 | | |
| | W.B.—A.P.51t;D.B.344′1287t; D. T.30′5 | | 57t... | .....F.P.73t | | | | | | | | |
| | F.O.....D.B.300′1003t; D. T.30′5 | | 20t; S. | T.39t..... | | | | | | | | |
| 6110 | **Hathaway** | Scw | Am | San Fran. | 4434 | 8′ 2″ | 1919 | Oakland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 218,977 | Steel | | 402.5 | 53 \| 32 | 5991 | 26′ 6½″ | 10 | (Union [Cal | ping Board | Midwest Eng. Co; | ✠AMS | |
| LTCF | 2D;Long. frmg; 7BH | | | \| 34′ 6″ | 9550 | | | Const Co.) | | 3WTB;Barber Asphalt & Paving Co; | Cih BB;CL | |
| | W Bal;Wireless;SUB.SIG; C-36 | | P34′ | B81′ F38′ | | | | | | 9150HS;WP225lbs;2800SHP; | (Laid up) | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | EAC;Dkd7,20;s rps12,20 | | |
| | W.B.—A.P.51t;D.B.344′1287t; D. T.30′5 | | 57t... | .....F.P.73t | | | | | | | | |
| | F.O.....D.B.300′1003t; D. T.30′5 | | 20t; S. | T.39t..... | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6111 | **Hatimura** | Scw | Br | London | 4169 | | 1918 | Sunderland, | British | 3CylTE27,45,75x54; | | BL |
| 142,722 | xWar Opal Steel | | 412.5 | 55.5 \| 34.4 | 6666 | | 12 | (J. L. [Eng. | India Stm. Nav. | 3SB;WP180lbs | | |
| JVNR | 1D;Shel dk;Wireless;W. Bal 8BH | | F36′ | | | | | Thompson & Sons, Lim.) | Co. (Lim.) | | | |
| 6112 | **Hatipara** | Scw | Br | London | 4893 | | 1918 | Tsurumi, | British | 2-3CylTE22,36,61x48; | | BL |
| 142,417 | xWar Lance Steel | Twin | 445 | 58 \| 40 | 7764 | | 2 | (Asano [Jap. | India Steam | 4SB;WP200lbs | | |
| JTKD | 2D;Shel dk;Wireless;W. Bal 7BH | | | | | | | S. B. Co., Lim.) | Nav. Co. (Lim.) | | | |
| 6113 | **Hatkhola** | Scw | Br | London | 4318 | | 1917 | Kobe, | British | 3CylTE26,43,72x48; | | BL |
| 142,301 | xWar Hero Steel | | 385.3 | 51.2 \| 25.5 | 5852 | | 10 | (Kawasaki [Jap. | India S. N. Co. | 2SB;1AuxSB;WP200lbs | | |
| JSGT | 2D;Wireless;W. Bal;Oil fuel 6BH | | | | | | | Dkyd. Co., Lim.) | (Lim.) | | | |
| 6114 | **Hatteras** | Scw | Am | Baltimore | 3472 | 5′ 9¾″ | 1917 | Sparrows | U. S. Ship- | 3CylTE23,39,64½x45; | | ✠A1Ⓔ |
| 215,865 | Steel | | 376.4 | 52.3 \| 27 | 4571 | 23′11″ | 12 | Point, Md. | ping Board | Bethlehem S. B. Corp., Lim; | | ✠AMS |
| LJMC | 2D;W. Bal;Long. frmg; 6BH | | | 29′6″ | 7500 | | | (Bethlehem S. B. | | 2SB;Bethlehem S. B. Corp., Lim; | | S.S.No.2,Balt8,25; |
| | Wireless;SUB.SIG. C-34 | | P40′ | B94′ F38′ | | | | Corp., Lim.) | | 132GS;6010HS;WP200lbs;2000IHP; | | M.S.8,25;B.S.12,25; |
| | | | | | | | | | | Dkd,d rpd6,26 | | shft drn6,26;Clh BB;CL |
| | W.B.—A.P.206t;D.B.323′1140t; | F.P.11 | 6t | | | | | | | | | |
| 6115 | **Hatteras** | Sch | Am | New York | 754 | | '65 | Brooklyn, | Morecraft | O,Hk;Icf✕ | | |
| 11,477 | | | 171.5 | 33.5 \| 18.8 | 788 | | | N. Y. | Trans. Corp | | | |
| HKDB | 2D | | | | | | | | | | | |
| 6116 | **Hatteras** | Brg | Am | Phila. | 457 | | 1911 | Elkton, | Southern | O,Hk,YP;Gif(Sltd) | ✠ — — | |
| 164,384 | | | 195 | 23.8 \| 10.9 | 457 | | 2 | (E. Deibert [Md. | Trans. Co. | | Suspended7,19 | |
| | 1D | | | | | | | & Bro.) | | | | |
| 6117 | **Hatteras** | Scw | Am | Stamford | 207 | | '96 | Eddyville, | Merchants | 2Cyl12,12x— | | |
| 96,334 | YP,O | | 131.3 | 21.2 \| 8.5 | 276 | | rb'12 | N. Y. | S.S. Line | 1WTB;100IHP. | | |
| | 1D | | | | | | | | | | | |
| 6118 | **Hattie** | Brg | Am | Boston | 1163 | | 1903 | Bath, | Mystic S. S. | O,Hw,Hk,YP;Gicf | ✠ — — | |
| 96,683 | Sch | | 230.9 | 30· \| 17.3 | 1286 | | 6 | (New [Me. | Co. | | Cancelled. | |
| KSLP | 1D;B 4 M | | | | | | | England Co.) | | | | |
| 6119 | **Hattie** | Brg | Am | New York | 278 | | 1900 | Gildersleeve, | Louis Gil- | Wd;If | | |
| 42,833 | | | 105 | 24 \| 12.5 | 293 | | | (Gilder- [Conn. | dersleeve | | | |
| | 1D | | | | | | | sleeve S. B. Co.) | | | | |
| 6120 | **Hattie Hutt** | Sch | Br | Kingston | 188 | | '73 | Saugatuck, | Jas. Oliver | O | | |
| 112,190 | xF. B. Stockbridge | | 127 | 26 \| 10 | 230 | | rb'16 | (Martel.) [Mich. | | | 80CF(GL) | |
| | 1D | | | | | | | | | | P.S.4,26 | |
| 6121 | **Haugar** | MV | Nor | Hauges'nd | 1547 | | '85 | Southamp- | S. Rasmus- | 2-4CylOilEng14 3/16x20⅞; | | N |
| | xScottish Glens Iron | Twin | 279.6 | 40.4 \| 22.9 | 2194 | | rb'22 | (Oswald, [ton, Eng. | sen & Son A/S | | | |
| LCPD | 2D;Mchy aft;Wireless;W. Bal 3BH | | P & B | 163′ F32′ | | | | Mordaunt & Co.) | | | | |
| 6122 | **Haugarland** | Scw | Nor | Sandefj'rd | 3569 | | 1911 | Newcastle, | H. M. | 3CylTE28,47,78x54; | | N |
| | xSandefjord Steel | | 440 | 58.1 \| 24.6 | 6048 | | 3 | (Armstrong [Eng. | Wrangell & Co., | 3SB;WP180lbs | | |
| MGKP | 1D;Shel dk;Long. frmg; 7BH | | | | | | | Whitworth & Co., | Mgrs. | | | |
| | Wireless;W. Bal | | | | | | | Lim.) | | | | |
| 6123 | **Haugland** | Scw | Nor | Hauges'nd | 1952 | | '96 | Blyth, | Niels | 3CylTE24,40,65x42; | | N |
| | xAudros Steel | | 325.2 | 47.1 \| 22.2 | 3153 | | 11 | (Blyth [Eng. | Rogenes, Mgr. | 2SB;WP160lbs | | |
| LCQM | 1D;B;Web frms;W. Bal; 5BH | | P27′ | B70′ F34′ | | | | S. B. Co., Lim.) | | | | |
| | Wireless | | | | | | | | | | | |
| 6124 | **Hauk** | Scw | Nor | Oslo | 753 | | 1918 | Amsterdam, | D/S A/S | 3CylTE17,29,46x36; | | N |
| | xAsbjorn Steel | | 239.5 | 36.9 \| 15.1 | 1384 | | 9 | (Verschure [Hol. | Vard | 2SB;WP180lbs;850IHP | | |
| MTHS | 1D;W. Bal 4BH | | P23′ | B61′ F25′ | | | | & Co.) | | | | |
| 6125 | **Haukefjell** | Scw | Nor | Oslo | 1426 | | 1921 | Alloa, | A/S. | 3CylTE20,33,54x39; | | N |
| | Steel | | 295.8 | 43.6 \| 20.6 | 2495 | | 9 | (Forth S. B. [Scot. | Lukseffjell | 2SB;WP180lbs | | |
| LCKW | 1D;Wireless;W. Bal 4BH | | P28′ | B90′ F34′ | | | | & Eng. Co., Lim.) | | | | |
| 6126 | **Haulerwijk** | Scw | Hol | Rotterd'm | 1951 | | 1924 | Pt. Glasgow, | N. V. | 3CylTE24,40,65x42; | | BL |
| | Steel | | 325 | 48.2 \| 23.7 | 3278 | | 8 | (Clyde S. B. [Scot. | Maats Stoomvis | 2SB;WP180lbs | | |
| NVRH | 1D;SUB.SIG;Wireless;W. Bal 5BH | | P34′ | B90′ F34′ | | | | & E. Co., Lim.) | Noordwijk | | | |
| 6127 | **Hauraki** | MV | Br | London | 4425 | | 1922 | Dumbarton, | Union S.S. | 2-8CylOilEng26½x47 | | BL |
| 146,533 | Steel | Twin | 450.3 | 58.2 \| 31.4 | 7113 | | 3 | (W. Denny [Scot. | Co. of New | | | |
| KLST | 2D;Shel dk;Wireless;W. Bal 7BH | | F49′ | | | | | & Bros., Lim.) | Zealand (Lim.) | | | |
| 6128 | **Hauto** | Brg | Am | New York | 732 | | 1908 | Noank, | Lehigh Coal | O,Ch,YP;Icf | | |
| 205,150 | | Sch | 180.2 | 35 \| 14.7 | 830 | | 5 | (R. Palmer [Conn. | & Nav. Co. | | | |
| KWPL | 1D | | | | | | | & Son.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6129 26,750 RVTQ | **Havana Maru** Steel 2D;Oil fuel;Wireless;W. Bal 7BH | Scw | Jap 407.2 P40′ | Osaka 50.8 \| 30 B137′ F46′ | 3450 5651 | | 1920 4 | Innoshima, (Osaka Iron Wks.) [Jap. | Osaka Shosen Kabushiki Kaisha | 3Cyl TE26,44,74x51; 3SB;WP200lbs | | BL |
| 6130 MCVL | **Havdrot** xHilda Lea Steel 1D;W. Bal 4BH | Scw | Nor 235 P16′ | Oslo 36.3 \| 15.8 B150′ F23′ | 713 1185 | | 1906 9 | Newcastle, (Wood Skinner & Co., Lim.) [Eng. | Helmer, Staubo & Co. | 3CylTE18,30,49x33; 1SB;WP180lbs | | N |
| 6131 RBPM | **Havelland** Steel 2D;SUB.SIG;Wireless;W. Bal 8BH | MV Twin | Ger 449 P & B | Hamburg 58.2 \| 26.9 380′ F57′ | 3823 6324 | | 1921 5 | Hamburg, (Blohm & Voss.) [Ger. | Hamburg-American Line | 2 Oil Engs | | G |
| 6132 8,449 | **Haven** xErastus Corning Wood | Scw | Am 117 | New York 34 \| 8 | 632 930 | | ’57 | Brooklyn, N. Y. | John M. Emery | 1Cyl38x34; 200HP. | | |
| 6133 133,327 JFTM | **Havenside** xGardenia Steel 1D;Wireless;Deep frmg;W. Bal 5BH | Scw | Br 331.2 P30′ | Newcastle 48 \| 22.2 397′ F34′ | 1899 3108 | | 1914 7 | Willington Quay, Eng. (Tyne I. S. B. Co., Lim.) | Charlton Steam Shpg. Co. (Lim.) | 3CylTE22,36,62x42; 3SB;WP180lbs;275RHP;Dkd9,25 | S.S.No.2,Barry7,22;A.S.2,26; shft drn11,23;M.&B S.2,26 | C |
| 6134 RBNQ | **Havenstein** Steel 2D;SUB.SIG;Wireless;W. Bal 8BH | Scw | Ger 471.2 P74′ | Hamburg 58.2 \| 32.2 B102′ F43′ | 5001 7974 | | 1921 8 | Flensburg, (Flensburger Schiffsb. Ges.) [Ger. | A. G. Hugo Stinnes | 3CylTE32,52,86x55; 4SB;WP200lbs. | | G |
| 6135 96,314 KMJV | **Haverford** 1D;B | Brg Trn | Am 174.6 | Wilm’gton 35 \| 14.2 | 644 678 | | ’95 9 | Noank, (R. Palmer & Son.) [Conn. | Morecraft Trans. Corp. | O,Ch,YP,Hk;Gif✕(Sltd) | — Exp | |
| 6136 219,725 LVWJ | **Havilah** Steel 2D;Long. frmg;Wireless;SUB.SIG; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.51t;D.B.344′1287t; D. F.O.....D.B.300′1003t; D. | Scw | Am 402.5 P34′ T.30′5 T.30′5 | San Fran. 53 \| 32 \| 34′ 6″ B81′ F38′ 57t.....F.P.73t 20t; S. T.39t..... | 3745 6045 9550 | 8′ 2″ 26′ 6½″ | 1920 3 | Oakland, (Union Const. Co.) [Cal. | U. S. Shipping Board | Stm Tbn; Midwest Eng. Co; 3WTB;Barber Asphalt & Paving Co; 9150HS;WP225lbs;2800SHP;EAC; Dkd,s rps12,20 | ✠A1Ⓔ With Freeboard. ✠AMS Cih BB;CL (Laid up) | |
| 6137 MGNT | **Havo** xBra Kar Steel 2D;Wireless;W. Bal 6BH | Scw | Nor 385 P30′ | Bergen 51 \| 27.5 B103′ F35′ | 2992 4860 | | 1911 3 | Newcastle, (Tyne I. S. B. Co., Lim.) [Eng. | Henrik Ostervold | 3CylTE26,42,71x48; 3SB;WP180lbs | | N |
| 6138 OIUG | **Havraise** Steel 2D;Shel dk;Web frms; W. Bal;Wireless | Scw | Fr 372.3 | Havre 46.7 \| 24.9 | 3552 4645 | | 1903 3 | Sunderland, (Sir J. Laing & Sons, Lim.) [Eng. | Cie. Havraise Pen de Nav. a Vap. | 3CylTE25,41,67x45; 3SB;WP180lbs | | BL |
| 6139 26,757 RVWG | **Havre Maru** Steel 2D;Oil fuel;Wireless;W. Bal 7BH | Scw | Jap 407.2 P40′ | Osaka 50.8 \| 30 B137′ F46′ | 3450 5651 | | 1920 5 | Innoshima, (Osaka Iron Wks., Lim.) [Jap. | Osaka Shosen Kabushiki Kaisha | 3CylTE26,44,74x51; 3SB;WP200lbs | | BL |
| 6140 27,164 SBNT | **Havre Maru** Steel 2D;Wireless;W. Bal 6BH | Scw | Jap 400 P33′ | Kobe 53.2 \| 29.4 B124′ F41′ | 3409 5467 | | 1920 5 | Tsurumi, (Asano S. B. Co.) [Jap. | Kokusai Kisen Kaisha | 3CylTE26,43,72x48; 3SB;WP200lbs | | BL |
| 6141 MPKF | **Havur** xEleni Bistis Steel 1D;Deep frmg;Wireless;W. Bal 5BH | Scw | Nor 331.3 P28′ | Bergen 49 \| 22.7 B148′ F35′ | 2073 3270 | | 1905 1 | Newcastle, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | Torp & Wlese | 3CylTE23,38,64x45; 2SB;WP180lbs | | BL |
| 6142 224,252 MFQL | **Hawaii** Steel 1D;Mchy aft;Oil fuel 4BH | Scw | Am 190 P51′ | Honolulu 36.2 \| 12.1 \| 16′ F31′ | 444 850 | | 1924 10 | San Fran., (Bethlehem S. B. Corp.) [Cal. | Inter-Island Steam Nav. Co. (Lim.) | 3CylTE17,27,45½x30; 2WTB;WP225lbs;1000IHP | ✠ — — ✠ — — Withdrawn11,26 | |
| 6143 96,659 KSFB | **Hawaii** 1D | Bkt 4M | Am 206.3 P30′ | Seattle 42.3 \| 17.9 F22′ | 923 1085 | | 1900 9 | Dumbarton, (A. McMillan & Son, Lim.) [Scot. | Sterling S.S.Cory. | Stl;1BH | | |
| 6144 18,436 MTQL | **Hawaii Maru** Steel 2D;Shel dk;Oil fuel;Wireless; W. Bal 8BH | Scw Twin | Jap 475 P33′ | Osaka 61 \| 32.7 B30′ F46′ | 5890 9454 | | 1915 8 | Kobe, (Kawasaki Dkyd. Co., Lim.) [Jap. | Osaka Shosen Kabushiki Kaisha | 2-3CylTE26,43½,73x48; 5SB;WP200lbs | | BL |
| 6145 217,933 LQTW | **Hawaiian** xSanta Malta Steel 3D;B;Shel dk;Oil fuel;SUB.SIG; 7BH Web frms;Long. frmg;Wireless;W. Bal D.F. | Scw | Am 404.5 | New York 53.9 \| 26.2 | 3840 6270 9450 | | 1919 5 | Philadelphia (Wm. Cramp & Sons S. & E. B. Co.) [Pa. | American-Hawaiian S.S. Co. | 4CylQE25½,37,52½,76x54; 4SB;WP223lbs;3000IHP. | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6146 224,456 MFRQ | **Hawaiian Standard** Steel 1D;Wireless; 13BH Oil fuel F. P. above 150° F. C-24 | MV | Am 210 | San Fran. 36.1 \| 14.3 \| 16′ 6″ | 663 1217 1100 | | 1925 3 | San Francisco, Cal. (Bethlehem S. B. Corp., Lim.) | Standard Oil Co. (Cal.) | Elect Motor;2-4Cyl Oil Eng. 16½x23§; General Electric Co; Pacific Diesel Engine Co; 600SHP;EAC;Dkd,s rps9,26 | ✠A1Ⓔ Oil Carrier. Hawaiian Island Service. ✠AMS SHBB;CL | |
| 6147 219,924 LWJG | **Hawarden** Steel 2D;Long. frmg;W. Bal; 7BH Wireless;SUB.SIG; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.51t;D.B.344′1287t; D. T.30′5 F.O.....D.B.300′1003t; D. T.30′5 | Scw | Am 402.5 P34′ 57t... 20t; S. | San Fran. 53 \| 32 \| 34′ 6″ B81′ F38′ .....F.P.73t T.39t..... | 3745 6042 9550 | 8′ 2″ 26′ 6½″ | 1920 4 | Oakland, (Union Const. Co.) [Cal. | U. S. Shipping Board | Stm Tbn; Midwest Eng. Co; 3WTB;Barber Asphalt & Paving Co; 9150HS;WP225lbs;2800SHP;EAC; Dkd9,21;s rps11,21 | ✠A1Ⓔ With Freeboard ✠AMS Clh BB;CL (Laid up) | |
| 6148 146,400 KSDM | **Hawarden Castle** xColumbus xEmma Linnemann 1D | Trn | Br 115.5 P26′ | Chester 24.1 \| 9.4 | 183 207 | | 1907 7 | Hammelwarden, Ger. (C. Luhring.) | W. Worrall | Stl;1BH | | G |
| 6149 220,101 LWPQ | **Hawk** YP;WO,LO;Gif 1D | Scw | Am 88 | Jcksnville. 25.5 \| 13 | 101 174 | | 1920 11 | Jacksonville, (Gibbs Gas Eng. Co.) [Fla. | U. S. Shipping Board | 2CylC18,38x26; Montague Iron Wks; 1SB;Ruemmeli Dawley Mfg. Co; 74GS;2506HS;WP155lbs;450IHP; EAC;rps,s clkg a12,24;Dkd,s rps11,26 | ✠A1 River, Bay & Harbor Towing Service. ✠AMS S.S.No.1,Nflk12,24; M.S.5,24;B.S.12,24; shft drn9,26;Scip | |
| 6150 150,725 KMSJ | **Hawthorne** xPaterson 1D;B | Brg Trn | Am 176.4 | New York 35 \| 14.2 | 608 680 | | '96 6 | Noank, (Robt. Palmer & Son.) [Conn. | Neptune Line (Inc.) | O,YP;Gif✕(Sltd) | | |
| 6151 220,088 LWPM | **Haxtum** Steel 2D;Long. frmg;Wireless; 7BH SUB.SIG;W. Bal; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.51t;D.B.344′1287t; D. T.30′5 F.O.....D.B.300′1003t; D. T.30′5 | Scw | Am 402.5 P34′ 57t... 20t; S. | San Fran. 53 \| 32 \| 34′ 6″ B81′ F38′ .....F.P.73t T.39t..... | 3746 6041 9550 | 8′ 2″ 26′ 6½″ | 1920 5 | Oakland, (Union Const. Co.) [Cal. | U. S. Shipping Board | Stm Tbn; Midwest Eng. Co; 3WTB;Llewellyn Iron Wks; 9150HS;WP225lbs;2800SHP;EAC; Dkd11,20;s rps12,20 | ✠A1Ⓔ With Freeboard. ✠AMS Clh BB;CL (Laid up) | |
| 6152 20,272 NKRB | **Hayabusa Maru** xOrcas 1D;Mchy aft | Sch Aux Twin | Jap 158 | Osaka 36.9 \| 14.3 | 395 591 | | 1917 | Tacoma, (Seaborn Shipyards Co.) [Wash. | Nahabel Ikujiro | Fir;Gif;2BH; 2-2CylC8,19x16; 2WTB;WP200lbs;350IHP. | | |
| 6153 30,368 STGB | **Hayatomo Maru** Steel 2D;Oil in bulk | MV | Jap 170 | Osaka 28.6 \| 18 | 379 697 | | 1924 | Kobe, (Mitsubishi Zosen Kabushiki Kaisha.) [Jap. | Osaka Shosen Kabushiki Kaisha | 6CylOilEng18¼x27 | | |
| 6154 220,555 LWTJ | **Hayden** Steel 2D;Long. frmg;W. Bal; 7BH SUB.SIG;Wireless; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.51t;D.B.344′1287t; D. T.30′5 F.O.....D.B.300′1003t; D. T.30′5 | Scw | Am 402.5 P34′ 57t... 20t; S. | San Fran. 53 \| 32 \| 34′ 6″ B81′ F38′ .....F.P.73t T.39t..... | 3746 6042 9550 | 8′ 2″ 26′ 6½″ | 1920 6 | Oakland, (Union Const. Co.) [Cal. | U. S. Shipping Board | Stm Tbn; Midwest Eng Co; 3WTB;Llewellyn Iron Wks; 9150HS;WP225lbs;2800SHP;EAC; Dkd6,21;s rps8,21 | ✠A1Ⓔ With Freeboard. ✠AMS Clh BB;CL (Laid up) | |
| 6155 220,411 MBDW | **Haymon** Steel 2D;Long. frmg;W. Bal; 7BH Wireless;SUB.SIG; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.51t;D.B.344′1287t; D. T.30′5 F.O.....D.B.300′1003t; D. T.30′5 | Scw | Am 402.5 P34′ 57t... 20t; S. | San Fran. 53 \| 32 \| 34′ 6″ B81′ F38′ .....F.P.73t T.39t..... | 3746 6042 9550 | 8′ 2″ 26′ 6½″ | 1920 7 | Oakland, (Union Const. Co.) [Cal. | U. S. Shipping Board | Stm Tbn; Midwest Eng. Co; 3WTB;Llewellyn Iron Wks; 9150HS;WP225lbs;2800SHP;EAC; Dkd,d rpd2,21 | ✠A1Ⓔ With Freeboard. ✠AMS Clh BB;CL (Laid up) | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6156 | **Haynie** | Scw | Am | San Fran. | 3754 | 8′ 2″ | 1920 | Oakland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 220,502 | Steel | | 402.5 | 53 \| 32 | 6037 | 26′ 6½″ | 8 | (Union [Cal. | ping Board | Midwest Eng. Co; | ✠AMS | |
| MBHL | 2D;Long. frmg;Wireless; 7BH | | | \| 34′ 6″ | 9550 | | | Const. Co.) | | 3WTB;Llewellyn Iron Wks; | Clh BB;CL | |
| | sub.sig;W. Bal; C-36 | | P34′ | B81′ F38′ | | | | | | 9150HS;WP225lbs;2800SHP;EAC | (Laid up) | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| | W.B.—A.P.51t;D.B.344′1287t; D. | T.30′5 | 57t. | .....F.P.73t | | | | | | | | |
| | F.O.....D.B.300′1003t; D. | T.30′5 | 20t; S. | T.39t..... | | | | | | | | |
| 6157 | **Hayo Maru** | Scw | Jap | Yokohama | 3311 | | 1921 | Tsurumi, | Toyo Kisen | 3Cyl TE26,43,72x48; | | BL |
| 27,962 | Steel | | 400 | 53.2 \| 29.4 | 5446 | | 3 | (Asano [Jap. | Kabushiki Kaisha | 3SB;WP200lbs | | |
| SGQF | 2D;Oil fuel;Wireless;W. Bal 6BH | | P33′ | B124′ F41′ | | | | S. B. Co.) | | | | |
| 6158 | **Hayward** | Scw | Am | San Fran. | 1048 | | 1923 | San Pedro, | Key System | Stm Tbn;2 Elect Motors; | ✠A1Ⓔ Ferry Service. | |
| 222,773 | Steel | F. B. | 225 | 42 \| 19.5 | 1653 | | 3 | (Los Angeles [Cal. | Transit Co. | General Electric Co; | ✠AMS | |
| | 1D;Oil fuel F. P. above 150° F. 7BH | | | | | | | S. B. & D. D. Corp.) | | 2WTB;Babcock & Wilcox Co; 5094HS;WP225lbs;1350SHP;EAC; d rpd2,24;Dkd,s rps2,26 | SSP;CL | |
| 6159 | **Hazel Branch** | Scw | Br | Sund'rl'nd | 3047 | | 1906 | Old Kirk- | F. & W. | 3Cyl TE27,45,75x48; | | C |
| 121,283 | xBellgrano Steel | | 400.4 | 51.2 \| 26.6 | 4734 | | 1 | patrick, Scot. | Ritson, Mgrs. | 3SB;WP200lbs;535RHP | 2dS.S.No.1,Sws2,23; | |
| HFJB | 2D;Deep frmg;Wireless;W. Bal 7BH | | P50′ | B98′ F48′ | | | | (Napier & Miller, Lim.) | | | B.S.10,25;M.S;shft drn4,26 | |
| 6160 | **Hazel E. Herman** | Sch | Br | Lunenb'rg | 98 | | 1917 | Dayspring, | Melbourne | Wd | | |
| 138,386 | | | 104.8 | 26.2 \| 10.4 | | | | [N. S. | M. Gardner | | | |
| | 1D | | | | | | | | | | | |
| 6161 | **Hazel L. Myra** | Trn | Br | Lunenb'rg | 190 | | 1920 | Bridgewater, | Hazel L. | Sp,OP,O,Bch;Gif(Sltd) | ✠A1 | |
| 141,695 | | | 109.6 | 27.6 \| 11.4 | 223 | | 8 | (Bridgewater [N. S. | Myra Shipping | tr clkg a 3,26 | S.S.No.1Lbg3,26 | |
| | 1D | | | | | | | Shipping Co., Lim.) | Co. | | | |
| 6162 | **Hazelgrove** | Scw | Br | Glasgow | 1991 | | 1905 | W. Hartle- | Grove Line | 3Cyl TE24,38,64x42; | | BL |
| 121,255 | xDomira Steel | Sch | 331 | 47.5 \| 22.3 | 3130 | | 9 | (W. [pool, Eng. | (Lim.) | 2SB;WP180lbs | | |
| HDJQ | 1D;Deep frmg;Wireless;W. Bal 5BH | | P29′ | B88′ F33′ | | | | Gray & Co., Lim.) | | | | |
| 6163 | **Hazelmoor** | Scw | Br | London | 1979 | | '94 | So. Shields, | Western | 3Cyl TE24,40,64x42; | | |
| 104,266 | Steel | Sch | 321 | 41.5 \| 21.9 | 3096 | | 11 | (J. Readhead [Eng. | Counties | 2SB;WP160lbs | | |
| NPDJ | 1D;B;Deep frmg; 5BH | | P29′ | B138′ F34′ | | | | & Sons.) | Shipping Co. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6164 | **Hazelpark** | Scw | Br | Greenock | 1384 | | 1922 | Kiel, | Denholm | 3Cyl TE19,32,54x39; | | BL |
| 145,105 | xSayn Steel | | 287.9 | 44.2 \| 20.4 | 2405 | | 2 | (Frd. [Ger. | Line Steamers | 2SB;WP185lbs | | |
| KHCB | 1D;Wireless;W. Bal 4BH | | P22′ | B82′ F37′ | | | | Krupp Akt. Ges.) | (Lim.) | | | |
| 6165 | **Headcliffe** | Scw | Br | S. Shields | 2323 | | 1915 | So. Shields, | Cliffe S.S. | 3Cyl TE24½,41,66x45; | | BL |
| 134,963 | Steel | | 347.4 | 49.2 \| 25.2 | 3654 | | ‖ | (J. [Eng. | Co. (Lim.) | 2SB;WP180lbs | | |
| JLHF | 1D;Wireless;W. Bal 6BH | | P32′ | B93′ F33′ | | | | Readhead & Sons, Lim.) | | | | |
| 6166 | **Heathfield** | Scw | Br | London | 3198 | | 1919 | Stockton, | Woodfield | 3Cyl TE27,44,73x48; | | C |
| 142,762 | xBriarwood xWar Mallow Steel | | 400.3 | 52.3 \| 28.4 | 5263 | | 1 | (Ropner [Eng. | Steam Shipping | 3SB;WP180lbs;517RHP | S.S.No.1,Nsak12,23;A.S.6,25; | |
| JVRN | 1D;Wireless;W. Bal 7BH | | P49′ | B113′ F38′ | | | | & Sons, Lim.) | Co. (Lim. | | shft drn12,23;B.S.6,25; | |
| | | | | | | | | | | | M.S.12,25 | |
| 6167 | **Heathmore** | Scw | Br | Liverpool | 2012 | | '98 | Belfast, | W. R. | 3Cyl TE22,39,67x42; | | C |
| 109,457 | Steel | | 331 | 46.3 \| 24.2 | 3175 | | 9 | (Workman, [Ire. | Davies S.S. Co. | 2SB;WP200lbs;285RHP. | 3dS.S.No.1,Jarw10,23; | |
| JWFR | 1D;B;Deep frmg;Wireless;W. Bal5BH | | P30′ | B99′ F38′ | | | | Clark & Co., Lim.) | | | A.S.12,25; n shft3,24; | |
| | | | | | | | | | | | M.&B.S.12,25 | |
| 6168 | **Heathpark** | Scw | Br | Greenock | 1384 | | 1922 | Kiel, | Denholm | 3Cyl TE19,32,54x39; | | BL |
| 145,590 | xMuhlhofen Steel | | 288.1 | 44.2 \| 20.4 | 2405 | | 2 | (Fried. [Ger. | Line Steamers | 2SB;WP185lbs | | |
| | 1D;Wireless;W. Bal 4BH | | P21′ | B82′ F37′ | | | | Krupp. A. G.) | (Lim.) | | | |
| 6169 | **Heathside** | Scw | Br | Newcastle | 1851 | | 1920 | W. Hartle- | Charlton | 3Cyl TE25,41,68x45; | | BL |
| 143,497 | xPortscatho Steel | | 331.1 | 46.8 \| 23.1 | 3071 | | 2 | pool, Eng. | Steam Shipping | 3SB;WP180lbs | | |
| KDTJ | 1D;Wireless;W. Bal 5BH | | P33′ | B100′ F28′ | | | | (Irvine's S. B. & D. D. Co., Lim.) | Co. (Lim.) | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6170 151,824 KSDW | **Hebburn** Steel 1D;Wireless;W. Bal 7BH | Scw | Br 370.1 P26′ | Melb'urne 51.2 \| 24.2 B92′ F36′ | 2487 4211 | | 1925 3 | Blyth, (Blyth S. B. & D. D. Co., Lim.) [Eng. | Huddart Parker (Lim.) | 3Cyl TE 24,39,65x45; 3SB;WP180lbs | | BL |
| 6171 | **Hebe** xVortigern 1D;B 4 M | Bk | Pvn 305.7 P45′ | Callao 42.2 \| 24.6 F27′ | 2364 2469 | | '91. 8 | Workington, (R. Williamson & Son.) [Eng. | Peruvian Govt. | Stl;1BH | | |
| 6172 NVTH | **Hebe** Steel 2D;W. Bal 5BH | Scw | Hol 255.9 | Amst'dam 36.7 \| 13.2 | 628 1140 | - | 1916 | Bolnes, (Boeles Schpsw. & Mch.) [Hol | Koninkl. Nederl. Stoomb. Maats. | 3Cyl TE 18,30,48x36; 2SB;WP180lbs;900IHP | | V |
| 6173 220,651 MBPC | **Heber** Steel 2D;W. Bal;Long. frmg; 7BH Wireless;SUB.SIG; C-36 Oil fuel F. P. above 150° F. | Scw | Am 402.5 P34′ | San Fran. 53 \| 32 \| 34′ 6″ B81′ F38′ | 3746 6041 9550 | 8′ 2″ 26′ 6½″ | 1920 9 | Oakland, (Union Const. Co.) [Cal. | U. S. Shipping Board | Stm Tbn; Midwest Eng. Co; 3WTB;Llewellyn Iron Wks; 9150IHS;WP225lbs;2800SHP;EAC; s rpd1,21;Dkd2,21 | ✠A1Ⓔ With Freeboard. ✠AMS Clh BB;CL (Laid up) | |
| | W.B.—A.P.51t;D.B.344′1287t; D. T.30′5 F.O.....D.B.300′1003t; D. T.30′5 | | 57t.....F.P.73t 20t; S. T.39t..... | | | | | | | | | |
| 6174 95,486 JSMK | **Hecla** 2D;B | Bk | Am 210.3 | San Fran. 40.2 \| 24.3 | 1435 1529 | | '77 9 | Bath, (Goss & Sawyer.) [Me. | Red Salmon Canning Co. | O,YP;Icf | — Exp | |
| 6175 NVTM | **Hector** xSoembawa Steel 3D;B;Spar dk;Oil fuel; 7BH Wireless;W. Bal | Scw | Hol 322.1 | Amst'dam 44.4 \| 28.2 | 2152 3438 | | '99 | Amsterdam, (Nederl. Scheepbouw. Mij.) [Hol. | Koninklijke Nederlandsche Stoomboot Mij. | 3Cyl TE 23,38,62x42; 2SB;WP180lbs;1500IHP | | V |
| 6176 88,694 RLKC | **Hector** 1D;B | Bkt | Br 156.6 | St. Johns 32.6 \| 13 | 498 521 | | '85 6 | St. John, [N. B. (McGuiggan.) | Dominion Coal Co. (Lim.) | M;Icf | | |
| 6177 80,699 | **Hector** 1D | Brg | Br 170.3 | Montreal 35.5 \| 11.9 | 539 | | '82 rb '96 | Kingston, (R. Robertson.) [Ont. | The Sincennes McNaughton Line (Lim.) | O | | |
| 6178 6,359 KCRP | **Hedrun** Steel xHjalmar Blomberg 1D;Shel dk;Wireless;W. Bal 4BH | Scw | Swd 317.5 | Stockholm 44.9 \| 19.4 | 1311 2325 | | 1920 9 | Landskrona, (Akt. Oresundsvarvet.) [Swd. | Hans Ericson, Mgr | Stm Tbns; 2SB;WP200lbs | | BL |
| 6179 | **Hedwig** xAdelheid xSusi 1D 3 M | Bk | Dom 3.22 | Barahona 24.6 \| 10.7 | 237 270 | | 1912 2 | Waterhuizen (J. J. Pattje & Zn.) [Ger. | Antonio Mota | Stl;1BH | | |
| 6180 NVWB | **Heemskerk** xWitram Steel 2D;Wireless;W. Bal 9BH | Scw | Hol 438 P55′ | Amst'dam 57.2 \| 29.7 B97′ F43′ | 4065 6516 | | 1919 8 | Rostock, (Neptun-werft.) [Ger. | N. V. Vereenigde Nederl. Scheepv. Mij. | 4CylQE 27,38,56,80x55; 3SB;WP130lbs;3600IHP | | V |
| 6181 217,952 LQVM | **Heffron** Steel 2D;Wireless; 9BH SUB.SIG; 7BH to Fbd dk W. Bal; 2BH to 2d dk Oil fuel F. P. above 150° F. C-38 | Scw | Am 440 | Tacoma 56 \| 35.2 \| 38′ | 4886 7611 11788 | 9′ 6¾″ 28′ 8″ | 1919 5 | Alameda, (Bethlehem S. B. Corp., Lim.) [Cal. | Heffron S.S. Co., Inc. | 3Cyl TE 27,47,78x48; Bethlehem S. B. Corp., Lim; 3SB;Bethlehem S. B. Corp., Lim; 8250HS;WP220lbs;2700IHP; d rpd4,24;Dkd,s rps3,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,NO8,23; M.S.8,23;B.S.8,25;shft drn3,26; Clh BB | |
| | W.B.—A.P.159t;D.B.345′1541t;D. T.30′9 F.O.....D.B.308′1266t;D. T.30′8 | | 10t.....F.P.138t 49t; S. T.66t;F.P.129t | | | | | | | | | |
| 6182 218,209 LRKB | **Hegira** Steel 2D;Long. frmg; 9BH W. Bal; 7BH to Fbd dk Wireless;SUB.SIG; 2BH to 2d dk Oil fuel F. P. above 150° F. C-38 | Scw | Am 440 | Tacoma 56 \| 35.2 \| 38′ | 4818 7588 11600 | 9′ 6¾″ 28′ 8″ | 1919 6 | Alameda, (Bethlehem S. B. Corp.) [Cal. | Hegira S.S. Co | 3Cyl TE 27,47,78x48; Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 8250HS;WP220lbs;2700IHP; d rpd10,24;Dkd12,25;s rps2,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,Gvstn2,24; M.S.7,24;n shft10,24;B.S.10,25; shft drn12,25;Clh BB;CL | |
| | W.B.—A.P.159t;D.B.345′1541t;D. T.30′9 F.O.....D.B.308′1266t;D. T.30′8 | | 10t.....F.P.138t 49t; S. T.66t;F.P.129t | | | | | | | | | |
| 6183 MNKD | **Hegre** xLars Lea xFollo Steel 1D;B;Spar dk;Wireless;W. Bal 4BH | Scw | Nor 250 B57′ | Bergen 33.4 \| 13.8 F32′ | 916 1529 | | '92 3 | Sunderland, (J. Blumer & Co.) [Eng. | Bergen Lloyd A/R | 3Cyl TE 20,32,52x39; 2SB;WP160lbs | | BL |
| 6184 24,961 RLMG | **Heijin Maru** Steel 1D;Shel dk;Web frms; 6BH Long. frmg;W. Bal;Wireless | Scw | Jap 345 P30′ | Kobe 49.8 \| 28.1 B98′ F34′ | 2719 4364 | - | 1919 5 | Osaka, (Osaka Iron Works, Lim.) [Jap. | Nippon Kyodo Kisen Kabushiki Kaisha | 3Cyl TE 24,41,67x48; 2SB;WP180lbs | " | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6185 24,982 RLNQ | **Heimei Maru** Steel 1D;Shel dk;Web frms; Long. frmg;W. Bal;Wireless 6BH | Scw | Jap 345 P30′ | Kobe 49.8 \| 28.1 B98′ F34′ | 2734 4364 | | 1919 10 | Innoshima (Osaka Iron Works, Lim.) [Jap. | Nippon Kyodo Kisen Kabushiki Kaisha | 3Cyl TE 24,41,67x48; 2SB;WP180lbs | | BL |
| 6186 LDST | **Heina** Steel 2D;Wireless;W. Bal 7BH | MV | Nor 377.8 | Bergen 52.2 \| 24.5 | 2417 4027 | | 1925 | Copenhagen, (Copenhagens Flydedok og. Skibsvaerft.) [Den. | A/S. J. Ludwig Mowinckels Rederi | 8Cyl Oil Eng 24x51 | | N |
| 6187 24,975 RLNF | **Heinan Maru** Steel 1D;Shel dk;Web frms; Long. frmg;W. Bal;Wireless 6BH | Scw | Jap 345 P30′ | Kobe 49.8 \| 28.1 B99′ F34′ | 2719 4364 | | 1919 8 | Osaka, (Osaka Iron Works, Lim.) [Jap. | Nippon Kyodo Kisen Kabushiki Kaisha | 3Cyl TE 24,41,67x48; 2SB;WP180lbs | | BL |
| 6188 KDWL | **Heinrich Arp** Steel D;W. Bal 4BH | Scw | Ger 237.2 B97′ | Hamburg 37.6 \| 16 F26′ | 813 1428 | | 1923 11 | Elbing, (F. Schichau.) [Ger. | Heinrich F. C. Arp. | 3Cyl TE 16,27,42x27 | | G |
| 6189 RCDH | **Heinrich Hugo Stinnes 7** xDrottning Sophia Steel 1D;Wireless;SUB.SIG;W. Bal 7BH | Scw | Ger 405.3 P28′ | Hamburg 52.4 \| 23.1 F38′ | 3249 5170 | | 1901 | Kiel, (Howaldts-werke.) [Ger. | A. G. Hugo Stinnes | 3Cyl TE 26,42,69x43; 4SB;WP177lbs | | G |
| 6190 LNSG | **Heinz Horn** Steel 1D;Well dk;SUB.SIG;W. Bal 4BH | Scw | Ger 290 P14′ | Flensburg 42.6 \| 17.3 B209′ F34′ | 1234 2146 | | 1923 4 | Lubeck, (Schiffsw. v. Henry Koch.) [Ger. | H. C. Horn | 3Cyl TE 22,34,58x39 | | G |
| 6191 | **Heire** Steel xStend 1D;W. Bal 4BH | Scw | Nor 210.5 P20′ | Oslo 33.2 \| 13.3 B49′ F29′ | 463 817 | | 1917 6 | Arendal, (Pusnes, Stoberi & Mek. Vaerksted.) [Nor. | H. Heitmann & Son | 3Cyl TE 15,25,40x30; 2SB;WP180lbs | | N |
| 6192 29,341 SMPQ | **Heiyei Maru No. 7** xRavenrock xRabenfels Steel 2D;Web frms;Wireless;W. Bal 7BH | Scw | Jap 390.4 P50′ | Tokio 51.5 \| 30.2 B123′ F53′ | 2890 4693 | | 1903 12 | Newcastle, (Swan, Hunter & Wigham Richardson.) [Eng. | Kabafuto Kisen Kabushiki Kaisha | 4Cyl QE 23,32,48,72x54; 3SB;WP210lbs | 2dS.S.No.3,Kobe4,25;A.S.5,26; shft drn4,25;M.&B.S.5,26 | C |
| 6193 29,345 SMPW | **Heiyei Maru No. 11** xDelia xErinier xDongola Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw | Jap 375 P40′ | Ajino 49.7 \| 28.6 B98′ F41′ | 3346 4397 | | '98 5 | Glasgow, (D. & W. Henderson & Co.) [Scot. | Kabafuto Kisen Kabushiki Kaisha | 3Cyl TE $25\frac{1}{8}$,$41\frac{3}{8}$,67x48; 2SB;WP175lbs;228RHP | 3dS.S.No.1,Kobe6,24;A.S.4,26; shft drn6,24;M.&B.S.4,26 | C-J |
| 6194 26,562 RWBP | **Heiyei Maru No. 12** xUralsan Maru Steel 2D;Wireless;W. Bal 6BH | Scw | Jap 400 P33′ | Tokio 53.2 \| 29.4 B124′ F41′ | 3365 5460 | | 1920 2 | Tsurumi, (Asano S. B. Co.) [Jap. | Kabafuto Kisen Kabushiki Kaisha | 3Cyl TE 26,43,72x48; 3SB;WP200lbs | | BL |
| 6195 LBSW | **Hekla** Steel 1D;W. Bal 4BH | Scw | Nor 210.9 P29′ | Bergen 33.3 \| 13.7 B42′ F85′ | 540 943 | | 1921 4 | Arendal, (Pusnaes Staberi & Mek Vaerksted.) [Nor. | Wm. Hansen, Mgr. | 3Cyl TE 15,25,40x30; 2SB;WP180lbs | | N |
| 6196 WNJF | **Hektor** Steel 2D;Wireless;W. Bal 7BH | Scw | Nor 400.2 P49′ | Drammen 52.2 \| 28.5 B113′ F40′ | 3325 5229 | | 1921 3 | Hong Kong, (Hong Kong & Whampoa [China | Bruusgaard Klosteruds Dampskibs. | 3Cyl TE 27,44,73x48; 3SB;WP180lbs | | BL |
| 6197 RDST | **Hela Naval** xSneekermeer xUbbekarpsel 1D;Mchy aft | Sch Aux | Ger 144.3 | Hamburg 25.2 \| 12.8 | 323 408 | | 1919 | Martenshock, Hol. (Gebr. G. & H. Bodewes.) | Naval Reed A. G. | Stl;4BH; 4Cyl Oil Eng 10x14 | | G |
| 6198 132,078 JFPN | **Helcion** xJolly Helen xSteelton Steel 1D;Mchy aft;Deep frmg; Web frms;Wireless;W. Bal 3BH | Scw | Br 250 P63′ | London 42.7 \| 16.4 B34′ F37′ | 958 1753 | | 1914 5 | Sunderland, (Sunderland [Eng. S. B. Co., Lim.) | Anglo-Saxon Petroleum Co. (Lim.) | 3Cyl TE 17,28,46x33; 2SB;WP185lbs;157RHP. | S.S.No.3,Sing5,26; B.S;shft drn4,26;M.S.5,26 | C |
| 6199 MVLN | **Helder** xSirius xMadura Steel 2D;Spar dk;Wireless;W. Bal 7BH | Scw | Nor 322.3 B78′ | Bergen 44.2 \| 28.5 F40′ | 2481 3486 | | '97 | Amsterdam, (Nederl. Schps. Maats.) [Hol. | E. Baldersheim | 3Cyl TE 24,36,60x42; 2SB;WP180lbs;1281IHP | | V |
| 6200 NWDJ | **Helder** Steel 2D;Shel dk;Oil fuel;Wireless; W. Bal 6BH | Scw | Hol 361.5 | Amst'dam 49.8 \| 22 | 2229 3623 | | 1920 6 | Rotterdam, (Rotterdam Droog. Maats.) [Hol. | Koninklijke Nederlandsche Stoom. Maats. | 3Cyl TE 25,41,68x45; 3SB;WP180lbs | | BL |
| 6201 165,007 | **Helderberg** | Brg | Am 95 | Albany 24 \| 11 | 203 207 | | 1905 | Rondout, (R. S. Mahan Co.) [N. Y. | Albert Long | Wd;If | | |
| 6202 96,361 | **Helen** Wood 1D | Scw | Am 89 | Norfolk 23 \| 10 | 53 113 | | '97 | Wilmington, Del. | Wood Towing Corp. | 2Cyl C 20,36x26; 1SB;WP120lbs;600IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6203 | **Helen** | Brg | Am | New York | 501 | | 1913 | Rondout, | Owen | Wd | | |
| 165,553 | 1D | | 116.9 | 30.6 \| 13.3 | 501 | | | (C. Hilte- brant D. D. Co.) [N. Y. | McCaffrey 's Sons | | | |
| 6204 | **Helen** | Scw | Am | New York | 1944 | | 1916 | Sparrows Pt. | A. H. Bull | 3Cyl TE 24¼,41,68x48; | | BL |
| 214,503 | Steel | | 327.7 | 46.9 \| 23.5 | 3128 | | 10 | (Maryland Steel Co.) [Md. | S.S. Co. | 3SB;WP200lbs;2500IHP | | |
| LGKP | 2D;sub.sig;Web frms; 5BH Long. frmg;Oil fuel;Wireless;W. Bal | | P38′ | B94′ F37′ | | | | | | | | |
| 6205 | **Helen** | Brg | Am | New York | 224 | | 1916 | Brooklyn, | L. Boyers | Wd | | |
| 166,445 | 1D | | 94.8 | 32.1 \| 18.3 | 224 | | 9 | (Olsen & Jensen) [N. Y. | Sons & Co. | | | |
| 6206 | **Helen Barnet Gring** | Sch | Am | Boston | 1127 | | 1919 | Camden, | Boston | O,Gif(Sltd) | | V |
| 218,625 | 4 M | | 202.8 | 40.4 \| 20.8 | 1226 | | | (R. L. Bean.) [Me. | Maritime Corp. | | | |
| LSFC | 2D | | | | | | | | | | | |
| 6207 | **Helen Blair** | StW | Am | Des Moines | 213 | | '97 | Marietta, | Carnival | 1Cyl 18x60; | | |
| 25,309 | xUrania Wood | | 160.4 | 29 \| 5.3 | 213 | | | (Knox & Son.) [Ohio | City Packet Co. | 2Blrs;WP162lbs | | |
| | 3D 1BH | | | | | | | | | | | |
| 6208 | **Helen Burke** | StW | Am | Mobile | 365 | | 1908 | Mobile, | Burke | 1Cyl 17x96; | | |
| 205,724 | xPeerless Wood | | 200 | 40 \| 5.1 | 365 | | | (James Campbell.) [Ala | Packet Co. | 3Blrs;WP180lbs;800IHP. | | |
| | 2D 3BH | | | | | | | | | | | |
| 6209 | **Helen C** | Scw | Am | Manila | 1609 | | 1919 | Lorain, | Cadwalla- | 3Cyl TE 21,35,59x42; | ✠ — — | BL |
| 218,882 | xLake Faulk Steel | | 251 | 43.6 \| 26.1 | 2598 | | 9 | (American S. B. Co.) [Ohio | der-Gibson Lumber Co. | 2SB;WP185lbs;1500IHP. | ✠ — — | |
| LSRW | 1D;B;W. Bal; 4BH Oil fuel;sub.sig;Wireless; | | P25′ | 28′ 2″ B64′ F23′ | 4079 | | | | | | Suspended10,25 | |
| 6210 | **Helen C. Julliard** | Brg | Am | New York | 1300 | | 1916 | Wilmington, | St. Johns | YP,O;Gif;DB; | A1 | |
| 166,242 | 1D | | 207.5 | 42.7 \| 10.5 | 1357 | | 3 | (American Car & Foundry Co.) [Del. | Guild | s rps,s b clkg,clk t7,26 | Towing Barge. River, Bay & Harbor Service. S.S.No.2,NY7,26; B.S.7,26 | |
| 6211 | **Helen Euphane** | Scw | Am | Reedville | 86 | | 1902 | Pocomoke, | Colonna's | 2Cyl C 12½,24x20; | | |
| 96,610 | Wood | | 112 | 20.4 \| 9.3 | 178 | | | (E. J. Tull.) [City, Md. | Shipyard, Inc. | 1SB;WP165lbs;100IHP. | | |
| | 1D 2BH | | | | | | | | | | | |
| 6212 | **Helen Jean** | Sch | Br | Turk's Is. | 119 | | 1920 | Milltown, | D. T. Mal- | Wd | | |
| 142,994 | | | 94.7 | 27.4 \| 9.6 | 153 | | | (J. Miles.) [Nfld | colm | | | |
| TCSQ | 1D | | | | | | | | | | | |
| 6213 | **Helen L. Tracy** | Scw | Am | New York | 29 | | 1920 | Green Bay, | Thomas | 2Cyl C 18,38x26; | ✠ — — | |
| 219,390 | xAllouez O,Fir;Gif | | 95.5 | 24.7 \| 12.2 | 176 | | 2 | (Northwest Eng. Wks.) [Wis. | Tracy | 1SB;WP155lbs;450IHP. | ✠ — — | |
| LVCM | 1D 1BH | | | | | | | | | | Cancelled2,23 | |
| 6214 | **Helen Lyall** | Sch | Br | Vancouv'r | 1275 | | 1919 | Vancouver, | W. Lyall | Wd; | | |
| | | Aux Twin | 243.5 P35′ | 44.5 \| 20.7 F43′ | 1480 | | | (W. Lyall S. B. Co.) [B. C. | S. B. Co. (W. F. Cook, Mgr.) | 2-4Cyl Oil Eng 11¼x14 | | |
| 6215 | **Helen McIlvaine** | Brg | Am | Phila. | 449 | | 1911 | Chesapeake City, Md. | James J. | O,YP;Gif | | |
| 164,364 | 1D | | 200 | 23.9 \| 12 | 494 | | | (H. Delbert Brg. Bldg. Co.) | McNally | | | |
| 6216 | **Helen P. Drew** | Scw | Am | San Fran. | 142 | | 1904 | Hoquiam, | Goodyear | 2Cyl C 12,26x20; | | |
| 162,281 | Wood | | 134.6 | 32.2 \| 10.5 | 309 | | 12 | (J. R. Hitchings.) [Wash. | Redwood Lumber Co. | 1Blr;WP130lbs;235IHP. | | |
| KTPG | 1D;Oil fuel | | | | | | | | | | | |
| 6217 | **Helen Tryon** | Brg | Am | New York | 273 | | 1915 | Athens, | Jeremiah J. | Wd | | |
| 166,195 | xM. A. Lenahan | | 103.8 | 26 \| 10.1 | 273 | | | (Richard Lenahan.) [N. Y. | Kelly | | | |
| | 1D | | | | | | | | | | | |
| 6218 | **Helena** | S | Ptg | Lisbon | 1593 | | '86 | Pt. Glasgow | Cia. | Stl;1BH | | |
| | xDresden | | 260.1 | 39 \| 22.7 | 1695 | | 9 | (R. Duncan & Co.) [Scot. | Colonial de Nav. | | | |
| HFDM | 2D | | P38′ | F32′ | | | | | | | | |
| 6219 | **Helena** | Scw | Br | St. Johns | 204 | | 1907 | Collingwood, | Canadian | 3Cyl TE 15,25,41x25; | | |
| | Steel | | 108.8 | 23.3 \| 14 | 299 | | | (Colling- wood S. B. Co.) [Ont. | Government | 1SB;WP180lbs;800IHP. | | |
| | 1D | | | | | | | | | | | |
| 6220 | **Helene** | Scw | Am | Honolulu | 392 | | '97 | San Fran- | Inter Island | 3Cyl TE 12¾,19,32x24; | | |
| 96,500 | Steel | | 170.6 | 30.3 \| 14.8 | 618 | | 2 | (Union Iron Works.) [cisco, Cal. | S. N. Co. | 1SB;WP145lbs;600IHP. | | |
| KPWT | 1D;Oil fuel | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6221 LNKH | **Helene** xDruidstone Steel 1D;Deep frmg;sub.sig; 5BH Wireless;W. Bal | Scw Sch | Ger | Flensburg 290 41.9 \| 19.5 P27′ B75′ F31′ | 1324 2160 | | '98 | Sunderland, (J. Blumer & Co.) [Eng. | H. W. Christophersen | 3CylTE22,36,58x38; 2SB;WP150lbs | | G |
| 6222 203,859 KVTS | **Helene** YF;Icf 1D | Scw Sch | Am | San Fran. 172 38 \| 13.2 | 307 672 | | 1906 10 | Hoquiam, (G. F. Mathews.) [Wash. | Emil T. Kruse | 2CylC14,32x24; 450IHP. | | |
| 6223 96,480 | **Helene** 1D | Brg | Am | San Fran. 202 40.2 \| 15.9 | 828 927 | | 1900 1 | Pt. Blakely, (H. K. Hall.) [Wash. | Matson Nav. Co., Inc | YF;Icf | | |
| 6224 RDKP | **Helene Hugo Stinnes 14** xWaddon Steel 1D;B;Spar dk;Web frms; 6BH Wireless;W. Bal | Scw Sch | Ger | Hamburg 340.4 47.1 \| 20 P26′ B93′ F33′ | 2438 3959 | | 1904 8 | Newcastle, (R. Stephenson & Co., Lim.) [Eng. | A. G. Hugo Stinnes | 3CylTE25,40,67x45; 2SB;WP165lbs | | G |
| 6225 135,519 JDMW | **Helenus** Steel 2D;Wireless;W. Bal | Scw Sch | Br | Liverpool 455.2 56.2 \| 32.5 P54′ B162′ F60′ | 4810 7555 | | 1913 | Greenock, (Scotts' S. B. & Eng. Co., Lim.) [Scot. | Ocean S.S. Co. (Lim.) | 3CylTE31,51½,86x60 | | |
| 6226 KFNP | **Helge** Steel 1D;Web frms;Wireless;W. Bal 5BH | Scw Sch | Swd | Helsngbrg 268.1 38.1 \| 16.5 | 1181 2044 | | '95 | Elsinore, (Helsingors Jerns. Mask.) [Den. | Rederie A/B Portos | 3CylTE19,30,49x36; 2SB;WP160lbs;650IHP | | V |
| 6227 MKNS | **Helgoy** xFreda Steel 1D;Wireless;W. Bal 4BH | Scw Sch | Nor | Oslo 265 42.1 \| 17.9 P23′ B72′ F29′ | 1097 1813 | | 1914 9 | Fredrikstad, (Fredrikstad Mek. Verksted.) [Nor. | Erling H. Samuelsen, Mgrs. | 3CylTE20,33,56x36; 2SB;WP180lbs | | N |
| 6228 WMPF | **Helikon** Steel 2D;Wireless;W. Bal 4BH | Scw Sch | Nor | Drammen 270.6 40.1 \| 19.4 P26′ B76′ F26′ | 1385 2232 | | 1917 9 | Hong Kong, (Hong Kong & Whampoa Dock Co., Lim.) [China | Bruusgaard, Kiosteruds & Co., Mgrs. | 3CylTE20,33,54x39; 2SB;WP180lbs | | BL |
| 6229 631 TGPR | **Helios** 1D | Bkt Sch | Fin | Abo 123.8 27.9 \| 11.6 | 245 257 | | '79 8 | Tvede- strand, Nor. (Tvedestrands varv) | K. A. Rosenberg | F,O;Icf | | |
| 6230 WNJG | **Hellen** Steel 2D;Wireless;W. Bal 7BH | Scw Sch | Nor | Drammen 400.2 52.2 \| 28.5 P49′ B113′ F40′ | 3270 5237 | | 1921 6 | Hong Kong, (Hong Kong & Whampoa Dock Co., Lim.) [China | Bruusgaard Kiosteruds Dampskibs | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 6231 4,990 JRLG | **Hellenic** Steel 2D;Shel dk;Deep frmg; 6BH Wireless;W. Bal | Scw Sch | Swd | Gothenb'g 380.9 52 \| 25.7 | 2722 4404 | | 1909 2 | Newcastle, (Hawthorn, Leslie & Co., Lim.) [Eng. | G. Carlsson. Mgr. | 3CylTE27½,46,76x48; 2SB;1AuxSB;WP180lbs | | BL |
| 6232 NMFQ | **Hellig Olav** Steel 3D;Web frms;Wireless;W. Bal 10BH | Scw Sch Twin | Dan | Copenhgn 500.1 58.4 \| 37.7 P44′ B176′ F59′ | 5986 9939 | | 1903 | Glasgow, (A. Stephen & Sons.) [Scot. | Forenede Dmpskib. Selskab | 2-3CylTE30,50,80x54; 7SB;WP190lbs;3500IHP | | V |
| 6233 123,188 HLPG | **Helmsdale** Steel 1D;B;Spar dk;Deep frmg; 5BH Wireless;W. Bal | Scw Sch | Br | Cardiff 330.5 49 \| 14.4 \| 22.3 P21′ B92′ F35′ | 1998 3149 | | 1907 10 | Pt. Glasgow, (A. Rodger & Co.) [Scot. | E. C. Downing, Mgr. | 3CylTE24,40,65x42; 2SB;WP180lbs | | BL |
| 6234 132,888 JDLM | **Helmsloch** Steel 1D;Wireless;W. Bal 6BH | Scw Sch | Br | Cardiff 380 52.2 \| 22.9 P31′ B221′ F36′ | 2575 4160 | | 1913 9 | Sunderland, (W. Pickers- gill & Sons, Lim.) [Eng. | E. C. Downing, Mgr. | 3CylTE26,42,71x48; 2SB;WP180lbs | | BL |
| 6235 118,860 HJRG | **Helredale** Steel 1D;Deep frmg;Wireless;W. Bal 6BH | Scw Sch | Br | Whitby 346.5 50.6 \| 23.1 P31′ B175′ F32′ | 2249 3574 | | 1906 11 | Middlesbro, (R. Craggs & Sons, Lim.) [Eng. | Turnbull, Scott & Co., Mgrs. | 3CylTE25,41,67x45; 2SB;WP180lbs | | BL |
| 6236 RDSM | **Heluan** xCity of Lucknow xHeluan Steel 2D;Web frms;Well dk; 8BH Wireless;W. Bal | Scw Twin | Ger | Hamburg 441.2 52.8 \| 29.7 P & B 276′ F53′ | 4517 7262 | | 1909 3 | Hamburg, (Reiherstieg Schiffsw.) [Ger. | Deutsche Dempf Ges. Kosmos | 2-3CylTE22,39,64x42; 4SB;WP213lbs | | BL |
| 6237 202,235 KTWP | **Helvetia** 1D | Trn Sch | Am | Rockland 157.4 36.2 \| 12.8 | 424 499 | | 1905 7 o '20 | Rockland, (I. L. Snow.) [Me. | I. L. Snow & Co. | O,Hw,YP;Icf; clk10,20;clk dk5,24;Exmd9,24; s rps,s clkg8,25 | ✠A1 2dS.S.No.2,Rkld9,24 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6238 204,346 | **Hemlock** Steel 1D;Mchy aft;sub.sig;W. Bal 3BH | Scw Sch | Am 420 | Fairport 52 \| 24.4 | 3390 4684 | | 1907 7 rb '21 | W. Bay City, (West [Mich. Bay City S. B. Co.) | Interlake S.S. Co. | 3CylTE22,35,58x42; 2SB;WP180lbs;1500IHP. | | |
| 6239 OIWP | **Hendaye** xTreglisson Steel 1D;B;Well dk;Wireless;W. Bal 7BH | Scw | Fr 290.2 P29′ | Bayonne 39.1 \| 18.8 B118′ F33′ | 1407 2281 | | '89 10 | So. Shields, (J. Read- [Eng head & Sons) | Plisson & Co., Mgrs. | 3CylTE23,37,61x39; 2SB;WP160lbs;900IHP | | BL |
| 6240 210,030 | **Henderson** Wood 1D | StW | Am 159 | Portland 31.6 \| 7.1 | 372 430 | | 1912 7 | Portland, (Portland [Ore S. B. Co.) | Shaver Trans. Co. | ---------- 800IHP. | | |
| 6241 203,424 | **Hendrick Hudson** Steel 1D;W. Bal 6BH | SW | Am 379.1 | New York 45.1 \| 13.4 | 1598 2847 | | 1906 8 | Newburgh, (T. S. [N. Y. Marvel & Co.) | Hudson River Day Line | 3CylC45,70,70x84; 6Blrs;WP170lbs;6200IHP | | |
| 6242 166,732 | **Henlopen** 1D | Brg | Am 205.5 | Phila. 32 \| 12.1 | 740 765 | | 1917 5 | Wilmington, (American [Del. Car & Foundry Co.) | Southern Trans. Co. | O,YP,Hk;Gif(Sltd) | ✠ — — Suspended4,23 | |
| 6243 86,016 | **Hennepin** xGeo. H. Dyer Wood 1D | Scw | Am 208 | Milwa'kee 35 \| 12.4 | 953 1188 | | '88 rb '15 | Milwaukee, (Wolf [Wis. & Davidson.) | Construc- tion Material Co. | 2CylC20,36x30; 1SB;WP120lbs;475IHP. | | |
| 6244 QLMB | **Henner** xWalburg xWigbert Steel 2D;sub.sig;Wireless;W. Bal 7BH | Scw | Ger 342.8 P & B | Bremen 48.1 \| 22.4 266′ F43′ | 1927 3367 | | 1912 2 | Einswarden, (J. Frerichs [Ger & Co., A. G.) | Nord- deutscher Lloyd | 3CylTE24,41,69x47; 3SB;WP185lbs | | G |
| 6245 210,772 LCRD | **Henrico** xJohn T. Donohue Wood 1D | Scw | Am 104.3 | Phila. 23.1 \| 10.8 | 122 179 | | 1912 11 | Weems, (N. [Va Brusster.) | Southern Transp. Co. | 2CylC16½,34x26; 1Blr;WP150lbs;650IHP. | | |
| 6246 223,003 | **Henrietta Frances** Wood 1D | MV | Am 90.3 | Crisfield 22 \| 7.9 | 69 102 | | 1923 6 | Pocomoke City, Md (E. J. Tull.) | E. S. Adkins & Co | 4CylOilEng; 100BHP. | | |
| 6247 MDBG | **Henrik Ibsen** Steel 1D;Spar dk;Deep frmg; W. Bal;Wireless 6BH | Scw Sch | Nor 383.9 P32′ | Bergen 52.8 \| 17.7 B114′ F36′ | 2903 4671 | | 1906 12 | Middlesbro, (Sir Rayiton [Eng. Dixon & Co., Lim.) | A/S. D/S. Henrik Ibsen | 3CylTE25,41,67x45: 2SB;1AuxSB;WP180lbs | | |
| 6248 225,171 | **Henry A. Meyer** Steel 1D: 6BH Oil fuel F. P. above 150° F. | Scw F. B. | Am 151 | New York 37.5 \| 14.3 | 403 593 | | 1925 12 | Mariners Harbor, N. Y. (Staten Island S. B. Co.) | City of New York (Dept. of Plant & Structures) | 2-2CylC12,26x18; Staten Island S. B. Co; 2WTB;Babcock & Wilcox Co; 3182HS;WP225lbs;850IHP;EAC | ✠A1Ⓔ Ferry Service. ✠AMS SSP;CL | |
| 6249 224,521 | **Henry Bruckner** Steel 1D; 6BH Oil fuel F. P. above 150° F. | Scw F. B. | Am 151 | New York 37.5 \| 14.3 | 403 593 | | 1925 8 | Mariners Harbor, N. Y. (Staten Island S. B. Co.) | City of New York (Dept. of Plant and Structures) | 2-2CylC12,26x18; Staten Island S. B. Co; 2WTB;Babcock & Wilcox Co; 3182HS;WP225lbs;850IHP;EAC | ✠A1Ⓔ Ferry Service. ✠AMS SSP;CL | |
| 6250 202,443 | **Henry C. Frick** Steel 1D;Mchy aft;sub.sig;W. Bal 3BH | Scw | Am 549 | Duluth 56 \| 26.4 | 5016 6490 | | 1905 9 | W. Bay City, (Bay City [Mich. S. B. Co.) | Pittsburg S.S. Co. | 3CylTE24,39,65x42; 2SB;WP170lbs;1800IHP. | | |
| 6251 130,274 KBQC | **Henry C. Rowe** xNonowantuc WO,Ch,Lo;Ice 1D | Scw Sch | Am 120.6 | New York 23.4 \| 8.5 | 135 220 | | '83 7 | Pt. Jeffers'n, (Mather [N. Y. & Wood.) | Clyde Lighterage Co., Inc. | ---------- 248HP | — Exp | |
| 6252 217,794 LQMC | **Henry Clay** Steel 2D;B;Long. frmg; 7BH Wireless; 4BH to Fbd dk W. Bal; 3BH to 2d dk Oil fuel F. P. above 150° F. C-38 | Scw | Am 439.6 P40′ | Phila. 60.2 \| 33.7 36′ 8″ B134′ F48′ | 6308 8166 12700 | 8′ 5¾″ 28′ 4½″ | 1919 5 | Gloucester City, N. J (Pusey Jones Co.) | U. S. Ship- ping Board | Stm Tbn; General Electric Co; 3SB;New York S. B. Co; 7804HS;WP2210lbs;3000SHP; Dkd,s rps6,21 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.Balt6,20; Cih SB;CL (Laid up) | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6253 | **Henry Cort** | Scw | Am | Duluth | 1465 | | '92 | W. Superior, | Pittsburg | 3CylTE23,37,62x42; | | |
| 150,587 | xPillsbury Steel | | 315.9 | 42.3 \| 24.2 | 2395 | | rb'19 | (Am. Steel [Wis. Barge Co.) | S.S. Co. | 2SB;WP160lbs;1400IHP. | | |
| | 1D;B;Whaleback;Mchy aft; 4BH | | | | | | | | | | | |
| | W. Bal | | | | | | | | | | | |
| 6254 | **Henry County** | Scw | Am | Norfolk | 1613 | | 1919 | Lorain, | U. S. Ship- | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 219,231 | Steel | | 251 | 43.5 \| 26.1 | 2592 | | 11 | (American [Ohio | ping Board | American S. B. Co; | ✠AMS | |
| LTQP | 1D;B; 4BH | | P25′ | B64′ F23′ | 4050 | | | S. B. Co.) | | 2SB;American S. B. Co; | S.S.NY5,20;CL | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | WP185lbs;1500IHP;Dkd5,20 | (Laid up) | |
| | W.B.—A.P.96t;D.B.204′436t;D.T .a12′80t ..... F.P.72t | | | | | | | | | | | |
| | F.O.—A.P.90t;D.B.158′288t;D.T .a12′75t;W.T 30′200t..... | | | | | | | | | | | |
| 6255 | **Henry D. Whiton** | Scw | Am | New York | 2738 | | 1921 | Newburgh, | Union | Stm Tbn; | | BL |
| 221,211 | Steel | | 356 | 51.6 \| 30 | 4438 | | 5 | (Newburgh [N. Y. | Sulphur Co. | 3SB;WP210lbs;3000SHP. | | |
| MCRN | 1D;Oil fuel;Wireless;D.F;W. Bal 7BH | | | F23′ | | | | S. B. Co.) | | | | |
| 6256 | **Henry Desmarais** | Scw | Fr | Havre | 3624 | | 1920 | Pt. Glasgow, | Cie. | 3CylTE27,44,73x48; | | BL |
| | xOriflamme Steel | | 400.5 | 51.2 \| 30.8 | 5920 | | 10 | (Lithgows, [Scot. | Havraise de | 3SB;WP180lbs | | |
| | 1D;B;Web frms;Long. frmg; 15BH | | P111′ | B30′ F39′ | | | | Lim.) | Magasinage et | | | |
| | Oil fuel;Mchy aft;Oil in bulk; | | | | | | | | de Transport | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6257 | **HenryDeutsch DeLaMeurthe** | Scw | Br | London | 3564 | | 1921 | Sparrows | Lutetian | 3CylTE27,45,74x48; | | BL |
| 146,058 | Steel | | 412 | 53.1 \| 30.9 | 6042 | | 5 | Point, Md | Navigation Co. | 3SB;WP180lbs | | |
| KJLH | 2D;Web frms;Oil fuel; 16BH | | P125′ | B32′ F43′ | | | | (Bethlehem | (Lim.) | | | |
| | Mchy aft;Long. frmg;Oil in bulk; | | | | | | | S. B. Corp.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6258 | **Henry Endicott** | Brg | Am | Boston | 758 | | 1908 | Bath, | Cambridge | Sp,WO,YP;Gif(Sltd) | ✠ — — | |
| 205,188 | | Trn | 190.6 | 35.1 \| 16.2 | 866 | | 5 | (Kelley, [Me. | Gas Light Co. | | Suspended7,19 | |
| | 1D;B | | | | | | | Spear & Co.) | | | | |
| 6259 | **Henry F. Will** | Scw | Am | New York | 64 | | '89 | Newburgh, | Daniel Roe | ..... ..... | | |
| 106,616 | xSocony I Wood | | 91 | 22.2 \| 9.7 | 128 | | | N. Y. | Towing & | 150IHP | | |
| | 1D | | | | | | | | Transp. Co. | | | |
| 6260 | **Henry Ford** | Sch | Am | Gloucester | 90 | | 1922 | Essex, | Clayton E. | Wd;Gif; | | |
| 222,181 | | Aux | 122 | 26 \| 12 | 155 | | | (Arthur [Mass. | Morrissy Co. | OilEng;100BHP. | | |
| | 1D | | | | | | | D. Story.) | | | | |
| 6261 | **Henry Ford II** | MV | Am | Detroit | 7074 | | 1924 | Lorain, | Ford Motor | Electric Motor; | | BL |
| 223,980 | Steel | | 597.5 | 62.2 \| 27.8 | 8877 | | | (American [Ohio | Co | 4CylOilEng23¼x91/16; | | |
| KFTD | 1D;Oil fuel;Long. frmg; 3BH | | F60′ | | | | | S. B. Co.) | | 3000IHP. | | |
| | Mchy aft;Wireless;D.F;W.Bal | | | | | | | | | | | |
| 6262 | **Henry Fraissinet** | Scw | Fr | Marseilles | 1160 | | 1903 | Port de | Fraissinet | 3CylTE24,36,60x43; | | V |
| | Steel | | 285.2 | 40.3 \| 25.1 | 2667 | | | Bouc, Fr. | & Co., Mgrs | 2SB;WP160lbs;1600IHP | | |
| OIXZ | 2D;Wireless;W. Bal 6BH | | | | | | | (Chantiers & | | | | |
| | | | | | | | | Ateliers de | | | | |
| | | | | | | | | Provence.) | | | | |
| 6263 | **Henry G. Dalton** | Scw | Am | Fairport | 6092 | | 1916 | Lorain, | Interlake | 3CylTE24½,41,65x42; | | BL |
| 214,051 | Steel | | 580 | 60 \| 32 | 7810 | | 5 | (American [Ohio | S.S. Co. | 3SB;WP180lbs;1000IHP. | | |
| | 1D;B;Long. frmg;Web frms; 2BH | | F33′ | | | | | S. B. Co.) | | | | |
| | Mchy aft;SUB.SIG;Wireless; | | | | | | | | | | | |
| | D.F;W. Bal | | | | | | | | | | | |
| 6264 | **Henry H. Chamberlain** | Trn | Am | Calais | 205 | | '91 | Phippsburg, | B. M. | O,YP,Hw;Gif | — Exp | |
| 96,126 | | | 122.3 | 30.6 \| 8.4 | 246 | | 8 | (Frank [Me. | Wasson | | | |
| KJRV | 1D | | | | | | | S. Bowker.) | | | | |
| 6265 | **Henry H. Rogers** | Scw | Am | Duluth | 5444 | | 1906 | Chicago, | Pittsburg | 3CylTE24,39,65x42; | | |
| 203,332 | Steel | Sch | 580 | 58 \| 27.4 | 7053 | | 8 | (Chicago [Ill. | S.S. Co. | 2SB;WP170lbs;1800IHP | | |
| | 1D;Mchy aft;SUB.SIG;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 6266 | **Henry Holmes** | Scw | Br | London | 493 | | 1903 | Glasgow, | W. India & | 2-3CylTE14,22,36x27; | | BL |
| 115,760 | Steel | Twin | 221 | 31.6 \| 15.5 | 978 | | 5 | (Napier [Scot. | Panama Telegraph | 1SB;WP160lbs | | |
| VBTJ | 2D;Well dk;Wireless;W. Bal 3BH | | | B33′ F44′ | | | | & Miller, Lim.) | Co. (Lim.) | | | |
| 6267 | **Henry Horn** | MV | Ger | Flensburg | 1934 | | 1924 | Kiel, | H. C. Horn | 6CylOilEng25x39 | | G |
| | Steel | | 306.4 | 47.2 \| 25.8 | 3220 | | 12 | (Frd. Krupp [Ger. | | | | |
| RFKM | 2D;Wireless;W. Bal 5BH | | P25′ | B98′ F22′ | | | | Act. Ges.) | | | | |
| 6268 | **Henry J. Biddle** | Scw | Am | San Fran. | 151 | | 1913 | St. Helens, | California & | 2CylC18,38x28; | | |
| 211,608 | Wood | | 106.8 | 30 \| 11.4 | 229 | | 8 | (J. H. [Ore. | Hawaiian Sugar | 1SB;WP175lbs;800IHP. | | |
| LDFS | 1D | | | | | | | Price.) | Refining Co | | | |
| 6269 | **Henry L. Joyce** | SW | Am | New York | 660 | | '95 | Chester, | Ferry | 1CylVB46x120; | | |
| 161,750 | xAlexandria Iron | | 156 | 36.6 \| 13.3 | 810 | | | Pa. | Holding Corp. | WP45lbs;840IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6270 .. 212,826 LFBN | **Henry M. Flagler** Steel 1D;Oil fuel;Wireless;W. Bal 10BH | Scw Twin | Am 336.8 | New York 59 \| 18.8 | 878 2699 | | 1914 | Philadelphia, Pa. (Wm. Cramp & Son S. & E. B. Co.) | Florida East Coast Car Ferry Co., Inc. | 2-3Cyl TE 20,32½,54x36; 4SB;WP170lbs;2700IHP | | |
| 6271 .... 95,333 | **Henry Marquand** xH. S. McComb Wood 2D | SW | Am 195.8 | St. Louis 45.6 \| 6.6 | 395 395 | | '73 | Jefferson-ville, Ind. | Saddy Emeal | 4Birs;WP177lbs;1229IHP. | | |
| 6272 .... 86,667 | **Henry P. Werner** xG. Watson French Steel 1D;B;Mchy aft;W. Bal 3BH | Scw | Am 356 | Buffalo 50 \| 28 | 2725 3883 | | 1903 4 | W. Bay City, (W. Bay City S. B. Co.) [Mich. | Eastern S.S. Corp. | 3Cyl TE 20,33½,55x40; 2SB;WP170lbs;12001HP. | | |
| 6273 .... 100,611 KMRV | **Henry P. Williams** xOneida Steel 1D | Scw | Am 110.8 | Charlest'n 18.7 \| 10.7 | 31 118 | | '96 | Bath, Me. | W. L. Anderson | 3Cyl TE 11,19,30x16; WTB;WP184lbs;450IHP. | | |
| 6274 .... 204,136 | **Henry Phipps** Steel 1D;Mchy aft;SUB.SIG;W. Bal 3BH | Scw Sch | Am 580 | Duluth 58 \| 27.5 | 5450 7240 | | 1907 | W. Bay City, (Bay City S. B. Co.) [Mich. | Pittsburg S.S Co. | 3Cyl TE 24,39,65x42; 2SB;WP170lbs;2000IHP. | | |
| 6275 .... 214,458 LGJQ | **Henry R. Mallory** Steel 3D;Wireless;SUB.SIG;W. Bal; Oil fuel F. P. above 150° F. 8BH | Scw | Am 424.3 | New York 54.5 \| 23.8 \| 33′ 9″ | 4519 6063 7480 | 12′ 22′ | 1916 10 | Newport News, Va. (Newport News D. D. & S. B. Co.) | Mallory S.S. Co. | 3Cyl TE 29,49,84x54; Newport News S. B. & D. D. Co; 4SB;Newport News S. B. & D. D. Co; WP200lbs;4100IHP;DB; Dkd,s rps10,26 | A1 With Freeboard. AMS S.S.No.1,NY3,21; M.S.3,21;B.S.4,24; shft drn10,26;SBP | |
| 6276 .... 220,879 MCDB | **Henry S. Grove** Steel 1D;Shel dk;W. Bal; 7BH Wireless;SUB.SIG;Long. frmg; C-36 Oil fuel F. P. above 150° F. | Scw | Am 404.6 P27′ | New York 53.9 \| 26.2 \| 36′ 9½″ B84′ F30′ | 3812 6220 9450 | 8′ 7½″ 28′ 4″ | 1921 1 | Philadelphia (Wm. Cramp & Sons S. & E. B. Co.) [Pa. | Nautilus S.S.Corp. | 4Cyl QE 25½,37,52,76x54; Wm. Cramp & Sons S. & E. B. Co; 4SB;Wm. Cramp & Sons S. & E. B. Co; 8923HS;WP220lbs;3300IHP;EAC; d rpd5,23;rps6,25;Dkd,s rps10,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,Balt11,24; M.&B.S.11,24;shft drn12,25; Csh BB;CL | |
| 6277 .... 96,095 KJBS | **Henry Seymour** 1D | Sch | Am 91 | New York 30.7 \| 8.3 | 160 169 | | '90 12 | Tottenville, N Y. (A. C. Brown.) | Merritt-Chapman & Scott Corp. | O,YP;Icf | | |
| 6278 .... 219,993 LWMH | **Henry Steers** Steel 2D;W. Bal; 7BH Wireless; 6BH to Fbd dk SUB.SIG; 1BH to 2d dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.147t;D.B.338'131 2t;D.T 27'846 t; F.P.123t F.O.....D.B.284'109 2t;D.T 27'790 t..... | Scw | Am 400.7 P36′ | Phila. 54.2 \| 30.4 \| 32′ 10″ B124′ F44′ | 3713 5980 8756 | 7′ 10½″ 25′ 2″ | 1920 4 | Chester, (Merchant S. B. Co.) [Pa. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & Mfg. Co; 3WTB;D. Connelly Boiler Co; 9459HS;WP200lbs;3000SHP; Dkd,s rps2,21 | ✠A1Ⓔ ✠AMS S S.NY2,21; Scip;CL (Laid up) | |
| 6279 .... 96,584 | **Henry Steinbrenner** Steel 1D;Mchy aft;Wireless;W. Bal 3BH | Scw | Am 426 | Fairport 50 \| 24.2 | 3178 4345 | | 1901 10 | Pt. Huron, (Jenks S. B. Co.) [Mich. | Kinsman Transit Co. (H. Steinbrenner, Mgr.) | 3Cyl TE 23,38,63x40; 2SB;WP180lbs;1750IHP. | | |
| 6280 .... NSPW | **Henry Tegner** Steel 1D;Well dk;W. Bal. 4BH | Scw | Dan 249.2 P16′ | Copenhgn 38.1 \| 15.1 B96′ F31′ | 865 1457 | | 1914 3 | Elsinore, (Helsingfors Jernsk. & Msk.) [Den. | Marius Nielson & Son, Mgrs | 3Cyl TE 18,30,50x36; 2SB;WP170lbs | | BL |
| 6281 .... 95,688 JWBP | **Henry Villard** 2D | Brg Sch | Am 219.2 | Seattle 39.8 \| 24.1 | 1452 1552 | | '82 5 | Bath, (Arthur Sewall & Co.) [Me. | Coastwise S.S. & Barge Co. | O,YP;Icf | — Exp | |
| 6282 .... 225,244 | **Henry W. Breyer** xHallfried Steel 1D;Deep frmg;Wireless;W. Bal 5BH | Scw | Am 330.8 P30′ | New York 47.8 \| 22.2 B94′ F31′ | 1909 3121 | | 1907 | Sunderland, (J. Blumer & Co.) [Eng. | New York Florida Nav. Corp. | 3Cyl TE 24,39,65x42; 2SB;WP180lbs | | BL |
| 6283 .... 218,139 LRHD | **Henry W. Conant** xSprite Wood | Scw | Am 124.4 | C. Charles 22.3 \| 10.1 | 178 226 | | 1919 | Milford, Del. | United Oil & Fertilizer Corp. | 200IHP. | | |
| 6284 .... 219,079 LTHP | **Henry W. Grady** xBison O,F;Gif 1D 1BH | Scw | Am 95.5 | Savannah 24.7 \| 12.2 | 30 177 | | 1919 10 | Sturgeon, Bay, Wis. (Leatham & Smith Towing & Wrecking Co.) | Atlantic Towing Co. | 2CylC 18,38x26; 1SB;WP155lbs;450IHP | ✠ — — ✠ — — Suspended11,22 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6285 | **Henry W. Oliver** | Scw | Am | Fairport | 3617 | | '99 | Lorain, | Wilson | 3CylTE23,38,63x40; | | |
| 96,445 | Steel | | 444 | 50 \| 28.6 | 4909 | | 5 | (Cleveland [Ohio S. B. Co.) | Transit Co. | 1300IHP. | | |
| | 1D;B;Mchy aft;W. Bal | | | | | | | | | | | |
| 6286 | **Henry Wilson** | Sch | Am | San Fran. | 430 | | '99 | Aberdeen, | Libby, | YF;Icf | | |
| 96,470 | | 4 M | 157.8 | 37.1 \| 11.3 | 499 | | 10 | Wash. | McNeill & Libby | | | |
| KPLH | 1D | | | | | | | (J. Lindstrom.) | | | | |
| 6287 | **Henry Wilson** | Scw | Am | Boston | 169 | | 1903 | Wilmington, | U. S. Gov- | 2CylC18,36x22; | | |
| | Steel | | 110 | 24.5 \| 10 | 248 | | 1 | (Pusey [Del | ernment (Quarter- | 1WTB;WP150lbs;350IHP | | |
| | 1D 3BH | | | | | | | & Jones Co.) | master's Dept.) | | | |
| 6288 | **Henry Witbeck** | Brg | Br | Montreal | 587 | | '83 | Manitowoc, | Sincennes | O | | |
| 138,240 | | | 166.4 | 33.2 \| 14.8 | 627 | | rb'17 | (Rand & [Wis. Burger.) | McNaughton Line | | | |
| | 1D | | | | | | | | | | | |
| 6289 | **Hera** | Scw | Am | New York | 2912 | | 1912 | Greenock, | Standard | 3CylTE27,44,73x48; | | BL |
| | Steel | | 374.3 | 51 \| 29 | 4705 | | 7 | (Greenock [Scot. & Grangemouth Dockyard Co., Lim.) | Oil Co. (N. J.), Mgrs. | 3SB;WP180lbs | | |
| | 2D;Web frms;Long. frmg; 16BH | | P103′ | B28′ F42′ | | | | | | | | |
| | Mchy aft;Wireless;Oil in bulk; Oil fuel;W. Bal | | | | | | | | | | | |
| 6290 | **Herakles** | Scw | Nor | Drammen | 2724 | | 1912 | Sunderland, | Bruusgaard | 3CylTE26,42,70x48; | | C |
| | Steel | Sch | 390 | 54.1 \| 24.5 | 4339 | | 11 | (W. Doxford [Eng. & Sons, Lim.) | Klosteruds Dampsk. Selsk | 3SB;WP180lbs;Dkd,d rpd12,25 | S.S.No.3,NY6,25; | |
| MHVB | 1D;Shel dk;Deep frmg; 6BH | | | | | | | | | | M.&B.S;shft drn6,25 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6291 | **Herbert F. Black** | Scw | Am | Fairport | 4824 | | 1916 | Lorain, | Donner | 4CylQE23½,38,42,63x42; | (★100(GL) | |
| 214,466 | Steel | | 504 | 54 \| 30 | 6262 | | 10 | (American [Ohio S. B. Co.) | S.S. Co. | 2SB;WP180lbs;1800IHP. | P.S.4,25 | |
| | 1D;Long. frmg;Web frms; 3BH | | F44′ | | | | | | | | | |
| | Mchy aft;SUB.SIG;W. Bal | | | | | | | | | | | |
| 6292 | **Herbert Fischer** | Scw | Ger | Rostock | 1464 | | 1900 | Blyth, | F. W. | 3CylTE22,37,61x39; | | BL |
| | xWoodburn Steel | | 302.9 | 43.2 \| 19.9 | 2404 | | 11 | (Blyth [Scot. S. B. Co., Lim.) | Fischer | 2SB;WP180lbs | | |
| MFKW | 1D;Deep frmg;Wireless;W. Bal 5BH | | P25′ | B78′ F34′ | | | | | | | | |
| 6293 | **Herbert G. Wylie** | Scw | Am | Los Angl's | 2579 | | 1912 | Newcastle, | Pan Ameri- | 3CylTE23½,38½,64x45; | | BL |
| 212,697 | Steel | | 360 | 50.2 \| 28.7 | 4292 | | 12 | (Armstrong, [Eng. Whitworth & Co., Lim.) | can Petroleum & Transport Co. | 2SB;WP180lbs;2001HP | | |
| LDTR | 2D;Mchy aft;Long. frmg; 14BH | | P83′ | B25′ F36′ | | | | | | | | |
| | Web frms;Oil in bulk;Oil fuel; | | | | | | | | | | | |
| | Wireless;SUB.SIG;W. Bal | | | | | | | | | | | |
| 6294 | **Herbert Green** | Scw | Br | Weymo'th | 205 | | 1919 | Gilberts | J. T. | 2CylC10,20x20; | | |
| 141,574 | Wood | | 116 | 28.4 \| 10.6 | 283 | | | Cove, N. S. (Melanson Bros.) | Moulton | 1Blr;WP150lbs;125IHP. | | |
| TPQS | 1D | | | | | | | | | | | |
| 6295 | **Herbert L. Pratt** | Scw | Am | Phila. | 4477 | | 1918 | Alameda, | Atlantic | Stm Tbn; | | BL |
| 215,969 | Steel | | 435 | 56 \| 32 | 7118 | | 3 | (Bethlehem [Cal. S. B. Corp.) | Refining Co. | 3WTB;WP250lbs;2600SHP | | |
| LJQD | 2D;Web frms;Oil fuel; 16BH | | P122′ | B50′ F42′ | | | | | | | | |
| | Oil in bulk;Long. frmg;Mchy aft; | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6296 | **Herbert L. Rawding** | Sch | Am | Boston | 1109 | | 1919 | Stockton, | New Eng- | Hw,Hk,F;Gif(Sltd) | | V |
| 218,885 | | 4 M | 201.7 | 38.5 \| 21.9 | 1219 | | | (Atlantic [Me. Coast Co.) | land Maritime Co., Inc. | | | |
| LSTD | 2D | | | | | | | | | | | |
| 6297 | **Herbert N. Edwards** | Scw | Am | N. London | 145 | | 1911 | Rockland, | Fisheries | | | |
| 208,887 | O,YP | | 155.6 | 23.1 \| 12.9 | 323 | | 7 | (Cobb, [Me. Butler & Co.) | Products Co. | 750IHP. | | |
| LCBD | 1D 4BH | | | | | | | | | | | |
| 6298 | **Herbert Parker** | Sch | Am | Gloucester | 78 | | 1919 | Essex, | B. A. Smith | Wd; | | |
| 218,819 | | Aux | 105.3 | 25.2 \| 11.9 | 139 | | | (A. D. [Mass. Story.) | | Oil Eng;100IHP. | | |
| | 1D | | | | | | | | | | | |
| 6299 | **Herbert Siemers** | Scw | Ger | Hamburg | 739 | | 1919 | Papendrecht | G. J. H. | 3CylTE18,29,46x36; | | G |
| | xOostzee Steel | | 237 | 36.6 \| 18 | 1283 | | 8 | (Wed. A. [Hol. van Duijvendijk.) | Siemers & Co. | 2SB;WP180lbs;900IHP. | | |
| RCFT | 1D;SUB.SIG;W. Bal 4BH | | P23′ | B56′ F20′ | | | | | | | | |
| 6300 | **Herbert T. Pontin** | Scw | Am | New York | 88 | | '79 | Greenpoint, | Pontin Boat | 1Cyl22x22; | | |
| 145,195 | xTransit Wood | | 98 | 28 \| 7.9 | 138 | | | N. Y. | Corp. | 125IHP. | | |
| | 1D | | | | | | | | | | | |
| 6301 | **Hercules** | Scw | Am | San Fran. | 81 | | 1907 | Camden, | Western | 3CylTE17,24,41x30; | | |
| 204,801 | Steel | | 134 9 | 26.1 \| 15.5 | 409 | | 12 | (Jno. H. [N. J. Dialogue & Son.) | Pacific R.R. Co. | 500IHP. | | |
| KWLQ | 1D;Wireless | | | | | | | | | | | |
| 6302 | **Hercules** | SW | Am | Portland | 696 | | '92 | Bath, | Maine Cen- | 2CylVB34x96; | | |
| 96,154 | O,Hk,YP;Glcf ✠ | | 200.6 | 37.6 \| 12.1 | 800 | | 5 | Me. | tral R.R. Co. | 915IHP. | | |
| | 1D | | | | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6303 122,217 | **Hercules** Steel 1D 3BH | Scw | Br 100 | Toronto 23.1 \| 11.6 | 137 234 | | 1906 | Toronto, (Polson [Can Iron Works Co., Lim.) | Canadian Government (Dept. of Public Wks.) | 3CylTE13,22,36x21 | | |
| 6304 96,443 | **Hercules** Wood 1D | StW | Am 160.3 | Portland 34 \| 8.6 | 293 560 | | '99 | Portland, Ore | Shaver Transp. Co. | | | |
| 6305 MBTN | **Hercules** Steel 1D;Spar dk;Deep frmg; Wireless;W. Bal 6BH | Scw Sch | Nor 339 P34′ | Oslo 48 \| 26.4 B204′ F39′ | 2439 3789 | | 1903 2 | Sunderland, (Osbourne, [Eng Graham & Co.) | A/S Neptun | 3CylTE24,40,66x48; 2SB;WP180lbs | | N |
| 6306 HNRG | **Hercules** Steel 1D;B;Spar dk;W. Bal;Wireless 6BH | Scw Sch | Sp 360 P29′ | Bilbao 48.1 \| 20.3 B86′ F35′ | 3254 4174 | | 1900 1 | Middlesbro, (R. [Eng. Craggs & Sons.) | J. M. Garteiz, Mgr | 3CylTE25,40,68x48; 3SB;WP180lbs | | BL |
| 6307 162,227 | **Hercules** 1D | Brg | Am 115 | Detroit 40 \| | 495 559 | | 1904 | Detroit, Mich. | M. Sullivan | O | | |
| 6308 NWVK | **Hercules** Steel 3D;Shel dk;Wireless;W. Bal 6BH | Scw | Hol 326.1 | Amst'dam 45.1 \| 18.6 | 1372 2286 | | 1914 | Capelle a/d (A. [Ysel, Hol Vuijk & Zonen.) | Koninkl. Nederl Stoomboot Mij | 3CylTE21½,34,56x42; 3SB;WP180lbs;1400IHP | | V |
| 6309 214,685 LGQH | **Herdis** 2D | Sch 4 M | Am 199.8 | Baltimore 42.4 \| 19.9 | 1124 1220 | | 1917 3 | Chelsea, (R. T. [Mass. Green & Co.) | Maryland Nav. Co. | O,YP;Gicf(Sltd) | ✠ — — Suspended3,26 | |
| 6310 212,605 LDRC | **Heredia** Steel 3D;Oil fuel;SUB.SIG;Wireless; W. Bal 4BH | Scw Sch | Am 378.8 | New York 49.8 \| 20.6 B152′ F44′ | 2801 4611 | | 1908 9 | Belfast, (Work- [Ire. man, Clark & Co., Lim.) | United Fruit S.S. Corp. | 3CylTE27,45,75x54; 5SB;WP190lbs;3650IHP; s rps12,25;Dkd8,26 | 2dS.S.No.1,NO7,25;A.S.7,25; shft drn4,25;M.&B.S.12,25 | C |
| 6311 120,903 HFBD | **Herefordshire** Steel 3D;Web frms;Oil fuel;SUB.SIG; Wireless;W. Bal 7BH | Scw Twin | Br 452.3 P51′ | Liverpool 54.3 \| 30.6 B223′ F53′ | 4490 7217 | | 1905 11 | Belfast, (Harland [Ire. & Wolff, Lim.) | Bibby S.S. Co. (Lim.) | 2-4CylQE22,31,46,65x48; 2DB;2SB;WP215lbs | | BL |
| 6312 138,547 | **Hermada** 1D | Sch | Br 115 | Lunenb'rg 26.5 \| 10.5 | 98 138 | | 1917 10 | Shelburne, (W. C. [N. S. McKay & Son.) | Zwicker & Co. (Lim.) | O,Hw,Sp;Gif(Sltd) | ✠ — — Suspended1,21 | |
| 6313 1,172 NTHE | **Hermada** xCarventum xStrathness Steel 1D;Spar dk;Deep frmg; Wireless;W. Bal 6BH | Scw | It 370 P25′ | Genoa 52.2 \| 17.5 B92′ F40′ | 3566 4582 | | 1907 5 | Pt. Glasgow, (W. Ham- [Scot ilton & Co., Lim.) | Soc. Anon. Parodi & Corrado | 3CylTE25,41,68x48; 3SB;WP180lbs | | BL |
| 6314 96,398 | **Herman** Wood 2D | SW | Am 155 | St.Mich'el 36 \| 6.6 | 164 456 | | '98 | Dutch Harbor, Alaska (T.P.H.Whitelaw.) | American- Yukon Nav. Co. | 1Cyl18x30; 1Blr;450IHP. | | |
| 6315 | **Herman** xMorning Star Wood 1D | MV Bkt | Mex 131.3 | Manzanllo 29.9 \| 12.2 | 339 362 | | '84 | Bath, (New [Me. England S. B. Co.) | Luz Valdez Vva. de Omana | 1CylOilEng11½x17; 250BHP. | | |
| 6316 220,895 MCDW | **Herman Frasch** Steel 1D;Oil fuel;Wireless;D.F;W. Bal 7BH | Scw Twin | Am 356 P19′ | New York 51.6 \| 30 F25′ | 2778 4421 | | 1920 12 | Newburgh, (Newburgh [N. Y. Shipyds., Inc.) | Union Sulphur Co. | Stm Tbns; 3SB;WP210lbs;3000IHP. | | BL |
| 6317 81,263 | **Herman H. Hettler** xWalter Vail Oak 1D | Scw | Am 210 | Chicago 34.7 \| 13.2 | 536 789 | | '90 rb'13 | W. Bay City, (J. [Mich. Davidson.) | Wenonah Transp. Co. | 2CylC22,42x40; 1FB;WP120lbs;483IHP. | 95(GL) P.S.4,26 | |
| 6318 95,903 KDPV | **Herman Winter** Iron 2D;Spar dk;SUB.SIG;W. Bal 5BH | Scw Sch | Am 271.8 | P'tsmouth 41.6 \| 19.2 | 1768 2625 | | '86 12 | Phila., Pa. (Wm. Cramp & Sons Co.) | Eastern S.S. Lines, Inc. | 2CylC36,68x54; 4CRTB;WP100lbs;2000IHP | — Exp | |
| 6319 LCFJ | **Hermelin** Steel 2D;W. Bal;Wireless 4BH | Scw | Nor 270.6 P26′ | Drammen 40.1 \| 19.4 B76′ F26′ | 1163 2019 | | 1918 1 | Hong Kong, (Hong [China. Kong & Whampoa Dock Co., Lim.) | Bruusgaard Kiosteruds Dampskibs. Akt. | 3CylTE20,33,54x39; 2SB;WP180lbs | | BL |
| 6320 MCKQ | **Hermes** Steel 1D;R;Deep frmg;Web frms; Wireless;W. Bal 6BH | Scw Sch | Nor 346 P31′ | Drammen 49.6 \| 26.5 B104′ F30′ | 2515 3914 | | 1905 10 | Sunderland (J. L. [Eng. Thompson & Sons, Lim.) | Bruusgaard Kiosteruds Dampskibs. Akt. | 3CylTE25,41,67x45; 2SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6321 | **Hermes** Steel | Scw | Hol | Amst'dam | 1670 | | 1920 | Bolnes, | Koninkl. | 3CylTE23,37,61x45; | | V |
| PBDF | 2D;Oil fuel;Wireless;W. Bal 6BH | | 345.9 | 48.3 \| 18.7 | 2739 | | | (N. V. Boele's Schps. & Mchf.) [Hol | Nederl. Stoomb. Maats | 3SB;WP180lbs;1800IHP. | | |
| 6322 | **Hermes** Steel | MV | Hol | Gravnh'ge | 2313 | | 1914 | Newcastle, | Petroleum, | 2-6CylOilEng20½x35 7/16 | | BL |
| PBDC | 2D;Web frms;Mchy aft; 14BH Oil in bulk;Wireless;D.F;W. Bal | Twin | 344.6 | 46.1 \| 25.5 F34′ | 3768 | | 10 | (Palmers' Co., Lim.) [Eng. | Maats "La Corona" | | | |
| 6323 | **Herminius** Steel | Scw | Br | Sthamptn | 6737 | | 1911 | Belfast, | G. Thomp- | 2-3CylTE23½,39,66½x48; | | BL |
| 131,795 | xWaimana | Twin | 477.6 | 63.1 \| 31.3 | 10389 | | 11 | (Workman, | son & Co. (Lim.) | | | |
| HTSW | 2D;Shel dk;Wireless;W. Bal 9BH | | B181′ | F48′ | | | | Clark & Co., Lim.) [Ire. | | 5SB;WP205lbs | | |
| 6324 | **Hermion** Steel | Scw | Nor | Drammen | 2726 | | 1913 | Sunderland, | Bruusgaard | 3CylTE26,42,70x48; | | C |
| MJKG | 1D;Shel dk;Deep frmg; 6BH Wireless;W. Bal | Sch | 390 | 54.1 \| 24.6 | 4342 | | 6 | (W. Doxford & Sons, Lim.) [Eng. | Kolsterud Dampskibs Akt. | 3SB;WP180lbs | S.S.No.3,Rtdm7,25;A.S.2,26; B.S.7,25;M.S;shft drn2,26 | |
| 6325 | **Hermione** Steel | Scw | Br | Liverpool | 3201 | | 1908 | Newcastle, | C. T. | 3CylTE26,43,72x48; | | BL |
| 124,120 | | | 385.5 | 50.5 \| 30.3 | 5200 | | 2 | (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | Bowring & Co. (Lim.), Mgrs. | 3SB;WP180lbs | | |
| HMJC | 2D;Web frms;Mchy aft; 14BH Oil fuel;Oil in bulk;Wireless;W. Bal | | P96′ | B25′ F42′ | | | | | | | | |
| 6326 | **Hermod** | Bk | Fin | Koivisto | 150 | | '98 | Oscarshamm | V. A. | O,P;Gif(Sltd) | | |
| 2,838 | xSweden | | 102.7 | 24.7 \| 9.4 | 174 | | | (L. A. Hultgren.) [Swd. | Kyylsonen | | | |
| RVJT | 1D | | | | | | | | | | | |
| 6327 | **Hermosa** Wood | Scw | Am | Los Angls | 334 | | 1902 | Wilmington, | Wilmington | 2CylC16,32x24; | | |
| 96,611 | | | 139 | 28 \| 11.5 | 483 | | 5 | (Wm. Muller.) [Cal. | Trans. Co. | 1SB;WP160lbs;325IHP | | |
| KRPV | 1D;Wireless | | | | | | | | | | | |
| 6328 | **Herndon** | Brg | Am | Phila. | 1651 | | 1902 | Noank, | Reading Co. | O,YP;Gif✕(Sltd) | — Exp | |
| 96,609 | | 4M | 252 | 43 \| 20 | 1763 | | 4 | (R. Palmer & Son.) [Conn. | | | | |
| KRPH | 1D;B | | | | | | | | | | | |
| 6329 | **Herold** Steel | Scw | Ger | Hamburg | 2443 | | 1900 | Newcastle, | Reed. Ges. | 4CylQE23,31,48,71x45; | | G |
| | xSchwarzenfelde xSchwarzenfels | | 357.4 | 46 \| 27 | 3837 | | 2 | (Wigham, Richardson & Co., Lim.) [Eng. | Leonhard R. Muller m. b. H. | 2SB;WP210lbs | | |
| RCDB | 2D;Spar dk;Web frms; 6BH Wireless;W. Bal | | P46′ | B98′ F45′ | | | | | | | | |
| 6330 | **Heron** Steel | Scw | Am | Rockland | 208 | | 1919 | Savannah, | Deep Sea | 3CylTE12¾,21½,35x24; | | |
| 219,623 | | | 139.4 | 25.2 \| 14.2 | 411 | | | (Foundation Co.) [Ga. | Fisheries, Inc. | 1SB;WP180lbs;500IHP. | | |
| LVQJ | 1D 5BH | | | | | | | | | | | |
| 6331 | **Heron** Steel | Scw | Am | | | | 1918 | Mariners | U. S. Govt. | 3CylTE19,29,46x30; | | |
| | 2D;Oil fuel;W. Bal 11BH | | 180 | 34.3 \| 17.9 | | | 10 | Harbor, N. Y. (Standard S. B. Corp.) | (Navy Dept.) | 2WTB;WP200lbs;1400IHP | | |
| 6332 | **Heronspool** Steel | Scw | Br | W.Hartlpl | 2105 | | 1903 | Stockton, | R.Ropner & | 3CylTE24½,41,66½x42; | | BL |
| 115,150 | | | 325 | 48.1 \| 22.9 | 3276 | | 9 | Eng. (Ropner & Son.) | Co. (Mgrs.) | 2DB;WP180lbs | | |
| VDTJ | 1D;B;Web frms;Wireless; 5BH W. Bal | | P31′ | B65′ F32′ | | | | | | | | |
| 6333 | **Herschel** Steel | Scw | Br | Liverpool | 3945 | | 1914 | Glasgow, | Lamport | 4CylQE25½,36,51,73½x54; | | BL |
| 135,591 | | | 435 | 55.2 \| 27.4 | 6293 | | 6 | (D. & W. Henderson & Co., Lim.) [Scot. | & Holt (Lim.), Mgrs | 2DB;1AuxSB;WP215lbs | | |
| JFTV | 2D;Shel dk;Wireless;W. Bal 7BH Oil fuel | | B144′ | F45′ | | | | | | | | |
| 6334 | **Hertford** Steel | Scw | Br | London | 6934 | | 1917 | Vegesack, | Federal | 2-3CylTE28,46,75x51; | | BL |
| 144,656 | xFriesland | Twin | 520.7 | 64.2 \| 38.1 | 10923 | | | (Bremer Vulkan.) [Ger. | Steam Nav. Co. (Lim.) | 5SB;WP199lbs | | |
| KGFB | 3D;Wireless;Oil fuel;W. Bal 8BH | | P70′ | B254′ F44′ | | | | | | | | |
| 6335 | **Hertha** Steel | Scw | Ger | Hamburg | 2529 | | 1907 | Sunderland, | Emder | 3CylTE24,41,68x45; | | G |
| | xWalhalla | | 349 | 49 \| 23.9 | 4006 | | 10 | (W. Doxford & Sons. Lim.) [Eng. | Reed, A. G. | 3SB;WP180lbs;1800IHP; | | |
| RCKP | 2D;Wireless;W. Bal 6BH | | P32′ | F30′ | | | | | | | | |
| 6336 | **Hertha** | Sch | Dan | Marstal | 178 | | 1901 | Faxe, | E. B. | Wd(Sltd) | | V |
| | | | 112.2 | 26.9 \| 11 | 200 | | | (J. Koefoed.) [Den. | Kromann, Mgr. | | | |
| NLPJ | 1D | | | | | | | | | | | |
| 6337 | **Hertha** Steel | Scw | Nor | Bergen | 707 | | 1917 | Sliedrecht, | A/S. | 3CylTE17,29,46x35; | | N |
| | xVenus II | | 240.1 | 36.7 \| 15.8 | 1364 | | 4 | (Scheepsb. Baanhoek.) [Hol | Dampskib Vesla | 2SB;WP180lbs | | |
| MVFL | 1D;W. Bal 4BH | | P24′ | B63′ F25′ | | | | | | | | |
| 6338 | **Hertha Engeline Fritzen** Steel | Scw | Ger | Emden | 2231 | | 1902 | Newcastle, | Akt. Ges. | 3CylTE24,39,66x45; | | N |
| | xHagen xTancred | Sch | 334 | 43 \| 24.8 | 3474 | | 10 | (Tyne I. S. B. Co., Lim.) [Eng. | fur Handel & Verkehr | 2SB;WP149lbs | | |
| JBCF | 1D;B;Wireless;W. Bal 6BH | | P28′ | B98′ F33′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6339 | **Herzogin Cecilie** | Bk | Fin | Mariehmn | 2584 | | 1902 | Bremer- | G. Erikson | Stl;3BH | | G |
| TPMK | 2D;W. Bal | 4 M | 314.1 P & B | 46 \| 23.8 194′ F46′ | 3111 | | 4 | (Rick- [hvn, Germers Akt. Ges.) | | | | |
| 6340 | **Hesbaye** | Scw | Blg | Antwerp | 1486 | | 1903 | Flensburg, | Cie. | 3Cyl;TE21,35,55x35; | | |
| MHSY | xAlbert Killing Steel; xCaptain W. Menzell 5BH; 1D;Deep frmg;Wireless;W. Bal | | 292 P16′ | 41.4 \| 18.8 B175′ F34′ | 2018 | | | (Flensburger [Ger Schiffsb. Ges.) | Hanseatique Belge | 1SB;WP171lbs;850IHP. | | |
| 6341 | **Hesione** | Scw | Br | Liverpool | 2516 | | 1915 | Hamburg, | British & | 3Cyl;TE24,40,66x47; | | BL |
| 143,802 JWLG | xItajahy Steel; 2D;Shel dk;Wireless;W. Bal 6BH | | 361.6 | 51.2 \| 25.6 | 4125 | | | (Reihertieg [Ger. Schiffsw.) | So. American Steam Nav. Co. (Lim.) | 2SB;WP200lbs | | |
| 6342 | **Hesleyside** | Scw | Br | Newcastle | 2518 | | 1912 | Sunderland, | Charlton, | 3Cyl;TE25,41,68x48; | | BL |
| 133,508 HWKB | Steel; 1D;Web frms;Long. frmg; Wireless,W. Bal 5BH | | 363 P34′ | 50 \| 25.6 B117′ F36′ | 3994 | | 7 | (Short [Eng. Bros., Lim.) | McAllum & Co., Mgrs. | 3SB;WP180lbs | | |
| 6343 | **Hesper** | Sch | Am | Boston | 1231 | | 1918 | South | Rogers & | O,Ch,Mpl;Gicf (Sltd) | ✠A1 | |
| 216,630 LMGH | 2D | 4 M | 210.2 | 41 \| 20.4 | 1348 | | 11 o'25 | Somerset, Mass. (Crowninshield S. B. Co.) | Webb | s t,dk clkg5,22;clk b8,22; s rps,s b clkg,tr t,dk clkg;nDB11,25 | S.S.No.2,Bost11,25 | |
| 6344 | **Hesperia** | Scw | Br | Liverpool | 2378 | | 1919 | Flensburg, | British & | 3Cyl;TE28,46,76x48; | | BL |
| 144,661 KGJF | xPatria Steel; 2D;Shel dk;Wireless;W. Bal 6BH | | 384.5 | 52 \| 22.5 | 3895 | | 5 | (Flensburger [Ger. Schiffsb. Ges.) | So. American Steam Nav. Co. (Lim.) | 3SB;WP185lbs | | |
| 6345 | **Hesperian** | Bkt | Am | San Fran. | 1215 | 4′ 5½″ 19′ 11½″ | 1918 | Rolph, | Rolph | F,IB;Gif✕(Sltd) | ✠A1Ⓔ | |
| 217,229 LNTD | 1D;B | | 231.4 | 43.5 \| 18.6 \| 21′ 6″ | 1385 | | 12 | (Rolph [Cal S. B. Co.) | Nav. & Coal Co. | DB;d rpd,clk t2,20;s clkg,clk dk11,21; s rps9,22;Dkd,Exmd8,23 | S.S.No.1SanF8,23; B.S.8,23 (Laid up) | |
| 6346 | **Hesperides** | Scw | Br | Liverpool | 2392 | | 1919 | Flensburg, | British & | 3Cyl;TE28,46,76x48; | | BL |
| 144,694 KGMT | xParthia Steel; 2D;Shel dk;Wireless;W. Bal 6BH | | 382.4 | 52.7 \| 22.5 | 3929 | | 12 | (Flensburger [Ger. Schiffsb. Ges.) | South American Steam Nav. Co. (Lim.) | 3SB;WP185lbs | | |
| 6347 | **Hesperos** | Scw | Nor | Drammen | 2722 | | 1913 | Sunderland, | Bruusgaard, | 3Cyl;TE26,42,70x48; | | C |
| MJNR | Steel; 1D;Shel dk;Deep frmg; W. Bal;Wireless 6BH | | 390 | 54.1 \| 24.6 | 4341 | | 6 | (William [Eng. Doxford & Sons, Lim.) | Klosteruds & Co., Mgrs. | 3SB;WP180lbs;d rpd10,24;Dkd5,26 | S.S.No.3,NY10,24; n shft9,23;shft drn10,24; M.&B.S.12,25 | |
| 6348 | **Hessa** | Scw | Nor | Aalesund | 1316 | | 1919 | Toronto, | Aalesunds | 3Cyl;TE20,33,54x40; | | N |
| MTWQ | Steel; 1D;W. Bal;Wireless 4BH | | 251.6 P25′ | 43.9 \| 22.3 B64′ F20′ | 2215 | | 10 | (Dominion [Can. S. B. Co., Lim.) | Dampskibsredere A/C. | 2SB;WP180lbs | | |
| 6349 | **Hessen** | Scw | Ger | Hamburg | 4887 | | 1922 | Vegesack, | Hamburg- | 3Cyl;TE32,52,86x55 | | G |
| RDFK | Steel; 2D;Oil fuel;SUB.SIG;Wireless; W. Bal 8BH | | 467.3 P55′ | 58 \| 32.7 B260′ F41′ | 8116 | | 11 | (Bremer [Ger. "Vulkan.") | American Line | | | |
| 6350 | **Heston** | Sch | Am | Los Ang's | 227 | | 1917 | Portland, | John E. | Wd; | | |
| 214,750 LGRT | xAngel Aux; 2D | | 111 | 26.6 \| 16.8 | 346 | | | Ore. (R. McIntosh) | Heston | 4CylOilEng;200BHP | | |
| 6351 | **Hibernia** | Scw | Swd | Gothenb'g | 1521 | | 1920 | Gothenburg, | H. Metcalf, | 3Cyl;TE22,35,58x36; | | BL |
| 6,306 KCNT | Steel; 1D;Shel dk;SUB.SIG;Wireless; W.Bal 4BH | | 299.9 | 43.2 \| 23.3 | 2500 | | 7 | (Eriksbergs [Swd. M. V. Aktieb.) | Mgr. | 2SB;WP185lbs | | |
| 6352 | **Hibernica** | Sch | Br | Guernsey | 148 | | '63 | Shippegan, | F. A. Rob- | M;Icf | | |
| 46,623 VKGD | 1D | | 104.5 | 22 \| 12.4 | 166 | | 10 | (J. [N. B. Henry.) | erts | | | |
| 6353 | **Hibiscus** | MV | Am | Newport | 141 | | 1917 | Holly Hill, | Mrs. Mary | 4Cyl;GasEng9¼x11; | | |
| 215,874 LJMF | Wood; 1D | | 93.6 | 20.4 \| 8.6 | 157 | | | (McCoy [Fla. Bros.) | A. Van Buren | 100IHP | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6354 | **Hibueras** | Scw | Hon | Pt. Cortez | 819 | | 1920 | Shooters | New Or- | 3Cyl TE 19,30,50x33; | | |
| | Steel | | 234.3 | 34.1 \| 20.8 | 1445 | | 8 | Island, N. Y. | leans, Bluefields | 2SB;WP185lbs | | BL |
| | 1D;Shel dk;Oil fuel;W. Bal 4BH | | B88′ | | | | | (Standard S. B. Corp.) | Fruit & Trans. Co. | | | |
| 6355 | **Hickman** | Scw | Am | New York | 2975 | | 1918 | Shooters | U. S. Ship- | 3Cyl TE 24,40,70x48; | ✠A1Ⓔ | |
| 217,170 | | | 377 | 52.2 \| 26.8 | 4860 | | 11 | Island, N. Y. | ping Board | Standard S. B. Co; | ✠AMS | |
| LNPT | 2D;Wireless 7BH | | P25′ | B106′ F34′ | 7323 | | | (Standard S. B. Co.) | | 3SB;Standard S. B. Co: 181GS;6960HS;WP180lbs;2500IHP; Dkd7,23;d rpd2,24;Exmd3,24 | S.S.No.1,Balt2,23; M.&B.S;shft drn2,23;CL (Laid up) | |
| 6356 | **Hico** | Scw | Am | New York | 2001 | 5′ 9″ | 1919 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,484 | Steel | | 324 | 46.2 \| 25′ 28′6″ | 3283 | 22′ 11″ | 4 | (Submarine Boat Corp.) [N. J. | ping Board | Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd4,21;s rps7,21 | ✠AMS | |
| LPNW | 1D;2d dk at ends; 7BH | | P30′ | B90′ F38′ | 5500 | | | | | | Cih BB;CL (Laid up) | |
| | SUB.SIG; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T 20′394 t.....F.P.111t F.O.—A.P.66t;D.B.214′643t.....S.T.3 lt..... | | | | | | | | | | | |
| 6357 | **Higgins** | Scw | Mex | Tampico | 81 | | 1903 | Scranton, | Pierce, | 2CylC 16,30x22; | | |
| 96,679 | Wood | | 102 | 22 \| 9.8 | 119 | | 5 | (Lee, Kimball & Co.) [Miss. | Fordyce Oil Assn. | 1CRTB;WP130lbs | | |
| KSLM | 1D | | | | | | | | | | | |
| 6358 | **High Falls** | Brg | Am | New York | 434 | | 1915 | Kingston, | Anthony | Wd | | |
| 166,197 | | | 112.6 | 29.4 \| 13.3 | 434 | | | (Wm. J. Turck Co.) [N. Y. | O'Boyle | | | |
| | 1D | | | | | | | | | | | |
| 6359 | **Highcliff** | Brg | Am | New York | 758 | | 1914 | Hoboken, | Undercliff | Wd | | |
| 166,264 | | | 117.1 | 35.1 \| 8.1 | 758 | | | (Tietgen & Lang D. D. Co.) [N. J. | Terminal Warehouse Co. | | | |
| | 1D | | | | | | | | | | | |
| 6360 | **Highland Enterprise** | Scw | Br | London | 3327 | | 1903 | Pt. Glasgow, | H. & W. | 3Cyl TE 28,45,75x54; | | BL |
| 115,967 | Steel | | 385 | 51 \| 24 | 5165 | | 3 | (Russell & Co.) [Scot | Nelson (Lim.), Mgrs. | 3SB;WP180lbs | | |
| TVWC | 2D;Shel dk;Deep frmg; 6BH Wireless;W. Bal | | | | | | | | | | | |
| 6361 | **Highland Glen** | Scw | Br | London | 4793 | | 1910 | Pt. Glasgow, | H. & W. | 3Cyl TE 31,51,86x54; | | BL |
| 129,139 | Steel | | 414 | 56.3 \| 27.1 | 7598 | | 10 | (Russell & Co.) [Scot. | Nelson (Lim.), Mgrs | 3SB;1AuxSB;WP210lbs | | |
| HRSF | 3D;Shel dk;Wireless;W. Bal 8BH | | | | | | | | | | | |
| 6362 | **Highland Heather** | Scw | Br | London | 3888 | | 1904 | Pt. Glasgow, | H. & W. | 3Cyl TE 28,47,78x54; | | BL |
| 118,453 | Steel | | 390.1 | 52.5 \| 26.7 | 6089 | | 6 | (Russell & Co.) [Scot. | Nelson (Lim.), Mgrs. | 3SB;1AuxSB;WP200lbs | | |
| VTCM | 2D;Shel dk;Deep frmg; 6BH Wireless;W. Bal | | | | | | | | | | | |
| 6363 | **Highland Laddie** | Scw | Br | London | 4659 | | 1910 | Birkenhead, | H. & W. | 3Cyl TE 31,51,86x54; | | BL |
| 129,082 | Steel | | 405.8 | 56.1 \| 26.9 | 7381 | | 4 | (Cammell, Laird & Co., Lim.) [Eng. | Nelson (Lim.), Mgrs. | 3SB;1AuxSB;WP210lbs | | |
| HQND | 3D;Shel dk;Wireless;W. Bal 7BH | | | | | | | | | | | |
| 6364 | **Highland Laird** | Scw | Br | London | 2655 | | '99 | Pt. Glasgow, | H. & W. | 3Cyl TE 26,42,69x48; | | C |
| 110,576 | Steel | | 375.2 | 48.5 \| 26.3 | 4132 | | 3 | (R. Duncan & Co., Lim.) [Scot. | Nelson (Lim.), Mgrs. | 2SB;WP160lbs | 3dS.S.No.1,Lvpl2,23:A.S.12,25; n shft3,24;B.S.12,25;M.S.3,26 | |
| RDPW | 2D;Deep frmg;SUB.SIG;Wireless; 6BH W. Bal | | P37′ | B100′ F37′ | | | | | | | | |
| 6365 | **Highland Loch** | Scw | Br | London | 4730 | | 1911 | Birkenhead, | H. & W. | 3Cyl TE 31,51,86x54; | | BL |
| 129,182 | Steel | | 413.8 | 56.2 \| 27.1 | 7493 | | 3 | (Cammell, Laird & Co., Lim.) [Eng. | Nelson (Lim.), Mgrs | 3SB;1AuxSB;WP210lbs | | |
| HSJD | 3D;Shel dk;Wireless;W. Bal 8BH | | | | | | | | | | | |
| 6366 | **Highland Piper** | Scw | Br | London | 4728 | | 1911 | Birkenhead, | H. & W. | 3Cyl TE 31,51,86x54; | | BL |
| 132,559 | Steel | Sch | 413.8 | 56.2 \| 27.1 | 7490 | | 7 | (Cammell, Laird & Co., Lim.) [Scot. | Nelson (Lim.), Mgrs. | 3SB;1AuxSB;WP210lbs | | |
| HTBL | 3D;Shel dk;Wireless;W. Bal 8BH | | | | | | | | | | | |
| 6367 | **Highland Pride** | Scw | Br | London | 4706 | | 1910 | Pt. Glasgow, | H. & W. | 3Cyl TE 31,51,86x54; | | BL |
| 129,086 | Steel | | 405 | 56.2 \| 34.8 | 7469 | | 4 | (Russell & Co.) [Scot. | Nelson (Lim.), Mgrs. | 3SB;1AuxSB;WP210lbs | | |
| HQRT | 3D;Shel dk;Wireless;W. Bal 8BH | | | | | | | | | | | |
| 6368 | **Highland Prince** | Scw | Br | Newcastle | 3054 | | 1909 | Glasgow, | Rio Cape | 3Cyl TE 27,43,72x48; | | BL |
| 129,423 | xGlenshiel Steel | | 400 | 52 \| 26.9 | 4798 | | 8 | (C. Connell & Co., Lim.) [Scot. | Line (Lim.) | 3SB;WP180lbs | | |
| HPNL | 1D;Spar dk;Deep frmg; 6BH Wireless;SUB.SIG;W. Bal | | P37′ | B120′ F44′ | | | | | | | | |
| 6369 | **Highland Rover** | Scw | Br | London | 4721 | | 1910 | Pt. Glasgow, | H. & W. | 3Cyl TE 31,51,86x54; | | BL |
| 129,067 | Steel | | 405 | 56.2 \| 34.8 | 7490 | | 2 | (Russell & Co.) [Scot. | Nelson (Lim.), Mgrs. | 3SB;1AuxSB;WP210lbs | | |
| HQJN | 3D;Shel dk;Wireless;W. Bal 8BH | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6370 | **Highland Star** | Scw | Br | London | 2743 | | 1903 | Belfast, | H. & W. | 3Cy\|TE25,43.72x48; | | BL |
| 116,006 | xStar of Ireland Steel | | 380 | 48.7 \| 28.3 | 4331 | | 8 | (Workman, [Ire. | Nelson (Lim.), | 3SB;WP200lbs | | |
| VDPS | 2D;Deep frmg;Wireless;W. Bal 6BH | | P35′ | B116′ F107′ | | | | Clark & Co., Lim.) | Mgrs. | | | |
| 6371 | **Highland Warrior** | Scw | Br | London | 5337 | | 1920 | Glasgow, | H. & W. | Stm Tbns; | | BL |
| 144,671 | Steel | | 450.4 | 58.2 \| 37.2 | 8442 | | 7 | (Barclay, [Scot. | Nelson (Lim.), | 5SB;WP210lbs | | |
| KGMD | 2D;Shel dk;W. Bal;Wireless 7BH | | P31′ | F43′ | | | | Curle & Co., Lim.) | Mgrs. | | | |
| 6372 | **Highland Watch** | Scw | Br | London | 3863 | | 1904 | Pt. Glasgow, | H. & W. | 3Cy\|TE28,47,78x54; | | BL |
| 118,403 | Steel | | 390 | 52.5 \| 34.8 | 6031 | | 3 | (Russell [Scot. | Nelson (Lim.), | 3SB;1AuxSB;WP200lbs | | |
| VPWJ | 2D;Shel dk;Deep frmg; Wireless;W. Bal 6BH | | | | | | | & Co.) | Mgrs. | | | |
| 6373 | **Higho** | Scw | Am | Tacoma | 2988 | 5′ 10½″ | 1920 | Tacoma, | U. S. Ship- | 3Cy\|TE24,40,70x48; | ✠A1Ⓔ | |
| 219,581 | Steel | | 380.5 | 53.1 \| 27 \| 29′ 4″ | 4828 | 23′ 7½″ | 1 | (Todd [Wash. | ping Board | Skinner & Eddy Corp; | ✠AMS | |
| LVNP | 2D;Long. frmg;W. Bal; 7BH | | | | 7500 | | | D.D. & Const. Co.) | | 3SB;Willamette I. & S. Wks; | n shft10,22;M.S.S,24; | |
| | Oil fuel F. P. above 150° F. C-35 | | | | | | | | | 6831HS;WP190lbs;2500IHP;EAC; | shft drn10,26;Cih BB;CL | |
| | W.B.—A.P.318t;D.B.334′1237t;D | T.36′9 | 93t; F. | P.91t | | | | | | Dkd,s rps11,26 | | |
| | F.O.....D.B.—′ 828t;D | T.36′9 | 27t..... | ..... | | | | | | | | |
| 6374 | **Highview** | Brg | Am | New York | 435 | | 1914 | Kingston, | Anthony | Wd | | |
| 166,111 | 1D | | 112 | 29.2 \| 13.3 | 435 | | | (Wm. J. [N. Y. Turck Co.) | O'Boyle | | | |
| 6375 | **Hilda** | Brg | Br | Montreal | 418 | | '98 | Toronto, | Robert G. | Comp;1BH | 90(GL) | |
| 96,870 | 1D | | 160 | 30 \| 12.3 | 458 | | | (Polson [Ont. Iron Wks.) | Wedde! | | Lake Erie & St. Lawrence. P.S.4,26 | |
| 6376 | **Hilda** | Trn | Fin | Raumo | 252 | | 1904 | Luvia, | John | P;Gif(Sltd) | | |
| 159 | | | 114.8 | 28.8 \| 12.6 | 284 | | | (E.Eklund.) [Rus. | Nurminen | | | |
| VDJL | 1D;B | | | | | | | | | | | |
| 6377 | **Hilde Hugo Stinnes 10** | Scw | Ger | Hamburg | 2520 | | 1910 | Gothenburg, | A. G. Hugo | 3Cy\|TE26,43,72x45; | | G |
| | xAxel Johnson Steel | | 375.6 | 50.7 \| 22.3 | 4100 | | 12 | (Lind- [Swd | Stinnes | 4SB;WP200lbs | | |
| RBVT | 2D;Shel dk;Wireless;W. Bal 2BH | | | | | | | holmens V. A.) | | | | |
| 6378 | **Hildebrand** | Scw | Br | Liverpool | 4205 | | 1911 | Greenock, | Booth S.S. | 2-4Cy\|QE22,32,46,67x48; | | BL |
| 131,329 | Steel | Twin | 440.3 | 54.1 \| 27.3 | 6995 | | 4 | (Scott's [Scot. | Co. (Lim.) | 2DB;2SB;WP220lbs | | |
| HSKW | 2D;Shel dk;Wireless;W. Bal 8BH | | | | | | | S. B. & Eng. Co., Lim.) | | | | |
| 6379 | **Hildegaard** | Scw | Nor | Oslo | 1627 | | 1906 | Stockton, | D/S A/S | 3Cy\|TE23,38,62x42; | | BL |
| | xButetown xEda Steel | | 313 | 44.6 \| 20.6 | 2525 | | 3 | (Richardson, [Eng | Cosmos | 2SB;WP160lbs | | |
| WPGM | 1D;Deep frmg;Wireless;W. Bal 5BH | | P32′ | B78′ F36′ | | | | Duck & Co.) | | | | |
| 6380 | **Hildegard** | Scw | Ger | Stettin | 879 | | 1906 | Fevig, | Franz L. | 3Cy\|TE18,29,48x33; | | G |
| | xGerhilde xRanduff Hansen Steel | | 245.2 | 35.6 \| 17.6 | 1409 | | 6 | (Fevigs [Nor. | Nintz | 2SB;WP175lbs | | |
| JGVK | 1D;Deep frmg;W. Bal 4BH | | P26′ | B70′ F24′ | | | | Jernskibsb.) | | | | |
| 6381 | **Hildegarde** | Scw | Am | Savannah | 102 | | '98 | Westerly, | W. H. Mintz | 3Cy\|TE9½14, 24x14; | | |
| 96,405 | O,Ch;YP;Icf | | 90 | 19.1 \| 6.2 | 149 | | 6 | (Geo. [R. I. | | 200IHP. | | |
| | 1D | | | | | | | Greenman.) | | | | |
| 6382 | **Hildegarde** | Sch | Am | Phila. | 145 | | '97 | Wilmington, | E. R. Cole- | Stl | | |
| 96,376 | | | 105 | 26 \| 19.5 | 185 | | | (Harlan & [Del. | man | | | |
| KNDB | 1D | | | | | | | Hollingsworth.) | | | | |
| 6383 | **Hildur** | Scw | Swd | Helsngbrg | 1898 | | 1906 | Malmo, | Rederi A/B | 3Cy\|TE21,35,58x39; | | V |
| | xColombia xBrel xNord Steel | | 279.9 | 43.9 \| 18 | 2109 | | | (Kochums [Swd. | Atos | 2SB;WP180lbs;990IHP | | |
| KDQL | 1D;Wireless;W. Bal 5BH | | B104′ | F26′ | | | | M. V. Aktieb.) | | | | |
| 6384 | **Hillbrook** | Scw | Br | Cardiff | 751 | | 1919 | Campbel- | Portsmouth | 3Cy\|TE18,27,45x33; | | BL |
| 145,734 | xFrithjof Eide Steel | | 229.7 | 35.8 \| 15.5 | 1266 | | 12 | town, Scot. | S.S. Co. (Lim.) | 2SB;WP180lbs | | |
| KPQS | 1D;Well dk;W. Bal 4BH | | B48′ | F27′ | | | | (Campbeltown S. B. Co., Lim.) | | | | |
| 6385 | **Hillcroft** | Scw | Br | London | 1341 | | 1912 | Sunderland, | McNeil & | 3Cy\|TE21,35,57x39; | | BL |
| 129,326 | xSheba Steel | | 290 | 40.7 \| 17.8 | 2268 | | 8 | (J. Crown [Eng. | Jones, Mgrs. | 2SB;WP180lbs | | |
| KPVD | 1D;Well dk;Wireless;W. Bal 4BH | | P24′ | B53′ F30′ | | | | & Sons, Lim.) | | | | |
| 6386 | **Hillegom** | Scw | Hol | Rotterd'm | 1222 | | 1916 | Schiedam, | N. V. | 3Cy\|TE20,32,52x39; | | V |
| | Steel | | 268.1 | 42.1 \| 18.1 | 2152 | | | (A. F. [Hol. | Gebroeders van | 2SB;WP180lbs;1150IHP | | |
| PBMQ | 1D;Wireless;W. Bal 5BH | | | | | | | Smulders) | Uden's Scheepv. & Agentuur My. | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6387 | **Hillsborough** | Scw | Am | New York | 223 | | 1917 | W.Brighton, | United | 2CylC13,28x18; | ✠A1 | |
| 214,694 | O,YP;GH | | 106.3 | 30.5 \| 11.8 | 328 | | 3 | (F. A. [N. Y. | States Gypsum | Union Iron Wks; | AMS | |
| LGQM | 1D; 1BH | | | | | | | Verdon & Co.) | Transp. Co. | 1SB;P.Delaney; | New York & Boston Service. | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | 37GS;1500HS;WP165lbs;3001HP; | S.S.No.1,NY12,22; | |
| | | | | | | | | | | EAC;rps,clk a12,22;d rpd11,23; | N Eng&Blr;shft drn12,22; | |
| | | | | | | | | | | s rps,s clkg,clk dk9,24 | Scip | |
| 6388 | **Hillsborough County** | Scw | Am | Newark | 2003 | 5′ 9″ | 1919 | Newark, | Ford Motor | Stm Tbn; | ✠A1Ⓔ | |
| 218,240 | Steel | | 324 | 46.2 \| 25 | 3286 | 22′ 11″ | 6 | (Submarine [N. J. | Co. | Westinghouse E. & M. Co; | ✠AMS | |
| LRMH | 1D;2d dk at ends; 7BH | | | 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | shft drn3,20;Cih BB;CL | |
| | SUB.SIG; 6BH to Fbd dk | | P30′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | d rpd3,20;Dkd,s rps5,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T .20′394 | t..... | | ..F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T 20′368 | t;S.T.3 | | 1t..... | | | | | | | | |
| 6389 | **Hilton** | Scw | Am | New York | 2423 | | 1911 | N'port News | A. H. Bull | 3CylTE22,37,60x42; | | BL |
| 208,889 | Steel | Sch | 313.6 | 46.1 \| 22.1 | 3102 | | 7 | (Newport [Va. | S.S. Co. | 2SB;WP180lbs;1300IHP. | | |
| LCBH | 1D;Web frms;Long. frmg; 5BH | | P36′ | B94′ F37′ | | | | News S. B. & | | | | |
| | SUB.SIG;Wireless;W. Bal | | | | | | | D. D. Co.) | | | | |
| 6390 | **Hilton** | Scw | Am | St. Clair | 141 | | '67 | East | Nicholson | 1Cyl18½x20; | | |
| 11,767 | Oak | | 110 | 26.4 \| 7.4 | 166 | | rb '03 | Saginaw, Mich. | Transit Co. | 1FB;WP110lbs;190IHP. | | |
| | 1D | | | | | | | | | | | |
| 6391 | **Hilversum** | Scw | Hol | Amst'dam | 2254 | | 1920 | Capelle a/d | Stoomv. | 3CylTE25,41,67x45; | | BL |
| | Steel | | 359.9 | 48.3 \| 23 | 3720 | | 9 | (A. [Ysel, Hol. | Maats. Oostzee | 3SB;WP180lbs | | |
| PBMW | 1D;Oil fuel;Wireless;W. Bal 5BH | | P30′ | B229′ F27′ | | | | Vlujk & Zonen.) | | | | |
| 6392 | **Himalaya Maru** | Scw | Jap | Osaka | 3187 | | 1918 | Nagasaki, | Osaka | 3CylTE26,44,75x48; | | BL |
| 23,554 | Steel | | 400 | 54.5 \| 30 | 5229 | | 9 | (Mitsubishi [Jap. | Shosen Kabushiki | 3SB;WP200lbs | | |
| RDNS | 2D;Wireless;W. Bal 6BH | | P39′ | B121′ F40′ | | | | Zosen Kaisha, | Kaisha | | | |
| | | | | | | | | Lim.) | | | | |
| 6393 | **Hinckley** | Scw | Am | New York | 2912 | 5′ 5½″ | 1920 | Shooters | U. S. Ship- | 3CylTE25,42,70x48; | ✠A1Ⓔ | |
| 219,953 | Steel | | 377 | 52 \| 26.6 | 4755 | 23′ 8½″ | 4 | Island, N. Y | ping Board | Standard S. B. Corp; | ✠AMS | |
| LWKM | 2D;Wireless;SUB.SIG;W. Bal 7BH | | | 29′ | 7500 | | | (Standard S. B. | | 3SB;Standard S. B. Corp; | SBP·CL | |
| | C-34 | | P41′ | B106′ F41′ | | | | Corp.) | | 8IGS;6900HS;WP190lbs;2500IHP; | (Laid up) | |
| | | | | | | | | | | EAC;s rps9,22;Dkd2,23 | | |
| | W.B.—A.P.48t;D.B.324′1029t;D. T.678t | ; A.P.4 | | 8t | | | | | | | | |
| 6394 | **Hinckley** | Scw | Am | Oswego | 177 | | 1901 | Chaumont, | Hinckley | 2CylC11,24x22; | 90(GL) | |
| 96,578 | Oak | | 114.4 | 24 \| 8 | 211 | | rb '20 | (Frank [N. Y. | Forwarding Co. | 1FB;WP140lbs | Lake Ontario & St. Lawrence | |
| | 1D | | | | | | | Phelps.) | | | River. | |
| | | | | | | | | | | | P.S.7,26 | |
| 6395 | **Hindenburg** | Scw | Ger | Hamburg | 4897 | | 1921 | Vegesack, | A. G. Hugo | 3CylTE32,52,86x55; | | G |
| | Steel | | 468.8 | 58.2 \| 36 | 7878 | | 2 | (Bremer [Ger. | Stinnes | 4SB;WP200lbs | | |
| RBFM | 2D;SUB.SIG;Wireless;W. Bal 8BH | | | | | | | Vulkan.) | | | | |
| 6396 | **Hindustan** | Scw | Br | Newcastle | 3242 | | 1919 | Sunderland, | Common | 3CylTE25½,44,73x48; | | BL |
| 142,827 | Steel | | 400 | 52.4 \| 28.5 | 5217 | | 3 | (Short [Eng. | Bros. | 3SB;WP180lbs | | |
| JWHN | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F40′ | | | | Bros.) | | | | |
| 6397 | **Hirato Maru** | Scw | Jap | Setoda | 885 | | '99 | Newcastle, | Noguchi | 3CylTE18,30,49x33 | | |
| 13,905 | xHydra Steel | Sch | 237 | 35.1 \| 20.5 | 1441 | | | (Wood, [Eng. | Kisen Kabushiki | | | |
| LRNP | 1D;W. Bal | | | | | | | Skinner & Co., | Kaisha | | | |
| | | | | | | | | Lim.) | | | | |
| 6398 | **Hirondelle** | Scw | It | Monaco | 388 | | 1911 | La Seyne, | Inter- | 2-3CylTE19,30,72x30; | | |
| | Steel | Twin | 291.7 | 36.2 \| 17.1 | 1321 | | | (Forges & [Fr. | national Film | 4SB;WP185lbs;2200IHP | | |
| | 1D;Wireless 8BH | | | | | | | Chantiers de la | Service Co. of | | | |
| | | | | | | | | Medit.) | N. Y. | | | |
| 6399 | **Hisayoshi Maru** | Scw | Jap | Nishi'mya | 775 | | 1903 | Oslo, | Kagoshima | 3CylTE20,32,52x33; | | |
| 30,052 | xFalkefjell xKingston Steel | Sch | 227 | 31.6 \| 22.1 | 1263 | | 5 | (Akers [Nor. | Yusen Kabushiki | 2SB;WP180lbs | | |
| SQNJ | 1D;B;W. Bal 4BH | | | | | | | Mek. Vaerks.) | Kaisha | | | |
| 6400 | **Historian** | Scw | Br | Liverpool | 3156 | | 1924 | Glasgow, | Charente | 3CylTE26,43,73x48; | | BL |
| 147,290 | Steel | | 395.5 | 52.5 \| 28 | 5074 | | 12 | (C. Connell [Scot. | S.S. Co. (Lim.) | 2DB;WP200lbs | | |
| KRVQ | 2D;Wireless;W. Bal 7BH | | P38′ | B128′ F40′ | | | | & Co., Lim.) | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6401 | **Hitherwood** | Scw | Br | London | 1000 | | 1922 | Cowes, | C. A. | 3CylTE19,32,52x36; | | BL |
| 146,670 | Steel | | 256 | 40.3 \| 15.9 | 1596 | | 11 | (J. S. White [Eng. | Stewart & Co. | 2SB;WP180lbs | | |
| KNCL | 1D;Well dk;W. Bal 4BH | | | B59′ F27′ | | | | & Co., Lim.) | | | | |
| 6402 | **Hiyeizan Maru** | Scw | Jap | Kobe | 3322 | | 1919 | Uraga, | Kokusai | 3CylTE24,40,67x48; | | BL |
| 22,320 | Steel | | 360 | 51.2 \| 25.4 | 4614 | | 2 | (Uraga [Jap. | Kisen Kabushiki | 3SB;WP180lbs | | |
| NTDW | 2D;Wireless;W. Bal 6BH | | P21′ | B91′ F35′ | | | | Dock Co., Lim.) | Kaisha | | | |
| 6403 | **Hjelmaren** | MV | Swd | Gothenb'g | 1186 | | 1922 | Gothenburg, | Rederi A/B | 6CylOilEng23⅝x35 $^{7}_{16}$ | | BL |
| 6,869 | Steel | | 312.3 | 45.6 \| 19.8 | 2467 | | 10 | (A/B [Swd. | Transatlantic | | | |
| KDTN | 1D;Shel dk;Wireless;W. Bal 5BH | | | | | | | Gotaverken.) | | | | |
| 6404 | **Hjortholm** | Scw | Dan | Copenhgn | 866 | | 1905 | Newcastle, | Det | 3CylTE19,31,51x33; | | BL |
| | Steel | Sch | 252 | 33.2 \| 16.2 | 1471 | | 8 | (Wood, Skin- [Engner & Co., Lim.) | Forenede | 2SB;WP170lbs | | |
| NPKC | 1D;Well dk;Deep frmg;W. Bal 4BH | | P & B | 198′ F24′ | | | | | Dampskibs Selsk. | | | |
| 6405 | **Hoboken** | Scw | Am | New York | 118 | | 1920 | New | Delaware, | 2CylC18,36x26; | | |
| 219,649 | xHighflyer Wood | | 94.9 | 24.8 \| 13 | 173 | | | Brighton, N. Y. | Lackawanna & | 1SB;WP155lbs;900IHP. | | |
| LVRP | 1D | | | | | | | (John W. Sullivan Co.) | Western R.R. Co. | | | |
| 6406 | **Hoboken** | Scw | Am | New York | 879 | | 1922 | Elizabeth- | Delaware, | 2-2CylC18,38x28; | | |
| 222,638 | Steel | Twin | 210.6 | 43.2 \| 18.1 | 1292 | | | (John [port, N. J. | Lackawanna & | 2SB;WP180lbs;1900IHP. | | |
| | 1D 4BH | | | | | | | W. Sullivan.) | Western R.R. Co. | | | |
| 6407 | **Hobson** | Brg | Am | Pt. Arthur | 221 | | 1907 | Milford, | Texas Co. | Wd | | |
| 163,680 | | | 120 | 23 \| 9 | 241 | | | (W. G. [Del. | | | | |
| | 1D | | | | | | | Abbott.) | | | | |
| 6408 | **Hochelaga** | Scw | Br | Montreal | 2601 | | 1912 | Middlesboro | Hochelaga | 3CylTE26,44,73x48; | | C |
| 132,818 | Steel | | 375.4 | 52 \| 27.6 | 4681 | | 4 | (R. Dixon [Eng. | Ship Co. (Lim.) | 3SB;WP170lbs;490RHP | S.S.No.2,Hfx4,24;A.S.3,26; | |
| HVMS | 1D;Deep frmg;Wireless; 6BH | | P25′ | B99′ F28′ | | | | & Co., Lim.) | | | shft drn3,25;M.&B.S.3,26 | |
| | SUB.SIG;W. Bal | | | | | | | | | | | |
| 6409 | **Hoedic** | Scw | Fr | Havre | 6131 | | 1923 | La Seyne, | Cie. des | 2-3CylTE25,42,70x48; | | V |
| | Steel | Twin | 483.5 | 58.1 \| 34.8 | 9975 | | | (Soc. An. des [Fr. | Chargeurs Reunis | 5SB;WP200lbs;6500IHP | | |
| OVIW | 3D;Wireless;W. Bal 9BH | | | P266′ F56′ | | | | Forges & Chantiers de la Medit.) | | | | |
| 6410 | **Hofplein** | Scw | Hol | Rotterdm | 4277 | | 1902 | Glasgow, | N. V. | 3CylTE26½,46,76x51; | | BL |
| | xAspasia Stavroudi Steel | | 456 | 55.2 \| 30.7 | 6689 | | 12 | (C. Connell [Scot. | Scheepv. Maats. | 3SB;WP200lbs | | |
| | 2D;Oil fuel;Web frms;Wireless; 6BH | | P38′ | B164′ F51′ | | | | & Co., Lim.) | "Millingen" | | | |
| | W. Bal | | | | | | | | | | | |
| 6411 | **Hofuku Maru** | Scw | Jap | Kobe | 4227 | | 1918 | Kobe, | Kawasaki | 3CylTE26,43,72x48; | | BL |
| 24,035 | Steel | | 385 | 51 \| 36 | 5825 | | 11 | (Kawasaki [Jap. | Dkyd. Co. | 2SB;1AuxSB;WP200lbs | | |
| RGPH | 2D;Oil fuel;Wireless;W. Bal 5BH | | | | | | | Dkyd. Co., Lim.) | (Lim.) | | | |
| 6412 | **Hog Island** | Scw | Am | New York | 3037 | 7′ 9½″ | 1919 | Hog Island, | Export S.S. | Stm Tbn; | ✠A1Ⓔ | |
| 218,991 | Steel | | 390 | 54.2 \| 27.8 \| 32′ | 4969 | 24′ 5″ | 10 | (American [Pa. | Corp. | General Electric Co; | ✠AMS | |
| LTDB | 2D;SUB.SIG;Wireless;W. Bal; 8BH | | | | 7840 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,NY6,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | M.S.6,23;B.S;n shft9,25; | |
| | | | | | | | | | | d rpd5,24;Dkd,s rps11,26 | Clh BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t..... | | ... D. | T.36′892t;F.P.1 | 44t | | | | | | | |
| | F.O .....D.B.257′1162t;S. | T.14′1 | 29t; D. | T.36′833t..... | ... | | | | | | | |
| 6413 | **Hogarth** | Scw | Br | Liverpool | 5050 | | 1921 | Glasgow, | Liverpool, | Stm Tbns; | | BL |
| 145,899 | Steel | | 442.3 | 55.4 \| 35.7 | 8109 | | 12 | (D. & W. [Scot. | Brazil & R. Plate | 3DB;1AuxSB;WP215lbs | | |
| KLGF | 2D;Oil fuel;Shel dk;Wireless; 7BH | | B159′ | F43′ | | | | Henderson & Co., Lim.) | S. N. Co. (Lim.) | | | |
| | W. Bal | | | | | | | | | | | |
| 6414 | **Hoggar** | Scw | Fr | Marseilles | 3109 | | 1924 | La Seyne, | Cie. | 3CylTE28,44,74x47; | | V |
| | Steel | | 390.4 | 50.2 \| 26 | 5146 | | | (Forg. & [Fr. | Marseillaise de | 4SB;WP185lbs;3800IHP. | | |
| OUYM | 2D;Oil fuel;Wireless;W. Bal 9BH | | P85′ | B161′ F54′ | | | | Ch. de la Medit.) | Nav. a. Vap. | | | |
| 6415 | **Hohenlinden** | Scw | Br | Montreal | 150 | | 1918 | Ft. William, | M. Conrad | 3CylTE13,20,36x24; | | |
| 151,035 | xNavarin Steel | | 135.6 | 22.6 \| 12.7 | 321 | | 9 | (Canadian [Ont. | | 1SB | | |
| | 1D 5BH | | F27′ | | | | | Car & Foundry Co.) | | | | |
| 6416 | **Hokkai Maru** | Scw | Jap | Dairen | 2744 | | 1904 | Pt. Glasgow, | Taisho | 3CylTE26,42,70x48; | | BL |
| 98 | xVennachar Steel | | 369.7 | 49.8 \| 19 | 4448 | | 11 | (Russell [Scot. | Kaiun Kabushiki | 2SB;WP180lbs | | |
| QBKM | 1D;Spar dk;Deep frmg; 6BH | | P36′ | B108′ F44′ | | | | & Co.) | Kaisha (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6417 | **Hokkoh Maru** | Scw | Jap | Dairen | 3253 | | 1918 | Sunderland, | Yamashita | 3CylTE27,44,73x48; | | BL |
| 178 | xCastellano xWar Spaniel Steel | | 400 | 52.4 \| 28.5 | 5347 | | 7 | (Short [Eng. | Kisen Goshi | 3SB;WP180lbs | | |
| OBRM | 2D;Wireless;W. Bal;Oil fuel 7BH | | P49′ | B113′ F40′ | | | | Bros., Lim.) | Kaisha | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6418 | **Hoko Maru** | Scw | Jap | Shinagawa | 815 | | 1923 | Yokohama, | Kuzuhara | 3Cyl TE17,28½,48x30; | | C-J |
| 29,318 | Steel | | 250 | 37 \| 19 | 1504 | | 3 | (Yokohama [Jap. | Reizo Kabushiki | 2SB;WP200lbs;114RHP. | A.S.4,25; | |
| SMWD | 1D;Deep frmg;Oil fuel; 4BH | | P54′ | B60′ F34′ | | | | Dockyard Co.) | Kaisha | | M.S.4,23 | |
| Mchy aft;Wireless;W. Bal | | | | | | | | | | | | |
| 6419 | **Hokuto Maru** | Scw | Jap | Tokio | 1366 | | 1923 | Hakodate, | Kinkai | 3Cyl TE20,33,55x39; | | C-J |
| 28,138 | Steel | | 270 | 40.7 \| 24 | 2270 | | 7 | (Hakodate [Jap. | Yusen Kabushiki | 2SB;WP180lbs;150RHP. | M.&B.S;shft drn9,25 | |
| SGNW | 1D;W. Bal 4BH | | P14′ | B64′ F33′ | | | | Dock Co., Lim.) | Kaisha | | | |
| 6420 | **Hokuyo Maru** | Scw | Jap | Dairen | 3776 | | '97 | Sunderland, | Hokuyo | 3Cyl TE27½,45½,75x54; | | C-J |
| 158 | xClan Macdonald Steel | | 400.6 | 50.2 \| 27.8 | 4978 | | 4 | (Wm. [Eng. | Kisen Goshi | 3SB;WP165lbs;283RHP. | 3dS.S.No.1,Insha6,25;A.S.6,25; | |
| QBPH | 3D;Deep frmg;Wireless;W. Bal 7BH | | F48′ | | | | | Doxford & Sons, Lim.) | Kaisha | | shft drn4,24;M.&B.S.6,25 | |
| 6421 | **Holbein** | Scw | Br | Liverpool | 3908 | | 1915 | Glasgow, | Lamport & | 4Cyl QE25,36,51,73x54; | | BL |
| 137,420 | Steel | | 435.8 | 55.2 \| 27.4 | 6278 | | 1 | (D. & W. [Scot. | Holt (Lim.), | 3DB;18B;WP215lbs | | |
| JHMT | 2D;Shel dk;Wireless; 7BH | | B144′ | F45′ | | | | Henderson & Co., Lim.) | Mgrs. | | | |
| D.F;W. Bal | | | | | | | | | | | | |
| 6422 | **Holden Evans** | MV | Br | | 2025 | | 1917 | Baltimore, | | 2-4Cyl Oil Eng 20½x29½; | | BL |
| Steel | Twin | 292.3 | 47.2 \| 26.9 | 3253 | | 2 | (Baltimore [Md. | | 1100IHP. | | |
| 2D;Web frms;Long. frmg; 11BH | | P76′ | F26′ | | | | D. D. & S. B. Co.) | | | | |
| Mchy aft;Oil in bulk; | | | | | | | | | | | | |
| Oil fuel;Wireless;W. Bal | | | | | | | | | | | | |
| 6423 | **Holger** | Scw | Ger | Bremen | 3575 | | 1906 | Newcastle, | Nord- | 3Cyl TE27,46,77x54; | | G |
| Steel | | 423.6 | 53.1 \| 29.2 | 5555 | | 2 | (Swan, [Eng. | deutscher Lloyd | 3SB;WP180lbs | | |
| QLMP | 2D;Deep frmg;SUB.SIG; 8BH | | P37′ | B181′ F44′ | | | | Hunter & Wigham Richardson, Lim.) | | | | |
| Wireless;W. Bal | | | | | | | | | | | | |
| 6424 | **Hollinside** | Scw | Br | Newcastle | 2337 | | 1911 | W. Hartle- | Hopeside | 3Cyl TE25,40,67x45; | | BL |
| 132,803 | xRobert Coverdale Steel | | 350.2 | 50.1 \| 23.6 | 3722 | | 9 | (W. [pool, Eng. | Steam Shipping | 2SB;WP180lbs | | |
| HTLF | 1D;Wireless;W. Bal 6BH | | P23′ | B101′ F34′ | | | | Gray & Co., Lim.) | Co. (Lim.) | | | |
| 6425 | **Hollypark** | Scw | Br | Greenock | 2053 | | 1904 | Sunderland, | J. & J. | 3Cyl TE25,41,67x45; | | BL |
| 118,627 | xLodorer xSandyford Steel | | 325 | 48 \| 16.9 | 3207 | | 1 | (J. [Eng. | Denholm (Lim.), | 2SB;WP160lbs | | |
| VMJQ | 1D;B;Spar dk;Web frms; 5BH | | P & B | 213′ F36′ | | | | Priestman & Co.) | Mgrs. | | | |
| Wireless;W. Bal | | | | | | | | | | | | |
| 6426 | **Hollywood** | Scw | Am | San Fran. | 3526 | 5′ 10½″ | 1920 | East San | Pacific | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ | |
| 220,527 | Steel | | 410.4 | 54.3 \| 27.2 \| 29′9″ | 5613 | 24′ 1″ | 8 | Pedro, Cal. | Argentine | Hooven, Owens & Rentschler Co; | ✠AMS | |
| MBJD | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | | 8800 | | | (South- | Brazil Line | 3SB;Moore S. B. Co; | S.S.No.1,SanF5,24; | |
| Oil fuel F. P. above 150° F. C-36 | | P43′ | B114′ F46′ | | | | western S. B. Co.) | | 8640HS;WP210lbs;2800IHP;EAC; | M.S.5,24;shft drn4,26; | |
| d rpd5,26;Exmd10,26 | B S.5,26;C'th BB;CL | |
| W.B.—A.P.230t;D.B.356′1270t;D | T.27′6 | 40t. . . | . . . . . F.P.135t | | | | | | | | | |
| F.O. . . . . D.B.311′ 995t;D | T.27′5 | 98t; S. | T.87t;F.P.126t | | | | | | | | | |
| 6427 | **Holm** | Scw | Dzg | Danzig | 4532 | | 1902 | W. Hartle- | "Artus" | 3Cyl TE27,44,77x54; | | G |
| xBadenia Steel | | 450.9 | 53.1 \| 31.2 | 7194 | | 10 | pool, Eng. | Danziger Reederie | 3SB;WP199lbs | | |
| HGFR | 2D;Deep frmg;Wireless;SUB.SIG; 8BH | | P55′ | B252′ F51′ | | | | (Furness, Withy & Co., Lim.) | u Handels A. G. | | | |
| W. Bal | | | | | | | | | | | | |
| 6428 | **Holms Light** | Scw | Br | Cardiff | 2458 | | 1902 | Stockton, | Bristol | 3Cyl TE26,42,74x45; | | V |
| 115,369 | xNormandier xNortham Steel | | 340 | 48.1 \| 25.1 | 3842 | | 3 | (Richardson, [Eng. | Channel | 2SB;WP160lbs;1400IHP | | |
| TGMJ | 1D;B;Shel dk;Deep frmg; 6BH | | | | | | | Duck & Co.) | Steamers (Lim.) | | | |
| Web frms;Wireless;W. Bal | | | | | | | | | | | | |
| 6429 | **Holmwood** | Sch | Br | Wellington | 696 | | 1900 | Marshfield, | Holmwood | O,YP;Icf | | |
| 121,397 | xForest Home | 4 M | 181.3 | 40 \| 15.2 | 773 | | | (H. E. [Ore. | Shipping Co. | | | |
| QCVR | 1D | | | | | | | Heckendorf.) | (Lim.) | | | |
| 6430 | **Holsatia** | Scw | Ger | Hamburg | 4228 | | 1909 | Flushing, | Hamburg- | 2-3Cyl TE23,39,66x48; | | BL |
| xFrisia Steel | Twin | 421 | 54.1 \| 34.3 | 7315 | | 7 | (Kon. [Hol. | Amerik. Packetf. | 3DB;WP200lbs | | |
| RCHD | 2D;Deep frmg;Shel dk; 7BH | | P54′ | B170′ F67′ | | | | Maats. de Scheldе.) | Akt. Ges. | | | |
| SUB.SIG;Wireless;W. Bal | | | | | | | | | | | | |
| 6431 | **Holstein** | Scw | Ger | Bremen | 3045 | | 1911 | Flensburg, | Nordd. | 3Cyl TE28,47,78x54; | | G |
| Steel | | 402.3 | 54 \| 26.5 | 4968 | | 5 | (Flensburger [Ger. | Lloyd | 3SB;WP185lbs | | |
| QLJT | 2D;Shel dk;Deep frmg; 6BH | | | | | | | Schiffsb. Ges.) | | | | |
| SUB.SIG;Wireless;W. Bal | | | | | | | | | | | | |
| 6432 | **Holtby** | Scw | Br | W.Hartlpl | 2255 | | 1909 | Stockton, | Ropner | 3Cyl TE25,41,67x45; | | C |
| 127,446 | Steel | Sch | 346.5 | 51 \| 23.3 | 3681 | | 8 | (Ropner [Eng. | Shipping Co. | 2SB;WP180lbs;323RHP. | S.S.No.3,NoShl1,22; | |
| HPND | 1D;Deep frmg;Wireless;W. Bal 6BH | | P23′ | B97′ F35′ | | | | & Son.) | (Lim.), Mgrs. | | shft drn12,24;B.S.5,25; | |
| M.S.9,25 | | |
| 6433 | **Homayun** | Scw | Br | | 2155 | | '95 | Middlesbro, | | 3Cyl TE24,39,67x45; | | |
| 108,180 | xBlafra Steel | | 332 | 43.2 \| 23 | 3363 | | 1 | (R. [Eng. | | 2SB;WP160lbs | | |
| PNSC | 2D;Web frms;Well dk;W. Bal 5BH | | P217′ | F47′ | | | | Dixon & Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6434 | **Home Smith** | Scw | Br | Midland | 2526 | | 1901 | Lorain | Algoma, | 3Cyl TE20,33½,55x40; | 100(GL) | |
| 138,212 | xWilliam S. Mack Steel | | 346 | 43 \| 23 | 3195 | | rb'20 | (American [Ohio S. B. Co.) | Central S.S. Co. | 2SB;WP175lbs;1000IHP. | P.S.4,25 | |
| | 1D;B;Mchy aft;Wireless:W. Bal 3BH | | | | | | | | | | | |
| 6435 | **Homecliffe** | Scw | Br | So. Shields | 3011 | | 1920 | So. Shields, | Cliffe S.S. | 3Cyl TE26,44,73x48; | | BL |
| 139,910 | Steel | | 385.5 | 53.6 \| 27.1 | 4914 | | 7 | (J. Read- [Eng. | Co. (Lim.) | 3SB;WP180lbs | | |
| KGHL | 1D;W. Bal;Wireless 6BH | | P36′ | B119′ F41′ | | | | head & Sons, Lim.) | | | | |
| 6436 | **Homecourt** | Scw | Fr | Bayonne | 1486 | | 1910 | Dunkirk, | Cie. des | 3Cyl TE21,33,56x36; | | BL |
| | Steel | | 288.7 | 42.8 \| 19.3 | 2387 | | 2 | (Atel. & [Fr. | Chargeurs | 2SB;WP180lbs | | |
| OJED | 1D;Deep frmg;Wireless;W. Bal 5BH | | P19′ | B74′ F33′ | | | | Ch. de France.) | Francais | | | |
| 6437 | **Homer** | Scw | Am | Los Ang's | 331 | | '91 | Bandon, | Merritt- | 2-2CylC12,24x20; | | |
| 96,142 | YF,C;Gff | Sch | 146 | 33.8 \| 17 | 501 | | 12 | Ore. | Chapman & | CRTB;WP150lbs;250IHP | | |
| KLCH | 2D;Oil fuel;Wireless 3BH | Twin | | | | | | (H. R. Reed.) | Scott Corp | | | |
| 6438 | **Homer** | Brg | Am | Pt. Huron | 527 | | 1916 | Duluth, | United Fuel | O | | |
| 166,329 | | | 120 | 40 \| 11 | 531 | | | (Duluth [Minn | & Supply Co. | | | |
| | 1D | | | | | | | Marine S. B. Co.) | | | | |
| 6439 | **Homer City** | Scw | Br | Bideford | 3051 | | 1915 | Stockton, | W. R. Smith | 3Cyl TE26,43,71x48; | | C |
| 135,961 | Steel | | 384.9 | 53 \| 27 | 4914 | | 1 | (Ropner [Eng. | & Sons, Mgrs. | 2SB;WP180lbs;Dkd,s rpsl,24 | S.S.No.2,SanF1,24;A.S.9,25; | |
| JHTQ | 1D;Deep frmg;Wireless;W. Bal 6BH | | P37′ | B125′ F39′ | | | | & Sons, Lim.) | | | B.S;n shft10,25;M.S.5,26 | |
| 6440 | **Homer D. Williams** | Scw | Am | Duluth | 6029 | | 1917 | Lorain, | Pittsburg | 3Cyl TE24½,41,65x42; | | BL |
| 215,159 | Steel | | 580 | 60 \| 32 | 7742 | | 6 | (American [Ohio | S.S. Co. | 3SB;WP180lbs;1800IHP. | | |
| | 1D;Mchy aft;Web frms; 3BH | | F53′ | | | | | S. B. Co.) | | | | |
| | Long. frmg;SUB.SIG;W. Bal; | | | | | | | | | | | |
| | Wireless;D.F. | | | | | | | | | | | |
| 6441 | **Homer Ramsdell** | Scw | Am | New York | 822 | | '87 | Newburgh, | Central | 2CylC28,52x26; | | |
| 95,920 | Iron | | 225 | 32.5 \| 11.3 | 1181 | | rb'12 | N. Y. | Hudson Steam- | 1200IHP. | | |
| | 1D | | | | | | | (T. S. Marvel.) | boat Co | | | |
| 6442 | **Homer Smith** | StW | Am | Pittsbu'gh | 332 | | 1914 | Jefferson- | Security | 2-1Cyl16x28;28x96; | | |
| 212,759 | Wood | | 235 | 40 \| 5.9 | 721 | | | ville, Ind. | Steamboat | 5Blrs;WP220lbs;1500IHP. | | |
| | 2D | | | | | | | (Howard Shipyard Co.) | Co. | | | |
| 6443 | **Homeric** | Scw | Br | Liverpool | 18058 | | 1922 | Danzig, | White Star | 2-4Cyl TE53,82,96,96x71 | | |
| 146,513 | xColumbus Steel | Twin | 751 | 83.3 \| 48.6 | 34351 | | | (F. [Ger. | Line | | | |
| KLRP | 5D;Oil fuel;Web frms; 14BH | | | B675′ | | | | Schichau.) | | | | |
| | SUB.SIG;W. Bal;Wireless;D.F. | | | | | | | | | | | |
| 6444 | **Homestead** | Scw | Am | Newark | 4122 | 8′ ½″ | 1919 | Kearny, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 217,643 | Steel | | 395.5 | 55 \| 31.4 \| 34′ 11″ | 6629 | 27′ | 3 | (Federal [N J. | ping Board | General Electric Co; | ✠AMS | |
| LQCM | 2D;Web frms; 7BH | | | | 9683 | | | S. B. Co.) | | 3SB;Federal S. B. Co; | S.S.No.1,N.Y.5,23; | |
| | Long. frmg;W. Bal; C-36 | | P44′ | B108′ F37′ | | | | | | 8934HS;WP210lbs;2500SHP;EAC; | M.S.5,23;B.S;n shft9,26; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd,d rpd9,26 | Clh BB;CL | |
| | W.B.—A.P.175t;D.B.331′1518t. | | F.P.25 | 5t | | | | | | | | |
| | F.O.—A.P.163t;D.B.289′1169t;S.T.77t; | | F.P.23 | 8t | | | | | | | | |
| 6445 | **Homledal** | Scw | Nor | Oslo | 1278 | | 1917 | Sunderland, | Fearnley & | 3Cyl TE21,35,57x39; | | N |
| | xHastemere Steel | | 285 | 43.5 \| 18.9 | 2128 | | 4 | (S. P. [Eng. | Eger, Mgrs. | 2SB;WP180lbs | | |
| MVBQ | 1D;Wireless;W. Bal 4BH | | P27′ | B82′ F32′ | | | | Austin & Son,Lim.) | | | | |
| 6446 | **Homstead** | StW | Am | Pittsbu'gh | 210 | | 1919 | Pittsburgh, | Carnegie | 2-2CylC14,28x84; | | |
| 218,994 | Steel | | 151 | 29.3 \| 5.2 | 294 | | 9 | (James [Pa. | Steel Co. | 4Blrs;WP215lbs;750IHP. | | |
| | 1D | | | | | | | Rees & Sons.) | | | | |
| 6447 | **Honduras** | Scw | Fr | Havre | 3743 | | 1909 | Rouen, | Cie.Generale | 3Cyl TE24½,39,66½x50; | | V |
| | Steel | Sch | 390.1 | 51.4 \| 33.5 | 5903 | | | (Chant. de [Fr. | Transatlantique | 3SB;WP180lbs;2400IHP | | |
| OJFH | 3D;Wireless;W. Bal 7BH | | | | | | | St. Nazaire.) | | | | |
| 6448 | **Honduras** | Scw | Nor | Oslo | 704 | | 1915 | Fredrikstad, | Sigurd | 3Cyl TE20½,33,56x36; | | N |
| | Steel | | 235 | 33.5 \| 19.9 | 1255 | | 11 | (Fredrikstad [Nor. | Dreyer | 2SB;WP180lbs | | |
| MLRD | 2D;W. Bal 4BH | | | | | | | Mek. Vaerks.) | | | | |
| 6449 | **Honeybrook** | Scw | Am | New York | 253 | | 1902 | Philadel- | Lehigh & | 3Cyl TE16½,24,41x30; | | |
| 96,660 | Steel | | 126.2 | 26 \| 15.2 | 873 | | 12 | phia, Pa. | Wilksb. Coal Co. | 1CRTB;WP175lbs;500IHP. | | |
| KSFG | 1D;B | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6450 | **Honnedaga** | Scw | Am | N.London | 3805 | 8′ 1½″ | 1920 | Groton, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard | |
| 220,237 | Steel | | 402.6 | 53.2 \| 32 | 6216 | 26′ 6½″ | 7 | (Groton [Conn. | ping Board | W. & A. Fletcher & Co; | ✠AMS | |
| LWSP | 2D;Long. frmg; 7BH | | | \| 34′ 6″ | 9400 | | | Iron Wks.) | | 3WTB;Heine Safety Blr. Co; | Clh BB;CL | |
| | Wireless;W. Bal; 6BH to Fbd dk | | P34′ | F38′ | | | | | | 9510HS;WP195lbs;2800SHP;EAC; | (Laid up) | |
| | SUB.SIG; 1BH to 2d dk | | | | | | | | | s rps3,21;Dkd,d rpd5,21 | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.51t;D.B.344′1291t; D. | T.20′ 5 | 84t... | .....F.P.73t | | | | | | | | |
| | F.O.—A.P.47t;D.B.289′ 942t.... | ..... | .... S. | T.79t,F.P.67t | | | | | | | | |
| 6451 | **Honolulan** | Scw | Jap | | 3381 | | 1900 | Chester, | Kishimoto | 3Cyl TE28,46,75x48; | ✠ — — | BL |
| | xAmerican Steel | Sch | 406.8 | 51.1 \| 30.3 | 5399 | | 10 | (Delaware [Pa. | Kisen K. K. | 4SB;WP180lbs;2500IHP. | Cancelled | |
| | 2D;Deep frmg;SUB.SIG; 6BH | | | \| 33.3 | | | | River I. S. B. Co.) | | | | |
| | Wireless;W. Bal | | P52′ | B100′ F42′ | | | | | | | | |
| 6452 | **Honolulu Maru** | Scw | Jap | Osaka | 3541 | | 1920 | Innoshima, | Osaka | 3Cyl TE27,46,76x47; | | BL |
| 26,771 | Steel | | 407.2 | 50.8 \| 30 | 5751 | 7 | (Osaka [Jap. | Shosen Kaisha | 4SB;WP200lbs | | |
| SCRG | 2D;Wireless;W. Bal 7BH | | P40′ | B137′ F46′ | | | | Iron Wks., Lim.) | | | | |
| 6453 | **Hoogkerk** | Scw | Hol | TheHague | 3170 | | 1911 | Flensburg, | Vereenigde | 4Cyl QE24,34,51,74x54; | | BL |
| | xSt. Augustine Abbey xAtto Steel | | 410 | 54.7 \| 26.7 | 5137 | | 9 | (Flensburger [Ger. | Nederlandsche | 3SB;WP213lbs | | |
| PBSL | 2D;Shel dk;Wireless;W. Bal 7BH | | | | | | | Schiffsb. Ges.) | Scheepv. Maats. | | | |
| 6454 | **Hoover and Mason** | Scw | Am | Duluth | 4578 | | 1905 | Ecorse, | Zenith | 4Cyl QE18,27,40,63x42; | | |
| 202,033 | Steel | Sch | 504 | 54 \| 30 | 5841 | | 6 | (Great [Mich. | S S. Co. | 3SB;WP225lbs;2000IHP. | | |
| | 1D;Mchy aft;W. Bal 3BH | | | | | | | Lakes Eng. Wks.) | (G. A. Tomlinson, Mgr.) | | | |
| 6455 | **Hop** | Scw | Nor | Bergen | 779 | | 1916 | Slikkerveer, | L. Chris- | 3Cyl TE18½,30,48x36; | | N |
| | Steel | | 239.6 | 36.1 \| 16.9 | 1351 | | 12 | (Boele's [Nor. | tiansen, Mgr. | 2SB;WP180lbs;900IHP | | |
| LCPT | 1D;W. Bal 4BH | | P23′ | B57′ F23′ | | | | Scheepsw. & Mchf.) | | | | |
| 6456 | **Hopatcong** | Scw | Am | N.London | 3805 | 8′ 1½″ | 1920 | Groton, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 220,804 | Steel | | 402.6 | 53.2 \| 32 | 6216 | 26′ 6½″ | 12 | (Groton [Conn. | ping Board | Vulcan Iron Wks; | ✠AMS | |
| MBVG | 2D;W. Bal; 7BH | | | \| 34′ 6″ | 9400 | | | Iron Wks.) | | 3WTB;Heine Safety Blr. Co; | Clh SB;CL | |
| | Long. frmg;Wireless; 6BH to Fbd dk | | P34′ | F38′ | | | | | | 9510HS;WP195lbs;2800SHP;EAC | (Laid up) | |
| | SUB.SIG; 1BH to 2d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.51t;D.B.344′1291t; D. | T.20′5 | 84t... | .....F.P.73t | | | | | | | | |
| | F.O —A.P.47t;D.B.289′ 942t... | ..... | ....S. | T.79t;F.P.67t | | | | | | | | |
| 6457 | **Hopatcong** | Scw | Am | New York | 672 | | 1906 | Wilmington, | Delaware, | 4Cyl TE19,30,35,35x30; | | |
| 203,052 | xCallahan Steel | | 177.2 | 39 \| 15.8 | 988 | | 5 | (Harlan & [Del. | Lackawanna & | 2SB;WP175lbs;1200IHP. | | |
| | 2D;W. Bal;Wireless | | | | | | | Hollingsworth.) | West. R.R. Co. | | | |
| 6458 | **Hopatcong** | Brg | Am | Wilm'gton | 804 | | '90 | Noank, | Morecraft | Wd | | |
| 96,168 | | Sch | 192.1 | 35.3 \| 15.3 | 843 | | | (R. Palmer [Conn. | Trans. Corp. | | | |
| | 1D | | | | | | | | S. B. & M. Ry. Co.) | | | |
| 6459 | **Hope** | Brg | Am | N. London | 427 | | '87 | N. London, | Thames | O,YP;Gif | | |
| 42,690 | | | 157.6 | 34.6 \| 11 | 449 | | | Conn. | Tow Boat Co. | | | |
| | 1D | | | | | | | | | | | |
| 6460 | **Hope Sherwood** | Sch | Am | Miami | 522 | | 1903 | Bath, | Miami | WO,Hk,Hw,YP;Gicf | — Exp | |
| 96,661 | | 4 M | 172.8 | 36.6 \| 14 | 686 | | 1 | (New [Me. | Import & Shipping | | | |
| KSFQ | 1D | | | | | | | England Co.) | Co., Inc. | | | |
| 6461 | **Hopeland** | Scw | Br | Newcastle | 2663 | | 1923 | Glasgow, | Hopemount | 3Cyl TE24,40,65x45; | | BL |
| 148,043 | Steel | | 370.6 | 53 \| 25.2 | 4281 | | 11 | (Barclay, [Scot. | Shipping Co. | 3SB;WP180lbs | | |
| KPRH | 1D;Wireless;W. Bal 6BH | | P30′ | B227′ F41′ | | | | Curle & Co., Lim.) | (Lim.) | | | |
| 6462 | **Hoquiam** | Scw | Am | San Fran. | 440 | | 1906 | Fairhaven, | Signal S.S. | 2CylC14,32x24; | | |
| 203,508 | Wood | Sch | 174 | 38.2 \| 13.3 | 644 | | 9 | Cal. | Co., Inc. | 1SB;400IHP. | | |
| KVPM | 1D;B;Oil fuel | | | | | | | (Bendixson) | | | | |
| 6463 | **Horace A. Allyn** | Brg | Am | Phila. | 748 | | 1904 | Bath, | Westmore- | O,Hw,Hk;Gicf | | |
| 201,154 | | Sch | 190.6 | 35.2 \| 16.3 | 859 | | 7 | (Kelley, [Me. | land Coal Co. | | | |
| KTGD | 1D | | | | | | | Spear Co.) | | | | |
| 6464 | **Horace A. Stone** | Sch | Am | Boston | 1237 | | 1903 | Brewer, | Crowell & | WO,YP,Hw,Hk;Icf(Sltd) | ✠A1 | |
| 200,470 | | 4 M | 208.5 | 38.6 \| 20.7 | 1376 | | 11 | (E. & I. K. [Me. | Thurlow, Inc. | clk t,dk12,25;s rps,clk b2,26 | 2dS.S.No.3,Bost2,26 | |
| KSRW | 2D | | | | | | o'25 | Stetson.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6465 219,796 LWCS | **Horace Luckenbach** Steel xEastern Trader 2D;Super dk;W. Bal; 7BH Wireless; 3BH to Fbd dk SUB.SIG; 4BH to Super dk Oil fuel F. P. above 150° F. C-39 W.B.—A.P.54t;D.B.386'1384t F.O.—A.P.32t; D.B.365'1205t; S. T.39'4 | Scw Twin | Am 445 T. 50t | New York 58 \| 32 \| 32' D.36'313t;F.P.8 F.P.8 | 4008 6475 12995 7t 1t | 5' 27' 2½" | 1920 3 | Tsurumi, (Asano S. B. Co., Lim.) [Jap. | Luckenbach S.S. Co., Inc. | 2-3CylTE22,36½,61x48; Asano S. B. Co., Lim; 4SB;Ishikawajima S. B. & E. Co; 9835HS;WP200lbs;4200IHP;EAC; Dkd,d rpd8,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,NY12,22; shfts drn7,25;B.S.6,26; Cih BB;CL | |
| 6466 215,122 | **Horace S. Wilkinson** Steel 1D;B;Web frms;Mchy aft; 4BH W. Bal | Scw | Am 588.3 F61' | Oswego 60 \| 27 | 6829 8338 | | 1917 5 | Toledo, (Toledo S. B. Co.) [Ohio | Great Lakes S.S. Co. | 4CylQE21½,30½,43,61x42; 3SB;WP220lbs;2000IHP. | | |
| 6467 215,342 LHMT | **Horace X. Baxter** Oil fuel | Scw | Am 214 | San Fran. 42 \| 16 | 700 1293 | | 1917 | North Bend, (Kruse & Banks.) [Ore. | Horace X. Baxter S. S. Co. | 3CylTE14,23,40x30; 2WTB;850IHP. | | |
| 6468 29,715 SPGL | **Horai Maru** Steel xPays de Waes xIndarra 2D;Wireless;W. Bal 7BH | Scw Twin | Jap 451 B215' | Osaka 60.1 \| 37.4 F51' | 5602 9204 | | 1912 11 | Dumbarton, (W. Denny & Bros.) [Scot. | Osaka Shosen Kabushiki Kaisha | 2-4CylQE26,38,54,76x48; 7SB;WP200lbs,8500IHP. | | |
| 6469 205,197 KWPN | **Horatio G. Foss** 2D | Sch 4 M | Am 182 | Boston 38 \| 17 | 747 846 | | 1908 5 o'25 | Camden, (John L. Mills & Co.) [N. J. | Crowell & Thurlow, Inc. | O,Hk,YP;Gif(Sltd) DB;s rps,clk,s dk clkg11,25 | ✠A1 Biennial Survey. 2dS.S.No.3,Bost11,25 | |
| 6470 140,607 JWHV | **Horatius** Steel xBardic 2D;Shel dk;Wireless; 8BH SUB.SIG;W. Bal | Scw Twin Sch | Br 450.4 | Aberdeen 58.4 \| 37.2 P31' F43' | 4879 7960 | | 1919 3 | Belfast, (Harland & Wolff.) [Ire. | G. Thompson & Co. (Lim.) | 2-3CylTE26½,44,73x48; 3DB;WP200lbs;6000IHP. | | BL |
| 6471 MVHG | **Horda** Steel 1D;Wireless;Oil fuel;W. Bal 6BH | Scw | Nor 380.1 P27' | Bergen 53.5 \| 24.1 B230' F36' | 2606 4301 | | 1920 7 | W. Hartlepool, (W. Eng. Gray & Co., Lim.) | J. Ludwig Mowinckel | 3CylTE25,41,68x48; 3SB;WP180lbs | | BL |
| 6472 133,583 JNBF | **Horden** Steel 1D;Well dk;Wireless;W. Bal 4BH | Scw | Br 321 | Newcastle 43.2 \| 19.5 F32' | 1607 2677 | | 1916 8 | Newcastle, (Wood, Skinner & Co., Lim.) [Eng. | Burnett & Co., Mgrs. | 3CylTE24,40,65x42; 2SB;WP180lbs | | BL |
| 6473 136,206 JGMS | **Hornby Castle** Steel xPacific 1D;Wireless;W. Bal 6BH | Scw | Br 370 P33' | Liverpool 53.5 \| 24.5 B234' F33' | 2615 4211 | | 1914 9 | Sunderland, (Sunderland (Eng. S. B. Co., Lim.) | J. Chambers & Co., Mgrs. | 3CylTE25,42,68x48; 2SB;WP180lbs | | BL |
| 6474 PBTS | **Horncap** Steel 1D;SUB.SIG;Wireless;W. Bal 4BH | Scw | Ger 295.6 P13' | Lubeck 42.7 \| 19.8 B181' F31' | 1432 2369 | | 1921 4 | Lubeck, (Schiffsw v. Henry Koch A. G.) [Ger. | Nord-deutscher Lloyd | 3CylTE20,33,52x35; 2SB;WP185lbs | | G |
| 6475 42,678 | **Hornet** | Brg Sch | Am 160 | N. London 33 \| 13.6 | 566 578 | | '83 | W. Mystic, Conn. (A. Irving & Co.) | Thames Tow Boat Co. | O,Ch,YP;If | | |
| 6476 203,617 LJCN | **Hornet** Wood 1D;Oil fuel | Scw Sch | Am 176 | Honolulu 38 \| 12.5 | 397 697 | | 1906 | Aberdeen, (Lindstrom S. B. Co.) [Wash. | Inter-Island Steam Nav. Co. (Lim.) | 2CylC14,32x24; 1SB;400IHP. | | |
| 6477 PBVN | **Hornfels** Steel 2D;SUB.SIG;Wireless;W. Bal 2BH | Scw | Ger 285.8 | Lubeck 52.8 \| 22.3 | 2427 3970 | | 1921 12 | Lubeck, (Schiffsw. v. Henry Koch.) [Ger. | Nord-deutscher Lloyd | 3CylTE27,43,67x47; 2SB;WP199lbs | | G |
| 6478 | **Hornpipe** Steel 1D;Oil fuel | Scw Twin | Mex 129.7 | Tampico 25.7 \| 6.7 | 251 337 | | 1920 | Southampton, Eng. (Day, Summers & Co., Lim.) | Tampico Navigation Co., Mgrs. | 2-2CylC11,23x15 | | |
| 6479 PWBH | **Hornsund** Steel 1D;SUB.SIG;Wireless;W. Bal 4BH | Scw | Ger 295.6 | Lubeck 42.7 \| 19.8 | 1418 2392 | | 1922 10 | Lubeck, (Schiffsw v. Henry Koch.) [Ger. | Nord-deutscher Lloyd | 3CylTE21,36,55x39; 2SB;WP185lbs | | G |
| 6480 132,757 JFRH | **Hororata** Steel 3D;Deep frmg;Wireless; 8BH Shel dk;W. Bal | Scw Twin | Br 511.1 | Plymouth 64.2 \| 40.5 B186' F68' | 7051 11243 | | 1914 5 | Dumbarton, (W. Denny & Bros.) [Scot. | New Zealand Shipping. Co. (Lim.) | 2-4CylQE26,37,53,76x48; 6SB;WP220lbs;709RHP; Dkd,s rps10,20 | S.S.No.3,Ldn4.26; M.&B.S;shfts drn4,26 | C |

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| No. Off. No. Signal Letters. | Name of Vessel, Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6481 | **Hosmer** | Scw | Br | Vancouver | 105 | | 1909 | Nelson, | Canadian | 2CylC14,30x20; | | |
| 126,551 | Wood | | 109.8 | 20.9 \| 8.4 | 154 | | | (J. M. Bulger.) [Can. | Pacific Ry. Co. | 1SB;36RHP. | | |
| | 1D | | | | | | | | | | | |
| 6482 | **Hougomont** | Bk | Nor | Mariehmn | 2074 | | '97 | Greenock, | Gustaf | Stl;1BH; | | C |
| | | 4 M | 292.4 | 43.2 \| 24.1 | 2378 | | 7 | Scot. | Erikson | DB | 2dS.S.No.3,StN3,25;A.S.4,26; | |
| | 2D;Deep frmg;Wireless | | P41′ | F31′ | | | | (Scott & Co.) | | | B.S.4,26 | |
| 6483 | **Hounslow** | Scw | Br | London | 2337 | | '99 | Stockton, | Watts, | 3Cyl TE24,40,65x42; | | BL |
| 106,997 | xBarton Steel | | 330.1 | 47.1 \| 25.8 | 3768 | | 5 | (Ropner [Eng. | Watts & Co., | 2SB;WP160lbs | | |
| RDLT | 1D;B;Web frms;W. Bal; 6BH | | P33′ | B68′ F37′ | | | | & Son.) | Mgrs. | | | |
| | Wireless | | | | | | | | | | | |
| 6484 | **Housatonic** | Scw | Br | London | 3425 | | 1919 | Pt. Glasgow, | J. Hamil- | 3Cyl TE27,44,73x48; | | BL |
| 143,298 | xWar Dogra Steel | | 400.3 | 52.2 \| 28.4 | 5559 | | 7 | (W. [Scot. | ton, Mgr. | 3SB;WP180lbs | | |
| KBPD | 1D;B;Web frms;Long. frmg; 10BH | | P50′ | B121′ F39′ | | | | Hamilton & Co., | | | | |
| | Oil fuel;Oil in bulk;Wireless;W. Bal | | | | | | | Lim.) | | | | |
| 6485 | **Houston** | Brg | Am | New York | 495 | | 1907 | Pth. Amboy, | Texas Co. | O,YP;Icf | | |
| 163,368 | | | 125 | 23.4 \| 8.4 | 495 | | | N. J. | | | | |
| | 1D | | | | | | | | | | | |
| 6486 | **Houston** | Scw | Am | Mobile | 2179 | 4′ 10″ | 1920 | Mobile, | U. S. Ship- | 3Cyl TE22,37½,60x48; | ✠A1Ⓔ | |
| 220,490 | Steel | | 324 | 46.2 \| 25 | 3545 | 23′ | 10 | (Mobile [Ala. | ping Board | Ellicott Mach. Corp; | ✠AMS | |
| MBHC | 2D;W. Bal; 7BH | | | 27′ 8″ | 5000 | | | S. B. Co.) | | 2WTB;Chas. Ward Engr. Co; | Clh BB; CL | |
| | Wireless; 6BH to Fbd dk | | P41′ | B90′ F34′ | | | | | | 5994HS;WP200lbs;1600IHP;EAC; | (Laid up) | |
| | 1BH to 2d dk | | | | | | | | | Dkd,s rps9,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.114t;D.B.252′902t;D. | T.20′3 | 86t | F.P.148t | | | | | | | | |
| | F.O.—A.P.106t;D.B.214′692t;D. | T.20′3 | 60t; S. | T.31t;F.P.138t | | | | | | | | |
| 6487 | **Houston** | Brg | Am | Pt. Arthur | 211 | | 1907 | Milford, | Texas Co. | Wd | | |
| 163,907 | | | 120 | 23 \| 9 | 211 | | | (W. G. [Del. | | | | |
| | 1D | | | | | | | Abbott.) | | | | |
| 6488 | **Houston Pilot No. 2** | MV | Am | Houston | 26 | | 1918 | Mobile, | Houston | | | |
| 224,118 | xS. C. No. 334 Wood | | 104.2 | 15 \| 8 | 110 | | | Ala. | Pilots | 440BHP. | | |
| MFPW | 1D | | | | | | | | | | | |
| 6489 | **Houthandel** | Scw | Blg | Antwerp | 1293 | | 1917 | Cleveland, | Armement | 3Cyl TE20,33,54x40; | | BL |
| 90 | xDanubier xLakeport Steel | | 251 | 43.5 \| 20 | 1817 | | 10 | (American [Ohio | Gylsen S. A. | 2SB;WP180lbs | | |
| MHUF | 1D;Wireless;W. Bal 4BH | | P25′ | B64′ F23′ | | | | S. B. Co.) | | | | |
| 6490 | **Hoven** | Scw | Am | Boston | 4306 | 7′ 8½″ | 1919 | Sparrows | Beacon Oil | 3Cyl TE27,47,78x48; | ✠A1Ⓔ Oil Carrier. | |
| 217,905 | Steel | | 434.8 | 56.2 \| 31.8 | 7071 | 25′ 11″ | 5 | Point, Md. | Co. | Bethlehem S. B. Corp; | ✠AMS | |
| LQSP | 2D;Mchy aft;Long. frmg; 15BH | | | 33′ 6′ | 10100 | | | (Bethlehem | | 3SB;Bethlehem S. B. Corp; | S.S.No.1,NY6,23; | |
| | W. Bal; 9BH to Fbd dk | | P106′ | B47′ F42′ | | | | S. B. Co.) | | 8235HS;WP220lbs;2600IHP;EAC; | B.S.3,26;M.S;shft drn11,26; | |
| | SUB.SIG; 6BH to 2d dk | | | | | | | | | 1 d rpd10,23;d rpd1,25; | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | Dkd,s rps11,26 | | |
| | W.B.—A.P.74t;D.B.a64′203t | | | D.T | f.50′881t;F.P.9 | 7t | | | | | | |
| | F.O. D. | a19′91 | 9t;D.T | f.50′824t | | | | | | | | |
| 6491 | **Howard** | Scw | Am | Baltimore | 2278 | | '95 | Wilmington, | Merchants' | 3Cyl TE28,46,72x48; | | |
| 96,308 | Steel | | 310.5 | 42 \| 26 | 3581 | | 6 | (Harlan & [Del. | & Miners' | 4CRTB;WP170lbs;2500IHP | | |
| KMHN | 4D;Wireless;SUB.SIG. 5BH | | | | | | | Hollingsworth Co.) | Trans. Co. | | | |
| 6492 | **Howard Green** | Scw | Am | | 81 | | 1918 | Locust | U. S. Gov- | 2CylC15,30x22; | | |
| 215,754 | Steel | | 89.3 | 22.1 \| 10.9 | 147 | | 2 | (Bal- [Point, Md. | ernment | 1SB;WP150lbs;700IHP. | | |
| LJFK | 1D 4BH | | | | | | | timore D.D. & | (Navy Dept.) | | | |
| | | | | | | | | S. B. Co.) | | | | |
| 6493 | **Howard L. Shaw** | Scw | Am | FairHav'n | 3064 | | 1900 | Wyandotte, | Pittsburg | 3Cyl TE22,35,58x42; | | |
| 96,524 | Steel | | 435.5 | 51.5 \| 23.5 | 4241 | | 10 | Mich. | S.S. Co. | 2SB;WP165lbs;1150IHP. | | |
| | 1D;B;Mchy aft;SUB.SIG;W. Bal 3BH | | | | | | rb'22 | (Detroit S. B. Co.) | | | | |
| 6494 | **Howard M. Hanna, Jr.** | Scw | Am | Fairport | 4689 | | 1914 | Cleveland, | The | 3Cyl TE23½,38,63x42; | (★100(GL) | |
| 212,353 | Steel | | 504 | 54 \| 30 | 6204 | | | (American [Ohio | Columbia S.S. | 2SB;WP180lbs;1800IHP. | P.S.5,25 | |
| | 1D 4BH | | | | | | | S. B. Co.) | Co. | | | |
| 6495 | **Howard W. Jackson** | SW | Am | Baltimore | 238 | | 1925 | Baltimore, | City of | 1Cyl28x84; | | |
| 224,929 | Steel | F. B. | 126 | 25.1 \| 10.3 | 379 | | | (Maryland [Md. | Baltimore | 1SB;WP60lbs;250IHP. | | |
| | 1D;B 6BH | | | | | | | D. D. Co.) | | | | |
| 6496 | **Howick Hall** | Scw | Am | New York | 3131 | | 1910 | Pt. Glasgow, | U. S. Steel | 3Cyl TE27½,45,75x51; | | BL |
| 212,693 | Steel | Sch | 400.8 | 51.5 \| 27 | 5096 | | 10 | (W. [Scot. | Products Co. | 4SB;WP180lbs | | |
| LDQF | 2D;Web frms;Long. frmg; 6BH | | P39′ | B & F 322′ | 8097 | | | Hamilton & Co., | | | | |
| | Wireless;W. Bal | | | | | | | Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6497 | **Howra** | Scw | Br | Glasgow | 4096 | | 1922 | Newcastle, | British | Stm Tbns; | | BL |
| 146,304 | Steel | | 412.2 | 55.8 \| 34.7 | 6709 | | 8 | (Armstrong, [Eng. | India Steam | 3SB;WP200lbs | | |
| KMPN | 1D;Shel dk;Web frms; 8BH | | P42′ | F36′ | | | | Whitworth & | Nav. Co. (Lim.) | | | |
| | Long. frmg;Wirele s;W. Bal | | | | | | | Co., Lim.) | | | | |
| 6498 | **Hoxbar** | Scw | Am | Wilm'gton | 4329 | 7′ 8½″ | 1919 | Sparrows | Malston | 3Cyl TE27,47,78x48; | ✠A1Ⓔ Oil Carrier. | |
| 218,221 | Steel | | 434.8 | 56.2 \| 31.8 | 6958 | 25′ 11″ | 6 | Point, Md. | Co., Inc. | Bethlehem S. B. Corp; | ✠AMS | |
| LRKM | 2D;Mchy aft;Long. frmg; 15BH | | | \| 33′ 6″ | 10100 | | | (Bethlehem | | 3SB;Bethlehem S. B. Corp; | S.S.No.1,NO7,23; | |
| | SUB.SIG;W. Bal; 9BH to Fbd dk | | P106′ | B47′ F42′ | | | | S. B. Corp.) | | 8235HS;WP210lbs;2600IHP;EAC; | M.S.7,23;B.S;n shft4,26; | |
| | 6BH to 2d dk | | | | | | | | | Dkd,d rpd11,26 | shft drn11,26;SBP;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.74t;D.B.a64′203t..... | ..... | ...D.T | f.50′881t; F.P.9 | 7t | | | | | | | |
| | F.O.....D.T. | a19′91 | 9t;D.T | f.50′824t..... | | | | | | | | |
| 6499 | **Hoxie** | Scw | Am | Baltimore | 2838 | 5′ 7½″ | 1919 | Sparrows | U. S. Ship- | 3Cyl TE24,41,68x48; | ✠A1Ⓔ | |
| 217,616 | Steel | | 376.4 | 52.3 \| 27 | 4623 | 24′ 1″ | 3 | Point, Md. | ping Board | Bethlehem S. B. Corp; | ✠AMS | |
| LQBF | 2D;SUB.SIG;W. Bal 7BH | | | \| 29′ 6″ | 7400 | | | (Bethlehem | | 3SB;Bethlehem S. B. Corp; | S.S.No.1,Balt5,23; | |
| | C-35 | | | | | | | S. B. Corp.) | | 165GS;7236HS;WP200lbs;2500IHP; | M.S.5,23;shft drn3,26; | |
| | W.B.—A.P.206t;D.B.280′908t;D. | T.21′5 | 03t; F. | P.116t | | | | | | EAC;Dkd,d rpd4,26;s rps11,26 | B.S.6,26;Clh BB;CL | |
| 6500 | **Hoyanger** | MV | Nor | Bergen | 2700 | | 1926 | Copenhagen, | Westfal, | 2-6Cyl Oil Engs 21x39 | | |
| | Steel | Twin | 380.8 | 53.8 \| 24.6 | 4450 | | | (Akt. [Den. | Larsen & Co., | | | |
| | 2D;Wireless;W. Bal | | | | | | | Burmeister | A/S. | | | |
| | | | | | | | | & Wain.) | | | | |
| 6501 | **Hoyeisan Maru** | Scw | Jap | Kobe | 3822 | | 1918 | Innoshima, | Mitsuibus- | 3Cyl TE27,45,75x51; | | BL |
| 23,650 | Steel | | 407.2 | 50.8 \| 32.5 | 6037 | | 10 | (Osaka [Jap. | san Kabushiki | 3SB;WP180lbs | | |
| RDWN | 2D;Oil fuel;W.Bal;Wireless 7BH | | P40′ | B138′ F46′ | | | | Iron Wks., Lim.) | Kaisha | | | |
| 6502 | **Huallaga** | Scw | Prvn | Callao | 2090 | | 1912 | Rouen, | Cia. Peru- | 3Cyl TE24,41,70x40; | | V |
| | Steel | | 359.1 | 44.8 \| 21.4 | 4403 | | | (Chantiers [Fr. | ana de Vap. y | 2DB;WP210lbs;5500IHP | | |
| | 3D;Oil fuel;Wireless;W. Bal 7BH | | | | | | | de Normandie.) | Dique | | | |
| 6503 | **Huasco** | Scw | Chl | Valparaiso | 2372 | | 1906 | Glasgow, | Compania | 3Cyl TE29,47,78x57 | | |
| 743 | Steel | | 379.7 | 44.3 \| 21.5 | 3738 | | | (J. Reid [Scot. | Sud Americana | | | |
| HRGS | 2D;Deep frmg;Wireless;W. Bal | | | | | | | & Co.) | de Vap. | | | |
| 6504 | **Hubert** | Scw | Br | Liverpool | 2450 | | 1910 | Glasgow, | Booth S.S. | 3Cyl TE24,40,67x48; | | BL |
| 128,035 | Steel | Sch | 355 | 49.2 \| 24.2 | 3946 | | 4 | (Barclay, [Scot. | Co. (Lim.), | 2SB;WP180lbs; | | |
| HQRJ | 2D;Shel dk;Deep frmg; 7BH | | | | | | | Curle & Co., Lim.) | Mgrs. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6505 | **Hubert G. Huntley** | Brg | Am | New York | 399 | | 1914 | Brooklyn, | George E. | Wd | | |
| 165,816 | | | 96.8 | 30.9 \| 13.2 | 399 | | | (Ira S. [N. Y. | Huntley | | | |
| | 1D | | | | | | | Bushey & Sons, | | | | |
| | | | | | | | | Inc.) | | | | |
| 6506 | **Hubro** | Scw | Nor | Bergen | 1026 | | 1921 | Goole, | Bergen | 3Cyl TE19,31,53x36; | | N |
| | Steel | | 255.7 | 40.1 \| 16.1 | 1777 | | 8 | (Ouse [Eng. | Lloyd A/R. | 2SB;WP180lbs | | |
| LCFG | 1D;Wireless;W. Bal 4BH | | P18′ | B57′ F21′ | | | | S. B. Co., Lim.) | | | | |
| 6507 | **Hudson** | Scw | Fr | Havre | 3002 | | 1905 | Rouen, | Cie. Gen. | 3Cyl TE26½,43,72½x48½; | | V |
| | Steel | Sch | 396.5 | 50.9 \| 27.3 | 4892 | | | (Chantiers & [Fr. | Transatlantique | 3SB;WP180lbs;2800IHP. | | |
| OJFY | 2D;Well dk;Wireless;W. Bal 8BH | | | F48′ | | | | Ateliers de St. | | | | |
| | | | | | | | | Nazaire.) | | | | |
| 6508 | **Hudson** | Brg | Am | Phila. | 477 | | 1911 | Elkton, | Southern | O,Hk,YP;Gif(Sltd) | ✠ — — | |
| 164,672 | | | 201.3 | 23.8 \| 10.8 | 477 | | 11 | (E. Delbert [Md. | Transportation | | Suspended7,19 | |
| | 1D | | | | | | | & Bro.) | Co. | | | |
| 6509 | **Hudson** | Scw | Am | New York | 88 | | 1915 | Tottenville, | Hudson | | | |
| 213,536 | Wood | | 81.6 | 23.4 \| 10.7 | 130 | | | (A. C. [N. Y. | Tow Boat Co., | 300IHP. | | |
| | 1D | | | | | | | Brown & Sons.) | Inc. | | | |
| 6510 | **Hudson** | Brg | Am | New York | 517 | | 1916 | Port Rich- | Interna- | Stl | | |
| 166,275 | | | 123.8 | 34.4 \| 14 | 517 | | | mond, N. Y. | tional Elevating | | | |
| | 1D | | | | | | | (Staten Island | Co. | | | |
| | | | | | | | | S. B. Co.) | | | | |
| 6511 | **Hudson Maru** | Scw | Jap | Kobe | 2449 | | 1900 | Sunderland, | K. Masuda | 3Cyl TE24,40,64x42; | | C-J |
| 13,897 | xHudson Steel | Sch | 355 | 45 \| 29.3 | 3908 | | 5 | (Sunderland [Eng. | | 2SB;WP170lbs;210RHP | 2dS.S.No.3,Kobe3,24;A.S.3,25; | |
| LRNV | 2D;Deep frmg;W. Bal;Wireless 6BH | | P39′ | B92′ F42′ | | | | S. B. Co., Lim.) | | | M.&B.S;shft drn4,25 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6512 | **Hudson River** | Brg | Am | New York | 286 | | 1913 | Kingston, | Susanna E. | Wd | | |
| 165,665 | 1D | | 110.4 | 32.7 \| 8.4 | 286 | | | (Jacob Rice.) [N. Y. | Waidle | | | |
| 6513 | **Hugh Kennedy** | Scw | Am | Fairport | 5500 | | 1907 | Lorain, | Boland & | 3Cyl TE 23,38,63x42; | | |
| 203,906 | Steel | Sch | 532 | 56 \| 31 | 7064 | | 3 | Ohio | Cornelius | 2SB;WP180lbs;1765IHP. | | |
| | 1D;Mchy aft;W. Bal;Wireless 3BH | | | | | | | (Amer. S. B. Co.) | | | | |
| 6514 | **Hugh L. Bond, Jr.** | Scw | Am | Baltimore | 144 | | 1906 | Baltimore, | Baltimore & | 2CylC 20,40x28; | | |
| 202,783 | Steel | | 112 | 23.1 \| 11.2 | 212 | | 1 | Md. | Ohio R.R. Co. | 600IHP. | | |
| KVFG | 1D;W. Bal | | | | | | | | | | | |
| 6515 | **Hughli** | Scw | Br | London | 3164 | | 1913 | Rostock, | James | 3Cyl TE 28,46,76x48; | | BL |
| 143,225 | xValencia Steel | | 356.6 | 50.9 \| 29.7 | 5232 | | | (Akt. Ges. [Ger. | Nourse (Lim.) | 3SB;WP190lbs | | |
| KBLC | 2D;Wireless;W. Bal 6BH | | B104 | | | | | "Neptun.") | | | | |
| 6516 | **Hugo** | Scw | Dan | Cop'hagen | 869 | | 1907 | Kiel, | Holm & | 3Cyl TE 17,27,42x30; | | V |
| | Steel | | 241.2 | 36 \| 16.5 | 1422 | | | (Howaldts- [Ger. | Wonsild, Mgrs. | 2SB;WP178lbs;580IHP | | |
| NQFJ | 1D;W. Bal 5BH | | | B60' F30' | | | | werke.) | | | | |
| 6517 | **Hugo Ferdinand** | Scw | Ger | Rostock | 1092 | | '93 | Renfrew, | H. Fer- | 3Cyl TE 19,32,51x39; | | V |
| | xL. P. Holmblad Steel | Sch | 280.7 | 37.6 \| 17.7 | 1875 | | 7 | (Lobnitz [Scot. | dinand | 2SB;WP160lbs;1000IHP | | |
| MFLP | 2D;Well dk;Wireless;W. Bal 7BH | | | | | | | & Co.) | | | | |
| 6518 | **Hugoton** | Scw | Am | Wilmngtn | 4267 | 7' 8½" | 1919 | Sparrows | Malston | 3Cyl TE 27,47,78x48; | ✠A1Ⓔ Oil Carrier. | |
| 218,579 | Steel | | 434.8 | 56.2 \| 31.3 \| 33' 6" | 6943 | 25' 11½" | 7 | Point, Md. | Co., Inc. | Bethlehem S. B. Corp; | ✠AMS | |
| LSCM | 2D;Long. frmg;Mchy aft; 15BH | | | | 10100 | | | (Bethlehem | | 3SB;Bethlehem S. B. Corp; | S.S.No.1,NY4,24; | |
| | Wireless; 9BH to Fbd dk | | P106' | B47' F42' | | | | S. B. Co.) | | 8235HS;WP220lbs;2600IHP;EAC; | M.S.4,24;n shft9,26;B.S.10,26; | |
| | SUB.SIG;W. Bal; 6BH to 2d dk | | | | | | | | | d rpd11,25;Dkd,s rps10,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.74t;D.B.a64'203t | | | D.T | f.50'881t; F.P.9 | 7t | | | | | | |
| | F.O. D.T. | a19'91 | 9t; | D.T | f.50'824t | | | | | | | |
| 6519 | **Huguenot** | Scw | Am | New York | 4282 | 7' 8½" | 1919 | Sparrows | B. L. | 3Cyl TE 27,47,78x48; | ✠A1Ⓔ Oil Carrier. | |
| 218,771 | Steel | | 434.8 | 56.2 \| 31.7 \| 33' 6" | 6964 | 25' 11½" | 8 | Point, Md. | Shipping Co., Inc. | Bethlehem S. B. Corp; | ✠AMS | |
| LSMT | 2D;Long. frmg;Mchy aft; 15BH | | | | 10100 | | | (Bethlehem | | 3SB;Bethlehem S. B. Corp; | S.S.No.1,NY1,24; | |
| | Wireless; 9BH to Fbd dk | | P106' | B47' F42' | | | | S. B. Corp.) | | 8235HS;WP220lbs;2600IHP;EAC; | n shft8,23;M.S.1,24;B.S.1,26; | |
| | SUB.SIG;W. Bal; 6BH to 2d dk | | | | | | | | | d rpd4,26;Dkd,s rps9,26 | shft drn2,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.74t;D.B.a64'203t | | | D.T | f.50'881t; F.P.9 | 7t | | | | | | |
| | F.O. D.T. | a19'91 | 9t; | D.T | f.50'824t | | | | | | | |
| 6520 | **Huguenot** | Scw | Br | Midland | 1538 | | '90 | Cleveland, | Steamships | 3Cyl TE 24,38,61x42; | 90(GL) | |
| 151,587 | xGlenrig Steel | | 326 | 40 \| 24 | 2723 | | rb '23 | (Globe [Ohio | Lim. | 2SB;WP160lbs;1200IHP | P.S.4,26 | |
| | 1D;B;Spar dk;Bulk carrier; 5BH | | | | | | | Iron Wks., | | | | |
| | SUB.SIG;W. Bal | | | | | | | Collingwood, Ont.) | | | | |
| 6521 | **Hulver** | Scw | Am | Mobile | 190 | | 1919 | Superior, | Mobile | 3Cyl TE 17,25,43x30; | A1 Towing Service. | |
| 218,074 | Steel | | 142 | 27.5 \| 14.6 | 418 | | 5 | (Whitney [Wis. | Towing & | Filer & Stowell; | AMS | |
| LRDV | 1D;SUB.SIG. 3BH | | | | | | | Bros. Co.) | Wrecking Co. | 2SB;Engine & Machine Wks. of Can; | S.S.No.2,Mbl9,25; | |
| | | | | | | | | | | 100GS;3000HS;WP180lbs; | M.&B.S;shft drn9,25;Scip | |
| | | | | | | | | | | 800IHP;EAC;Dkd,s rps9,25 | | |
| 6522 | **Humaconna** | Scw | Am | Seattle | 190 | | 1919 | Superior, | Merrill & | 3Cyl TE 17,25,43x30; | | |
| 218,071 | Steel | | 142 | 27.5 \| 14.6 | 418 | | | (Whitney [Wis. | Ring Lumber Co., | 2SB;WP180lbs;850IHP | | |
| LRDQ | 1D 3BH | | | | | | | Bros. Co.) | Inc. | | | |
| 6523 | **Humanitas** | Scw | It | Genoa | 2671 | | 1902 | Sunderland, | Soc. Anon. | 3Cyl TE 28,45,76x51; | | BL |
| 1,370 | xAnglo-Saxon Steel | | 380.3 | 50.2 \| 19.3 | 3993 | | 5 | (Short [Eng. | Industria | 3SB;WP180lbs | | |
| | 1D;Spar dk;Deep frmg; 6BH | | P35' | B & F320' | | | | Bros., Lim.) | Armemento | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6524 | **Humber Arm** | Scw | Br | St. Johns | 3504 | | 1925 | Newcastle, | Newfound- | 3Cyl TE 28,46,77x51; | | BL |
| 151,649 | Steel | | 424.9 | 56.3 \| 28.6 | 5758 | | | (Armstrong, [Eng. | land Power & | 3SB;WP180lbs | | |
| KSVP | 3D;Shel dk;W. Bal;Wireless; 8BH | | | F50' | | | | Whitworth | Paper Co. (Lim.) | | | |
| | D.F;SUB.SIG;Oil fuel | | | | | | | & Co., Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6525 169,395 | **Humble Oil & Refining Co., No. 1** 1D | Brg | Am 125 | Houston 30.2 \| 8.2 | 246 253 | | 1921 | New Orleans (Doullutt & Williams S. B. Co.) | Humble Oil & Refining Co. | Stl; 4BHto Fbd dk;1 Long BH; Dkd,rps12,25;Exmd3,26 | **A1** Towing Barge. Port Arthur to Houston; S.S.No.2,Gvstn12,25 | |
| 6526 81,644 | **Humboldt** Steel xWallula 1D;Wireless;W. Bal | Scw | Am 99.6 | Eureka 22.7 \| 12.6 | 85 167 | | '99 | San Francisco, Cal. (Union Iron Wks.) | Humboldt Stevedoring Co. | 2CylC20,42x24 | | |
| 6527 96,354 KMWP | **Humboldt** YF;Icf 2D;Oil fuel | Scw | Am 213.1 | San Fran. 31 \| 15.7 | 689 1075 | | '96 12 | Fairhaven, Cal. | James K. Nelson | 2CylC22½,59x36 | | |
| 6528 1,303 NTIE | **Humilitas** Steel xLindenhall 1D;B;Spar dk;Deep frmg; Wireless;W. Bal Sch 6BH | Scw | It 357 P31′ | Genoa 47.7 \| 27.5 B100′ F34′ | 2450 3870 | | 1900 9 | W. Hartlepool, Eng. (Irvine's S. B. & D. D. Co., Lim.) | Soc. Anon. Industria Armamento | 3CylTE25,40,66x45; 2SB;WP160lbs | | BL |
| 6529 143,006 TCSW | **Humorist** 1D | Sch | Br 111.6 | St. John's 26.6 \| 12.6 | 141 172 | | 1921 | Trinity Bay, (J. Frampton.) [Nfd. | W. S. Monroe | Wd | | |
| 6530 218,072 LRDS | **Humrick** Steel 1D;Wireless 3BH | Scw | Am 142 | New York 27.5 \| 14.6 | 190 418 | | 1919 | Superior, (Whitney Bros. Co.) [Wis. | Ford Motor Co. | 3CylTE17,25,43x30; 2SB;WP180lbs;850IHP. | | |
| 6531 LCQS | **Hundvaag** xHaaland xFriesland 1D;Well dk;W. Bal Steel 4BH | Scw | Nor 183.2 P15′ | Stavanger 29 \| 11.8 F21′ | 323 690 | | 1908 5 | Hardinxveld, Hol. (Van Vliet & Co.) | D/S A/S Isbjorn | 3CylTE15,25,41x27; 1SB;WP180lbs | | BL |
| 6532 142,848 KCQR | **Hunstanworth** Steel 1D;Wireless;W. Bal 6BH | Scw | Br 303.1 P33′ | Newcastle 43 \| 20.7 B80′ F32′ | 1435 2579 | | 1919 10 | Ardrossan, (Ardrossan D. D. & S. B. Co., Lim.) [Scot. | Robert Stanley Shipping Co. (Lim.) | 3CylTE22,36,59x39; 2SB;WP180lbs | | BL |
| 6533 145,104 KGWL | **Huntingdon** xMunsterland 3D;Oil fuel;Wireless;W. Bal Steel Twin 8BH | Scw | Br 520.7 P62′ | London 64.2 \| 38.1 B255′ F43′ | 6929 10951 | | 1920 | Vegesack, (Bremer Vulkan.) [Ger | Federal Steam Nav. Co. (Lim.) | 2-3CylTE28,46,75x51; 5SB;WP199lbs | | BL |
| 6534 137,680 THKM | **Huntress** Steel xFrisia 2D;Shel dk;Wireless; W. Bal 7BH | Scw | Br 410.1 | CapeT'wn 51.9 \| 28.5 | 3135 4997 | | 1914 4 | Newcastle, (Northumberland S. B. Co., Lim.) [Eng. | Union Govt. of South Africa | 3CylTE28,46½,78x54; 3SB;WP200lbs | | BL |
| 6535 145,895 KLDJ | **Huntsman** Steel 2D;Wireless;W. Bal 9BH | Scw | Br 482 P54′ | Liverpool 58.3 \| 33.4 B185′ F51 | 5241 8196 | | 1921 11 | Glasgow, (C. Connell & Co., Lim.) [Scot. | Charente S.S. Co. (Lim.) | Stm Tbns; 2DB;2SB;WP200lbs | | BL |
| 6536 96,669 | **Hurlbut W. Smith** Steel 1D;B;Mchy aft;W. Bal 3BH | Scw | Am 414 | Oswego 50 \| 28 | 3415 4662 | | 1903 4 rb'10 | Lorain, Ohio (Amer. S. B Co.) | Great Lakes S.S. Co. | 3CylTE22,35,58x40; 2SB;WP170lbs;1480IHP. | | |
| 6537 96,658 KSDT | **Huron** Steel 3D;Wireless;SUB.SIG. 4BH | Scw | Am 291.2 | New York 43.1 \| 20.6 | 2590 3318 3045 | | 1902 12 | Philadelphia (Wm. Cramp & Sons S. & E. B. Co.) [Pa. | Clyde S.S. Co. | 3CylTE21,34,56x36; Wm. Cramp & Sons S. & E. B. Co; 2SB;Federal S. B. Co; 150GS;5944HS;WP165lbs; 1200IHP;EAC;Dkd,d rpd8,26 | ✠**A1** Coastwise & W. I. AMS 2dS.S.No.2,NY1,26 n shft2,20;n Blrs;M.S.1,26; shft drn8,26;SBP;CL | |
| 6538 212,080 | **Huron** Steel 1D;W. Bal 4BH | Scw | Am 416 | Wyandotte 55 \| 30 | 3051 4810 | | 1914 | Ecorse, (Great Lakes Eng. Wks.) [Mich. | Wyandotte Trans. Co. | 4CylQE19½,28¼,41,60x42; 2SB;WP215lbs;1775IHP. | (★100(GL) P.S.10,25 | |
| 6539 OAKX | **Huron** xOlcott 1D;B;Wireless Steel 8BH | Scw | Fr 148.5 | Brest 28 \| 9.5 | 229 337 | | 1901 rb'18 | Toledo, (Craig S. B. Co.) [Ohio | French Govt. | 2CylC18,42x24; 1SB;WP180lbs;880IHP. | | |
| 6540 71,216 | **Huron** Iron 1D | Scw Twin | Br 238.5 | Sarnia 53.9 \| 12.8 | 688 1052 | | '75 | Pt. Edward, (John Smith.) [Ont. | Grand Trunk R.R. Co. | 2-1Cyl30x30; 2SB;WP120lbs;900IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6541 | **Huronian** | Scw | Br | Liverpool | 5634 | | 1915 | Glasgow, | F. Leyland | 2-4CylQE22,32,47,67x48; | | BL |
| 137,450 | Steel | Twin | 475.6 | 58.1 \| 37.5 | 8766 | | 4 | (D. & W. Henderson & Co., Lim.) [Scot. | & Co. (Lim.) | 2DB;2SB;WP215lbs | | |
| JKTV | 2D;Shel dk;Wireless;W. Bal; 8BH | | B125′ | | | | | | | | | |
| | SUB.SIG. | | | | | | | | | | | |
| 6542 | **Huronic** | Scw | Br | Collingw'd | 2211 | | 1902 | Collingwood, | Canada | 3CylTE26,42,70x42; | (★100(GL) | |
| 107,168 | Steel | | 308 | 43 \| 27 | 3330 | | | (Collingwood [Ont. S. B. Co.) | S.S. Lines (Lim.) | 4SB;WP175lbs;2350IHP. | P.S.4,25 | |
| | 3D;Wireless 5BH | | | | | | | | | | | |
| 6543 | **Hurry On** | MV | Br | Glasgow | 334 | | 1923 | Boitzenburg, | J. Dalziel | 4CylOilEngs13⅜x21 5/16 | | G |
| 148,914 | xOswiga | | 174 | 29.4 \| 12.7 | 638 | | | (Nordd [Ger. (Union Werke A. G.) | | | | |
| | 1D;Mchy aft;Wireless;W. Bal | | P45′ | F22′ | | | | | | | | |
| 6544 | **Hurunui** | Scw | Br | Plymouth | 5815 | | 1920 | Middlesbro, | New | Stm Tbns; | | BL |
| 145,100 | Steel | | 470 | 62.5 \| 37.7 | 9243 | | 10 | (Rayiton, [Eng. Dixon & Co., Lim.) | Zealand Shipping Co. (Lim.) | 5SB;WP190lbs | | |
| KHFP | 2D;Shel dk;W. Bal;Wireless 7BH | | B150′ | F47′ | | | | | | | | |
| 6545 | **Husavik** | Trn | Dan | Marstal | 299 | | 1921 | Marstal, | E. B. | Wd | | V |
| | | | 132.6 | 30.1 \| 12.9 | 347 | | | (E. Eriksen.) [Den. | Kromann | | | |
| NCWH | 1D | | | | | | | | | | | |
| 6546 | **Hussar** | Scw | Am | New York | 234 | | 1923 | Copenhagen, | Edward F. | Stl;4BH; | | LY |
| 225,361 | | Aux | 196.7 | 33.2 \| 15.2 | 533 | | 6 | (Burmeister [Den. & Wain.) | Hutton | 6 Cyl Oil Eng.15¼x18⅛ | | |
| MFWK | 2D | Yct | | | | | | | | | | |
| 6547 | **Hustler** | Brg | Am | Detroit | 230 | | 1910 | Duluth, | Nicholson | Wd | | |
| 164,083 | xOntario | | 110 | 30 \| 8 | 230 | | | Minn. | Trans. Co. | | 90CF(GL) | |
| | 1D | | | | | | | | | | Rivers, Harbors and Upper Lake Erie. P.S.4,26 | |
| 6548 | **Hustler** | Scw | Am | New York | 119 | | '91 | Athens, | Merritt- | 1Cyl20x24; | | |
| 96,146 | Wood | | 99 | 30.7 \| 9.5 | 192 | | | (Peter [N. Y. Magee.) | Chapman & Scott Corp. | CRTB;WP115lbs;250IHP. | | |
| | 1D 3BH | | | | | | | | | | | |
| 6549 | **Husvik** | Sch | Prvn | Callao | 1226 | | 1920 | Rodby | Cia. | Stl;3BH; | | BL |
| | xDanekonge | Aux | 250.6 | 40.2 \| 22 | 1688 | | 1 | Haven, Den. (Akt. Rodby Havens Jernskibsv.) | Ballenera del Peru, Ltda. | 2-4 Cyl Oil Eng 11½x16½ | | |
| | 1D;B;Mchy aft;W. Bal | Twin | P44′ | B66′ F42′ | | | | | | | | |
| 6550 | **Hutchinson** | Scw | Am | Mobile | 2179 | 4′ 10″ | 1920 | Mobile, | U. S. Ship- | 3CylTE22,37½,60x42; | ✠A1Ⓔ | |
| 219,741 | Steel | | 324 | 46.2 \| 25 | 3545 | 23′ | 5 | (Mobile [Ala. S. B. Co.) | ping Board | Ellicott Mach. Co; | ✠AMS | |
| LVWK | 2D;Wireless; 7BH | | | 27′ 8″ | 5000 | | | | | 2WTB;Chas. Ward Engr. Co; | shft drn5,21;BBP;CL | |
| | SUB.SIG; 6BH to Fbd dk | | P30′ | B90′ F33′ | | | | | | 5994HS;WP200lbs;1600IHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd,s rps5,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.114t;D.B.252′902t; D. | T.20′3 | 86t. | F.P.148t | | | | | | | | |
| | F.O. D.B.214′692t | | S.T | 31t;F.P.138t | | | | | | | | |
| 6551 | **Hutchinson** | Brg | Am | Phila. | 959 | | 1923 | Bath, | Westmore- | Hw,Sp,YP,F;Gif | | |
| 222,993 | | Sch | 202.9 | 38.1 \| 16.5 | 1034 | | 6 | (Kelley, [Me. Spear Co.) | land Coal Co. | | | |
| MFCV | 1D | 3 M | | | | | | | | | | |
| 6552 | **Hwah Jah** | Scw | Chi | Shanghai | 3871 | | 1900 | Newcastle, | Chinese | 4CylQE24,34,51,74x54; | | |
| | xChina Steel | | 417 | 52.6 \| 28.5 | 6026 | | 4 | (Wigham, [Eng. Richardson & Co.) | Govt. | 3SB;WP210lbs | | |
| | 1D;B;Spar dk;Wireless;W. Bal 6BH | | P40′ | B120′ F48′ | | | | | | | | |
| 6553 | **Hwah Ping** | Scw | Chi | Shanghai | 2305 | | '96 | Trieste, | Chinese | 3CylTE35,57,92x54; | | |
| | xBohemia Steel | | 375.4 | 44 \| 19.5 | 4284 | | 12 | (Lloyd [It. Austriaco.) | Govt. | 4SB;WP170lbs | | |
| | 2D;Spar dk;Wireless;W. Bal 6BH | | P78′ | B95′ F87′ | | | | | | | | |
| 6554 | **Hwah Wu** | Scw | Chi | Shanghai | 2769 | | '98 | Stockton, | South China | 3CylTE23,38,68x48; | | |
| | xAlbenga xMayflower Steel | | 360.2 | 48.2 \| 20.3 | 4249 | | 11 | (Craig, [Eng. Taylor & Co.) | S.S. Co. | 3SB;WP200lbs | | |
| | 1D;Web frms;Spar dk;W. Bal 6BH | | P31′ | B86′ F38′ | | | | | | | | |
| 6555 | **Hwah Yih** | Scw | Chi | Shanghai | 3318 | | '99 | Newcastle, | Chinese | 4CylQE23,31,48,71x45; | | |
| | xSilesia Steel | | 400 | 49 \| 19.9 | 5174 | | 2 | (Wigham, [Eng. Richardson & Co.) | Govt. | 3SB;WP210lbs | | |
| | 1D;Spar dk;Web frms;Wireless; 6BH | | P40′ | B103′ F44′ | | | | | | | | |
| | W. Bal | | | | | | | | | | | |
| 6556 | **Hyacinthus** | Scw | Br | Liverpool | 3693 | | 1902 | Newcastle, | R. P. Hous- | 3CylTE30,50,81½x54; | | BL |
| 115,279 | Steel | Sch | 452 | 52.2 \| 28.3 | 5785 | | 5 | (Palmers' [Eng. Co., Lim.) | ton & Co., Mgrs. | 3DB;WP180lbs | | |
| TJMF | 2D;Shel dk;Wireless; 7BH | | | | | | | | | | | |
| | Deep frmg;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6557 | **Hyades** | Scw | Am | San Fran. | 2668 | 5′ 3½″ | 1900 | Sparrows Pt. | Naknek | 3CylTE21,35,56x42; | A1Ⓔ | |
| 96,503 | Steel | | 331.5 | 47 \| 25 | 3817 | 23′ 4½″ | 5 | (Maryland [Md. | Packing Co., Inc. | 2SB;4382HS;WP175lbs;1500IHP; | AMS | |
| KPVW | 2D;Wireless;W. Bal; 6BH | | | \| 28′ 6″ | 5800 | | | Steel & Iron Co.) | | EAC;d rpd3,23;Dkd,s rps5,26 | 2d S.S.No.2,SanF6,22; M.S.10,21;B.S;n shft5,26; Cih BB | |
| | Oil fuel F. P. above 150° F. | | P40′ | B75′ F35′ | | | | | | | | |
| | W.B.—A.P.76t;D.B.272′750t;A.P | 276t | | | | | | | | | | |
| | F.O.....D.B.272′700t..... | ..... | | | | | | | | | | |
| 6558 | **Hyak** | Scw | Am | Seattle | 118 | | 1909 | Portland, | Kitsap | 3CylTE12,18½,32x18; | | |
| 206,094 | Wood | | 134 | 22.2 \| 5.5 | 195 | | 4 | Ore. | Trans. Co | 1WTB;WP275lbs;750IHP. | | |
| KWVP | 2D 4BH | | | | | | | (Joseph Sapple.) | | | | |
| 6559 | **Hybert** | Scw | Am | Wilm'gton | 4016 | 8′ ½″ | 1920 | Wilmington, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 220,435 | Steel | | 395.5 | 55 \| 31.4 | 6501 | 27′ 1″ | 9 | (Geo. A. [N. C. | ping Board | Badenhausen Co; | ✠AMS | |
| MBFN | 2D;Long. frmg;Wireless;SUB.SIG; 7BH | | | \| 34′ 11″ | 9600 | | | Fuller Co.) | | 3WTB;Barber Asphalt Paving Co; | M.&B.S;shft drn10,26;CL | |
| | Oil fuel F. P. above 150° F. | | P45′ | B109′ F38′ | | | | | | 9150HS;WP200lbs;2800IHP; Dkd,s rps10,26 | | |
| | W.B.—A.P.142t;D.B.331′1536t. | ..... | F.P.19 | 4t | | | | | | | | |
| | F.O.—A.P.133t;D.B.289′1186t;S. | T.63t; | F.P.18 | 1t | | | | | | | | |
| 6560 | **Hyco** | Brg | Am | Buffalo | 325 | | 1924 | Erie, | D. Hyman | Stl;2BH | | |
| 168,964 | | | 132.4 | 31.5 \| 8 | 340 | | | (Dravo [Pa. | Co. | | | |
| | 1D | | | | | | | Contracting Co.) | | | | |
| 6561 | **Hydaspes** | Scw | Br | Liverpool | 3601 | | '99 | Newcastle, | R. P. Hous- | 3CylTE30,50,81½x54; | | BL |
| 108,840 | xManchester Port Steel | | 452 | 52.2 \| 28.2 | 5733 | | 6 | (Palmers' [Eng. | ton & Co., | 3DB;WP180lbs | | |
| RFJT | 2D;Shel dk;Deep frmg; 7BH | | | | | | | Co., Lim.) | Mgrs. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6562 | **Hydra** | Scw | Grk | Hydra | 2228 | | 1900 | Sunderland, | G.Coulouras | 3CylTE24,40,66x45; | | BL |
| | xNorman Prince Steel | | 352.7 | 45.1 \| 18.7 | 3553 | | 5 | (Short [Eng. | | 2SB;WP180lbs | | |
| JCWT | 1D;Spar dk;Deep frmg; 6BH | | P35′ | B95′ F40′ | | | | Bros.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6563 | **Hydro** | Scw | Am | Mich. City | 872 | | 1913 | Manitowoc, | Kelly Island | 2CylC18,38x30; | | |
| 211,524 | Steel | | 172 | 40.6 \| 19 | 1282 | | | (Manitowoc [Wis. | Lime & | 1SB;WP175lbs;500IHP. | | |
| | 1D 5BH | | | | | | | S. B. & D.D. Co.) | Transport Co. | | | |
| 6564 | **Hydrographer** | Scw | Am | New York | 79 | | 1901 | Port Jeffer- | U. S. Gov- | 3CylTE9,14,24x14; | | |
| | O,YP;Glcf | | 101 | 19.5 \| 9.6 | 116 | | 10 | son, N. Y. | ernment | 1WTB;WP250lbs;250IHP. | | |
| GVWH | 1D | | | | | | | (Jas. M. Bayles.) | (Geodetic Survey) | | | |
| 6565 | **Hydrus** | Scw | Am | Fairport | 3116 | | '99 | Cleveland, | Interlake | 3CylTE21,33½,57x42; | | |
| 92,929 | xM. A. Hanna Steel | | 410 | 50 \| 24.5 | 4661 | | | (Globe [Ohio | S.S. Co. | 2SB;WP180lbs;1700IHP. | | |
| | 1D;B;Mchy aft;W. Bal; 5BH | | | | | | | Iron Wks.) | | | | |
| | SUB.SIG. | | | | | | | | | | | |
| 6566 | **Hypatia** | Scw | Br | Liverpool | 3549 | | 1902 | Newcastle, | R. P. Hous- | 3CylTE30,50,81½x54; | | BL |
| 115,246 | Steel | Sch | 452 | 52.2 \| 28.3 | 5728 | | 1 | (Palmers' [Eng. | ton & Co., | 3DB;WP180lbs | | |
| TFQM | 2D;Shel dk;Wireless; 7BH | | | | | | | Co., Lim.) | Mgrs. | | | |
| | Deep frmg;W. Bal | | | | | | | | | | | |
| 6567 | **Hyrcania** | Scw | Fr | Dunkirk | 2696 | | 1908 | Newcastle, | Soc. Anon. | 3CylTE26,44,72x48; | | BL |
| | Steel | Sch | 387 | 50.7 \| 30.4 | 4810 | | 10 | (Armstrong, [Eng. | Franco | 3SB;WP180lbs | | |
| OURT | 2D;Oil fuel;Oil in bulk; 15BH | | P95′ | B25′ F42′ | | | | Whitworth & Co., | Caspienne des | | | |
| | Mchy aft;Web frms;Wireless; | | | | | | | Lim.) | Petroles | | | |
| | W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6568 220,513 MBHN | **I. C. White** Steel 2D;Long. frmg;Mchy aft; 16BH Web frms; 12BH to Fbd dk Wireless;W. Bal; 4BH to 2d dk Oil fuel F. P. above 150° F. C-38 | Scw | Am 429.3 P133′ | Los Ang's 59.2 \| 33.2 B36′ F40′ | 4325 6957 10600 | | 1920 8 | Chester, (Sun S. B. Co.) [Pa. | Pan Amer. Petroleum & Transport Co. | 3Cyl TE27,45½,76x51; Sun S. B. Co; 3SB;Sun S. B. Co; 9198HS;WP190lbs;3000IHP;EAC; Dkd,d rpd7,26 | A1Ⓔ Oil Carrier. AMS S.S.No.1,NY10,24; n shft3,24; M.S.10,24;B.S.7,26; Clh BB;CL | |
| 6569 206,652 LBFT | **I. D. Fletcher** 1D | Brg Trn | Am 215.6 | New York 35 \| 15.7 | 1034 1034 | | 1909 8 | Sparrows (Mary- land Steel Co.) [Pt., Md. | Barrett Co. | Stl | | |
| 6570 NPCK | **I. D. S. Adolph** Steel 1D;Deep frmg;W. Bal;Wireless 4BH | Scw | Dan 249.1 P16′ | Cop'hagen 37.5 \| 15.8 B106′ F27′ | 1086 1770 | | 1904 9 | Helsingfors, (Helsingfors Jernskog Maskinb.) [Den. | Dampsk- Selsk. "Vendila" | 3Cyl TE19,32,53x36; 2SB;WP180lbs;800IHP | | G |
| 6571 100,316 JWNH | **I. F. Chapman** 2D;B | Bk x8 | Am 237.5 | New York 42.7 \| 19.2 | 2016 2155 | | '82 10 | Bath, (I. F. Chapman.) Me. | Neptune Line (Inc.) | O,YP;Icf (Resltd) | | |
| 6572 169,292 | **I. I. S. N. Co. Pine Barge No. 1** 1D | Brg | Am 130 | Honolulu 40 \| 9 | 363 370 | | 1925 | Honolulu, T. H. | Inter- Island Steam Nav. Co. (Lim.) | Stl | | |
| 6573 169,293 | **I. I. S. N. Co. Pine Barge No. 2** 1D | Brg | Am 130 | Honolulu 40 \| 9 | 363 370 | | 1925 | Honolulu, T. H. | Inter- Island Steam Nav. Co. (Lim.) | Stl | | |
| 6574 219,487 LVJB | **I. J. Merritt** Steel 2D;Wireless | Scw | Am 163 | New York 34 \| 18.3 | 396 794 | | 1919 | Tottenville, (A. C. Brown & Sons.) [S. I. | Merritt- Chapman & Scott Corp. | 3Cyl TE18,28,45x30; 2WTB;WP225lbs;1000IHP. | | |
| 6575 221,276 | **I. L. I. 101** 1D | MV Brg Twin | Am 257.4 | New York 36.1 \| 14 | 797 1040 | | 1921 | Duluth, (McDougall, Duluth S. B. Co.) Minn. | Erie & St. Lawrence Corp. | Stl;9BH; 2-4Cyl OilEng11x14½; 280BHP | | BL |
| 6576 221,286 | **I. L. I. 102** 1D | MV Brg Twin | Am 257.4 | New York 36.1 \| 14 | 797 1040 | | 1921 5 | Duluth, (McDougall, Duluth S. B. Co.) Minn. | Erie & St. Lawrence Corp. | Stl;9BH; 2-4Cyl Oil Eng11x14½; 280BHP | | BL |
| 6577 221,344 | **I. L. I. 103** 1D | MV Brg Twin | Am 257.4 | New York 36.1 \| 14 | 797 1040 | | 1921 5 | Duluth, (McDougall, Duluth S. B. Co.) Minn. | Erie & St. Lawrence Corp. | Stl;9BH; 2-4Cyl Oil Eng11x14½; 280BHP | | BL |
| 6578 221,434 | **I. L. I. 104** 1D | MV Brg Twin | Am 257.4 | New York 36.1 \| 14 | 797 1040 | | 1921 5 | Duluth, (McDougall, Duluth S. B. Co.) Minn. | Erie & St. Lawrence Corp. | Stl;9BH; 2-4Cyl Oil Eng11x14½; 280BHP | | BL |
| 6579 221,467 | **I. L. I. 105** 1D | MV Brg Twin | Am 257.4 | New York 36.1 \| 14 | 797 1040 | | 1921 7 | Duluth, (McDougall, Duluth S. B. Co.) Minn. | Erie & St. Lawrence Corp. | Stl;6BH; 2-4Cyl Oil Eng11x14½; 280BHP | | BL |
| 6580 100,031 | **I. N. Foster** Oak 1D | Scw | Am 134.9 | Sturg'nBy 26.2 \| 11.5 | 277 355 | | '72 rb '08 | Port Huron, (Fitzgerald.) Mich. | Bernard N. Mago | 2CylC20⅜,36x28; 1FB;WP120lbs;295IHP. | | |
| 6581 | **I. W. C. 580** 1D | Brg | Am 230 | 45 \| 11 | | | 1926 7 | Pittsburgh, (Dravo Contracting Co.) [Pa. | Inland Waterways Corp. | Stl;9BH | ✠A1 Barge. River Service. | |
| 6582 | **I. W. C. 581** 1D | Brg | Am 230 | 45 \| 11 | | | 1926 10 | Neville (Dravo Contracting Co.) [Island, Pa. | Inland Waterways Corp. | Stl;9BH | ✠A1 Barge. River Service. | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6583 | **I. Watson Stephenson** | Scw | Am | Manistee | 501 | | '95 | West Bay | Northern | 2CylC18,36x32; | 90(GL) | |
| 100,597 | 2D Oak | | 172 | 35 \| 12.6 | 639 | | rb '20 | (F.W. [City, Mich. Wheeler & Co.) | Ohio Lumber & Timber Co. | 1SB;WP150lbs;495IHP. | P.S.6,26 | |
| 6584 | **Iberia** | Brg | Am | New York | 281 | | 1924 | Kingston, | Southern | YP | | |
| 168,926 | 1D | | 100 | 34 \| 9.5 | 281 | | 4 | (Jacob [N. Y. Rice & Sons.) | Pacific Co. | | | |
| 6585 | **Iberia** | Scw | Sp | Vigo | 1678 | | '91 | Newcastle, | Maritima | 3CylTE28,45,74x48; | | BL |
| MBQT | xWollowra xSilvio Spaventa Steel 1D;B;Spar dk;Wireless;W. Bal 5BH | | 323 P37' | 40.3 \| 17.2 B85' F33' | 2631 | | 9 | (Palmers' [Eng. Co., Lim.) | Peninsular (Lim.) | 4SB;WP160lbs | | |
| 6586 | **Iberia** | Scw | Swd | Gothenb'g | 709 | | 1903 | Gothenburg, | Rederiak- | 3CylTE19,31,53x36; | | BL |
| 4,199 | Steel | | 237.3 | 35.3 \| 15.3 | 1415 | | 9 | (Lind- [Swd. holmens V. A.) | tieb Svenska Lloyd | 2SB;WP175lbs | | |
| JNLC | 1D;Well dk;Deep frmg;W. Bal 4BH | | P & B | 148' F69' | | | | | | | | |
| 6587 | **Ibiapaba** | Scw | Brz | Rio Jan'ro | 1082 | | 1908 | Thornaby, | Lloyd | 2-3CylTE14,22,37x24; | | C |
| | Steel | Twin | 275 | 44.8 \| 16.5 | 1811 | | 5 | (Craig, [Eng. Taylor & Co., Lim.) | Brasileiro | 2SB;WP170lbs;174RHP. | 2dS.S.No.1,RioJ9.25; | |
| | 1D;Wireless;Deep frmg; 4BH W. Bal | | P28' | | | | | | | | M.&B.S;shfts drn9,25 | |
| 6588 | **Ibukisan Maru** | Scw | Jap | Kobe | 4062 | | 1922 | Tama Dkyd. | Mitsui | 3CylTE26,43,72x48; | | BL |
| 28,537 | Steel | | 385 | 51 \| 36 | 5821 | | 1 | (Mitsui [Jap. Bussan Kaisha, Lim.) | Bussan Kaisha (Lim.) | 3SB;WP200lbs | | |
| SJGL | 2D;Wireless;Oil fuel;W. Bal 6BH | | | | | | | | | | | |
| 6589 | **Ice King** | Scw | Am | New York | 2848 | 5' 5½" | 1918 | Shooters | U. S. Ship- | 3CylTE24,40,70x48; | ✠A1Ⓔ | |
| 216,290 | xPassaic Steel | | 377 | 52 \| 26.8 \| 29' | 4715 | 23' 9" | 5 | Island, N. Y. | ping Board | Standard S. B. Corp; | ✠AMS | |
| LKJH | 2D;W. Bal;Wireless 7BH | | P25' | B106' F34' | 6500 | | | (Standard S. B. Corp.) | | 3SB;Standard S. B. Corp; 18GS;7128HS;WP190lbs;2500IHP; Dkd,s rps6,19 | CL (Laid up) | |
| 6590 | **Ice King** | Brg | Am | Detroit | 209 | | '88 | Detroit, | R. Hough- | O | | |
| 44,307 | 1D | | 85 | 24 \| | 209 | | | Mich. | ton | | | |
| 6591 | **Iceland** | Scw | Am | Phila. | 3365 | 7' 10½" | 1919 | Chester, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,153 | Steel | | 400.7 | 54.2 \| 30.4 \| 32' 10" | 5460 | 25' 2" | 11 | (Merchant [Pa. S. B. Co.) | ping Board | Westinghouse E. & Mfg. Co; | ✠AMS | |
| LTMD | 2D;W. Bal;Wireless;SUB.SIG; 7BH Oil fuel F. P. above 150° F. C-36 | | P36' | B124' F44' | 8756 | | | | | 3WTB;Connelly-Foster Marine Boiler Corp;9459HS;WP200lbs;3000SHP; Dkd,s rps6,21 | S.S.Dun11,20; shft drn6,21;Clh BB;CL (Laid up) | |
| | W.B.—A.P.147t;D.B.338'1312t;D .T.27'8 46t; F. P.123t | | | | | | | | | | | |
| | F.O.....D.B.284'1092t;D .T.27'7 90t... ..... | | | | | | | | | | | |
| 6592 | **Iconium** | Scw | Am | Seattle | 4517 | 8' 2" | 1919 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 218,804 | Steel | | 401.9 | 53.1 \| 32 \| 34' 6" | 6032 | 26' 6" | 8 | (Seattle [Wash. North Pacific S. B. Co.) | ping Board | Midwest Eng. Co; | ✠AMS | |
| LSPF | 2D; 7BH | | | | 9500 | | | | | 3WTB;Murray Iron Wks; | BSP;CL | |
| | W. Bal; 6BH to Fbd dk 1BH to 2d dk | | P34' | F38' | | | | | | 9150HS;WP225lbs;2800SHP;EAC; d rpd4,20;Dkd,rps11,20 | (Laid up) | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.55t;D.B.344'1274t; D. T.30'5 52t... .....F.P.74t | | | | | | | | | | | |
| | F.O.....D.B.327'1111t; D. T.30'5 14t; S. T.41t..... | | | | | | | | | | | |
| 6593 | **Ida** | Scw | It | Trieste | 3731 | | 1923 | Montfalcone | Cosulich | 3CylTE27,44,73x48; | | I |
| 612 | Steel | | 401 | 54.2 \| 30.2 | 6131 | | 2 | (Cantiere [It. Navale Triestino.) | Soc. Triestina di Navig. | 3SB;WP180lbs;2300IHP | | |
| NTLM | 2D;Web frms;Wireless; 7BH Oil fuel;W. Bal | | P36' | B124' F44' | | | | | | | | |
| 6594 | **Ida** | Scw | Nor | Hauges'nd | 1118 | | 1924 | Bergen, | K. Knutsen, | 3CylTE19½,30,52x36; | | N |
| | Steel | | 266.9 | 42.2 \| 17.9 | 1912 | | 1 | (Bergens [Nor. Mek Vaerks.) | O. A. S., Mgr. | 2SB;WP180lbs | | |
| LDHM | 1D;B;Wireless;W. Bal 4BH | | P28' | B67' F23' | | | | | | | | |
| 6595 | **Ida B. Gibson** | Trn | Am | Norwich | 224 | | '74 | Chester, | Nathaniel | O,P;Gif | | |
| 100,111 | 1D | | 121 | 32.6 \| 9 | 236 | | 1 | Pa. | K. Lester | | | |
| JPBC | | | | | | | | | | | | |
| 6596 | **Ida Corning** | Brg | Am | Milw'ukee | 422 | | '81 | Saginaw, | Sturgeon | O | | |
| 44,283 | 1D | | 168 | 31 \| 11 | 444 | | | (Arnold.) [Mich. | Bay Stone Co. | | | |
| 6597 | **Ida J. Quinn** | Brg | Am | Albany | 97 | | 1910 | Rondout, | Robert | Wd | | |
| 166,009 | 1D | | 96 | 17.5 \| 7.6 | 103 | | | (Bernard [N. Y. J. Donovan.) | Quinn | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6598 | **Ida Knudsen** | MV | Nor | Hauges'nd | 5275 | | 1925 | Nakskov, | D/S A/S | 2-6CylOilEngs24$\frac{13}{16}$x43$\frac{5}{16}$ | | BL |
| LFJP | Steel | Twin | 465.7 | 62.1 \| 37.3 | 8913 | | 10 | (A/S. [Den. | Jeanette Skinner | | | |
| | 2D;Web frms;Long frmg; 17BH | | P106′ | B30′ F47′ | | | | Nakskov. Skibs.) | | | | |
| | Mchy aft;Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 6599 | **Ida M. Clarke** | Sch | Br | Halifax | 99 | | 1902 | Sable River, | Arthur | O,Sp;Gicf | | |
| 111,687 | | | 107 | 25 \| 9.5 | 125 | | 9 | N. S. | Bungay | | | |
| | | | | | | | | (Howard Allen.) | | | | |
| 6600 | **Ida M. Zinck** | Trn | Br | Lunenb'rg | 113 | | 1912 | Liverpool, | Eleazer | Bch,Sp,YP;Gicf (Sltd) | ✠ — Exp 10,24 | |
| 131,162 | | | 117.2 | 27.4 \| 10.6 | 156 | | 10 | (Geo. A. [N. S. | Zinck | | | |
| | 1D | | | | | | | Gardner.) | | | | |
| 6601 | **Ida Maru** | Scw | Jap | Amagas'ki | 3213 | | 1906 | Pt. Glasgow, | Tanaka | 3CylTE26,42,70x48; | | BL |
| 29,831 | xIda xPulaski Steel | | 370.3 | 49.8 \| 19.2 | 4346 | | 6 | (Russell [Scot. | Kisen Kogyo | 2SB;WP180lbs;2000IHP. | | |
| SPQN | 1D;Spar dk;Deep frmg; 6BH | | P36′ | B108′ F40′ | | | | & Co.) | Kabushiki Kaisha | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6602 | **Ida May** | StW | Am | St.Mich'el | 175 | | '98 | Stockton, | American- | 1Cyl12x24; | | |
| 111,182 | xRideout Wood | | 149 | 32 \| 3.5 | 278 | | | Cal. | Yukon Nav. Co. | 1FB;400IHP | | |
| | 1D | | | | | | | | | | | |
| 6603 | **Ida O. Robinson** | Sch | Am | Crisfield | 128 | | '74 | Lewisville, | R. B. White | O;Gicf | | |
| 95,312 | xHattie E. Giles | C B | 110.5 | 23.7 \| 7.5 | 134 | | | Del. | | | | |
| JPWS | | | | | | | | | | | | |
| 6604 | **Ida S. Dow** | Sch | Am | Boston | 1280 | | 1918 | Thomaston, | New Eng- | O,Hw,YP;Gif (Sltd) | | |
| 217,434 | | 4 M | 225 | 43.2 \| 19.8 | 1411 | | 12 | (Atlantic [Me. | land Maritime Co. | | | |
| LPKH | 2D | | | | | | | Coast Co.) | | | | |
| 6605 | **Ida Z. O.** | Scw | It | Genoa | 3543 | | 1920 | Genoa, | N. Odero & | 3CylTE26,42,69x48; | | C-I |
| 1,007 | Steel | | 393.6 | 51.6 \| 27.5 | 5783 | | 12 | (N. Odero [It. | Co. | 2SB;WP180lbs | S.S.No.1,Gen11,24;A.S.11,25; | |
| PEVT | 1D;Mchy aft;Oil fuel; 7BH | | P246′ | F36′ | | | | & Co.) | | | shft drn11,24;B.S.11,25; | |
| | Wireless;W. Bal | | | | | | | | | | M.S.1,26 | |
| 6606 | **Idaho** | Scw | Am | San Fran. | 558 | | 1917 | Aberdeen, | Wilson | 3CylTE13,21,36x24; | ✠ — — | |
| 214,627 | Fir;Gif(Sltd) | | 200 | 40.2 \| 14.8 | 1047 | | 1 | (And. [Wash. | Bros & Co. | 2WTB;WP225lbs;800IHP | Suspended2,22 | |
| LGPB | 1D;Oil fuel 2BH | | | | 1500 | | | Peterson) | | | | |
| 6607 | **Idaho** | Scw | Br | Hull | 3093 | | 1903 | Hull, | Ellerman's | 4CylQE24,33$\frac{1}{2}$,48,70x51; | | C |
| 118,786 | Steel | Sch | 400.3 | 50.3 \| 37.5 | 4887 | | 11 | (Earle's [Eng. | Wilson Line | 3SB;WP215lbs;297RHP;s rps11,26 | S.S.No.3,Lth11,21;A.S.10,24; | |
| VJPH | 2D;Shel dk;Deep frmg; 6BH | | B69′ | | | | | Co., Lim.) | (Lim.) | | shft drn10,24;B.S.9,25; | |
| | Wireless;W. Bal | | | | | | | | | | M.S.1,26 | |
| 6608 | **Idalia** | Trn | Swd | Raa | 197 | | 1904 | Marstal, | A. R. | O,B;Gif (Sltd) | | V |
| | xArgo | | 113.6 | 26.1 \| 10.1 | 222 | | | (L. J. [Den. | Rawall | | | |
| KDPL | 1D | | | | | | | Bager.) | | | | |
| 6609 | **Idarwald** | Scw | Ger | Hamburg | 2990 | | 1923 | Hamburg, | Hamburg- | 3CylTE28,45,74x55; | | G |
| | Steel | | 399.6 | 54.2 \| 27.4 | 5033 | | 5 | (Deutsche [Ger. | Amerika Linie | 3Blrs | | |
| RDNL | 2D;Oil fuel;SUB.SIG; 2BH | | P & B | 257′ F50′ | | | | Werft, A. G.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6610 | **Ideal** | Brg | Am | New York | 350 | | 1916 | Brooklyn, | Michael | Wd | | |
| 166,425 | | | 94.8 | 28.8 \| 12.5 | 350 | | | (Ira S. [N. Y. | J. Derby | | | |
| | 1D | | | | | | | Bushey & Sons, Inc.) | | | | |
| 6611 | **Idefjord** | Scw | Nor | Oslo | 2572 | | 1921 | Montreal, | Den Norske | 3CylTE27,43,70x48; | | N |
| | Steel | | 365.6 | 49.8 \| 26.6 | 4287 | | 6 | (Canadian [Can. | Amerikalinje | 3SB;WP180lbs | | |
| LCFR | 2D;Oil fuel;Wireless;W. Bal 8BH | | P44′ | B126′ F34′ | | | | Vickers, Lim.) | A/S | | | |
| 6612 | **Idlewild** | SW | Am | Bangor | 284 | | '79 | Detroit, | Star-Cole | 1Cyl32x120; | | |
| 85,595 | xGrace McMillin Iron | | 186 | 26 \| 15 | 363 | | | (Detroit [Mich. | Line | 1FB;WP114lbs;335IHP. | | |
| | 2D 2BH | | | | | | | D. D. Co.) | | | | |
| 6613 | **Idun** | Sch | Swd | Lysekil | 187 | | '78 | Eckerna | J. E. | F,O;Icf (Sltd) | | V |
| 446 | | | 101.3 | 25.4 \| 12.4 | 213 | | | Warf, Swd. | Lindbom & Co. | | | |
| HPKV | 1D | | | | | | | (J. Ahlberg.) | | | | |
| 6614 | **Ignazio** | Scw | It | Rome | 1079 | | 1918 | Collingwood | Alessandro | 3CylTE18,30,50x36; | | C-I |
| 66 | xWar Witch Steel | | 250.9 | 43.8 \| 18.2 | 1880 | | 10 | (Collingwood [Ont. | Zappala | 2SB;WP180lbs | S.S.No.1,Mes9,23;A.S.8,25; | |
| NTQK | 1D;Wireless;W. Bal 4BH | | P24′ | B64′ F23′ | | | | S. B. Co., Lim.) | | | shft drn3,26;M.&B.S.4,26 | |
| 6615 | **Ignifer** | Scw | Br | Montreal | 830 | | 1907 | Greenock, | Geo. Hall | 3CylTE17,28,45x33; | | C |
| 124,212 | xCarleton Steel | | 240 | 41 \| 14.2 | 1351 | | 9 | (Grange- [Scot. | Coal & Shipping | 2SB;WP185lbs;152RHP | Annual Lake Survey3,25; | |
| HLGT | 1D;Mchy aft;Deep frmg; 3BH | | P60′ | F33′ | | | | mouth & Greenock Dkyd. Co.) | Corp. | | shft drn3,25;M.&B.S.4,26 | |
| | W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6616 | **Igotz Mendi** Steel | Scw | Sp | Bilbao | 2877 | | 1916 | Bilbao, | Cia. Nav. | 3CylTE27,44½,73x48; | | BL |
| | | | 385 | 50.2 \| 25.8 | 4648 | | 1 | (Cia. [Sp. | Sota y Aznar, | 3SB;WP180lbs | | |
| HNTM | 1D;W. Bal;Wireless | | P30′ | B101′ F41′ | | | | Euskalduna de Const.) | Mgrs. | | | |
| 6617 | **Iguassu** | Scw | Brz | Rio Jan'ro | 3295 | | 1921 | Flensburg, | Lloyd | 3CylTE22,36,60x48; | | V |
| | xSanta Rosa Steel | | 350.1 | 50.3 \| 23.9 | 3797 | | | (Flensburg [Ger. | Brasileiro | 2SB;WP171lbs;1300IHP; | | |
| HRJB | 2D;Wireless;W. Bal 7BH | | P24′ | B222′ F42′ | | | | Schiffsb. Ges.) | | | | |
| 6618 | **Igueldo** | Scw | Sp | San Sebas. | 79 | | 1911 | Selby, | Lerchundi | 3CylTE11½,20,33x24; | | |
| | xCap Cantin xMarakchi Steel | | 105.1 | 21 \| 11.1 | 169 | | 9 | (Cochrane [Eng. | Olaizola & Cia. | 1SB;WP180lbs;425IHP. | | |
| MBHQ | 1D;Mchy aft;Wireless;W. Bal 3BH | | | | | | | & Sons.) | | | | |
| 6619 | **Ikala** | Scw | Br | Liverpool | 2725 | | 1901 | Old Kil- | Industry | 3CylTE27,43,72x48; | | C |
| 113,479 | xPlanet Neptune Steel | Sch | 385.1 | 48.7 \| 27.5 | 4250 | | 7 | patrick, Scot. | S.S. Co. (Lim.) | 2SB;WP180lbs;405RHP | 2dS.S.No.3,Fal10,25; | |
| SMPQ | 2D;Deep frmg;Oil fuel; 6BH | | P38′ | B105′ F38′ | | | | (Napier & Miller, Lim.) | | | shft drn2,25;B.S.10,25; M.S.6,26 | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 6620 | **Ikomasan Maru** | Scw | Jap | Kobe | 1952 | | 1916 | Innoshima, | Mitsui | 3CylTE22,37,61x42; | | BL |
| 19,230 | Steel | | 305 | 43.7 \| 27.2 | 3173 | | 8 | (Osaka [Jap. | Bussan Kaisha | 2SB;WP180lbs | | |
| NBVP | 2D;Web frms;Long. frmg; 5BH | | P19′ | B82′ F32′ | | | | Iron Works, Lim.) | (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6621 | **Ile de France** Steel | Scw | Fr | Havre | 22650 | | 1926 | St. Nazaire, | Cie. Gle | Stm Tbns; | | V |
| | | | 757.1 | 91.1 \| | 43500 | | | (Ste. Aine [Fr. | Transatlantique | 32Blrs;WP228lbs;52000SHP | | |
| | 1D | | | | | | | des Chantier & Ateliers de St. Nazaire.) | | | | |
| 6622 | **Ile de la Reunion** | Scw | Fr | Havre | 3015 | | 1907 | Dunkirk, | Cie. Hav- | 3CylTE24½,40,66x45; | | BL |
| | Steel | | 348 | 46.2 \| 25.5 | 4845 | | 9 | (Atel. & [Fr. | raise Pen. de | 3SB;WP185lbs | | |
| OJLY | 2D;Shel dk;Web frms; 6BH | | P38′ | B104′ F34′ | | | | Ch. de France.) | Nav. a Vap | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 6623 | **Ilford** | Scw | Br | London | 2713 | | 1901 | Newcastle, | Watts, | 3CylTE24½,38½,68x48; | | BL |
| 114,765 | Steel | Sch | 360 | 48 \| 20.2 | 4277 | | 10 | (North- [Eng. | Watts & Co., | 3SB;WP180lbs | | |
| SPTW | 1D;Spar dk;Web frms; 6BH | | P32′ | B90′ F33′ | | | | umberland S. B. Co., Lim.) | Mgrs. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6624 | **Ilir** | Scw | Jg-Sl | Susak | 1314 | | 1900 | Trieste, | A. Topic, | 3CylTE20,32,54x39; | | BL |
| | xOrjen Steel | | 290 | 42.8 \| 19.6 | 2140 | | 10 | (Stabilimento [It. | Mgr. | 2SB;WP180lbs | | |
| JOKN | 1D;Deep frmg;Wireless;W. Bal 5BH | | P33′ | B76′ F35′ | | | | Teconico.) | | | | |
| 6625 | **Illingworth** | Scw | Br | Newcastle | 3709 | | 1922 | Stockton, | Dalgleish | 4CylQE25,36,52,76x54; | | BL |
| 145,472 | Steel | | 430.4 | 55.8 \| 29.2 | 6067 | | 1 | (Richardson, [Eng. | Steam Shipping | 3SB;WP220lbs | | |
| KLMH | 2D;Wireless;W. Bal 7BH | | P37′ | B185′ F40′ | | | | Duck & Co., Lim.) | Co. (Lim.) | | | |
| 6626 | **Illinois** | StW | Am | St. Louis | 1158 | | 1921 | Stillwater, | U. S. Govt. | 2CylC24,48x96; | | |
| 221,934 | Steel | | 230 | 58 \| 8 | 1411 | | | (U. S. [Minn. | (War Dept.) | 2WTB;WP250lbs;2000IHP | | |
| | 1D | | | | | | | Engineers, War Dept.) | | | | |
| 6627 | **Illinois** | Scw | Am | Mich. City | 1468 | | '99 | Chicago, | Goodrich | 3CylTE20,32,54x36; | | |
| 100,680 | Steel | | 225 | 40 \| 24.7 | 2427 | | 6 | (Chicago [Ill. | Transit Co. | 2SB;WP180lbs;1350IHP. | | |
| | 3D;Mchy aft;Wireless 5BH | | | | | | | S. B. Co.) | | | | |
| 6628 | **Illinois** | Scw | Am | Pt. Arthur | 4142 | | 1921 | Bath, | Texas Co. | 3CylTE27,45,74x51; | | BL |
| 221,400 | Steel | | 416.8 | 56.1 \| 31.1 | 6688 | | 7 | (Texas [Me | | 2SB;WP190lbs;3000IHP. | | |
| MCVW | 2D;Long. frmg;Mchy aft; 16BH | | P107′ | B35′ F33′ | | | | Co.) | | | | |
| | Oil fuel;Oil in bulk;Web frms; SUB.SIG;Wireless;D.F;W. Bal | | | | | | | | | | | |
| 6629 | **Illinois** | Scw | Fr | Havre | 3691 | | 1917 | Stockton, | Cia. Gen- | 3CylTE27,44,74x48; | | BL |
| | xFarnworth Steel | | 400.3 | 51.6 \| 32.9 | 5896 | | 6 | (Richardson, [Eng. | erale Trans- | 3SB;WP180lbs | | |
| | 1D;Wireless;W. Bal 6BH | | | | | | | Duck & Co., Lim.) | atlantique | | | |
| 6630 | **Illinois** | Scw | Am | Chicago | 34 | | '98 | Chicago, | Chicago | 2Cyl20,20x20; | | |
| 200,603 | Steel | | 107 | 24.2 \| 13 | 287 | | | (Chicago [Ill. | Fire Dept. | 2RTB;WP140lbs;800IHP. | | |
| | 1D 4BH | | | | | | | S. B. Co.) | | | | |
| 6631 | **Illinois** | Scw | Am | Duluth | 51 | | 1914 | Cleveland, | Great Lakes | 2CylC16,30x24; | | |
| 212,542 | Steel | | 85 | 20 \| 12.6 | 99 | | | (Great Lakes [Ohio | Towing Co. | 1SB;WP154lbs;750IHP. | | |
| | 1D 3BH | | | | | | | Towing Co.) | | | | |
| 6632 | **Ilvington Court** | Scw | Br | London | 3222 | | 1919 | Hong Kong, | United | 3CylTE27,44,73x48; | | BL |
| 147,615 | xIolcos xMeandros Steel | | 400 | 52.3 \| 28.5 | 5187 | | 8 | (Hong Kong[China | British S.S. Co. | 3SB;WP180lbs | | |
| KQLP | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F40′ | | | | & Whampoa Dk. Co., Lim.) | (Lim.) | | | |
| 6633 | **I'm Alone** | MV | Br | Lunenb'rg | 114 | | 1923 | Lunenburg, | I'm Alone | 2-4CylOilEng10½x12 | | |
| 150,960 | Wood | Twin | 125.6 | 27 \| 10.6 | 205 | | | (Smith [N. S. | Shipping Co. | | | |
| | 1D | | | | | | | & Rhuland.) | (Lim.) | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. / Lth. \| Bth. \| Dth. / Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. / Corresponding Draft. | Built. / When | Where. Builder. | Owners. | Remarks. / Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6634 | **Imani** | Scw | Br | Liverpool | 2977 | | '97 | Belfast, | T. & J. | 3CylTE26,45,73x54; | | BL |
| 106,885 | Steel | Sch | 400.2 | 46.2 \| 29.2 | 4590 | | 11 | (Harland [Ire. | Brocklebank | 2DB;WP180lbs | | |
| PVLG | 2D;B;Wireless;W. Bal 6BH | | P40′ | B78′ F45′ | | | | & Wolff, Lim.) | (Lim.) | | | |
| 6635 | **Imanol** | Scw | Sp | Bilbao | 1493 | | '95 | W.Hartle- | Cia. Nav. | 3CylTE21,35,59x39; | | BL |
| | xMadrid xCampfield Steel | | 293 | 41 \| 17.6 | 2347 | | 4 | pool, Eng. | Amaya | 2SB;WP160lbs | | |
| HSNV | xBegona No. 1 6BH | | | | | | | (Furness, Withy | | | | |
| | 1D;Web frms;Wireless;W. Bal | | | | | | | & Co., Lim.) | | | | |
| 6636 | **Imataca** | Scw | Nor | Bergen | 942 | | 1915 | Bergen, | C. Math- | 3CylTE18,29,49x33; | | N |
| | xHarriet Steel | | 246.2 | 37.9 \| 15.8 | 1631 | | 11 | (Laxevaags [Nor. | isen, Mgr. | 2SB;WP180lbs | | |
| MLQS | 1D;Wireless;W. Bal 4BH | | P18′ | B61′ F31′ | | | | Maskin & | | | | |
| | | | | | | | | Jernskibsbyggeri.) | | | | |
| 6637 | **Imatra** | Scw | Fin | Hango | 2605 | | 1912 | Rotterdam, | J. W. Paulin | 3CylTE23,38,62x42; | | V |
| 135 | xAlcor Steel | | 342.5 | 48 \| 21.6 | 3528 | | | (Rotterdam [Hol. | | 2SB;WP180lbs;1140IHP | | |
| TDGS | 1D;Wireless;W. Bal 6BH | | P37′ | B100′ F31′ | | | | Droogd. Maats.) | | | | |
| 6638 | **Imber** | Scw | Br | Liverpool | 1186 | | 1914 | Newcastle, | British & | 3CylTE22½,37,62x42; | | BL |
| 135,716 | Steel | | 300 | 40 \| 20.9 | 2154 | | 3 | (Swan, [Eng. | Continental S.S. | 2SB;WP180lbs | | |
| JFCP | 1D;SUB.SIG;Wireless;W. Bal 5BH | | P & B | 174′ F76′ | | | | Hunter & Wigham | Co. (Lim.) | | | |
| | | | | | | | | Richardson.) | | | | |
| 6639 | **Imerina** | Scw | Fr | Marseilles | 1755 | | '99 | Stockton, | Messageries | 3CylTE24,40,65x42; | | V |
| | xSparta Steel | | 300.1 | 42.2 \| 25.1 | 2830 | | | (Richardson, [Eng. | Maritimes | 2SB;WP160lbs;1200IHP | | |
| OJMQ | 2D;Web frms;Wireless;W. Bal 6BH | | F34′ | | | | | Duck & Co.) | | | | |
| 6640 | **Imlay** | Scw | Am | Wilm'gton | 4352 | 7′ 7¼″ | 1919 | Oakland, | Malston | 3CylTE24½,41½,72x48; | ✠A1Ⓔ Oil Carrier. | |
| 218,859 | Steel | | 425.8 | 57 \| 31.2 | 7005 | 25′ 8″ | 9 | (Moore [Cal. | Co., Inc. | 3SB;Moore S. B. Co; | ✠AMS | |
| LSRB | 2D;W. Bal;Long. frmg; 16BH | | | \| 33′ | 10000 | | | S. B. Co.) | | 8745HS;WP210lbs;2800IHP; | S.S.No.1,NO2,24; | |
| | Mchy aft;Wireless; 9BH to Fbd dk | | P105′ | B40′ F41′ | | | | | | Dkd,d rpd7,26;s rps10,26 | M.S.2,24;shft drn5,25; | |
| | SUB.SIG; 7BH to 2d dk | | | | | | | | | | B.S.12,25;SBP;CL | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.29t;D.B.61′147t;D.T.a 4′207t | | ;D T.f. | 43′541t;T.D.36 | t | | | | | | | |
| | F.O. .....D.T.a 11′532t | | ;D.T.f. | 9′404t..... | | | | | | | | |
| 6641 | **Immacolata** | Scw | It | Trieste | 1948 | | 1900 | Sunderland, | Soc. Anon. | 3CylTE24,39,64x42; | | I |
| 377 | Steel | | 326 | 48 \| 23.7 | 3147 | | 8 | (R. [Eng. | Di Nav. a Vap. | 2SB;WP150lbs | | |
| NTXA | 1D;Deep frmg;W. Bal 5BH | | P31′ | B102′ F36′ | | | | Thompson & Sons.) | "Perseveranza" | | | |
| 6642 | **Immo** | Scw | Ger | Bremen | 1350 | | 1923 | Einswarden, | Nord- | Stm Tbns; | | G |
| | Steel | | 296.3 | 42.6 \| 19.6 | 2329 | | 2 | (J. Frerichs [Ger. | deutscher Lloyd | 2Birs | | |
| QLRV | 1D;SUB.SIG;Wireless;W. Bal 6BH | | P & B | 243′ F36′ | | | | & Co., A. G.) | | | | |
| 6643 | **Imperator** | Scw | Nor | Stavanger | 618 | | 1905 | Stavanger, | Holdt & | 3CylTE17,28,47x33; | | N |
| | Steel | | 231.4 | 33.2 \| 15.1 | 982 | | 2 | (Stavanger [Nor. | Isachsen, Mgrs. | 2SB;WP175lbs | | |
| MCFR | 1D;W. Bal 4BH | | P19′ | B58′ F27′ | | | | Stoberl & Dok.) | | | | |
| 6644 | **Imperial** | Scw | Am | Albany | 109 | | 1904 | Baltimore, | Cornell | 2CylC15,30x22; | | |
| 200,905 | Wood | | 107.5 | 21.6 \| 11 | 160 | | 5 | (James [Md. | Steamboat Co. | 1CRTB;WP150lbs;350IHP. | | |
| KTCP | 1D;W. Bal | | | | | | | Clark Co.) | | | | |
| 6645 | **Imperial** | Scw | Br | Sarnia | 412 | | '98 | Newcastle, | Imperial | 3CylTE17,26,45x30; | | |
| 108,346 | xMinco Steel | | 200 | 32 \| 14.4 | 706 | | | (Tyne Iron [Eng. | Oil Co. | 2SB;WP160lbs;500IHP. | | |
| QCPJ | 1D;Web frms;Mchy aft; | | P35′ | F23′ | | | | S. B. Co.) | | | | |
| | Oil in bulk;W. Bal | | | | | | | | | | | |
| 6646 | **Imperial** | Brg | Br | Ft. Will'm | ..... | | 1902 | Ft. William, | Dominion | O | | |
| 116,571 | | | 120 | 38 \| 7.5 | 413 | | | Ont. | Towing & Salvage | | | |
| | 1D | | | | | | | | Co. (Lim.) | | | |
| 6647 | **Imperial** | Scw | Chl | Valparaiso | 1633 | | '89 | Birkenhead, | Compania | 3CylTE31,49,75x54 | | |
| 903 | Steel | | 336.8 | 41.2 \| 18.7 | 2729 | | 3 | (Laird [Eng. | Sud Americana | | | |
| HCBL | 2D;Shade dk;Wireless;W. Bal 5BH | | F57′ | | | | | Bros.) | de Vap. | | | |
| 6648 | **Imperoyal** | Scw | Br | Sarnia | 1384 | | 1913 | Grangem'th, | Imperial Oil | 3CylTE21,34,56x36; | | BL |
| 135,209 | Steel | | 249.5 | 43.1 \| 19.7 | 2253 | | 4 | (Greenock [Scot. | Co. (Lim.) | 2SB;WP180lbs | | |
| JBWD | 1D;Mchy aft;Web frms; 10BH | | P77′ | F37′ | | | | & Grangemouth | | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | D. Yd. Co.) | | | | |
| 6649 | **Import** | Brg | Cuban | ..... ..... | 184 | | '89 | Brooklyn, | N. Y. & | Wd | | |
| | | | 91.4 | 30.7 \| 7.7 | 184 | | | (Theo. [N. Y. | Cuba Mail S.S.Co. | | | |
| | | | | | | | | Crane & Sons.) | | | | |
| 6650 | **Improvement** | Brg | Am | New York | 480 | | 1914 | Brooklyn, | James | Wd | | |
| 165,802 | | | 113.4 | 31 \| 13.5 | 480 | | | (Ira S. [N. Y. | McWilliams Blue | | | |
| | 1D | | | | | | | Bushey & Sons, | Line, Inc. | | | |
| | | | | | | | | Inc.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6651 | **Inaba Maru** | Scw | Jap | Tokio | 3680 | | '97 | Glasgow, | Kinkai | 2-3Cyl TE 20, 33½, 56x48; | | |
| 1,717 | Steel | Sch | 445 | 49.4 \| 30.5 | 6008 | | 8 | (D. & W Henderson & Co.) [Scot. | Yusen Kabushiki Kaisha | 2DB;2SB;WP200lbs | | |
| HLFV | 2D;Deep frms;Wireless;W. Bal 5BH | Twin | P60′ | B110′ F58′ | | | | | | | | |
| 6652 | **Inca** | Scw | Fr | Brest | 309 | | 1905 | Manitowoc, | French | 3Cyl TE 14, 22, 36x24; | | |
| | xMaywood Steel | | 130 | 28 \| 10.6 | 398 | | | (Manitowoc [Wis. S. B. Co.) | Govt | 1SB;WP170lbs;500IHP. | | |
| OJNA | 2D;W. Bal;Wireless 7BH | | | | | | | | | | | |
| 6653 | **Inca** | Scw | Am | Brunswick | 51 | | '79 | Philadel- | South | 2CylC 16, 28x20; | | |
| 100,234 | Iron | | 92.6 | 20 \| 9.5 | 103 | | | (J. H. [phia, Pa. Dialogue & Son.) | Atlantic Towing Co. | 1SB;WP125lbs;500IHP. | | |
| | 2D 3BH | | | | | | | | | | | |
| 6654 | **Inca** | Scw | Am | New York | 948 | | 1915 | Ecorse, | Clyde | 3Cyl TE 17, 28½, 48x36; | | BL |
| 213,730 | Steel | | 246 | 38.4 \| 15.5 | 1414 | | 11 | (Great [Mich. Lakes Eng. Wks.) | S.S. Co. | 2SB;WP190lbs;1000IHP | | |
| LFQH | 1D;W. Bal 4BH | | B65′ | F25′ | | | | | | | | |
| 6655 | **Incemore** | Scw | Br | Liverpool | 2356 | | 1921 | W. Hartle- | Johnston | 3Cyl TE 26, 43, 73x48; | | C |
| 143,716 | Steel | | 360 | 52 \| 24.6 | 4098 | | 3 | pool, Eng. (Irvine's S. B. & D. D. Co., Lim.) | Line (Lim.) | 3SB;WP180lbs;547RHP;s rps4,26 | S.S.No.1,Leith8,25;A.S.8,25; B.S.4,25;M.S;shft drn3,26 | |
| KHRQ | 1D;B;Oil fuel;SUB.SIG;Wireless; W. Bal 6BH | | P41′ | B172′ F32′ | | | | | | | | |
| 6656 | **Inchdairnie** | Scw | Br | Glasgow | 4024 | | 1921 | Kinghorn, | J. Fletcher | Stm Tbns; | | BL |
| 147,880 | xKinghorn Steel | | 412.4 | 55.7 \| 34.3 | 6596 | | 5 | (Kinghorn [Scot. S. B. Co.) | | 3WTB;WP200lbs | | |
| KVFQ | 1D;Shel dk;Wireless;W. Bal 5BH | | F40′ | | | | | | | | | |
| 6657 | **Independence** | Scw | Am | San Fran. | 4753 | 9′ 6¾″ | 1918 | Alameda, | U. S. Ship- | Elect Motor;Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 217,172 | Steel | | 440 | 56 \| 35.2 | 7597 | 28′ 7½″ | 11 | (Bethlehem [Cal. S. B. Corp., Lim.) | ping Board | General Electric Co; | ✠AMS | |
| LNPW | 2D;Long. frmg; 9BH | | | 38′ | 11868 | | | | | 3SB { Bethlehem S. B. Corp., Lim; Willamette & I. Stl. Wks; | S.S.No.1,NY1,24; | |
| | W. Bal;Wireless; 7BH to Fbd dk | | | | | | | | | 8250HS;WP215lbs;3000SHP;EAC; | n Eng6,21;M.S.1,24;shft drn; | |
| | SUB.SIG; 2BH to 2d dk | | | | | | | | | d rpd3,25;rps12,25;Dkd7,26;s rps8,26 | B.S.3,25;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| 6658 | **Independence Hall** | Scw | Am | Phila. | 3076 | 7′ 9½″ | 1920 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 220,447 | Steel | | 390 | 54.2 \| 27.8 | 5050 | 24′ 5″ | 7 | (American [Pa. Inter. S. B. Corp.) | ping Board | General Electric Co; | ✠AMS | |
| MBFW | 2D;Wireless;SUB.SIG;W. Bal; 8BH | | | 32′ | 7825 | | | | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,NY7,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | M.S.7,24;shft drn4,26; | |
| | | | | | | | | | | Dkd,d rpd4,26;Exmd11,26 | B.S.11,26;Clh BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t. ..... ...D.T 36′892t; F.P.14 4t | | | | | | | | | | | |
| | F.O.....D.B.257′1162t;S. T.14′1 29t..... | | | | | | | | | | | |
| 6659 | **Independent** | Scw | Am | N. Orleans | 112 | | 1901 | Port Rich- | New | 2CylC 20, 40x30; | | |
| 100,739 | Steel | | 96.2 | 21 \| 12.5 | 164 | | | mond, N. Y. (Burlee S. B. Co.) | Orleans Coal & Bisso Towboat Co. | 1SB;WP150lbs;850IHP. | | |
| | 1D 3BH | | | | | | | | | | | |
| 6660 | **Independent Bridge** | Scw | Am | Newark | 2174 | 5′ 9″ | 1919 | Newark, | Ford Motor | Stm Tbn; | ✠A1Ⓔ | |
| 219,047 | Steel | | 324 | 46.2 \| 25 | 3545 | 22′ 11″ | 10 | (Submarine [N. J. Boat Corp.) | Co. | Westinghouse E. & M. Co; | ✠AMS | |
| LTFW | 1D;2d dk at ends; 7BH | | | 28′ 6″ | 5500 | | | | | 2WTB;Babcock & Wilcox Co; | Scip;CL | |
| | Wireless; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | SUB.SIG;W. Bal; 1BH to 2d dk | | | | | | | | | Dkd12,20;s rps3,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T 20′394 t.....F.P.111t | | | | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T 20′368 t;S.T.3 1t..... | | | | | | | | | | | |
| 6661 | **India** | Scw | Grk | Syra | 1665 | | '96 | Stockton, | S. N. | 3Cyl TE 20, 34, 58x39; | | BL |
| | xGibel Yedid xYearby Steel | | 300 | 45 \| 20.4 | 2639 | | 12 | (Ropner [Eng. & Son.) | Valmadis | 2SB;WP210lbs | | |
| TFQS | 1D;Web frms;Wireless;W. Bal 5BH | | P27′ | B58′ F35′ | | | | | | | | |
| 6662 | **India** | Scw | Br | Montreal | 573 | | '99 | Garden | India Trans. | 3Cyl TE 18, 30, 48x30; | | |
| 107,735 | Comp | | 215.9 | 36.4 \| 15 | 976 | | | Island, Ont. (Calvin Co., Lim.) | Co. | 2SB;WP160lbs | 85CF(GL) | |
| | 1D | | | | | | | | | | Except Lake Superior after 9,26 | |
| | | | | | | | | | | | P.S.5,26 | |
| 6663 | **India Arrow** | Scw | Am | New York | 5176 | 5′ 2¼″ | 1921 | Quincy, | Standard | 4Cyl QE 24, 35, 51, 75x51; | ✠A1Ⓔ With Freeboard | |
| 221,086 | Steel | | 468.2 | 62.6 \| 32 | 8328 | 27′ | 3 | (Bethlehem [Mass S. B. Corp., Lim.) | Trans. Co. | Bethlehem S. B. Corp; | Oil Carrier. | |
| MCLT | 2D;Super dk; 17BH | | | 32′ ½″ | 12600 | | | | | 3SB;Bethlehem S. B. Corp; | ✠AMS | |
| | Long. frmg; 9BH to Fbd dk | | | | | | | | | 9315HS;WP220lbs;3200IHP;EAC; | S.S.No.1,SanF3,25; | |
| | Mchy aft; 2BH to Super dk | | | | | | | | | d rpd1,26;Dkd6,26;s rps9,26 | n shft6,23;M.&B.S.3,25; | |
| | Wireless;SUB.SIG; 6BH to 2d dk | | | | | | | | | | shft drn6,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-40 | | | | | | | | | | | |
| | W.B.—A.P.131t;D.B.a76′285t..... ..... .....D.T.f. 40′518 t;F.P.270t | | | | | | | | | | | |
| | F.O.....D.T a19′87 5t;W.T a19′131t;D.T.f. 40′483 t..... | | | | | | | | | | | |
| 6664 | **India Maru** | Scw | Jap | Kobe | 4254 | | 1920 | Kobe, | Kawasaki | 3Cyl TE 26, 43, 72x48; | | BL |
| 26,813 | Steel | | 385 | 51 \| 36 | 5873 | | 6 | (Kawasaki [Jap. Dkyd. Co., Lim.) | Dockyard Co. (Lim.) | 2SB;1AuxSB;WP200lbs | | |
| RWPI | 2D;Wireless;W. Bal 6BH | | | | | | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Materials, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6665 | **Indian** | Scw | Am | Baltimore | 1135 | | '90 | Wilmington, | Merchants | 3CylTE22,36,55x48; | — Exp | |
| 100,465 | Iron | Sch | 267 | 38 \| 18.5 | 1955 | | 4 | (Harlan & Hollingsworth Co.) [Del. | & Miners Transp. Co. | 4CRTB;WP160lbs;1300IHP. | | |
| KGVF | 2D;SUB.SIG;Wireless 6BH | | | | | | | | | | | |
| 6666 | **Indian City** | Scw | Br | Bideford | 3889 | | 1920 | Stockton, | W. R. Smith | 3CylTE28,46,75x51; | | C |
| 140,860 | Steel | | 411.7 | 54.5 \| 33.6 | 6221 | | 4 | (Ropner [Eng. | & Sons (Lim.) | 3SB;WP180lbs;580RHP; | S.S.No.1,SanF1,24;A.S.8,25; | |
| KFCW | 2D;Shel dk;Wireless;W. Bal 8BH | | F37′ | | | | | S. B. & Rep. Co.) | Mgrs. | Dkd1,24;d rpd9,26 | n shft1,24;M.S;shft drn11,25; B.S.9,26 | |
| 6667 | **Indian Prince** | Scw | Br | Newcastle | 3123 | | 1917 | Glasgow, | Rio Cape | 3CylTE27,43,72x48; | | BL |
| 137,859 | xGlenlyon Steel | | 400.3 | 53 \| 27.3 | 4933 | | 9 | (C. Connell [Scot. | Line (Lim.) | 3SB;WP180lbs | | |
| JRBI | 2D;SUB.SIG;Wireless;W. Bal 6BH | | P35′ | B121′ F45′ | | | | & Co., Lim.) | | | | |
| 6668 | **Indian Ridge** | Brg | Am | Phila. | 842 | | '97 | Noank, | Reading Co. | O,Ch,Hk,YP;Gif×(Sltd) | — Exp | |
| 100,648 | | Trn | 194.1 | 34.8 \| 17.6 | 910 | | 12 | (Robt. [Conn. Palmer & Son.) | | | | |
| KNGF | 1D;B | | | | | | | | | | | |
| 6669 | **Indian Transport** | Scw | Br | W.Hartlpl | 2653 | | 1910 | Newcastle, | Houlder | 3CylTE25,40,67x45; | | BL |
| 127,456 | Steel | | 365 | 51.4 \| 25.9 | 4111 | | 5 | (Northum- [Eng | Bros. & Co. | 3SB;WP180lbs | | |
| HQVM | 1D;Wireless;W. Bal 6BH | | P24′ | B91′ F32′ | | | | berland S. B. Co., Lim.) | (Lim.), Mgrs | | | |
| 6670 | **Indiana** | Scw | Am | Duluth | 1562 | | '90 | Manitowoc, | Goodrich | 2CylC26,50x36; | | |
| 100,471 | Oak | | 223 | 35.4 \| 14.3 | 1979 | | rb'15 | (Burger & [Wis. Burger.) | Trans. Co. | 2SB;WP150lbs;1000IHP. | | |
| | 3D;Wireless 3BH | | | | | | | | | | | |
| 6671 | **Indiana** | S | Am | San Fran. | 1413 | | '76 | Bath, | Cecil B. | O,YP;Icf | — Exp | |
| 100,189 | | | 208.9 | 40 \| 23.9 | 1487 | | 11 | Me | De Mille Pictures Corp. | | | |
| JSCQ | 2D;Wireless | | | | | | | (E. & A. Sewall.) | | | | |
| 6672 | **Indiana** | Scw | Fr | Havre | 3555 | | 1915 | Vegesack, | Compagnie | 4CylQE24,35,50,73x53; | | V |
| | xKagera Steel | | 420.9 | 56.3 \| 27.8 | 5751 | | | (Bremer [Ger. | Generale Trans- | | | |
| OJNC | 2D;Spar dk;Wireless;W. Bal 7BH | | P & | B333′ F58′ | | | | Vulkan.) | atlantique | 4SB;WP237lbs;3300IHP | | |
| 6673 | **Indiana** | Brg | Am | New York | 1506 | | 1900 | Bath, | Morecraft | O,Hk,Hw,YP;Gif | | |
| 100,710 | | Sch | 236.3 | 43.3 \| 20.6 | 1626 | | 5 | (New Eng- [Me. | Transp. Co. | | | |
| KPVT | 1D;B | | | | | | | land S. B. Co.) | | | | |
| 6674 | **Indiana Bridge** | Scw | Am | Newark | 2174 | 5′ 9″ | 1919 | Newark, | Ford Motor | Stm Tbn; | ✠A1Ⓔ | |
| 219,242 | Steel | | 324 | 46.2 \| 25 \| 28′ 6″ | 3545 | 22′ 11″ | 12 | (Submarine [N. J | Co. | Westinghouse E. & M. Co; | ✠AMS | |
| LTRF | 1D;2d dk at ends; 7BH | | | | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | Wireless;W. Bal; 1BH to 2d dk | | | | | | | | | s rps4,21;Dkd,d rpd6,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T .20′394t.... ..F.P.111t | | | | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T .20′368t;S.T.3it ..... | | | | | | | | | | | |
| 6675 | **Indiana Harbor** | Scw | Am | San Fran. | 1626 | 4′ 2″ | 1920 | Lorain, | Pillsbury | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 219,573 | Steel | | 251 | 43.6 \| 25.8 \| 28′ 2″ | 2612 | 24′ 2″ | 4 | (American [Ohio | & Curtis, Inc. | American S. B. Co; | ✠AMS | |
| LVNH | 1D;B;Wireless;W. Bal; 4BH | | | | 4050 | | | S. B. Co.) | | 2SB;American S. B. Co; | S.S.No.1,Nflk12,25; | |
| | Oil fuel F. P. above 150° F. C-30 | | P24′ | B64′ F19′ | | | | | | 5467HS;WP185lbs;1413IHP; | M.&B.S;shft drn12,25;Scip;CL | |
| | | | | | | | | | | s rps2,26;Dkd8,26 | | |
| | W.B.—A.P.96t;D.B.204′436t;D.T a12′80t..... .....F.P.72t | | | | | | | | | | | |
| | F.O.—A.P.90t;D.B.158′288t;D.T a12′75t;W.T. 30′200t..... | | | | | | | | | | | |
| 6676 | **Indianapolis** | Scw | Am | Phila. | 6121 | 8′ 5¾″ | 1918 | Gloucester | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 217,165 | Steel | | 439.5 | 60.2 \| 33.7 \| 36′ 8″ | 8134 | 28′ 4½″ | 12 | City, N. J. | ping Board | General Electric Co; | ✠AMS | |
| LNPQ | 2D;Long. frmg; 7BH | | | | 12500 | | | (Pusey &Jones Co.) | | 3SB;Pusey & Jones; | S.S.NptN6,20 | |
| | Wireless;SUB.SIG; 4BH to Fbd dk | | P54′ | B133′ F46′ | | | | | | 177GS;7804HS;WP210lbs;3000SHP; | (Laid up) | |
| | W. Bal 3BH to 2d dk | | | | | | | | | Dkd,s rps6,20 | | |
| 6677 | **Indianapolis** | Scw | Am | Seattle | 520 | | 1904 | Toledo, | Puget | 3CylTE18,30,50x30; | ✠ — — | |
| 200,920 | Steel | | 180 | 32 \| 18.6 | 765 | | 6 | Ohio | Sound Nav. Co | 2SB;WP200lbs;1500IHP. | Cancelled. | |
| KVDJ | 3D 3BH | | | | | | | (Craig S. B. Co.) | | | | |
| 6678 | **Indianic** | Scw | Swd | Gothenb'g | 2712 | | 1908 | Newcastle, | G. Carlsson, | 3CylTE27½,46,76x48; | | BL |
| 4,883 | Steel | | 380.4 | 52 \| 25.7 | 4360 | | 6 | (Hawthorn, [Eng | Mgr. | 2SB;1AuxSB;WP180lbs | | |
| JRCT | 2D;Shel dk;Deep frmg; 6BH | | | | | | | Leslie & Co. Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc | Rig. | Nation. | Hailing Port. Reg. Dimensions Lth. \| Bth. \| Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6679 | **Indianola** | Scw | Br | Liverpool | 2865 | | 1912 | Stockton, | J. H. Wels- | 3Cyl TE 26,42,70x48; | | BL |
| 131,414 | Steel | Sch | 390 | 52.5 \| 25.6 | 4603 | | 1 | (Richardson, [Eng. | ford & Co. | 3SB;WP180lbs | | |
| HVMK | 1D;Shel dk;Web frms; 6BH | | | | | | | Duck & Co.) | (Lim.), Mgrs. | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | | | | | |
| 6680 | **Indien** | MV | Dan | Cop'hagen | 3583 | | 1920 | Nakskov, | A/S. | 2-6CylOilEng24 1/16 x37 1/16 | | BL |
| | Steel | Twin | 390.7 | 53.2 \| 33.7 | 5702 | | 10 | (A/S. [Den. | Dampskibssel- | | | |
| NCBT | 1D;Wireless;W. Bal 5BH | | F36′ | | | | | Nakskov. Skibs.) | skabet Orient | | | |
| 6681 | **Indier** | Scw | Blg | Antwerp | 3168 | | 1918 | Sunderland, | Lloyd | 3Cyl TE 27,44,73x48; | | BL |
| | xWar Redcap Steel | | 400.3 | 52.3 \| 28.4 | 5147 | | 8 | (J. [Eng | Royal Belge | 3SB;WP180lbs. | | |
| MILD | 2D;Wireless 7BH | | P49′ | B113′ F40′ | | | | Priestman & Co.) | Soc. Anon. | | | |
| 6682 | **Indipendente** | Scw | It | Genoa | 2138 | | '92 | Stockton, | Clorialdo | 3Cyl TE 24,40,66x45; | | V |
| 480 | xD'Aosta xElio Steel | | 347.7 | 42.1 \| 26.7 \| 27.1 | 3344 | | 8 | (Richardson, [Eng. | Devoto fu G. B. | 2SB;WP160lbs;1125IHP | | |
| | 2D;Spar dk;Web frms;Wireless; 7BH | | | | | | | Duck & Co.) | | | | |
| | W. Bal | | P35′ | F35′ | | | | | | | | |
| 6683 | **Indo Maru** | Scw | Jap | Fuchu | 3566 | | '97 | Glasgow, | Utsubo | 3Cyl TE 26,44,73x48; | | C-J |
| 14,350 | xIndrapura Steel | Sch | 400 | 49.2 \| 28.3 | 5001 | | 8 | (C. Connell [Scot | Shosen Kabushiki | 3SB;WP190lbs;265RHP. | 3dS.S.No.1,Kobe9,25;A.S.9,25; | |
| LPVG | 2D;Deep frmg;Wireless;W. Bal 6BH | | P51′ | B136′ F30′ | | | | & Co.) | Kaisha | | M.&B.S;shft drn9,25 | |
| 6684 | **Indomito** | Sch | It | Genoa | 450 | | 1918 | Annapolis, | Cav. | Wd; | | V |
| | xPrimero xMapleland | Aux | 120.8 | 34.8 \| 12.9 | 547 | | | (Annapolis [N. S. | Clorialdo Devoto | 4CylOilEng11x12 7/16;200IHP | | |
| NTYL | 1D | | | | | | | Shipping Co.) | fu G. B. | | | |
| 6685 | **Indra** | MV | Nor | Oslo | 3100 | | 1923 | Amsterdam, | Winge & | 2-6CylOilEng22x39 | | N |
| | Steel | Twin | 375.8 | 51.4 \| 30.7 | 5040 | | 5 | (Neder- [Hol. | Co., Mgrs. | | | |
| LCVT | 2D;Wireless;W. Bal 6BH | | | | | | | landsche | | | | |
| | | | | | | | | Scheepsbouw | | | | |
| | | | | | | | | Maats.) | | | | |
| 6686 | **Indus Maru** | Scw | Jap | Osaka | 2705 | | 1918 | Innoshima, | Osaka | 3Cyl TE 24,41,67x48; | | BL |
| 21,782 | Steel | | 345 | 49.8 \| 28.1 | 4366 | | 2 | (Osaka [Jap. | Shosen Kabushiki | 2SB;WP180lbs | | |
| NQWL | 1D;Shel dk;Web frms; 7BH | | P30′ | B99′ F34′ | | | | Iron Wks., Lim.) | Kaisha | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | | | | | |
| 6687 | **Industria** | Scw | Swd | Gothenb'g | 1143 | | '89 | Grange- | H.Metcalfe, | 3Cyl TE 19,31,51x36; | | BL |
| 4,728 | xNils xWinnie Steel | | 270.3 | 36.9 \| 17.1 | 1896 | | 6 | mouth, Scot. | Mgr. | 2SB;WP160lbs | | |
| JQMC | 1D;Well dk;Web frms; 4BH | | P25′ | B114′ F33′ | | | | (Grangemouth | | | | |
| | Wireless;W. Bal | | | | | | | Dkyd. Co.) | | | | |
| 6688 | **Industry** | Scw | Am | Chicago | 138 | | 1905 | Buffalo, | Merchants | 1Cyl 20x20; | | |
| 202,323 | xC. H. Conover Steel | | 99.6 | 30 \| 12 | 203 | | | (Empire [N. Y. | Lighterage Co | 1Blr;WP150lbs;25OIHP. | | |
| | 2D 3BH | | | | | | | S. B. Co.) | | | | |
| 6689 | **Ines** | Scw | Brz | R.G.doSul | 1957 | | '99 | Dumbarton, | M. G. | 3Cyl TE 25,42,68x45; | | B L |
| | xMercuria Steel | | 333 | 45 \| 15.9 | 3106 | | 10 | (A.McMillan [Scot. | Nicolich | 2SB;WP160lbs | | |
| | 1D;Spar dk;Deep frmg; 6BH | | P28′ | B106′ F38′ | | | | & Son, Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6690 | **Infanta Isabel** | Scw | Jap | | 3999 | | 1912 | Pt. Glasgow, | Osaka | 2-4CylQE 24 1/2,35,50,72x51; | | BL |
| | Steel | Twin | 459.5 | 58.2 \| 29.3 | 8100 | | 9 | (Russell [Scot. | Shosen K. K. | 3DB;2SB;WP215lbs | | |
| | 3D;Wireless;W. Bal 7BH | | F45′ | | | | | & Co.) | | | | |
| 6691 | **InfantaIsabeldeBorbon** | Scw | Sp | Barcelona | 5740 | | 1913 | Dumbarton, | Cia. Tras- | 2-3Cyl TE 28,43,66x45; | | C |
| | Steel | Trpl | 481.9 | 61.3 \| 32.7 | 10348 | | 3 | (W. Denny [Scot. | atlantica | 1LPT;3DB;2SB;WP200lbs | S.S.No.2,Brc3,26; | |
| HPBG | 3D;Deep frmg;SUB.SIG; 9BH | | P74′ | B245′ P60′ | | | | & Bros.) | | | B.S.11,25;M.S;shft drn3,26 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6692 | **Infante de Sagres** | Scw | Ptg | Lisbon | 3315 | | 1904 | Hamburg, | Cia. do | 3Cyl TE 25,41,72x54; | | BL |
| | xMormugao xKommodore Steel | | 411.2 | 50.9 \| 28.6 | 5235 | | 7 | (Blohm [Ger. | Assucar de | 3SB;WP200lbs;2800IHP. | | |
| HINS | 2D;Well dk;Web frms; 7BH | | P & B | 250′ F96′ | | | | & Voss.) | Angola | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6693 | **Inga** | Scw | Swd | Kalmar | 731 | | 1907 | Elsinore, | Angf. A/B. | 3Cyl TE 17,27,47x33; | | BL |
| 7,173 | xDaneholm xGraafaxe Steel | | 237.9 | 36.7 \| 14.2 | 1300 | | 3 | (Helsingors [Den. | Kjell | 2SB;WP180lbs | | |
| KFRH | 1D;Well dk;Deep frmg;W. Bal 4BH | | P12′ | B100′ F28′ | | | | Jernsk & Mak.) | | | | |
| 6694 | **Inga** | Scw | Brz | Rio Jan'ro | 2855 | | 1900 | Newcastle, | Lloyd | 3Cyl TE 26,42,70x48; | | |
| | xEtruria Steel | | 378.4 | 48 \| 27.8 | 4437 | | | (Northum- [Eng. | Brasileiro, Mgrs. | 2SB;WP160lbs;1700IHP | | |
| HRWL | 2D;Deep frmg;Wireless;W. Bal 7BH | | P27′ | B93′ F32′ | | | | berland S. B. Co.) | | | | |
| 6695 | **Ingeborg** | Sch | Swd | Helsngbrg | 286 | | 1916 | Svendborg, | Rederi | Stl;4BH; | | V |
| | xNeils Hansen | 4 M | 141.9 | 29.7 \| 10.8 | 376 | | | (Ring [Den. | A/B "Hansa" | 4CylOilEng11 11/16 x16 7/16;160IHP. | | |
| KCNV | 1D;Mchy aft;W. Bal | Aux | | | | | | Andrsens | | | | |
| | | | | | | | | Staalskbs.) | | | | |
| 6696 | **Ingeniero Luis A. Huergo** | Scw | Arg | Bns. Aires | 1993 | | 1917 | Quincy, | Argentine | 3Cyl TE 22,37,60x42; | | |
| | Steel | | 329.1 | 46.2 \| 25.7 | 3327 | | 4 | (Fore [Mass. | Govt. | 2SB;WP190lbs | | |
| HBGX | 2D;Web frms;Mchy aft; 12BH | | P71′ | B27′ F31′ | | | | River S. B. Corp.) | | | | |
| | Oil in bulk;Oil fuel;Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6697 | **Ingeren** | Scw | Nor | Bergen | 3266 | | 1911 | Middlesbro | A/S Inger | 3CylTE28,46,77x48; | | BL |
| LDKN | xBerwindvale Steel<br>1D;Mchy aft;Wireless;W. Bal 6BH | Sch | 405<br>P & B | 54.2 \| 26.4<br>247′ F42′ | 6118 | | 3 | (Sir Rayton Dixon & Co., Lim.) [Eng. | | 3SB;WP180lbs | | |
| 6698 | **Ingerfire** | Scw | Nor | Bergen | 2367 | | 1905 | Sunderland, | A/S Inger | 3CylTE25,41,67x45; | | BL |
| LDMJ | xAlexandra Steel<br>1D;B;Web frms; 6BH<br>Wireless;W. Bal | | 346.5<br>P27′ | 49.6 \| 25.5<br>B74′ F30′ | 3835 | | 11 | (Short Bros., Lim.) [Eng. | | 2SB;WP180lbs | | |
| 6699 | **Ingerto** | Scw | Nor | Bergen | 1773 | | 1920 | Baltimore, | A/S Inger | 3CylTE22,37½,60x42; | | BL |
| LDJT | xJohn R. Gibbons Steel<br>1D;Long. frmg;Web frms; 5BH<br>Wireless;W. Bal | | 318.6<br>P36′ | 46.2 \| 22<br>B94′ F36′ | 3089 | | 7 | (Union S. B. Co.) [Md | | 2SB;WP185lbs;1600IHP | | |
| 6700 | **Ingertre** | Scw | Nor | Bergen | 1769 | | 1920 | Baltimore, | Jacob Kjode, Mgr. | 3CylTE22,37½,60x42; | | BL |
| LDKM | xGeorge B. Mackenzie Steel<br>1D;Web frms;Long. frmg; 5BH<br>Wireless;W. Bal | | 318.8<br>P26′ | 46.2 \| 22<br>B94′ F36′ | 3088 | | 5 | (Union S. B. Co.) [Md | | 2SB;WP185lbs;1600IHP | | |
| 6701 | **Ingleby** | Scw | Br | W.Hartlpl | 2313 | | 1907 | Stockton, | Ropner Shipping Co. (Lim.) | 3CylTE25,41,67x45; | | C |
| 124,339 | Steel | Sch | 350 | 50.1 \| 23 | 3815 | | 8 | (Ropner & Son.) [Eng. | | 2SB;WP180lbs;322RHP. | 2dS.S.No.1,WHtpl8,25; M.&B.S;shft drn9,25 | |
| HLDJ | 2D;Deep frmg;Wireless;W. Bal 6BH | | F33′ | | | | | | | | | |
| 6702 | **Ingola** | Scw | Br | Glasgow | 2392 | | 1925 | W. Hartle- | Steamship | 3CylTE25,40,67x45; | | BL |
| 147,950 | Steel | | 352 | 50 \| 24.7 | 3846 | | 3 | pool, Eng | "Induna" Co. (Lim.) | 2SB;WP180lbs | | |
| KSGP | 1D;Wireless;W. Bal 6BH | | P30′ | B113′ F35′ | | | | (W. Gray & Co., Lim.) | | | | |
| 6703 | **Ingold** | Scw | Am | Newark | 2053 | 5′ 9″ | 1919 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,242 | Steel | | 324 | 46.2 \| 25 | 3257 | 22′ 11″ | 4 | (Submarine Boat Corp.) [N. J | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LNTV | 1D;2d dk at ends; 7BH<br>SUB.SIG; 6BH to Fbd dk<br>W. Bal; 1BH to 2d dk<br>Oil fuel F. P. above 150° F. C-32 | | | 28′ 6″ | 5500 | | | | | 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; d rpd2,20;s rps8,20;Dkd11,20 | Clh BB;CL (Laid up) | |
| | W.B.—A.P.71t;D.B.252′847t;D.T .20′394<br>F.O.—A.P.66t;D.B.214′643t..... | | | t.....F.P.111t<br>.S.T.3 1t..... | | | | | | | | |
| 6704 | **Ingoma** | Scw | Br | Liverpool | 3566 | | 1913 | Glasgow, | Charente S.S. Co. (Lim.) | 3CylTE26,46,76x54; | | BL |
| 135,475 | Steel | | 400.6 | 52.2 \| 28.3 | 5686 | | 7 | (W. & J. Henderson & Co., Lim.) [Scot | | 2DB;1SB;WP215lbs | | |
| JCNL | 2D;Wireless;W. Bal;D.F. 8BH | | P34′ | B160′ F50′ | | | | | | | | |
| 6705 | **Ingomar** | Sch | Am | Gloucester | 85 | | 1904 | Essex, | Gorton Pew Vessels Co. | O,YP;Icf; | | |
| 201,383 | | Aux | 104.8 | 25.7 \| 11.4 | 143 | | 9 | (James & Tarr.) [Mass. | | GasEng;90BHP. | | |
| KTJH | 1D | | | | | | | | | | | |
| 6706 | **Ingomar** | Bk | Swd | Gothenb'g | 887 | | '83 | Brake, | Sam Anderson, Mgr. | O,Bch,Pp;Icf(Sltd) | | V |
| 5,520 | xDon Juan | | 180.9 | 35 \| 21.3 | 999 | | | (J. Oltmann's Wve.) [Ger. | | | | |
| JTMQ | 2D | | | | | | | | | | | |
| 6707 | **Ingram** | Scw | Ger | Bremen | 2208 | | 1922 | Emden, | Nord- deutscher Lloyd | 3CylTE24,38,63x43; | | G |
| | xAntares Steel | | 369.7 | 50.8 \| 21.8 | 3670 | | 5 | (Nordsee-werke, A. G.) [Ger. | | 2Birs | | |
| QLPC | 2D;SUB.SIG;Wireless;W. Bal 1BH | | F41′ | | | | | | | | | |
| 6708 | **Ingrid** | Scw | Swd | Olserud | 98 | | 1901 | Lodi, It. | A. G. Andersson | 2CylC9½,21x13½ | | |
| 3,909 | Comp. | Sch | 100.4 | 23 \| 10.2 | 204 | | | (Aktieb. Lodose Varf.) | | | | |
| JMHG | 1D;Mchy aft | | B24′ | F13′ | | | | | | | | |
| 6709 | **Ingrid** | Scw | Nor | Sandefj'rd | 1156 | | 1912 | W. Hartle- | D/S. A/S. Ruth | 3CylTE20½,33,54x36; | | C |
| | xUbbergen Steel | Sch | 279 | 40.1 \| 13.5 | 1870 | | 1 | pool, Eng | | 2SB;WP180lbs | S.S.No.3,Rtdm9,24;A.S.1,25; | |
| WPGR | 1D;Deep frmg;Wireless;W. Bal 4BH | | P25′ | B32′ F28′ | | | | (Irvine's S. B. & D. D. Co.) | | | shft drn9,24;M.&B.S.12,25 | |
| 6710 | **Ingrid** | MV | Dan | Skagen | ..... | | 1920 | Grenaa | P. Saxberg | 2CylOilEng14 3/16x15 5/16; | | V |
| | xLilli xIngrid Wood | xTrn | 86.1 | 22.2 \| 7.1 | 100 | | | (Brodrene Rode.) [Den. | | 1201HP | | |
| NBPD | 1D | | | | | | | | | | | |
| 6711 | **Inhambane** | Scw | Ptg | Lisbon | 4766 | | 1912 | Geeste- | Soc. Geral de Commercio Industria e Transportes(Lim.) | 3CylTE27,46,78x53; | | BL |
| | xEssen Steel | | 450.8 | 57.2 \| 27 | 7526 | | 8 | munde, Ger. | | 4SB;WP206lbs | | |
| HINB | 2D;Well dk;Wireless;W. Bal 9BH | | P & B | 392′ F45′ | | | | (J. C. Tecklenborg A. G.) | | | | |
| 6712 | **Inkula** | Scw | Br | Liverpool | 3280 | | 1904 | Spezia, | The Gulf Transport Co | 3CylTE28,46,77x48; | | BL |
| 109,335 | xPallanza Steel | Sch | 401 | 52.1 \| 29.3 | 5171 | | 9 | (Cant. Nav. di Muggiano.) [It. | | 4SB;WP180lbs | | |
| RLFJ | 2D;B;Shel dk;Wireless;W. Bal 6BH | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6713 | **Inkum** | Scw | Br | Liverpool | 2795 | | 1921 | Stockton, | Gulf | 3Cyl TE 26,42,70x48; | | BL |
| 145,846 | Steel | | 400.3 | 52 \| 24.9 | 4504 | | 6 | (Richardson, [Eng. | Transport Co. | 3SB;WP180lbs | | |
| KJDN | 1D;Shel dk;Wireless;W. Bal 8BH | | | | | | | Duck & Co., Lim.) | (Lim.) | | | |
| 6714 | **Inland** | Scw | Swd | Gothenb'g | 1720 | | 1909 | Sunderland, | Angfartygs | 3Cyl TE 22½,37,60x39; | | V |
| 5,047 | Steel | | 290.2 | 43.8 \| 18.9 | 2409 | | | (W. Doxford [Eng. | A/B Tirfing | 2SB;WP160lbs;1200IHP. | | |
| JRPT | 1D;Wireless;W. Bal 7BH | | P35′ | B81′ F33′ | | | | & Sons, Lim.) | | | | |
| 6715 | **Inland** | Scw | Am | Buffalo | 1098 | | '94 | Cleveland, | Consoli- | 3Cyl TE 20,33,54x40; | ✠ — — | |
| 100,589 | xI. W. Nicholas Steel | | 248 | 42 \| 21.5 | 1888 | | | (Cleveland [Ohio | dated Coastwise | 2SB;WP160lbs;1450IHP | — — | |
| LGDH | 1D;B;Mchy aft;Wireless 4BH | | | | 3250 | | | S. B. Co.) | Co. (Brown & Co., Mgrs.) | | Cancelled 12,25 | |
| 6716 | **Innaren** | MV | Swd | Gothenb'g | 2033 | | 1924 | Grimstad, | Rederi A/B | 6Cyl Oil Eng 24x51 | | N |
| 39,490 | Steel | | 340.1 | 50.1 \| 23.8 | 3637 | | 5 | (Sorlandets [Nor. | Transatlantic | | | |
| KFMB | 1D;Wireless;W. Bal 5BH | | P37′ | B102′ F30′ | | | | Skibsbyggerl.) | | | | |
| 6717 | **Inneroy** | Scw | Nor | Oslo | 1211 | | '97 | W. Hartle- | D/S. A/S. | 3Cyl TE 19,30½,51x36; | | BL |
| | xVolendam xNarva Steel | | 270 | 39.2 \| 15.9 | 1994 | | 9 | (W. [pool, Eng. | "Oy II" | 2SB;WP160lbs | | |
| MTSG | 1D;Deep frmg;Wireless;W. Bal 4BH | | P17′ | | | | | Gray & Co., Lim.) | | | | |
| 6718 | **Innerton** | Scw | Br | Newcastle | 3241 | | 1919 | Stockton, | R. Chapman | 3Cyl TE 26,44,73x48; | | BL |
| 142,838 | Steel | | 400.1 | 52.3 \| 28.5 | 5276 | | 8 | (Ropner [Eng. | & Son | 3SB;WP180lbs | | |
| KCGD | 1D;Wireless;W. Bal 7BH | | P49′ | B113′ F40′ | | | | & Sons, Lim.) | | | | |
| 6719 | **Innoko** | Scw | Am | Newark | 3757 | 8′ ½″ | 1919 | Kearny, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 218,699 | Steel | | 394.8 | 55.2 \| 31.6 \| 34′11″ | 6093 | 27′ | 8 | (Federal [N. J. | ping Board | General Electric Co; | ✠AMS | |
| LSHM | 2D;Long. frmg;W. Bal; 7BH | | | | 9700 | | | S. B. Co.) | | 3SB;Federal S. B. Co; | S.S.No.1,Phila3,24; | |
| | Wireless;SUB.SIG. C-36 | | P44′ | B108′ F37′ | | | | | | 8934HS;WP210lbs;2500SHP; | M.S.8,24;B.S;n shft4,26; | |
| | | | | | | | | | | Dkd,d rpd4,26 | SBP;CL | |
| | W.B.—A.P.175t;D.B.331′1518t... | ..... | F.P.25 | 5t | | | | | | | | |
| | F.O.—A.P.163t;D.B.289′1169t;S. | T.77t; | F.P.23 | 8t | | | | | | | | |
| 6720 | **Inocencio Figaredo** | Scw | Sp | Aviles | 1802 | | '98 | Sunderland, | L. Ibran | 3Cyl TE 23,38,62x42; | | |
| | xOlavarriaga xHolmes Island Steel | | 316 | 42.1 \| 17 | 2823 | | 4 | (Short [Eng. | | 2SB;WP160lbs | | |
| HPBJ | 1D;B;Spar dk;Deep frmg; 6BH | | P31′ | B78′ F31′ | | | | Bros.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6721 | **Inspector** | Scw | Am | Phila. | 3076 | 7′ 9″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ Molasses Carrier. | |
| 219,159 | Steel | | 390 | 54.2 \| 27.6 \| 32′ | 5036 | 24′ 5″ | 10 | (American [Pa. | ping Boar | General Electric Co; | ✠AMS | |
| LTMN | 2D;SUB.SIG;Wireless; 10BH | | | | 7565 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | W. Bal; 8BH to Fbd dk | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | (Laid up) | |
| | 2BH to 2d dk | | | | | | | | | d rpd1,20;Dkd,s rps3,23 | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.100t;D.B.284′1380t... | ..... | ...D.T | .36′892t; F.P.14 | 4t | | | | | | | |
| | F.O.....D.B.257′1162t;S. | T.14′ 1 | 29t... | ..... | | | | | | | | |
| 6722 | **Intaba** | Scw | Br | Aberdeen | 3049 | | 1910 | Aberdeen, | Charente | 3Cyl TE 27,45,75x48; | | BL |
| 129,345 | Steel | | 386.1 | 48.2 \| 27.1 | 4835 | | 10 | (Hall, [Scot. | S.S. Co. (Lim.) | 6SB;WP180lbs | | |
| HRTQ | 2D;Web frms;Long. frmg; 6BH | | P62′ | B145′ F40′ | | | | Russell & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6723 | **Intan** | Scw | Am | Phila. | 3374 | 7′ 10½″ | 1919 | Bristol, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,137 | Steel | | 400.7 | 54.2 \| 30.4 \| 32′10″ | 5490 | 25′ 2″ | 6 | (Merchants [Pa. | ping Board | Westinghouse E. & M. Co.; | ✠AMS | |
| LRHC | 2D;SUB.SIG;Deep frmg;W. Bal; 7BH | | | | 9000 | | | S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | shft drn10,19;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P35′ | B123′ F44′ | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | | | | | | | | | | Dkd,s rps6,20 | | |
| | W.B.—A.P.143t;D.B.335′1311t... | .....F | .P.120t | | | | | | | | | |
| | F.O.....D.B.281′1092t;S. | T.63t | ..... | | | | | | | | | |
| 6724 | **Integral** | Trn | Br | Lunenb'rg | 343 | | 1917 | Conquerall | Lunenburg | O,B,Bch,Sp,P;Gif (Sltd) | ✠A1Ⓔ | |
| 138,554 | | | 135.6 | 32 \| 12 | 399 | | 11 | Bank, N. S. | Shipping Co. | rps,clk a11,23;d rpd,s b clkg5,24; | S.S.No.2,Lbg11,23 | |
| TNBR | 1D | | | | | | o '23 | (J. N. Rafuse & Sons.) | (Lim.) | Dkd6,26 | | |
| 6725 | **Integrity** | Scw | Am | New York | 40 | | 1918 | Green Bay, | Eads John- | 2Cyl C 18,38x26; | | |
| 217,302 | xCockamong Steel | | 75.5 | 24.2 \| 13 | 192 | | | (Northwest [Wis. | son & Co. | 1SB;WP155lbs;450IHP. | | |
| LPBW | 1D 3BH | | | | | | | Eng. Wks.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6726 100 554 | **Interlaken** 1D | Brg Sch | Am 170 | Bay City 34.3 \| 12.6 | 538 567 | | '93 rb '23 | Algonac, (A. [Mich. Smith.) | John J. Roen | O | 85CF(GL) P.S.8,26 | |
| 6727 100,749 | **International** O,YP;Ift 1D;B | Scw Elvr | Am 141.4 | New York 34.2 \| 16.1 | 401 590 | | 1901 7 | W. Haven, Conn. (John Marr.) | Interna-tional Elevating Co. | 1Cyl24x26; 1CRTB;WP125lbs;300IHP. | ✠ — — Cancelled. | |
| 6728 100,462 KGTW | **International** Iron 1D 6BH | Scw | Am 130 | Phila. 26 \| 16.2 | 200 400 | | '90 1 | Philadel- (Neafie [phia, Pa. & Levy.) | Reading Co. | 3CylTE16,24,41x30; 2SB;WP165lbs;725IHP. | — Exp | |
| 6729 163,400 | **InteroceanOilCo.No.10** xHelen M. Gallagher 1D | Brg | Am 94.8 | New York 23 \| 10.2 | 229 229 | | 1907 | Kingston, (Joseph [N. Y. A. Costello.) | Cullen Trans. Co. | Wd | | |
| 6730 223,545 | **Interstate** Wood 1D;Oil fuel | SW | Am 131.5 | Portland 26.7 \| 4.6 | 308 336 | | 1924 | Vancouver, (Greyhound [Wash. Transp. Co.) | Greyhound Transp. Co. | 350IHP. | | |
| 6731 44,338 | **Interstate** 1D | Brg | Am 135 | Buffalo 33 \| 12 | 303 303 | | '99 | Superior, Wis | L. A. Wells Const. Co. | Wd | | |
| 6732 202,072 | **Interstate No. 2** xW. B. Sanders Steel 1D 3BH | Scw | Am 85.3 | New York 21 \| 12 | 89 131 | | 1905 | Cleveland, (American [Ohio S. B. Co.) | National Towing Co. c/o C. D. Mallory & Co | 2CylC20,40x30; 1FB;WP125lbs;900IHP. | | |
| 6733 110,581 | **Interstate Park** xRockland O,Hk,YP;Icf 1D | Scw | Am 98.9 | New York 16.5 \| 6.7 | 79 135 | | '83 5 | Boston, (Smith [Mass. & Townsend.) | Joseph Harold Burger | 115IHP. | | |
| 6734 131,443 HWGD | **Intombi** Steel 2D;Web frms;Long. frmg; Wireless;W. Bal 6BH | Scw | Br 365 P33′ | Liverpool 47 \| 27 B108′ F38′ | 2505 3903 | | 1912 7 | Pt. Glasgow, (W. [Scot. Hamilton & Co., Lim.) | Charente S.S. Co. (Lim.) | 3CylTE22,37,62x48; 3SB;WP215lbs | | BL |
| 6735 200,641 KSVT | **Intrepid** Steel 1D;Wireless | Scw | Am 135 | New York 28 \| 17.9 | 224 330 | | 1903 | Newburgh, (T. S. [N. Y. Marvel & Co.) | Trans-portation Products Co | 2CylC9,21x16; 2WTB;230IHP. | | |
| 6736 127,421 | **Intrepid** xChas. Counselman Wood 1D | Scw | Am 85.5 | Seattle 21.2 \| 10.3 | 55 123 | | 1900 | Ballard, Wash. | Gilkey Bros. Towing Co. | 2CylC13½,28x24; 1Blr;WP175lbs;360IHP. | | |
| 6737 202,306 KVBF | **Invader** xNancy Lee xInvader 1D;SUB.SIG. | Sch Aux Yct | Am 112.7 | San Fran. 25.6 \| 13.5 | 141 155 | | 1905 8 | Boston, (Geo. [Mass. Lawley & Son.) | Don Lee, Inc. | Stl; 6Cyl Gas Eng8¼x11;100BHP. | | |
| 6738 217,301 LPBV | **Invader** xIndustry No. 2 Steel 1D 3BH | Scw | Am 95.5 | New York 24.2 \| 13 | 40 192 | | 1918 | Green Bay, (Northwest [Wis. Eng. Wks.) | Have-meyers & Elder | 2CylC18,38x26; 1SB;WP155lbs;450IHP. | | |
| 6739 147,914 KRFJ | **Invella** Steel 2D;Wireless;W. Bal 6BH | Scw | Br 400.1 P37′ | Glasgow 52.2 \| 28.5 B121′ F45′ | 3135 5026 | | 1924 8 | Glasgow, (Barclay, [Scot. Curle & Co., Lim.) | S.S. Induna Co. (Lim.) | 3CylTE26,44,73x48; 3SB;WP180lbs | | BL |
| 6740 131,287 HRPC | **Inventor** Steel 2D;Wireless;Oil fuel;W. Bal 9BH | Scw Sch | Br 469.5 P53′ | Liverpool 58 \| 32.1 B172′ F51′ | 5027 7851 | | 1910 9 | Glasgow, (D. W. [Scot. Henderson & Co.) | Charente S.S. Co. (Lim.) | 4CylQE25,36,52,74x54; 2DB;1AuxSB;WP215lbs | | BL |
| 6741 145,070 KHCJ | **Inverampton** Steel 1D;Oil in bulk; Oil fuel;Mchy aft;Wireless 8BH | Scw | Br 180 F38′ | London 40.1 \| 12.2 | 456 768 | | 1920 11 | Glasgow, (Harland & [Scot. Wolff, Lim.) | Lago Ship-ping Co. (Lim.) | 2CylC13½,27x18; 1SB;WP100lbs | | BL |
| 6742 143,371 KBWS | **Inverarder** xWar Hagara Steel 1D;Web frms;Long. frmg; Oil in bulk;Oil fuel; W. Bal;Wireless 11BH | Scw | Br 400 P49′ | London 52.4 \| 28.5 B121′ F45′ | 3367 5578 | | 1919 7 | Sunderland, (J. Laing [Eng. & Sons, Lim.) | British Mexican Petroleum Co. (Lim.) | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 6743 146,709 KNRF | **Inveravon** Steel 1D;Shel dk;Oil fuel; Wireless;W. Bal 8BH | Scw | Br 412.6 F40′ | London 55.8 \| 34.4 | 4239 6907 | | 1923 3 | Belfast, (Harland [Ire. & Wolff, Lim.) | British Mexican Petroleum Co. (Lim.) | 3CylTE27,44,73x48; 4SB;WP180lbs | | BL |
| 6744 147,899 KQSF | **Inverbank** Steel 2D;Wireless;W. Bal 7BH | MV Twin | Br 420.4 | Glasgow 53.9 \| 26.5 | 3158 5149 | | 1924 5 | Glasgow, (Harland [Scot. & Wolff, Lim.) | Bank Line (Lim.) | 2-6CylOilEng24 1 3/16 X37 1 3/16 | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6745 | **Invercorrie** | Scw | Br | London | 509 | | 1918 | W. Hartle- | Lago Ship- | 2-3CylTE9,15,25x18; | | BL |
| 142,412 | xPalmol Steel | Twin | 210 | 34.6 \| 16.6 | 1126 | | 5 | pool, Eng | ping Co. (Lim.) | 2SB;WP180lbs | | |
| | 1D;Web frms;Long. frmg; 12BH | | P53′ | F41′ | | | | (W. Gray & Co., Lim.) | | | | |
| | Mchy aft;Oil in bulk;Oil fuel; Wireless;W. Bal | | | | | | | | | | | |
| 6746 | **Invergarry** | Scw | Br | London | 4217 | | 1924 | Belfast, | British | 3CylTE27,44,73x48; | | BL |
| 147,617 | Steel | | 412.6 | 55.8 \| 34.4 | 6907 | | 4 | (Harland [Ire | Mexican | 4SB;WP180lbs | | |
| KQLT | 1D;Shel dk;Oil fuel; 9BH | | F40′ | | | | | & Wolff, Lim.) | Petroleum Co. (Lim.) | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 6747 | **Invergoil** | Scw | Br | London | 4235 | | 1922 | Belfast, | British | 3CylTE27,44,73x48; | | BL |
| 146,662 | Steel | | 412.6 | 55.8 \| 34.4 | 6907 | | 11 | (Harland [Ire | Mexican | 4SB;WP180lbs | | |
| KNCH | 1D;Shel dk;Oil fuel; 8BH | | F40′ | | | | | & Wolff, Lim.) | Petroleum Co. (Lim.) | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 6748 | **Invergordon** | Scw | Br | London | 4229 | | 1923 | Clydebank, | British | 3CylTE27,44,73x48; | | BL |
| 147,445 | Steel | | 412.9 | 55.6 \| 34.4 | 6921 | | 4 | (J. Brown Scot | Mexican | 4SB;WP180lbs | | |
| KNSB | 1D;Shel dk;Oil fuel; 8BH | | F40′ | | | | | & Co., Lim.) | Petroleum Co. (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6749 | **Inverlago** | Scw | Br | London | 1235 | | 1925 | Belfast, | Lago | 2-3CylTE13½,23½,36x27; | | BL |
| 148,567 | Steel | Twin | 305.7 | 50.2 \| 14.3 | 2372 | | 3 | (Harland [Ire | Shipping Co. (Lim.) | 2SB;WP180lbs | | |
| KSJW | 1D;Mchy aft;Oil in bulk; 7BH | | F67′ | F34′ | | | | & Wolff, Lim.) | | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 6750 | **Inverleith** | Scw | Br | London | 4261 | | 1921 | Belfast, | British | 3CylTE27,44,73x48; | | BL |
| 145,166 | Steel | Sch | 412.6 | 55.8 \| 34.4 | 6958 | | 2 | (Harland [Ire | Mexican | 4SB;WP180lbs | | |
| KHSM | 1D;Shel dk;Oil fuel; 7BH | | F40′ | | | | | & Wolff, Lim.) | Petroleum Co. (Lim.) | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 6751 | **Inverness** | Scw | Br | London | 2401 | | 1902 | Sunderland, | Anglo- | 3CylTE26,42,68x42; | | V |
| 114,423 | Steel | Sch | 342.6 | 46.7 \| 24.8 | 3784 | | | (W. Doxford [Eng | Celtic Shipping Co | 2SB;WP160lbs;1350IHP. | | |
| THRK | 1D;B;Wireless;W. Bal 8BH | | | | | | | & Sons, Lim.) | | | | |
| 6752 | **Inverurie** | Scw | Br | London | 4236 | | 1921 | Belfast, | British | 3CylTE27,44,73x48; | | BL |
| 146,673 | Steel | | 412.6 | 55.8 \| 34.4 | 6907 | | 12 | (Harland [Ire | Mexican Petro- | 4SB;WP180lbs | | |
| KNDQ | 1D;Shel dk;Oil fuel;Oil in bulk; 8BH | | F40′ | | | | | & Wolff, Lim.) | leum Co. (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6753 | **Invincible** | Scw | Am | San Fran. | 4829 | 9′ 6¾″ | 1918 | Alameda, | U. S. Ship- | Elect Motor;Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 217,093 | Steel | | 440 | 56 \| 35.2 \| 38′ | 7592 | 28′ 8″ | 10 | (Bethlehem [Cal. | ping Board | General Electric Co: | ✠AMS | |
| LNJQ | 2D;Long frmg; 9BH | | | | 11868 | | | S. B. Corp., Lim.) | | 1SB;Bethlehem S. B. Corp; | S.S.No.1,Gvstn2,23; | |
| | W. Bal;Wireless; 7BH to Fbd dk | | | | | | | | | 2SB;Willamette I. & S. Co; | n Eng3,21;M.&B.S.8,25; | |
| | sub.strg; 2BH to 2d dk | | | | | | | | | 8400HS;WP215lbs;3000SHP; | n shft9,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | d rpd10,24;Dkd,s rpd9,26;Exmd10,26 | | |
| 6754 | **Invincible** | Scw | Am | New York | 135 | | 1913 | Baltimore, | Brooklyn | 2CylC19,40x28; | | |
| 211,825 | Steel | | 95.1 | 26.4 \| 12.1 | 231 | | | (Skinner [Md | Eastern | 1SB;WP165lbs;1100IHP. | | |
| LDHP | 1D 4BH | | | | | | | S. B. & D. D. Co.) | Terminal | | | |
| 6755 | **Inwood** | Brg | Am | New York | 269 | | 1925 | Boston, | N. Y. | Stl | | |
| 169,339 | | | 100 | 31.2 \| 9.2 | 289 | | | (Atlantic [Mass. | Central R.R. Co. | | | |
| | 1D | | | | | | | Works.) | | | | |
| 6756 | **Ioannis** | Scw | Grk | Argostoli | 2624 | | 1917 | Middlesboro | A. & C. | 3CylTE25,41,68x45; | | BL |
| JDVC | xFrankburn xRobert Bruce Steel | | 364.5 | 51.1 \| 26.1 | 4207 | | 5 | (Sir Raylton [Eng. | Mazarakis | 3SB;WP180lbs | | |
| | 1D;Wireless;W. Bal 6BH | | P25′ | B94′ F40′ | | | | Dixon & Co., Lim.) | | | | |
| 6757 | **Ioannis Carras** | Scw | Grk | Piraeus | 1800 | | 1906 | W. Hartle- | Carras Bros. | 3CylTE24,38,64x42; | | BL |
| | xDirphys Steel | | 331 | 47.5 \| 20.1 | 2795 | | 11 | (W. [pool, Eng. | | 2SB;WP180lbs | | |
| HRST | 1D;Deep frmg;Wireless;W. Bal 5BH | | P26′ | B176′ F33′ | | | | Gray & Co., Lim.) | | | | |
| 6758 | **Ioannis Fafalios** | Scw | Grk | Chios | 1998 | | 1900 | So. Shields, | S. & D. | 3CylTE24,40,64x42; | | BL |
| JBQG | xBitinia;1D;B;Deep frmg; Steel | | 323.5 | 47.1 \| 23.7 | 3122 | | 12 | (J. [Eng. | Fafalios | 2SB;WP160lbs | | |
| | W. Bal;Wireless 5BH | | P41′ | B96′ F32′ | | | | Readhead & Sons.) | | | | |
| 6759 | **Ioannis P. Goulandris** | Scw | Grk | Andros | 2292 | | 1910 | Stockton, | Goulandris | 3CylTE25,42,68x45; | | BL |
| | xMaria Stathatos xEggesford Steel | | 362.3 | 51 \| 21 | 4293 | | 7 | (Craig, [Eng. | Bros. | 2SB;WP170lbs | | |
| HTRK | 1D;Wireless;W. Bal 6BH | | P29′ | B232′ F32′ | | | | Taylor & Co., Lim.) | | | | |
| 6760 | **Iocolite** | Scw | Br | Sarnia | 1549 | | 1916 | Collingwood | Imperial | 3CylTE16,26,44x36; | | |
| 134,514 | Steel | | 250 | 43 \| 16.6 | 2060 | | 9 | (Collingwood [Ont. | Oil Co. (Lim.) | 1SB;WP180lbs;1023IHP. | | |
| TMPK | 1D;Web frms;Mchy aft; 12BH | | P63′ | F43′ | | | | S. B. Co., Lim.) | | | | |
| | Oil in bulk;Oil fuel; | | | | | | | | | | | |
| | W. Bal;Wireless | | | | | | | | | | | |

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| Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6761 | **Iocoma** | Scw | Br | Sarnia | 1035 | | 1912 | Dundee, | Inter- | 3Cyl TE 16,24,41x36; | | |
| 132,745 | Steel | | 248.2 | 42.6 \| 15.6 | 1669 | | 7 | (Caledon [Scot. | national Petro- | 1SB; WP 180lbs; 84RHP. | | |
| HWJN | 1D; Oil in bulk; Mchy aft; | | P63′ | F39′ | | | | S. B. & E. Co.) | leum Co. (Lim.) | | | |
| | Oil fuel; Long. frmg; Wireless; W. Bal | | | | | | | | | | | |
| 6762 | **Ionic** | Scw | Br | Liverpool | 7623 | | 1902 | Belfast, | White Star | 2-4Cyl QE 22,31,46,66x48 | | |
| 115,337 | Steel | Twin | 500.3 | 63.3 \| 45 | 12352 | | | (Harland [Ire. | Line | | | |
| TSFH | 4D; SUB. SIG; Wireless; W. Bal | | | | | | | & Wolff Lim.) | | | | |
| 6763 | **Ionicstar** | Scw | Br | London | 3549 | | 1917 | Pt. Glasgow, | Union Cold | 3Cyl TE 24,41,70x48; | | BL |
| 142,297 | x Rubiera | Steel | 389.8 | 53.2 \| 32.9 | 5594 | | 12 | (Russell [Scot. | Storage Co. | 3SB; WP 200lbs | | |
| JSFT | 2D; Shel dk; Oil fuel; Wireless; W. Bal | 6BH | F50′ | | | | | & Co.) | (Lim.) | | | |
| 6764 | **Ionie** | Scw | Fr | Marseilles | 2855 | | 1908 | La Seyne, | Cie. de | 3Cyl TE 28,44,74x47; | | V |
| | Steel | | 383.4 | 46.1 \| 27.4 | 4537 | | | (Forges & [Fr. | Navigation Paquet | 4SB; WP 175lbs; 3200IHP. | | |
| OJQB | 2D; B; Wireless; W. Bal | 7BH | | | | | | Chantiers de la | | | | |
| | | | | | | | | Mediterranee.) | | | | |
| 6765 | **Ionier** | Scw | Blg | Antwerp | 1595 | | 1920 | Wilmington, | Lloyd | 3Cyl TE 19,31,54x36; | | BL |
| | x Fishers Island | Steel | 300 | 44.1 \| 22.9 | 2769 | | 5 | (The [Del | Royal Belge | 2SB; WP 200lbs | | |
| MIOR | 2D; Wireless; W. Ba | 6BH | P37′ | B76′ F29′ | | | | Pusey Jones Co.) | Soc. Anon | | | |
| 6766 | **Ionopolis** | Scw | Grk | Piraeus | 4214 | | 1904 | Havre, | Hellenic | 2-3Cyl TE 22,33,52x35½; | | V |
| | x Yunnan | Steel | 413.5 | 49.8 \| 34.9 | 6474 | | | (Forges & [Fr | Transport S.S. Co | 4SB; WP 155lbs; 3000IHP | | |
| | 3D; Wireless; W. Ba | 8BH | | | | | | Chant. de la | | | | |
| | | | | | | | | Medit.) | | | | |
| 6767 | **Iossifoglu** | MV | Br | London | 2991 | | 1924 | Newcastle, | Moorgate | 2-3Cyl Oil Eng 22½x45; | | BL |
| 147,657 | | Steel | 400.8 | 53.5 \| 25.7 | 4867 | | 5 | (Swan, [Eng | Investment & | | | |
| KQRS | 2D; Wireless; W. Bal. | 7BH | F44′ | | | | | Hunter & Wigham | Agency Co. | | | |
| | | | | | | | | Richardson, Lim.) | (Lim.) | | | |
| 6768 | **Iowa** | Scw | Fr | Havre | 4268 | | 1906 | Belfast, | Compagnie | 4Cyl QE 25,38,52,75x51; | | V |
| OJQE | x Belgravia | Steel | 449 | 53.2 \| 32.2 | 6798 | | | (Workman, [Ire. | Generale Trans- | 3SB; WP 218lbs; 3300IHP. | | |
| | 3D; Deep frmg; W. Bal; Wireless | 9BH | P29′ | B118′ F39′ | | | | Clark & Co., Lim.) | atlantique | | | |
| 6769 | **Iowa** | StW | Am | St. Louis | 1158 | | 1921 | Stillwater, | U. S. Govt. | 2Cyl C 24,48x96; | | |
| 221,933 | Steel | | 230 | 58 \| 8 | 1411 | | | (U. S. [Minn. | (War Dept.) | 2WTB; WP 250lbs; 2000IHP. | | |
| | 1D | | | | | | | Engineers, War | | | | |
| | | | | | | | | Dept.) | | | | |
| 6770 | **Iowan** | Scw | Am | New York | 4013 | | 1914 | Sparrows Pt. | American | 4Cyl QE 25½,37,53½,78x54; | | |
| 212,144 | Steel | | 407.7 | 53.7 \| 28.1 | 6488 | | 5 | (Maryland [Md. | Hawaiian | 3SB; 1AuxSB; WP 215lbs; 4000IHP. | | BL |
| LDKR | 3D; Shel dk; Long. frmg; | 7BH | | | | | | Steel Co.) | S.S. Co | | | |
| | Oil fuel; Web frms; Wireless; D.F; W. Bal | | | | | | | | | | | |
| 6771 | **Ipanema** | Scw | Fr | Marseilles | 2660 | | 1922 | La Seyne, | Cie. de Nav. | Stm Tbns; | | V |
| | Steel | | 362.6 | 46 \| 23.7 | 4282 | | | (Forg. & [Fr. | France-Amerique | 3WTB; WP 200lbs; 2400IHP. | | |
| OJQN | 2D; Oil fuel; Well dk; | 7BH | P233′ | F46′ | | | | Chant. de la Medit.) | | | | |
| | Wireless; W. Bal | | | | | | | | | | | |
| 6772 | **Ipswich** | Scw | Am | New York | 3399 | | 1919 | Chester, | American | Stm Tbn; | | BL |
| 218,293 | Steel | | 400.7 | 54.2 \| 30.1 | 5689 | | 7 | (Chester [Pa | Ship & Commerce | 3WTB; WP 200lbs; 2500IHP. | | |
| LRPG | 2D; SUB. SIG; Oil fuel; | 6BH | P36′ | B123′ F43′ | | | | S. B. Co.) | Nav. Corp. | | | |
| | Wireless; W. Bal | | | | | | | | | | | |
| 6773 | **Irages** | Trn | Am | Pensacola | 319 | | 1919 | Pensacola, | B.A.Guinan | O, YP; Gif; | A1 | |
| 218,747 | | Aux | 134 | 31.2 \| 11.6 | 436 | | 0'25 | (Deep [Fla | | 2-2Cyl Oil Eng 10½x12½; 200IHP; | Coastwise & Gulf of Mexico; | |
| LSKN | 1D | Twin | | | | | | Water Ship Co.) | | clk t, dk 12,25; s rps, s clkg 3,26 | S.S.No.2, Alg 12,25; | |
| | | | | | | | | | | | shfts drn 12,25 | |
| 6774 | **Iralda** | Scw | Am | Portland | 89 | | 1906 | Portland, | Portland | 3Cyl TE 8,13,20x12; | | |
| 203,618 | Wood | | 106.2 | 18.7 \| 5.5 | 153 | | 10 | (C. M. [Ore. | Transp. Co. | 1FB; WP 184lbs; 130IHP. | | |
| | 1D | | | | | | | Nelson.) | (Herbert Holman, Mgr.) | | | |
| 6775 | **Irati** | Scw | Sp | Bilbao | 1861 | | '94 | W. Hartle- | Cia. Nav. | 3Cyl TE 22,35,59x39; | | BL |
| | x Mar Cantabrico x Urquiola | Steel | 300 | 40 \| 18.5 | 2518 | | 4 | (W. [pool, Eng. | Bidasoa | 2SB; WP 130lbs | | |
| HTBQ | 1D; Web frms; Wireless; W. Bal | 5BH | P27′ | | | | | Gray & Co., Lim.) | | | | |
| 6776 | **Ireland** | Brg | Br | Montreal | | | '63 | Kingston, | The Atlas | O | | |
| 92,424 | | | 147 | 28 \| 9.6 | 339 | | | (Geo. [Ont. | Sand Co. | | | |
| | 1D | | | | | | rb '97 | Chaffey.) | | | | |
| 6777 | **Irene** | Scw | Am | New York | 2112 | | 1919 | Wilmington, | A. H. Bull | 3Cyl TE 22,37½,60x42; | ✠ — — | BL |
| 219,174 | x Bethnor | Steel | 328 | 46.1 \| 22.7 \| 25′ 5½″ | 3482 | | 11 | (Bethlehem [Del. | S.S. Co. | 2SB; WP 190lbs; 1650IHP. | ✠ — — | |
| LTMV | 1D; Long. frmg; Web frms; | 7BH | P26′ | B98′ F37′ | 5100 | | | S. B. Corp.) | | | Cancelled 3,24 | |
| | Oil fuel; SUB. SIG; Wireless; W Bal. | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6778 | **Irene** | Scw | Hol | Amst'dam | 637 | | 1918 | Capelle a/d. | Koninkl. | 3CylTE18.30,48x36; | | V |
| PCLM | Steel | | 255.8 | 36.7 \| 13.7 | 1153 | | | (A. [Ysel, Hol | Nederl. Stoomb. | 2SB;WP180lbs;800IHP. | | |
| | 2D;W. Bal 5BH | | | | | | | Veijk & Zonen.) | Maats. | | | |
| 6779 | **Irene** | Brg | Am | Boston | 1075 | | 1913 | Bath, | Mystic | Hw,YP,Sp;If | | |
| 211,840 | | Sch | 229.6 | 37.7 \| 18.2 | 1206 | | (Kelley [Me. | S.S. Co | | | |
| LDHR | 1D;B | | | | | | | Spear Co.) | | | | |
| 6780 | **Irene** | Sch | Am | San Fran. | 687 | | 1900 | Fairhaven, | Famous | YP;Icf | | |
| 100,721 | | | 186.4 | 39.7 \| 14.3 | 772 | | 12 | (H. D. [Cal. | Players-Lasky | | | |
| KQMP | 1D | | | | | | | Bendixen.) | Corp. | | | |
| 6781 | **Irene** | Scw | Swd | Helsngbrg | 1088 | | '99 | Grangem'th, | Sven Redig, | 3CylTE20,32½,53x36; | | BL |
| 3,500 | Steel | Sch | 270 | 40.6 \| 18.5 | 1836 | | 6 | (Grange- [Scot | Mgr. | 2SB;WP160lbs | | |
| JKRV | 1D;Deep frmg;W. Bal;Wireless 4BH | | P23′ | B54′ F32′ | | | | mouth Dkyd Co.) | | | | |
| 6782 | **Irene** | Brg | Am | St.Mich'el | 616 | | 1906 | St. Michael, | American- | Wd | | |
| 162,915 | | | 141.2 | 36.8 \| 6.1 | 616 | | | Alaska | Yukon Nav. Co | | | |
| 6783 | **Irene** | Brg | Am | New York | 436 | | 1916 | Kingston, | McWilliams | Wd | | |
| 166,383 | | | 112 | 28.3 \| 13.2 | 436 | | | (Wm. J. [N. Y. | Bros. | | | |
| | 1D | | | | | | | Truck Co.) | | | | |
| 6784 | **Irene E. Messervey** | Sch | Am | Waldob'ro | 232 | | '66 | Waldoboro, | Bangor | O,Hw;Icf | — | Exp |
| 12,356 | | | 114 | 29 \| 10 | 245 | | | (Wm. [Me. | Lumber Co | | | |
| JDBS | 1D | | | | | | | Welt.) | | | | |
| 6785 | **Irene M. Corkum** | Sch | Br | Lunenb'rg | 100 | | 1917 | Lunenburg, | L. Corkum | Wd | | |
| 138,551 | | | 112.8 | 26.3 \| 10.4 | 130 | | | (Smith & [N. S. | | | | |
| | 1D | | | | | | | Rhuland.) | | | | |
| 6786 | **Irene Maria** | Scw | Dan | Esbjerg | 1116 | | 1922 | Hoboken, | Dampskibs. | 3CylTE20,33,54x36; | | BL |
| | Steel | | 279 | 40.2 \| 18.2 | 1862 | | 10 | (Antwerp [Belg. | Dania | 2SB;WP180lbs | | |
| NDSV | 1D;Wireless;W. Bal 4BH | | P22′ | B60′ F30′ | | | | Eng. Co.) | | | | |
| 6787 | **Irene S. Wilkinson** | Sch | Am | Alexandria | 708 | | 1918 | Savannah, | Howard | YP(Sltd) | | BL |
| 216,962 | | 4 M | 179.3 | 38.8 \| 16.3 | 818 | | 9 | (Georgia [Ga. | Lumber Co., Inc. | | | |
| LNCE | 1D | | P55′ | F24′ | | | | S. B. Co.) | | | | |
| 6788 | **Iris** | Scw | Br | | 985 | | 1902 | Pt. Glasgow, | Pacific | 2-3CylTE18½,31,51x39; | | BL |
| | Steel | Sch | 295 | 40.7 \| 15.1 | 2253 | | 10 | (D. J. [Scot | Cable Board | 3SB;WP190lbs | | |
| | 1D;Spar dk·Web frms; 6BH | Twin | | | | | | Dunlop & Co.) | | | | |
| | Wireless;D.F;W. Bal | | | | | | | | | | | |
| 6789 | **Iris** | Scw | Hol | Grvnhge. | 2214 | | 1918 | Bolnes, | Petroleum | 3CylTE25,41,68x45; | | BL |
| | Steel | | 327 | 48.7 \| 25.5 | 3887 | | 2 | (Gebr. [Hol | Maats. | 2SB;WP200lbs | | |
| PCLT | 2D;Web frms;Mchy aft; 14BH | | P90′ | B27′ F51′ | | | | Pot.) | "La Carona" | | | |
| | Oil in bulk;Oil fuel;Wireless; | | | | | | | | | | | |
| | W. Bal | | | | | | | | | | | |
| 6790 | **Iris** | Scw | Am | San Fran. | 1736 | | '85 | Newcastle, | Pacific | 2CylC30,70x48; | A1 | |
| 92,794 | xMenemsha Iron | | 304.3 | 38.8 \| 24.5 | 2830 | | | (Hawthorne [Eng. | Transport Co. | Westinghouse E. & M. Co; | S.S.SanF12,17; | |
| KNCP | 2D;W. Bal;Wireless 7BH | | | | 3500 | | | Leslie & Co.) | | 2DB;Samuel Smith & Sons; | n shft12,17;Clh BB | |
| | 3BH to Fbd dk | | | | | | | | | 5417HS;WP120lbs;1320IHP;EAC; | (Laid up) | |
| | 4BH to 2d dk | | | | | | | | | d rpd7,21 | | |
| | W.B.—A.P.45t;D.B.134′422t;I.T 41t | | | | | | | | | | | |
| 6791 | **Iris** | Scw | Brz | Rio Jan'ro | 899 | | '91 | Pt. Glasgow, | Lloyd | 2-3CylTE15,25,40x27 | | |
| | Steel | Twin | 259.7 | 34 \| 18.5 | 1430 | | 1 | (Blackwood [Scot. | Brasileiro | | | |
| | 2D;Wireless;W. Bal 4BH | | B58′ | | | | | & Gordon.) | | | | |
| 6792 | **Iris** | Scw | Swd | Stockholm | 1181 | | '86 | W. Hartle- | C. Abra- | 3CylTE21,35,57x39; | | BL |
| 5,073 | xTorgerd xGroverdale Iron | | 275 | 37.2 \| 19.2 | 1974 | | 4 | pool, Eng. | hamsen, Mgr. | 1DB;WP160lbs | | |
| JRSC | 1D;Well dk;Web frms; 4BH | | P29′ | B110′ F28′ | | | | (E. Withy & Co.) | | | | |
| | Wireless,W. Bal | | | | | | | | | | | |
| 6793 | **Irmgard** | Scw | Ger | Flensburg | 623 | | 1921 | Hamburg, | H. Schuldt | 3CylTE17,27,43x33; | | G |
| | Steel | | 243.5 | 31.9 \| 13.2 | 1065 | | 5 | (Schiffsw. u. [Ger. | | 2SB;WP185lbs | | |
| LNTV | 1D;Wireless;Sub Sig;W. Bal; 4BH | | | B56′ F25′ | | | | Maschf. A. G.) | | | | |
| 6794 | **Iron Cliff** | Brg | Am | Fairport | 1077 | | '81 | Detroit, | H. N. Jex | O | | |
| 100,275 | | | 212 | 35 \| 19 | 1116 | | rb '99 | (Detroit [Mich. | | | | |
| | 1D | | | | | | | D. D. Co.) | | | | |
| 6795 | **Iroquois** | Scw | Am | Chicago | 803 | | 1901 | Toledo, | Chicago & | 3CylTE21,34,58x30; | | |
| 100,730 | Steel | | 200 | 34 \| 21.3 | 1182 | | | (Craig [Ohio | S. Haven S.S. Co. | 4WTB;WP200lbs;1000IHP. | | |
| KVSB | 3D;Wireless 4BH | | | | | | | S. B. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6796 | **Iroquois** | Scw | Br | Belfast | 5772 | | 1907 | Belfast, | J.Hamilton, | 2-4CylQE21,30,43,62x42; | | BL |
| 124,667 | Steel | Sch | 476.3 | 60.3 \| 33.5 | 9202 | | 10 | (Harland & Wolff.) | Mgr. | 4SB;WP215lbs | | |
| HLQP | 2D;B;sub.s' ;Wireless; 17BH | Twin | P131' | B30' F43' | | | | | | | | |
| | Oil in bulk; chy aft;Web frms; Oil fuel:W Bal | | | | | | | | | | | |
| 6797 | **Irrawadi** | Scw | Br | Bombay | 634 | | 1913 | Troon, | Bombay S. | 3CylTE18½,31,52x36; | | BL |
| 133,354 | Steel | | 225 | 34.1 \| 18.8 | 1243 | | 11 | Scot. | Nav. Co. (Lim.) | 2SB;WP200lbs | | |
| JDLG | 2D;W. Bal 4BH | | | | | | | (Ailsa S.B.Co.) | | | | |
| 6798 | **Irvington** | Scw | Am | New York | 3447 | 7′ 10½″ | 1919 | Newburgh, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,066 | Steel | | 400.5 | 54.2 \| 30.4 | 5584 | 25′ 2½″ | 11 | (Newburgh [N. Y. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LTHC | 2D;sub.sig;Wireless;W. Bal; 7BH | | | 32′ 10″ | 8822 | | | Shipyards, Inc.) | | 3WTB;Samuel Smith & Sons Blr. Co; | CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P35′ | B123′ F43′ | | | | | | 8745HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | W.B.—A.P.144t;D.B.338′1311t. . . . . F | | P.120t | | | | | | | d rpd11,19;Dkd,s rps1,21 | | |
| | F.O. . . . . D.B.284′1092t;S. | | T.62t | | | | | | | | | |
| 6799 | **Irwin** | MV | Am | New York | 136 | | 1925 | Pt. Clinton, | Julius | 2-6CylGasEngs6½x9; | | |
| 224,541 | Wood | Yct | 90 | 19.1 \| 10.2 | 157 | | | (Matthews Boat Co.) | Heilner | 160BHP | | |
| MFRT | 1D | Twin | | | | | | [Ohio | | | | |
| 6800 | **Irwin** | Brg | Am | Phila. | 1150 | | 1913 | Bath. | Westmore- | O,Hw,Sp,YP;Gif | | |
| 211,248 | | Sch | 228 4 | 38.3 \| 19.5 | 1304 | | 5 | (Kelley, Spear Co.) | land Coal Co | | | |
| LCWT | 1D;B | | | | | | | [Me. | | | | |
| 6801 | **Isaac L. Ellwood** | Scw | Am | Duluth | 4018 | | 1900 | W. Bay City, | Pittsburg | 4CylQE16,25,38,60x40; | | |
| 100,707 | Steel | | 478 | 52 \| 25.1 | 5143 | | 5 | (Bay City [Mich. | S.S. Co. | 2WTB;WP250lbs;1800IHP. | | |
| | 1D;B;Mchy aft;sub.sig;W. Bal 3BH | | | | | | rb'22 | S. B. Co.) | | | | |
| 6802 | **Isaac Stephenson** | Brg | Br | Montreal | 547 | | '79 | Manitowoc, | Sincennes | O | | |
| 138,236 | | | 164.9 | 32.4 \| 13.8 | 589 | | | Rand [Wis. | McNaughton | | | |
| | 1D | | | | | | rb'17 | & Burger.) | Line | | | |
| 6803 | **Isaac T. Mann** | Scw | Am | Wilm'gton | 3354 | | 1917 | Camden, | Pocahontas | 3CylTE25,41½,70x46; | | BL |
| 214,669 | xTidewater Steel | | 368.6 | 55.2 \| 30.5 | 5266 | | 1 | (New [N. J | S.S. Co. | 3SB;WP195lbs;2800IHP. | | |
| LGPT | 2D;Web frms;sub.sig;Wireless; 7BH | | P27′ | B72′ F31′ | | | | York S. B. Co.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 6804 | **Isabeau** | Scw | It | Lucinplico | 4186 | | 1914 | Monfalcone, | M. U. | 3CylTE27,44,73x48; | | I |
| 10 | xIris Steel | | 422 | 52.1 \| 27.4 | 6827 | | 1 | (Cant. [It. | Martinolich & | 3SB;WP180lbs | | |
| NUBX | 1D;W. Bal 8BH | | P33′ | B286′ F40′ | | | | Nav. Triestino.) | Co. | | | |
| 6805 | **Isabel de Llusa** | Bk | Sp | Barcelona | 1340 | | '91 | Pertusola | Llusa | Stl;1BH | | |
| | xOriente | | 237 | 36.2 \| 21.2 | 1426 | | 10 | Continental Lead | y Cia S. en C | | | |
| HPCL | 1D;B | | P32′ | F32′ | | | | & Iron Co., Lim.) | | | | |
| 6806 | **Isabel I** | Scw | Am | Manila | 93 | | '67 | Manila, | Yangco | ---------- | | |
| | Wood | | 111.9 | 18.1 \| 7.5 | 132 | | | P. I. | S S. Co | | | |
| | 1D | | | | | | | | | | | |
| 6807 | **Isabel Reed** | Brg | Br | Picton | 480 | | '81 | Manitowoc, | John E. | O | | |
| 94,928 | | | 186 | 31.4 \| 11 | 512 | | | (Burger [Wis. | Russell | | | |
| | 1D | | | | | | | & Burger.) | | | | |
| 6808 | **Isabela** | Scw | Am | New York | 1920 | | 1911 | N'port News | N. Y. & | 3CylTE21½,36,63x42; | | BL |
| 208,911 | Steel | Sch | 335 | 46.8 \| 22.7 | 3109 | | 8 | (Newport [Va | Porto Rico | 3SB;WP190lbs;1500IHP. | | |
| LCBM | 2D;B;Wireless;W. Bal 5BH | | | | | | | News S. B. & | S.S. Co. | | | |
| | | | | | | | | D.D. Co.) | | | | |
| 6809 | **Isabela** | Scw | Am | Cebu | 95 | | '93 | Hong Kong, | E. Beluso | 2CylC14,28x16 | | |
| | xMontserat Wood | | 125.5 | 18.6 \| 9.4 | 179 | | | (Kwang [China | | | | |
| | 1D | | | | | | | Tak Hing.) | | | | |
| 6810 | **Isabella H.** | Scw | Am | Oswego | 141 | | '87 | Grand | Hinckley- | 1Cyl18x18; | | |
| 213,102 | xMcCormick Oak | | 107 | 24.6 \| 12 | 248 | | | Haven, Mich | Forwarding Co. | 1FB;WP140lbs;150IHP. | | |
| | 1D 2BH | | | | | | rb'14 | (Kirby.) | | | | |
| 6811 | **Isabella Sands** | Brg | Am | Pt. Huron | 219 | | '74 | Manistee, | Thompson | O | | |
| 100,131 | | | 134 | 29 \| 10.8 | 230 | | | (B. [Mich. | Tug Co. | | | |
| | 1D | | | | | | rb'95 | Randall.) | | | | |
| 6812 | **Isabelle Parker** | MV | Am | Boston | 48 | | 1925 | Essex, | Arthur L. | OilEng; | | |
| 225,000 | Wood | | | | 110 | | | Mass. | Parker | 100BHP. | | |
| | 1D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6813 | **Isanti** | Scw | Am | San Fran. | 4129 | 5′ 9½″ | 1918 | San Fran- | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,975 | Steel | | 410.5 | 54 \| 27 | 5713 | 24′ 2″ | 11 | cisco, Cal. | ping Board | General Electric Co; | ✠AMS | |
| LNBT | 2D;SUB.SIG;Wireless; 7BH | | | \| 29′ 9″ | 8750 | | | (Schaw Batcher Co.) | | 4WTB;Heine Safety Blr. Co; | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 11132HS;WP225lbs;2500SHP;EAC; | BSP;CL | |
| | W.B.—A.P.274t;D.B.353′1278t. | | F.P.12 | 4t | | | | | | d rpd5,20;Dkd2,21;s rps9,21 | (Laid up) | |
| | F.O.—A.P.256t;D.B.308′1008t;S. T.88t; | | F.P.11 | 6t | | | | | | | | |
| 6814 | **Isar** | Scw | Hol | Rotterd'm | 1647 | | 1906 | Rostock, | N. V. | 3Cyl TE20,35,55x37; | | C |
| | xHelene xErika Steel | | 291.1 | 44 \| 23.7 | 2696 | | 6 | (Akt. Ges. [Ger. | Stoomv. Maats. | 2SB;WP180lbs | 2dS.S.No.1,Hbg2,22; | |
| NWFL | 2D;Wireless;W. Bal 4BH | | | | | | | "Neptun.") | "Vredebest" | | M.&B.S;shft drn9,25 | |
| 6815 | **Isarco** | Scw | It | Trieste | 3768 | | 1924 | Trieste, | Nav. | 3Cyl TE27,42,68x48; | | I |
| 119 | Steel | | 405.6 | 54 \| 29.3 | 5915 | | 3 | (Stabilimento [It. | Libera Tristina | | | |
| NUCA | 1D;Shel dk;Wireless;D. F; 7BH | | F36′ | | | | | Tecnico.) | | 3SB;WP180lbs | | |
| | W. Bal | | | | | | | | | | | |
| 6816 | **Iseo** | Scw | It | Genoa | 1349 | | 1918 | W. Hartle- | Societa | 3Cyl TE22,36,59x39; | | I |
| 917 | xBrenta xWar Shell Steel | | 285 | 42 \| 19.1 | 2366 | | 7 | pool, Eng | Italiana di | | | |
| NUCB | 1D;Well dk;Wireless;W. Bal 5BH | | P28′ | B66′ F32′ | | | | (W. Gray & Co., Lim.) | Servizi Marittimi | 2SB;WP180lbs;2328IHP | | |
| 6817 | **Ishin Maru** | Scw | Jap | Tagasago | 4092 | | 1909 | Old Kil- | Gomei | 3Cyl TE27,43,72x48; | | C |
| 31,355 | xBaron Napier Steel | | 400.3 | 52.3 \| 30 | 5254 | | 7 | patrick, Scot. | Kaisha Ogama | | 2dS.S.No.1,Kobe4,26; | |
| TCGJ | 2D;Deep frmg;Wireless;W. Bal 7BH | | P40′ | B117′ F44′ | | | | (Napier & Miller, Lim.) | Shoten | 2SB;WP185lbs;466RHP | shft drn3,26;M.&B.S.4,26 | |
| 6818 | **Ishpeming** | Scw | Am | Fairport | 5476 | | 1906 | Ecorse, | Cleveland | 3Cyl TE23,37,63x42; | (★100(GL) | |
| 203,364 | Steel | | 530 | 56.2 \| 32 | 6924 | | | (Great [Mich. | Cliffs S.S. Co. | | P.S.4,25 | |
| | 1D;Mchy aft;W. Bal 3BH | | | | | | | Lakes Eng. Wks.) | | 2SB;WP175lbs;1665IHP. | | |
| 6819 | **Iside** | Scw | It | Rome | 1322 | | 1920 | Bridgeburg, | Soc. di | 3Cyl TE20,33,54x40; | | I |
| 50 | xCitta di Palermo xWar Magpie Steel | | 252 | 43.6 \| 21 | 2260 | | 1 | (Canadian [Ont. | Nav. Unione | | | |
| NUDA | 1D;Wireless;W. Bal 4BH | | P27′ | B64′ F24′ | | | | Allis-Chalmers, Lim.) | Italica | 2SB;WP180lbs | | |
| 6820 | **Isidoro Pons** | Scw | Am | Manila | 525 | | '96 | Cadiz, | Cia.Gen. de | 3Cyl TE16,27,43x33 | | |
| | xTarlac Comp | Sch | 209.9 | 31.9 \| 18.5 | 1027 | | | (Cia. [Spain | Tabacos de | | | |
| | 1D;B 3BH | | P35′ | F34′ | | | | Transatlantica.) | Philipinas | | | |
| 6821 | **Isis** | Scw | Am | New York | 402 | | '98 | Camden, | Interna- | 1Cyl24x26; | — Exp | |
| 100,656 | Steel | Elvr | 140.7 | 32.1 \| 16 | 592 | | 6 | (J. H. [N. J. | tional Elevating | | | |
| | 1D 3BH | | | | | | | Dialogue & Son.) | Co. | 1CRTB;300IHP. | | |
| 6822 | **Isis** | MV | Ger | Hamburg | 2618 | | 1922 | Hamburg, | Deutsche | 2-6Cyl OilEng24x37 | | G |
| | Steel | Twin | 376.2 | 51.8 \| 25.9 | 4454 | | 4 | (Deutsche [Ger. | Dampfs. Ges. | | | |
| RCQW | 2D;Wireless;W. Bal 6BH | | P & B | 197′ F43′ | | | | Werft, A. G.) | Kosmos | | | |
| 6823 | **Iskra** | Scw | Jg-Slv | Dubrov'k | 2607 | | 1902 | Sunderland, | Atlantska | 3Cyl TE24,41,67x45; | | BL |
| | xManaton Steel | | 345 | 48.8 \| 20.9 | 4024 | | 3 | (J. [Eng. | Plovidba Ivo | | | |
| JIPD | 1D;B;Spar dk;Web frms; 6BH | | P31′ | B106′ F35′ | | | | Priestman & Co.) | Racic A. D. | 2SB;WP160lbs | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6824 | **Isla de Panay** | Scw | Sp | Barcelona | 2087 | | '82 | Greenock, | Cia. Tras- | 3Cyl TE30½,49,80x54; | | BL |
| | Iron | | 362.4 | 43.2 \| 29.2 | 3484 | | 6 | (Scott [Scot. | atlantica | | | |
| HPLG | 2D;B;SUB.SIG;Wireless;D.F; 6BH | | B86′ | F55′ | | | | & Co.) | | 3DB;WP170lbs | | |
| | W. Bal | | | | | | | | | | | |
| 6825 | **Island** | Scw | Dan | Cop'hagen | 1061 | | 1915 | Elsinore, | Det | 3Cyl TE22,36,60x42; | | V |
| | Steel | | 251.2 | 38 \| 23.5 | 1775 | | | (Helsingors [Den. | Forenede | | | |
| NTHQ | 2D;Wireless;W. Bal 7BH | | | | | | | Jernsk & Msk.) | (Dampskibs Selsk) | 2SB;WP200lbs;1535IHP | | |
| 6826 | **Island Belle** | Scw | Am | Provide'ce | 78 | | '92 | Bath, | The Rhode | | | |
| 77,035 | xJuliette Wood | | 95.6 | 23.1 \| 7.5 | 132 | | | Me. | Island Steamboat | | | |
| | 1D | | | | | | | | & Lighterage Co | 115IHP. | | |
| 6827 | **Island Belle** | MV | Am | Boston | 92 | | '91 | Buffalo, | American | GasEng; | | |
| 100,490 | Wood | | 93 | 18.4 \| 7.5 | 135 | | | (Union [N. Y. | Whaley Eng. | | | |
| | 1D | | | | | | | D. D. Co.) | Co. | 150BHP. | | |
| 6828 | **Island Belle** | Scw | Am | Buffalo | 80 | | '79 | Alexandria | William F. | 2CylC12,25x18; | | |
| 100,242 | | | 100.5 | 20.6 \| 5.8 | 121 | | rb '95 | Bay, N. Y. | Voetsch | | | |
| | 2D;Spar dk | | | | | | | (Galen Piersons.) | | 18B;WP150lbs;100IHP. | | |
| 6829 | **Island Belle** | StW | Am | Cincinnati | 628 | | '95 | Cincinnati, | Coney | | | |
| 161,761 | xEast St. Louis Wood | | 235 | 40 \| 8 | 628 | | | Ohio | Island Amuse- | | | |
| | 1D | | | | | | | | ment Co. | 600IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6830 206,720 | **Island Maid** xG. W. Hill | StW | Am | Cincinnati | 267 363 | | 1909 | Jefferson-ville, Ind (Howard Ship Yard.) | Coney Island Amusement Co. | 2-1Cyl16x84; WP187lbs;500IHP. | | |
| 6831 138,784 | **Island Princess** xDaily Wood 1D | Scw | Br | Victoria 25.1 \| 8.5 | 203 339 | | 1913 | Tacoma, Wash. | Canadian Pacific Ry. Co. | 3CylTE11,18,29x18; 1Blr;43RHP. | | |
| 6832 117,078 | **Island Queen** Steel 1D | Scw | Br 97.8 | Toronto 20.3 \| 5.4 | 88 129 | | 1905 | Toronto, (J. Doty.) [Ont. | Toronto Ferry Co. | 2CylC10,20x14 | | |
| 6833 224,554 | **Island Queen** xIsland Queen II Steel 1D 36BH | SW | Am 285 | Cincinnati 45.6 \| 7.5 | 860 986 | | 1925 | Midland, (Midland [Pa Barge Co.) | Coney Island Amusement Co. | 2-2CylC22,40x108; 6Blrs;WP220lbs;1200IHP. | | |
| 6834 100,601 | **Islander** Oak 2D | Scw | Am 139 | Mackinac 23.6 \| 17 | 143 210 | | '95 | Benton Harbor, Mich. (E. W. Heath.) | Arnold Transit Co. | 3CylTE11,18,29x18; 1SB;WP180lbs;300IHP. | | |
| 6835 223,089 | **Islander** Steel 2D 5BH | Scw | Am 202.4 | N.Bedford 36.1 \| 13.1 | 456 1090 | | 1923 7 | Bath, (Bath [Me Iron Wks., Lim.) | New Bedford, Martha's Vineyard & Nantucket Steamboat Line | 4CylTE16,26,30,30x24; 2WTB;WP200lbs;1200IHP. | | |
| 6836 | **Islas Filipinas** xBunuan xBawean Iron 1D;B;Well dk 3BH | Scw | Am 210 | Manila 30.5 \| 13.5 | 578 1014 | | '86 | Sunderland, Eng. (J. Laing.) | Fernandez Hermanos | 3CylTE19,31,51x33 | | |
| 6837 124,343 HLMS | **Islemoor** xMaymead xMaylands Steel 1D;B;Deep frmg;Wireless; W. Bal 6BH | Scw | Br 345 P27′ | Newcastle 50.1 \| 25 B92′ F32′ | 2452 3854 | | 1907 9 | W. Hartle-pool, Eng. (W. Gray & Co., Lim.) | Moor Line (Lim.) | 3CylTE25,40,67x45; 2SB;WP180lbs | | BL |
| 6838 100,776 | **Isleton** Wood 1D | StW | Am 167.5 | San Fran. 36 \| 7.5 | 534 615 | | 1902 | Wood Isl'nd, Cal. | California Transp. Co. | 2CylC; 1Blr;WP200lbs;300IHP. | | |
| 6839 141,643 TPVB | **Isobel Moore** 1D | Trn | Br 122 | St. John's 26 \| 10.5 | 157 187 | | 1920 8 | Liverpool, (Nova [N. S. Scotia S. B. & Trans. Co., Lim.) | A. E. Hickman & Co. (Lim.) | OP,B,Bch,Sp;Gif(Sltd) 3 rps,s clkg,clk dk11,26 | ✠A1 S.S.No.1,StJ'n9,24 | |
| 6840 4,048 JMTF | **Isolda** 1D | Sch | Swd 115.1 P25′ | Gothenb'g 26.2 \| 11.1 F10′ | 229 260 | | 1902 8 | Lodose (Aktiebolaget Lodose Varf) | C. J. Ahlgren | Stl;1BH | | BL |
| 6841 | **Isonomia** xNarsovia Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw | Pan 350.2 P27′ | Panama 49.7 \| 25.5 B92′ F40′ | 2475 3902 | | 1900 1 | W. Hartle-pool, Eng. (W. Gray & Co.) | California S.S. Co. | 5CylQE17,24,34,42,42x42; 2SB;WP250lbs;1650IHP | — — Cancelled9,22 | BL |
| 6842 98 NUEL | **Isonzo II** xIsonzo Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | It 404.1 | Trieste 53.9 \| 29 | 3428 5441 | | 1920 | Trieste, (Cant. [It. San Rocco, S. A.) | Navigaz. Libera Triestina | 3CylTE27,42,68x48; 3SB;WP180lbs | | I |
| 6843 JIPM | **Istina** Steel 1D;Deep frmg;Wireless;W. Bal 6BH | Scw Sch | Jg-Slv 360 P26′ | Dubrovnik 50.3 \| 21.5 B231′ F32′ | 2217 3516 | | 1910 4 | Sunderland, (W. Doxford [Eng. & Sons, Lim.) | Atlantska Plovidba Ivo Racic. A. D. | 3CylTE26,42,68x42; 2SB;WP160lbs;339RHP. | 248 S.No.1,Split9,23; M.&B.S;shft drn4,25 | C |
| 6844 NUFX | **Istok** xKurmark Steel 2D;Wireless;W. Bal 6BH | Scw | Jg-Slv 401 P50′ | Dubrovnik 53.2 \| 27.5 B134′ F35′ | 3179 5136 | | 1912 4 | Bremer-haven, Ger. (Rickmers Akt. Ges.) | Atlantic Nav. Ivo Racic Co. (Lim.) | 3CylTE28,45,74x54; 3SB;WP192lbs | | BL |
| 6845 618 | **Istria** Steel 1D;Shel dk;Wireless;W. Bal 7BH | Scw | It 404.1 | Trieste 54.1 \| 29 | 3428 5441 | | 1921 6 | Trieste, (Stabilimento [It. Tecnico.) | Navigazione Libera Triestina Soc. in Azione | 3CylTE27,42,68x48; 3SB;WP180lbs;2200IHP | | I |
| 6846 JDLV | **Istros** xOrmidale Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw | Grk 361 P25′ | Piraeus 44.5 \| 26.5 B76′ F47′ | 2291 3630 | | '93 9 | Belfast, (Workman, [Ire. Clark & Co., Lim.) | M. N. Filinis | 3CylTE25,42,68x48; 2SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6847 | **Istrouma** | Scw | Am | N. Orleans | 296 | | 1902 | Shooters Island, N. Y. | Standard Oil Co. (La.) | | | |
| 200,400 LFTH | xCornell Steel<br>1D | | 147.7 | 28.1 \| 15.2 | 435 | | | | | 1433IHP. | | |
| 6848 | **Itabira** | Scw | Brz | Rio Jan'ro | 1285 | | '81 | La Seyne, (Forges [Fr. & Chantiers.) | Lloyd Nacional | 2CylC32½,63x39½; 2SB;WP75lbs;1000IHP. | | V |
| | xNeuquen Iron<br>xVille de San Nicolas 6BH<br>2D;B;Wireless | | 297 | 36.8 \| 24.8 | 2119 | | | | | | | |
| 6849 | **Itacava** | Scw | Brz | Rio Jan'ro | 766 | | 1907 | Kinderdijk, (L.Smit [Hol. & Zoon.) | Lloyd Nacional | 3Cyl TE16,25½,43½x23½; 2SB;WP180lbs;800IHP. | | V |
| | xGuanabara Steel<br>xMarechal-Deodoro 5BH<br>1D;Wireless;W. Bal | | 205.1 | 34.6 \| 15.9 | 1278 | | | | | | | |
| 6850 | **Itaipu** | Scw | Brz | Rio Jan'ro | 1302 | | 1913 | Port Arthur, (Western [Ont. D. D. & S. B. Co., Lim.) | Lloyd Nacional | 3Cyl TE18,29,48x40; 2SB;WP180lbs;800IHP | | V |
| | xMarne xCalgarian Steel<br>2D;Mchy aft;Long. frmg; 7BH<br>Wireless;W. Bal | | 244.6<br>F40′ | 42.6 \| 26.6 | 2326 | | 4 | | | | | |
| 6851 | **Italia** | Sch | Brz | Rio Jan'ro | 1056 | | 1920 | Rio de Janeiro, Brz. (Empreza Brazileira de Const. Navals.) | Lloyd Nacional | Wd; 4CylOilEng13½x21¼ | | |
| | 1D;B | Aux<br>4 M | 222 | 43 \| 23.3 | 1598 | | 5 | | | | | |
| 6852 | **Italia** | Scw | Swd | Gothenb'g | 1336 | | 1919 | Oscarshamn, (Mek. Verks. [Swd. & Skepps. Akt.) | Rederiakt. Svenska Lloyd | 2-2CylC16½,35 7/16x35 7/16; 3WTB;WP220lbs | | BL |
| 6,060 KBNF | xTurbinia Steel<br>1D;Shel dk;Wireless;SUB.SIG; 3BH<br>W. Bal | Twin | 270.1 | 41.1 \| 23.9 | 2258 | | 1 | | | | | |
| 6853 | **Italie** | Scw | Fr | Marseilles | 2472 | | '95 | La Seyne, (Forges & [Fr. C. de la Medit.) | Soc. Gen. de Transp. Mar. a Vapeur | 3Cyl TE32,51,82x49; 3SB;WP171lbs;2800IHP. | | V |
| | Steel<br>OJSY 3D;Spar dk;Wireless;W. Bal 8BH | | 397 | 42.1 \| 30.5<br>F89′ | 3966 | | | | | | | |
| 6854 | **Italy Maru** | Scw | Jap | Kobe | 4258 | | 1919 | Kobe, (Kawasaki [Jap. Dkyd. Co., Lim.) | Kawasaki Kisen Kabushiki Kaisha | 3Cyl TE26,43,72x48; 2SB;1AuxSB;WP200lbs | | BL |
| 26,163 | Steel | | 385 | 51 \| 36 | 5859 | | 10 | | | | | |
| RSJD | 2D;Wireless;W. Bal 6BH | | | | | | | | | | | |
| 6855 | **Itapuca** | Scw | Brz | Rio Jan'ro | 978 | | 1909 | Troon, (Ailsa [Scot S. B. Co., Lim.) | Cia. Nacional de Nav. Costeira | 2-3Cyl TE16,26,42x30; 2SB;WP180lbs | | BL |
| | Steel<br>1D;Deep frmg;Wireless;W. Bal 5BH | Sch<br>Twin | 270.2<br>F43′ | 42.2 \| 17.5 | 1849 | | 5 | | | | | |
| 6856 | **Itaquatia** | Scw | Brz | Rio Jan'ro | 1250 | | 1920 | Rio Janeiro, (Lage [Brazil Irmos.) | Cia. Nacional de Nav. Costeira | 2-3Cyl TE16,26,42x30; 2SB;1AuxSB;WP180lbs | | BL |
| 361 | Steel | Twin | 288 | 43.2 \| 17.6 | 2162 | | 4 | | | | | |
| HRNC | 1D;W. Bal;Wireless 5BH | | F45′ | | | | | | | | | |
| 6857 | **Itauba** | Scw | Brz | Rio Jan'ro | 826 | | 1910 | Troon, (Ailsa (Scot. S. B. Co., Lim.) | Cia. Nacional de Nav. Costeira | 2-3Cyl TE16,26,42x30; 2SB;WP180lbs | | BL |
| | Steel<br>1D;Deep frmg;Wireless;W. Bal 5BH | Sch<br>Twin | 270.2 | 42.3 \| 17.5<br>F43′ | 1851 | | 4 | | | | | |
| 6858 | **Itauri** | Scw | Ger | Hamburg | 4226 | | 1923 | Flensburg, (Schiffsb. [Ger. Ges. Flensburg.) | Deutsche Dampf. Ges. "Kosmos" | 3Cyl TE29⅛,47¼,76x53 | | G |
| | Steel | | 439 | 55.6 \| 31.3 | 6838 | | 2 | | | | | |
| RDHL | 2D;Wireless;W. Bal 7BH | | | F55′ | | | | | | | | |
| 6859 | **Ithaca** | Scw | Am | New York | 676 | | 1906 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Delaware, Lackawanna & West. R.R. Co. | 2CylC19,38x28; 2SB;WP175lbs;1400IHP. | | |
| 203,492 | 1D | | 187.5 | 43.4 \| 16.5 | 1462 | | | | | | | |
| 6860 | **Ithaki** | Scw | Grk | Ithaca | 2572 | | 1911 | Bremerhaven, Ger. (Rickmers Akt. Ges.) | St. N. Vlassopulos | 3Cyl TE23,39,63x43½; 3SB;WP185lbs;1650IHP | | V |
| | xAnne xAenne Rickmers Steel<br>JFGM 2D;SUB.SIG;Wireless;W. Bal 7BH | | 368<br>P37′ | 47.8 \| 27.4<br>B94′ F41′ | 4083 | | 2 | | | | | |
| 6861 | **Ithaki** | Scw | Grk | Ithaca | 317 | | '94 | Glasgow, (A. & J. [Scot. Inglis, Lim.) | G. C. Dracoulis | 3Cyl TE18,29,48x36; 2SB | | |
| | xSafa-el Bahr Steel<br>JDCG 2D 5BH | | 200 | 27 \| 15.3 | 675 | | 5 | | | | | |
| 6862 | **Ithakos** | Scw | Grk | Ithaca | 2390 | | 1906 | So. Shields, (J. Readhead [Eng. & Sons.) | G. C. Dracoulis | 3Cyl TE25,42,68x45; 2SB;WP180lbs | | BL |
| | xEllaline Steel<br>JDNW 1D;B;Deep frmg;Wireless; 6BH<br>W. Bal | | 346<br>P30′ | 49.6 \| 26.5<br>B96′ F33′ | 4070 | | 12 | | | | | |
| 6863 | **Itororo** | Scw | Br | | 962 | | 1920 | Elizabethport, N. J. (Bethlehem S. B. Corp.) | | 2-3Cyl TE11,18,29x20; 2WTB;WP200lbs;700IHP | | |
| | Steel<br>1D;Mchy aft;Oil fuel 7BH | Twin | 245<br>F32′ | 40.1 \| 17.8 | 1625 | | 11 | | | | | |
| 6864 | **Itsukushima Maru** | Scw | Jap | Amino | 2828 | | '87 | Newcastle, (C. S. [Eng. Swan & Hunter.) | Kuhara Kogyo Kabushiki Kaisha | 3Cyl TE27,44,71x48; 3DB;WP160lbs | | |
| 7,081 | xKamimura xDuke of Fife Steel | Sch | 345 | 47.6 \| 24.1 | 3864 | | 7 | | | | | |
| JMSC | xFifeshire 6BH<br>2D;Well dk;Web frms;W Bal | | P208′ | F43′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6865 | **Ittersum** | Scw | Hol | Amsterdm | 789 | | 1902 | Pt. Glasgow, | Vinke & Co., | 3CylTE18½,30,50x33; | | BL |
| | Steel | Sch | 245.5 | 36.2 \| 16.2 | 1282 | | 9 | Scot. | Mgrs. | 1SB;WP160lbs | | |
| PCMB | 1D;Deep frmg;W. Bal | 4BH | P20′ | B64′ F29′ | | | | (Russell & Co.) | | | | |
| 6866 | **Iturri Ripa** | Scw | Sp | Barcelona | 193 | | '61 | Glasgow, | J. Chueca | 2CylC20¾,39½x20; | | |
| | xRipa xVincenta | Iron | 168.8 | 25.1 \| 11.5 | 384 | | 8 | (Tod & [Scot. | Jerico | 1SB;WP60lbs. | | |
| HNVC | 1D;B | 4BH | P48′ | B45′ F28′ | | | | M'Gregor.) | | | | |
| 6867 | **Ivan Gorthon** | Scw | Swd | Helsngbrg | 870 | | 1924 | Kiel, | Rederi | 3CylTE18,30,49x33; | | BL |
| 7,142 | | Steel | 259 | 40 \| 16.3 | 1578 | | 8 | (Howaldts- [Ger. | A/B Gefion | 2SB;WP185lbs | | |
| KFPJ | 1D;W. Bal | 4BH | P26′ | B160′ F25′ | | | | werke.) | | | | |
| 6868 | **Ivanhoe** | Scw | Am | Baltimore | 187 | | 1919 | Superior, | P. | 3CylTE17,23,43x30; | | |
| 218,728 | xKiokee | Steel | 142 | 27.5 \| 14.8 | 427 | | | (Whitney [Wis. | Dougherty Co. | 1SB;850IHP. | | |
| LSJR | 1D | | | | | | | Bros.) | | | | |
| 6869 | **Ivanhoe** | Scw | Am | New York | 81 | | 1900 | Brooklyn, | Edward | 2CylC17,34x22; | | |
| 96,487 | xJessie Y. Forsyth | Wood | 84.7 | 22.2 \| 10.1 | 119 | | | (Theo. A. [N. Y. | Card & W. S. | 1SB;WP125lbs;350IHP. | | |
| | 1D | | | | | | | Crane & Son.) | Pollard | | | |
| 6870 | **Ivar** | Scw | Dan | Cop'hagen | 1292 | | 1917 | Oslo, | Det For- | 3CylTE21,34,60x39; | | N |
| | | Steel | 289.7 | 44.2 \| 18.9 | 2144 | | 10 | (Nylands [Nor. | enede Dmpskslsk | 2SB;WP180lbs | | |
| NVSW | 1D;Wireless;W. Bal | 4BH | P25′ | B144′ F33′ | | | | Vaerksted.) | | | | |
| 6871 | **Ivernia** | Brg | Am | New York | 360 | | 1907 | Brooklyn, | James T. | Wd | | |
| 166,152 | | | 109.9 | 28 \| 11.2 | 360 | | | (Ira S. [N. Y. | O'Donnell | | | |
| | 1D | | | | | | | Bushey.) | | | | |
| 6872 | **Ivernia** | Scw | Swd | Gothenb'g | 1251 | | 1921 | Oskarshamn | Rederi. | 3CylTE19,31,51x33; | | BL |
| 6,411 | | Steel | 274 | 40.7 \| 23.5 | 2120 | | 1 | (Oskar- [Swd. | Svenska Lloyd | 2SB;WP185lbs | | |
| KCVQ | 1D;Shel dk;Wireless;W. Bal | 4BH | | | | | | shamns M. V. Aktieb.) | | | | |
| 6873 | **Ivo Racic** | Scw | Jg-Slv | Dubr'vnik | 2324 | | 1907 | So. Shields, | Atlantska | 3CylTE24,41,66x45; | | BL |
| | xDan xGerolamo Ulao xDan | Steel | 350.4 | 49.1 \| 24.8 | 3724 | | 6 | (J. Read- [Eng. | Plovidba Ivo | 3SB;WP180lbs | | |
| JITS | 1D;B;Deep frmg;W. Bal | 6BH | P41′ | B179′ F32′ | | | | head & Sons.) | Racic, A. D. | | | |
| | Wireless | | | | | | | | | | | |
| 6874 | **Iwatesan Maru** | Scw | Jap | Kobe | 4056 | | 1921 | Tama Dkyd | Mitsui | 3CylTE26,43,72x48; | | BL |
| 28,029 | | Steel | 385 | 51 \| 33.5 | 5811 | | 8 | (Mitsui [Jap. | Bussan Kaisha | 3SB;WP200lbs | | |
| SGDN | 2D;Oil fuel;Wireless;W. Bal | 5BH | | | | | | Bussan Kaisha, Lim.) | (Lim.) | | | |
| 6875 | **Ixion** | Scw | Br | Liverpool | 6520 | | 1912 | Greenock, | A. Holt & | 2-3CylTE23,38½,65x48 | | |
| 135,431 | | Steel | Sch | 506 | 60.3 \| 39.5 | 10230 | | (Scott's [Scot. | Co., Mgrs. | | | |
| JBKS | 3D;Wireless;W. Bal | | Twin | F75′ | | | | S. B. & Eng. Co., Lim.) | | | | |
| 6876 | **Iyo Maru** | Scw | Jap | Tokio | 3668 | | 1901 | Nagasaki, | Nippon | 2-3CylTE20,33½,56x48; | | BL |
| 7,577 | | Steel | 445.3 | 49.5 \| 30.5 | 5962 | | 11 | (Mitsu Bishi [Jap. | Yusen Kabushiki | 2DB;2SB;WP200lbs | | |
| JNTD | 2D;Deep frmg;Wireless;W. Bal | 7BH | Twin | P56′ | B120′ F58′ | | | Dkyd. & E. Wks.) | Kaisha | | | |
| 6877 | **Izabran** | Scw | Jg-Slv | Dubr'vnik | 2661 | | 1912 | Newcastle, | Atlantska | 3CylTE24,39,66x45; | | BL |
| | xPolish Monarch xPolmont | Steel | 378.2 | 53.3 \| 24.5 | 4307 | | 10 | (W. Dobson [Eng | Plovidba Ivo | 3SB;WP180lbs | | |
| JIUN | 1D;Wireless;W. Bal | 7BH | P35′ | B230′ F42′ | | | | & Co.) | Racic A. D. | | | |
| 6878 | **Izaro** | Scw | Sp | Bilbao | 1173 | | '89 | W. Hartle- | Zugadi & | 3CylTE20,31,53x36; | | BL |
| | xGarlands | Steel | 270 | 36.5 \| 20 | 1987 | | 8 | (W. [pool, Eng. | Co. | 2SB;WP154lbs | | |
| HPLR | 1D;Web frms;Well dk; | 4BH | P27′ | B106′ F31′ | | | | Gray & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 6879 | **Izgled** | Scw | Jg-Slv | Dubr'vnik | 2715 | | 1911 | Newcastle, | Atlantska | 3CylTE24,39,66x45; | | BL |
| | xAuguszta Foherczegno | Steel | 378 | 53.3 \| 24.4 | 4289 | | 3 | (W. Dobson [Eng. | Plovidba Ivo | 3SB;WP180lbs | | |
| JIUP | 1D;B;Wireless;W. Bal | 6BH | P39′ | B225′ F41′ | | | | & Co.) | Racic A. D. | | | |
| 6880 | **Izrada** | Scw | Jg-Slv | Dubr'vnik | 2210 | | 1910 | Sunderland, | Atlantska | 3CylTE26,42,68x42; | | C |
| | xPoidennis xIzrada | Steel | 360.2 | 50.3 \| 21.5 | 3518 | | 5 | (W. Doxford [Eng. | Providba Ivo | 2SB;WP160lbs;339RHP | S.S.No.3,Trieste12,22; | |
| GIWO | 1D;Deep frmg;Wireless;W. Bal | 6BH | P26′ | B231′ F32′ | | | | & Sons, Lim.) | Racic A. D. | | shft drn12,22;M.&B.S.2,26 | |
| 6881 | **Izvor** | Scw | Jg-Slv | Dubr'vnik | 2434 | | '98 | W. Hartlpl, | Atlantska | 3CylTE24,40,66x45; | | BL |
| | xTaunton | Steel | 340 | 47.1 \| 27.2 | 3827 | | 9 | (Furness, [Eng. | Plovidba Ivo | 2SB;WP160lbs | | |
| JIWU | 1D;B;Spar dk;Web frms; | 6BH | P31′ | B105′ F31′ | | | | Withy & Co.) | Racic A. D. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6882 | **J. A. Bostwick** | Scw | Am | Bayonne | 5866 | 9′ 11½″ | 1918 | Wilmington, | Standard | 4Cyl-QE-24,35,51,75x51; | **A1** With Freeboard | |
| 216,608 | Steel | | 465.2 | 60 \| 26.4 | 7929 | 26′ 6″ | 7 | (Bethlehem [Del. | Oil Co. (N. J.) | Bethlehem S. B. Corp; | Oil Carrier. | |
| LMFQ | 3D;Mchy aft; 18BH | | | \| 36′3″ | 11720 | | | S. B. Corp.) | | 3SB;Bethlehem S. B. Corp; | AMS | |
| | Long. frmg; 1BH to Fbd dk | | | | | | | | | 7553HS;WP220lbs;2700IHP; | S.S.No.2,NO9,26; | |
| | Wireless; 13BH to 2d dk | | | | | | | | | EAC;DB;d rpd3,25;Dkd,rps9,26 | M.&B.S;shft drn9,26; | |
| | SUB.SIG; 4BH to 3d dk | | | | | | | | | | Cih BB;CL | |
| | Oil fuel F. P. above 150°F. C-39 | | | | | | | | | | | |
| | W.B.—A.P.29t;D.B.a88′351t. | | | D.T | .f50′442t;F.P.17 | 5t | | | | | | |
| | F.O. D.B.a17′91t;D.T. | a 17′71 | 8t;D.T | .f50′413t | | | | | | | | |
| 6883 | **J. A. Campbell** | Scw | Am | Cleveland | 5609 | | 1913 | Lorain, | Interlake | 3Cyl-TE-23½,37,63x42; | | BL |
| 211,453 | xAlton C. Dustin Steel | Sch | 525 | 53.1 \| 27.8 | 7316 | | 7 | (American [Ohio | S.S. Co. | 2SB;WP180lbs;1800IHP. | | |
| | 1D;Web frms;Mchy aft; 4BH | | F48′ | | | | | S. B. Co.) | | | | |
| | Long. frmg;SUB .SIG;Wireless;D.F; W. Bal | | | | | | | | | | | |
| 6884 | **J. A. McKee** | Scw | Br | Ft. Will'm | 1375 | | 1908 | Newcastle, | Paterson | 3Cyl-TE-20½,33,54x36; | | C |
| 125,442 | Steel | | 248 | 43.1 \| 22.5 | 2158 | | 9 | (Swan, [Eng. | Steamships | 2SB;WP180lbs;204RHP. | Lake Survey4,25; | |
| HNCB | 1D;Deep frmg;Mchy aft; 4BH | | F42′ | | | | | Hunter & Wigham | (Lim.) | | S.S.No.3,Lazn7,20;A.S.4,25; | |
| | Wireless;W. Bal | | | | | | | Richardson, Lim.) | | | shft drn8,23;M.&B.S.4,25 | |
| 6885 | **J. A. Moffett** | Scw | Am | San Fran. | 4012 | | 1915 | San Fran- | Standard | 4Cyl-QE-23,32¾,49,71½x51; | **A1** Oil Carrier. | |
| 212,994 | Steel | | 419.4 | 54.2 \| 31.6 | 6521 | | 3 | cisco, Cal. | Oil Co. (Cal.) | Union Iron Wks; | AMS | |
| LFGW | 2D;Long. frmg;Mchy aft; 15BH | | P102′ | B34′ F44′ | 10265 | | | (Union Iron Wks.) | | 3SB;Union Iron Wks; | S.S.SanF10,25; | |
| | Web frms; 10BH to Fbd dk | | | | | | | | | 9525HS;WP220lbs;2800IHP;EAC; | M.S.10,25;B.S.4,26; | |
| | Wireless; 5BH to 2d dk | | | | | | | | | Dkd,s rps10,26 | n shft10,26;Cih BB;CL | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| 6886 | **J. A. Moffett, Jr.** | Scw | Am | Bayonne | 5978 | 11′ 1″ | 1921 | Kearny, | Standard | 2-3Cyl-TE-20½,35,60x42; | ✠**A1**Ⓔ With Freeboard. | |
| 221,521 | Steel | Twin | 499.2 | 68.1 \| 30.5 | 9563 | 27′ 10½″ | 8 | (Federal [N. J. | Oil Co. (N. J.) | Federal S. B. Co; | Oil Carrier. | |
| MDBS | 3D;Long. frmg; 19BH | | | \| 38′ 9″ | 14000 | | | S. B. Co.) | | 3SB;Federal S. B. Co; | ✠AMS | |
| | Wireless;D.F; 4BH to Fbd dk | | | | | | | | | 9618HS;WP210lbs;3500IHP;EAC; | n Stbd shft3,25;shfts drn9,26; | |
| | SUB.SIG; 11BH to 2d dk | | | | | | | | | d rpd7,22;Dkd,9,26;s rps10,26; | Cih BB;CL | |
| | Mchy aft; 4BH to 3d dk | | | | | | | | | Exmd11,26 | | |
| | Oil fuel F. P. above 150° F. C-42 | | | | | | | | | | | |
| | W.B.—A.P.142t;D.B.a68′410t. | | | D.T.f. | 54′666 | t;F.P.258t | | | | | | |
| | F.O. D.B. | a17′76 | t;D.T. | a17′970t;D.T.f. | 54′622 | t. | | | | | | |
| 6887 | **J. A. Mumford** | Scw | Br | Windsor | 9 | | 1903 | Spencers | U. S. | 2Cyl-C-15,34x24; | | |
| 117,167 | Wood | | 80.5 | 20.2 \| 9.4 | 115 | | | Island, N. S. | Gypsum Transp. | 40RHP. | | |
| | 1D | | | | | | | (J. Spicer.) | Co. | | | |
| 6888 | **J. Albert Engelson** | Brg | Am | New York | 232 | | 1916 | Brooklyn, | Campbell | Wd | | |
| 166,257 | | | 94.5 | 32.2 \| 8.6 | 232 | | | (Olsen & [N. Y. | & Gardiner, Mgrs. | | | |
| | 1D | | | | | | | Jensen Boat Bldg. Co., Inc.) | | | | |
| 6889 | **J. Alvah Clark** | Scw | Am | Norfolk | 65 | | '91 | Newport | Norfolk | 4Cyl-QE-9¾,13½,18¾,26x22; | | |
| 157,298 | xN. Y. Central No. 3 Iron | | 90 | 19 \| 10 | 130 | | | News, Va. | Lighterage Co. | 1SB;WP180lbs;215IHP. | | |
| | | | | | | | | (Newport News S. B. & D. D. Co.) | | | | |
| 6890 | **J. B. Aug. Kessler** | Scw | Hol | TheHague | 2999 | | 1902 | Rotterdam, | Petroleum | 3Cyl-TE-25,41,68x45; | | BL |
| | Steel | Sch | 877 | 50 \| 21.7 | 5131 | | 12 | (Moate [Hol. | Maats. | 3SB;WP180lbs | | |
| PHGQ | 1D;B;Spar dk;Oil in bulk; 10BH | | P88′ | B28′ F42′ | | | | Feyenoord.) | "La Corona" | | | |
| | Oil fuel;Mchy aft;Wireless;D.F;W. Bal | | | | | | | | | | | |
| 6891 | **J. B. Battle** | MV | Am | Mobile | | | 1923 | Charleston, | U. S. Govt. | 6Cyl-Oil-Eng; | | |
| | Steel | | 119.4 | 23 \| 5.0 | | | | (Chas. [W. Va. | (Eng. Corp.) | Electric Motors | | |
| | 1D 3BH | | | | | | | Ward Eng. Wks.) | | | | |
| 6892 | **J. B. John** | Scw | Am | Mich.City | 1401 | | 1909 | Wallsend, | Petoskey | 3Cyl-TE-20½,33,54x36; | 95(GL) | |
| 214,109 | xWestoil Steel | | 250 | 43 \| 22.6 | 2173 | | 4 | (Swan, [Eng. | Transp. Co. | 2SB;WP180lbs;1200IHP. | P.S.7,26 | |
| LGBQ | 1D;Deep frmg;Web frms; 4BH | | F42′ | | | | | Hunter & Wigham | | | | |
| | Wireless;Mchy aft | | | | | | | Richardson, Lim.) | | | | |
| 6893 | **J. B. Newland** | Sch | Br | Kingston | 145 | | '70 | Manitowoc, | James | O | | |
| 103,820 | | | 111.4 | 26.2 \| 8 | | | Mich. | Kirkwood | | | |
| | 1D | | | | | | rb'82 | (Henderson.) | | | | |
| 6894 | **J. B. Stetson** | Scw | Am | San Fran. | 521 | | 1905 | Winslow, | A. B. | 3Cyl-TE-12,20,34x24; | | |
| 202,687 | Wood | Sch | 181 | 39.4 \| 13.4 | 887 | | 12 | (Hall [Wash. | Johnson | 1SB;500IHP;Dkd10,26 | | |
| KVDP | 1D;Oil fuel;Wireless | | | | | | | S. B. Co.) | | | | |
| 6895 | **J. Bustamante** | Scw | Am | Manila | 461 | | 1904 | Cadiz, | Cia. | 3Cyl-TE-19,32,51x39; | | |
| | Steel | Sch | 222.1 | 32 \| 15.7 | 1075 | | | (Cia. [Spain | Gen'l de Tobacos | 2SB;WP165lbs;1070IHP. | | |
| | 2D;Awng dk;W. Bal 4BH | | | | | | | Transatlantica.) | de Filipinas | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6896 | **J. C. Donnell** | Scw | Am | Phila. | 7165 | | 1918 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Atlantic Refining Co. | 4CylQE26,38,55,81x51; 3SB;WP220lbs;3000IHP | | BL |
| 215,852 LJKT | Steel 2D;Shel dk;Oil in bulk;Oil fuel; 19BH Mchy aft;Web frms;Long. frmg; Wireless;W. Bal | | 500 | 68.2 \| 27 | 9783 | | 1 | | | | | |
| 6897 | **J. C. Fitzsimmons** | Scw | Am | San Fran. | 4119 | | 1918 | Seattle, (Ames [Wash. S. B. & D. D. Co.) | Standard Oil Co. (Cal.) | 3CylTE24½,41½,72x48; Hooven, Owens, Renstchler Co; 3SB;Ames S. B. & D. D. Co; 8250HS;WP200lbs;2500IHP; DB;EAC;Dkd,s rps7,26 | A1 Oil Carrier. AMS S.S.SanF2,26; shft drn6,25;M.S.9,25; B.S.7,26;Clh BB;CL | |
| 216,747 LMKN | xMontrollte Steel 2D;Mchy aft;Long. frmg; 18BH Web frms;Wireless; 14BH to Fbd dk SUB.SIG;W. Bal; 4BH to 2d dk Oil fuel F. P. above 150° F. | | 419.6 P85′ | 57.3 \| 31.7 B34′ F35′ | 6715 8982 | | 8 | | | | | |
| 6898 | **J. & C. Llusa** | Bk | Sp | Barcelona | 902 | | '86 | Glasgow, (A. Stephen [Scot. & Sons.) | Llusa y Cia. S. en C. | Stl;1BH | | BL |
| HPLT | xSan Jose xKinfauns 1D;B | | 204 | 34.5 \| 19.3 F20′ | 959 | | 9 | | | | | |
| 6899 | **J. D. Peters** | StW | Am | San Fran. | 788 | | '89 | Stockton, Cal. | California Nav. & Improvement Co. | 600IHP. | | |
| 76,787 | Wood 1D | | 206.5 | 38 \| 8.1 | 880 | | | | | | | |
| 6900 | **J. D. Peters** | Brg | Am | Seattle | 1030 | | '75 | Bath, (Goss [Me. & Sawyer.) | Booth Fisheries Co | O,YP;Icf | — Exp | |
| 75,809 JRLF | 2D | Sch | 182.2 | 36.1 \| 21.8 | 1085 | | 11 | | | | | |
| 6901 | **J. Duffy** | Sch | Br | La Have | 107 | | 1919 | Saulmerville, N. S. (Duffy-Blinn S. B. Co., Lim.) | A. H. Carrillo | Wd; 4CylPrffnEng7x7 | | |
| 141,253 | 1D | Aux | 115 | 26.9 \| 10.6 | 115 | | | | | | | |
| 6902 | **J. E. Cartaya** | Scw | Cuban | Havana | 92 | | '82 | Camden, (J. H. [N. J. Dialogue.) | La Compania Cubana de Cemento Portland | 2CylC18,32x24; 1SB | | |
| | xMary Wittich Iron 3BH | | 102.5 | 20.2 \| 10.6 | 127 | | | | | | | |
| 6903 | **J. E. Conrad** | Sch | Br | Lunenb'rg | 114 | | 1920 | Shelburne, (McKay [N. S. S. B. Co., Lim.) | G. A. Corkum | Wd | | |
| 141,683 | 1D | | 127.1 | 26.6 \| 10.4 | 172 | | | | | | | |
| 6904 | **J. E. Mills** | Scw | Br | Sarnia | 64 | | '83 | Marysville, (James [Mich. | Trotter & Tanaway | 1Cyl16x20; 1Blr;WP100lbs;200IHP. | | |
| 116,396 | Wood 1D | | 108 | 23.5 \| 7.8 | 140 | | rb '08 | Bowers.) | | | | |
| 6905 | **J. E. O'Neil** | Scw | Am | Phila. | 4460 | | 1918 | Alameda, (Bethlehem [Cal. S. B. Corp.) | Atlantic Refining Co. | Stm Tbn; 3WTB;WP250lbs;2600IHP | | BL |
| 215,903 LJNK | Steel 2D;Web frms;Long. frmg; 15BH Oil in bulk;Oil fuel;Mchy aft; W. Bal;Wireless | | 435 P122′ | 56 \| 32 B50′ F42′ | 7070 | | 1 | | | | | |
| 6906 | **J. E. Upson** | Scw | Am | Fairport | 4853 | | 1908 | Cleveland, (American [Ohio S. B. Co.) | Wilson Transit Co. | 3CylTE23½,38,63x42; 2SB;WP180lbs;1765IHP. | (✪100(GL) P.S.6,25 | |
| 205,033 | Steel 1D;Mchy aft;W. Bal 3BH | Sch | 504 | 54 \| 30 | 6309 | | 1 | | | | | |
| 6907 | **J. F. Durston** | Scw | Am | Oswego | 3500 | | 1908 | Superior, (Superior [Wis. S. B. Co.) | Great Lakes S.S. Co. | 3CylTE23½,38,63x42; 2SB;WP170lbs;1600IHP. | | |
| 205,160 | Steel 1D;B;Mchy aft;W. Bal 3BH | Sch | 440 | 52 \| 28 | 4791 | | | | | | | |
| 6908 | **J. F. Penrose** | MV | Am | Pt. Arthur | 2807 | | 1920 | Orange, (National [Tex. S. B. Co.) | O'Boyle Lighterage Co. | 6CylOilEng22x32; 960IHP. | | |
| 219,932 LWJN | Wood 1D;Mchy aft;Oil in bulk; 8BH Wireless | | 299.5 | 49.3 \| 31.2 | 3379 | | | | | | | |
| 6909 | **J. Fletcher Farrell** | Scw | Am | New York | 4350 | | 1921 | Fore River, (Bethlehem [Mass. S. B. Corp.) | Sinclair Oil Co. | 3CylTE26½,44,74x51; 3SB;WP200lbs;2600IHP. | | BL |
| 221,450 MCWN | Steel 1D;B;Web frms;Long. frmg; 17BH Mchy aft;Oil fuel;Oil in bulk; SUB.SIG;Wireless;W. Bal | | 430.3 P134′ | 59.3 \| 33.2 B37′ F40′ | 7061 | | 6 | | | | | |
| 6910 | **J. Frater Taylor** | Scw | Br | S. S. Marie | 2029 | | 1901 | Lorain, (American [Ohio S. B. Co.) | Algoma Central S.S. Co. | 3CylTE22,35,58x42; 2SB;WP170lbs;1480IHP. | 100(GL) P.S.5,25 | |
| 130,776 | xSaturn Steel 1D;B;Mchy aft;W. Bal 3BH | | 346 | 48 \| 28 | 3428 | | | | | | | |
| 6911 | **J. G. Rene** | Brg | Br | Montreal | 870 | | 1916 | Garden Island, Ont. (Calvin Co.) | Nova Scotia Steel & Coal Co. | O | | |
| 188,322 | xCeylon 1D | | 205.2 | 36.2 \| 15.1 | 870 | | | | | | | |
| 6912 | **J. Gordon Macdonald** | Brg | Am | Wilmngtn | 499 | | 1917 | Baltimore, (Chas. L. Rohde & Sons Co.) [Md. | Eastern Trans. Co. | WO,YP;Gif(Sltd) | ✠ — — Suspended9,19 | |
| 166,687 | 1D | | 205.9 | 24 \| 11.9 | 543 | | 4 | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6913 166,641 | **J. H. Cooper** 1D | Brg | Am 115.1 | New York 36.2 \| 9.5 | 360 360 | | 1911 | Rockland Lake, N. Y. (Michael W. Martin.) | The Conklin & Foss Co. | Wd | | |
| 6914 220,847 | **J. H. Donald, Jr.** Wood 1D | StW | Am 132 | Cincinnati 26.5 \| 4 | 169 235 | | 1920 | Ripley, (J. H. Donald.) [Ohio | J. H. Donald | 2-1Cyl14x72; 3Blrs;200IHP. | | |
| 6915 111,619 | **J. H. Hackett** Oak 1D | Scw | Br 87.9 | Quebec 21.2 \| 8.8 | 80 117 | | 1901 | Quebec, (Wm. Hackett & Sons.) [Que. | St. Johns D. D. & S. B. Co. | 2CylC16,28x30; 1SB;WP110lbs | | |
| 6916 223,537 MFJL | **J. H. Senior** Steel 1D | MV | Am 207.5 | Baltimore 38.1 \| 16 | 728 1155 | | 1924 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Standard Oil Co. (N. J.) | 2-6CylOilEng13x18; 700BHP. | | |
| 6917 202,542 | **J. H. Sheadle** xWilliam G. Mather Steel 1D;Mchy aft;SUB.SIG;W. Bal 3BH | Scw | Am 513 | Cleveland 60.2 \| 32 | 5183 6838 | | 1905 10 | Ecorse, (Great Lakes Eng. Wks.) [Mich. | Cleveland Cliffs S.S. Co. | 3Cyl TE24½,39,67x42; 2SB;WP175lbs;1850IHP. | (★100(GL) P.S.6,25 | |
| 6918 141,696 | **J. H. Sinclair** 1D | Sch | Br 124 | Lunenb'rg 26.6 \| 11 | 114 170 | | 1920 | Chester Basin, N. S. (Chester Basin S. B. Co., Lim.) | W. Duff | Wd | | |
| 6919 134,616 TNJV | **J. H. Wade** Steel 1D;Mchy aft;W. Bal 3BH | Scw | Br 265.6 | Montreal 33.1 \| 23.1 | 1389 2301 | | '90 | Cleveland, (Cleveland S. B. Co.) [Ohio | Wade Steamship Co. (Lim.) | 3Cyl TE17,29,47x36; 2CRTB;WP160lbs;600IHP. | | |
| 6920 134,045 | **J. Henry McKenzie** 1D | Sch | Br 109.8 | Lunenb'rg 26.3 \| 10.4 | 100 133 | | 1914 | Lunenburg, (Smith & Rhuland.) [N. S. | J. Henry McFatridge | Wd | | |
| 6921 141,595 | **J. I. Case** 1D | Brg | Br 208 | Montreal 34.5 \| 14.5 | 814 862 | | '74 | Manitowoc, (Rand & Burger.) [Wis. | Sincennes, McNaughton Line (Lim.) | Wd | | |
| 6922 204,993 | **J. J. H. Brown** Steel 1D;Mchy aft;W. Bal Sch 3BH | Scw | Am 432 | Buffalo 52 \| 28 | 3787 5069 | | 1908 8 | Lorain, (American S. B. Co.) [Ohio | Brown S.S. Co. | 3Cyl TE22,35,58x40; 2SB;WP170lbs;1500IHP. | | |
| 6923 204,624 | **J. J. Sullivan** Steel 1D;Mchy aft;W. Bal Sch 3BH | Scw | Am 532 | Fairport 56 \| 31 | 5541 7077 | | 1907 10 | Cleveland, (American S. B. Co.) [Ohio | Pioneer S.S. Co. | 3Cyl TE23½,38,63x42; 2SB;WP180lbs;1765IHP. | | |
| 6924 203,377 | **J. J. Turner** xJ. Q. Riddle Steel 1D;Mchy aft;W. Bal Sch 3BH | Scw | Am 532 | Fairport 56 \| 31 | 5376 6832 | | 1906 8 | Lorain, (American S. B. Co.) [Ohio | Calumet Transp. Co. | 3Cyl TE23½,38,63x42; 2SB;WP180lbs;1760IHP | (★100(GL) P.S.5,25 | |
| 6925 218,776 LSMW | **J. K. Mitchell** 1D | Trn | Am 142.6 | Miami 32 \| 10.7 | 319 383 | | 1919 9 | Millbridge, (Sawyer Mitchell Co.) [Me. | A. A. Whetstone | Hw,Sp,Hk;Gif(Sltd) | | V |
| 6926 217,562 LPTN | **J. L. Luckenbach** xSouth Bend Steel 2D;Shel dk;W. Bal; 10BH Oil fuel F. P. above 150° F. C-38 | Scw Twin | Am 448.9 | New York 60.2 \| 28.2 \| 40'11' | 5374 8536 12000 | 10′ 2″ 30′ 11½″ | 1919 3 | Chester, (Sun S. B. Co.) [Pa. | Luckenbach S.S. Co., Inc. | Stm Tbns; De Laval Steam Tbn. Co; 3SB;Federal S.B.Co; 12780HS;WP225lbs;5000SHP; EAC;d rpd8.25;Dkd,s rps11,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,Balt2,23; M.S;n Blrs2,23; n Stbd shft;Pt shft drn4,26; SBP;CL | |
| 6927 202,875 | **J. L. Reiss** xW. K. Bixby Steel 1D;Mchy aft;W. Bal | Scw | Am 480 | Fairport 52 \| 30 | 4102 5398 | | 1906 3 rb'23 | Wyandotte, (Detroit S. B. Co.) [Mich. | Reiss S.S. Co. | 3Cyl TE22½,36,60x42; 2SB;WP180lbs;1600IHP. | (★100(GL) P.S.4,25 | |
| 6928 76,439 | **J. L. Williams** O,YP 1D | Scw | Am 67.4 | Duluth 16.4 \| 9.2 | 25 51 | | '83 | Buffalo, N. Y. | Aimes Poliquen Co. | 2Cyl18¾,18¾x22; 1FB;WP95lbs;84IHP | 90(GL) P.S.6,26 | |
| 6929 214,311 LGFK | **J. M. Danziger** Steel 2D;Oil in bulk;Mchy aft; 15BH Web frms;Long. frmg;Wireless; Oil fuel; SUB.SIG;W. Bal. | Scw | Am 430 P103′ | Los Ang's 58.2 \| 33.3 B36′ F49′ | 3748 6093 | | 1916 8 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) [phia, Pa. | Pan-American Petroleum & Transport Co. | 3Cyl TE27,45½,76x51; 3SB;WP190lbs;2800IHP. | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6930 210,990 | **J. M. Davis** xBoston Steel 2D;Mchy aft;W. Bal 3BH | Scw | Am 350 F29′ | Buffalo 48.1 \| 30.9 | 3475 4375 | | 1913 3 | Ecorse, (Great [Mich. Lakes Eng. Wks.) | Great Lakes Transit Co. | 4CylQE19,27½,40,58x42; 2SB;WP210lbs;2000IHP. | | |
| 6931 77,519 KRNL | **J. M. Guffey** xM. S. Dollar Steel 1D;B;Oil fuel;Wireless;Oil in bulk; W. Bal | Scw Sch | Am 292.2 P27′ | Pt. Arthur 40.2 \| 23.5 B58′ F28′ | 1593 2520 | | 1902 | Camden, (N. Y. S. B. Co.) N. J. | Gulf Refining Co. | 3CylTE22,36,59x42; 2SB;WP175lbs;1300IHP | | V |
| 6932 225,053 | **J. N. Lummus** xJames V. Crawford Steel 1D 4BH | MV | Am 83 | Miami 35 \| 9 6 | 141 207 | | 1925 9 | City Island, (T. A. [N. Y. Kyle Co., Inc.) | Peninsula Terminal Co. | 6CylOilEng; 180BHP | | |
| 6933 221,492 MDBN | **J. N. Pew** Steel 2D;Shel dk;Mchy aft; 18BH Long. frmg; 10BH to Fbd dk Wireless; 8BH to 2d dk Oil fuel F. P. above 150° F. C-41 W.B.—A.P.84t;D.B.a84′321t F.O. D.T. a17′10 38t; D. T.f.20′937t | Scw | Am 480.5 | Phila. 66 \| 36.8 \| 37′ D.T. | 6473 9074 13000 f.39′12 | 10′ 4½″ 26′ 11″ 8t;F.P.186t | 1921 7 | Chester, (Sun [Pa. S. B. Co.) | Sun Oil Co. | 3CylTE27,45½,76x51; Sun S. B. Co; 3SB;Sun S. B. Co; 9198HS;WP200lbs;3000IHP;EAC; 1 d rpd1,23;d rpd8,25;Dkd12,25; s rps5,26 | ✠A1Ⓔ With Freeboard. Oil Carrier. ✠AMS S.S.No.1,Phila8,25; shft drn9,24;M.&B.S.8,25; Clh BB;CL | |
| 6934 223,226 | **J. N. Pharr** Steel 1D 12BH | StW | Am 108.2 | Morg. C'y 26 \| 4.4 | 110 166 | | 1923 | Nashville, (Nashville [Tenn. Bridge Co.) | James Chotin | 2-1Cyl12½x72; 2Birs;WP188lbs;300IHP | | |
| 6935 203,949 | **J. N. Teal** Wood 1D | StW | Am 160.7 | Portland 34.4 \| 5.4 | 456 513 | | 1907 8 | Portland, Ore. (Joseph Supple.) | Willamette & Columbia River Towing Co. | 500IHP. | | |
| 6936 223,574 MFJV | **J. O. Webster** xCharles F. Gordon 1D | Sch | Am 140.3 | Boston 33.5 \| 14 | 373 431 | | 1919 | Weymouth, (Beazley Bros.) [N. S. | Alexander L. Stockwell | Wd | | |
| 6937 223,043 MFDK | **J. Oswald Boyd** Steel 1D;Web frms;Mchy aft; 11BH Oil in bulk;Oil fuel;Wireless;W. Bal | Scw Twin | Am 244.8 P19′ | Los Ang's 44.1 \| 17.8 F48′ | 1273 1806 | | 1913 11 | Paisley, (Bow, [Scot. McLachlan & Co., Lim.) | Pan American Petroleum & Transport Co. | 2-2CylC13,26x18; 2SB;WP120lbs;28RHP. | | BL |
| 6938 77,296 | **J. P. Light** Wood 1D | StW | Am 176.1 | St.Mich'el 35.4 \| 5.9 | 409 718 | | '98 | Seattle, Wash. | American Yukon Nav. Co. | 1Cyl20x84; 3RTB;WP150lbs;240IHP. | | |
| 6939 207,250 | **J. P. Morgan, Jr.** Steel 1D;B;Mchy aft;SUB.SIG;W. Bal 3BH | Scw Sch | Am 580 | Duluth 58 \| 32 | 5824 7521 | | 1910 8 | Lorain, (American [Ohio S. B. Co.) | Pittsburg S.S. Co. | 3CylTE24,39,65x42; 2SB;WP170lbs;1880IHP. | | |
| 6940 203,155 | **J. Pierpont Morgan** Steel 1D;B;Mchy aft;SUB.SIG;W. Bal 3BH | Scw Sch | Am 580 | Duluth 58 \| 32 | 5530 7161 | | 1906 6 | Chicago, Ill. (Am. S. B. Co.) | Pittsburg S.S. Co. | 3CylTE24,39,65x42; 2SB;WP170lbs;1800IHP. | | |
| 6941 141,753 | **J. R. Edwards** 1D | Brg | Br 175 | Montreal 30 \| 12 | 422 453 | | '83 | Marine City, (D. Lester.) [Mich. | Reid Towing & Wrecking Co. (Lim.) | O | | |
| 6942 219,221 LTQD | **J. R. Gordon** Steel 2D;Oil fuel;Wireless;D.F;W. Bal 7BH | Scw | Am 409.8 P44′ | New York 54.2 \| 27.6 B115′ F46′ | 3430 5557 | | 1919 11 | Portland, (Northwest [Ore. Steel Co.) | Union Sulphur Co. | 3CylTE24½,41½,72x48; 3SB;WP210lbs;3500IHP. | | BL |
| 6943 206,695 | **J. S. Ashley** Steel 1D;B;Mchy aft;W. Bal 4BH | Scw Sch | Am 504 | Fairport 54 \| 30 | 4789 6361 | | 1909 | Lorain, (American [Ohio S. B. Co.) | Kinney S.S. Co. | 4CylQE18,26¾,41,63x42; 2SB;WP225lbs;1800IHP. | 100(GL) P.S.5,26 | |
| 6944 204,029 KWHR | **J. S. McGaughy** xBarge No. 7 1D | Brg Sch | Am 185 | Pensacola 34.2 \| 17.1 | 939 957 | | 1907 | Port Richmond, N. Y. (Port Richmond S. B. Co.) | Aiken Tow Boat & Barge Co., Inc. | Stl;2BH; DB;Dkd,s rps10,20 | A1 Towing Service. Coastwise & W. I; S.S.NY10,20 | |
| 6945 200,980 KTDP | **J. T. Morse** Wood 2D | SW | Am 199 | Bangor 31 \| 12.1 | 410 730 | | 1904 6 | Boston, Mass. | Eastern S.S. Lines, Inc. | 1Cyl51x108; 600IHP. | | |
| 6946 13,874 | **J. V. Taylor** 1D | Sch | Am 125 | Racine 26.2 \| 8.9 | 189 199 | | '67 rb'82 | Winneconne, (Gibson.) [Wis. | B. Kittleson | O | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6947 200,939 KTDF | **J. W. Clise** Steel 1D | Sch 4 M | Am 185.6 | Jcksnville. 41 \| 14 | 715 845 | | 1904 5 | Ballard, (Globe Construction Co.) [Wash. | Putnam Lumber Co. | O,YF;Icf(Sltd) | | |
| 6948 75,773 | **J. W. French** xStephen W. McKeever Wood 1D | Scw | Am 114 | Newport 18.5 \| 9.3 | 105 154 | | '75 | Damariscotta, Me | The Fisheries Products Co. | 350IHP. | | |
| 6949 201,360 KTJB | **J. W. Terry** xT. J. Scully Steel 1D 3BH | Scw | Am 85.5 | Galveston 22.1 \| 10.3 | 88 130 | | 1904 | Port Richmond, N. Y. (Burlee D. D. Co.) | Gulf & Interstate R.R. Co. | 1Cyl16x32; 1Blr;WP150lbs;450IHP. | | |
| 6950 216,610 LMFS | **J. W. Van Dyke** xAllentown Steel 2D;Mchy aft;Long. frmg; 16BH Web frms; 9BH to Fbd dk Wireless; 7BH to 2d dk Oil fuel F. P. above 150° F. C-34 | MV | Am 364.9 P95′ | Phila. 51 \| 29.5 B34′ F31′ | 3045 4928 7000 | | 1918 9 | Gloucester, (Pusey & Jones Co.) [N. J. | Atlantic Refining Co. | Elect Motor;3-6Cyl OilEng19½x24; Westinghouse Electric & Mfg. Co; The Rathbun-Jones Eng. Co; 2300SHP;EAC;d rpd1,26; Dkd,s rps8,26 | ✠A1Ⓔ Oil Carrier ✠AMS S.S.No.1,NY5,25; n DB;n Engs;shft drn5,25; Clh BB;CL | |
| 6951 PCNS | **Jaarstroom** Steel 2D;SUB.SIG;Wireless 8BH | Scw | Hol 273.4 | Amst'dam 40.2 \| 16.7 B77′ F32′ | 1008 1718 | | 1922 | Zalt Bommel, Hol. (J. Meyer's S. B. Co.) | Hollandsche Stoomb. Maats. | Stm Tbns; 2WTB;WP215lbs;1350IHP. | | V |
| 6952 HRWK | **Jaboatao** xArnold Amsinck Steel 2D;Wireless;W. Bal 8BH | Scw | Brz 395.1 P261′ | Rio Jan'ro 51.9 \| 25.1 F29′ | 2896 4526 | | 1907 1 | Vegesack, (Bremer Vulkan.) [Ger. | Lloyd Brasileiro | 4Cyl(QE)23,33,48,70x48; 3SB;WP200lbs;2500IHP | | V |
| 6953 PCQD | **Jacatra** xWestmark Steel 2D;Wireless;W. Bal 6BH | Scw | Hol 422.5 P58′ | Rotterd'm 56.2 \| 29.6 B125′ F53′ | 3708 5882 | | 1914 5 | Bremen, (A. G. "Weser.") [Ger. | Rotterdamsche Lloyd | 3Cyl(TE)28,46,75x53; 3SB | | G |
| 6954 76,827 | **Jacinto** Wood 1D | StW | Am 145 | San Fran. 32 \| 3.5 | 182 235 | | '89 | Sacramento, Cal. | Sacramento Transport Co | 1Cyl14½x60; 1Blr;WP120lbs;160IHP. | | |
| 6955 HPMC | **Jacinto Suarez** xFelix xKaprino Steel 1D;B;Well dk;Wireless;W. Bal | Scw | Sp 275.2 P24′ | Bilbao 37 \| 19 B118′ F28′ | 1424 2230 | | '88 9 | Middlesbro, (R. Dixon & Co.) [Eng. | Areizaga y Larrea | 3Cyl(TE)20,33,54x39; 2SB;WP160lbs | | |
| 6956 HPMS | **Jacinto Verdaguer** xCid Steel 2D;Deep frmg;Wireless;W. Bal 4BH | Scw | Sp 245.2 P34′ | Barcelona 35.7 \| 21.7 B65′ F52′ | 1040 1641 | | 1900 10 | Pt. Glasgow, (W. Hamilton & Co.) [Scot. | Cia. Trasmediterranea | 3Cyl(TE)20,31,51x33; 1SB;WP165lbs | | BL |
| 6957 217,851 LQPR | **Jack** xLake Fresco Steel 1D;B;W. Bal 4BH | Scw | Am 251 | Duluth 43.5 \| 26.2 | 1617 2622 | | 1919 6 | Lorain, (American S. B. Co.) [Ohio | Jack S.S. Corp | 3Cyl(TE)20,33,54x40; 2SB;WP185lbs;1250IHP | (★100(GL) P.S.3,25 | |
| 6958 165,835 | **Jack** 1D | Brg | Am 82.2 | New York 30 \| 6.7 | 131 131 | | '98 | Brooklyn, (Theo. A. Crane's Sons.) [N. Y. | Harbor Lighterage Co. | Wd | | |
| 6959 OUWV | **Jack Pierre** xEskual Herria Steel 1D;B;Wireless;W. Bal 5BH | Scw | Fr 211.5 | S.P.Miq'n 29 \| 13.6 | 462 792 | | '94 | Bergen, (Bergens Mek. Verksted.) [Nor. | G. Richard | 3Cyl(TE)17,28½,47x33; 1SB;WP175lbs;730IHP | | V |
| 6960 165,551 | **Jack Ray** 1D;Oil in bulk | Brg | Am 165.5 | Galveston 37 \| 12.6 | 595 595 | | 1913 | Lockmoor, (Clooney Const. & Towing Co.) [La. | Chas. Clarke & Co. | Wd;If | | |
| 6961 218,246 LRMS | **Jackson** Steel 1D;2d dk at ends; 7BH SUB.SIG;W. Bal; 6BH to Fbd dk Web frms; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252′847t;D.T .20′394t..... F.O.—A.P.66t;D.B.214′643t..... | Scw | Am 324 P30′ | Newark 46.2 \| 25 \| 28′ 6″ B90′ F35′ ..F.P.111t S.T.3 1t... .... | 2001 3283 5500 | 5′ 9″ 22′ 11″ | 1919 6 | Newark, (Submarine Boat Corp.) [N. J. | Ford Motor Co. | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd,d rpd3,21 | ✠A1Ⓔ ✠AMS Scip;CL (Laid up) | |
| 6962 46,452 | **Jackson** 1D | Brg | Am 170 | Pensacola 32 \| 7.3 | 310 310 | | '93 | Orange, Tex. | Aiken Tow Boat & Barge Co., Inc. | Wd | | |

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| No. Dft. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where Built. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6963 | **Jacksonville** | MV | Am | Phila. | 2111 | 5′ 2″ | 1919 | Jacksonville, | American | 6CylOilEng27x47; | ✠A1Ⓔ | |
| 219,089 | Steel | | 333.5 | 48 \| 24.9 \| 27′ 6″ | 3440 | 22′ 6″ | 12 | (Merrill- [Fla. | Brown Boveri | New York S. B. Corp; | ✠AMS | |
| LTHR | 1D;2d dk in No. 1 and No. 4 Holds; | | | | 6000 | | | Stevens S.B. Corp.) | Electric Corp. | 1500BHP;EAC;Dkd,s rps6,26 | S.S.No.1,Cmdn3,25; | |
| | Long. frmg;Wireless; 6BH | | | | | | | | | | n Eng;n shft;nDB3,25; | |
| | SUB.SIG; 5BH to Fbd dk | | | | | | | | | | Clh CSB;CL | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| 6964 | **Jacksonville** | Sch | Am | N. Orleans | 547 | | 1906 | Jacksonville, | Higgins | O,YP;Gicf(Sltd) | ✠ — — | |
| 203,820 | 4 M | | 197.4 | 36.2 \| 13.8 | 620 | | 12 | (Southern [Fla. | Lumber & Export Co. | DB | Cancelled10,26 | | |
| KVTG | 1D;B | | | | | | | S. B. Co.) | | | | |
| 6965 | **Jacob Christensen** | Scw | Nor | Bergen | 2179 | | 1920 | Sunderland, | J. Christ- | 3CylTE24,40,66x45; | | BL |
| | Steel | | 356.3 | 48.7 \| 23.9 | 3594 | | 11 | (J. Blumer [Eng. | ensen, Mgr. | 2SB;WP180lbs | | |
| LBJT | 1D;W. Bal;Wireless 6BH | | P35′ | B170′ F30′ | | | | & Co., Lim.) | | | | |
| 6966 | **Jacob H. Tremper** | Scw | Am | Newburgh | 432 | | ′85 | Greenpoint, | Central | 1VB40x120; | | |
| 76,574 | Wood | | 180 | 30.2 \| 8.7 | 571 | | | N. Y | Hudson Steam- | 1Blr;WP40lbs;500IHP. | | |
| | 3D | | | | | | | | boat Co | | | |
| 6967 | **Jacob Luckenbach** | Scw | Am | New York | 4069 | | 1910 | Sparrows | Luckenbach | 4CylQE25½,36,52,76x54; | | BL |
| 208,046 | xArgentina xHonolulan Steel | | 416.4 | 53.7 \| 28.1 | 6570 | | 10 | Point, Md. | S.S. Co. | 3SB;WP215lbs | | |
| LBQT | 2D;Shel dk;Deep frmg; 7BH | | | | | | | (Maryland | | | | |
| | Wireless;Oil fuel;W. Bal | | | | | | | Steel Co.) | | | | |
| 6968 | **Jacob T. Kopp** | Scw | Am | Buffalo | 4530 | | 1908 | Ecorse, | Boland & | 3CylTE22½,36,60x42; | | |
| 204,815 | Steel | Sch | 430 | 54.2 \| 31.2 | 6035 | | 5 | (Gt. Lakes [Mich. | Cornelius | 2CRTB;WP180lbs;1600IHP. | | |
| | 1D;Mchy aft;Wireless;W. Bal 3BH | | | | | | | Eng. Works.) | | | | |
| 6969 | **Jacob W. Hook** | Sch | Am | Baltimore | 576 | | 1918 | Richmond, | R. B. | O,P;Gif | | V |
| 217,105 | 4 M | | 178.9 | 36.6 \| 14.6 | 677 | | | (Crosby [Me. | White | | | |
| LNKB | 1D | | | | | | | Nav. Co.) | | | | |
| 6970 | **Jacobus Fritzen** | Scw | Ger | Emden | 2578 | | 1909 | Sunderland, | Lexzau, | 3CylTE26,42,68x45; | | V |
| | xDekade Steel | | 348.8 | 51.1 \| 24 | 4090 | | | (W. Doxford [Eng. | Scharban & Co. | 2SB;WP145lbs;1600IHP | | |
| RDJM | 1D;B;Wireless;W. Bal 7BH | | P28′ | F41′ | | | | & Sons, Lim.) | | | | |
| 6971 | **Jacona** | Scw | Am | Tacoma | 3006 | 5′ 10½″ | 1919 | Tacoma, | U. S. Ship- | 3CylTE24,40,70x48; | ✠A1Ⓔ | |
| 217,597 | Steel | | 379.4 | 53.1 \| 27 \| 29′ 4″ | 4843 | 23′ 7½″ | 4 | (Todd [Wash. | ping Board | Seattle Mch. Wks; | ✠AMS | |
| LPWF | 2D;Well dk;SUB.SIG;Wireless; 7BH | | | | 7500 | | | D. D. & Const. | | 3WTB;Badenhausen Co; | S.S.No.1,NO1,24; | |
| | W. Bal; C-35 | | | | | | | Co.) | | 9012HS;WP200lbs;2500IHP;EAC; | n shft10,21;B.S.10,23;M.S.1,24; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd,rps8,24 | shft drn8,24;Clh BB | |
| 6972 | **Jacox** | Scw | Am | San Fran. | 1621 | 2′ 7″ | 1919 | Portland, | Chas. | 3CylTE22,37½,60x42; | ✠A1Ⓔ | |
| 217,502 | Steel | | 289 | 44.1 \| 19.2 \| 21′ 6″ | 2648 | 19′ ½″ | 1 | (Albina [Ore. | Nelson Co., Inc. | Ellicott Mch. Corp; | ✠AMS | |
| LPQV | 1D;SUB.SIG;W. Bal; 6BH | | | | 3500 | | | Eng. & Machine | | 2SB;Willamette I. & S. Wks; | S.S.No.1,SanF9,23; | |
| | Oil fuel F. P. above 150° F. C-29 | | | | | | | Wks., Inc.) | | 4722HS;WP180lbs;1600IHP;EAC; | M.S.9,23;n shft10,24;B.S.7,26; | |
| | W.B.—A.P..... D.B.206′675t;F. P....t | | | | | | | | | clk dk6,19;Dkd,d rpd9,26;s rps10,26 | SSP;CL | |
| | F.O.—A.P..... D.B.206′591t;F. P....t | | | | | | | | | | | |
| 6973 | **Jacques Cartier** | Scw | Fr | Havre | 5532 | | 1918 | Dunkirk, | Cie. Gen- | 2-3CylTE23,38,64x45; | | BL |
| | Steel | Twin | 472.1 | 59.7 \| 36.6 | 9802 | | 10 | (Atel. & Ch. [Fr. | erale Trans- | 5SB;WP200lbs | | |
| OJUG | 2D;Shel dk;W.Bal;Wireless;D.F. 6BH | | B189′ | F49′ | | | | de France.) | atlantique | | | |
| 6974 | **Jacques Fraissinet** | Scw | Fr | Marseilles | 2271 | | 1915 | Grand | Fraissinet | 3CylTE25,41,67x43; | | V |
| | Steel | | 362.4 | 46.8 \| 32.8 | 3842 | | | Quevilly, Fr. | & Co., Mgrs. | 3SB;WP180lbs;2400IHP. | | |
| OJUL | 2D;Wireless;W. Bal 11BH | | | | | | | (Ch. & Atel. de | | | | |
| | | | | | | | | Normandie.) | | | | |
| 6975 | **Jacques Revillon** | Sch | Br | Shelburne | 75 | | 1924 | Shelburne, | Revillon | O,Sp,Bch,OP;Gif; | A1 | |
| 150,809 | Aux | | 91.2 | 22 \| 8.4 | 91 | | 7 | (J. A. [N. S. | Freres Trading | 2CylOilEng11¾x16; | Coastwise & W. I. | |
| | 2 M | | | | | | | Weingart.) | Co. (Lim.) | Wm. Bradmore;95BHP. | | |
| | 1D | | | | | | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6976 | **Jacuhy** Steel | Scw Twin | Brz | Rio Jan'ro | 1182 | | 1912 | Glasgow, | Pereira, | 2-3CylTE15,25,40x27; | | BL |
| | 1D;Wireless;W. Bal 6BH | | 276.7 P27′ | 45.2 \| 15.4 B61′ F22′ | 1951 | | 5 | (Mackie & Thomson, Lim.) [Scot. | Carneiro & Cia. (Lim.) | 2SB;WP180lbs | | |
| 6977 | **Jadden** Steel | Scw | Am | Seattle | 5258 | 10′ 9½″ | 1919 | Seattle, | U. S. Ship- | 3CylTE25,42,72x48; | ✠A1Ⓔ With Freeboard. | |
| 219,335 | 3D;SUB.SIG;Wireless; 8BH | | 410.5 | 54.2 \| 35.1 \| 37′ 9″ | 9600 | 27′ 2½″ | 12 | (Skinner & Eddy Corp.) [Wash. | ping Board | Skinner & Eddy Corp; | ✠AMS | |
| LVBM | W. Bal; 7BH to Fbd dk 1BH to 3d dk | | | | | | | | | 3SB;Commercial Blr. Wks; S086HS;WP210lbs;2800IHP;EAC; d rpd9,25;Dkd7,26;s rps10,26 | S.S.No.1,NO8,24; M.S.8,24;n shft12,24; B.S.9,25;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.158t;D.B.343′1407t;D. | T.30′1 | 035t. . . | . . . . . F.P.140t | | | | | | | | |
| | F.O. . . . . D.B.303′1114t;D. | T.30′ | 966t;S. | T.70t. . . . . | | | | | | | | |
| 6978 | **Jadera** xBroadwater Steel | Scw Sch | Jg-Slv | Susak | 2379 | | '99 | W. Hartle- | Brodarsko | 3CylTE25,40,66x45; | | BL |
| | 1D;B;Spar dk;Web frms;W. Bal; 6BH Wireless | | 340 P31′ | 47.1 \| 19,9 B105′ F31′ | 3827 | | 1 | (Fur- [pool, Eng. ness, Withy & Co., Lim.) | Ackionarsko Drustvo "Oceania" | 2SB;WP150lbs | | |
| 6979 | **Jagersfontein** xKaiyei Maru Steel | Scw | Hol | Amst'dam | 3474 | | 1918 | Osaka, | N. V. Hollandsche Zuid Afrika. Stoomv. Maats | 3CylTE27,45,75x51; | | BL |
| PCTB | 2D;Wireless;W. Bal 7BH | | 407.3 P40′ | 51.1 \| 30.1 B137′ F46′ | 5512 | | 8 | (Osaka [Jap. Iron Works, Lim.) | | 3SB;WP180lbs | | |
| 6980 | **Jaguaribe** xCanoe xFlaxman Iron | Scw Sch | Brz | Rio Jan'ro | 1356 | | '82 | Southmptn, | Cia. Com- | 2CylC32,64x42; | | |
| | 2D;B;Wireless 5BH | | 299.3 B48′ | 36.1 \| 23.9 | 2168 | | 8 | (Oswald, [Eng. Mordaunt & Co.) | mercio Navegaco | 2SB | | |
| 6981 | **Jaime Girona** xTrece xElwick Steel | Scw | Sp | Bilbao | 1577 | | '91 | Stockton, | Altos | 3CylTE22,36,60x39; | | |
| HPNS | 1D;Web frms;Well dk;Wireless; 5BH W. Bal | | 290 P29′ | 39 \| 18.6 B116′ F31′ | 2434 | | 11 | (Ropner [Eng. & Son.) | Hornos de Vizcaya | 2SB;WP160lbs | | |
| 6982 | **Jakob Maersk** Steel | Scw | Dan | Svendborg | 1348 | | 1921 | Odense, | A. P. | 3CylTE20,33,55x35; | | V |
| NDBQ | 1D;Wireless;W. Bal 5BH | | 284.1 P19′ | 42.5 \| 19.1 B72′ F30′ | 2245 | | 10 | (Odense [Den. Staalskibs.) | Moller, Mgr. | 2SB;WP185lbs;1000IHP | | |
| 6983 | **Jalajyoti** xVindella xWar Wagtail Steel | Scw | Br | Bombay | 2698 | | 1918 | West Hartle- | Scindia | 3CylTE27,44,73x48; | | BL |
| 142,653 | | | 376 | 51.9 \| 26.4 | 4430 | | 9 | (W. [pool, Eng. | Steam Nav. Co. | | | |
| JVDG | 2D;Wireless;W. Bal 7BH | | P41′ | B113′ F39′ | | | | Gray & Co., Lim.) | (Lim.) | 3SB;WP180lbs | | |
| 6984 | **Jalapa** Steel | Scw | Am | San Fran. | 4386 | 8′ 3″ | 1920 | Oakland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 220,707 | 2D;Long. frmg;W. Bal; 7BH | | 402.6 | 53 \| 32.1 \| 34′ 6″ | 6085 | 26′ 5″ | 9 | (Moore [Cal. S. B. Co.) | ping Board | Vulcan Iron Wks; | ✠AMS | |
| MBRC | Wireless; 6BH to Fbd dk SUB.SIG; 1BH to 2d dk | | P34′ | B80′ F38′ | 9400 | | | | | 3SB;Moore S. B. Co; 8745HS;WP210lbs;2800SHP;EAC; d rpd6,24;Dkd6,26;s rps7,26;Exmd9,26 | S.S.No.1,NY1,25; M.&B.S.1,25;shft drn6,26; Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.50t;D.B.344′1296t;D. | T.30′5 | 58t. . . | . . . . F.P.73t | | | | | | | | |
| | F.O.—A.P.47t;D.B.299′1009t;D. | T.30′5 | 42t;S.T | .48t;F.P.68t | | | | | | | | |
| 6985 | **Jalapalaka** xFrankby xWilliam Wallace Steel | Scw | Br | Bombay | 2630 | | 1917 | Middlesbro, | Scindia | 3CylTE25,41,68x45; | | BL |
| 139,614 | | | 364.9 | 51.1 \| 26.1 | 4215 | | 8 | (Sir Rayiton [Eng. | Steam Nav. | | | |
| JQSK | 1D;Wireless;W. Bal 6BH | | P25′ | B94′ F40′ | | | | Dixon & Co., Lim.) | Co. (Lim.) | 3SB;WP180lbs | | |
| 6986 | **Jalaputra** xFrankdale Steel | Scw | Br | Bombay | 3113 | | 1906 | Glasgow, | Scindia | 3CylTE25,42,70x48; | | BL |
| 124,028 | | | 400 | 52.2 \| 28.8 | 4856 | | 12 | (C. Connell [Scot. | Steam Nav. | | | |
| HJTW | 2D;Deep frmg;Wireless;W. Bal 6BH | | P34′ | B136′ F47′ | | | | & Co., Lim.) | Co. (Lim.) | 3SB;WP200lbs | | |
| 6987 | **Jalarashmi** xVitellia xWar Pintail Steel | Scw | Br | Bombay | 2681 | | 1918 | Hull, | Scindia | 3CylTE27,44,73x48; | | BL |
| 142,699 | | | 375.6 | 51.7 \| 26.5 | 4449 | | 11 | (Earle's [Eng. | Steam Nav. | | | |
| JVPF | 2D;Oil fuel;Wireless;W. Bal 7BH | | P41′ | B113′ F39′ | | | | Co.) | Co. (Lim.) | 3SB;WP180lbs | | |
| 6988 | **Jalatarang** xElizabeth Stoner Steel | Scw | Br | Bombay | 1464 | | 1921 | Southamp- | Scindia | 3CylTE21,34,57x36; | | BL |
| 145,347 | 1D;Oil fuel;Wireless;W. Bal 5BH | | 300.5 P28′ | 43.7 \| 22.2 B83′ F33′ | 2498 | | 8 | (J. I. [ton, Eng. Thornycroft & Co., Lim.) | Steam Nav. Co. (Lim.) | 2SB;WP180lbs | | |
| 6989 | **Jalaveera** xFrankinver xInveran Steel | Scw | Jap | | 2909 | | 1906 | Pt. Glasgow, | Toyohiki | 3CylTE26,42,70x48; | | BL |
| | 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | | 385 P36′ | 49.8 \| 18.4 B108′ F44′ | 4535 | | 12 | (Russell [Scot. & Co.) | Kisen Gowei Kaisha | 2SB;WP180lbs | | |
| 6990 | **Jalavihar** xFrankmere Steel | Scw | Br | Bombay | 3381 | | 1911 | Glasgow, | Scindia | 3CylTE25,42,70x48; | | BL |
| 131,359 | | | 410.1 | 52.2 \| 28.8 | 5330 | | 7 | (C. Connell [Scot. | Steam Nav. Co. | | | |
| HTBW | 2D;Wireless;W. Bal 6BH | | P34′ | B137′ F50′ | | | | & Co., Lim.) | (Lim.) | 2DB;WP200lbs | | |
| 6991 | **Jalavijaya** xFranktor Steel | Scw | Br | Bombay | 2297 | | 1918 | Sunderland, | Scindia | 3CylTE25,41,67x45; | | BL |
| 140,564 | | | 365 | 51.5 \| 22.1 | 3756 | | 3 | (J. [Eng. | Steam Nav. Co. | | | |
| JSNB | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Priestman & Co.) | (Lim.) | 3SB;WP180lbs | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6992 | **Jalisco** Steel<br>2D;Oil fuel;W. Bal 7BH | Scw | Mex<br>304.6<br>B90′ | Vera Cruz<br>45.2 \| 20.1<br>F36′ | 1558<br>2585 | | 1916<br>2 | Philadelphia, Pa.<br>(Wm. Cramp & Sons S. & E. Bldg. Co.) | Mexican Govt. | 3CylTE20,33,55x36;<br>2SB;WP175lbs;1350IHP. | | |
| 6993<br>126,930 | **Jalobert**<br>xPolana Steel<br>1D 4BH | Scw | Br<br>107.3 | Quebec<br>23 \| 12.6 | 95<br>278 | | 1911 | Kingston,<br>(Kingston [Ont. S. B. Co.) | Canadian Govt. | 2CylC18,36x24;<br>1SB;WP130lbs;400IHP. | | |
| 6994<br>127,063<br>HNFK | **Jamaica** Steel<br>2D;Wireless;W. Bal 4BH | Scw | Br<br>220<br>P24′ | Liverpool<br>34 \| 14.9<br>B79′ F28′ | 602<br>1138 | | 1908<br>10 | Middlesbro,<br>(W. Harkness & Son, Lim.) [Eng. | Pacific Steam Nav. Co. | 3CylTE18,29,48x33;<br>2SB;WP180lbs | | BL |
| 6995<br>76,290 | **Jamaica** Iron<br>2D 2BH | SW | Am<br>143 | Buffalo<br>32 \| 8.8 | 321<br>435 | | ′82 | Wilmington, Del. | Eastern Concrete Steel Co. | 1Cyl38x108;<br>1FB;WP50lbs;550IHP. | | |
| 6996<br>210,912 | **James A. Farrell** Steel<br>1D;Mchy aft;Long. frmg; Web frms;SUB.SIG;Wireless;D.F; W. Bal 4BH | Scw | Am<br>580<br>F54′ | Duluth<br>58 \| 32 | 5967<br>7705 | | 1913<br>3 | Lorain,<br>(American [Ohio S. B. Co.) | Pittsburg S.S. Co. | 3CylTE24,39,65x42;<br>2SB;WP170lbs;1880IHP. | | BL |
| 6997<br>168,539 | **James A. O'Boyle**<br>xGaneri<br>1D | Brg | Am<br>268 | New York<br>46 \| 26 | 2200<br>2200 | | 1919 | Stratford,<br>(Housatonic [Conn. S. B. Co.) | O'Boyle Lighterage Co. | Wd | | |
| 6998<br>220,047<br>LWNR | **James B. Duke** Steel<br>xEastern Cloud<br>2D;Awng dk;W. Bal; 6BH<br>Wireless;SUB.SIG; 2BH to Fbd dk 4BH to 2d dk<br>Oil fuel F. P. above 150° F. C-35 | Scw | Am<br>385 | New York<br>51.2 \| 25.6 \| 36′ | 3600<br>5828<br>9000 | 9′ 1¾″<br>27′ | 1920<br>4 | Kobe,<br>(Kawasaki [Jap. Dockyard Co., Lim.) | Garland S.S. Co. | 3CylTE26,43½,72x48;<br>Kawasaki Dockyard Co., Lim;<br>3SB;Kawasaki Dockyard Co., Lim;<br>5636HS;WP190lbs;3000IHP;EAC;<br>Dkd,d rpd7,26;s rps10,26 | ✠A1Ⓔ With Freeboard.<br>✠AMS<br>S.S.No.1,NY7,24;<br>n shft12,23;M.S.7,24;<br>shft drn6,25;B.S.7,26;Clh BB | |
| 6999<br>86,307 | **James B. Eads** Steel<br>xGlobe<br>1D;Mchy aft;Spar dk;W. Bal 3BH | Scw | Am<br>330.4 | Duluth<br>42 \| 28 | 1610<br>2704 | | ′94<br>rb′20 | Cleveland,<br>(Globe [Ohio Iron Wks. Co.) | Pittsburg S.S. Co. | 3CylTE24,39,63x42;<br>2SB;WP160lbs;1300IHP. | | |
| 7000<br>147,246 | **James B. Foote**<br>xEugene C. Roberts Steel<br>1D;Web frms;Mchy aft;W. Bal 3BH | Scw | Br<br>253<br>F35′ | Liverpool<br>43 \| 17.8 | 1264<br>1746 | | 1924<br>3 | Birkenhead,<br>(Cammell [Eng. Laird & Co.) | Toronto Ins. & Vessel Agency (Lim.) | 3CylTE16,27,44x33;<br>2SB;WP180lbs | Lake Survey1,26;<br>M.S.7,26 | C |
| 7001<br>81,373 | **James B. Neilson**<br>xWashburne Steel<br>1D;B;Mchy aft;W. Bal 6BH | Scw | Am<br>320 | Duluth<br>42 \| 25 | 1572<br>2234 | | ′92<br>6 | W. Superior,<br>(Am. Steel [Wis. Barge Co.) | Pittsburg S.S. Co. | 3CylTE23,37,62x40;<br>3SB;WP160lbs;1000IHP. | | |
| 7002<br>77,444 | **James Battle** Steel<br>1D | Scw | Am<br>116 | Detroit<br>25.2 \| 13 | 123<br>198 | | 1900 | Wyandotte,<br>(Detroit [Mich. S. B. Co.) | Detroit Fire Commission | 2Cyl18,18x24;<br>2SB;WP170lbs;1160IHP. | | |
| 7003<br>222,353<br>MDRN | **James Blight**<br>xSassagus<br>1D;B | Brg | Am<br>267.3<br>P26′ | New York<br>46 \| 23.6<br>F30′ | 2114<br>2197 | | 1919<br>5 | Morehead<br>(North [City, N. C. Carolina S B. Co.) | United States Gypsum Transp. Co. | YP;Gif✕;<br>DB;rps,clk a7,22;s b clkg7,23 | ✠A1 Towing Barge.<br>Coastwise & W. I.<br>S.S.No.1,NY7,22 | |
| 7004<br>220,645<br>MBNS | **James C. Hamlen**<br>2D | Sch<br>4 M | Am<br>193.3 | Portland<br>39 \| 19.6 | 1012<br>1138 | | 1920<br>9 | South Portland, Me.<br>(Cumberland S. B. Co.) | J. C. Hamlen & Son | O,Hw,Sp,YP,F;Gif;<br>DB;clk a11,22;d rpd,s clkg a12,24 | ✠A1Ⓔ<br>S.S.No.1,Ptdm12,24;<br>B.S.12,24 | |
| 7005<br>201,821 | **James C. Wallace** Steel<br>1D;Mchy aft;W. Bal 3BH | Scw<br>Sch | Am<br>532 | Fairport<br>56 \| 31 | 5403<br>6684 | | 1905<br>4 | Lorain,<br>Ohio<br>(Am. S. B. Co.) | Interlake S.S. Co. | 4CylQE18,28,43,66x42;<br>2WTB;2000IHP. | | |
| 7006<br>220,802 | **James Davidson** Steel<br>1D 4BH | Scw | Am<br>580 | Duluth<br>60 \| 32 | 6387<br>8349 | | 1920 | Wyandotte,<br>(Detroit [Mich. S. B. Co.) | Globe S.S. Co. | 3CylTE24½,41,65x42;<br>3SB;WP185lbs;2300IHP. | (★100(GL)<br>P.S.3,26 | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. Bth. Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7007 221,836 MDHT | **James Dollar** xOrotava 1D;B;Deep frmg | S 4 M | Am 318 | San Fran. 46.1 \| 26.2 P48′ F38′ | 2812 3017 | | 1901 2 | Pt. Glasgow, (W. [Scot. Hamilton & Co.) | The Robert Dollar Co. | Stl;1BH | | |
| 7008 217,663 LQDR | **James Dougherty** O,YP 1D | Scw | Am 121.6 | New York 28.4 \| 12 | 141 263 | | 1919 | Sharptown, (Eastern [Md. Shore S. B. Co.) | Erie Basin Towing & Hoisting Co. | 2CylC18,38x26; 1SB;WP185lbs;750IHP. | | |
| 7009 218,205 LRKC | **James E. Coburn** 2D | Sch 4 M | Am 185 | Boston 39.6 \| 19.8 | 898 987 | | 1919 | South Orrington, Me. (Boston & Penobscot S.B.Co.) | George D. Rogers | O;Gif(Sltd) | | V |
| 7010 201,961 | **James E. Davidson** Steel 1D;Mchy aft;W. Bal 3BH | Scw | Am 504 | Duluth 54 \| 30 | 4943 6206 | | 1905 5 | Ecorse, (Great [Mich. Lakes Eng. Wks.) | Inter-Ocean S.S. Co. (G. A. Tomlinson, Mgr.) | 4CylQE18,27,40,62x42; 3SB;WP225lbs;2000IHP. | | |
| 7011 207,283 | **James E. Ferris** Steel xF. R. Hazard Sch 1D;Mchy aft;W. Bal 5BH | Scw | Am 444 | Cleveland 56 \| 31 | 4153 5494 | | 1910 4 | Ecorse, (Great [Mich. Lakes Eng. Wks.) | Pioneer S.S. Co. | 3Cyl TE22½,36,60x42; 2SB;WP180lbs;1600IHP. | | |
| 7012 218,742 LSKM | **James E. Newsom** 1D | Sch 4 M | Am 180.4 | Boston 36.2 \| 14.9 | 629 707 | | 1919 8 | Boothbay Harbor, Me. (East Coast Ship Co.) | New England Maritime Co. | WO,Sp,F;Gif(Sltd) clk b2,20; d rpd,s b clkg,clk dk11,26 | ✠A1 S.S.No.1,PA8,23 | |
| 7013 165,740 | **James F. Cahill** 1D | Brg | Am 105.4 | Jersey Cy. 29 \| 12.3 | 396 396 | | 1914 | Brooklyn, (Ira S. [N. Y. Bushey & Sons.) | John E. Russell | Wd | | |
| 7014 200,348 | **James H. Flannery** Wood xJames J. McAllister 1D | Scw | Am 91.5 | New York 24.8 \| 11.6 | 99 147 | | 1903 | Noank, Conn | Flannery Towing Line | 450IHP. | | |
| 7015 76,553 | **James H. Hall** 1D | Sch | Am 91.7 | Manitow'c 22 \| 7 | 95 100 | | '85 | Manitowoc, Wis. (Hanson.) | C. D. Christianson | O,Icf | | |
| 7016 162,507 | **James H. Pellett** 1D | Brg | Am 179 | Kelley Isl. 35 \| 15 | 296 346 | | 1905 | Buffalo, (Buffalo [N. Y. S. B. Co.) | Kelley Isl'd Lime & Transport Co. | Stl | | |
| 7017 76,581 | **Jas. H. Prentice** Wood 1D | Scw | Am 167.6 | Marine Cy 32 \| 12 | 399 536 | | '85 | Trenton, [Mich. (John Craig.) | American Trust Co. | 2CylC20,40x36; 1Blr;WP140lbs;480IHP. | 90CF(GL) Upper Lake Erie, Lower Lake Huron & Rivers. P.S.4,26 | |
| 7018 77,589 | **James H. Reed** Steel 1D;B;Mchy aft;SUB.SIG;W. Bal 3BH | Scw | Am 448 | Fairport 52 \| 28 | 3841 5207 | | 1903 6 | Wyandotte, (Detroit [Mich. S. B. Co.) | Interlake S.S. Co. | 4CylQE15,23¾,36½,56x40; 2WTB;WP250lbs;1400IHP. | | |
| 7019 77,409 | **James J. Hill** Steel 1D;Mchy aft;SUB.SIG;W. Bal 3BH | Scw | Am 478 | Duluth 52 \| 24.9 | 4058 5255 | | 1900 5 rb '22 | Lorain, (American [Ohio S. B. Co.) | Pittsburg S.S. Co. | 4CylQE16½,25½,38½,60x40; 2WTB;WP250lbs;1300IHP. | | |
| 7020 165,505 | **James J. Kelly** 1D | Brg | Am 114.3 | New York 29.3 \| 12.5 | 420 420 | | 1913 | Kingston, (R. [N. Y. Lenahan Co.) | Thomas J. Kelly | Wd | | |
| 7021 77,462 KQTC | **James Johnson** 1D;B | Bkt | Am 214 | San Fran. 41.3 \| 16.6 | 993 1149 | | 1901 5 | Seattle, (Moran [Wash. Bros.) | Chas. Nelson Co. | YF;Icf | | |
| 7022 13,398 HLPK | **Jas. L. Maloy** 1D | Sch | Am 102 | Boston 28.5 \| 7.9 | 147 175 | | '64 10 rb '91 | Milton, Del. (Rockland, Me.) | Clara White | O,YP;Icf | — Exp | |
| 7023 203,056 | **James Laughlin** Steel 1D;Mchy aft;W. Bal 3BH | Scw Sch | Am 530 | Duluth 55.2 \| 32 | 5492 6939 | | 1906 5 | Ecorse, (Gt. [Mich. Lakes Eng. Wks.) | Inter State S.S. Co. | 3Cyl TE23,37,63x42; 2SB;WP175lbs;1665IHP. | 100(GL) P.S.6,25 | |
| 7024 75,761 JQWS | **James M. Donahue** Wood 1D | SW | Am 219 | San Fran. 32.4 \| 9.7 | 592 730 | | '75 | San Francisco, Cal. | Northwestern Pacific R.R. Co. | 1Cyl48x132; 1Blr;WP50lbs;290IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7025 | **James M. Gifford** | Scw | Am | Wilm'gton | 106 | | 1905 | Greenport, | Lewis | | | |
| 202,057 | Wood | | 128 | 19.2 \| 10 | 168 | | N. Y. | Fertilizer Co. | 250IHP. | | |
| | 1D | | | | | | | | | | | |
| 7026 | **James M. W. Hall** | Trn | Am | Boston | 491 | | 1916 | Phippsburg, | Chas. F. | WO,Hk,YP;Gicf(Sltd) | ✠A1 | |
| 214,337 | | | 157.7 | 34.6 \| 14.2 | 572 | | 8 | (F. S. [Me. | Webb | clk3,22;d rpd3,23;s rps,s b,dk clkg5,26 | | |
| LGFS | 1D | | | | | | | Bouker & Son.) | | | | |
| 7027 | **James MacNaughton** | Scw | Am | Fairport | 6608 | | 1922 | River Rouge | Wilson | 3CylTE24½,40,65x42; | (★100(GL) | |
| 222,555 | Steel | | 580.5 | 60 \| 27.9 | 8299 | | 11 | (Great [Mich. | Transit Co. | 3SB;WP180lbs;1900IHP. | P.S.3,26 | |
| | 1D;SUB.SIG;Wireless 3BH | | | | | | | Lakes Eng. Wks.) | | | | |
| 7028 | **James McGee** | Scw | Am | New York | 5920 | | 1917 | Sparrows Pt. | Standard | 2-3CylTE20½,35,60x42; | | |
| 214,816 | Steel | Twin | 499.1 | 68.2 \| 35.9 | 9551 | | 3 | (Maryland [Md. | Oil Co. (N. J.) | 3SB;WP200lbs;3000IHP; | (Class Contemplated) | |
| LGSP | 3D;Oil in bulk;SUB.SIG; 19BH | | | | 14900 | | | Steel Co.) | | d rpd12,25;Dkd,s rps6,26 | n Pt shft5,23;n Stbd shft2,24; | |
| | Mchy aft;Web frms;Oil fuel; | | | | | | | | | | B.S;shfts drn12,25;M.S.6,26; | |
| | Long. frmg;Wireless;W. Bal | | | | | | | | | | Clh BB;CL | |
| 7029 | **James McWilliams** | Scw | Am | New York | 74 | | '82 | Newburgh, | McWilliams | 2CylC20,40x28; | | |
| 110,541 | xRobert A. Packer Wood | | 118.6 | 22.2 \| 10.4 | 149 | | | N. Y. | Bros., Inc. | 590IHP | | |
| 7030 | **James Moren** | StW | Am | N. Orleans | 371 | | '95 | Pittsburgh, | Standard | 2-1Cyl20x120; | | |
| 77,205 | Wood | | 186 | 34 \| 5.2 | 602 | | rb '24 | Pa. | Oil Co. (La.) | 6Blrs;750IHP. | | |
| | 1D | | | | | | | | | | | |
| 7031 | **Jas. Nasmyth** | Brg | Am | Duluth | 2807 | | **'96** | West Bay | Pittsburg | Stl;2BH | | |
| 77,231 | | Trn | 365.5 | 45.8 \| 23.2 | 3010 | | 8 | City, Mich. | S.S. Co. | | | |
| | 1D | | | | | | rb'24 | (F. W. Wheeler.) | | | | |
| 7032 | **James Otis** | Scw | Am | Phila. | 6168 | 8′ 5¾″ | 1920 | Gloucester | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 220,441 | Steel | | 439.6 | 60.2 \| 33.7 | 8292 | 28′ 4½″ | 7 | (Pusey [City, N. J. | ping Board | De Laval Stm. Tbn. Co; | ✠AMS | |
| MBFT | 2D;3d dk Ford;Long. frmg; 7BH | | | 38′ 8″ | 12850 | | | & Jones Co.) | | 3WTB;Babcock & Wilcox Co; | CL | |
| | Wireless; 4BH to Fbd dk | | P40′ | B134′ F48′ | | | | | | 8700HS;WP210lbs;3000SHP;EAC; | (Laid up) | |
| | W. Bal;SUB.SIG. 3BH to 2d dk | | | | | | | | | s rps8,20 | | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.174t;W.T.a21′153t;D. | B.344′ | 1370t; | D.T.36′945t; F. | P.237t | | | | | | | |
| | F.O .....W.T.a21′143t;D. | B.296′ | 1058t; | D.T.36′882t.... | ..... | | | | | | | |
| 7033 | **James P. Donaldson** | Scw | Br | Ft. Will'm | 275 | | '80 | Marine City, | N. M. | 2CylC20,40x30; | | |
| 116,575 | xBaltimore Wood | | 185 | 30 \| 12 | 503 | | rb '12 | Mich. | Paterson & Co. (Lim.) | 1FB;WP85lbs;325IHP. | | |
| | 1D | | | | | | | (R. Holland.) | | | | |
| 7034 | **James P. Walsh** | Scw | Am | Fairport | 3925 | | 1905 | Toledo, | Pioneer | 3CylTE22½,36,60x42; | | |
| 201,811 | Steel | | 488.6 | 52 \| 31 | 5326 | | 4 | Ohio | S.S. Co. | 2SB;WP180lbs;2000IHP. | | |
| | 1D;Mchy aft;W. Bal 3BH | | | | | | rb'17 | (Craig S. B. Co.) | | | | |
| 7035 | **James R.** | Brg | Am | New York | 296 | | 1911 | Kingston, | Jacob Rice | Wd | | |
| 165,584 | | | 111.3 | 31.2 \| 9.5 | 296 | | | (Jacob [N. Y. | | | | |
| | 1D | | | | | | | | Rice.) | | | |
| 7036 | **James River** | Scw | Am | Wilm'gton | 1610 | 4′ 2″ | 1919 | Duluth, | Phila. & | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 218,832 | xLake Flambeau Steel | | 251 | 43.5 \| 26.1 | 2609 | 24′ 2″ | 10 | Minn. | Norfolk S.S. Co., | McDougall, Duluth Co; | ✠AMS | |
| LSQF | 1D;B;Wireless;SUB.SIG; 4BH | | P25′ | B64′ F20′ 28′2″ | 4100 | | | (McDougall, | Inc. | 2SB;McDougall, Duluth Co; | S.S.No.1,Nflk8,24; | |
| | Oil fuel F. P. above 150° F. C-29 | | | | | | | Duluth Co.) | | 5467HS;WP185lbs;1500IHP; | M.S.8,24;shft drn8,25;B.S.7,26; | |
| | | | | | | | | | | Dkd,d rpd7,26 | Scip;CL | |
| | W.B.—A.P.103t.....D.B | .204′44 | 7t.... | .....F.P. | 72t | | | | | | | |
| | F.O.—A.P. 96t;D.T.a12′81t;D.B | .158′29 | 8t; W. | T.m30′220t.... | ... | | | | | | | |
| 7037 | **James Rolph** | S | Am | San Fran. | 1927 | | '84 | Liverpool, | Rolph Nav- | I;1BH | | BL |
| 215,063 | xCeltic Monarch | | 277.3 | 42.5 \| 24.2 | 2108 | | 5 | (T. [Eng. | igation & Coal | | | |
| LGVD | 2D | | P50′ | F34′ | | | | Royden & Sons.) | Co. | | | |
| 7038 | **James Stewart** | Scw | Br | Glasgow | 1304 | | 1926 | Old Kil- | Eastern S.S. | 3CylTE17,28½,47x33; | | C |
| 148,901 | Steel | | 253 | 43.1 \| 17.9 | 1760 | | 4 | patrick, Scot. | Co. (Lim.) | 2SB;WP180lbs | M.S.5,26 | |
| | 1D;Mchy aft;Wireless 3BH | | | F35′ | | | | (Napier & Miller.) | | | | |
| 7039 | **James T. Phelan** | Brg | Am | New York | 197 | | 1913 | Rondout, | DwyerBros. | Wd | | |
| 166,514 | | | 96 | 24.5 \| 9.2 | 197 | | | (R. [N. Y. | | | | |
| | 1D | | | | | | | Lenahan Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7040 77,454 KQPJ | **James Tuft** 1D;B | Bkt | Am 215.5 | San Fran. 42.5 \| 17.4 | 1043 1274 | | 1901 2 | Pt. Blakeley, Wash. (Henry K. Hall.) | George E. Billings | YF;Gicf | | |
| 7041 84,859 WFBP | **James Turpie** Iron 2D;B;W. Bal 5BH | Scw ½B | Br 270.8 P46′ | N. Shields 34.8 \| 23 B50′ F36′ | 1082 1732 | | '81 10 | Newcastle, (Leslie & Co.) [Eng. | C. Salvesen & Co., Mgrs. | 2CylC32,61x36 | | |
| 7042 213,781 | **James W. Follette** Wood 1D | Scw | Am 89.8 | Buffalo 17.8 \| 9.6 | 86 129 | | 1914 | Tonawanda, (W. H. Follette.) [N. Y. | Frank J. Peterson | 150IHP. | | |
| 7043 204,223 | **James W. Johnson** xJ. W. Johnson Wood 1D | Scw | Am 110.2 | P. Amboy 22 \| 7 | 66 111 | | 1907 | Milford, (W. G. Abbot.) [Del. | Middlesex Transp. Co. | 225IHP. | | |
| 7044 77,236 | **James Watt** Steel 1D;B;Mchy aft;SUB.SIG; 3BH Web frms;W. Bal | Scw | Am 405 | Duluth 48 \| 23.5 | 3105 4090 | | '96 10 | Cleveland, (Cleveland S. B. Co.) [Ohio | Pittsburg S.S.Co. | 3CylTE25,40,68x42; 2SB;WP180lbs;2000IHP. | | |
| 7045 121,709 | **James Whalen** xSt. Andrew Steel 1D 2BH | Scw | Br 108 | P. Arthur 24 \| 13 | 156 313 | | 1905 | Toronto, (Bertram Eng. Works Co., Lim.) [Can. | Dominion Towing & Salvage Co. (Lim.) | 2CylC20,40x36; 1SB;WP155lbs;950IHP. | | |
| 7046 103,807 TQWV | **James William** 1D | Trn | Br 146.4 P45′ | Brdg'town 33.5 \| 12.7 F22′ | 440 512 | | 1908 8 | N. Glasgow, (I. Matheson & Co., Lim.) [N. S. | Carmichael Ship Co. (Lim.) | Stl;1BH | | BL |
| 7047 77,242 | **James Y. Lockwood** Steel 2D | StW | Am 165.4 | St. Louis 33 \| 4.5 | 390 390 | | '96 | McKees Rock, Pa. | Missouri Pacific Ry. Co. | 2CylC15½,27x96; 3SB;WP200lbs;1650IHP. | | |
| 7048 138,566 TWRD | **James and Stanley** 1D | Sch | Br 110.3 | St. John's 26.8 \| 10.7 | 111 159 | | 1918 | Shelburne, (J. McGill S. B. Co.) [N. S. | S. Harris Export Co. (Lim.) | Wd | | |
| 7049 147,610 KQJC | **Jameson** Steel 1D;Wireless;W. Bal 6BH | Scw | Br 360 P30′ | London 50 \| 23.6 B225′ F34′ | 2205 3585 | | 1924 4 | Newcastle, (W. Dobson & Co.) [Eng. | Kaye Stm. Nav. Co. (Lim.) | 3CylTE25,41,68x45; 3SB;WP180lbs | | BL |
| 7050 120,580 | **Jamestown** xHuguenot Iron 2D;B 2BH | SW | Am 141.5 | Newport 29.5 \| 11.6 | 345 484 | | '84 | Newburgh, (Ward Stanton Co.) [N. Y. | Jamestown & Newport Ferry Co. | 2CylC28,56x96; 2SB;WP69lbs;900IHP. | | |
| 7051 204,817 | **Jamestown** Steel 1D | Scw F. B. | Am 206 | New York 44 \| 17.4 | 1045 1538 | | 1907 12 | Pt. Richmond, N. Y. | Erie R.R. Co. | 1200IHP | | |
| 7052 NWJK | **Jan** Steel 1D;Wireless;W. Bal 5BH | Scw | Dan 261.1 P15′ | Cop'hagen 40.1 \| 16.9 B106′ F31′ | 1036 1739 | | 1919 1 | Copenhagen, (Kjobenhavns Flydedock & Skibsv.) [Den. | Dampskibs. Selsk. Myren | 3CylTE18,28,48x33; 2SB;WP185lbs;800IHP. | | V |
| 7053 LBCV | **Jan** Steel 1D;W. Bal 4BH | Scw | Nor 242.7 P22′ | Bergen 37.1 \| 15.9 B60′ F23′ | 727 1309 | | 1917 7 | Shanghai, (The Shanghai Dock & Engr. Co., Lim.) [China | A/S. D/S. Jan | 3CylTE17,28,48x33; 2SB;WP180lbs | | N |
| 7054 PDFB | **Jan van Nassau** Steel 1D;Long. frmg;Web frms; 6BH Oil fuel;W. Bal;Wireless | Scw Sch | Hol 346.2 | Amst'dam 44.3 \| 25.3 | 2081 3330 | | 1913 5 | Pt. Glasgow, (W. Hamilton & Co., Lim.) Scot. | Koninklijke West Indische Maildienst | 3CylTE25,41½,68x51; 3SB;WP180lbs | | BL |
| 7055 | **Jane** xHattie Fullerton Iron 1D 3BH | Scw Sch | Brz 100 | Manaos 18.6 \| 9 | ..... 155 | | '84 9 | Wilmington, (The Pusey & Jones Co.) [Del. | Soc. Anon. Armazens Andersen | 2CylC17,32x28 | | |
| 7056 59,760 | **Jane Ainslie** 1D | Sch | Br 82.4 | St. Johns 21.9 \| 9.5 | 100 100 | | '69 | Pr. Ed. Is., Canada | E. R. Bowring | Sp;If | | |
| 7057 77,428 KDJV | **Jane Banks** xFrau Minna Peterson 1D | Sch | Br 102 | Fowey 24.3 \| 12.6 | 153 161 | | '78 6 | Portmadoc (Jones) | Edward Stephens | Wd(Sltd) | | V |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7058 | **Jane Christenson** | Scw | Am | San Fran. | 3615 | 6′ 4½″ | 1918 | Seattle, | Sudden | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ | |
| 216,223 | xWestboro Steel | | 409.5 | 54.2 \| 27.6 | 5775 | 24′ | 4 | (J. F. [Wash. | & Christenson | Ingersoll-Rand Co; | ✠AMS | |
| LKPM | 2D;W. Bal; 7BH | | | \| 30′ 2½″ | 8800 | | | Duthie & Co.) | | 3SB;Willamette Iron & Steel Wks; | S.S.Seat8,20; | |
| | Wireless; 6BH to Fbd dk | | P43′ | B114′ F46′ | | | | | | 8094HS;WP210lbs;2800IHP; | shft drn2,26;M.&B.S.3,26; | |
| | 1BH to 2d dk | | | | | | | | | n Eng8,20;Dkd3,26;s rps8,26 | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.39t;D.B.349′1178t; F. | P.148t | | | | | | | | | | |
| | F.O. .....D.B.304′ 918t.... | ..... | | | | | | | | | | |
| 7059 | **Jane L. Stanford** | Brg | Am | San Fran. | 861 | | '92 | Eureka, | Chas. A. | Wd | | |
| 77,070 | xBk | | 215.5 | 41 \| 17 | 970 | | (H. D. [Cal. | McCarthy | | | |
| KLMW | 1D;B | | | | | | | Bendixsen.) | | | | |
| 7060 | **Jane Nettleton** | Scw | Am | San Fran. | 879 | | 1917 | San Pedro, | Andrew F. | 3Cyl TE16,27,46x33; | ✠A1Ⓔ | |
| 221,277 | xThomas Crowley Fir;Glf | | 224.6 | 44 \| 17.4 | 1545 | | | (Wilmington [Cal. | Mahoney | Main Iron Wks; | AMS | |
| MCSW | 1D;Wireless; 2BH | | | | 2000 | | | S. B. Co.) | | 2WTB;Ward Bir. Wks; | S.S.No.2,SanF9,24; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | 4000HS;WP225lbs;1200IHP; | M.&B.S;shft drn9,24;Scip | |
| | | | | | | | | | | DB;EAC;d rpd,clk1,22; | | |
| | | | | | | | | | | s rps,s b clkg,clk dk9,24 | | |
| 7061 | **Janelew** | Scw | Am | San Fran. | 4391 | 8′ 3″ | 1920 | Oakland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 220,794 | Steel | | 402.6 | 53 \| 32.2 | 6085 | 26′ 5″ | 10 | (Moore [Cal. | ping Board | Vulcan Iron Wks; | ✠AMS | |
| MBTS | 2D;Long. frmg; 7BH | | | \| 34′ 6″ | 9400 | | | S. B. Co.) | | 3SB;Moore S. B. Co.; | B.S.4,24;shft drn7,24; | |
| | Wireless;SUB.SIG; 6BH to Fbd dk | | P34′ | B80′ F38′ | | | | | | 8745HS;WP210lbs;2800SHP;EAC; | Cih BB;CL | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd,d rpd7,24;s rps8,24 | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.50t;D.B.344′1296t; D. | T.30′5 | 58t... | .....F.P.73t | | | | | | | | |
| | F.O.....D.B.299′1009t; D. | T.30′5 | 42t; S. | T.48t;F.P.68t | | | | | | | | |
| 7062 | **Janet Dollar** | S | Am | San Fran. | 2808 | | 1902 | Pt. Glasgow, | The Robert | Stl;1BH | | |
| 221,935 | xEgon | | 319.3 | 46.4 \| 26.4 | 3096 | | 6 | (A. Rodger [Scot. | Dollar Co. | | | |
| MCLP | | | P47′ | F31′ | | | | & Co.) | | | | |
| 7063 | **Janeta** | Scw | Br | Glasgow | 2779 | | 1906 | Glasgow, | Maclay & | 3Cyl TE25,41,67x48; | | BL |
| 124,148 | Steel | Sch | 385.5 | 50 \| 26 | 4271 | | 11 | (A. [Scot. | McIntyre, Mgrs. | 2SB;WP175lbs | | |
| HJPR | 2D;Deep frmg;Wireless; 6BH | | P47′ | B113′ F38′ | | | | Stephen & Sons, | (Lim.) | | | |
| | W. Bal | | | | | | | Lim.) | | | | |
| 7064 | **Janey III** | MV | Am | Detroit | 129 | | 1924 | Morris | Walter O. | 2-6CylOilEng9½x14 | | |
| 224,380 | Steel | Yct | 118 | 21.5 \| 7 | 190 | | 5 | Heights, N. Y. | Briggs | | | |
| | 1D | Twin | | | | | | (Consolidated | | | | |
| | | | | | | | | S. B. Corp.) | | | | |
| 7065 | **Janine** | Scw | Fr | Rouen | 1377 | | 1918 | Bristol, | Union | 3Cyl TE25,41,68x45; | | V |
| | xSierra Leone xWar Musket Steel | | 285.2 | 42 \| 19 | 2286 | | 7 | (C. Hill [Eng. | Industrielle & | 2SB;WP180lbs | | |
| OUEH | 1D;Well dk;Wireless;W. Bal 7BH | | P27′ | B66′ F32′ | | | | & Sons.) | Maritime | | | |
| 7066 | **Japan** | Scw | Swd | Gothenb'g | 3262 | | 1911 | Newcastle, | Aktieb. | 3Cyl TE27,45,75x51; | | BL |
| 5,260 | Steel | | 425 | 54.1 \| 26.9 | 5230 | | 12 | (Hawthorn, [Eng. | Svenska | 3SB;1AuxSB;WP180lbs | | |
| JBLR | 2D;Well dk;Wireless;W. Bal 7BH | | P & B | 349′ F44′ | | | | Leslie & Co., Lim.) | Ostasiatiska | | | |
| | | | | | | | | | Komp. | | | |
| 7067 | **Japan Arrow** | Scw | Am | New York | 5176 | 5′ 2¼″ | 1920 | Quincy, | Standard | 4CylQE24,35,51,75x51; | ✠A1Ⓔ With Freeboard. | |
| 220,831 | Steel | | 468.3 | 62.6 \| 32 | 8327 | 27′ | 11 | (Bethlehem [Mass. | Trans. Co. | Bethlehem S. B. Corp; | Oil Carrier. | |
| MBWJ | 2D;Super dk;Long. frmg; 17BH | | | \| 32′ ½″ | 12600 | | | S. B. Corp., Lim.) | | 3SB;Bethlehem S. B. Corp; | ✠AMS | |
| | Mchy aft; 2BH to Super dk | | | | | | | | | 9315HS;WP220lbs;3200IHP;EAC; | S.S.No.1,NY1,25; | |
| | Wireless; 9BH to Fbd dk | | | | | | | | | Dkd,s rps10,26 | n shft6,23;M.S.1,25; | |
| | SUB.SIG; 6BH to 2d dk | | | | | | | | | | shft drn11,25;B.S.10,26; | |
| | Oil fuel F. P. above 150° F. C-40 | | | | | | | | | | Cih BB;CL | |
| | W.B.—A.P.131t;D.B.a76′285t... | ..... | ..... | .....D.T.f. | 40′518 | t;F.P.270t | | | | | | |
| | F.O.....D.T | .a19′87 | 5t;W.T | .a19′131t;D.T.f. | 40′483 | t..... | | | | | | |
| 7068 | **Jason** | Scw | Hol | Amst'dam | 1989 | | 1912 | Rotterdam, | Koninklijke | 3Cyl TE23,37,62x42; | | V |
| | xCharon Steel | | 346.6 | 48.6 \| 21.9 | 3209 | | | (Rijkee [Hol. | Nederlandsche | 3SB;WP180lbs;1700IHP. | | |
| PFHN | 2D;Long. frmg;Oil fuel; 6BH | | P24′ | B208′ F43′ | | | | & Co.) | Stoomboot Mij. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 7069 | **Jason** | Scw | Am | ..... | 5754 | | 1913 | Sparrows | U. S. Gov- | 2-3Cyl TE27,46,76x48; | | |
| 210,935 | Steel | Twin | 514 | 65.2 \| 36.2 | 10650 | | 2 | Point, Md. | ernment (Navy | 3DB;WP200lbs; | | |
| | 1D;Mchy aft;Long. frmg; 11BH | | | \| 39.5 | | | | (Maryland Steel | Dept.) | 6500IHP. | | |
| | Bulk carrier;W. Bal | | | | | | | Co.) | | | | |
| 7070 | **Jason** | Scw | Br | Liverpool | 4800 | | 1902 | Belfast, | Ocean S. S. | 3Cyl TE28,48,82x60; | | |
| 115,297 | Steel | | 454.7 | 54.1 \| 32.3 | 7450 | | | (Workman, [Ire. | Co. (Lim.) | Dkd,s rps6,26 | shft drn6,26 | |
| TMCN | 2D;Wireless;W. Bal | | P53′ | F57′ | | | | Clark & Co., Lim.) | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc | Rig. | Nation. | Hailing Port. / Reg. Dimensions: Lth. \| Bth. \| Dth. / Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7071 HPNK | **Jata Mendi** xNetherton Steel 1D;Spar dk;Deep frmg; 6BH W. Bal;Wireless | Scw Sch | Sp 360.3 P32′ | Bilbao 48 \| 20.2 B92′ F32′ | 2746 4250 | | 1905 3 | Newcastle, (North- [Eng. umberland S. B. Co., Lim.) | Cie. Nav. Sota y Aznar | 3Cyl TE 24,40,68x48; 3SB;WP180lbs | | BL |
| 7072 NCLV | **Java** Steel 2D;Shel dk;Wireless;W. Bal 7BH | MV Twin | Dan 445.8 F77′ | Cop'hagen 60.3 \| 30.4 | 5525 8681 | | 1921 7 | Nakskov, (Nakskov. [Den. Skibs.) | A/S. Det. Ostasiatiske Kompagni | 2-6Cyl Oil Eng 29½x45¼ | | BL |
| 7073 218 NUMF | **Java** Steel 1D;B;Web frms;Wireless; 6BH W. Bal | Scw | It 386.5 P32′ | Fiume 46.6 \| 24.7 B180′ F31′ | 2501 3984 | | '99 5 | Stockton, (Ropner [Eng. & Son.) | Soc. Anon. di Armamento Maritt. Oriente | 3Cyl TE 24,40,66x45; 2SB;WP160lbs | | BL |
| 7074 218 PFJN | **Java** Steel 3D;W. Bal;Wireless 7BH | Scw | Hol 369.5 F52′ | Amst'dam 48.4 \| 28.7 B80′ F50′ | 3090 4382 | | 1902 | Amsterdam, (Nederl. [Hol. Schps. Maats.) | Stoomv. Maats. Nederland | 3Cyl TE 25,39,65x47; 2SB;WP180lbs;1700IHP | | V |
| 7075 221,272 MCBT | **Java Arrow** Steel 2D;Super dk;Wireless; 17BH Mchy aft; 2BH to Super dk SUB.SIG; 9BH to Fbd dk Long. frmg; 6BH to 2d dk Oil fuel F. P. above 150° F. C-40 | Scw | Am 468.3 | New York 62.7 \| 32 \| 32′½″ | 5176 8327 12600 | 5′ 2¼″ 27′ | 1921 5 | Quincy, (Bethlehem [Mass. S. B. Co., Lim.) | Standard Trans. Co. | 4Cyl QE 24,35,51,75x51; Bethlehem S. B. Corp., Lim; 3SB;Bethlehem S. B. Corp., Lim; 9315HS;WP220lbs;3200IHP;EAC; Dkd,s rps11,26 | ✠A1 Ⓔ With Freeboard. Oil Carrier. ✠AMS S.S.No.1,SPed6,25; M.&B.S.6,25;n shft3,26; Cih BB;CL | |
| | W.B.—A.P.131t;D.B.a76′285t.....D.T.f. a19′87 5t;W.T.f. a19′131t;D.T.f. 40′518t;F.P.270t F.O.....D.T.f. 40′483t..... | | | | | | | | | | | |
| 7076 16,872 MKNB | **Java Maru** xOriana Steel 2D;Web frms;Shel dk; 6BH Wireless;W. Bal | Scw | Jap 382 | Amino 48.1 \| 28 | 2885 4606 | | 1902 8 | Newcastle, (Northum- [Eng. berland S. B. Co.) | Tachibana K. K. | 3Cyl TE 25,41,68x48; 3SB;1Aux3B;WP170lbs | | BL |
| 7077 | **Javary** Steel 2D;Wireless 8BH | Scw Sch Twin | Brz 244 | R. Janeiro 36.2 \| 11.1 | 793 1295 | | 1907 12 | Birkenhead, (Cammell. [Scot. Laird & Co., Lim.) | Lloyd Brasileiro | 2-3Cyl TE 15,23,38x30; 2SB;WP175lbs | | |
| 7078 77,362 | **Jay A. Pearson** xCordova Steel 1D;Mchy aft;W. Bal 8BH | Scw | Am 220 | Detroit 40 \| 16 | 985 1290 | | '99 7 | West Bay City, Mich. (F. W. Wheeler.) | F. D. Gleason Coal Co. | 3Cyl TE 17,28,47x36; 2SB;WP170lbs;800IHP. | 95CF(GL) Upper Lake Erie, Lower Lake Huron & Rivers. P.S.4,26 | |
| 7079 204,429 | **Jay C. Morse** Steel 1D;Mchy aft;SUB.SIG;W. Bal 3BH | Scw Sch | Am 532 | Fairport 58 \| 31 | 5087 6649 | | 1907 8 | Cleveland, (Ameri- [Ohio can S. B. Co. | Interlake S.S. Co. | 3Cyl TE 23,38,63x42; 2SB;WP180lbs;1760IHP. | | |
| 7080 215,037 LHCK | **Jean** xNissequogue 1D;B | Sch 4 M | Am 188 | New York 39 \| 14.2 | 859 971 | | 1917 6 o'25 | Brunswick, (Brunswick [Ga Marine Const. Co.) | Leary & Reed | YP,O;Gif; DB;s rf7,19;clk b6,22;clk t7,23; d rpd10,24;s rps,s clkg a12,25; Dkd,s rps7,26 | ✠A1 S.S.No.2,NY12,25 | |
| 7081 141,391 OJYN | **Jean F. Anderson** 1D | Trn | Br 140 | La Have 33.3 \| 12.7 | 443 498 | | 1919 | Port Wade, (Port [N. S. Wade S. B. Co.) | J. L. Publicover | Bch,Sp,YP;Gif(Sltd) | | V |
| 7082 142,073 | **Jean F. McRae** xHerbert Fearn 1D | Trn | Br 131.6 | St. Johns 30.9 \| 11.3 | 288 346 | | 1919 | Placentia, (Placentia [Nfld. S. B. Co.) | J. T. McRae | O,P;Gif(Sltd) | | |
| 7083 OJYK | **Jean Jacques** xSilesia xHendrika Steel 2D;Wireless;W.Bal 5BH | Scw | Fr 332.9 P30′ | Marseilles 46 \| 24.2 F40′ | 2061 3455 | | '98 | Alblasserdam (J. [Hol. Smit, Czn.) | Soc. Anon. d'Affretement & d'Armement | 3Cyl TE 23,36,60x36; 2SB;WP163lbs;1200IHP | | V |
| 7084 141,081 | **Jean McKay** 1D | Trn | Br 119.3 | St. John's 27.1 \| 11 | 194 252 | | 1918 10 | Shelburne, (McKay [N. S. S. B. Co.) | J. B. Patten | Hw,Bch,Mpl,Hk;Gif | | |
| 7085 150,805 | **Jean Revillon** 1D | Sch 2 M Aux | Br 103 | Shelburne 23.8 \| 8.9 | 95 117 | | 1923 7 | Shelburne, (J. A. [N. S. Weingart.) | Revillon Freres Trading Co. | O,Sp,Bch,P;Gif; 2 Cyl Oil Eng 12½x14; Diesel Motor Wks., Lim; 100BHP;Dkd,s dk clkg7,24; d rpd6,26 | A1 Coastwise & W. I. n shft7,24 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7086 141,699 | **Jean Smith** 1D | Sch | Br 122.7 | Lunenb'rg 26.4 \| 10.6 | 108 168 | | 1920 | Shelburne, (W. C. McKay & Sons, Lim.) [N. S. | M. Gardner | Wd | | |
| 7087 TMWN | **Jean Steedman** 1D;B; Mchy aft | Sch Aux Twin | Egp 245.7 P30′ | Alex'ndria 43.8 \| 21 F30′ | 1253 1558 | | 1917 9 | Victoria, (Cameron-Genoa Mills S. B. Co.) [B. C. | Ibrahim Bey Sid Ahmed | Wd;If; 2-2CylOilEng16½x18½;320IHP | | |
| 7088 142,946 TCSN | **Jean Wakely** 1D | Trn | Br 118.1 P32′ | St. Johns 28.1 \| 11.6 | 232 270 | | 1919 12 | Essex, (A. D. Story) [Mass. | J. Petite | Wd | | |
| 7089 217,117 LNKH | **Jean Weems** xLake Fluvanna Steel 1D;W. Bal;Wireless;SUB.SIG 4BH C-28 W.B.—A.P.93t;D.B.208′538t;F.P. 59t | Scw | Am 251 P25′ | Baltimore 43.6 \| 22.2 24′ 2½″ B64′ F23′ | 1448 2349 3500 | 3′ 4″ 21′ | 1918 10 | Cleveland, (American S. B. Co.) [Ohio | Baltimore & Carolina S.S. Co. | 3Cyl TE20,33,54x40; American S. B. Co; 2SB;American S. B. Co; 8SGS;3999HS;WP185lbs;1250IHP; Dkd6,25;s rps8,25 | ✠A1Ⓔ ✠AMS S.S.No.3,Phila6,25; shft drn4,25;M.&B.S.6,25; Scip;CL | |
| 7090 219,808 | **Jeanette R.** 1D Wood 3BH | MV | Am 84.5 | San Diego 20.7 \| 7.8 | 52 101 | | 1920 | San Diego, (San Diego Marine Const. Co.) [Cal. | D. C. Roberts | 2OilEng8½x10; 120BHP. | | |
| 7091 OKAE | **Jeanne d'Arc** xBelen 1D;B | Bk | Fr 280.4 P67′ | Nantes 40.2 \| 22.9 F51′ | 1987 2201 | | 1901 | St. Nazaire, (Chantiers de la Loire.) [Fr. | M. Potet | Stl;2BH | | V |
| 7092 RBMS | **Jeannette Kayser** xSpezia xBamberg Steel 2D;B;Wireless;W. Bal 7BH | Scw | Ger 371.3 P & B | Hamburg 44.2 \| 27.1 220′ F46′ | 2373 3786 | | '95 | Hamburg, (Blohm & Voss.) [Ger. | Reederi Kayser, A. G. | 3Cyl TE25,39,64x42; 2SB;WP164lbs | | G |
| 7093 141,599 | **Jeannette R.** xNew Island Wanderer Wood 2D | Scw | Br 113.1 | Montreal 20.9 \| 5.7 | 56 144 | | '88 | Buffalo, (Geo. H. Notter.) [N. Y. | Sincennes-McNaughton Line (Lim.) | 2CylC15,28x24; 1FB;WP140lbs;465IHP. | | |
| 7094 222,688 | **Jeannette Scott** 1D Wood | MV Twin | Am 114 | Tampa 24 \| 7 | 80 141 | | 1922 | Mobile, (Murnan S. B. Co.) [Ala. | Gulf Coast S.S. Co. | 2-4CylOilEng10x12 | | |
| 7095 215,542 LHSP | **Jeannette Skinner** 2D;W. Bal;Wireless; Oil fuel F. P. above 150° F. Steel 5BH C-36 | Scw | Am 409.6 P43′ | Seattle 54.1 \| 27.1 29′ 9″ B113′ F46′ | 4384 5715 8700 | 5′ 10″ 24′ 2″ | 1917 8 | Seattle, (Skinner & Eddy Corp.) [Wash. | U. S. Shipping Board | Stm Tbn; General Electric Co; 3SB;Commercial Boiler Wks; 8086HS;WP210lbs;2500SHP; Dkd,s rps10,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Phila7,24; shft drn1,24;M.&B.S.7,24; Clh BB;CL | |
| 7096 150,281 | **Jeannon L.** 1D | Brg | Br 186.5 | Quebec 35.5 \| 17.3 | 695 731 | | 1921 | Sorel, (Transportation & Shipping Co., Lim.) [Que. | Sincennes-McNaughton Line | Wd | 100(GL) P.S.6,26 | |
| 7097 142,300 JSFW | **Jebba** xWar Lion Steel 2D;Wireless;W. Bal 6BH | Scw | Br 385.3 | London 51.2 \| 25.5 | 4278 5875 | | 1917 9 | Kobe, (Kawasaki Dkyd. Co., Lim.) [Jap. | Elder, Dempster & Co. (Lim.), Mgrs. | 3Cyl TE26,43,72x48; 2SB;1AuxSB;WP200lbs | | BL |
| 7098 141,378 | **Jed** xMaplegrove Wood 1D;Well dk | Scw | Br 208 | Kingston 35.9 \| 14 | 637 1057 | | '89 | Marine City, (Martin Lester.) [Mich. | Woodward & Co. (Lim.) | 2CylC25,50x40; 1FB;WP86lbs;728IHP. | | |
| 7099 221,112 MCNR | **Jeff Davis** 2D;Long. frmg;SUB.SIG; Wireless;W. Bal; Oil fuel F. P. above 150° F. Steel 7BH C-36 W.B.—A.P.185t;D.B.330′1510t. F.P.19 3t F.O.—A.P.173t;D.B.288′1163t;S. T.74t; F.P.18 0t | Scw | Am 395.5 P44′ | N. Orleans 55 \| 31.4 34′ 11″ B108′ F37′ | 3797 6171 9724 | 8′ ½″ 27′ | 1921 4 | New Orleans (Doullut & Williams S. B. Co.) [La. | U. S. Shipping Board | Stm Tbn; Vulcan Iron Wks; 3WTB;Frost Mfg. Co; 9150HS;WP210lbs;2800SHP;EAC; Dkd,d rpd8,26;s rps10,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,NO5,25; M.&B.S.5,25;shft drn11,25; Clh BB;CL | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7100 77,356 KPCM | **Jefferson** Steel 2D;Wireless;SUB.SIG. 4BH | Scw | Am 350.8 | New York 42 \| 27 | 2392 3723 2363 | | '99 6 | Chester, (Delaware [Pa. River I. S. B. & E. Wks.) | Eastern S.S. Lines, Inc. | 3Cyl TE27,44½,73x54; John Roach & Sons; 4BB;Newport News S. B. & D. D. Co; 248GS;942BHS;WP190lbs;3000IHP; EAC;1 rps,lngtd3,07;d rpd7,24; s,rps4,26;Dkd10,26 | ✠A1 Coastwise & W. I. AMS 3dS.S.No.1,NptN3,24; n Blrs11,14;M.S.3,24; B.S;n shft4,26;SBP;CL | |
| 7101 218,238 LRMF | **Jefferson County** Steel 1D;2d dk at ends; 7BH W. Bal; 6BH to Fbd dk Wireless;SUB.SIG; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252'847t;D.T .20'394t.....F.P.111t F.O.—A.P.66t;D.B.214'643t;D.T .20'368t;S.T.3 1t..... | Scw | Am 324 | Newark 46.2 \| 25 \| 28' 6" | 2000 3283 5500 | 5' 9" 22'11" | 1919 7 | Newark, (Submarine [N. J. Boat Corp.) | Ford Motor Co. | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; d rpd4,20;Dkd2,21;s rps9,21 | ✠A1Ⓔ ✠AMS Cih BB;CL (Laid up) | |
| 7102 142,310 JSKT | **Jekri** xWar Pilot Steel 2D;Wireless;W. Bal 6BH | Scw | Br 385.3 | Liverpool 51.2 \| 25.5 | 4278 5875 | | 1917 11 | Kobe, (Kawasaki [Jap. Dkyd. Co., Lim.) | Elder, Dempster & Co. (Lim.) | 3Cyl TE26,43,72x48; 2SB;1AuxSB;WP200lbs | | BL |
| 7103 NPVR | **Jelling** xFrumentia Steel 1D;Shoi dk;Deep frmg; 4BH W. Bal;Wireless | Scw Sch | Dan 285.6 | Copenhgn 42 \| 18.5 | 1172 1909 | | 1906 10 | Kiel, (Howaldts- [Ger. werke.) | C. K. Hansen, Mgr. | 3Cyl TE20,33,55x35; 2SB;WP185lbs | | BL |
| 7104 205,115 KWPH | **Jemima F. III** Steel | MV Twin | Am 98.8 | Buffalo 21 \| 8.1 | 133 149 | | 1908 | Morris Hgts, (Seabury [N. Y. Co.) | G. Frank Croissant | 2-4CylGasEng8½x11; 250IHP. | | |
| 7105 76,192 | **Jennette** 1D | Brg | Am 141 | Buffalo 28.6 \| 10.9 | 329 329 | | '81 | Mt. Clemens (Wm. [Mich. Dulac.) | Maytham Touring Co. | O | | |
| 7106 | **Jennie** Wood 1D | Scw Twin | Mex 99.5 | 22.3 \| 8.6 | 69 127 | | '88 rb'96 | Benicia, (M. Turner.) [Cal. | | 2-2CylC7,14x12 | | |
| 7107 77,312 KNPD | **Jennie D. Bell** 1D | Sch C B | Am 125 | Baltimore 23.5 \| 7.5 | 171 194 | | '98 7 | Bethel, (Geo. K. [Del. Phillips & Co.) | C. C. Paul & Co. | O;Gif | | |
| 7108 217,636 LQCD | **Jennie Flood Kreger** 2D | Sch 5 M | Am 243.7 | Boston 42.2 \| 19.5 | 1614 1838 | | 1919 | Belfast, (Matthews [Me. Bros.) | Boston Maritime Co. | O,Hw,Hk;Gicf; Dkd2,26 | | V |
| 7109 | **Jennings** 1D | Brg | Am 120 | Pt. Arthur 23 \| 4 | 136 136 | | 1908 | Donaldson- (J. H. [ville, La. Behan.) | Texas Co. | Wd | | |
| 7110 140,965 | **Jeremiah Godfrey** 1D | Brg | Br 181.5 | Montreal 34.9 \| 14.2 | 660 700 | | '81 | Port Huron, (Dunford [Mich. & Alverson.) | Canada S.S. Lines (Lim.) | O | | |
| 7111 NABY | **Jerousalim** xLombardia Steel 3D;Wireless;W. Bal 9BH | Scw Sch | Rus 371.3 P55' | Odessa 46.6 \| 27.7 B155' F48' | 2738 5104 | | 1901 | Sestri (G. [Ponente, It. Ansaldo & Co.) | Russian Stm. Nav. & Trading Co. | 3Cyl TE30,48,78x53; 3DB;WP180lbs;4000IHP. | | V |
| 7112 168,540 | **Jerry E. O'Boyle** xKahoka 1D | Brg | Am 268 | New York 45 \| 26 | 2200 2200 | | 1919 | Hampton, (Chas. H. [Va. Tenney & Co.) | O'Boyle Lighterage Co. | Wd | | |
| 7113 209,627 | **Jersey Central** Steel 1D 5BH | Scw | Am 97.6 | New York 26.4 \| 11.9 | 148 217 | | 1912 3 | Newburgh, (T. S. [N. Y. Marvel & Co.) | C. R.R. of N. J. | 2CylC19,38x30; 18B;850IHP. | | |
| 7114 140,861 KFRJ | **Jersey City** Steel 2D;Wireless;W. Bal 6BH | Scw | Br 411.8 F36' | Bideford 55 \| 33.6 | 3937 6322 | | 1920 6 | Sunderland, (J. L. [Eng. Thompson & Sons, Lim.) | W. R. Smith & Sons, Mgrs. | 3Cyl TE28,46,75x51; 3SB;WP180lbs;590RHP. | S.S.No.1,Barry6,24;A.S. 4,26; B.S.6,24;shft drn5,25;M S. 6,26 | C |
| 7115 139,105 JMDS | **Jerseymoor** xWestmead xJerseymoor Steel 1D;B;Shoi dk;Wireless;W. Bal 6BH | Scw | Br 393.4 | London 51.1 \| 25.8 | 2731 4305 | | 1915 12 | So. Shields, (J. Readhead [Eng. & Sons, Lim.) | Moor Line (Lim.) | 3Cyl TE26,44,72x48; 3SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7116 | **Jess Willard** | Brg | Am | New York | 456 | | 1915 | Kingston, | Anthony | Wd | | |
| 165,333 | 1D | | 112.2 | 30.2 \| 13.4 | 456 | | | (Wm. J. Turck Co.) [N. Y. | O'Boyle | | | |
| 7117 | **Jessie** | Scw | Nor | Oslo | 1841 | | '95 | Newcastle, | Louis | 3Cyl TE23¾,38,61x39; | | BL |
| | xKatina Steel | | 326.7 | 41 \| 24.5 | 2922 | | 1 | (C. S. Swan & Hunter) [Eng | Wetlesen, Mgr. | 2SB;WP160lbs | | |
| MJTV | 1D;B;Deep frmg;Wireless; 5BH | | P24′ | B60′ F34′ | | | | | | | | |
| | W. Bal | | | | | | | | | | | |
| 7118 | **Jessie** | Sch | Am | Oswego | 201 | | 1900 | Chaumont, | General | O | | |
| 46,564 | 1D | Aux | 112 | 25 \| 9 | 201 | | rb'13 | (Phelps.) [N. Y. | Electric Co. | | | |
| 7119 | **Jessie Fay** | MV | Am | Miami | 142 | | 1924 | Miami, | Hollywood | Oil Eng; | | |
| 224,338 | Wood | Yct | 96.7 | 20.4 \| 10.5 | 172 | | | (Hollywood [Fla. | Boat & Transp. | 400BHP. | | |
| | 1D | | | | | | | Boat & Transp. Co.) | Co. | | | |
| 7120 | **Jessie G. Noyes** | Sch | Am | Boston | 1253 | | 1917 | Thomaston, | New Eng- | WO,Hw,YP,O,Sp,Icf(Sltd) | ✠A1 | |
| 215,670 | | | 225.2 | 43 \| 19.8 | 1376 | | 10 | (The [Me. | land Maritime | DB;clk b12,20;clk t,dk7,22;d rpd4,23; | S.S.No.2,Bost9,24 | |
| LJBS | 2D | | | | | | o '24 | Atlantic Coast Co.) | Co., Inc. | tr t clkg9,24;s rps,s b clkg10,25 | | |
| 7121 | **Jessie Maersk** | Scw | Dan | Svendborg | 1152 | | 1920 | Capelle a/d | Dampsk. | 3Cyl TE20,31,53x36; | | BL |
| | xMarsdiep Steel | | 280.1 | 40.2 \| 19 | 1972 | | 11 | (A.Vuijk [Ysel, Hol. | | | | |
| NDLV | 1D;SUB.SIG;Wireless;W. Bal 4BH | | P22′ | B94′ F24′ | | | | & Zonen.) | Svendborg | 2SB;WP180lbs | | |
| 7122 | **Jessie Norcross** | Sch | Egp | Alex'ndria | 1268 | | 1917 | Vancouver, | Ibrahim | Wd; | | |
| | | Aux | 240.5 | 43.6 \| 19.3 | 1464 | | 7 | (Wallace [B. C. | Bey Sid Ahmed | 2-2CylOilEng16½x18‡8 | | |
| TMQD | 1D;B;Mchy aft | Twin | P36′ | F45′ | | | | Shipyards, Lim.) | | | | |
| 7123 | **Jessmore** | Scw | Br | Liverpool | 2357 | | 1921 | W. Hartle- | Johnstone | 3Cyl TE26,43,73x48; | | C |
| 145,868 | xPeruviana Steel | | 360 | 52.5 \| 24.6 | 4099 | | D | pool, Eng. | Line (Lim.) | 3SB;WP180lbs;s rps1,26 | S.S.No.1,Leith12,25; | |
| KJPL | 1D;B;Oil fuel;SUB.SIG; 6BH | | P36′ | B171′ F32′ | | | | (Irvine's S. B. & D. D. Co., Lim.) | | | B.S 10,25;M.S;shft drn4,26 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 7124 | **Jessy & Alice** | Sch | Br | Weymo'th | 104 | | 1920 | Victoria, | A. E. | Wd; | | |
| 150,291 | | Aux | 91.4 | 24.3 \| 9.6 | 127 | | | (W. [N. S. | Albert | Oil Eng. | | |
| | 1D | | | | | | | O'Brien.) | | | | |
| 7125 | **Jethou** | Scw | Nor | Tonsberg | 2781 | | 1905 | W. Hartlpl, | W. Wil- | 3Cyl TE26,42,70x45; | | BL |
| | Steel | Sch | 370.4 | 50 \| 25.8 | 4284 | | 2 | (W. [Eng. | helmsen, Mgr. | 2SB;WP180lbs | | |
| MCFB | 2D;Deep frmg;Wireless;W. Bal 6BH | | P27′ | B110′ F35′ | | | | Gray & Co., Lim.) | | | | |
| 7126 | **Jim Hughes** | Brg | Am | New York | 492 | | 1917 | Rondout, | James | YP;Gif | | |
| 166,942 | | | 117 | 30 \| 15 | 500 | | | N. Y. | Hughes, Jr. | | | |
| | 1D | | | | | | | | | | | |
| 7127 | **Jim O'Sullivan** | StW | Am | St. Louis | 143 | | 1925 | Mound | Jno. F. | 2-1Cyl14⅜x60; | | |
| 225,018 | Wood | | 130 | 30 \| 3.7 | 143 | | | City, Ill. | Klein | 2Blrs;WP173lbs;500IHP. | | |
| | 3D 3BH | | | | | | | (Howard Ship Yard & Dock Co.) | | | | |
| 7128 | **Jinsho Maru** | Scw | Jap | Kobe | 1972 | | 1919 | Innoshima, | Nippon | 3Cyl TE22,37,61x42; | | BL |
| 24,726 | Steel | | 305 | 43.7 \| 27.2 | 3195 | | 2 | (Osaka [Jap. | Kyodo Kisen | 2SB;WP180lbs | | |
| RKMH | 2D;Web frms;Long. frmg; 5BH | | P19′ | B82′ F32′ | | | | Iron Wks., Lim.) | Kabushiki Kaisha | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 7129 | **Jiul** | Scw | Rou | Braila | 1900 | | 1913 | Sunderland, | Roumania | 3Cyl TE23,39,64x42; | | BL |
| 560 | xEcaterini Matsouki Steel | | 345 | 48 \| 21.1 | 3115 | | 8 | (J. Priest- [Eng. | Prima Soc. | 2SB;WP170lbs | | |
| PHBS | 1D;W. Bal 6BH | | P29′ | B206′ F37′ | | | | man & Co.) | Nationala de | | | |
| | | | | | | | | | Nav. Marit. | | | |
| 7130 | **Joan Flannery** | Scw | Am | New York | 74 | | '96 | N. London, | Flannery | | | |
| 111,124 | xR. M. Waterman O,YP;Gicf | | 91 | 23.5 \| 10.8 | 174 | | 8 | (John [Conn. | Towing Line | 250IHP | | |
| KRJN | 1D | | | | | | | Forsyth.) | | | | |
| 7131 | **Joan Kielberg** | Sch | Br | La Have | 560 | | 1917 | Millbridge, | J. L. | Bch,YP,Hk,O;Gicf(Sltd) | ✠A1 | |
| 141,774 | | 4 M | 160 | 37 \| 16 | 660 | | 12 | (Sawyer [Me. | Publicover | clk t10,19;s rf1,20;clk b10,20; | S.S.No.2,Lbg3,24 | |
| | 1D | | | | | | o '24 | Shipyard Corp.) | | clk dk8,23;rps,s t clkg3,24; | | |
| | | | | | | | | | | s rps,s b clkg4,25 | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7132 / 76,231 | **Joanna** / Iron | Scw | Am / 112 | New York / 25 \| 7.3 | 102 / 143 | | '81 | Marcus / Hook, Pa. | James Kenny | 1Cyl20x20; / 1RTB;WP80lbs;290IHP. | | |
| 7133 / HPRT | **Joannis** / xEvelpis xSalerno xEdenmore / 1D;B;Deep frmg;Wireless; W. Bal / Steel / 6BH | Scw | Grk / 360 / P23′ | Andros / 48.7 \| 24.2 / B111′ F35′ | 2292 / 3667 | | 1909 / 8 | Stockton, / (Richardson, Duck & Co.) [Eng. | D. J. Dambassis | 3CylTE24,40,67x45; / 2SB;WP180lbs;375RHP | 2dS.S.No.1,Plr6,25;A.S.6,25; B.S.6,25;M.S;n shft4,26 | C |
| 7134 / HRDV | **Joao Alfredo** / xOlinda / 2D;W. Bal;Wireless / Steel / 4BH | Scw | Brz / 252 / F48′ | Rio Jan'ro / 38.1 \| 20.7 | 1240 / 2020 | | '91 / 10 | Clydebank, / (J. & G. Thompson, Lim.) [Scot. | Lloyd Brasileiro | 3CylTE27,40,61x45; / 2DB;WP150lbs | | |
| 7135 / PFRB | **Joaquin Pujol** / xLochee / 2D / 1D;Wireless;W.Bal / Steel / 7BH | Bk | Sp / 264.2 / P50′ | Barcelona / 39 \| 23.4 / F45′ | 1703 / 1786 | | '74 / 8 | Dundee, / (A. Stephen & Sons.) [Scot. | Hija de Joaquin Pujol | I;1BH | | BL |
| 7136 / WKCM | **Joazeiro** / xSanta Lucia / 2D;Wireless;W. Bal / Steel / 7BH | Scw | Brz / 350.2 / P38′ | Rio Jan'ro / 47.2 \| 23.4 / B207′ F47′ | 3434 / 4312 | | 1907 | Geeste- / (J. C. Tecklenborg [munde, Ger. A. G.) | Lloyd Brasileiro | 3CylTE20,35,57x41; / 2SB;WP207lbs;1500IHP. | | V |
| 7137 / KVCP | **Jobshaven** / 1D;Wireless;W.Bal / Steel / 7BH | Scw | Hol / 361.5 / P24′ | Rotterd'm / 49.1 \| 22.1 / B214′ | 2151 / 3528 | | 1916 | Rotterdam, / (Rotterdam Droogd. Maat.) [Hol. | N. V. Gebroeders van Uden's Sheepv. & Agentuer Mij | 3CylTE25,41,67x45; / 3SB;WP180lbs;1450IHP. | | V |
| 7138 / 203,908 / JVBG | **Joe S. Morrow** / 1D;Mchy aft;W Bal / Steel / 3BH | Scw / Sch | Am / 420 | Duluth / 52 \| 28 | 3470 | | 1907 / 3 / rb'24 | Lorain, / (American S. B. Co.) [Ohio | Masaba S.S. Co. | 3CylTE22,35,58x40; / 2SB;WP170lbs;1467IHP. | | |
| 7139 / RDSJ | **Joh. Ludw. Mowinckel** / xSpennymoor / 1D;Deep frmg;W. Bal;Wireless / Steel / 5BH | Scw | Nor / 314 / P28′ | Bergen / 46.5 \| 20.6 / B90′ F32′ | 1723 / 2733 | | 1905 / 5 | Sunderland, / (J. Blumer & Co.) [Eng. | O. Orvig, Mgr. | 3CylTE23,38,62x42; / 2SB;WP160lbs | | BL |
| 7140 / 202,560 / KVCP | **Johan Poulsen** / 1D;Oil fuel / Wood | Scw / Sch | Am / 179.1 | San Fran. / 39.1 \| 13.5 | 423 / 650 | | 1905 | Everett, / (Chas. White.) [Wash. | Loop Lumber Co., Inc. | 3CylTE13,22,36x24; / 1Blr;500IHP. | | |
| 7141 / 5,629 / JVBG | **Johan Sanne** / 1D;W. Bal / Steel / 4BH | Scw | Swd / 233.1 / P18′ | Uddevalla / 37.3 \| 16.3 / B63′ F26′ | 781 / 1372 | | 1914 / 9 | Malmo, / (Kockums M. V. Aktieb.) [Swd. | H. Sanne, Mgr. | 3CylTE18,28,48x31; / 2SB;WP185lbs | | BL |
| 7142 / RDSJ | **Johanna** / xNorton / 2D;Deep frmg;SUB.SIG; Wireless;W. Bal / Steel / 4BH | Scw / Sch | Ger / 276 / P24′ | Hamburg / 40.3 \| 18.5 / B60′ F29′ | 1100 / 1807 | | 1908 / 1 | Grangem'th, / (Greenock & Grangemouth Dockyard Co.) [Scot. | A. Bern- / stein Reederei | 3CylTE20½,33,54x36; / 2SB;WP180lbs;148RHP. | 2dS.S.No.2,Hbg11,23;A.S.7,26; M.&B.S;shft drn7,26 | C |
| 7143 / 215,021 / LHCD | **Johanna Smith** / 1D;Oil fuel;SUB.SIG. / Fir;Gif / 4BH | Scw | Am / 257.2 | San Fran. / 50.5 \| 15.4 | 1084 / 1921 | | 1917 / 4 | Marshfield, / (Kruse & Banks) [Ore. | Pacific States Lumber Co. | Stm Tbn; / 2WTB;WP225lbs;1500SHP. | | |
| 7144 / NFVH | **Johannes Maersk** / 1D;Wireless;W. Bal / Steel / 4BH | Scw | Dan / 280.8 / P27′ | Odense / 40.2 \| 18.8 / B74′ F32′ | 1119 / 1899 | | 1925 / 3 | Danzig / (F. Schichau.) | A. P. Moller, Mgr. | 3CylTE19,32,53x37; / 2SB;WP200lbs | | BL |
| 7145 / 29,841 / SPRH | **Johgu Maru** / xGreigrant xHartland / 1D;B;Deep frmg;Wireless; W. Bal / Steel / 6BH | Scw | Jap / 369.2 / P28′ | Amag'saki / 50.8 \| 27.6 / B104′ F29′ | 3521 / 4803 | | 1906 / 11 | Stockton, / (Richardson, Duck & Co.) [Eng. | Ukon Shoji Kabushiki Kaisha | 3CylTE26,42,70x48; / 3SB;WP180lbs | | BL |
| 7146 / 165,876 | **John** / 1D | Brg | Am / 109 | New York / 32.2 \| 9.1 | 295 / 295 | | '97 | Brooklyn, / (Harry Cossey.) [N. Y. | John F. H. King | Wd | | |
| 7147 / 77,093 / KLRD | **John A.** / 1D | Sch | Am / 131.7 | Seattle / 32 \| 9.8 | 235 / 282 | | '93 / 6 | Eureka, / (Mathews.) Cal. | Pacific Coast Codfish Co. | YF;Gif | | |
| 7148 / 205,220 | **John A. Donaldson** / 1D;Mchy aft;W. Bal / Steel / 3BH | Scw / Sch | Am / 380 | Fairport / 50 \| 28 | 3110 / 4315 | | 1908 | Lorain, / (American S. B. Co.) [Ohio | Becker S.S. Co. | 3CylTE22,33,55x40; / 2SB;WP180lbs;1300IHP. | | |
| 7149 / 76,815 | **John A. Francomb** / 1D | Brg | Am / 180 | Escanaba / 36 \| 16 | 625 / 658 | | '89 | W. Bay City, / (F. W. Wheeler & Co.) [Mich. | William Burns | O | 90(GL) / P.S.4,26 | |
| 7150 / 148,434 | **John A. Holloway** / 1D / Steel / 2BH | Scw | Br / 246.5 | Hull / 43.1 \| 20 | 1119 / 1745 | | 1925 | Hull, / (Earles S. B. & Eng. Co.) [Eng. | Eastern S.S Co. (Lim.) | 3CylTE17,28,46x33; / 2Blrs;WP180lbs | M.S.4,25 | C |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7151 77,542 KRVC | **John A. Hughes** Steel 1D | Scw | Am **90** | Phila. **20.5 \| 10.3** 148 | 100 | | 1902 8 | Camden, (J. H. Dialogue & Sons.) [N. J. | John A. Hughes Tug Co. | 2CylC15,30x22; WP125lbs;500IHP. | | |
| 7152 222,512 | **John A. Kling** Steel 1D;W. Bal;Mchy aft 3BH | Scw | Am 430.2 | Fairport 56 \| 30.4 5412 | 4003 | | 1922 10 | Manitowoc, (Manitowoc S. B. Corp.) [Wis. | Rockport S.S. Co. | 3CylTE21,35,59x42; 2SB;WP185lbs;1500IHP. | (★100(GL) P.S.12,25 | |
| 7153 224,522 | **John A. Lynch** Steel 1D; 6BH Oil fuel F. P. above 150° F. | Scw F. B. | Am 151 | New York 37.5 \| 14.3 593 | 403 | | 1925 7 | Mariners Harbor, N. Y. (Staten Island S. B. Co.) | City of New York (Dept. of Plant and Structures) | 2-2CylC12,26x18; Staten Island S. B. Co; 2WTB;Babcock & Wilcox Co; 3182HS;WP225lbs;850IHP;EAC | ✠A1Ⓔ Ferry Service. ✠AMS SSP;CL | |
| 7154 219,128 LTKB | **John A. Meseck** xGrove E. Warner O,F;Glf 1D 1BH | Scw | Am 95.5 | New York 24.7 \| 12.2 176 | 29 | | 1919 12 | Manitowoc, (Burger Boat Co.) [Wis. | Meseck Towing & Transp. Co. | 2CylC18,38x26; WP155lbs;450IHP. | ✠ — — ✠ — — Cancelled1,23 | |
| 7155 77,310 | **John A. Roebling** 1D | Brg Sch | Am 436 | Duluth 50 \| 28 4152 | 3840 | | '98 7 rb '24 | West Bay (F. W. Wheeler.) [City, Mich. | Pittsburg S.S. Co. | Stl;2BH | | |
| 7156 225,045 | **John A. Topping** Steel 1D;Mchy aft;W. Bal;Wireless 4BH | Scw | Am 592 | Fairport 62 \| 32 8345 | 6553 | | 1925 | RiverRouge, (Gt. Lakes Eng. Wks.) [Mich. | Columbia S.S. Co. (John T. Kelly, Mgr.) | 3CylTE24,41,68x42; 3WTB;WP230lbs;2500IHP. | (★100(GL) P.S.9,25 | |
| 7157 75,461 | **John A. Wood** Wood | StW | Am 198 | N. Orleans 40 \| 7 687 | 687 | | '70 | Pittsburgh, (Elizabeth Marine Ways.) [Pa. | Standard Oil Co. (La.) | 1400IHP. | | |
| 7158 219,406 LVDJ | **John Adams** Steel 2D;Wireless; 7BH W. Bal; 4BH to Fbd dk Long. frmg; 3BH to 2d dk Oil fuel F. P. above 150° F. C-37 | Scw | Am 439.6 P40′ | Phila. 60.2 \| 33.7 \| 36′ 8″ B134′ F42′ | 4969 7809 13000 | 8′ 5¾″ 28′ 4½″ | 1919 10 | Gloucester City, N. J. (Pusey & Jones Co.) | U. S. Shipping Board | Stm Tbn; De Laval Stm. Tbn. Co; 3WTB;Babcock & Wilcox Co; S700HS;WP210lbs;2750SHP. Dkd,d rpd12,20;s rps4,21 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.NO6,20; shft drn9,20;Clh BB;CL (Laid up) | |
| 7159 141,783 | **John Anderson** xLuzon Steel 1D;B;Mchy aft;W. Bal 3BH | Scw Sch | Am 346 | Cleveland 48.2 \| 24 3582 | 2778 | | 1902 4 | Chicago, (Chicago S. B. Co.) [Ill. | Morrow S.S. Co. | 3CylTE20,33½,55x40; 2SB;WP175lbs;1250IHP. | (★100(GL) P.S.4,26 | |
| 7160 77,463 KQTF | **John B. Collins** Wood 2D | Scw | Am 117.3 | P. Amboy 22.8 \| 10.9 325 | 238 | | 1901 | Tottenville, N. Y. | Madison Transp. Co. | 250IHP. | | |
| 7161 207,277 | **John B. Cowle** Steel 1D 3BH | Scw | Am 525 | Oswego 58 \| 31 6614 | 5134 | | 1910 | Lorain, (American S. B. Co.) [Ohio | Great Lakes S.S. Co. | 3CylTE23,38,63x42; 2SB;WP180lbs;1760IHP. | | |
| 7162 130,435 | **John B. Ketchum, 2d** Steel 1D;B;Mchy aft 3BH | Scw | Br 193 | Montreal 40.5 \| 15 1109 | 763 | | '92 5 | Toledo, Ohio (Craig S. B.Co.) | Geo. Hall Coal & Shipping Corp. | 2Cyl22,42x32; 1SB;WP101lbs;600IHP. | 90(GL) P.S.6,26 | |
| 7163 148,849 | **John B. Richards** Steel 1D;Web frms;Mchy aft;W. Bal 3BH | Scw | Br 253.1 F36′ | Glasgow 43.2 \| 17.9 1743 | 1236 | | 1925 4 | Glasgow, (Napier & Miller.) [Scot. | Eastern S.S. Co. | 3CylTE17,28½,47x33; 2SB;WP180lbs;1000IHP. | M.S.4,25 | C |
| 7164 LCTF | **John Bakke** Steel 1D;Wireless;W. Bal 4BH | Scw | Nor 266.9 P28′ | Hauges'nd 42.1 \| 18.1 B67′ F23′ 1907 | 1120 | | 1923 1 | Bergen, (Bergens mek Verks.) [Nor. | Knut Knutsen | 3CylTE19,30,52x36; 2SB;WP180lbs | | N |
| 7165 215,787 | **John Barrett** Wood 1D | StW | Am 112 | Cincinnati 26.3 \| 3.5 102 | 96 | | 1917 | Levanna, Ohio | The Barrett Line | 185IHP | | |
| 7166 MKGF | **John Blumer** Steel 1D;Wireless;W. Bal 4BH | Scw | Nor 309.5 P28′ | Arendal 43.5 \| 20.7 B80′ F27′ 2488 | 1481 | | 1914 5 | Sunderland, (J. Blumer & Co.) [Eng. | C. H. Sorensen | 3CylTE23,39,64x42; 2SB;WP200lbs | | N |
| 7167 165,789 | **John Boyle** 1D | Brg | Am 111.2 | New York 28.6 \| 13.1 436 | 436 | | 1913 | Kingston, (Albert M. Cooper.) [N. Y. | Joseph F. O'Boyle | Wd | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7168 / 150,495 | **John Bracewell** / 1D | Trn / CB | Br | Parrsboro / 29.8 \| 8 | 140 / 188 | | '78 / 5 | Bath, Me. (Goss & Sawyer.) | Leonard A. Rowe | O,Hk,YP;Icf | — Exp | |
| 7169 / 77,326 | **John C. Barr** / 1D | StW | Am / 144.6 | S. Michael / 28.2 \| 4.8 | 315 / 546 | | '98 | Unalaska, Alaska | American Yukon Nav. Co. | ---------- / 160IHP. | | |
| 7170 / 165,808 | **John C. Fields** / 1D | Brg | Am / 115.8 | New York / 30.2 \| 12.3 | 444 / 444 | | 1914 | Rondout, (Jacob Rice & Co.) [N. Y. | James Fields | Wd | | |
| 7171 / 206,749 LBGK | **John C. Hildebrand** / xMary L. Baxter / 2D | Sch / 4 M | Am / 188.4 | Boston / 38 \| 18.6 | 826 / 1036 | | 1909 / 9 / o'24 | Bath, (G. G. Deering Co.) [Me. | Crowell & Thurlow | WO,YP,Hk;Gicf; / DB;clk b10,24;s rps,s t,dk clkg12,24; Dkd1,26 | ✠A1 / 2dS.S.No.3,Bost12,24 | |
| 7172 / 150,827 | **John C. Howard** / Steel / 1D;Long. frmg;Mchy aft; 3BH / W. Bal | Scw | Br / 250.6 | Montreal / 43.2 \| 18.1 / F34′ | 1224 / 2053 | | 1923 / 5 | Three Rivers, Que. (Fraser Brace, Lim.) | George Hall Coal & Shipping Corp. | 3Cyl TE19,32,56x36; / 2SB;WP180lbs;1200IHP. | Lake Survey4,25; M.S;shft drn4,26 | C |
| 7173 / 215,234 LHJW | **John C. Kirkpatrick** / xRobert C. Sudden Fir;Gif(Sltd) / xHadrumete / 1D;Wireless; / Oil fuel F. P. above 150° F | Scw | Am / 223 | San Fran. / 43.6 \| 16.5 | 809 / 1430 / 2500 | | 1917 / 6 / o'24 | Oakland, (Frank Stone.) [Cal. | Andrew F. Mahoney | 3Cyl TE15½,26,43x33; / Main Street Iron Wks; 2WTB;Babcock & Wilcox Co; 3552HS;WP225lbs;1000IHP;EAC; DB;clk b10,21;d rpd2,22; clk t,dk2,25;s rps,s b,dk clkg1,26 | ✠A1 / AMS / S.S.No.2,SanF2,24; n shft12,23;M.S.2,24; B.S;shft drn1,26;SBP | |
| 7174 / 209,507 | **John C. Stuart** / Wood / 1D;W. Bal | Scw | Am / 88.4 | Galveston / 25.5 \| 11.6 | 111 / 163 | | 1911 | Port Richmond, N. Y. (Staten Island S. B. Co.) | Bay Towing Co. | 2CylC18,38x26; / 1SB;WP160lbs;750IHP. | | |
| 7175 / 226,007 | **John Cadwalader** / Steel / 1D;B;Oil fuel 8BH | Scw | Am / 219.7 | Phila. / 43.6 \| 14.8 | 805 / 1478 | | 1926 / 10 | Wilmington, (Pusey & Jones.) [Del. | Philadelphia Steamboat Co. | 4Cyl TE21,32,35,35x24; / 2WTB;WP210lbs;2000IHP | | |
| 7176 / 221,608 MDFB | **John D. Archbold** / Steel / 2D;Long. frmg;Wireless; 16BH / SUB.SIG;Mchy aft; D.F.3BH to Fbd dk 13BH to 2d dk / Oil fuel F. P. above 150° F. C-46 | Scw / Twin | Am / 554.9 / B44′ | Bayonne / 75.3 \| 43 \| 43′3″ | 8790 / 14055 / 20300 | 13′ 2″ / 30′ 4½″ | 1921 / 9 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Standard Oil Co. (N. J.) | 2-3Cyl TE23,39,68x45; / Newport News S. B. & D. D. Co; 3SB;Newport News S. B. & D. D. Co; 12090HS;WP200lbs;3800IHP;EAC; DB;1 d rpd9,23;d rpd4,26; Dkd10,26;s rps11,26 | ✠A1Ⓔ Oil Carrier. / ✠AMS / S.S.No.1,SanP4,26; shfts drn9,24;nStbd shft4,25; B.S.9,25;Stbd shft drn9,26; Clh BB;CL | |
| 7177 / 204,973 | **John Dunn, Jr.** / Steel / 1D;Mchy aft;W. Bal 3BH | Scw / Sch | Am / 504 | Oswego / 58 \| 25.6 | 4802 / 6160 | | 1908 / 8 | Toledo, (Toledo S. B. Co.) [Ohio | Great Lakes S.S. Co. | 4Cyl QE20,29,42,61x42; / 3SB;WP210lbs;2000IHP. | | |
| 7178 / 150,983 | **John E. Berwind** / xRichard F. Young Wood / 1D | Scw | Am / 87.2 | New York / 22.9 \| 9.8 | 69 / 138 | | 1902 | Tottenville, (F. A. Verdon.) [N. Y. | Porto Rico Coal Co., Inc. | 2CylC15,30x20; / 1Bir;WP130lbs;300IHP | | |
| 7179 / 222,858 | **John E. Meyer** / Steel / 1D 3BH | Scw | Am / 97.7 | Duluth / 24 \| 14.5 | 33 / 205 | | 1923 | Manitowoc, (Manitowoc S. B. Corp.) [Wis. | Barnett & Record Co. | 3Cyl TE15½,26,44x26; / 1SB;WP160lbs;700IHP. | | |
| 7180 / 220,545 MBJG | **John Englis** / Steel / 2D;Wireless;SUB.SIG;W. Bal; 7BH / Oil fuel F. P. above 150° F. C-36 | Scw | Am / 400 / P36′ | Phila. / 54 \| 30 \| 32′ 10″ / B124′ F44′ | 3710 / 5975 / 8747 | 7′ 10½″ / 25′ 2″ | 1920 / 8 | Chester, (Merchant S. B. Corp.) [Pa. | U. S. Shipping Board | Stm Tbn; / Westinghouse Electric Co; 3WTB;D. Connelly Blr. Co; 9120HS;WP200lbs;3000SHP; d rpd2,21;s rps7,21 | ✠A1Ⓔ / ✠AMS / CL / (Laid up) | |
| | W.B.—A.P.147′D.B.338′1312t; D. F.O.....D.B.284′1092t; D | | T.27′8 46t; F. T.27′7 90t... | P.123t ..... | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7181 77,226 | **John Ericsson** Steel 1D;B;Mchy aft(Whaleback) 3BH SUB.SIG;W. Bal | Scw | Am 390 | Duluth 48 \| 27 | 2378 3200 | | '96 | Superior, (Am. Steel Brg. Co.) [Wis. | Pittsburg S.S. Co. | 3CylTE22,36,60x42; 2SB;WP180lbs;2000IHP. | | |
| 7182 4,357 JPCD | **John Eriksson** Comp. 1D;Mchy aft | Scw | Swd 100.1 B18′ | Gothenb'g 22.7 \| 9.9 | 94 191 | | 1905 | Sjotorp, (Sixten Groth.) [Swd. | A. Svensson Mgr. | 2CylC9½,21x13½; 1SB | | |
| 7183 201,352 | **John F. Caples** 1D | SW | Am 100 | Portland 30.5 \| 7 | 157 192 | | 1904 | Portland, Ore. | City of Portland | 75IHP. | | |
| 7184 223,529 | **John F. Craig** Steel 1D 4BH | MV | Am 92 | L'g Beach 21 \| 9 | 57 130 | 1923 12 | Long Beach, (Craig S. B. Co.) [Cal. | Craig S. B. Co. | 6CylOilEng; 350BHP. | | |
| 7185 166,039 | **John F. Harris** 1D | Brg | Am 101.1 | New York 28 \| 12.6 | 368 368 | | 1915 | Tottenville, (Harry Cossey.) [N. Y. | Alexander B. Harris | Wd | | |
| 7186 200,557 KSTR | **John F. Lewis** Steel 1D 4BH | Scw | Am 90 | Phila. 20.5 \| 10.8 | 101 148 | | 1904 | Camden, (Jno. H. Dialogue & Son.) [N. J. | Tug "John F. Lewis Co." | 2CylC15,30x22; 1SB;WP110lbs;500IHP. | | |
| 7187 141,758 | **John F. Morrow** xE. N. Breitung Steel 1D 3BH | Scw | Br 244 | Montreal 40.6 \| 23.6 | 1154 1840 | | '90 | Toledo, (Craig S. B. Co.) [Ohio | Geo. Hall Coal & Shipping Corp. | 2CylC26,50x42; 2SB;WP170lbs;775IHP. | | 90(GL) P.S.5,26 |
| 7188 77,400 | **John Fleming** Wood 1D | Scw | Am 97.1 | New York 24 \| 10.3 | 111 164 | | '99 | Jersey City, (P. L. Colon.) [N. J. | Brown & Fleming | 2CylC20,40x28 | | |
| 7189 219,476 LVHM | **John Francis Stuard** 2D | Sch 4 M | Am 205.8 | Mobile 41.2 \| 19.5 | 1101 1200 | | 1920 2 | Handsboro, (Maetro Martinolich.) [Miss. | Felix Verzone | Cps,WO,YP;Gif; s rps,tr b clkg8,21;s t,dk clkg7,24; Dkd1,26 | | ✠A1 S.S.No.1,Mbl3,25 |
| 7190 77,308 | **John Fritz** 1D;B | Brg | Am 436 | Duluth 50 \| 28 | 3840 4152 | | '98 7 rb '23 | West Bay City, Mich. (F. W. Wheeler.) | Pittsburg S.S. Co | Stl;2BH | | |
| 7191 77,543 LMJN | **John G. Chandler** Wood 1D 2BH | Scw | Am 91 | Norfolk 20.2 \| 11.4 | 56 110 | | 1902 | Bath, (Kelley, Spear Co.) [Me. | Wood Towing Corp. | 2CylC15,34x22; 1Blr;WP125lbs;550IHP. | | |
| 7192 135,471 KDPB | **John Garrett** xE. Luckenbach Wood 1D;Mchy aft 2BH | Scw | Am 90.4 | New York 19.4 \| 11 | 79 118 | | '80 | Newburgh, (Hilde-brandt.) [N. Y. | Daniel Roe Towing & Transp. Co. | 2CylC18,36x24; WP125lbs;500IHP. | | |
| 7193 217,151 LNMS | **John Gehm** xLake Orange Steel 1D;Wireless 4BH | Scw | Am 251 P26′ | Buffalo 43.5 \| 18.1 B65′ F26′ | 1178 1992 | | 1918 10 | Duluth, (McDougall Duluth Co.) [Minn. | Bison S.S. Co. | 3CylTE20,33,54x40; 2SB;WP180lbs;1200IHP. | | 100(GL) Except Lake Superior. P.S.10,25 |
| 7194 166,187 | **John H. Flannery** 1D | Brg | Am 111.8 | New York 30.8 \| 12.5 | 449 449 | | 1915 | Brooklyn, (Ira S. Bushey & Sons, Inc.) [N. Y. | Hatty M. Flannery | Wd | | |
| 7195 224,984 | **John H. McCooey** Steel 1D;Oil fuel F. P. above 150° F. 6BH | Scw F. B. | Am 151 | New York 37.5 \| 14.3 | 403 593 | | 1925 10 | Brooklyn, (Todd Shipyard Corp.) [N. Y. | City of New York (Dept. of Plant and Structures) | 2-2CylC12,26x18; Todd Oil Burner & Eng. Corp; 2WTB;Babcock & Wilcox Co; 3182HS;WP225lbs;850IHP;EAC | ✠A1Ⓔ Ferry Service. ✠AMS SSP;CL | |
| 7196 3,925 | **John H. McLean** xBransford Steel 1D;B;Mchy aft;W. Bal 3BH | Scw | Am 414 | Duluth 50 \| 24 | 2886 4056 | | 1902 4 rb '20 | W. Bay City, (Bay City S. B. Co.) [Mich. | Pittsburg S.S. Co. | 3CylTE22,35,58x42; 2SB;WP170lbs;1500IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7197 / 162,937 | **John H. McNally** / xKathryn McIlvaine 1D;B | Brg | Am 196.3 | Phila 23.8 \| 10.9 472 | 472 | | 1906 10 | Elkton, (Henry [Md. Delbert.) | | O,YP;Gif | | |
| 7198 / 210,001 | **John H. Sullivan** Iron / 1D | Scw | Am 163 | Boston 38.5 \| 14.8 826 | 562 | | 1912 | Newburgh, (T. S. [N. Y. Marvel S. B. Co.) | | 2-2CylC15,30x22; 2SB;WP150lbs;1000IHP. | | |
| 7199 / 221,970 MDLG | **John H. Winstead** Brg Sch / 1D | Brg Sch | Am 214.5 F34′ | Wilmngtn 36.1 \| 16.2 1160 | 1120 1160 | | 1922 3 | Baltimore, (Chas. L. [Md. Rhodes & Sons.) | Eastern Transportation Co. | O,YP;Gif | ✠ — — Suspended9,24 | |
| 7200 / 76,578 KDBS | **John Hagerty** / 1D | Ltr | Am 129.3 | New York 28.7 \| 9.8 235 | 223 235 | | '85 6 | Tottenville, N. Y. (Brown.) | Norfolk Lighterage Co. | O,YP;Icf | | |
| 7201 / 92,387 | **John Haggart** Oak / 1D | Scw | Br 98 | Kingston 17.5 \| 6 87 | 63 87 | | '87 | Perth, (Robinson) Ont. | Owen Sound Transp. Co. (Lim.) | 2Cyl11,11x12; 1WTB;WP90lbs | 80CF(GL) Except Lake Superior. P.S.7,26 | |
| 7202 / 147,352 KTPW | **John Holt** Steel / 2D;Wireless;W. Bal 6BH | Scw | Br 310 F29′ | Liverpool 44.6 \| 24.3 2909 | 1687 2909 | | 1926 1 | Middlesbro, (Smith's [Eng. Dock Co., Lim.) | J. Holt & Co. | 3CylTE21,35,59x39; 2SB;WP180lbs | | BL |
| 7203 / 76,949 | **John I. Brady** Iron / 1D | Scw | Am 96.8 | N. Orleans 21 \| 9.4 118 | 59 118 | | '91 | Baltimore, Md | Intra-Coastal Towing & Transp. Co. | 200IHP | | |
| 7204 / 204,563 | **John J. Boland** Steel / 1D;Mchy aft;Wireless;W. Bal 3BH | Scw Sch | Am 480 | Buffalo 54.2 \| 31.2 6035 | 4530 6035 | | 1907 10 | Ecorse, (Great [Mich. Lakes Engineering Works.) | Boland & Cornelius, Mgrs. | 3CylTE22½,36,60x42; 2SB;WP180lbs;1600IHP. | | |
| 7205 / 205,662 KWRD | **John J. Fallon** / 1D | Sch Aux | Am 103 | Gloucester 24 \| 12 125 | 60 125 | | 1908 | Essex, Mass. | Gorton-Pew Vessels Co. | O,Hk,P,Gif; Gas Eng;60IHP. | | |
| 7206 / 5,948 | **John J. Feeney** / 1D | Brg | Am 111.4 | New York 29.2 \| 12.5 406 | 406 | | 1915 | Rondout, (Jacob [N. Y. Rice.) | Bernard R. Feeney | Wd | | |
| 7207 / 166,228 | **John J. Flannery** / 1D | Brg | Am 111.8 | New York 30.8 \| 12.5 449 | 449 | | 1916 | Brooklyn, (Ira S. [N. Y. Bushey & Sons, Inc.) | James McWilliams Blue Line, Inc. | Wd | | |
| 7208 / 166,631 | **John J. Hart** / 1D | Brg | Am 115.3 | New York 36.2 \| 9.2 353 | 353 | | 1915 | Rockland Lake, N. Y. (Michael W. Martin.) | The Conklin & Foss Co. | Wd | | |
| 7209 / 77,238 | **John J. Healy** / 1D | StW | Am 175 | St.Michael 36 \| 5.3 450 | 241 450 | | '96 | St. Michael, Alaska | American Yukon Nav. Co. | 175IHP | | |
| 7210 / 166,451 | **John J. King** / 1D | Brg | Am 114.7 | New York 32.9 \| 7.9 269 | 269 | | 1908 | Verplanck, (C. L. [N. Y. Bleakslay.) | Seaboard Trans & Lgtge. Co. | Wd | | |
| 7211 / 216,827 LMRD | **John J. O'Hagan** Steel / xLake Geneva 1D;Wireless;SUB.SIG; 4BH | Scw | Am 251 P27′ | Buffalo 43.6 \| 18.1 20′ 3″ B64′ F35′ | 1179 1998 2969 | | 1918 7 | Duluth, (McDougall [Minn. Duluth Co.) | Bison S.S. Co. | 3CylTE20,33,54x40; 2SB;WP175lbs;1250IHP. | 100(GL) P.S.4,26 | |
| 7212 | **John J. Perry** / xMary Jane Lee 1D | Sch | Cuban 93.2 | Sagua 26.6 \| 10.2 153 | 138 153 | | '74 6 | Rockland, Me. (H. Winslow.) | Alvare & Co. | M,Gif(Sltd) | | |
| 7213 / 217,635 LQCB | **John J. Phillips** / xSevern 3D C-26 | Bk 3 M | Am 181 | Phila. 36 \| 15.1 27′ 5½″ | 905 968 | 5′ 22′ 11½″ | '99 | Bath, (Bath [Me. Iron Wks.) | MacDonald Nav. Co. | Stl;Wsh;M;2BH; DB;clk dk11,19;s rps1,20;Dkd1,26 | **A1** With Freeboard. S.S.Phila11,19 (Laid up) | |
| 7214 / 147,030 | **John J. Rammacher** Steel / 1D;Deep frmg;Mchy aft;W. Bal 3BH | Scw | Br 253 F35′ | Hull 43.2 \| 17.8 1723 | 1111 1723 | | 1923 4 | Hull, (Earles [Eng. S. & E. Co., Lim.) | Eastern S.S. Co. (Lim.) | 3CylTE16,27,44x33; 2SB;WP180lbs;1000IHP. | Lake Survey3,25; M.S;shft drn11,25 | C |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7215 166,625 | **John J. Smith** Steel 1D | Brg | Am 119.8 | New York 33.2 \| 13.2 | 561 561 | | 1917 | Brooklyn, (Ira S. Bushey & Son, Inc.) [N. Y. | Cleary Bros. | Wd | | |
| 7216 220,211 LWSJ | **John Jay** Steel 2D;3d dk Ford; 7BH Wireless;W. Bal; 4BH to Fbd dk Long. frmg; 3BH to 2d dk Oil fuel F. P. above 150° F. C-38 | Scw | Am 439.6 P40′ | Phila. 60.2 \| 33.7 \| 36′ 8″ B134′ F48′ | 6164 12850 | 8′ 5¾″ 28′ 4½″ | 1920 6 | Gloucester City, N. J. (Pusey & Jones Co.) | U. S. Shipping Board | Stm Tbn; De Laval Stm. Tbn. Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;3000SHP;EAC | ✠A1Ⓔ With Freeboard. ✠AMS CL (Laid up) | |
| | W.B.—A.P.174t;W.T.a21′153t;D. B.344′ F.O.....W.T.a21′143t;D. B.296′ | | | 1370t; 1058t; | D.T.36′945t; F. D.T.36′882t..... | P.237t ..... | | | | | | |
| 7217 75,930 | **John L. Lawrence** Wood 1D | Scw | Am 157.8 | New York 21.2 \| 10.6 | 150 229 | | '77 | New London, Conn. | Triton Oil & Fertilizer Co. | 150IHP. | | |
| 7218 81,300 LHRQ | **John L. Martino** xWinnegance 1D | Trn | Am 126.7 | Baltimore 30.4 \| 8.4 | 213 257 | | '90 10 | Phippsburg, (J. G. Morse.) [Me. | C. C Paul & Co. | O,Hw,YP,Hk;Gicf | | |
| 7219 118,505 VQGM | **John Llewelyn** 1D | Sch | Br 100.8 | St. Johns 23.6 \| 12.2 | 145 171 | | 1904 2 | Portmadoc, (D. Jones.) [Eng. | Harvey & Co. (Lim.) | Wd (Sltd) | | |
| 7220 7,092 KFLN | **John Lundwall** xElizabeth Harrison Steel xMadame Enterprise 5BH 1D;Deep frmg;Wireless;W. Bal | Scw | Swd 290 P26′ | Malmo 42.1 \| 19.3 B69′ F32′ | 1309 2130 | | 1903 10 | W. Hartlepool, Eng. (W. Gray & Co., Lim.) | Rederi A/B Malmo | 3CylTE21,35,58x39; 2SB;WP160lbs | | BL |
| 7221 216,213 LKNT | **John M. Connelly** Steel 2D;Long. frmg; 16BH Mchy aft;W. Bal; 9BH to Fbd dk Wireless;SUB.SIG; 7BH to 2d dk Oil fuel F. P. above 150° F. C-35 | Scw | Am 364.9 P95′ | Phila. 51 \| 29.5 \| 31′ 3″ B34′ F31′ | 2969 4939 7000 | 7′ ¼″ 24′ 5″ | 1918 5 | Gloucester, (Pusey & Jones.) [N. J. | Atlantic Refining Co. | Stm Tbn; General Electric Co; 2SB;New York S. B. Co; 5203HS;WP210lbs;2400SHP; Dkd,s rps1,21;Exmd10,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.NY1,21; shft drn1,21;Bcip;CL | |
| 7222 166,258 | **John M. Lowe** 1D | Brg | Am 110 | New York 30.2 \| 13.2 | 443 443 | | 1916 | Brooklyn, (Ira S. Bushey & Sons, Inc.) [N. Y. | James F. O'Donnell | Wd | | |
| 7223 203,204 | **John M. McKerchey** Steel 1D | Scw Sch | Am 161 | Detroit 37.1 \| 11 | 443 732 | | 1906 6 | Ecorse, (Great Lakes Eng. Wks.) [Mich. | Kelley Island Lime & Transport Co. | 2CylC11,23x14; 1SB;WP140lbs;350IHP. | | |
| 7224 207,930 | **John M. Truby** Steel 1D 2BH | Scw | Am 71 | Duluth 20 \| 12.5 | 50 98 | | 1910 | Cleveland, (Great Lakes Towing Co.) [Ohio | Great Lakes Towing Co. | 2CylC15,30x26; 1FB;WP135lbs;500IHP. | | |
| 7225 201,699 | **John M. Worth** Wood 1D | Scw Twin | Am 139.7 | New York 30 \| 10.8 | 379 442 | | 1905 | Tottenville, N. Y. | Thames River Line, Inc. | 2-2CylC11,29x18; 500IHP. | | |
| 7226 225,157 MFVC | **John Manning** xRheinland 1D; Oil fuel F. P. above 150° F. | Sch Aux | Am 151.4 | New York 27.2 \| 11.3 | 300 437 | | 1921 10 | Elmshorn, (D. W. Kremer Sohn.) [Ger. | John B. Manning | Stl;3BH; 4 Cyl Oil Eng 11½x16; Benz Co;220BHP; d rpd5,26;Dkd7,26 | A1 AMS S.S.Rtdm5,25; M.S.5,25;shft drn7,26 | |
| 7227 200,346 | **John McCartney Kennedy** xCollier Steel 1D;B;Mchy aft 3BH | Scw | Am 354 | Fairport 48 \| 28 | 2858 3846 | | 1903 10 rb'26 | Buffalo, (Buffalo S. B. Co.) [N. Y. | Valley Camp S.S. Co. | 3CylTE20,33½,55x40; 2SB;WP170lbs;13101HP. | 95(GL) P.S.5,26 | |
| 7228 77,571 | **John McCracken** Wood 1D | Scw | Am 82.6 | Portland 22 \| 8.4 | 52 122 | | 1902 | Ballard, Wash. | City of Portland | 150IHP. | | |
| 7229 141,089 | **John Millett** xGeneral Jacobs 1D | Trn | Br 108.6 | St. John's 25.7 \| 10.3 | 167 184 | | 1919 | Shelburne, (J. McGill S. B. & Trnsptn. Co.) [N. S | J. W. King | Wd | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where Built. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7230 76,573 LGSJ | **John Mullen** xJ. H. Devereux Iron 2D;Mchy aft;SUB.SIG. 3BH | Scw | Am 246 | Detroit 37 \| 22 1618 | 1312 1618 | | '85 rb'24 | Cleveland, (Globe [Ohio Iron Wks.) | Mullen Coal Co. | 2CylC27,50x36; 1SB;WP125lbs;600IHP. | | |
| 7231 225,655 | **John N. Stewart** OP 1D | MV Tug | Am 87 | Los Ang's 22.4 \| 11.5 120 | 72 120 | | 1926 6 | Wilmington, (Wm. [Cal. Muller.) | Wilmington Transp. Co. | 2-6CylOilEngs10x14; Electric Motor;430BHP | Class Contemplated | |
| 7232 76,870 | **John Oades** 1D | Brg x Scw | **Am 212** | Chicago 38.6 \| 22 968 | 968 968 | | **'90 rb'13** | **Detroit,** Mich. **(J. Oades.)** | S. M. Siesel Co. | Oak | | |
| 7233 10,214 | **John Otis** xG. J. Truesdell Oak 1D | Scw | Am 148.7 | Detroit 27.4 \| 10.5 | 254 301 | | '64 rb '90 | Chicago, Ill. (Doolittle & Co.) | Mullen Coal Co. | 2CylC19,32x30; 1FB;WP80lbs;400IHP. | | |
| 7234 207,251 | **John P. Reiss** Steel 1D;Mchy aft;W. Bal 4BH | Scw Sch | Am 504 | Fairport 54 \| 31 6432 | 4963 6432 | | 1910 5 | Lorain, (American [Ohio S. B. Co.) | Reiss S.S. Co. | 3CylTE23½,38,63x42; 2SB;WP180lbs;1760IHP. | 100(GL) P.S.4,25 | |
| 7235 221,833 MDHS | **John Purroy Mitchel** Steel 1D | Scw | Am 126.8 | New York 27 \| 14.1 334 | 227 334 | | 1921 | Shooters Island, N. Y. (Standard S.B.Co.) | City of New York (Fire Dept.) | 2CylC18,38x26; 2WTB;750IHP. | | |
| 7236 204,632 | **John Quill** Wood 2D 3BH | StW | Am 168 | Mobile 35 \| 4.9 270 | 270 270 | | 1907 | Jefferson-ville, Ind. (E. Howard.) | Merchants Transp. Co. | 1Cyl13x72; 2Blrs;WP165lbs;240IHP. | | |
| 7237 202,196 | **John R. Emery** xTrenton Steel 1D 6BH | Scw | Am 134 | Detroit 33 \| 9 422 | 250 422 | | 1905 rb '25 | Buffalo, (W. J. [N. Y. Kingston & Co.) | W. L. Emery | 1Cyl14x16; 1FB;WP150lbs | | |
| 7238 200,880 | **John R. Manta** 1D | Sch | **Am 101.8** | **Prvinctwn 24.9 \| 10.2 147** | **98 147** | | **1904 5** | **Essex, Mass.** | Antone J. Brandly | Wd | | |
| 7239 219,397 LVTC | **John Roach** Steel 2D;Web frms;Wireless; 7BH SUB.SIG;W. Bal; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.147t;D.B.338'1312t;D. T.27'8 F.O.....D.B.284'1092t;D. T.27'7 | Scw | Am 400.7 P36' 46t; F. 90t... | Phila. 54 \| 30.4 \| 32' 10" B124' F44' P.123t ..... | 3713 5980 8756 | 7′ 10½″ 25′ 2″ | 1919 12 | Chester, (Merchants [Pa. S. B. Corp.) | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 3WTB;D. Connelly Blr. Co; 9144HS;WP200lbs;3000SHP; Dkd10,20;s rps11,20 | ✠A1Ⓔ ✠AMS S.S.NY10,20;SBP;CL (Laid up) | |
| 7240 141,375 | **John Rugee** Oak 1D | Scw | Br 223.5 | Montreal 35.3 \| 18.8 | 765 1261 | | **'88 rb '02** | **Milwaukee,** (Milwaukee [Wis. S. Y. Co.) | Steamships (Lim.) | **2CylC22,40x42;** 1FB;WP115lbs;600IHP. | | |
| 7241 207,448 | **John S. Manuel** xE. L. Pierce Steel 1D;B;Mchy aft;W. Bal 3BH | Scw Sch | Am 444 | Cleveland 56.2 \| 30 | 4153 5494 | | 1910 4 | Ecorse, (Great [Mich. Lakes Eng. Wks.) | Pioneer S.S. Co. | 3CylTE22,36,60x42; 2SB;WP180lbs;1600IHP. | | |
| 7242 149,071 | **John S. Pillsbury** Steel 1D;Mchy aft;Wireless 3BH | Scw | Br 253.1 | Hull 43.1 \| 17.9 F35' | 1126 1754 | | 1926 3 | Hull, (Earles' [Eng. S. & E. B. Co.) | Eastern S.S. Co. (Lim.) | 3CylTE17,28,46x33; 2SB;WP180lbs | M.S.5,26 | C |
| 7243 126,388 | **John S. Thom** xHenry R. James Oak 2D;Spar dk | Scw | Br 240 | Quebec 42 \| 17.4 | 911 1440 | | '90 rb '05 | Detroit, (Detroit [Mich. D.D. Co.) | Quebec & Levis Ferry Co. | 2CylC28,52x40; 2SB;WP120lbs;700IHP. | 90(GL) Lake Erie & St. Lawrence P.S.9,26 | |
| 7244 128,825 JBMN | **John Shaw** Steel 1D;Mchy aft;W. Bal 4BH | Scw | Br 247 F28' | Middlsbro 38 \| 14.6 | 873 1487 | | 1913 1 | Middlesbro, (W. Harkess [Eng. & Son, Lim.) | W. A. Phillips | 3CylTE18,29,48x33; 2SB;WP180lbs | | BL |
| 7245 202,910 | **John Sherwin** Steel 1D;Mchy aft;W. Bal 3BH | Scw Sch | Am 514 | Fairport 54 \| 27.1 | 5565 6979 | | 1906 3 | West Bay City, Mich. (Bay City S. B. Co.) | Interlake S. S. Co. | 3CylTE22½,36,60x42; 2SB;WP180lbs;1500IHP. | | |
| 7246 77,358 | **John Smeaton** 1D | Brg Sch | Am 446.5 | Duluth 50.2 \| 25 | 4217 4530 | | '99 7 | W. Superior, (American [Wis. S. B. Co.) | Pittsburg S.S. Co. | Stl;2BH | | |
| 7247 202,494 | **John Stanton** Steel 1D;Mchy aft;W. Bal;Wireless 3BH | Scw | Am 504 | Fairport 54 \| 30 6129 | 4668 6129 | | 1905 | Lorain, (Am. S. B. Co. [Ohio Co.) | Pioneer S.S. Co. | 3CylTE23½,38,63x42; 2SB;WP180lbs;1600IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7248 | **John Stevens** | Scw | Am | Phila. | 3710 | 7′ 10½″ | 1920 | Chester, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 220,660 | Steel | | 400.7 | 54.2 \| 30.4 | 5975 | 25′ 2″ | 9 | (Merchant [Pa. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| MBPH | 2D;W. Bal;SUB.SIG;Wireless; 7BH | | | 32′ 10″ | 8747 | | | S. B. Corp.) | | 3WTB;D. Connelly Blr. Co; | | |
| | Oil fuel F. P. above 150° F. C-36 | | P36′ | B124′ F44′ | | | | | | 9120HS;WP200lbs;3000SHP; | Clh BB;CL | |
| | | | | | | | | | | Dkd1,22;s rps4,22 | (Laid up) | |
| | W.B.—A.P.147t;D.B.338′1312t;D | T.27′8 | 46t; F. | P.123t | | | | | | | | |
| | F.O.....D.B.284′1092t;D | T.27′7 | 90t... | ..... | | | | | | | | |
| 7249 | **John T. Donohue** | Scw | Am | Wilmngtn | 196 | | 1900 | Philadelphia | Northern | 3CylTE16½,24,41x30; | | |
| 127,397 | xCovington Steel | | 135 | 27.5 \| 15.7 | 401 | | 1 | (Neafie [Pa. | Barge Corp. | 900IHP. | | |
| KPQG | 1D;SUB.SIG. 5BH | | | | | | | & Levy.) | | | | |
| 7250 | **John Tracy** | Scw | Am | New York | 1502 | 4′ 2″ | 1919 | Ecorse, | M. & J. | 3CylTE21,34½,57x42; | ✠A1Ⓔ | |
| 217,728 | xCoushatta Steel | | 253.4 | 43.7 \| 24.5 | 2469 | 23′ 6½″ | 4 | (Great [Mich. | Tracy, Inc. | Great Lakes Eng. Wks; | ✠AMS | |
| LQHN | 1D;Mchy aft; 4BH | | | 27′ 7″ | 4200 | | | Lakes Eng. Wks.) | | 2SB;John Brennan Co; | S.S.No.1,NY9,23; | |
| | W. Bal;Wireless 1BH to Super dk | | | | | | | | | 104GS;4160HS;WP175lbs;1350IHP; | M.S.9,23;B.S;shft drn7,26; | |
| | 3BH to Fbd dk | | | | | | | | | EAC;Dkd,d rpd7,26 | Scip;CL | |
| | C-29 | | | | | | | | | | | |
| | W.B.—A.P.74t;D.B.209′576t;T.T | .124′33 | 0t;F.P. | 152t | | | | | | | | |
| 7251 | **John W. Boardman** | Scw | Am | Alpena | 3148 | | 1923 | Toledo, | Huron | 3CylTE21,35,59x42; | (★100(GL) | |
| 223,376 | Steel | | 334 | 55 \| 28 | 4011 | | 10 | (Toledo [Ohio | Trans. Co. | 2SB;WP180lbs;1500IHP. | P.S.7,26 | |
| | 1D;W. Bal; Bulk carrier 7BH | | | | | | | S. B. Co.) | | | | |
| 7252 | **John W. Chittenden** | Sch | Am | New York | 186 | | 1900 | Tottenville, | Merritt- | O,YP;Gif | | |
| 77,438 | | | 128.2 | 27 \| 8.7 | 235 | | | N. Y. | Chapman & Scott | | | |
| KQJF | 1D | | | | | | | | Corp. | | | |
| 7253 | **John W. Cullen** | Scw | Am | Detroit | 249 | | '83 | Milwaukee, | Cadillac | 1Cyl24½x30; | | |
| 85,779 | xGeo. C. Markham Wood | | 141.4 | 29.8 \| 10.8 | 309 | | | (Milwaukee [Wis. | Builders Supply | 1FB;WP120lbs;300IHP. | | |
| | 1D | | | | | | | Shipyard Co.) | Co. | | | |
| 7254 | **John W. Davidson** | Brg | Am | Phila. | 434 | | 1907 | Elkton, | Arthur | O,YP;Gif | | |
| 163,068 | | | 185 | 23.8 \| 12 | 434 | | 2 | Md. | Johnson | | | |
| | 1D | | | | | | | (Deibert Bros.) | | | | |
| 7255 | **John W. Garrett** | Scw | Am | Phila. | 221 | | '67 | Wilmington, | Trenton | 1Cyl26x26; | | |
| 13,768 | Iron | | 124.4 | 23 \| 8.7 | 282 | | | Del. | Transp. Co. | 1RTB;WP60lbs;316IHP. | | |
| | 1D | | | | | | | | | | | |
| 7256 | **John W. Gates** | Scw | Am | Duluth | 4440 | | 1900 | Lorain, | Pittsburg | 4CylQE16,35,38,60x40; | | |
| 77,407 | Steel | | 478 | 52 \| 30 | 5946 | | 3 | (American [Ohio | S.S. Co. | 2WTB;WP250lbs;1500IHP. | | |
| | 1D;B;Mchy aft;W. Bal 3BH | | | B47′ F30′ | | | | S. B. Co.) | | | | |
| 7257 | **John W. Hubbard** | StW | Am | Cincinnati | 300 | | 1910 | Jefferson- | Louisville & | 2-2CylC13,26x96; | | |
| 208,194 | xM. A. Burke Wood | | 188 | 50 \| 5.8 | 300 | | | ville, Ind | Cincinnati | 250IHP. | | |
| | 1D | | | | | | | | Packet Co. | | | |
| 7258 | **John W. Mackay** | Scw | Br | London | 2157 | | 1922 | Newcastle, | Commercial | 2-3CylTE18,30,50x36; | | BL |
| 146,571 | Steel | Twin | 343.3 | 48.1 \| 32.1 | 4049 | | 5 | (Swan, [Eng. | Cable Co. | 3SB;WP190lbs | | |
| KMFP | 1D;Shel dk;Oil fuel;SUB.SIG; 7BH | | | | | | | Hunter & Wigham | | | | |
| | Wireless;W. Bal | | | | | | | Richardson, Lim.) | | | | |
| 7259 | **John W. Miller** | Trn | Br | St. Johns | 266 | | 1918 | Mahone Bay | Newfound- | O,Bch,B,Sp,P;Gif(Sltd) | ✠A1 | |
| 141,041 | | | 122.5 | 30.5 \| 11.5 | 300 | | 9 | (McLean [N. S. | land Produce Co. | clk a6,20;s dk clkg3,25; | S.S.No.2,StJ's3,25 | |
| TCPG | 1D | | | | | | o'25 | Const. Co.) | | s rps,tr dk clkg;s clkg7,26 | | |
| 7260 | **John W. Wells** | Sch | Am | San Fran. | 2374 | | 1918 | St. Helens, | Charles R. | Fir;Gif | | |
| 216,901 | | 5 M | 267.8 | 47.8 \| 26.5 | 2527 | | | (St. Helens [Ore. | McCormick | | | |
| LMVD | 2D;B;Wireless | | | | | | | S. B. Co.) | S.S. Co. | | | |
| 7261 | **John Wanamaker** | Scw | Am | Phila. | 177 | | 1924 | Baltimore, | City of | 2CylC18,40x28; | | |
| 223,552 | Steel | | 112.5 | 25.7 \| 13.2 | 292 | | 3 | (H. E. [Md. | Phila. | 1SB;WP180lbs;900IHP. | | |
| | 1D;Oil fuel | | | | | | | Crook Co.) | | | | |
| 7262 | **John Weaver** | Scw | Am | Phila. | 1203 | | 1906 | Philadel- | City of | 3-3CylTE18,28,44x36; | | |
| 202,800 | Steel | Trpl | 216.2 | 45.2 \| 18.9 | 1769 | | | phia, Pa. | Phila. | 5000IHP. | | |
| | 2D;Ice breaker;W. Bal | | | | | | | (Wm. Cramp | | | | |
| | | | | | | | | S. & B. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | | | | | | | | | |
| 7263 | **John Wildi** | StW | Am | Marshfi'ld | 167 | | 1903 | Parkersburg, | | | | |
| 200,081 | xDispatch Wood | | 111.5 | 25.2 \| 4.5 | 173 | | | Ore. | | 1FB;WP175lbs;150IHP. | | |
| 7264 | **John Wise** | Scw | Am | New York | 171 | | '95 | Philadel- | Christina | | | |
| 77,176 KMGV | Wood 1D | | 124 | 28 \| 10.9 | 251 | | | phia, Pa. | Arbuckle | 425IHP. | | |
| 7265 | **John Worthington** | Scw | Am | Bayonne | 5934 | 11′ ½″ | 1920 | Vancouver, | Standard | 4CylQE24,35,51,75x51; | ✠A1Ⓔ With Freeboard. | |
| 220,946 | Steel | | 462.4 | 60.2 \| 29.7 | 8194 | 26′ 4″ | 12 | (G. M. [Wash. | Oil Co. (N. J.) | Hooven, Owens, Rentschler Co; | Oil Carrier. | |
| MCGN | 3D;Shel dk; 18BH | | | 37′ 2″ | 11940 | | | Standifer Const. | | 3SB;Willamette Iron & Steel Wks; | ✠AMS | |
| | Long. frmg; 3BH to Fbd dk | | B48′ | | | | | Corp.) | | 7434HS;WP220lbs;2800IHP;EAC; | S.S.No.1,NY1,25; | |
| | W. Bal;Wireless; 11BH to 2d dk | | | | | | | | | DB;d rpd1,25;Dkd,rps8,26 | n shft1,24; | |
| | SUB.SIG;Mchy aft; 4BH to 3d dk | | | | | | | | | | M.&B.S.1,25;shft drn7,25; | |
| | Oil fuel F. P. above 150° F. C-39 | | | | | | | | | | Clh BB;CL | |
| 7266 | **Johnson City** | Scw | Am | Newark | 2060 | 5′ 9″ | 1919 | Newark, | Ford Motor | Stm Tbn; | ✠A1Ⓔ | |
| 218,239 | Steel | | 324 | 46.2 \| 25 | 3370 | 22′ 11″ | 7 | (Submarine [N. J. | Co. | Westinghouse E. & M. Co; | ✠AMS | |
| LRMG | 2D; 7BH | | | 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | shft drn6,21;Clh BB;CL | |
| | SUB.SIG;Wireless; 6BH to Fbd dk | | P30′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd,s rps6,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T .20′394 t. . . . . F.P.111t | | | | | | | | | | | |
| | F.O.—A.P.66t;D.B 214′643t. . . . . S.T.3 1t. . . . . | | | | | | | | | | | |
| 7267 | **Johnstown** | Scw | Am | New York | 93 | | 1900 | Wilmington, | Pennsyl- | 2CylC20,40x26; | | |
| 77,420 | Steel | | 88 | 22 \| 12.2 | 225 | | 8 | (Harlan & [Del | vania R.R. Co. | 650IHP. | | |
| | 1D | | | | | | | Hollingsworth Co.) | | | | |
| 7268 | **Johnstown** | Scw | Br | London | 1399 | | 1904 | Sunderland, | C. Jones & | 3CylTE22,37,61x42; | | BL |
| 115,386 | xSalvus xLoyal Briton Steel | | 295 | 42 \| 20.5 | 2266 | | 4 | (J. Blumer [Eng | Co. | 2SB;WP160lbs | | |
| VQKL | 1D;Deep frmg;W. Bal;Wireless 5BH | | P28′ | B70′ F34′ | | | | & Co.) | | | | |
| 7269 | **Joinville** | Bk | Fr | Nantes | 1946 | | 1902 | Nantes, | Soc. | Stl;2BH | | |
| | | | 277.3 | 40.4 \| 22.8 | 2212 | | | (Chantiers [Fr. | Generale de | | | |
| OKIH | 1D;B | | P67′ | F54′ | | | | Nantais.) | Armement | | | |
| 7270 | **Jolanda** | Brg | It | Spezia | 1712 | | 1902 | Riva Tro- | E. Cesano & | Stl;1BH | | |
| 25 | | | 262.3 | 39.7 \| 22.6 | 1819 | | 7 | (Soc. [goso, It. | Co. | | | |
| QBTP | 1D;B | | P72′ | F28′ | | | | Esercizio Bacini.) | | | | |
| 7271 | **Jole Fassio** | Scw | It | Genoa | 3131 | | 1908 | Glasgow, | Villain & | 3CylTE26½,43,72x51; | | BL |
| 1,353 | xSequoya xTamarac Steel | | Sch | 395.3 | 51.6 \| 28.3 | 5169 | 8 | (Napier [Scot. | Fassio | 3SB;WP180lbs | | |
| NUQR2 | D;Web frms;Oil fuel; 13BH | | | P & B | 218′ F42′ | | | & Miller, Lim.) | | | | |
| | Mchy aft;Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 7272 | **Jolee** | Scw | Am | Phila. | 3033 | 7′ 9½″ | 1920 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 220,185 | Steel | | 390 | 54.2 \| 27.8 | 4994 | 24′ 5″ | 7 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LWRQ | 2D;Wireless;SUB.SIG;W. Bal; 8BH | | | 32′ | 7825 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,NO9,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | shft drn1,24;M.S.9,24; | |
| | | | | | | | | | | rps8,25;d rpd9,25;Dkd,s rps5,26; | B.S.5,26;Clh BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t. . . . . D. T.36′892t;F.P.1 44t | | | | | | | | | Exmd8,26 | | |
| | F.O. . . . . D.B.257′1162t;S. T.14′1 29t; D. T.36′833t. . . . . | | | | | | | | | | | |
| 7273 | **Jolly Inez** | Scw | Br | Montreal | 1150 | | '96 | Sunderland, | Inter- | 3CylTE20,34,57x39; | 95(GL) | V |
| 106,605 | xVickerstown xTurret Chief Steel | | 253 | 44 \| 19.7 | 1850 | | rb'15 | (W. Doxford [Eng. | national Water- | 2SB;WP180lbs;1100IHP. | P.S.5,26 | |
| PLTK | 1D;Wireless;W. Bal 5BH | | | | | | | & Sons, Lim.) | ways (Lim.) | | | |
| 7274 | **Jomar** | Scw | Am | Phila. | 3107 | 7′ 9½″ | 1920 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,713 | Steel | | 390 | 54.2 \| 27.6 | 5104 | 24′ 5″ | 3 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LVTR | 2D;Wireless;SUB.SIG;W. Bal; 8BH | | | 32′ | 7825 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,NO5,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | M.S.5,24;n shft1,26;B.S.4,26; | |
| | | | | | | | | | | d rpd1,26;Dkd,s rps9,26 | Clh BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t. . . . . D. T.36′892t;F.P.1 44t | | | | | | | | | | | |
| | F.O. . . . . D.B.257′1162t;S T.14′1 29t; D. T.36′833t. . . . | | | | | | | | | | | |
| 7275 | **Jomsborg** | Scw | Dan | Cop'hagen | 1177 | | '96 | W. Hartle- | C. K. | 3CylTE20,31½,53x36; | | BL |
| | Steel | Sch | 280 | 39.2 \| 19 | 1902 | | 10 | pool, Eng. | Hansen, Mgr. | 2SB;WP160lbs | | |
| NHTR | 1D;Deep frmg;W. Bal;Wireless. 4BH | | P17′ | B72′ F29′ | | | | (W. Gray & Co., Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7276 213,803 LFRB | **Jonancy** Steel 1D;SUB.SIG;Mchy aft; 7BH Wireless;W. Bal | Scw | Am 318.5 P79′ | Wilm'gton 49.5 \| 24.2 B17′ F31′ | 1980 3289 | | 1915 12 | Camden, (New York [N. J. S. B. Co.) | Pocahontas S.S. Co., Inc. | 3CylTE21,35,58x42; 2SB;WP200lbs;1800IHP | | BL |
| 7277 218,181 LRJH | **Jonesport** 1D | Brg Sch | Am 230.6 | Phila. 37.6 \| 19.6 | 1174 1322 | | 1919 8 | Machias, (Machias [Me. Ship Const. Co.) | Southern Trans. Co. | F;Gif✕ | ✠ — — Suspended5,23 | |
| 7278 PGJB | **Jonge Anthony** xShot Loevestein Steel 2D;Wireless;W. Bal | Scw | Hol 279.4 | Rotterd'm 39.3 \| 17.8 P & B220′ F35′ | 1065 1756 | | 1921 | Slikkerveer, (N. V. [Hol. Schpsf. v/h DeGroot & Van Vhet.) | Middel- landsche Zeevaart Cie. | 3CylTE20⅞,32¾₁₀,55x39 | | G |
| 7279 76,576 | **Joppa** Comp | SW | Am 190 | Baltimore 31.1 \| 9 | 483 607 | | '85 | Wilmington, (Harlan & [Del. Hollingsworth.) | Baltimore, Chesapeake & Atlantic Ry. Co. | 1CylVB40x10; WP40lbs;400IHP. | | |
| 7280 | **Jose** xInchmead xInchmoor Steel 1D;B;Web frms;Wireless;W. Bal 6BH | Scw | Prvn 330.5 P28′ | Callao 46.6 \| 24.4 BS5′ F37′ | 2214 3445 | | 1900 4 | Stockton, (Ropner [Eng. & Son.) | L. Liano | 3CylTE24,40,65x42; 2SB;WP160lbs;1400IHP | | V |
| 7281 MDVP | **Jose** Steel 2D;B;Spar dk;W. Bal 4BH | Scw Sch | Nor 243.6 P27′ | Oslo 33.7 \| 20.5 B79′ F26′ | 930 1512 | | 1908 4 | Sandefjord, (Frames [Nor. Mek. Vaerks.) | Halfdan Dileo, Simonsen & Co. | 3CylTE20½,33,56x36; 2SB;WP180lbs | | N |
| 7282 HBJQ | **Jose Menendez** Steel 2D;Shel dk;Oil fuel;Wireless; 7BH W. Bal | Scw Twin | Arg 345.1 | BuenAires 48.1 \| 30.3 | 2532 4441 | | 1922 10 | Troon, (Ailsa [Scot. S. B. Co., Lim.) | Soc. Import. y Export. de la Patagonia | 2-3CylTE19,30,48x30; 3SB;WP180lbs | | BL |
| 7283 HPVG | **Jose Salgado** 1D | Trn | Sp 126.3 | Villagarcia 27 \| 12.6 | 265 276 | | 1919 | Villagarcia, (Salgado [Sp. Reigada y Riva.) | M. de la Riva y Alvarez | Wd | | |
| 7284 HQCB | **Jose Vilallonga** xArechondo Steel 1D;Deep frmg;Wireless;W. Bal 5BH | Scw | Sp 289 P27′ | Bilbao 43.2 \| 20.1 B66′ F32′ | 1230 2099 | | '99 10 | Stockton, (Craig, [Eng. Taylor & Co.) | Altos Hornos de Vizcaya | 3CylTE21,35,57x39; 2SB;WP160lbs | | |
| 7285 MBHS | **Josefa** Steel 1D;Oil fuel;W. Bal;Wireless 4BH | Scw | Sp 251 P25′ | S.Sebast'n 43.7 \| 22.2 B64′ F22′ | 1389 2325 | | 1920 8 | Duluth, (McDougall [Minn. Duluth Co.) | Cie. Marit. Cantabrica | 3CylTE19,32¼,54x40; 2SB;WP190lbs | | |
| 7286 163,826 | **Joseph** 1D | Brg | Am 116 | New York 30 \| 12.1 | 428 450 | | 1909 | Gildersleeve, (Gildersleeve [Ct. Ship Bldg. Co.) | Louis Gildersleeve | Wd;If | | |
| 7287 225,235 | **Joseph A. Guider** Steel 1D; 6BH Oil fuel F. P. above 150° F. | Scw F. B. | Am 151 | New York 37.5 \| 14.3 | 403 593 | | 1926 1 | Elizabeth- port, N. J. (John W. Sullivan Co.) | City of New York (Dept. of Plant and Structures.) | 2-2CylC12,26x18; John W. Sullivan Co; 2WTB;Babcock & Wilcox Co; 3182HS;WP225lbs;850IHP;EAC | ✠A1Ⓔ Ferry Service. ✠AMS SSP;CL | |
| 7288 214,605 | **Joseph Bisso** Steel 1D 6BH | SW | Am 115.2 | N. Orleans 29 \| 7.2 | 169 169 | | 1916 | Jefferson- ville, Ind. (Howard Shipyard Co.) | Bisso Ferry Co., Inc. | 1CylVB12x60; 1Blr;WP170lbs;200IHP. | | |
| 7289 204,631 | **Joseph Block** xArthur H. Hawgood Steel 1D;Mchy aft;SUB.SIG;W. Bal 3BH | Scw Sch | Am 549 | Ind.H'rb'r 56 \| 26.5 | 4939 6486 | | 1907 10 | W. Bay City, (Bay City [Mich. S. B. Co.) | Inland S.S. Co. | 3CylTE24,39,65x42; 2SB;WP170lbs;2000IHP. | | |
| 7290 81,456 KLTG | **Joseph D. Wood** xWalter A. Luckenbach Steel 1D;Wireless | Scw | Am 119.8 | Norfolk 25 \| 14.8 | 141 283 | | '93 | Camden, N. J. | Wood Towing Corp. | 3CylTE16,24,40x28; 1SB;WP160lbs;750IHP. | | |
| 7291 221,881 MCLQ | **Joseph Dollar** xSchurbek 2D | S | Am 293.9 P37′ | San Fran. 43.1 \| 24.8 F32′ | 2262 2407 | | 1902 5 | Glasgow, (J. Reid [Scot. & Co., Lim.) | The Robert Dollar Co. | Stl;1BH | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7292 221,160 MCQK | **Joseph E. Hooper** xNorthern No. 41 1D;B | Brg Sch | Am 267.3 P34′ | Wilm'gton 46 \| 23.6 F25′ | 2150 2233 | | 1921 5 | Portland, (Cumberland [Me. S. B. Co.) | Eastern Transp. Co. | YP;F;Gif✕;4BH; Dkd6,23 | ✢**A1** Towing Barge Coastwise & W. I. | |
| 7293 210.029 | **Joseph F. Bellows** O,YP 1D;B 4BH | Scw | Am 154 | Reedville 23.9 \| 11.5 | 153 315 | | 1912 1 | Pocomoke (E. [City, Md. James Tull.) | Joseph F. Bellows | 2Cyl(C)16½,33x34; 1SB;750IHP. | | |
| 7294 168,541 | **Joseph F. O'Boyle** xSeres 1D | Brg | Am 268 | New York 46 \| 26 | 2200 2200 | | 1919 | Stratford, (Housatonic [Conn. S. B. Co.) | O'Boyle Lighterage Co. | Wd | | |
| 7295 202,635 | **Joseph G. Butler, Jr.** Steel 1D;Mchy aft;Wireless;W. Bal 3BH | Scw | Am 525 | Fairport 55 \| 31 | 5174 6588 | | 1905 11 | Lorain, (American [Ohio S. B. Co.) | Pioneer S.S. Co. | 3Cyl(TE)23½,38,63x42; 2SB;WP180lbs;1760IHP. | | |
| 7296 224,409 | **Joseph H. Frantz** Steel 1D 4BH | Scw | Am 592 | Fairport 62 \| 32 | 6436 8289 | | 1925 | RiverRouge, (Great [Mich. Lakes Eng. Co.) | Columbia S.S. Co. | 3Cyl(TE)24,41,68x42; 3WTB;WP230lbs;2500IHP. | (✪)100(GL) P.S.4,25 | |
| 7297 216,839 LMRS | **Joseph H. Moran** xProgress Wood 1D;B | Scw | Am 125.3 | New York 29.9 \| 13.7 | 157 345 | | 1918 | Solomons Island, Md. (M. M. Davis & Sons.) | Moran Transp. Co. | 3Cyl(TE)18,28,45x30; 2SB;WP180lbs;1000IHP | | |
| 7298 225,039 | **Joseph H. Steele** Wood 1D | MV | Am 94.5 | Baltimore 22.7 \| 6.7 | 82 120 | | 1925 | Havre de Grace, Md. (Diebert Const. Co.) | Helen C. Steele | 6CylOilEng; 150BHP. | | |
| 7299 | **Joseph Henry** Steel W. Bal 5BH | Scw | Am 142 | 32 \| 17 | 409 601 | | 1909 3 | Newport News, Va. Newport News S. B. Co.) | U. S. Government (Quartermaster's Dept.) | 2CylC18,36x22; 2WTB;WP160lbs;1100IHP. | | |
| 7300 100,272 | **Joseph J. Flannery** xJoseph H. Moran Wood 1D | Scw | Am 94.2 | New York 20.5 \| 9.9 | 73 107 | | '81 | Brooklyn, N. Y. | Joseph J. Flannery | 1Cyl22x24; 1Blr;WP100lbs;350IHP. | | |
| 7301 217,930 LQTR | **Joseph J. Hock** 1D | Brg Sch | Am 209.4 | Wilmngtn. 36.2 \| 16.3 | 982 1032 | | 1919 | Fairfield, Md. | Eastern Trans. Co. | Wd | | |
| 7302 225,151 | **Joseph J. O'Brien** Steel 1D;Oil fuel F. P. above 150° F. 6BH | Scw F. B. | Am 151 | New York 37.5 \| 14.3 | 403 593 | | 1925 11 | Elizabeth-port, N. J. (John W. Sullivan Co.) | City of New York (Dept. of Plant & Structures) | 2-2CylC12,26x18; John W. Sullivan Co; 2WTB;Babcock & Wilcox Co; 3182HS;WP225lbs;850IHP;EAC | ✢**A1**Ⓕ Ferry Service. ✢AMS SSP;CL | |
| 7303 90,778 | **Joseph L. Russell** xLakeside Oak 1D | Scw | Br 118.4 | Toronto 25.9 \| 9.6 | 77 200 | | '88 rb '21 | Windsor, (W. Lane.) [Ont. | John E. Russell | 2CylC19,32x26; 1FB;WP112lbs;375IHP | | |
| 7304 220,956 MCGW | **Joseph M. Cudahy** Steel 2D;Long. frmg;SUB.SIG; Web frms;Mchy aft;Oil fuel; Oil in bulk;Wireless;W. Bal 16BH | Scw | Am 430.2 P133′ | New York 59.2 \| 32.8 B36′ F40′ | 5072 7052 | | 1921 1 | Chester, (Sun [Pa. S. B. Co.) | Sinclair Navigation Co. | 3Cyl(TE)27,45½,76x51; 3SB;WP190lbs;2700IHP. | | BL |
| 7305 OKJI | **Joseph Magne** Steel 1D;Well dk;SUB.SIG; Wireless;W. Bal 7BH | Scw | Fr 362.1 | Havre 49.2 \| 24.5 | 2549 4578 | | 1923 | Havre, (Chan. [Fr. et Atel. de la Gironde.) | Ste. Commerciale de Nav. | 3Cyl(TE)24,39,65x44; 3SB;WP185lbs;2000IHP. | | V |
| 7306 214,493 LGKM | **Joseph R. Parrott** Steel 2D;Oil fuel;W. Bal;Wireless 2BH | Scw Twin | Am 336 | New York 59 \| 18.6 | 1114 2406 | | 1916 | Philadel-(Wm. [phia, Pa. Cramp S.&E.B.Co.) | Florida East Coast Car Ferry Co. | 2-3Cyl(TE)20,33,55x36; 2SB;WP170lbs;2700IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7307 | **Joseph Seep** | Scw | Am | Bayonne | 4393 | 7′ 10¾″ | 1920 | Chester, | Standard | 3CylTE27,45½,76x51; | ✠A1Ⓔ Oil Carrier. | |
| 220,787 | Steel | | 429.3 | 59.2 \| 33.2 | 6972 | 25′ 6″ | 10 | (Sun [Pa. | Oil Co. (N. J.) | Sun S. B. Co; | ✠AMS | |
| MBTP | 2D;Long. frmg;Mchy aft; 17BH | | | 33′ 3″ | 10500 | | | S. B. Co.) | | 3SB;Sun S. B. Co; | B.S.11,25;n shft6,26; | |
| | Wireless; 13BH to Fbd dk | | P132′ | B36′ F40′ | | | | | | 9198HS;WP190lbs;3000IHP;EAC; | Clh BB;CL | |
| | SUB.SIG; 4BH to 2d dk | | | | | | | | | DB;Dkd,d rpd6,26;Exmd9,26 | | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.57t;D.B.a60′263t | | ...D.T | f.40′540t; F.P.2 | 02t | | | | | | | |
| | F.O. D.T. | a17′74 | 3t;D.T | f.40′504t | ... | | | | | | | |
| 7308 | **Joseph Sellwood** | Scw | Am | Fairport | 5269 | | 1906 | Lorain, | Interlake | 3CylTE22½,36,60x42; | | |
| 202,825 | Steel | | 525 | 55 \| 31 | 6741 | | 2 | (American [Ohio | S.S. Co. | 2SB;WP180lbs;1600IHP. | | |
| | 1D;Mchy aft;W. Bal 3BH | | | | | | | Shipbuilding Co.) | | | | |
| 7309 | **Jos. W. Simpson** | Scw | Am | Fairport | 1315 | | '89 | Wyandotte, | George J. | 3CylTE20,32,54x42; | 95(GL) | |
| 92,087 | xManchester Comp. | | 258 | 41 \| 23 | 1813 | | rb'15 | (Detroit [Mich. | Madden | 2SB;WP170lbs;1200IHP. | P.S.8,26 | |
| | 1D;Mchy aft 3BH | | | | | | | D. D. Co.) | | | | |
| 7310 | **Joseph Wharton** | Scw | Am | Reedville | 106 | | 1904 | Wilmington, | McNeal, | 2CylC16,32x24; | | |
| 201,047 | Wood | | 143.2 | 23.3 \| 11.3 | 311 | | 6 | (Pusey [Del. | Edwards Co. | 335IHP. | | |
| KTDW | 1D;W. Bal | | | | | | | & Jones Co.) | | | | |
| 7311 | **Joseph Wood** | Scw | Am | Fairport | 4921 | | 1910 | Lorain, | Eastern | 3CylTE23½,38,63x42; | (★100(GL) | |
| 207,422 | Steel | Sch | 504 | 54 \| 30 | 6360 | | 5 | (American [Ohio | S.S. Co. | 2SB;WP180lbs;1760IHP. | P.S.5,25 | |
| | 1D;B;Mchy aft;W. Bal 4BH | | | | | | | S. B. Co.) | | | | |
| 7312 | **Josephine** | MV | Am | New York | 176 | | 1926 | Newport | Edmund S. | 2-6CylOilEngs11x14; | | |
| 225,738 | Steel | Yct | 140 | 24 \| | 337 | | | News, Va. | Burke, Jr. | 450BHP | | |
| | 1D | Twin | | | | | | (Newport News S. B. & D. D. Co.) | | | | |
| 7313 | **JosephineA.McQuesten** | Sch | Am | Boston | 1462 | | 1920 | Rockland, | Louis K. | WO,YP,F;Gif(Sltd) | ✠A1 | |
| 220,848 | | 4 M | 230 | 41.7 \| 22.6 | 1607 | | 12 | (Francis [Me. | Thurlow | clk t,dk8,25;s rps,clk b 11,26 | S.S.No.1,Bost8,25 | |
| MBWS | 2D | | | | | | | Cobb S. B. Co.) | | | | |
| 7314 | **Josephine De Costa** | Sch | Am | Boston | 84 | | 1910 | Essex, | Leandro | YP;Icf; | | |
| 207,219 | | Aux | 96.5 | 24 \| 11.4 | 114 | | 3 | Mass. | Decosta | GasEng | | |
| | 1D | | | | | | | | | | | |
| 7315 | **Josephine Wimsatt** | Sch | Am | Wash'ton | 106 | | '91 | Milford, | Johnson & | O,YP;Gif | | |
| 92,364 | xMay and Anna Beswick | | 95 | 27 \| 6 | 150 | | 3 | (J. W. [Del. | Wimsatt, Inc. | | | |
| KJBQ | 1D | | | | | | | Abbott's Sons.) | | | | |
| 7316 | **Josey** | Scw | Dan | Cop'hagen | 1640 | | 1907 | Kiel, | Dampskibs. | 3CylTE20,33,55x35; | | BL |
| | Steel | Sch | 284 | 42 \| 18.4 | 2651 | | 2 | (Howaldts- [Ger | Myren | 2SB;WP185lbs | | |
| NQBS | 1D;Deep frmg;Wireless;W. Bal 4BH | | | 25.9 | | | | werke.) | | | | |
| 7317 | **Joshua A. Hatfield** | Scw | Am | Duluth | 6213 | | 1923 | Lorain, | Pittsburgh | 3CylTE24½,41,65x42; | | |
| 222,798 | Steel | | 580 | 60 \| 32 | 7940 | | | (American [Ohio | S.S. Co. | 3SB;WP185lbs;2200IHP. | | |
| | 1D;W. Bal 2BH | | | | | | | S. B. Co.) | | | | |
| 7318 | **Joshua Lovett** | Scw | Am | New York | 84 | | '88 | Boston, | Commercial | | | |
| 76,782 | Wood | | 111.2 | 22 \| 11.9 | 169 | | | Mass. | Towboat Co. | 450IHP. | | |
| | 1D | | | | | | | | | | | |
| 7319 | **Josiah B. Chase** | Sch | Am | Boston | 1518 | | 1921 | Boothbay | New Eng- | Hw,O,F,Gif | ✠ — — | |
| 220,980 | | 4 M | 230.8 | 41.4 \| 23.6 | 1661 | | 1 | Harbor, Me. | land Maritime Co. | | Suspended10,22 | |
| MCHP | 2D | | | | | | | (AtlanticCoast Co.) | Inc. | | | |
| 7320 | **Josiah Macy** | MV | Dzg | | 3921 | | 1917 | Seattle, | Baltisch | 6CylOilEng25 9/16x51 3/16 | | BL |
| 433 | Steel | | 419.5 | 57.2 \| 29.8 | 6846 | | 6 | (Skinner [Wash. | Amerik Pet. | | | |
| HGUB | 2D;Web frms;Long. frmg; 18BH | | P98′ | B41′ F37′ | 9600 | | | & Eddy Corp.) | Import | | | |
| | Mchy aft;Oil in bulk; | | | | | | | | G.m.b.H. | | | |
| | SUB SIG;Wireless;W. Bal | | | | | | | | | | | |
| 7321 | **Jotunfjell** | Scw | Nor | Oslo | 1306 | | 1915 | Ashtabula, | Olsen & | 3CylTE21,34½,57x42; | | N |
| | xMorris Adler xTiptop Steel | | 253.6 | 43.8 \| 25.1 | 2494 | | 11 | (Great Lakes [Ohio | Ugelstad, | 2SB;WP175lbs;1350IHP | | |
| MNFL | 1D;Mchy aft;W. Bal;Wireless 5BH | | P97′ | F26′ | | | | Eng. Wks.) | Mgrs. | | | |
| 7322 | **Jouffroy D'Abbans** | Scw | Fr | Havre | 4790 | | 1924 | Nantes, | Chargeurs | Stm Tbns; | | V |
| | Steel | | 417.8 | 55.2 \| 34.5 | 7696 | | 4 | (Atel. et Ch. [Fr. | Reunis | 3SB;WP200lbs;2800IHP. | | |
| OVBG | 3D;Wireless;W. Bal 8BH | | B149′ | F45′ | | | | de la Loire.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7323 141,690 | **Joyce M. Smith** 1D | Sch | Br 122.5 | Lunenb'rg 26 \| 11 | 113 173 | | 1920 | Salmon River (J. N. [River, N. S. Rafuse & Sons.) | E. Maxner | Wd | | |
| 7324 138,108 | **Joyland** xW. A. Haskell Wood 2D | Scw | Br 250.5 | Montreal 37 \| 31 | 1070 1845 | | '84 | Detroit, (Detroit [Mich. D. D. Co.) | Fox Island Gravel Co. | 2CylC27,44x42; 2FB;WP80lbs;725IHP. | | |
| 7325 MDWP | **Juan** Steel Sch 2D;Spar dk;W. Bal 4BH | Scw Nor P25′ | Oslo 243.4 B70′ F28′ | 840 33.7 \| 21.7 1493 | 1908 4 | Oslo, (Nylands [Nor. Vaerkstad.) | Halfdan, Ditlew, Simonsen & Co. | 3CylTE20½,33,56x36; 2SB;WP180lbs | | N |
| 7326 HRDS | **Juan Manuel Urquijo** xOls xNovocastria Steel 1D;Deep frmg;Wireless; 4BH W. Bal | Scw Sp 270 P32′ | Gijon 38.2 \| 19.3 B62′ F36′ | 1077 1922 | '94 4 | Sunderland, (Short [Eng. Bros.) | Cia.Naviera Pierros, S. A. | 3CylTE21,33,54x39; 2SB;WP160lbs | | |
| 7327 TNSU | **Juanita** Steel Twin 1D;Long. frmg;Oil in bulk; 9BH Oil fuel;Mchy aft | Scw Hol 279.8 F24′ | Willmstad 46.7 \| 14 | 1080 2042 | 1923 8 | Amsterdam, (Nederl. [Hol. Schps. Maats.) | Curacaosche Scheepvaart Maats | 2-3CylTE12,20,33x24; 2SB;WP180lbs | | BL |
| 7328 142,958 | **Jubilee** 1D | Sch | Br 123 | St. John's 22.7 \| 8.6 | 61 105 | '94 | Gloucester, Mass. | Walter S. Monroe | I | | |
| 7329 146,247 | **Judge Hart** Steel 1D;Mchy aft;W. Bal 3BH | Scw | Br 252.2 F35′ | Cowes 43.2 \| 17.8 | 1112 1729 | 1923 6 | Cowes, (J. S. White [Eng. & Co., Lim.] | Eastern S.S. Co. (Lim.) | 3CylTE16,27,44x30; 2SB;WP180lbs;900IHP. | Lake Survey4,26; B.S;shft drn3,25;M.S.10,25 | C |
| 7330 148,430 KSLJ | **Judge Kenefick** Steel 1D;Mchy aft;W. Bal 3BH | Scw Br 253 F35′ | Hull 43.2 \| 17.8 | 1119 1745 | 1925 3 | Hull, (Earle's [Eng. Co., Lim.) | Eastern S.S. Co. (Lim.) | 3CylTE17,28,46x33 2SB;WP180lbs | M.S.10,25 | C |
| 7331 | **Judique** 1D | Sch | Br 98.2 | ---------- 24 \| 10.8 | 89 121 | '91 | Essex, (James [Mass. & Tarr.) | ---------- | O;Icf | | |
| 7332 166,174 | **Judson** 1D | Brg | Am 53 | New York 25.2 \| 14 | 305 318 | 1915 | Gildersleeve, (Gilder- [Conn. sleeve S. B. Co.) | Robert Segrave | Wd | | |
| 7333 24,724 RKMF | **Jufuku Maru** Steel 2D;W. Bal;Wireless 6BH | Scw | Jap 385 | Kobe 51 \| 36 | 4293 5859 | 1919 2 | Kobe, (Kawasaki [Jap. Dkyd. Co., Lim.) | Kokusai Kisen Kabushiki Kaisha | 3CylTE26,43,72x48; 2SB;WP200lbs | | BL |
| 7334 | **Jugoslavija** xEurydamas xIndrasamba Steel 2D;Deep frmg; 6BH Wireless;W. Bal | Scw | Jg-Slv 410.1 P29′ | Split 49.3 \| 29.6 B146′ F50′ | 3367 5197 | 1901 10 | Glasgow, (C. Connell [Scot. & Co.) | Jugo-Slavensko Amerikanska Plovidba | 3CylTE26,44,73x48; 3SB;WP200lbs | | BL |
| 7335 OUJC | **Jules Cambon** xBayway xMohawk Steel 2D;Web frms;Long. frmg; 27BH Mchy aft;Oil fuel;Oil in bulk; SUB.SIG;W. Bal;Wireless | Scw | Fr 385.3 P115′ | Rouen 52.4 \| 28.4 B22′ F37′ | 3051 5083 | 1913 3 | Kiel, (Howaldtswerke.) Ger. | Soc. Auxiliare de Transports | 4CylQE19½,28,41,59x41; 2SB;WP213lbs;1500IHP | | BL |
| 7336 OKNF | **Jules Henry** Steel 2D;Mchy aft;Oil in bulk; 14BH Wireless | MV Twin | Fr 263.9 P58′ | Marseilles 40.3 \| 22.3 B24′ F62′ | 1418 2510 | 1900 | Havre, (Forg. & Ch. [Fr. de la Medit.) | A. Vimont & Cie. | 2-6CylOilEng16 $\frac{9}{16}$x23 $\frac{5}{8}$; 1300IHP | | V |
| 7337 | **Julia** xNordsee Steel 1D;Spar dk;SUB.SIG; 6BH Wireless;W. Bal | Scw | Grk 351.8 P24′ | Syra 50.2 \| 15.4 B216′ F43′ | 2312 3815 | 1908 | Rostock, (Akt. Ges. [Ger. Neptun.) | N. Culucundis | 3CylTE22 $\frac{1}{16}$,36,60x41; 2SB;WP200lbs | | G |
| 7338 205,169 | **Julia B.** Wood 1D | StW | Am 158.7 | St. Michael 38 \| 6 | 511 835 | 1908 5 | Seattle, Wash. | American Yukon, Nav. Co | 1Cyl18x72; 4Blrs;WP173lbs;800IHP. | | |
| 7339 126,468 | **Julia B. Merrill** 1D | Sch | Br 152 | Kingston 27 \| 8.5 | 190 200 | '72 | Wenona, Mich. (Carpenter.) | W. H. Peacock & Co. | O | 80CF(GL) P.S.5,26 | |
| 7340 138,342 | **Julia C. Moran** xHarry G. Runkle Steel 1D;W. Bal 5BH | Scw | Br 96 | ---------- 22.1 \| 10.9 | 49 192 | 1902 5 | Philadel- (Neafie [phia, Pa. & Levy S. & E. B. Co.) | M. S. Hilton | 2CylC16,32x24; CRTB;WP150lbs;500IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7341 218,770 LSMR | **Julia Howard** xGuardsman O,YP;Gif 1D;Wireless 1BH | Scw | Am 126 | New York 29.9 \| 13.7 | 199 360 | | 1919 8 | Solomons Island, Md. (M. M. Davis & Son, Inc.) | Thomas J. Howard | 3Cyl TE 18,28,45x30; 2SB;WP180lbs;800IHP. | ✠ — — ✠ — — Cancelled2,22 | |
| 7342 214,677 LGPW | **Julia Luckenbach** Steel 3D; 6BH 4BH to Fbd dk 2BH to 2d dk Oil fuel F. P. above 150° F. C-38 W.B.—A.P.319t;D.B.383'1651t;T .T.39'4 F.O.—A.P.298t;D.B.383'1542t;T .T.21'1 | Scw | Am 436.6 11t; F. 98t; F. | New York 57.2 \| 28 P.196t P.183t | 5080 7906 13000 | | 1917 1 | Quincy, (Fore River S. B. Co.) [Mass. | Luckenbach S.S. Co., Inc. | Stm Tbn; General Electric Co; 3SB;Harlan & Hollingsworth Co; WP173lbs;10640HS;4000SHP;EAC; DB;Dkd,d rpd7,26;s rps9,26 | ✠A1 ✠AMS S.S.No.2,NY10,24; M.S.10,24;shft drn7,26 B.S.9,26;Cih BB;CL | |
| 7343 HFKS | **Julian Alonso** 1D;Mchy aft;Well dk;W. Bal | Scw | Cuban 230 P & | Havana 36.7 \| 10.6 B170' F46' | 403 1027 | | 1908 5 | Montrose, (Montrose S. B. Co.) [Scot. | Empresa Naviera de Cuba S. A. | 3Cyl TE 19,31,51x33; 2SB;WP180lbs | | |
| 7344 HRLP | **Julio Orive** xCarvajal 2D | Bk | Sp 146.8 | LasPalm's 32 \| 18.4 | 488 540 | | '78 | Blanes, (J. M. Vieta.) [Sp | Orive Hermanos | O,Lch;Gicf | | |
| 7345 RFGN | **Julius Hugo Stinnes 27** Steel 1D;Mchy aft;SUB.SIG;Wireless; 4BH W. Bal | Scw Sch | Ger 277 P83' | Hamburg 44.2 \| 20.8 F27' | 1217 2530 | | 1924 8 | Kiel, (Frd. Krupp Act. Ges.) [Ger. | Hugo Stinnes Linien | 3Cyl TE 21,33,54x39 | | G |
| 7346 224,505 | **Julius Miller** Steel 1D; 6BH Oil fuel F. P. above 150° F. | Scw F. B. | Am 151 | New York 37.5 \| 14.3 | 403 593 | | 1925 8 | Brooklyn, (Todd [N. Y. Shipyards Corp.) | City of New York (Dept. of Plant and Structures) | 2-2Cyl C 12,26x18; Todd Oil Burner & Eng. Corp; 2WTB;Babcock & Wilcox Corp; 3182HS;WP225lbs;8501HP;EAC | ✠A1 Ⓔ Ferry Service. ✠AMS SSP;CL | |
| 7347 RCGK | **Julius Schindler** Steel 1D;Mchy aft;Oil in bulk; 11BH Wireless;W. Bal | MV | Ger 308.4 P95' | Hamburg 45.3 \| 21.9 B31' F40' | 1517 2770 | | 1921 10 | Hamburg, (Deutsche Werft A. G.) [Ger. | Masconomo Ges. m. b. H. | 6Cyl Oil Eng 24⅞x37⅞ | | G |
| 7348 NQDS | **Jungshoved** xPhiladelphia xPennmanor Steel 1D;Spar dk;Deep frmg;W. Bal; 6BH Wireless | Scw Sch | Dan 350 P30' | Copenhgn 46.5 \| 18.8 B110' F35' | 2461 3841 | | 1901 1 | Sunderland (J. Blumer & Co.) [Eng. | C. K. Hansen, Mgr. | 3Cyl TE 25,42,68x48; 2SB;WP180lbs | | BL |
| 7349 208,306 LBST | **Juniata** xJosephine Steel 1D | MV Twin | Am 126 | Provide'ce 17.1 \| 8.4 | 96 142 | | 1910 | City Island, (Robert Jacob.) [N. Y. | Uzal H. McCarter | 2-6Cyl-Gas Eng 12x14; 50BHP. | | |
| 7350 46,620 | **Juniata** 1D | Brg | Am 170 | Wilmngtn 23.1 \| 10 | 363 363 | | 1900 rb'12 | Elkton, (E. Delbert Bros.) [Md. | ---------- | YP,Ch,O;Gif | | |
| 7351 | **Juniata** 1D;Oil in bulk | Brg Sch | Vnz 240.5 | ---------- 41 \| 16.8 | 1396 1432 | | 1917 | New Orleans (Johnson Iron Wks.) [La. | Venezuela Gulf Oil Co. | Stl;10BH | | |
| 7352 201,768 | **Juniata** Steel 3D;Mchy aft;Wireless;W. Bal 7BH | Scw | Am 340 | Buffalo 45 \| 28 | 2619 4333 | | 1905 3 | Cleveland, (Am. S. B. Co.) Ohio | Gt. Lakes Transit Corp. | 4Cyl QE 22,31,45,65x42; 4SB;WP210lbs;3000IHP. | | |
| 7353 77,274 KNFH | **Juniata** Steel 3D;SUB.SIG;Wireless | Scw Sch | Am 310 | Baltimore 42 \| 16 | 2537 3465 | | '97 11 | Wilmington, (Harlan & Hollingsworth.) [Del. | Merchants' & Miners' Trans. Co. | 3Cyl TE 28,45,72x48; 4CRTB;WP160lbs;2500IHP. | | |
| 7354 166,526 | **Junior** 1D | Brg | Am 94.8 | New York 32 \| 8.2 | 219 219 | | 1916 | Brooklyn, (Olsen & Jensen Boat Bldg. Co.) [N. Y. | L. Boyer's Sons Co. | Wd | | |
| 7355 164,272 | **Junior McCann** 1D | Brg | Am 116 | New York 30 \| 12 | 433 450 | | 1910 | Gildersleeve, (Gildersleeve S. B. Co.) [Conn. | Louis Gildersleeve | Wd;If | | |
| 7356 165,630 | **Juniper** 1D | Brg | Am 201.3 | Phila. 23.8 \| 11 | 473 473 | | 1914 5 | Elkton, (E. Delbert & Bro.) [Md. | Southern Trans. Co. | YP,WO;Gif(Sltd) | ✠ — — Suspended7,19 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7357 | **Juno** | Scw | Hol | Amst'dam | 1079 | | 1908 | Rotterdam, | Koninklijke | 3Cyl TE 21,33,55x35; | | V |
| | Steel | | 276.6 | 39.2 \| 18.1 | 1753 | | (Rijkee & Co.) | Nederlandsche Stoomboot Mij | 2SB;WP160lbs;1000IHP | | |
| PHCB | 2D;W. Bal;Wireless | 6BH | | | | | | | | | | |
| 7358 | **Juno** | MV | Hol | Batavia | 1385 | | 1912 | Amsterdam, | Nederl. | 6Cyl-OilEng 22x39 3/8 | | BL |
| | Steel | | 257.6 | 43.1 \| 18.6 | 2345 | 11 | (Nederl Schps. Maats) | Indische Tank-stoomboot Maats | | | |
| TCSV | 1D;Mchy aft;Oil in bulk; Wireless;W. Bal | 13BH | P73′ | F26′ | | | | | | | | |
| 7359 | **Juno** | Scw | Ger | Flensburg | 1287 | | 1902 | Rostock, | A. Hansen | 3Cyl TE 21,37,55x35; | | G |
| | xRomo xElizabeth | Steel | 292.1 | 41.2 \| 18.1 | 2038 | 12 | (A. G. "Neptun.") | | 1SB;WP171lbs | | | |
| LMTR | 1D;Deep frmg;Wireless;W. Bal | 4BH | P13′ | B168′ F27′ | | | | | | | | |
| 7360 | **Jupiter** | Scw | Am | Fairport | 2769 | | 1901 | Lorain, | Interlake | 3Cyl TE 22,35,58x40; | | |
| 77,458 | Steel | | 115 | 48 \| 28 | 3719 | 4 | (American S. B. Co.) | S.S. Co. | 2SB;WP170lbs;1450IHP. | | |
| | 1D;B;Mchy aft;W. Bal; SUB.SIG | 3BH | | | | | | | | | | |
| 7361 | **Jupiter** | Scw | Ger | Flensburg | 1312 | | '98 | Flensburg, | H. Schmidt | 3Cyl TE 19,31 1/2,51x36; | | G |
| | Steel | Sch | 267 | 38.9 \| 16 | 2027 | 11 | (Flensburger Schiffsb. Ges.) | G. m. b. H. | 2SB | | |
| LMPD | 1D;Deep frmg;SUB.SIG; Wireless;W. Bal | 4BH | P16′ | | | | | | | | | |
| 7362 | **Jupiter** | Scw | Sp | Bilbao | 3130 | | 1900 | Pt. Glasgow, | J. M. | 3Cyl TE 27,43,72x48; | | BL |
| | Steel | Bk | 389.2 | 52.1 \| 27.1 | 4833 | 8 | Scot. | Garteiz, Mgr. | 2SB;WP184lbs | | |
| HRQL | 2D;Deep frmg;W. Bal;Wireless | 7BH | P31′ | B112′ F40′ | | | | (Russell & Co.) | | | | |
| 7363 | **Jupiter** | Scw | Nor | Bergen | 1030 | | 1916 | Gothenburg, | Det. | 3Cyl TE 26,42,69x42; | | |
| | Steel | | 305.2 | 41.5 \| 18.1 | 2625 | 1 | (Lindholmens, M. V.) | [Swd. | Bergenske Damps. | 3SB;WP190lbs | | |
| MSTR | 1D;Wireless;D.F;W. Bal | 7BH | P202′ | F72′ | | | | | | | | |
| 7364 | **Jupiter** | Scw | Am | New York | 366 | | 1920 | Brooklyn, | Neptune | 3Cyl TE 17,27,45x36; | | |
| 220.107 | Wood | | 154.7 | 30.6 \| 16.7 | 539 | | (J. Shewan & Sons, Inc.) | [N. Y. | Line, Inc. | 2SB;WP190lbs;1400IHP. | | |
| LWQB | 1D | | | | | | | | | | | |
| 7365 | **Justin** | Scw | Br | Liverpool | 2424 | | 1904 | Glasgow, | Booth S.S. | 3Cyl TE 25,41,68x48; | | BL |
| 118,128 | Steel | Sch | 355 | 43.7 \| 24 | 3809 | 9 | (Barclay, Curle & Co.) | [Scot. | Co. (Lim.) | 2SB;WP180lbs | | |
| HBJW | 2D;Shel dk;Deep frmg; Oil fuel;Wireless;W. Bal | 6BB | | | | | | | | | | |
| 7366 | **Justina** | Scw | Hol | Willmstad | 1462 | | 1924 | Amsterdam, | Curacaosche | 2-3Cyl TE 12,20,33x24; | | BL |
| | Steel | Twin | 305 | 50.2 \| 15.1 | 2700 | 10 | (Nederl. Schps. Maats.) | [Hol. | Scheepv. Maats | 2SB;WP180lbs | | |
| TNSH | 1D;Long.frmg;Mchy aft; Oil in bulk;Oil fuel | 8BH | P29′ | | | | | | | | | |
| 7367 | **Jutlandia** | MV | Dan | Cop'hagen | 3121 | | 1912 | Glasgow, | Akties det | 2-8CylOilEng 20 7/8x28 3/4 | | C |
| | Steel | Twin | 370 | 53.5 \| 27.4 | 4874 | 7 | (Barclay Curle & Co., Lim.) | [Scot. | Ostasiatische Kompagni | | S.S.No.3,Cphgn8,24;A.S.6,26; M.S;shfts drn6,26 | |
| NSCP | 2D;Deep frmg;Wireless;W. Bal | 4BH | P25′ | B135′ F32′ | | | | | | | | |
| 7368 | **Juvigny** | Scw | Am | Detroit | 1440 | | 1920 | Wyandotte, | Juvigny | 3Cyl TE 20,33,54x42; | ✠A1Ⓔ | |
| 219,951 | Steel | | 251 | 43.5 \| 22.2 | 2309 | 8 | (Detroit S. B. Co.) | [Mich. | S.S. Co. | Detroit S. B. Co; | ✠AMS | |
| LWKH | 1D;Wireless; | 4BH | P27′ | B64′ F26′ | 3500 | | | | | 2SB;Detroit S. B. Co; | S.S.No.1,SanF6,24; | |
| | Oil fuel F. P. above 150° F. | C-28 | | | | | | | | 8SGS;3940HS;WP185lbs;1300IHP; d rpd6,24;Dkd,s rps11,26 | M.S.6,24;B.S;shft drn10 2/3; | |
| | W.B.—A.P.89t;D.B.204'530t . . . . . F. | | | | | | | | | | Clh BB;CL | |
| | F.O. . . . . D.B.186'442t;S.T. | 23t; F. | P.59t | P.55t | | | | | | | | |
| 7369 | **Juyo Maru** | Scw | Jap | Yokoh'ma | 3311 | | 1926 | Tsurumi, | Toyo Kisen | 3Cyl TE 26,43 1/2,72x48; | | BL |
| 31,716 | Steel | | 400 | 53 \| 32 | 5460 | | (Asano S. B. Co.) | [Jap. | K. K. | 3SB;WP200lbs | | |
| JDIB | 2D;Wireless;W. Bal | 6BH | P33′ | B124′ F41′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7370 | **K. Hadjipateras** | Scw | Grk | Chios | 2795 | | 1909 | Newcastle, | C. J. | 3CylTE24,40,68x48; | | BL |
| JFWV | xSpringburn xQueen Maud Steel<br>1D;Spar dk;Deep frmg; 6BH<br>Wireless;W. Bal | | 385<br>P31′ | 49.7 \| 26.4<br>B100′ F32′ | 4344 | | 12 | (North- [Eng.<br>umberland S. B.<br>Co., Lim.) | Hadjipateras | 3SB;WP180lbs | | |
| 7371 | **K. I. Luckenbach** | Scw | Am | New York | 5007 | | 1918 | Quincy, | Luckenbach | Stm Tbns; | ✠A1Ⓔ | |
| 215,800 | Steel | Twin | 446.1 | 56.1 \| 27.8 | 7882 | | 1 | (Fore [Mass. | S.S. Co. | Fore River S. B. Co: | ✠AMS | |
| LJGS | 2D;Shel dk; 6BH<br>sub.sig;Wireless; 1BH to Fbd dk<br>W. Bal; 5BH to 2d dk<br>Oil fuel F. P. above 150° F. C-38 | | | | 11552 | | | River S. B. Co.) | | 4WTB;Heine Safety Blr. Co;<br>1552OHS;WP225lbs;4000SHP;EAC;<br>Dkd,d rpd7,26;s rps10,26 | S.S.No.2,Bost12,25;<br>n Pt shft12,24;M.S.12,25;<br>n Stbd shft;B.S.7,26;SBP;CL | |
| 7372 | **K. L. Ames** | StW | Am | Seattle | 156 | | 1915 | Seattle, | Booth | 1Cyl12x60; | | |
| 213,019 | Wood | | 119 | 29.8 \| 5.4 | 184 | | (J. T. [Wash. | Fisheries Co. | 1FB;275IHP. | | |
| | 1D | | | | | | | Duthie & Co.) | | | | |
| 7373 | **K. Lyras** | Scw | Grk | Syra | 2021 | | 1902 | Newcastle, | P. Lyras | 3CylTE25,42,69x45; | | BL |
| | xMerchant Prince Steel<br>1D;Spar dk;Deep frmg; 6BH<br>sub.sig;Wireless;W. Bal | | 331<br>P39′ | 44.3 \| 17.4<br>B110′ F34′ | 3091 | | 1 | (Tyne [Eng.<br>I. S. B. Co., Lim.) | | 2SB;WP180lbs | | |
| 7374 | **K. R. Kingsbury** | Scw | Am | San Fran. | 4425 | 5′ 5½″<br>27′ 10½″ | 1921 | Alameda, | Standard | 4CylQE24,34,51,74x54; | ✠A1Ⓔ With Freeboard. | |
| 221,174 | Steel | | 440 | 58.2 \| 33.3<br>\| 33′ 1″ | 7251<br>11400 | | 4 | (Bethlehem [Cal. | Oil Co. (Cal.) | Llewellyn Iron Wks; | Oil Carrier. | |
| MCQS | 2D;Super dk;Long. frmg; 15BH<br>Mchy aft; 3BH to Super dk<br>Wireless; 7BH to Fbd dk<br>sub.sig; 5BH to 2d dk<br>Oil fuel F. P. above 150° F. C-39 | | | | | | | S. B. Corp.) | | 3SB;Bethlehem S. B. Corp;<br>9510HS;WP220lbs;3300IHP;EAC;<br>DB;d rpd2,24;Dkd,s rps8,26 | ✠AMS<br>S.S.No.1,SanF5,25;<br>M.S.5,25;B.S.7,25;n shft12,25;<br>Clh BB;CL | |
| | W.B.—A.P.57t;D.B.a71′284t.... ..... .... D. | | | T.f.29′438t;F.P. | 127t | | | | | | | |
| | F.O.....D.T. a19′10 | | 12t; D. | T.f.29′409t.... | .... | | | | | | | |
| 7375 | **K. V. Judge** | Brg | Am | New York | 423 | | 1914 | South | Kathryn | Wd | | |
| 165,780 | | | 111.2 | 29.2 \| 12.3 | 423 | | | Rondout, N. Y. | V. Judge | | | |
| | 1D | | | | | | | (John Hiltebrandt.) | | | | |
| 7376 | **K. V. Kruse** | Sch | Am | San Fran. | 1554 | | 1926 | North Bend, | J. E. | Fir;Gif; | A1 | |
| 219,520 | | 5 M | 242 | 46 \| 20 | 1728 | | 1 | (Kruse & [Ore. | Davenport | DB;s rps,tr b clkg,clk t,dk3,26 | S.S.No.1,Ptd,O3,26 | |
| LVKP | 1D C-31 | | | | | | | Banks S. B. Co.) | | | | |
| 7377 | **Ka Moi** | Sch | Am | Honolulu | 108 | | '82 | San Fran- | Masas | YF;Icf | | |
| 126,047 | | | 95 | 27.5 \| 7.6 | 108 | | | cisco, Cal. | Shimomura | | | |
| KQBJ | 1D | | | | | | | | | | | |
| 7378 | **Kabafuto Maru** | Scw | Jap | Tarumi | 1769 | | '84 | Sampier- | Yagi | 3CylTE25,40,68x45; | | |
| 9,142 | xS. Gottardo Iron | Sch | 344.5 | 38.1 \| 24.5 | 2818 | | 5 | (G. [drua, It. | Houten K. K. | 2SB | | |
| JSGF | 2D;B;Wireless;W. Bal 6BH | | P40′ | B22′ F40′ | | | | Ansaldo & Co.) | | | | |
| 7379 | **Kabinga** | Scw | Br | London | 2925 | | 1907 | Newcastle, | Ellerman | 3CylTE27,45,75x48; | | BL |
| 125,599 | Steel | Sch | 400 | 52.1 \| 27 | 4657 | | 7 | (Armstrong, [Eng. | & Bucknall | 3SB;WP180lbs | | |
| HLCS | 2D;Shel dk;Deep frmg; 6BH<br>Wireless;W. Bal | | | | | | | Whitworth & Co., Lim.) | S.S. Co. (Lim.) | | | |
| 7380 | **Kadiak** | Scw | Am | San Fran. | 58 | | '96 | Alameda, | Alaska | 2CylC16,32x24; | | |
| 161,082 | Wood | | 106 | 22.5 \| 9.7 | 114 | | (A. N. [Cal. | Packers Assn. | 1Blr;WP125lbs;350IHP. | | |
| KMQV | 1D | | | | | | | Wright.) | | | | |
| 7381 | **Kaga Maru** | Scw | Jap | Tokio | 3615 | | 1901 | Nagasaki, | Nippon | 2-3CylTE20,20,56x48; | | BL |
| 6,542 | Steel | Sch | 445.3 | 49.5 \| 30.4 | 5860 | | 5 | (Mitsubishi [Jap. | Yusen Kabushiki | 2DB;2SB;WP200lbs | | |
| JPKN | 2D;Deep frmg;Wireless;W. Bal 7BH | Twin | P51′ | B120′ F58′ | | | | Dkyd. & E. Wks.) | Kaisha | | | |
| 7382 | **Kai** | Scw | Dan | Cop'hagen | 1035 | | 1921 | Copenhagen | D/S A/S | 3CylTE18,28,48x33; | | V |
| | Steel | | 261.1 | 40.1 \| 16.1 | 1746 | | | (A/S. [Den. | "Myren" | 2SB;WP185lbs;760IHP | | |
| NDFP | 1D;Well dk;Wireless;W. Bal 5BH | | | | | | | Kjobenhavns Flydedok & Skibs.) | (Holm & Wonsild Kuzuhara.) | | | |
| 7383 | **Kaiko Maru** | Scw | Jap | Shinag'wa | 811 | | 1922 | Yokohama, | Reizo | 3CylTE17,28,48x30; | | C-J |
| 28,069 | Steel | | 240 | 35 \| 20 | 1520 | | 8 | (Yokohama [Jap. | Kabushiki Kaisha | 2SB;WP200lbs;114RHP. | A.S.3,25; | |
| SLHJ | 1D;Mchy aft;Wireless;W. Bal 4BH | | P49′ | B56′ F32′ | | | | Dock Co., Lim.) | | | shft drn3,24;M.&B.S.3,25 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7384 | **Kaikorai** | Scw | Br | Wel'ngton | 1860 | | 1918 | W. Hartle- | Union S.S. | 3Cyl TE 25,41,68x45; | | BL |
| 142,416 | xCape Natal xWar Foam Steel | | 331.1 | 46.7 \| 23.2 | 3151 | | 5 | pool, Eng. | Co. of New | 3SB;WP180lbs | | |
| JSHK | 1D;Wireless;W. Bal 7BH | | P33′ | B100′ F29′ | | | | (W. Gray & Co., Lim.) | Zealand (Lim.) | | | |
| 7385 | **Kaikoura** | Scw | It | | 5504 | | 1903 | Clydebank | Ditta L. | 2-3Cyl TE 25,42,69x48; | | BL |
| | Steel | Twin | 460 | 58.2 \| 30.9 | 8731 | | 9 | (J. Brown [Scot. | Pittaluga | 5SB;WP180lbs | | |
| | 2D;Shel dk;Deep frmg; 7BH | | | | | | | & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 7386 | **Kailua** | MV | Am | Honolulu | 172 | | 1920 | Long Beach, | Inter- | 2-4Cyl Oil Eng 10½x12½; | | |
| 220,754 | xCasco Steel | Twin | 120.1 | 24.1 \| 10.6 | 328 | | | (Long [Cal. | Island Stm. | 200IHP | | |
| MBVF | 1D 6BH | | | | | | | Beach S. B. Co.) | Nav. Co. | | | |
| 7387 | **Kaimiloa** | MV | Am | Honolulu | 509 | | 1900 | Alameda, | Medford | Oil Eng; | ✠ — — | |
| 141,642 | xLuzon YP;Gif | | 170 | 36.8 \| 12.2 | 720 | | 5 | (Hay & [Cal. | Ross Kellum | 220BHP. | Cancelled. | |
| KPTV | 1D (Sltd) | | | | | | | Wright.) | | | | |
| 7388 | **Kairouan** | Scw | Fr | La Rochle | 2549 | | 1923 | Le Havre, | Cie. Delmas- | 3Cyl TE 24,39,65x44; | | V |
| | xCapitaine Rodier Steel | | 362.9 | 49 \| 24.5 | 4578 | | | (Chant. [Fr. | freres & Vieljeux | 3SB;WP185lbs;2000IHP | | |
| OSBC | Wireless;W. Bal 8BH | | | | | | | & At. de la Gironde.) | | | | |
| 7389 | **Kaiser** | S | Ger | G'stem'de | 1180 | | '77 | Bremer- | W. Schuch- | O,YP;Icf | | |
| | | | 187.7 | 35.7 \| 24 | 1280 | | 8 | haven, Ger. | mann | | | |
| QDBF | 2D;B | | | | | | | (H. F. Ulrichs.) | | | | |
| 7390 | **Kaiser-I-Hind** | Scw | Br | Greenock | 5989 | | 1914 | Greenock, | P. & O. | 2-4Cyl QE 30,44,61,87x54; | | |
| 128,653 | Steel | Twin | 520 | 61.2 \| 33.1 | 11430 | | 10 | (Caird [Scot. | Steam Nav. Co. | 4DB;4SB | | |
| JGTR | 4D;Shade dk;Wireless; 10BH | | | | | | | & Co., Lim.) | | | | |
| | D.F;W. Bal | | | | | | | | | | | |
| 7391 | **Kaisho Maru** | Scw | Jap | Kobe | 4424 | | 1918 | Osaka, | Katsuda | 3Cyl TE 27,45,75x51; | | BL |
| 21,538 | Steel | | 407.2 | 50.8 \| 32.5 | 6071 | | 6 | (Osaka [Jap. | Kisen Kabushiki | 3SB;WP180lbs | | |
| NVCD | 2D;Wireless;W. Bal 7BH | | P40′ | B137′ F42′ | | | | Iron Works, Lim.) | Kaisha | | | |
| 7392 | **Kaitoke** | Scw | Br | Wellingt'n | 1862 | | 1918 | Middlesbro', | Union S.S. | 3Cyl TE 25,41,68x45; | | BL |
| 142,710 | xCape Colony xWar Palace Steel | | 331.3 | 46.8 \| 23.2 | 3167 | | 11 | (R. Dixon [Eng. | Co. of New | 3SB;WP180lbs | | |
| JVKF | 1D;Wireless;W. Bal 7BH | | P33′ | B98′ F29′ | | | | & Co., Lim.) | Zealand (Lim.) | | | |
| 7393 | **Kaitsu Maru** | Scw | Jap | Kobe | 874 | | 1905 | Sandefjord, | F. Oda | 3Cyl TE 16,27,44x33; | | N |
| | xVarg Steel | | 231.7 | 35.1 \| 20.3 | 1436 | | 9 | (Framnes. [Nor. | | 1SB;WP170lbs | | |
| | 2D;Spar dk;W. Bal 4BH | | | | | | | Mek. Vaerks.) | | | | |
| 7394 | **Kaiwarra** | Scw | Br | Wellingt'n | 1847 | | 1919 | Sunderland, | Union S.S. | 3Cyl TE 25,41,68x45; | | BL |
| 143,324 | Steel | | 331.3 | 46.8 \| 23.2 | 3052 | | 7 | (J. Blumer [Eng. | Co. of New | 3SB;WP180lbs | | |
| KCBT | 1D;Wireless;W. Bal 7BH | | P33′ | B98′ F28′ | | | | & Co.) | Zealand (Lim.) | | | |
| 7395 | **Kaj Hvilsom** | Sch | Dan | Thuro | 300 | | 1919 | Svendborg, | Rederi A/B | Wd | | V |
| | | | 136.7 | 30.3 \| 14.2 | 341 | | | (A/S. [Den. | "Panis" | | | |
| NWJM | 1D | | | | | | | Oxenberg Skibs. | | | | |
| 7396 | **Kajak** | Scw | Est | Reval | 2000 | | 1902 | Pt. Glasgow, | Esthonian | 3Cyl TE 24,40,65x42; | | BL |
| 311 | xGagara xZandbergen Steel | | 325.2 | 48.7 \| 21.4 | 3398 | | 7 | (R. Duncan [Scot. | Government | 2SB;WP180lbs | | |
| HBLE | 1D;Deep frmg;Web frms; 6BH | | P29′ | B92′ F36′ | | | | & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 7397 | **Kajang** | Scw | Br | HongK'ng | 1284 | | 1916 | Hong Kong, | Straits S. S. | 3Cyl TE 18,29,48x33; | | |
| 139,556 | Steel | Sch | 279 | 41.1 \| 20.5 | 2082 | | | (Taikoo [China | Co. (Lim.) | 2SB | | |
| TWMB | 2D 6BH | | F24′ | | | | | Dockyard & Eng. Co.) | | | | |
| 7398 | **Kajsa** | Scw | Swd | Goteberg | 1104 | | '98 | Kiel, | Rederi | 3Cyl TE 17,27,43x27; | | V |
| 4670 | xBolten xKajsa Steel | | 243.6 | 35.3 \| 14.8 | 1538 | | 11 | Ger. | Hilding | 2SB;WP170lbs;620IHP | | |
| JQGR | 1D;Well dk;W. Bal 5BH | | B112′ | F27′ | | | | (Howaldswerke.) | | | | |
| 7399 | **Kaleen** | Scw | Am | Phila. | 187 | | 1919 | Superior, | Southern | 3Cyl TE 17,25,43x30; | | |
| 219,175 | Steel | | 142 | 27.6 \| 14.8 | 427 | | | (Whitney [Wis. | Transportation | 2SB;WP180lbs;850IHP. | | |
| LTMW | 1D;Wireless 3BH | | | | | | | Bros. Co.) | Co. | | | |
| 7400 | **Kalfarli** | Scw | Nor | Bergen | 4081 | | 1910 | Sparrows Pt. | D. Steen, | 4Cyl QE 25,36,52,76x54; | | BL |
| | xGeorgian Steel | | 414.5 | 53.7 \| 28.1 | 6580 | | 8 | (Maryland [Md. | Mgr. | 3SB;WP215lbs | | |
| WLNC | 2D;Shel dk;Deep frmg;Oil fuel; 7BH | | | | | | | Steel Co.) | | | | |
| | SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 7401 | **Kalfond** | Scw | Nor | Stavanger | 1017 | | 1922 | Sunderland, | Briedfonds | 3Cyl TE 19,32,53x36; | | BL |
| | xSt. Roch Steel | | 258 | 39.7 \| 16.3 | 1745 | | 2 | (Osbourne, [Eng. | D/S. A/S. | 2SB;WP180lbs | | |
| LCJM | 1D;Well dk;W. Bal 4BH | | P23′ | B62′ F23′ | | | | Graham & Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7402 | **Kalimba** | Scw | Br | Glasgow | 3177 | | 1914 | Glasgow, | Maclay & | 3Cyl TE25,41,67x51; | | BL |
| 136,276 | Steel | Sch | 402.9 | 52.3 \| 27.3 | 4982 | | 3 | (D. & W. [Scot. | McIntyre, Mgrs. | 3SB;WP175lbs | | |
| JFDN | 2D;Wireless;W. Bal 6BH | | P45′ | B126′ F38′ | | | | Henderson & Co., Lim.) | | | | |
| 7403 | **Kalix** | Scw | Swd | Stockholm | 1827 | | 1913 | Middlesbro', | Trafik A/B. | 3Cyl TE23½,38,64x42; | | V |
| 5,401 | Steel | | 310 | 46.5 \| 21.6 | 2752 | | | (Sir [Eng. | Grangesberg | 2SB;WP180lbs;1250IHP | | |
| JTCK | 2D;Shel dk;W. Bal;Wireless 6BH | | | | | | | Rayiton Dixon & Co., Lim.) | Oxelösund | | | |
| 7404 | **Kalkaska** | Scw | Am | P't Huron | 555 | | '84 | St. Clair, | S. C. | 2CylC24,44x36; | 90CF(GL) | |
| 14,429 | Oak | | 178 | 33.8 \| 15.5 | 679 | | | (Simon [Mich. | McLouth | 1Blr;WP140lbs;585IHP. | Upper Lake Erie, Lower Lake Huron & Rivers. P.S.4,26 | |
| | 1D | | | | | | | Langell.) | | | | |
| 7405 | **Kalmarsund XI** | Scw | Swd | Kalmar | 739 | | 1922 | Aalborg, | Angbats | 3Cyl TE15,24,40x27; | | V |
| 6,997 | xSenta Steel | | 235.6 | 36.2 \| 13.4 | 1262 | | 6 | (A/S. P. Ph. [Den. | A/B. Kalmarsund | 2SB;WP185lbs;500IHP. | | |
| KFDR | 1D;Well dk;W. Bal 5BH | | | | | | | Stuhrs Maskin & Skibsbyggeri.) | | | | |
| 7406 | **Kalomo** | Scw | Br | N. Shields | 3209 | | 1907 | Pt. Glasgow, | Ellerman | 3Cyl TE28,45,75x51; | | BL |
| 123,777 | Steel | Sch | 400 | 52.3 \| 20.1 | 5019 | | 3 | (R. Dun- [Scot. | & Bucknall | 3SB;WP180lbs | | |
| HKBR | 1D;Spar dk;Deep frmg; Wireless;W. Bal 6BH | | P41′ | B112′ F46′ | | | | can & Co., Lim.) | S.S. Co. (Lim.) | | | |
| 7407 | **Kalua** | Scw | Br | Goole | 412 | | 1908 | Sunderland, | Hook S.S. | 3Cyl TE14,23,38x27; | | BL |
| 142,408 | xDacapo Steel | | 195 | 30.1 \| 11 | 722 | | 5 | (John Crown [Eng. | Co. (Lim.) | 1SB;WP180lbs | | |
| KPTG | 1D;Well dk;W. Bal 4BH | | B15′ | F22′ | | | | & Sons, Lim.) | | | | |
| 7408 | **Kalypso Vergotti** | Scw | Grk | Argostoli | 3181 | | 1918 | Dumbarton, | P. Vergottis | 3Cyl TE27,44,73x48; | | BL |
| | xWar Server Steel | | 400.4 | 52.3 \| 28.5 | 5219 | | 7 | (A. [Scot. | | 3SB;WP180lbs | | |
| | 1D;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | McMillan & Son, Lim.) | | | | |
| 7409 | **Kamakura Maru** | Scw | Jap | Tokio | 3624 | | '97 | Belfast, | Nippon | 2-3Cyl TE20,33,56x48; | | BL |
| 1,689 | Steel | Sch | 445 | 49.7 \| 30.4 | 5846 | | 5 | (Workman, [Ire. | Yusen Kabushiki | 2DB;2SB;WP200lbs | | |
| HLDB | 2D;Deep frmg;W. Bal;Wireless 8BH | Twin | P35′ | B97′ F57′ | | | | Clark & Co., Lim.) | Kaisha | | | |
| 7410 | **Kambangan** | Scw | Hol | Amst'dam | 4390 | | 1911 | Rotterdam, | Stoomvaart, | 3Cyl TE27,47,82x53; | | BL |
| | Steel | | 430.5 | 55.3 \| 34.6 | 6917 | | 12 | (Rotterdam [Hol. | Maats. "Neder- | 4SB;WP180lbs | | |
| PHDN | 2D;Shel dk;Wireless;W. Bal 7BH | | | | | | | Droogd. Maat.) | land" | | | |
| 7411 | **Kambole** | Scw | Br | London | 2839 | | 1915 | Sunderland, | "K" S.S. | 3Cyl TE25,41,69x48; | | BL |
| 137,464 | xMalvern Range Steel | | 380 | 50 \| 26.7 | 4524 | | 7 | (J. [Eng. | Co. (Lim.) | 3SB;WP180lbs | | |
| JLMQ | 2D;Wireless;W. Bal 6BH | | P32′ | B98′ F37′ | | | | Priestman & Co.) | | | | |
| 7412 | **Kamenetz-Podolsk** | Scw | Br | London | 3131 | | 1915 | Sunderland, | Arcos S.S. | 3Cyl TE27½,45,75x48; | | BL |
| 138,754 | Steel | Sch | 400 | 52.4 \| 28 | 5117 | | 10 | (Bartram [Eng. | Co. (Lim.) | 3SB;WP180lbs | | |
| KPSC | 2D;Wireless;W. Bal 6BH | | P36′ | B119′ F40′ | | | | & Sons, Lim.) | | | | |
| 7413 | **Kamesit** | Scw | Am | San Fran. | 4412 | 8′ 3¼″ | 1919 | Oakland, | U. S. Ship- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 217,488 | Steel | | 402.5 | 53 \| 32 | 6070 | 26′ 5″ | 1 | (Moore [Cal. | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LPQD | 2D;Shel dk;Long. frmg; 7BH | | | 34′ 6″ | 9248 | | | S. B. Co.) | | 4WTB;Heine Safety Blr. Co; | S.S.No.1,NO2,23; | |
| | W. Bal;Wireless; 6BH to Fbd dk | | P34′ | B81′ F37′ | | | | | | 11132HS;WP225lbs;2800IHP; | M.&B.S.2,23;n shft4,25; | |
| | SUB.SIG; 1BH to 2d dk | | | | | | | | | d rpd2,23;Dkd4,25;rps11,25 | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.49t;D.B.345′1295t; D. | T.30′5 | 46t. | .....F.P.73t | | | | | | | | |
| | F.O.—A.P.46t;D.B.327′1132t; D. | T.30′5 | 09t; S. | T.43t;F.P.68t | | | | | | | | |
| 7414 | **Kamir** | Scw | Br | London | 2708 | | 1918 | Schiedam, | "K" S. S. | 3Cyl TE26,42,70x48; | | BL |
| 140,562 | xSidlaw Range Steel | | 370.3 | 50.2 \| 26.3 | 4340 | | 1 | (New [Hol. | Co. (Lim.) | 3SB;WP180lbs | | |
| JSFD | 2D;Wireless;W. Bal 6BH | | P33′ | B122′ F37′ | | | | Waterway S. B. Co.) | | | | |
| 7415 | **Kamloops** | Scw | Br | Montreal | 1748 | | 1924 | Haverton | Steamships | 3Cyl TE18,30,50x36; | | C |
| 147,682 | Steel | | 250 | 42.9 \| 24.3 | 2402 | | 7 | Hill, Eng. | (Lim.) | 2SB;WP185lbs | M.S.7,24 | |
| KRBD | 2D;Long. frmg;Mchy aft; 4BH | | F37′ | | | | | (Furness S. B. Co., Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 7416 | **Kamo** | Scw | Rus | Leningrad | 2321 | | 1905 | Stockton, | Govt. | 3Cyl TE24,40,65x42; | | V |
| | xJoulan xPeruviana Steel | | 350 | 46.1 \| 23.6 | 3800 | | 9 | (Ropner [Eng. | Baltic S.S. Co. | 2SB | | |
| | 1D;B;Deep frmg;Wireless; 6BH | | P29′ | B190′ F35′ | | | | & Son.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 7417 | **Kamoi** | Scw | Jap | Kobe | 5705 | | 1922 | Camden, | Govern- | Elec. Motors;Stm Tbns; | | |
| | Steel | Twin | 478.7 | 67.3 \| 38.1 | 10222 | | 9 | (New [N. J. | ment of Japan | 4WTB;WP275lbs | | |
| | 2D;Web frms;Long. frmg; 16BH | | P173′ | B44′ F60′ | | | | York S. B. Corp.) | | | | |
| | Oil in bulk;Oil fuel;Mchy aft; Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7418 | **Kamouraska** | Scw | Br | Halifax | 2673 | | 1911 | Newcastle, | A. L. | 3Cyl TE 26,44,73x48; | | BL |
| 131,384 | Steel | | 375 | 52 \| 28.1 | 4903 | | 9 | (Armstrong Whitworth & Co., Lim.) [Eng. | Hamilton, Mgr. | 3SB; WP180lbs | | |
| HTMJ | 1D; Web frms; Long. frmg; SUB.SIG; Wireless; W. Bal | 6BH | P29′ | B100′ F36′ | | | | | | | | |
| 7419 | **Kamuning** | Scw | Br | HongK'ng | 1275 | | 1916 | Hong Kong, | Straits | 3Cyl TE 18,29,48x33; | | |
| 139,557 | Steel | Sch | 279 | 41 \| 20.5 | 2077 | | | (Taikoo Dockyard & Eng. Co.) [China | S.S. Co. | 2SB | | |
| THMF | 2D; W. Bal | 6BH | F24′ | | | | | | | | | |
| 7420 | **Kanagawa Maru** | Scw | Jap | Tokio | 3669 | | '96 | Glasgow, | Nippon | 2-3Cyl TE 20,33½,56x48; | | BL |
| 1,647 | Steel | Sch | 445 | 49.4 \| 30.5 | 5853 | | 12 | (D. & W. Henderson & Co.) [Scot. | Yusen Kabushiki Kaisha | 2DB; 2SB; WP200lbs | | |
| HKWF | 2D; Deep frmg; Wireless; W. Bal | 8BH | P36′ | B97′ F57′ | | | | | | | | |
| 7421 | **Kanak** | Scw | Am | San Fran. | 121 | | 1913 | Alameda, | Alaska | 2-2Cyl C 10½,24x14; | | BL |
| 211,001 | Steel | Twin | 110.8 | 25.4 \| 9.8 | 235 | | 3 | (United Eng. Works.) [Cal. | Packers' Assn. | 1SB; WP160lbs; 275IHP | | |
| LCTP | 1D; Wireless; W. Bal | 4BH | | | | | | | | | | |
| 7422 | **Kandava** | Scw | Ltv | Riga | 1172 | | 1901 | Sunderland, | Latvia- | 3Cyl TE 19½,32½,53x36; | | BL |
| | xGudrun xGratia | Steel | 257.9 | 38 \| 16.2 | 1906 | | 7 | (J. Crown.) [Eng. | Belgium Line (Lim.) | 2SB; WP160lbs | | |
| TBFK | 1D; Deep frmg; Wireless; W. Bal | 4BH | Sch | | | | | | | | | |
| 7423 | **Kangaroo** | Scw | Am | New York | 123 | | 1912 | Pt. Rich- | Atlantic | 1Cyl 18x26; | | |
| 209,659 | xJames L. Morgan | Wood | 100.2 | 28.6 \| 10.5 | 181 | | | mond, N. Y. | Lighterage Co. | 1Blr; 400IHP. | | |
| | 1D | | | | | | | | | | | |
| 7424 | **Kangaroo** | MV | Br | Fremantle | 2706 | | 1915 | Irvine, | Govt. of | 2-6Cyl Oil Eng 22x29 1/8 | | BL |
| 131,682 | Steel | Twin | 365.2 | 50.1 \| 26.5 | 4433 | | 10 | (Harland & Wolff, Lim.) [Eng. | Western Australia | | | |
| JLVW | 2D; W. Bal; Wireless; Oil fuel | 6BH | P22′ | B91′ F36′ | | | | | | | | |
| 7425 | **Kangars** | Scw | Ltv | Riga | 1746 | | 1903 | Sunderland, | A. Kalnin | 3Cyl TE 23,38,62x42; | | BL |
| | xAlfred Calvert xWeardale | Steel | 313.8 | 46.4 \| 20.7 | 2722 | | 6 | (J. Blumer & Co.) [Eng. | | 2SB; WP160lbs | | |
| TBDN | 1D; Web frms; Wireless; W. Bal | 5BH | P28′ | B88′ F22′ | | | | | | | | |
| 7426 | **Kangean** | Scw | Hol | Amst'dam | 4368 | | 1912 | Newcastle, | Stoomv. | 3Cyl TE 27½,46½,80x54; | | BL |
| | Steel | | 430.5 | 55.3 \| 26.9 | 6857 | | 4 | (Nthmblnd. S. B. Co., Lim.) [Eng. | Maats. Nederland | 2DB; 2AuxSB; WP214lbs. | | |
| PHDQ | 2D; Shel dk; Wireless; W. Bal | 8BH | | | | | | | | | | |
| 7427 | **Kanju Maru** | Scw | Jap | Tokuyama | 3847 | | 1922 | Harima, | Asahi | 3Cyl TE 27,45,75x51; | | BL |
| 28,276 | Steel | | 420 | 54 \| 32.9 | 6515 | | 5 | Jap. | Sekiyu Kaisha | 3SB; WP200lbs | | |
| SKLH | 2D; Web frms; Long. frmg; Mchy aft; Oil fuel; Oil in bulk; Wireless; W. Bal | 16BH | P117′ | B36′ F35′ | | | | (Kobe Steel Wks.) | | | | |
| 7428 | **Kanko Maru** | Scw | Jap | Amagasaki | 1821 | | 1903 | W. Hartle- | Shiozaki | 3Cyl TE 23,38,64x42; | | C-J |
| 27,915 | xGalston xSan Fortunio | Steel | 324.7 | 47 \| 22.3 | 2966 | | 10 | pool, Eng. (Furness, Withy & Co., Lim.) | Yokichi | 2SB; WP180lbs | 2dS.S.No.3, Insha3,26; M.&B.S; shft drn3,26 | |
| SFPW | 1D; B; Web frms; Wireless; W. Bal | 5BH | P25′ | B94′ F32′ | | | | | | | | |
| 7429 | **Kansan** | Scw | Am | New York | 3911 | | 1918 | Philadel- | American- | 4Cyl QE 25½,37,52½,76x54; | | BL |
| 216,438 | xSanta Olivia | Steel | 404.5 | 53.7 \| 26.2 | 6339 | | 7 | (Wm. Cramp & Sons S. & E. B. Co.) [phia, Pa. | Hawaiian S.S. Co. | 3SB; WP222lbs; 3000IHP. | | |
| LKVJ | 3D; B; Oil fuel; Web frms; Long. frmg; Wireless; W. Bal; D.F. | 6BH | | | | | | | | | | |
| 7430 | **Kansas** | Scw | Am | Duluth | 588 | | '70 | Cleveland, | Michigan | 2Cyl C 19,46x36; | | |
| 8,848 | xCity of Charlevoix xChamplain | Oak | 185.5 | 33.3 \| 12.6 | 835 | | rb '94 | (A.C.Keating) [Ohio | Trans. Co. | 2FB; WP125lbs; 750IHP. | | |
| | 3D | 3BH | | | | | | | | | | |
| 7431 | **Kaolack** | Scw | Br | London | 1021 | | 1917 | St. Nazaire, | Union Cold | 2-4Cyl C 20,36x24; | | V |
| 147,679 | Steel | Twin | 268.1 | 35.1 \| 19.2 | 1837 | | | (Ateliers & Chantiers de la Loire) [Fr. | Storage Co. (Lim.) | 2SB; WP107lbs; 800IHP | | |
| | 2D; Wireless; W. Bal; Mchy aft | 6BH | P59′ | B56′ F29′ | | | | | | | | |
| 7432 | **Kapana** | Scw | Nor | Sandefj'rd | 1306 | | '96 | Stockton, | C. Wild- | 3Cyl TE 21,34,56x36; | | BL |
| | xGesto | Steel | 279.9 | 40 \| 15.6 | 2135 | | 1 | (Ropner & Son.) [Eng. | hagen & Co., Mgrs. | 2SB; WP160lbs | | |
| MLVT | 1D; Web frms; Wireless; W. Bal | 4BH | P27′ | | | | | | | | | |
| 7433 | **Kaplan** | Scw | Trk | Constntpl | 1137 | | '90 | Stockton, | Sadik Zade | 3Cyl TE 21,34,56x36; | | BL |
| | xRosalba xOxfordness | Steel | 270 | 37.1 \| 17 | 1853 | | 10 | (Richardson, Duck & Co.) [Eng. | Freres & Co. | 2SB; WP160lbs | | |
| | 1D; Web frms; W. Bal | 4BH | | | | | | | | | | |
| 7434 | **Kapolna** | Scw | Nor | Sandefj'rd | 1135 | | 1913 | Grimstad, | Carl | 3Cyl TE 20½,33,56x36; | | N |
| | xGogajo xLibra | Steel | 265 | 42 \| 17.9 | 1882 | | 8 | (Sorlandets Skibstyggerl.) [Nor. | Wildhagen & Co., Mgrs. | 2SB; WP180lbs | | |
| MJRN | 1D; Wireless; W. Bal | 4BH | P23′ | B72′ F29′ | | | | | | | | |
| 7435 | **Kaprino** | Scw | Nor | Sandefj'rd | 1881 | | 1907 | Sunderland, | Carl Wild- | 3Cyl TE 24,40,65x42; | | N |
| | xOcland | Steel | 306.6 | 47 \| 22.3 | 3249 | | 10 | (Sunderland S. B. Co., Lim.) [Eng. | hagen & Co., Mgrs. | 2SB; WP180lbs; 291RHP | | |
| MDPQ | 2D; Deep frmg; Web frms; Mchy aft; Wireless; W. Bal | 5BH | Sch | F31′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7436 | **Karachi Maru** | Scw | Jap | Kobe | 4259 | | 1919 | Kobe, | Kokusai | 3Cyl TE26,43,72x48; | | BL |
| 25,486 | Steel | | 385 | 51 \| 36 | 5860 | | 8 | (Kawasaki Dkyd. Co., Lim.) | Kisen Kabushiki Kaisha | 2SB;1AuxSB;WP200lbs | | |
| RNQB | 2D;Wireless;W.Bal 5BH | | | | | | | | | | | |
| 7437 | **Karapara** | Scw | Br | Glasgow | 3722 | | 1915 | Newcastle, | British | 2-3Cyl TE25½,43,73x48; | | |
| 137,801 | Steel | Twin | 425 | 55.6 \| 31.4 | 7117 | | 8 | (Swan, Hunter & Wigham Richardson, Lim.) | India Steam Nav. Co. (Lim.) | 8SB | | |
| JLRV | 1D;Wireless;W. Bal 7BH | | P35′ | B163′ F46′ | | | | | | | | |
| 7438 | **Kare** | Scw | Swd | Stockholm | 1191 | | 1902 | Helsingor, | Stockholms | 3Cyl TE17,27,47x33; | | V |
| | xLulea Steel | | 251.7 | 35.7 \| 14.3 | 1539 | | | (Helsingors Jernskibs & Mask.) | Rederi A/B. "Svea" | 2SB;WP185lbs;650IHP. | | |
| KBJP | 1D;W. Bal 5BH | | | | | | | | | | | |
| 7439 | **Kari Skogland** | Scw | Nor | Hauges'nd | 2668 | | 1905 | Rostock, | T. H. | 3Cyl TE27,46,76x48; | | N |
| | xSolingen Steel | | 376.8 | 43.7 \| 26.9 | 4261 | | 11 | (Akt. Ges. "Neptun.") | Skogland & Sons, Mgrs. | 3SB;WP185lbs; | | |
| LCSD | 3D;Wireless;W. Bal 7BH | | P306′ | F41′ | | | | | | | | |
| 7440 | **Karibia** | MV | Ger | Flensburg | 220 | | 1921 | Korsor, | H. C. Horn | 2-2Cyl Oil Eng 16⅝x18⅞; | | V |
| | xMarie Steel | Twin | 136.9 | 29.5 \| 10.2 | 428 | | | (A/S. Vulcanvaerftet.) | | 320IHP | | |
| LNSC | 1D;Well dk;W. Bal 4BH | | | | | | | | | | | |
| 7441 | **Karimata** | Scw | Hol | Amst'dam | 4433 | | 1911 | Pt. Glasgow, | Stoomv. | 3Cyl TE27,47,82x53; | | BL |
| | Steel | | 430.7 | 55.3 \| 26.9 | 6939 | | 12 | (W. Hamilton & Co., Lim.) | Maats. Nederland | 2DB;2SB;WP215lbs | | |
| PHDT | 2D;Shel dk;Wireless;W. Bal 7BH | | | | | | | | | | | |
| 7442 | **Karimoen** | Scw | Hol | Amst'dam | 4441 | | 1911 | Pt. Glasgow, | Stoomv. | 3Cyl TE28,47¼,83x53; | | BL |
| | Steel | | 430.8 | 55.3 \| 26.9 | 6940 | | 8 | (W. Hamilton & Co., Lim.) | Maats. Nederland | 2DB;2SB;WP215lbs | | |
| PHDS | 2D;Shel dk;Wireless;W. Bal 7BH | | | | | | | | | | | |
| 7443 | **Karl Liebknecht** | Scw | Rus | Leningrad | 1924 | | 1900 | Kiel, | Govt. Baltic | 3Cyl TE26,42,69x43; | | |
| | xPallada Steel | | 345 | 46 \| 16.4 | 3341 | | 5 | (Howaldts-werke.) | S.S. Co. | 2SB | | |
| | 1D;Spar dk;Deep frmg; Wireless;W. Bal 6BH | | P30′ | B74′ F40′ | | | | | | | | |
| 7444 | **Karlina** | StW | Am | Cincinnati | 118 | | 1922 | Madison, | W. M. Sale | 2-1Cyl 8½x48; | | |
| 222,630 | Wood | | 99.7 | 23 \| 3.6 | 118 | | | Ind. | | 135IHP. | | |
| | 1D | | | | | | | | | | | |
| 7445 | **Karlsvik** | Scw | Swd | Nor'k'ping | 1399 | | 1902 | W. Hartle- | V. Schreil, | 3Cyl TE22,35,59x39; | | BL |
| 5,446 | xAlida Steel | | 302.4 | 43.2 \| 19.8 | 2373 | | 5 | (W. Gray & Co., Lim.) | [pool, Eng. Mgr. | 2SB;WP160lbs; | | |
| JTGK | 1D;Deep frmg;W.Bal;Wireless 5BH | | P27′ | B69′ F29′ | | | | | | | | |
| 7446 | **Karmoy** | Scw | Nor | Haugesund | 1440 | | 1921 | Alloa, | J. K. | 3Cyl TE20,33,54x39; | | N |
| | Steel | | 295.7 | 43.6 \| 20.6 | 2503 | | 1 | (Forth S. & E. Co., Lim.) | [Scot. | 2SB;WP180lbs | | |
| LBNR | 1D;Wireless;W. Bal 4BH | | P28′ | B90′ F33′ | | | | | Haaland, Mgr. | | | |
| 7447 | **Karnak** | Scw | Br | Liverpool | 2006 | | 1906 | Sunderland, | J. Moss | 3Cyl TE24,40,67x42; | | C |
| 123,991 | Steel | Sch | 336 | 47 \| 24.5 | 3171 | | 9 | (J. Blumer & Co.) | [Eng. | 2SB;WP180lbs;222RHP. | 2dS.S.No.2,Snd7,25; B.S.7,23;n shft7,25;M.S.4,26 | |
| HGWF | 2D;Deep frmg;Wireless;W. Bal 6BH | | P29′ | B103′ F37′ | | | | | & Co., Mgrs. | | | |
| 7448 | **Karolos** | Scw | Grk | Andros | 2148 | | 1900 | Pt. Glasgow, | D. M. | 3Cyl TE24,40,65x42; | | |
| | xAnglier xTugela Steel | | 326.2 | 48.1 \| 23.7 | 3308 | | 4 | (A. Rodger & Co.) | [Scot. | 2SB | | |
| | 1D;B;Deep frmg;Wireless; W. Bal 6BH | | P29′ | B80′ F30′ | | | | | Logothetis | | | |
| 7449 | **Karonga** | Scw | Br | London | 4190 | | 1921 | Sunderland, | Ellerman & | Stm Tbns; | | BL |
| 146,175 | Steel | | 433 | 57.4 \| 30.2 | 6616 | | 11 | (W. Gray & Co., Lim.) | [Eng. | 3SB;WP225lbs | | |
| KLDR | 2D;Oil fuel;Wireless;W. Bal 7BH | | P89′ | B & F 308′ | | | | | Bucknall S.S. Co. (Lim.) | | | |
| 7450 | **Karroo** | Scw | Br | N. Shields | 3941 | | 1913 | Newcastle, | Ellerman | 3Cyl TE25,43,76x51; | | BL |
| 133,310 | Steel | | 430.8 | 54.1 \| 31.2 | 6127 | | 5 | (Palmer's Co., Lim.) | [Eng. | & Bucknall S.S. Co. (Lim.) | 3SB;WP220lbs | |
| JCFG | 2D;Wireless;W. Bal 7BH | | P71′ | B171′ F42′ | | | | | | | | |
| 7451 | **Kasama** | Scw | Br | N. Shields | 2945 | | 1907 | Dumbarton, | Ellerman | 3Cyl TE26,44,73x48; | | BL |
| 123,796 | Steel | Sch | 400.6 | 50 \| 18 | 4635 | | 3 | (A. McMillan & Sons, Lim.) | [Scot. | & Bucknall S.S. Co. (Lim.) | 2SB;1AuxSB;WP180lbs | |
| HKFV | 1D;Spar dk;Deep frmg; Wireless;W. Bal 6BH | | P36′ | B229′ F38′ | | | | | | | | |
| 7452 | **Kasenga** | Scw | Br | London | 4634 | | '99 | Newcastle, | Ellerman & | 4Cyl QE26,36,56,82x54; | | BL |
| 144,555 | xDrachenfels Steel | | 456 | 58.1 \| 22.5 | 7160 | | 12 | (Wigham Richardson & Co., Lim.) | [Eng. | Bucknall S.S. Co. (Lim.) | 3SB;WP210lbs | |
| KFLP | 1D;Web frms;Spar dk; Wireless;W. Bal 6BH | | P62′ | B110′ F51′ | | | | | | | | |
| 7453 | **Kashima Maru** | Scw | Jap | Tokio | 6148 | | 1913 | Kobe, | Nippon | 2-3Cyl TE27,45,76x54; | | BL |
| 16,491 | Steel | Twin | 501.5 | 59.6 \| 33.9 | 9908 | | 10 | (Kawasaki Dkyd. Co., Lim.) | [Jap. | Yusen Kabushiki Kaisha | 7SB;WP200lbs | |
| MHWL | 2D;Wireless;W. Bal 8BH | | P96′ | B181′ F53′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7454 | **Kashu Maru** | Scw | Jap | Kobe | 3404 | | 1919 | Tsurumi, | Kokusai | 3CylTE26,43,72x48; | | BL |
| 26,430 | Steel | | 400 | 53.2 \| 29.4 | 5460 | | 12 | (Asano [Jap. | Kisen Kaisha | 3SB;WP200lbs | | |
| RVBT | 2D;Wireless;W. Bal 6BH | | P33′ | B124′ F41′ | | | | S. B. Co., Lim.) | | | | |
| 7455 | **Kassala** | Scw | Br | Glasgow | 2502 | | '97 | Glasgow, | Merlin | 3CylTE22½,39,64x48; | | BL |
| 108,687 | Steel | Sch | 370 | 43.1 \| 24.4 | 3862 | | 10 | (Lon. & [Scot. | Shipping Co. | 2SB;WP180lbs | | |
| PVDF | 2D;Deep frmg;Wireless;W. Bal 6BH | | P24′ | B94′ F40′ | | | | Glas. Co., Lim.) | (Lim.) | | | |
| 7456 | **Kastalia** | Scw | Br | Glasgow | 2886 | | 1919 | Pt. Glasgow, | Donaldson | 3CylTE27,44,73x48; | | BL |
| 141,923 | Steel | | 384.9 | 52 \| 26.7 | 4663 | | 10 | (Lithgows, [Scot. | Line (Lim.), | 3SB;WP180lbs | | |
| KCPT | 2D;Wireless;D.F;W. Bal; 7BH | | P49′ | B113′ F38′ | | | | Lim.) | Mgrs. | | | |
| | Oil fuel | | | | | | | | | | | |
| 7457 | **Katahdin** | Scw | Am | New York | 2155 | | 1906 | Philadel- | Clyde | 3CylTE18,30,49x30; | ✠A1 | |
| 203,425 | Steel | Sch | 275.9 | 40.1 \| 21.7 \| 29.7 | 2696 3100 | | 9 | phia, Pa. | S.S. Co. | 2SB;96GS:2790HS;WP178lbs; 1100IHP;EAC;d rpd9,23; d rpd5,25;Dkd3,26;s rps10,26 | Coastwise & W. I. AMS S.S.No.3,NY8,22; n shft5,25;M.&B.S.10,26; SSP;CL | |
| KVNW | 2D;B;SUB.SIG. 4BH | | | | | | | (Wm. Cramp & Son S. & E. B. Co.) | | | | |
| 7458 | **Katanga** | Scw | Br | Glasgow | 2160 | | 1901 | Pt. Glasgow, | Chr. | 3CylTE24,40,65x42; | | BL |
| 113,943 | Steel | | 330.1 | 48 \| 16 | 3316 | | 3 | (Russell [Scot. | Salvesen & Co. | 2SB;WP180lbs | | |
| SGBT | 1D;Spar dk;Deep frmg; 5BH | | P20′ | B74′ F33′ | | | | & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 7459 | **Katanga** | Bk | Rus | Archangel | 1996 | | '88 | Pt. Glasgow, | Soviet | Stl;1BH | | |
| | xMadagascar | 4 M | 282 | 40.5 \| 24.6 | 2145 | | 5 | (Russell [Scot. | Union Govt. | | | |
| | 1D;B | | P32′ | F41′ | | | | & Co.) | | | | |
| 7460 | **Kate** | Brg | Am | New York | 518 | | 1916 | So. Rondout, | James | Wd | | |
| 166,531 | | | 121.1 | 30.2 \| 13.5 | 518 | | | (C. [N. Y. | McWilliams | | | |
| | 1D | | | | | | | Hiltebrandt D. D. Co.) | Blue Line, Inc. | | | |
| 7461 | **Kate** | Scw | Grk | Argostoli | 3158 | | 1918 | Glasgow, | N. D. | 3CylTE27,44,73x48; | | BL |
| | xWar Envoy Steel | | 400.6 | 52.3 \| 28.5 | 5197 | | 9 | (Harland [Scot. | Lykiardopulo | 3SB;WP180lbs | | |
| | 1D;Oil fuel;Wireless;W. Bal 7BH | | P49′ | B112′ F38′ | | | | & Wolff.) | | | | |
| 7462 | **Kate Adams** | SW | Am | Memphis | 555 | | '98 | Jefferson- | Delta Line | 1Cyl24x96; | | |
| 161,116 | Steel | | 240 | 40 \| 6 | 595 | | | ville, Ind. | Steamers | 5Birs;WP180lbs;1250IHP. | | |
| | 3D;B 6BH | | | | | | | (Howard Ship Yard Co.) | | | | |
| 7463 | **Kate Darlington** | Sch | Am | Baltimore | 128 | | '89 | Baltimore, | Jacob | M;Gif | | |
| 14,487 | | C B | 97.8 | 28 \| 7.1 | 135 | | | (Mc- [Md. | Calloway | | | |
| KGNH | 1D | | | | | | | Cosker & Co.) | | | | |
| 7464 | **Kate G. Pedersen** | Bkt | Am | San Fran. | 2106 | | 1920 | Columbia | Northern | Fir;Gif✕;1BH; | ✠A1Ⓔ | |
| 220,285 | | 5 M | 264.6 | 46.1 \| 24 | 2269 | | 8 | City, Ore. | Fisheries, Inc. | clk t5,23;s clkg7,24 | | |
| LWVF | 1D | | | | | | | (Sommarstrom S. B. Co.) | | | | |
| 7465 | **Kate Jones** | Scw | Am | Toledo | 61 | | '79 | Camden, | G. H. | | | |
| 14,374 | xGen'l Ayres Iron | | 102.5 | 20 \| 10.6 | 122 | | | N. J. | Breymann & Bro. | 300IHP. | | |
| | 1D | | | | | | | | | | | |
| 7466 | **Katendrecht** | MV | Hol | Rotterd'm | 2592 | | 1925 | Rotterdam, | Stoom. | 6CylOilEng27x55 | | BL |
| | Steel | | 370 | 53.3 \| 27.8 | 4609 | | 6 | (Maats. [Hol. | Maats. de Maas. | | | |
| PHFB | 2D;Long. frmg;Oil in bulk; 16BH | | P99′ | F33′ | | | | Fyenoord.) | | | | |
| | Wireless;W. Bal;Mchy aft | | | | | | | | | | | |
| 7467 | **Kathara** | Scw | Grk | Ithaca | 1723 | | '91 | W. Hartle- | G. Caravias | 3CylTE23,36,62x39; | | V |
| | xCity of Versailles xGledhow Steel | | 306.3 | 41.5 \| 19.6 | 2661 | | 3 | pool, Eng. | | 2SB;WP160lbs;1200IHP. | | |
| JFGV | 1D;Web frms;Well dk;Wireless; 6BH | | P29′ | B124′ F33′ | | | | (W. Gray & Co., Lim.) | | | | |
| | W.Bal | | | | | | | | | | | |
| 7468 | **Katharina Dorothea Fritzen** | Scw | Ger | Emden | 2304 | | 1903 | Sunderland, | Akt. Ges. | 3CylTE24½,40,65x42; | | G |
| | xRadbod xSark Steel | Sch | 340 | 48 \| 25.4 | 3560 | | 9 | (Sunderland [Eng. | für Handel u | 3SB;WP180lbs | | |
| KQMH | 1D;B;Web frms; 7BH | | P27′ | B98′ F33′ | | | | S. B. Co., Lim.) | Verkehr | | | |
| | Deep frmg;Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7469 115,780 VDTQ | **Katharine Park** Steel 2D;Shel dk;Web frms;Mchy aft; 6BH Oil fuel;Wireless;W. Bal | Scw | Br 382.2 | Glasgow 52.2 \| 26 4834 | 2996 4834 | | 1903 8 | Glasgow, (Napier & Miller, Lim.) [Scot. | S. & J. Thompson, Mgrs. | 3CylTE25,42,70x48; 2SB;WP180lbs | | BL |
| 7470 220,973 KTRC | **Katharine R.** xEmeline xRiviera Steel 2D;Wireless 6BH | MV Twin | Am 175.3 | Los Ang's 24.2 \| 15 398 | 212 398 | | '98 12 | Troon, (Ailsa S. B. Co.) [Scot. | L. Wilson | 2-4CylOilEng9x13 | | |
| 7471 LRKQ | **Kathe Christophersen** xIrmgard Horn Steel 1D;Deep frmg;W. Bal 4BH | Scw | Ger 260.6 P25' | Flensburg 37.2 \| 17.1 B165' F30' | 936 1484 | | 1902 6 | Rostock, (Acct. Ges. "Neptun.") [Ger. | H. W. Christophersen | 3CylTE17,30½,48x33; 2Blrs | | G |
| 7472 142,050 TCPN | **Katheen** 1D | Trn Aux | Grk 140 | 32.9 \| 10.6 | 356 491 | | 1918 | Norris Arm, (J. Manuel.) [Nfld. | | P;Gif(Sltd) 2CylGasEng14½x17;120IHP. | | |
| 7473 | **Katherine** xCounty of Linlithgow 2D;Web frms;Mchy Aft; Oil in bulk | S 4 M Aux | Am 286.9 P77' | Manila 43.5 \| 24.1 F45' | 1673 2296 | | '87 5 | Glasgow, (Barclay Curle & Co.) [Scot. | Malaysian Nav. Co. | I;2BH; 2-4CylOilEng16½x19 | | |
| 7474 205,002 KWNB | **Katherine** O,YF;Icf 1D;Oil fuel | Scw | Am 160.4 | San Fran. 36 \| 12.5 | 292 531 | | 1908 3 | Fairhaven, (J. Lindstrom.) [Cal. | Redwood S.S. Co. | 3CylTE11½,19,30x24; 1SB;400IHP. | | |
| 7475 163,727 | **Katherine Dempsey** 1D | Brg | Am 196 | Phila. 23.9 \| 12 | 435 473 | | 1909 3 | Elkton, (H. Delbert S. B. Co.) [Md. | Dempsey & Sons | O,YP;Gicf | | |
| 7476 210,902 LCST | **Katherine Donovan** xSan Ramon Wood 1D;Wireless;Oil fuel 3BH | Scw | Am 199.3 | San Fran. 41.6 \| 14.6 | 592 993 | | 1913 2 | North Bend, (Kruse & Banks.) [Ore. | Katherine Donovan S.S. Co. | 3CylTE13½,23,40x30; 2WTB;WP225lbs;800IHP | | |
| 7477 165,509 | **Katherine Howard** 1D | Brg | Am 119.7 | New York 32.2 \| 15.2 | 583 583 | | 1913 | So. Rondout (John Hiltebrant.) [N. Y. | Thomas J. Howard | Wd | | |
| 7478 220,128 LWQN | **Katherine Mackall** xNakoni 1D | Bkt 5 M | Am 266.5 | San Fran. 46 \| 24.1 \| 26' | 2119 2262 | 5' 3½" 22' 5½" | 1920 10 | Wilmington, (Ralph J. Chandler.) [Cal. | Pacific Freighters Co. | Fir,Gif✕;1BH; d rpd8,21;Dkd,s rps3,23 | ✠A1Ⓔ (Laid up) | |
| 7479 218,876 LSRN | **Katherine May** 2D | Sch 4 M | Am 183.8 | Bangor 37.6 \| 19.2 | 816 915 | | 1919 | East Hampden (Bangor S. B. Co.) [den, Me. | F. P. Hardy | Hw;P | | V |
| 7480 133,316 JCRK | **Kathlamba** Steel 2D;Wireless;Oil fuel;W. Bal 7BH | Scw Sch | Br 434 P77' | N. Shields 54.7 \| 31.2 B165' F81' | 4104 6382 | | 1913 8 | W. Hartlepool, Eng. (W. Gray & Co., Lim.) | Ellerman & Bucknall S.S. Co. (Lim.) | 3CylTE25,44,77x51; 3SB;WP220lbs | | BL |
| 7481 165,963 | **Kathleen** 1D | Brg | Am 115.8 | New York 30.3 \| 13.1 | 481 481 | | 1915 | S. Rondout, (John Hiltebrant.) [N. Y. | Daniel J. Guinan | Wd | | |
| 7482 141,639 | **Kathleen Conrad** 1D | Sch Aux | Br 113.8 | La Have 26 \| 10.3 | 132 141 | | 1920 | Yarmouth, (O. Ham.) [N. S. | J. Conrad | Wd; 2CylOilEng8½x9 | | |
| 7483 162,183 | **Kathryn** 1D | Brg | Am 150 | Buffalo 34 \| | 629 629 | | 1904 | Buffalo, N. Y. | Empire Limestone Co. | Stl | | |
| 7484 165,812 | **Kathryn A. Keeler** 1D | Brg | Am 111 | New York 33 \| 14.3 | 473 487 | | 1914 | Perth Amboy, N. J. (Raritan D. D. Co.) | Edward Moore | Wd | | |
| 7485 JTCS | **Katie** Steel 1D;Deep frmg;Wireless;W. Bal 5BH | Scw | Ltv 291.5 | Riga 42.7 \| 19.2 B70' F36' | 1439 2345 | | 1900 2 | Elsinore, (Helsingors Jernsk & Msk.) [Den. | Russian Baltic S.S. Co. | 3CylTE20,35,57x39; 2SB;WP180lbs | | BL |
| 7486 126,196 | **Katie Brainard** 1D | Brg | Br 169.8 | Windsor 30 \| 10 | 382 398 | | '71 rb '85 | Marine City, (David Lester.) [Mich. | Robert G. Weddell | O | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7487 75,911 | **Katie Eccles** 1D | Sch | Br | Kingston 95 | 24 | 9.6 | 122 | | '77 rb '89 | Mill Point, (Jameson.) [Ont. | H. Mitchell | O | | |
| 7488 125,998 | **Katie H.** 1D | Brg | Br | Montreal 150 | 30 | 10 | 370 382 | | 1908 | Quebec, (Hackett.) [Can. | Saguenay Lumber Co. | O | | |
| 7489 | **Katina** xTheone xTweeddale Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw | Grk | Piraeus 385 P40′ | 50 B122′ | 25.9 F46′ | 2913 4649 | | 1904 1 | Pt. Glasgow, (Russell & Co.) [Scot. | G. Gregos | 3Cyl TE 26,44,73x48; 2SB;WP200lbs. | | BL |
| 7490 HRLP | **Katingo** xAeon xAlexios Gangos Steel 1D;B;Web frms;Wireless;W. Bal 5BH | Scw Sch | Grk | Piraeus 314 P29′ | 44 B68′ | 20.7 F37′ | 1650 2578 | | '96 8 | Stockton, (Ropner & Son.) | C. Hadjisateras & Sons | 3Cyl TE 22½,37,61x42; 2SB;WP160lbs | | BL |
| 7491 127,811 TVSK | **Katoa** Steel 1D;Wireless;W. Bal 6BH | Scw | Br | Dunedin 298 P21′ | 45.3 B80′ | 20 F29′ | 1382 2484 | | 1912 5 | Sunderland, (Osbourne, Graham & Co.) [Eng. | Union S.S. Co.of New Zealand | 3Cyl TE 24,40,65x42; 2SB;WP180lbs;335RHP. | | |
| 7492 16,494 MHWQ | **Katori Maru** Steel 2D;Wireless;W.Bal 8BH | Scw Trpl | Jap | Tokio 99.8 P97′ | 59.9 B180′ | 33.9 F54′ | 6128 9849 | | 1913 9 | Nagasaki, (Mitsu Bishi Dkyd. & E. Wks.) [Jap. | Nippon Yusen Kabushiki Kaisha | 2-3Cyl TE 27,42,66x48; StmTbn;6SB;WP200lbs | | BL |
| 7493 216,090 LJVN | **Katrina Luckenbach** Steel 3D;W. Bal; 6BH 1BH to Fbd dk 5BH to 2d dk Oil fuel F. P. above 150° F. C-3S | Scw Twin | Am | New York 446 | 56.1 | 27.8 | 4951 7822 11558 | | 1918 4 | Quincy, (Fore River S. B. Corp.) [Mass. | Lucken-bach S.S. Co., Inc. | Stm Tbns; Fore River S. B. Co; 4WTB;Heine Safety Blr. Co; 15520HS;WP225lbs;4000SHP;EAC; Dkd,d rpd6,26;Exmd11,26 | ✠A1Ⓔ AMS S.S.No.2,Bost6,26; shfts drn10,25;B.S.4,26; M.S.6,26;SBP;CL | |
| 7494 198 QBSJ | **Katsura Maru** xRajah Steel 2D;Web frms;Wireless;W. Bal 7BH | Scw | Jap | Dairen 420 P38′ | 51 B89′ | 32.5 F47′ | 3527 5723 | | '99 8 | Glasgow, (C. Connell & Co.) [Scot. | Katsura Kisen Kabushiki Kaisha | 3Cyl TE 26,43,71x48; 2DB;WP180lbs;256RHP. | 2dS.S.No.3,Kobe8,23; A.S.11,25;n shfts8,24; M.&B.S.11,25 | C-J |
| 7495 123,809 HKND | **Katuna** Steel 2D;Shel dk;Deep frmg; Wireless;W. Bal 6BH | Scw Sch | Br | London 400 | 52.1 | 27 | 2927 4641 | | 1907 4 | Newcastle, (Armstrong, Whitworth & Co., Lim.) [Eng. | Ellerman & Bucknall S.S. Co. (Lim.) | 3Cyl TE 27,45,75x48; 3SB;WP180lbs | | BL |
| 7496 120,501 HBWP | **Kauri** xHarmony Steel 1D;Deep frmg;W. Bal;Wireless 5BH | Scw Sch | Br | Dunedin 325.1 P24′ | 47 B94′ | 22.3 F32′ | 1830 2833 | | 1905 2 | W. Hartlepool, Eng. (Furness, Withy & Co., Lim.) | Union S.S. Co. of New Zealand (Lim.) | 3Cyl TE 23,40,65x42; 2SB | | |
| 7497 1,684 HLCR | **Kawachi Maru** Steel 2D;Deep frmg;Wireless;W. Bal 8BH | Scw Twin | Jap | Tokio 445 P36′ | 49.4 B97′ | 30.5 F55′ | 3567 5798 | | '97 4 | Glasgow, (Napier, Shanks & Bell.) [Scot. | Nippon Yusen Kabushiki Kaisha | 2-3Cyl TE 20,33½,56x48; 2DB;2SB;WP200lbs | | BL |
| 7498 136,153 KBWL | **Kawatiri** xSharistan Steel 1D;Wireless;W. Bal 5BH | Scw | Br | Wel'ngton 331.3 P33′ | 46.8 B98′ | 23.2 F28′ | 1856 3127 | | 1919 7 | Sunderland, (J. Priestman & Co.) [Eng. | Union S.S. Co. of New Zealand | 3Cyl TE 25,41,68x45; 3SB;WP180lbs | | BL |
| 7499 219,154 LTMF | **Kaweah** Steel 2D;Long. frmg;Wireless; 15BH SUB.SIG;Mchy aft; W. Bal;Oil fuel | Scw | Am | Phila. 430 P116′ | 58.2 B36′ | 31.5 33′ 4″ F49′ | 5402 7253 10242 | | 1919 11 | Philadelphia, (Wm. Cramp & Son S. B. Co.) [Pa. | U. S. Govt. (Navy Dept.) | 3Cyl TE 27,45½,76x51; 3SB;WP190lbs;2800IHP | | |
| 7500 PHGB | **Kawi** Steel 3D;Wireless;SUB.SIG;W. Bal 7BH | Scw | Hol | Rotterd'm 394.2 | 47.2 | 27.2 | 3018 4872 | | 1907 | Flessingue, (Koninklijke Mij de Schelde.) [Hol. | W. Ruys & Zonen, Mgrs. | 3Cyl TE 28,48,82x60; 2DB;2SB;WP200lbs; 3600IHP | | V |
| 7501 110,630 RLSQ | **Kayak** xAlaveno xPenrith Castle Steel 1D;Spar dk;Deep frmg; Wireless;W. Bal 6BH | Scw | Br | London 361 P31′ | 46.2 B198′ | 17.6 F38′ | 2337 3663 | | 1900 1 | Sunderland, (W. Pickersgill & Sons.) [Eng. | Anglo-Maritime Shipping (Lim.) | 3Cyl TE 24,40,67x45; 2SB;WP180lbs | | BL |
| 7502 146,232 | **Kayeson** Steel 1D;Wireless;W. Bal 6BH | Scw | Br | London 361.1 P34′ | 50.3 B219′ | 21.7 F36′ | 2079 3518 | | 1922 2 | Papendrecht, Hol. (J. & A. van der Schuyt.) | Kaye Steam Nav. Co. (Lim.) | 3Cyl TE 25,41,66x45; 3SB;WP180lbs | | BL |
| 7503 | **Kayo Maru** xSultan Steel 1D;B;Spar dk;Wireless;W. Bal 4BH | Scw | Jap | Dairen 258.5 P57′ | 38 B52′ | 13.9 | 1443 2026 | | '94 4 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Daishin Yoko Kabushiki Kaisha | 3Cyl TE 19,32,52x40; 1DB;WP160lbs | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7504 | **Kayseeka** | Scw | Am | Phila. | 3709 | 7′ 10½″ | 1919 | Bristol, | U. S. Shipping Board | Stm Tbn; | ✠A1Ⓔ | |
| 219,319 | Steel | | 400.7 | 54.2 \| 30.4 | 5989 | 25′ 2″ | 12 | (Merchant [Pa. | | Westinghouse E. & M. Co; | ✠AMS | |
| LTWQ | 2D;Deep frmg;Wireless;W. Bal; 7BH | | | 32′10½″ | 8822 | | | S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | Scip;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P35′ | B123′ F44′ | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | W.B.—A.P.143t;D.B.335′1311t. | .... F. | P.120t | | | | | | | s rps7,20;Dkd3,21 | | |
| | F.O.....D.B.281′1092t;S. | T.63t | ..... | | | | | | | | | |
| 7505 | **Kazembe** | Scw | Br | N. Shields | 2938 | | 1907 | Glasgow, | Ellerman & Bucknall S.S. Co. (Lim.) | 3Cyl TE26,44,73x48; | | BL |
| 123,820 | Steel | Sch | 400.3 | 50 \| 17.1 | 4676 | | 5 | (A. Stephens [Scot. & Sons, Lim.) | | 2SB;1AuxSB;WP180lbs | | |
| HKPN | 1D;Spar dk;Deep frmg; 6BH | | P37′ | B230′ F39′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 7506 | **Kearny** | Scw | Am | Newark | 3759 | 8′ ½″ | 1919 | Kearny, | U. S. Shipping Board | Stm Tbn; | ✠A1Ⓔ With Freeboard; | |
| 219,275 | Steel | | 395.5 | 55 \| 31.4 \| 34′ 11′ | 6096 | 27′ | 12 | (Federal [N. J. | | Midwest Eng. Co; | ✠AMS | |
| LTSW | 2D;Long.frmg;W. Bal; 7BH | | | | 9700 | | | S. B. Co.) | | 3SB;Federal S. B. Co; | S.S.No.1,NY5,25; | |
| | Wireless;SUB.SIG. C-36 | | P44′ | B108′ F37′ | | | | | | 186GS;8934HS;WP210lbs;2600SHP; | M.S.5,25;shft drn10,25; | |
| | | | | | | | | | | l d rps10,25;Dkd6,26;d rpd8,26 | B.S.5,26;SBP;CL | |
| | W.B.—A.P.175t;D.B.331′1518t. | ..... | F.P.25 | 5t | | | | | | | | |
| | F.O.—A.P.163t;D.B.289′1169t;S. | T.77t; | F.P.23 | 8t | | | | | | | | |
| 7507 | **Kearsarge** | Scw | Am | Duluth | 2721 | | '94 | Chicago, | Canada Atlantic Transit Co. | 3Cyl TE28,38,62x40; | | |
| 161,061 | Steel | | 328 | 44.2 \| 23 | 3093 | | 5 | (Chicago [Ill. | | 2SB;WP178lbs;1500IHP. | | |
| | 2D;Mchy aft;W. Bal 2BH | | | | | | | S. B. Co.) | | | | |
| 7508 | **Keats** | Scw | Br | London | 2722 | | 1905 | Dundee, | Shakespeare Shipping Co. (Lim.) | 3Cyl TE26,43,70x48; | | BL |
| 118,743 | xIllyria xDen of Kelly Steel | | 380.5 | 47.5 \| 19 | 4336 | | 3 | (Gourlay [Scot. | | 2SB;WP180lbs | | |
| | 1D;Spar dk;Deep frmg; 6BH | | P37′ | B106′ F36′ | | | | Bros. & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 7509 | **Keechi** | Scw | Am | Pt. Arthur | 166 | | '71 | Buffalo, | Gulf Export & Trans. Co. | | | |
| 202,921 | xHamilton Iron | | 136 | 22.8 \| 13 | 229 | | | N. Y. | | 250IHP. | | |
| KVGS | 1D | | | | | | | | | | | |
| 7510 | **Keelhurst** | Brg | Am | New York | 521 | | 1916 | Perth | Keeler Trans. Co. | Wd | | |
| 166,232 | | | 127 | 33 \| 14 | 521 | | | Amboy, N. J. | | | | |
| | 1D | | | | | | | (Raritan D.D. Co.) | | | | |
| 7511 | **Keelung** | Scw | Br | London | 3199 | | 1919 | Hull, | Ellerman & Bucknall S.S. Co. (Lim.) | 3Cyl TE27,44,73x48; | | C |
| 143,445 | Steel | | 400.4 | 52.2 \| 28.5 | 5186 | | 10 | (Earle's [Eng. | | 3SB;WP180lbs;d rpd4,25 | S.S.No.1,Lvpl10,23;A.S.3,26; | |
| KCPF | 2D;Wireless;W. Bal 7BH | | B49′ | B221′ F39′ | | | | Co., Lim.) | | | shft drn3,25;M.&B.S.3,26 | |
| 7512 | **Keemun** | Scw | Br | Liverpool | 5853 | | 1902 | Belfast, | A. Holt & Co. Mgrs. | 2-3Cyl TE22,37,63x48; | | BL |
| 115,327 | Steel | Sch | 482 | 58.2 \| 32.8 | 9087 | | 10 | (Workman, [Ire. | | 3DB;WP200lbs | | |
| TRGK | 2D;Deep frmg;Wireless;W. Bal 9BH | Twin | P & | B338′ F79′ | | | | Clark Co., Lim.) | | | | |
| 7513 | **Keenora** | Scw | Br | Toronto | 269 | | '97 | Toronto, | T. E. Pollock | 2-2CylC10,22x14; | | |
| 103,680 | Steel | Twin | 119.9 | 28 \| 8.3 | 486 | | rb'17 | (Bertram [Ont. | | 1SB;WP140lbs;38RHP. | | |
| | 2D | | | | | | | Eng. Wks. Co.) | | | | |
| 7514 | **Keewatin** | Scw | Br | Montreal | 2470 | | 1907 | Glasgow, | Canadian Pacific Ry. Co. | 4CylQE23,34,48,70x45; | | |
| 125,985 | Steel | Sch | 336.5 | 43.8 \| 15.4 | 3856 | | 9 | (Fairfield [Scot. | | 4SB;WP220lbs;3300IHP. | | |
| | 1D;Deep frmg;Wireless; 6BH | | | B & F295′ | | | | S. B. Co., Lim.) | | | | |
| | Mchy aft;W. Bal | | | | | | | | | | | |
| 7515 | **Kehdingen** | Trn | Ger | Hamburg | 96 | | 1905 | Harburg, | Ch. Meyer | Stl;2BH; | | G |
| | xHanna Jensen xEversand | Aux | 108.9 | 21.8 \| 9.1 | 190 | | 7 | (G. [Ger. | | 3CylOilEng11x17¾ | | |
| KLHW | 1D | | | | | | | Rench, Jr.) | | | | |
| 7516 | **Kehtoh** | Scw | Am | New York | 106 | | 1906 | Boston, | Arthur H. Marks | 4Cyl TE11,17,20,20x18; | | |
| 203,394 | Steel | Sch | 123.4 | 20 \| 10.7 | 185 | | | (Lawley [Mass. | | 2WTB;600IHP. | | |
| KVNQ | 1D | | | | | | | & Son.) | | | | |
| 7517 | **Kehuku** | Scw | Am | Wilm'gton | 3541 | 6′ 1″ | 1920 | Wilmington, | U. S. Shipping Board | 3Cyl TE27,45,75x48; | ✠A1Ⓔ Oil Carrier. | |
| 219,919 | Steel | | 391.6 | 51.2 \| 28.6 \| 30′ 2″ | 5107 | 24′ 3½″ | 6 | (Bethlehem [Del. | | Bethlehem S. B. Corp; | ✠AMS | |
| LWJF | 2D;Long. frmg;Wireless; 14BH | | | | 7540 | | | S. B. Corp.) | | 3SB;Bethlehem S. B. Corp; | Cih BB;CL | |
| | SUB.SIG;Mchy aft; 8BH to Fbd dk | | P99′ | B34′ F44′ | | | | | | 8125HS;WP190lbs;2700IHP;EAC; | (Laid up) | |
| | W. Bal; 6BH to 2d dk | | | | | | | | | Dkd5,25 | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.30t;D.B.a76′214t.... | ..... | ..... | .....D.T.f.65′ | 818t;F. | P.89t | | | | | | |
| | F.O.....D.T. | a8′377 | t; D.T. | f.8′377t..... | ..... | ..... | | | | | | |
| 7518 | **Keifuku Maru** | Scw | Jap | Kobe | 4228 | | 1919 | Kobe, | Kokusai Kisen Kabushiki Kaisha | 3Cyl TE26,43,72x48; | | BL |
| 24,077 | Steel | | 385 | 51 \| 36 | 5831 | | 1 | (Kawasaki [Jap. | | 2SB;1AuxSB;WP200lbs | | |
| RGTC | 2D;Oil fuel;W. Bal;Wireless 5BH | | | | | | | Dkyd. Co., Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7519 | **Keijo Maru** | Scw | Jap | Jinsen | 553 | | 1903 | Kobe, | Chosen | 3CylTE17½,28,46x33; | | |
| 1,060 | xKushiro Maru Steel | | 228.8 | 28 \| 13 | 1033 | | 3 | (Kawasaki [Jap. Dkyd. Co.) | Yusen Kabushiki Kaisha | 2SB | | |
| | 1D;Web frms;W. Bal 4BH | | | | | | | | | | | |
| 7520 | **Keilehaven** | Scw | Hol | Rotterd'm | 1783 | | 1919 | Krimpen, | Gebr. van | 3CylTE23,37,63x42; | | V |
| | Steel | | 327.3 | 47.4 \| 21.9 | 2968 | | | (N. V. C. [Hol. Van der Giessen & Zonnen's Schps.) | Uden | 2SB;WP180lbs;1300IHP; | | |
| PHGL | 1D;W. Bal;Wireless 6BH | | | | | | | | | | | |
| 7521 | **Keishin Maru** | Scw | Jap | Darien | 2665 | | '97 | Stockton, | Kitashina | 3CylTE25,40,67x45; | | C-J |
| 116 | xPuritan Steel | | 356 | 45.2 \| 30.7 | 4286 | | 9 | (Craig, [Eng. Taylor & Co.) | Kisen Kabushiki Kaisha | 2SB;WP155lbs;225RHP | 2dS.S.No.3,Hrma7,24;A.S.7,26; | |
| QBLR | 1D;Spar dk;Web frms; 6BH | | P25′ | B84′ F37′ | | | | | | | M.&B.S;shft drn7,26 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 7522 | **Keith Cann** | Scw | Br | Yarmouth | 177 | | 1917 | Shelburne, | H. Cann & | 3CylTE12½,20,32x22 | | |
| 134,170 | Wood | | 120 | 25.8 \| 11.8 | 299 | | | (Shelburne [N. S. Shipbuilders, Lim.) | Son (Lim.) | | | |
| | 1D | | | | | | | | | | | |
| 7523 | **Kelun Maru** | Scw | Jap | Kobe | 1155 | | 1921 | Osaka, | Harada | 3CylTE18,30½,51½x36; | | C-J |
| 28,521 | xKoshu Maru Steel | | 256 | 39 \| 22.5 | 1921 | | 5 | (Osaka [Jap. Iron Wks.) | Kisen Kabushiki Kaisha | 2SB;WP190lbs;130RHP | S.S.No.1,Ykma9,25; | |
| SJFK | 2D;Wireless;W. Bal 4BH | | P18′ | B61′ F33′ | | | | | | | M.&B.S.9,25;shft drn8,25 | |
| 7524 | **Kejserinde Dagmar** | Scw | Dan | Copenhgn | 987 | | 1905 | Pt. Glasgow, | Dampskibs | 3CylTE19½,32,53x36; | | BL |
| | xAlmerlana Steel | Sch | 260.2 | 37.2 \| 18 | 1597 | | 8 | Scot. | Akties Skagerak | 2SB;WP180lbs | | |
| NPLM | 1D;Deep frmg;W. Bal 4BH | | P23′ | B67′ F27′ | | | | (R. Duncan & Co., Lim.) | | | | |
| 7525 | **Keketticut** | Scw | Am | San Fran. | 3740 | 8′ 3¼″ | 1919 | Oakland, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 217,777 | Steel | | 402.5 | 53 \| 32 \| 34′ 6″ | 6072 | 26′ 5″ | 4 | (Moore [Cal. S. B. Co.) | ping Board | 4WTB;Heine Safety Boiler Co; | ✠AMS | |
| LQKP | 2D;Shel dk;Long. frmg; 6BH | | | | 9248 | | | | | 11132HS;WP225lbs;2800IHP. | CL | |
| | Wireless;SUB.SIG; C-36 | | P34′ | B81′ F37′ | | | | | | | (Laid up) | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| | W.B.—A.P.49t;D.B.345′1295t; D. T.30′5 46t. . . . . F.P.73t | | | | | | | | | | | |
| | F.O.—A.P.46t;D.B.327′1132t; D. T.30′5 09t; S. T.43t;F.P.68t | | | | | | | | | | | |
| 7526 | **Kekoskee** | Scw | Am | Wilm'gton | 3558 | 6′ 1″ | 1920 | Wilmington, | U. S. Ship- | 3CylTE27,45,75x48; | ✠A1Ⓔ Oil Carrier. | |
| 220,686 | Steel | | 391.8 | 51.3 \| 28.8 \| 30′ 2″ | 5124 | 24′ 3″ | 10 | (Bethlehem [Del. S. Bu. Corp.) | ping Board | Bethlehem S. B. Corp; | ✠AMS | |
| MBQK | 2D;Long. frmg;Wireless; 14BH | | | | 7540 | | | | | 3SB;Bethlehem S. B. Corp; | shft drn7,23; | |
| | SUB.SIG;Mchy aft; 8BH to Fbd dk | | P09′ | B34′ F44′ | | | | | | 7125HS;WP190lbs;2700IHP;EAC; | Clh BB;CL | |
| | W. Bal; 6BH to 2d dk | | | | | | | | | Dkd,5,24;d rpd5,24 | (Laid up) | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.30t;D.B.a76′214t. . . . . D.T. f.65′818t;F.P.89 t | | | | | | | | | | | |
| | F.O. . . . . D.T. a8′377 t; D.T. f.8′377t. . . . . | | | | | | | | | | | |
| 7527 | **Kelbergen** | Scw | Hol | Rotterd'm | 2964 | | 1914 | Sunderland, | Zuid- | 3CylTE25,40,68x48; | | C |
| | Steel | | 385 | 52.1 \| 27.2 | 4751 | | 6 | (Pickersgill [Eng. & Sons, Lim.) | Hollandsche Scheepvaart Maats. | 3SB;WP180lbs | S.S.No.2,Rtdm5,23; | |
| PHGM | 1D;Deep frmg;Wireless;W. Bal 6BH | | P38′ | B119′ F36′ | | | | | | | shft drn4,25;M.&B.S.7,25 | |
| 7528 | **Kellerwald** | Scw | Ger | Hamburg | 2983 | | 1923 | Hamburg, | Hamburg- | 3CylTE26,43,70x47 | | G |
| | Steel | | 390 | 50.2 \| 24.9 | 5032 | | 6 | (Deutsche [Ger. Werft A. G.) | American Line | | | |
| RDMK | 3D;Oil fuel;SUB.SIG; 2BH | | P & B | 257′ F50′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 7529 | **Kelley Island** | Scw | Am | Kelley Isl. | 414 | | 1914 | Lorain, | Kelley | 2CylC20,40x30; | | |
| 212,301 | Steel | | 155 | 38 \| 11 | 881 | | | (American [Ohio S. B. Co.) | Island Lime & Transport Co. | 1SB;WP150lbs;924IHP. | | |
| | 1D 5BH | | | | | | | | | | | |
| 7530 | **Kelsomoor** | Scw | Br | London | 1962 | | 1914 | Sunderland, | Moor Line | 3CylTE24,39,65x42; | | BL |
| 135,316 | xKelsomead Steel | | 331.2 | 47.7 \| 22.5 | 3174 | | 1 | (J. Blumer [Eng. & Co.) | (Lim.) | 2SB;WP180lbs | | |
| JDTH | 1D;Wireless;W. Bal 5BH | | P27′ | B95′ F29′ | | | | | | | | |
| 7531 | **Keltier** | Scw | Blg | Antwerp | 3130 | | 1917 | Newcastle, | Lloyd Royal | 3CylTE27,44,73x48; | | BL |
| | xWar Daffodil Steel | | 400.2 | 52.3 \| 28.4 | 5121 | | 12 | (Swan, [Eng. Hunter & Wigham Richardson, Lim.) | Belge Soc. Anon. | 3SB;WP180lbs | | |
| MKET | 1D;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | | | | | |
| 7532 | **Kelvinia** | Scw | Br | Glasgow | 4398 | | 1918 | Chester, | Glasgow | 3CylTE27,45⅞,76x51; | | BL |
| 148,903 | xDeerfield Steel | | 435.6 | 57.7 \| 27.1 | 7372 | | 10 | (Sun S. B. [Pa. & D. D. Co.) | Steam Shipping Co. (Lim.) | 4SB;WP190lbs;2500IHP | | |
| KVCD | 2D;Shel dk;Wireless;W. Bal; 7BH | | | | | | | | | | | |
| | Oil fuel | | | | | | | | | | | |
| 7533 | **Kemmel** | Scw | Br | London | 2893 | | 1914 | Pt. Glasgow, | "K" Steam- | 3CylTE25,41,68x48; | | BL |
| 135,337 | xStanmore xArdgarry Steel | | 384.9 | 52 \| 26.5 | 4526 | | 2 | (Russell [Scot. & Co.) | ship Co. (Lim.) | 3SB;WP180lbs | | |
| JDVC | 2D;Wireless;SUB.SIG;W. Bal 6BH | | P34′ | B111′ F47′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7534 | **Kenbane Head** | Scw | Br | Belfast | 3269 | | 1919 | Belfast, | G. Heyn & | 3Cyl TE27,44,73x48; | | BL |
| 142,492 | Steel | | 400.3 | 52.3 \| 28.4 | 5225 | | 11 | (Workman, [Ire. | Sons, Mgrs. | 3SB;WP180lbs | | |
| KCVS | 2D;Wireless;D.F;W. Bal 6BH | | P49′ | B123′ F77′ | | | | Clark & Co., Lim.) | | | | |
| 7535 | **Kendal Castle** | Scw | Br | Liverpool | 3790 | | 1920 | Geeste- | J. Chambers | 3Cyl TE28,46,75x54; | | BL |
| 145,028 | xUltor Steel | | 418.5 | 55.6 \| 29.2 | 6055 | | 2 | munde, Ger. | & Co., Mgrs. | 3SB;WP206lbs | | |
| KGRF | 2D;Wireless;W. Bal 7BH | | P58′ | B139′ F46′ | | | | (Nordd. Werft. m. b. h.) | | | | |
| 7536 | **Kenilworth** | Scw | Br | Newcastle | 3288 | | 1918 | Stockton, | R. S. | 3Cyl TE28,46,78x54; | | BL |
| 140,709 | Steel | | 430.2 | 55 \| 26.6 | 5457 | | 3 | (Richardson, [Eng. | Dalgleish, Mgr. | 3SB;WP180lbs | | |
| | 1D;Shel dk;Wireless;D.F; 7BH W. Bal | | | | | | | Duck & Co., Lim.) | | | | |
| 7537 | **Kenjo Maru** | Scw | Jap | Kobe | 1915 | | 1905 | W. Hartle- | Konan | 3Cyl TE24,38,64x42; | | |
| 29,834 | xRemier xGloriana Steel | | 325.3 | 47.1 \| 13.8 | 3113 | | 5 | pool, Eng. | Kisen Kabushiki | 2SB;WP155lbs;1300IHP. | | |
| SPQV | 2D;B;Spar dk;Deep frmg; 5BH Wireless;W. Bal | | P33′ | B100′ F32′ | | | | (Irvine's S. B. & D. D. Co., Lim.) | Kaisha | | | |
| 7538 | **Kenkon Maru No. 3** | Scw | Jap | Futami | 2256 | | '90 | Dundee, | Inui Gomei | 3Cyl TE24,39,63x54; | | C-J |
| 13,245 | xAilsacraig Steel | | 351.8 | 44.7 \| 25.6 | 3596 | | 1 | (W. B. [Scot. | Kaisha | 3SB;WP165lbs;300RHP. | 3dS.S.No.2,Insha12,23;A.S.1,25 | |
| LNTB | 2D;Deep frmg;W. Bal 6BH | | P47′ | B76′ F39′ | | | | Thompson & Co., Lim.) | | | shft drn11,23;M.&B.S.1,25 | |
| 7539 | **Kenkon Maru No. 5** | Scw | Jap | Takasago | 1778 | | '90 | W. Hartle- | Inui Gomei | 3Cyl TE25,40,65x42; | | C-J |
| 13,909 | xMacduff Steel | | 320 | 40.5 \| 24.5 | 2880 | | 12 | pool, Eng. | Kaisha | 2SB;WP157lbs;215RHP. | 3dS.S.No.3,Kobe4,26; | |
| LRPN | 2D;B;Web frms;W. Bal 5BH | | P32′ | B72′ F36′ | | | | (W. Gray & Co., Lim.) | | | shft drn2,25;M.&B.S.4,26 | |
| 7540 | **Kenkon Maru No. 8** | Scw | Jap | Dairen | 3448 | | '99 | W. Hartle- | Kanto | 3Cyl TE25,40,68x48; | | C-J |
| 44 | xVerona Steel | Sch | 370.5 | 51.2 \| 28.1 | 4678 | | 12 | pool, Eng. | Kisen Goshi | 3SB;WP180lbs;231RHP | 3dS.S.No.1,Kobe2,26; | |
| QBFW | 2D;Web frms;W. Bal 6BH | | P34′ | B112′ F40′ | | | | (Furness, Withy & Co., Lim.) | Kaisha | | shft drn12,25;M.&B.S.2,26 | |
| 7541 | **Kenkon Maru No. 12** | Scw | Jap | Dairen | 2044 | | '90 | Dumbarton, | Inui Gomei | 4Cyl QE24,36,48,70x48; | | |
| 82 | xVadala Steel | | 340 | 43.1 \| 26 | 3390 | | 9 | (W. Denny [Scot. | Kaisha | 2DB | | |
| QBJL | 3D;W. Bal 6BH | | P52′ | B16′ F46′ | | | | & Bros.) | | | | |
| 7542 | **Kenkyu Maru** | Scw | Jap | Dairen | 3172 | | '99 | Dumbarton, | Nichiman | 3Cyl TE27,42,67x51; | | C-J |
| 160 | xItaura Steel | | 410 | 50.7 \| 29 | 5230 | | | (W. Denny [Scot. | Kisen Kaisha | 2SB;WP160lbs;232RHP. | 2dS.S.No.3,Kobe3,22;A.S.4,25; | |
| QBPK | 2D;B;Web frms; 7BH Wireless;W. Bal | | B84′ | F54′ | | | | & Bros.) | (Lim.) | | shft drn4,24;M.&B.S.4,25 | |
| 7543 | **Kenmare** | Scw | Br | Newcastle | 1930 | | 1902 | Stockton, | Merlin | 3Cyl TE23,38,62x42; | | BL |
| 106,505 | xKinross xKingfield Steel | | 325 | 47 \| 22.4 | 3028 | | 5 | (Richardson, [Eng. | Shipping Co. | 2SB;WP160lbs | | |
| TJVB | 1D;B;Web frms;Wireless; 5BH W. Bal | | P27′ | B164′ F31′ | | | | Duck & Co.) | (Lim.) | | | |
| 7544 | **Kenmore** | Scw | Br | Liverpool | 2109 | | 1923 | Haverton | Johnston | 3Cyl TE26,43,73x48; | | BL |
| 147,199 | Steel | | 363.5 | 52.1 \| 23.8 | 3783 | | 2 | Hill, Eng. | Line (Lim.) | 3SB;WP180lbs | | |
| KNPL | 1D;B;Oil fuel;SUB.SIG; 8BH Wireless;W. Bal | | P32′ | B179′ F79′ | | | | (Furness S. B. Co., Lim.) | | | | |
| 7545 | **Kenmore** | Scw | Am | Phila. | 80 | | 1905 | Baltimore, | Southern | 2CylC13,28x20; | | |
| 202,364 | xActive Wood | | 101.5 | 20.8 \| 9.4 | 118 | | | Md. | Trans. Co. | 1SB;WP150lbs;350IHP. | | |
| 7546 | **Kennebec** | Scw | Br | London | 3422 | | 1919 | Pt. Glasgow, | J. Hamilton, | 3Cyl TE27,44,73x48; | | BL |
| 143,361 | xWar Mogul Steel | | 400.3 | 52.2 \| 28.4 | 5548 | | 8 | (R. Duncan [Scot. | Mgr. | 3SB;WP180lbs | | |
| KCBV | 1D;Web frms;Long. frmg; 10BH Oil in bulk;Oil fuel;W. Bal;Wireless | | P50′ | B121′ F40′ | | | | & Co., Lim.) | | | | |
| 7547 | **Kennebec** | Sch | Am | Calais | 157 | | '52 | Fair Haven, | D. F. | O,Hw,Icf | | |
| 14,447 | xIda Della Torre | | 103.7 | 27.4 \| 9.4 | 188 | | rb '86 | Conn. | Hibbard | | | |
| KDLF | 1D | | | | | | | (Brewer, Me.) | | | | |
| 7548 | **Kennebec** | Brg | Am | Phila. | 473 | | 1915 | Chesapeake | Southern | O,YP,Hk;Gif(Sltd) | ✠ — — | |
| 166,067 | | | 201.3 | 23.6 \| 11 | 473 | | 7 | City, Md. | Trans. Co. | | Suspended2,22 | |
| | 1D | | | | | | | (Southern Trans. Co.) | | | | |
| 7549 | **Kennelly Bros.** | Brg | Am | New York | 489 | | 1915 | Athens, | John W. | Wd | | |
| 166,183 | | | 116.4 | 30.8 \| 13.1 | 489 | | | (R. [N. Y. | Kennelly | | | |
| | 1D | | | | | | | Lenahan.) | | | | |
| 7550 | **Kennelly Sisters** | Brg | Am | New York | 413 | | 1915 | Kingston, | John W. | Wd | | |
| 166,248 | | | 114.2 | 29 \| 12.4 | 413 | | | (R. [N. Y. | Kennelly | | | |
| | 1D | | | | | | | Lenahan Co.) | | | | |
| 7551 | **Kennemerland** | Scw | Hol | Amst'dam | 2587 | | 1905 | Pt. Glasgow, | Koninkl. | 3Cyl TE25,41,67x45; | | BL |
| | xCara Steel | | 360.1 | 50.3 \| 17 | 4074 | | 12 | (W. [Scot. | Hollandsche | 2SB;WP180lbs | | |
| PHGN | 1D;Spar dk;Deep frmg; 6BH W. Bal;Wireless | | P31′ | B105′ F31′ | | | | Hamilton & Co., Lim.) | Lloyd | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7552 211,348 | **Kenneth L. McNeal** Wood 1D | Scw | Am | Reedville 146.7 \| 24.2 \| 11.8 | 194 331 | | 1913 6 | Solomons, (M. M. [Md. Davis & Son.) | McNeal Dodson Co. | 3CylTE13½,22,36x26; 1SB;WP175lbs;560IHP. | | |
| 7553 165,543 | **Kenneth W. McNeil** 1D | Brg | Am | New York 121.9 \| 33 \| 14.2 | 578 578 | | 1913 | Kingston, (Jacob [N. Y. Rice & Co.) | Jacob Rice | Wd | | |
| 7554 124,235 HLRN | **Kenora** Steel 2D;Mchy aft;W. Bal 3BH | Scw Sch | Br | Toronto 249.9 \| 42.6 \| 20.5 F36′ | 1289 1979 | | 1907 11 | Dumbarton, (A. [Scot. McMillan & Sons.) | Canada S.S. Lines (Lim.) | 3CylTE17,28,46x33; 2SB;WP185lbs;161RHP. | Annual Lake Survey 4,25; B.S.2,26;shft drn4,26;M.S.5,26 | C |
| 7555 222,887 | **Kenosha** Flr 2D 3BH | Scw | Am | Milw'ukee 142.5 \| 30.5 \| 15.2 | 519 763 | | 1919 | Sturgeon Bay, Wis. (Sturgeon Bay D. D. Co.) | West Ports S.S. Line | 3CylTE17,25,43x30; 1SB;WP180lbs;850IHP. | 100 (GL) P.S.7,26 | |
| 7556 219,408 LVDM | **Kenowis** Steel 2D;Wireless;sub.sig;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.100t;D.B.284′1380t..... F.O.....D.B.257′1162t;S. T.14′1 | Scw | Am 390 P50′ ....D. 29t; D. | Phila. 54.2 \| 27.8 \| 32′ B121′ F40′ T.36′892t;F.P.1 T.36′833t..... | 3033 4963 7840 44t | 7′ 9½″ 24′ 5″ | 1920 1 | Hog Island, (American [Pa. Int. S. B. Corp.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP2001bs;2500SHP;EAC; d rpd9,24;Dkd5,26;s rps7,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Mbl9,24; M.S.9,24;shft drn5,26; B.S.7,26;Clh BB;C L | |
| 7557 142,611 JVDQ | **Kent** Steel 2D;Shel dk;Oil fuel;Wireless; 6BH W. Bal | Scw | Br 460.6 B275′ | London 62.8 \| 34.9 F49′ | 5445 8660 | | 1918 6 | Newcastle, (Palmers [Eng. Co., Lim.) | Federal Steam Nav. Co. (Lim.) | Stm Tbns; 4SB;WP180lbs | | BL |
| 7558 218,979 LTCH | **Kenton** xMiriam Landis 1D | Sch | Am 187.4 | Crisfield 38.4 \| 15.3 | 826 904 | | 1919 9 | Bath, (Percy [Me. & Small.) | William M. Martins | O,YP,Hw;Gicf(Sltd) | | V |
| 7559 207,489 LBMV | **Kentuckian** Steel 2D;B;Oil fuel;Shel dk; 7BH Deep frmg;Wireless;W. Bal;D.F. | Scw Sch | Am 414.5 | New York 53.7 \| 28.1 | 4039 6479 | | 1910 5 | Sparrows Pt. (Maryland [Md. Steel Co.) | American Hawaiian S.S. Co. | 4CylQE25,36,52,76x54; 3CRTB;WP215lbs;2000IHP. | | BL |
| 7560 NPHG | **Kentucky** xGeneralkonsul Pallisen Steel 1D;Deep frmg;Wireless;W. Bal 5BH | Scw Sch | Dan 294.8 P27′ | Cop'hagen 42 \| 19.5 B172′ F33′ | 1318 2136 | | 1905 5 | Pt. Glasgow, (Clyde S. B. [Scot. & E. Co., Lim.) | Det. Forenede Damps. Selskab. | 3CylTE22,35,59x39; 2SB;WP180lbs | | BL |
| 7561 OKSR | **Kentucky** Steel 2D;Wireless;W. Bal 8BH | Scw | Fr 402.7 F43′ | Havre 53.8 \| 35.5 | 4042 6614 | | 1921 | Grand Quvelly, Fr. (Ch. de Normandie.) | Cie. Gen. Transatlantique | 3CylTE27,44,75x51; 3SB;WP178lbs;3000IHP. | | V |
| 7562 161,111 KNML | **Kentucky** 1D;B | Brg Sch | Am 245.2 | New York 44.3 \| 19.2 | 1472 1575 | | '98 7 | Bath, (Wm. Rogers.) [Me. | Morecraft Transp. Co. | O,YP;Gif | | |
| 7563 | **Kentucky** Steel 2D;W. Bal;Wireless 7BH | Scw Sch | 330.3 P77′ | 45.2 \| 29.2 | 2312 3666 | | '97 8 | Copenhagen, (Burmester [Den. & Wain.) | | 3CylTE24,40,64x42; 2SB;WP175lbs;1200IHP. | | |
| 7564 133,304 JBDF | **Kentucky** Steel 2D;Deep frmg;Wireless;W. Bal 8BH | Scw Sch | Br 447.3 P99′ | N. Shields 56.4 \| 31.4 B153′ F93′ | 4250 6602 | | 1912 12 | Belfast, (Workman, [Ire. Clark & Co., Lim.) | Ellerman & Bucknall S. S. Co. (Lim.) | 4CylQE25,36,52½,76x51; 3SB;WP225lbs | S.S.No.3,Leith1,26;A.S.2,26; shft drn1,26;M.&B.S.2,26 | C |
| 7565 204,789 | **Kentucky** Wood 2D | StW | Am 185 | Louisville 33 \| 5 | 378 378 | | 1907 | Madison, (Howard's [Ind. Ship Yards.) | Ohio River Transit Co. | 155IHP. | | |
| 7566 204,670 | **Keokuk** Wood 3D 1BH | StW | Am 138 | D. Moines 30 \| 4 | 111 111 | | 1907 | Wabasha, (Samuel [Minn. Peterson.) | Carnival City Packet Co. | 1Cyl14x60; 2Blrs;WP180lbs;300IHP. | | |
| 7567 142,488 KBRH | **Kepwickhall** xBallygally Head Steel 2D;Wireless;W. Bal 5BH | Scw | Br 400.4 P49′ | W. Hart'pl 52.3 \| 28.4 B113′ F39′ | 3167 5179 | | 1919 6 | Belfast, (Workman, [Ire. Clark & Co., Lim.) | West Hartlepool S. N. Co. (Lim.) | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 7568 157,678 | **Keran Flannery** xDavid B. Dearborn O,Ch,YP;Gif 1D;B | Scw | Am 92 | New York 22.4 \| 11 | 92 135 | | 1902 | Noank, (R. Palmer [Conn. Sons S. B. Co.) | Flannery Towing Line, Inc. | 1Cyl18x24; 1Blr;258IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7569 / 1,194 / NUVO | **Keren** / xMoncenisio xLuzon / 1D;Spar dk;B;Web frms; W. Bal;Wireless | Scw | It / 340 / P31′ | Genoa / 47.2 \| 19.8 / B105′ F32′ | 2609 / 4295 | | 1902 / 7 | Newcastle, / (R. Stephen- son & Co., Lim.) | A. Zanchi | 3CylTE25,40,67x45; / 2SB;1AuxSB;WP160lbs | | BL |
| 7570 / 219,724 / LVWH | **Kerhonkson** / 2D;Wireless;SUB.SIG;W. Bal / W.B.—A.P.48t;D.B.324′1029t;D. | Scw / Steel 7BH C-34 / T.678t | Am / 377 / P39′ | New York / 52 \| 26.8 \| 29′ / B105′ F40′ | 2920 / 4768 / 7500 / F.P.1 06t | 5′ 5½″ / 23′ 8½″ | 1920 / 3 | Shooters / Island, N. Y. / (Standard S. B. Corp.) | U. S. Ship- / ping Board | 3CylTE25,42,70x48; / Standard S. B. Corp; 3SB;Standard S. B. Corp; 181GS;6900HS;WP190lbs;2500IHP; EAC;d rpd5,26;Dkd6,26;s rps8,26 | ✠A1Ⓔ ✠AMS / S.S.No.1,NY4,24; M.S.4,24;B.S;n shft6,26; SBP;CL | |
| 7571 / 215,616 / LHVN | **Kermit** / xAppeles xElsass / 3D;SUB.SIG;Wireless;W. Bal; Oil fuel F. P. above 150° F. | Scw / Steel 8BH | Am / 471.2 | New York / 59.2 \| 28.9 | 4119 / 6646 / 11200 | | 1912 / 7 | Vegesack, / (Bremer [Ger. Vulcan.) | American Ship & Commerce Nav. Corp. | 3CylTE32 5/16,52¾,86⅜x55⅛; / Bremer Vulkan; 4SB;Bremer Vulkan; 225GS;10118HS;WP206lbs;4000IHP; Dkd,d rpd12,25;s rps9,26 | A1 AMS RMC7,26 / S.S.No.2,Hbg12,21; M.S.9,23;shft drn2,25;B.S.9,26; Clh BB;CL | |
| 7572 / 213,599 | **Kern** / 1D;Long. frmg | MV Twin / Steel 14BH | Am / 126.2 | San Fran. / 28 \| 6.1 | 139 / 222 | | 1915 / 8 | Oakland, / (Moore [Cal. & Scott Iron Wks.) | UnionOilCo | 2-3CylOilEng10x12; / 150IHP. | | |
| 7573 / OKTF | **Kersaint** / 3D;W. Bal;Wireless | Scw / Steel 9BH | Fr / 417.8 | Havre / 55.2 \| 26.6 | 4797 / 7677 | | 1922 | Nantes, / (Atel. & [Fr. Chant. de la Loire.) | Compagnie des Chargeurs Reunis | Stm Tbns; / 3SB;WP200lbs;2800IHP | | V |
| 7574 / 161,119 / KNWB | **Kershaw** / 4D;SUB.SIG;Wireless | Scw / Steel Sch 7BH | Am / 282 | Baltimore / 42 \| 16.2 | 1654 / 2741 | | '99 | Wilmington, / (Harlan & [Del. Hollingsworth Co.) | Merchants & Miners Trans. Co. | 3CylTE28,45,72x54; / 4SB;WP170lbs;3100IHP. | ✠ — — / Cancelled. | V |
| 7575 / 218,727 / LSJQ | **Keshena** / 1D | Scw / Steel 3BH | Am / 142 | Phila. / 27.5 \| 14.6 | 187 / 427 | | 1919 | Superior, / (Whitney [Wis. Bros. Co.) | Southern Transp. Co. | 3CylTE17,25,43x30; / 2SB;WP190lbs;850IHP. | | |
| 7576 / 136,740 / KQGJ | **Ketchikan** / xEureka / 1D;B;Oil fuel;Mchy aft; W. Bal;Wireless | Scw / Steel 3BH | Am / 237.5 | New York / 42 \| 23.4 | 1679 / 2373 | | '99 6 | Lorain, / (Cleveland [Ohio S. B. Co.) | Alaska S.S. Co. | 3CylTE16½,31½,51x36; / 2CRTB;WP170lbs;900IHP. | | |
| 7577 / 106,644 | **Keuka** / xH. J. McAvoy / 1D | Sch | Am / 172 | Buffalo / 32.4 \| 12.1 | 511 / 533 | | '89 | Mt.Clemens, / (Wm. [Mich. Duloc.) | Jones Nav. Co. | O | | |
| 7578 / 218,740 / LSKH | **Kewanee** / 1D;Mchy aft;W. Bal;Wireless; D.F; / Oil fuel F. P. above 150° F. | Scw / Steel 13BH C-31 | Am / 318.3 / P95′ | San Fran. / 46 \| 23.4 \| 26′ / B36′ F40′ | 2125 / 3550 / 4920 | 3′ 8½″ / 22′ 5″ | 1919 / 8 | Elizabeth, / (Bethlehem [N. J. S. B. Corp.) | The Associated Oil Co. | 3CylTE22½,39,63x48; / Bethlehem S. B. Corp; 2SB;Bethlehem S. B. Corp; 5510HS;WP190lbs;18501HP; d rpd7,25;Dkd,s rps6,26 | ✠A1Ⓔ Oil Carrier ✠AMS / S.S.No.1,San F12,22; M.S.12,22;n shft6,26; B.S.9,26;Clh BB;CL | |
| 7579 / LCBF | **Key West** / 2D;B;Oil fuel;Wireless; W. Bal | Scw / Steel 5BH | Nor / 380.3 / P40′ | Hauges'nd / 53.2 \| 27 / B100′ F41′ | 2917 / 4810 | | 1917 / 5 | Seattle, / (Seattle [Wash. Const. & D. D. Co.) | Knut Knutson, Mgr. | 3CylTE24,40,70x48; / 3SB;WP190lbs;2500IHP | | BL |
| 7580 / 147,763 / KPBL | **Keybar** / 1D;Mchy aft;W. Bal | Scw / Steel 3BH | Br / 250.3 / F40′ | Middlsbro / 42.6 \| 16.9 | 1087 / 1723 | | 1923 / 5 | Middlesbro, / (Smith's [Eng. Dock Co.) | Keystone Transports (Lim.) | 3CylTE16,26,44x33; / 2SB;WP180lbs;825IHP. | | BL |
| 7581 / 131,111 | **Keybell** / 1D;Mchy aft;Deep frmg; Web frms;W. Bal | Scw / Steel Sch 4BH | Br / 258 / F40′ | Montreal / 42.6 \| 17.2 | 1254 / 1730 | | 1912 / 10 | Colling- / wood, Ont. / (Collingwood S. B. Co., Lim.) | Keystone Transports (Lim.) | 3CylTE16,26,44x36; / 2SB;WP180lbs;800IHP. | Lake Survey5,25; shft drn5,25;M.&B.S.4,26 | C |
| 7582 / 122,966 / HMFV | **Keyingham** / 1D;B;Deep frmg; Web frms;Wireless;W. Bal | Scw / Steel Sch 6BH | Br / 346.5 / P23′ | London / 50.8 \| 22.9 / B92′ F32′ | 2335 / 3699 | | 1908 / 1 | Sunderland, / (J. L. Thomp-[Eng son & Sons, Lim.) | Wood Pulp Transport Co. (Lim.) | 3CylTE25,41,67x45; / 2SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7583 | **Keynor** | Scw | Br | Newcastle | 1090 | | 1914 | London- | Keystone | 3Cyl TE16,26,44x36; | | BL |
| 133,558 | Steel | Sch | 250 | 42.5 \| 17.4 | 1806 | | 6 | derry, Ire. | Transports (Lim.) | 2SB;WP180lbs;750IHP. | | |
| JFRP | 3BH | | F39′ | | | | | (North of Ireland S. B. Co., Lim.) | | | | |
| | 1D;Web frms;Mchy aft; W. Bal | | | | | | | | | | | |
| 7584 | **Keyport** | Scw | Br | Newcastle | 1298 | | 1909 | Newcastle, | Keystone | 3Cyl TE15,25,42x30; | | C |
| 125,459 | Steel | Sch | 250.1 | 42.5 \| 17.9 | 1721 | | 5 | (Swan, [Eng. | Transports (Lim.) | 2SB;WP180lbs;110RHP. | S.S.No.2,Tnto4,21;A.S.4,25; | |
| HNWL | 3BH | | F40′ | | | | | Hunter & Wigham Richardson, Lim.) | | | shft drn4,23;M.&B.S.4,25 | |
| | 1D;Deep frmg;Web frms; Mchy aft;W. Bal | | | | | | | | | | | |
| 7585 | **Keystate** | Scw | Br | Middlsbro | 1084 | | 1923 | Middlesbro, | Keystone | 3Cyl TE16,26,44x33; | | BL |
| 147,761 | Steel | | 250. | 42.6 \| 19.2 | 1729 | | 4 | (Smith's [Eng. | Transports (Lim.) | 2SB;WP180lbs;825IHP. | | |
| KNTP | 3BH | | F40′ | | | | | Dock Co., Lim.) | | | | |
| | 1D;Mchy aft;W. Bal | | | | | | | | | | | |
| 7586 | **Keyvive** | Scw | Br | Middlsbro | 1045 | | 1913 | Middlesbro, | Keystone | 3Cyl TE16,26,43x33; | | C |
| 128,830 | Steel | Sch | 250 | 42.5 \| 17.4 | 1768 | | 9 | (Smith's [Eng. | Transports | 2SB;WP180lbs;700IHP. | Lake Survey12,24; | |
| JDBC | 3BH | | F40′ | | | | | Dock Co.) | (Lim.) | | shft drn3,25;M.&B.S.4,25 | |
| | 1D;Deep frmg;Mchy aft; W. Bal | | | | | | | | | | | |
| 7587 | **Keywest** | Scw | Br | Newcastle | 1298 | | 1909 | Wallsend, | Keystone | 3Cyl TE15,25,42x30; | | C |
| 125,458 | Steel | Sch | 250 | 42.5 \| 18 | 1725 | | 5 | (Swan, [Eng. | Transports (Lim.) | 2SB;WP180lbs;110RHP. | S.S.No.2,Tnto4,21; | |
| HNVJ | 3BH | | F40′ | | | | | Hunter & W. R., Lim.) | | | shft drn12,23;M.&B.S.4,26 | |
| | 1D;Deep frmg;Web frms; Mchy aft;W. Bal | | | | | | | | | | | |
| 7588 | **Khandalla** | Scw | Br | Glasgow | 3289 | | 1923 | Newcastle, | British | 2-4Cyl TE25,25,43,50x42; | | BL |
| 147,855 | Steel | Twin | 425.2 | 55.9 \| 31.4 | 7018 | | 5 | (Swan, [Eng. | India Stm. Nav. | 8SB;WP215lbs | | |
| KPDJ | 3BH | | P39′ | B176′ F40′ | | | | Hunter & Wigham Richardson.) | Co. (Lim.) | | | |
| | 1D; Wireless;W. Bal | | | | | | | | | | | |
| 7589 | **Khartum** | Scw | Br | London | 2221 | | '91 | Newcastle, | "K" | 3Cyl TE28,45,73x54; | | |
| 98,954 | xHarmonides | Steel | Sch | 360 | 44.4 \| 26 | 3521 | 7 | (Wigham, [Eng. | S.S. Co. | 2DB;WP155lbs | | |
| MFTW | 2D;B;Wireless;W. Bal | 6BH | | P36′ | B98′ F38′ | | | Richardson & Co.) | (Lim.) | | | |
| 7590 | **Khosrou** | Scw | Br | Bombay | 2492 | | 1924 | Pt. Glasgow, | Bombay & | 3Cyl TE25,42,70x48; | | BL |
| 148,502 | Steel | | 375 | 52 \| 23.1 | 4043 | | 12 | (Lithgows, [Scot. | Persia Stm. | 2SB;WP200lbs | | |
| KRQW | 3D;Wireless;W. Bal | 6BH | | F50′ | | | | Lim.) | Nav. Co. (Lim.) | | | |
| 7591 | **Kia Lee** | Scw | Chi | Chefoo | 2657 | | 1908 | Bremer- | Ching Kee | 3Cyl TE23,38,62x43; | | |
| | xHwah Ting xDeike Rickmers | Steel | 367.2 | 47.7 \| 27.3 | 4176 | | | haven, Ger. | S. N. Co. (Lim.) | 3Brs | | |
| | 2D;SUB.SIG;Wireless;W. Bal | | B91′ | F44′ | | | | (Rickmers Akt. Ges.) | | | | |
| | (*Now Toko Maru*) | | | | | | | | | | | |
| 7592 | **Kia Ora** | Scw | Br | South'pt'n | 5166 | | 1907 | Belfast, | Shaw, | 2-3Cyl TE22,37,63x48; | | BL |
| 124,487 | Steel | Sch | 448.3 | 56.5 \| 30.5 | 8031 | | 11 | (Workman, [Ire. | Saville & Albion | 5SB;WP205lbs | | |
| HLVS | 7BH | Twin | | | | | | Clark & Co., Lim.) | Co. (Lim.) | | | |
| | 2D;Shel dk;Deep frmg; Wireless;W. Bal | | | | | | | | | | | |
| 7593 | **Kickapoo** | Scw | Am | | 203 | | 1919 | Elizabeth, | U. S. Govt. | 3Cyl TE17,25,43x30; | | |
| 217,535 | xBaldridge | Steel | 141.3 | 27.5 \| 14.8 | 437 | | | (Bethlehem [N. J. | (Treasury Dept.) | 2SB;WP180lbs;850IHP. | | |
| LPSJ | 5BH | | | | | | | S. B. Co.) | | | | |
| | 1D | | | | | | | | | | | |
| 7594 | **Kidderpore** | Scw | Br | Newcastle | 3263 | | 1920 | Newcastle, | P. & O. | 3Cyl TE27,44,73x48; | | |
| 142,858 | Steel | | 400.4 | 52.4 \| 28.4 | 5334 | | 2 | (Swan, [Eng. | Steam Nav. Co. | 3SB;WP180lbs | | |
| KDVG | 7BH | | P49′ | B113′ F40′ | | | | Hunter & Wigham Richardson, Lim.) | | | | |
| | 2D;Wireless;W. Bal | | | | | | | | | | | |
| 7595 | **Kifuku Maru** | Scw | Jap | Kobe | 4259 | | 1918 | Kobe, | Kawasaki | 3Cyl TE26,43,72x48; | | BL |
| 23,665 | Steel | | 385 | 51 \| 36 | 5857 | | 11 | (Kawasaki [Jap. | Dkyd. Co. | 2SB;1AuxSB;WP200lbs | | |
| RFBP | 5BH | | | | | | | Dkyd. Co., Lim.) | (Lim.) | | | |
| | 2D;Wireless;W. Bal | | | | | | | | | | | |
| 7596 | **Kiku Maru** | Scw | Jap | Higash'ita | 1959 | | '94 | Sunderland, | Kobe | 3Cyl TE23,38,62x42; | | BL |
| 17,383 | xCromwell | Steel | 312 | 43 \| 21.1 | 3125 | | 11 | (J. L. [Eng. | Shosen Kabushiki | 2SB;WP160lbs | | |
| MPCR | 6BH | | P23′ | | | | | Thompson & Sons, Lim.) | Kaisha | | | |
| | 1D;B;Web frms;W. Bal | | | | | | | | | | | |
| 7597 | **Kilauea** | Scw | Am | Honolulu | 806 | | 1911 | San. Fran- | Inter Island | 4Cyl TE25,41,48,48x30; | | |
| 209,401 | Steel | | 240.6 | 36.1 \| 17 | 1338 | | | cisco, Cal. | Steam Navigation | 4SB;WP180lbs;2600IHP. | | |
| LCGD | 6BH | | | | | | | (Union Iron Works.) | Co. | | | |
| | 2D;Oil fuel | | | | | | | | | | | |
| 7598 | **Kilcredane** | Scw | Br | Limerick | 4490 | | 1911 | Newcastle, | Limerick | 3Cyl TE27,45,75x48; | | BL |
| 142,375 | xMogilef | Steel | 400.3 | 52.1 \| 27 | 6180 | | 7 | (Armstrong, [Eng. | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| | 2D;Shel dk;Deep frmg; Wireless;W. Bal | 6BH | | | | | | Whitworth & Co.) | | | | |
| 7599 | **Kildonan** | Trn | Br | Montreal | 499 | | '88 | Kingston, | Sincennes, | O | | |
| 92,548 | | | 174.1 | 33 \| 11.1 | 499 | | | (Montreal [Ont. | McNaughton Line | | | |
| | 1D | | | | | | | Transp. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7600 214,282 | **Kill van Kull** Wood 1D 1BH | Scw | Am 122.2 | Albany 30.5 \| 8.5 | 320 364 | | 1916 | So. Rondout, (C. Hilte- brandt D. D. Co.) [N. Y. | C. Hilte- brandt Dry Dock Co. | 1Cyl18x24; 1Blr;WP125lbs;300IHP. | | |
| 7601 215,079 LNDK | **Killarney** 1D | Sch Aux | Am 108.3 | Gloucester 23.8 \| 10.8 | 73 153 | | 1917 | Essex, (A. D. Story.) [Mass. | Gorton-Pew Vessels Co. | Wd; 6CylOilEng9x12;180IHP. | | |
| 7602 143,968 KHMV | **Killerig** Steel 1D;Oil fuel;Wireless;W. Bal 6BH | Scw | Br 172.2 | Swansea 30 \| 15.7 | 197 524 | | 1918 8 | Middlesbro, (Smith's Dock Co., Lim.) [Eng. | Lindsay, Swan Hunter (Lim.) | 3CylTE16,26,44x26; 2SB;WP200lbs;212RHP; Dkd,d rpd9,26 | S.S.No.1,NY3,24; shft drn2,24;M.&B.S.3,24 | C |
| 7603 | **Killoran** 1D;B | Bk | Fin 261.5 P46′ | Maricham 39.1 \| 22.7 F30′ | 1523 1817 | | 1900 8 | Troon, (Allsa S. B. Co.) [Scot. | G. Erikson | Stl;2BH | | BL |
| 7604 102,621 NDRV | **Kilmallie** 1D;B | Bk | Br 245.8 P33′ | Glasgow 37.6 \| 22.7 F31′ | 1519 1647 | | '93 3 | Greenock, (Russell & Co.) [Scot. | J. Stewart & Co. | Stl;1BH | | BL |
| 7605 147,087 KPJH | **Kilnsea** Steel 1D;Shel dk;Wireless;W. Bal 5BH | Scw | Br 375 | Hull 51.2 \| 32.8 | 3361 5415 | | 1923 8 | W. Hartle- pool, Eng. (Irvines S. B. & D. D. Co., Lim.) | Sea S.S. Co. (Lim.) | 3CylTE26,42,70x48; 3SB;WP180lbs | | BL |
| 7606 PHJB | **Kilstroom** Steel 2D;Wireless;W. Bal 7BH | Scw | Hol 273.4 P58′ | Amst'dam 40.2 \| 16.9 B79′ F34′ | 1029 1703 | | 1922 | Rotterdam, (Mij. Fijenoord.) [Hol. | Hollandsche Stoomv. Maats | 3CylTE19,31,52x36; 2WTB;WP180lbs;1200IHP. | | V |
| 7607 | **Kim Kiat** xDon Francisco Wood 1D | Scw | Am 102.4 | Manila 18.3 \| 8 | 66 107 | | 1909 | Hong Kong, (G. Fenwick & Co., Lim.) [China | Chua Goc Pin Co. | 2CylC12,24x17 | | |
| 7608 161,181 KQWL | **Kimberton** 1D;B | Brg Sch | Am 194.4 | Phila. 34.8 \| 17.6 | 866 955 | | 1901 6 | Noank, (R. Palmer & Son.) [Conn. | Reading Co. | O,YP;Gif✕ (Sltd) | — Exp | |
| 7609 24,071 RGSP | **Kimi Maru** Steel 2D;Web frms;Long. frmg; Wireless;W. Bal 5BH | Scw | Jap 305 P19′ | Kobe 43.9 \| 27.3 B82′ F32′ | 1982 3194 | | 1918 12 | Innoshima, (Osaka Iron Wks., Lim.) [Jap. | Kobe Shosen Kabushiki Kaisha | 3CylTE22,37,61x42; 2SB;WP180lbs | | BL |
| 7610 NRQH | **Kina** Steel 2D;Shel dk;Wireless;W. Bal 6BH | Scw Sch | Dan 385.2 | Cop'hagen 53.3 \| 28.1 | 3006 4750 | | 1911 6 | Newcastle, (Swan, Hunter & Wigham Richardson.) [Eng. | Dmpsk. Aktles Orient | 3CylTE27,44,73x48; 4SB;WP180lbs | | BL |
| 7611 161,157 KQBP | **Kinau** Iron 2D 4BH | Scw Sch | Am 195 | Honolulu 33 \| 16 | 773 975 | | '83 7 | Philadel- phia, Pa. (Cramp & Sons.) | Inter Island S. Nav. Co. | 2CylC24,44x36; 2SB;WP90lbs;650IHP | | |
| 7612 PHJF | **Kinderdijk** xNassau Steel 2D;SUB.SIG;Wireless;W. Bal 8BH | Scw | Hol 469.7 P55′ | Rotterd'm 58.2 \| 32.5 B120′ F56′ | 4796 7651 | | 1914 12 | Vegesack, (Bremer Vulkan.) [Hol. | Holland- American Line | 3CylTE32,52,86x55; 4SB;WP200lbs | | BL |
| 7613 PHJG | **Kinderdijk** Steel 1D;W. Bal;Wireless 6BH | Scw | Hol 358.8 P25′ | Rotterd'm 50.3 \| 22 B216′ F34′ | 2237 3683 | | 1919 12 | Schiedam, (Werf Gusto Firma A. F. Smulders.) [Hol. | Solleveld. van der Meer & T.H.VanHattum's Stoomv. Maats. | 3CylTE25,41,67x45; 3SB;WP180lbs | | BL |
| 7614 129,491 TMPD | **Kindersley** xA. E. McKinstry Steel 1D;Mchy aft;Deep frmg; Web frms;W. Bal 3BH | Scw Sch | Br 250.4 P43′ | Montreal 42.7 \| 20 F38′ | 1190 1999 | | 1910 5 | Pt. Glasgow, (Clyde S. B. & E. Co., Lim.) [Scot. | Canada S.S. Lines (Lim.) | 3CylTE17,28,46x33; 2SB;WP185lbs;150RHP | | C |
| 7615 217,458 LPMN | **King** xLake Farlstell Steel 1D;B;W. Bal;Wireless;SUB.SIG. 4BH | Scw | Am 251 P25′ | Duluth 43.6 \| 26.2 \| 28′ 2″ B64′ F23′ | 1626 2624 | | 1919 3 | Cleveland, (American S. B. Co.) [Ohio | King S.S. Corp. | 3CylTE20,33,54x40; 2SB;WP185lbs;1250IHP | (★100(GL) P.S.3,25 | |
| 7616 143,171 JWPK | **King Alexander** xConstantinople xBremen Steel 4D;SUB.SIG;Wireless;W. Bal 13BH | Scw Twin | Br 550.2 P111′ | London 60.2 \| 35 B285′ F68′ | 7263 11455 | | '96 11 | Danzig, (F. Schichau.) [Ger. | Byron S.S. Co. (Lim.) | 2-4CylQE27,40,59,83x53; 4DB;2SB;WP220lbs; Dkd10,24 | 3dS.S.No.1,Mars5,24;A.S.5,24; M.&B.S;shfts drn5,24 | C |
| 7617 137,268 KCNL | **King Alfred** Steel 1D;Wireless;W. Bal 7BH | Scw | Br 400 P49′ | Sund'rl'nd 52.4 \| 28.5 B113′ F38′ | 3195 5275 | | 1919 9 | Sunderland, (W. Doxford & Sons, Lim.) [Eng. | King Line (Lim.) | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7618 | **King Bleddyn** | Scw | Br | London | 4040 | | 1918 | Belfast, | King Line | 3Cyl TE27,44,73x48; | | BL |
| 142,726 | xGlenspey xWar Music Steel | | 412.4 | 55.8 \| 34.4 | 6498 | | 12 | (Harland [Ire. & Wolff, Lim.) | (Lim.) | 3SB;WP180lbs | | |
| JVSN | 1D;Shel dk;Wireless;W. Bal 8BH | | | | | | | | | | | |
| 7619 | **King Cadwallon** | Scw | Br | London | 3147 | | 1920 | Hong Kong, | King Line | 3Cyl TE27,44,73x48; | | BL |
| 151,412 | xStathis Steel | | 400 | 52.2 \| 28.5 | 5119 | | 7 | (Hong [China | (Lim.) | 3SB;WP180lbs | | |
| THNV | 2D;Oil fuel;Wireless;W. Bal 7BH | | P49′ | B113′ F40′ | | | | Kong & Whampoa Dock Co., Lim.) | | | | |
| 7620 | **King City** | Scw | Br | Bideford | 1822 | | 1905 | Sunderland, | W. R. | 3Cyl TE23,39,64x42; | | C |
| 120,528 | xQuarrydene Steel | | 331 | 48 \| 21.5 | 2883 | | 5 | (Bartram [Eng. | Smith & Sons, | 2SB;WP180lbs;a rps10,25 | 2dS.S.No.2,Sws10,25;A.S.10,25; | |
| HCNG | 1D;Deep frmg;Wireless;W. Bal 6BH | | P29′ | B190′ F37′ | | | | & Sons.) | Mgrs. | | shft drn9,25;B.S.10,25; M.S.12,25 | |
| 7621 | **King David** | Scw | Br | London | 2257 | | 1912 | Bremen, | King Line | 3Cyl TE25,41,67x47; | | BL |
| 143,147 | xGundomar Steel | | 355.1 | 50.4 \| 23.2 | 3721 | | 9 | (Akt. [Ger. | (Lim.) | 3SB;WP192lbs | | |
| JWQD | 2D;Web frms;Well dk; 6BH | | P226′ | F43′ | | | | Ges. "Weser.") | | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | | | | | |
| 7622 | **King Edward** | Scw | Br | London | 3152 | | 1919 | Belfast, | King Line | 3Cyl TE27,44,73x48; | | BL |
| 141,921 | xGorala Steel | | 400 | 52.3 \| 28.4 | 5217 | | 9 | (Workman, [Ire. | (Lim.) | 3SB;WP180lbs | | |
| KCNR | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | Clark & Co., Lim.) | | | | |
| 7623 | **King Frederick** | Scw | Br | London | 3165 | | 1920 | Hong Kong, | King Line | 3Cyl TE27,44,73x48; | | BL |
| 146,631 | xTrialos Steel | | 400.2 | 52.3 \| 28.5 | 5106 | | 3 | (Hong [China | (Lim.) | 3SB;WP180lbs | | |
| | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F40′ | | | | Kong & Whampoa Dock Co., Lim.) | | | | |
| 7624 | **King Gruffydd** | Scw | Br | London | 3145 | | 1919 | Hong Kong, | King Line | 3Cyl TE27,44,73x48; | | BL |
| 147,512 | xAmbatielos Steel | | 400.9 | 52.4 \| 28.3 | 5063 | | 12 | (Hong [China | (Lim.) | 3SB;WP180lbs | | |
| KPHG | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F40′ | | | | Kong & Whampoa Dock Co., Lim.) | | | | |
| 7625 | **King Howel** | Scw | Br | London | 3168 | | 1919 | Hong Kong, | King Line | 3Cyl TE27,44,73x48; | | BL |
| 147,506 | xCephalonia xStathis Steel | | 400.2 | 52.3 \| 28.5 | 5102 | | 10 | (Taikoo [China | (Lim.) | 3SB;WP180lbs | | |
| KPGH | 2D;Wireless;W.Bal 7BH | | P47′ | B113′ F40′ | | | | Dkyd. & Eng. Co. of Hong Kong, Lim.) | | | | |
| 7626 | **King Idwal** | Scw | Br | London | 3164 | | 1920 | Hong Kong, | King Line | 3Cyl TE27,44,73x48; | | BL |
| 147,537 | xKeramies Steel | | 400.2 | 52.3 \| 28.5 | 5115 | | 5 | (Taikoo [China | (Lim.) | 3SB;WP180lbs | | |
| | 2D;Oil fuel;Wireless;W. Bal 7BH | | P47′ | B113′ F40′ | | | | Dkyd. & E. Co. of HongKong,Lim.) | | | | |
| 7627 | **King Josiah** | Sch | Br | Parrsboro | 147 | | 1908 | Pt. Greville, | Miss M. M. | Wd | | |
| 125,965 | | | 98.1 | 28.7 \| 8.9 | 170 | | | (J. [N. S. | J. Belmar | | | |
| | 1D | | | | | | | Soley.) | | | | |
| 7628 | **King Malcolm** | MV | Br | London | 3128 | | 1925 | Glasgow, | British | 6CylOilEng29⅓x59 1/15; | | BL |
| 148,713 | Steel | | 400.3 | 59 \| 25.9 | 5064 | | 12 | (D. & W. [Scot. | Motorship Co. | DB | | |
| KTMV | 1D;Shel dk;Web frms; 7BH | | F36′ | | | | | Henderson & Co., Lim.) | (Lim.) | | | |
| | Long frmg;Wireless;W. Bal | | | | | | | | | | | |
| 7629 | **King Philip** | Scw | Am | Boston | 197 | | '93 | Bath, | Dixon S.S. | 2CylC11½,28x18; | | |
| 161,039 | Wood | | 138.3 | 23.3 \| 8 | 279 | | | Me. | Co. | 1WTB;WP225lbs;600IHP. | | |
| | 1D 2BH | | | | | | | | | | | |
| 7630 | **King Robert** | Scw | Br | London | 3615 | | 1920 | Haverton | Scottish | 3Cyl TE27,45,75x51; | | BL |
| 148,731 | xCitta di Messina Steel | | 400 | 53 \| 32.8 | 5886 | | 11 | Hill, Eng. | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| KTSP | 1D;Shel dk;Wireless;W. Bal 6BH | | F38′ | | | | | (Furness S. B. Co., Lim.) | | | | |
| 7631 | **King Sing** | Scw | Chi | Shanghai | 2712 | | 1900 | Dumbarton, | Chung | 3Cyl TE26,43,72x48; | | |
| | xWaimarino Steel | | 375 | 48.5 \| 17.9 | 4204 | | 4 | (A. M'Millan [Scot. | Yung Zan | 3SB;WP200lbs | | |
| | 1D;Spar dk;Deep frmg; 6BH | | P28′ | B86′ F33′ | | | | & Son, Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 7632 | **Kingfisher** | Scw | Am | Rockland | 209 | | 1919 | Savannah, | Deep Sea | 3Cyl TE12¾,21½,35x24; | | |
| 219,306 | xMarignam Steel | | 140.2 | 25 \| 14.6 | 414 | | 9 | (Foundation [Ga. | Fisheries, Inc. | 1SB;WP180lbs;500IHP. | | |
| LTWJ | 1D;Wireless 4BH | | | F26′ | | | | Co.) | | | | |
| 7633 | **Kingsbury** | Scw | Br | London | 2616 | | 1904 | So. Shields, | Capper | 3Cyl TE25,42,68x45; | | BL |
| 119,950 | xIlwen Steel | | 355 | 48.9 \| 25.7 | 4072 | | 7 | (J. Read- [Eng. | Alexander & Co., | 3SB;WP160lbs | | |
| WBMD | 1D;B;Web frms;Wireless;W. Bal 6BH | | P30′ | B106′ F35′ | | | | head & Sons.) | Mgrs. | | | |
| 7634 | **Kingston** | Brg | Br | Montreal | 578 | | '98 | Kingston, | Sincennes, | Comp | | |
| 103,958 | | | 181 | 35 \| 12 | 599 | | | (Montreal [Ont. | McNaughton Line | | | |
| | 1D | | | | | | | Transport Co.) | (Lim.) | | | |
| 7635 | **Kingston** | SW | Br | Toronto | 1909 | | 1901 | Toronto, | Canada S.S. | 3Cyl TE28,44,74x72; | | |
| 111,654 | Steel | | 288 | 36.2 \| 13.3 | 2925 | | | (Bertram [Ont. | Lines (Lim.) | 4SB;WP175lbs | | |
| | 1D;Wireless | | | | | | | Eng. Works Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7636 | **Kingston** | Scw | Am | Seattle | 116 | | 1901 | Tacoma, | Washington | 3Cyl TE10⅜,16,25x16; | | |
| 157,607 | xDefiance Wood | | 93 | 24.5 \| 6.7 | 171 | | | Wash. | Route | 1WTB;WP250lbs;30IHP. | | |
| | 2D | | | | | | | | | | | |
| 7637 | **Kingsway** | Sch | Am | New York | 1107 | | 1918 | Mystic, | Eastern | F,O,Ch | | V |
| 217,099 | | | 203.8 | 41 \| 22.8 | 1272 | | | (Pendleton Bros.) [Conn. | African Trading Co. | | | |
| LNJT | 2D | | | | | | | | | | | |
| 7638 | **Kingswood** | Scw | Br | Middlsbro | 2702 | | 1914 | So. Shields, | Joseph | 3Cyl TE24,43,71x48; | | BL |
| 132,897 | xRumney xOnwen Steel | | 363.1 | 51 \| 26.3 | 4274 | | 1 | (J. Read- [Eng. | Constantine S.S. | 3SB;WP180lbs | | |
| JDTS | 1D;Wireless;W. Bal 6BH | | P32′ | B110′ F34′ | | | | head & Sons, Lim.) | Line (Lim.) | | | |
| 7639 | **Kini** | Scw | Br | Dunedin | 702 | | '94 | Sunderland, | Todd & | 3Cyl TE17½,29,47x33 | | |
| 104,337 | Steel | Sch | 218.2 | 33.1 \| 13.7 | 1122 | | | (Short [Eng. | Borlase | | | |
| NKPD | 1D;B;Well dk;W. Bal | | P24′ | B46′ F23′ | | | | Bros.) | | | | |
| 7640 | **Kinkasan Maru** | Scw | Jap | Kobe | 2616 | | 1911 | Middlesbro, | Mitsui | 3Cyl TE26,42,70x48; | | BL |
| 14,164 | Steel | Sch | 380 | 53.5 \| 27.2 | 4987 | | 7 | (Sir [Eng. | Bussan Kaisha | 3SB;WP180lbs | | |
| LQPC | 1D;Wireless;W. Bal 6BH | | P38′ | B111′ F39′ | | | | Raylton Dixon & Co., Lim.) | (Lim.) | | | |
| 7641 | **Kinko Maru** | Scw | Jap | Amagasaki | 1932 | | 1903 | Sunderland, | Shiozaki | 3Cyl TE24,39,65x42; | | C-J |
| 27,911 | xHolmborg xHarold Steel | | 325 | 48 \| 21.6 | 3151 | | 6 | (J. L. [Eng. | Yokichi | 2SB;WP180lbs | 3dS.S.No.1,Osaka2,26; | |
| SFPQ | 1D;B;Deep frmg; 5BH | | P31′ | B98′ F32′ | | | | Thompson & Sons, Lim.) | | | M.&B.S.2,26 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 7642 | **Kinogene Maru** | Scw | Jap | Amagasaki | 3460 | | 1903 | Sunderland, | Hamaguchi | 3Cyl TE26,42½,69½x45; | | BL |
| 29,793 | xAlston Steel | Sch | 347 | 46.5 \| 19.9 | 4520 | | 10 | (J. Priest- [Eng. | Kisen Kaisha | 2SB;WP180lbs | | |
| SMPD | 1D;B;Spar dk;Web frms; 6BH | | P223′ | F34′ | | | | man & Co.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 7643 | **Kinryo Maru** | Scw | Jap | Dairen | 2737 | | 1905 | Pt. Glasgow, | Toda Kisen | 3Cyl TE25½,42,70x48; | | |
| 193 | xBessie Dollar Steel | Sch | 369.7 | 50 \| 18.8 | 4390 | | 11 | (A. Rodger [Scot. | Kabushiki Kaisha | 3SB;WP170lbs | | |
| QBSG | 1D;Spar dk;Deep frmg; 5BH | | P37′ | B98′ F36′ | | | | & Co.) | | | | |
| | Wireless;Oil fuel;W. Bal | | | | | | | | | | | |
| 7644 | **Kinsen Maru** | Scw | Jap | Dairen | 3374 | | 1905 | Newcastle, | Nanyo | 3Cyl TE26,42,72x48; | | C-J |
| 229 | xToromeo Maru xToromeo Steel | | 360 | 47.8 \| 30.8 | 4717 | | 8 | (Northum- [Eng. | Kogyo Koshi | 3SB;WP180lbs | 2dS.S.No.2,Insha7,24; | |
| QBTV | 1D;Spar dk;Deep frmg; 6BH | | P36′ | B96′ F32′ | | | | berland S. B. Co., Lim.) | Goshi | | shft drn7,24;M.&B.S.3,25 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 7645 | **Kintyre** | Scw | Br | Liverpool | 3116 | | 1907 | Glasgow, | Kintyre | 3Cyl TE27,44,73x48; | | BL |
| 123,323 | xWyncote xDen of Ruthven Steel | | 400 | 52 \| 19.3 \| 27′ 8″ | 4937 | | 6 | (C. Connell [Scot. | S.S. Co. (Lim.) | 2SB;1AuxSB;WP180lbs | | |
| HKWG | 1D;Spar dk;Deep frmg; 6BH | | P41′ | B112′ F44′ | | | | & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 7646 | **Kinzan Maru** | Scw | Jap | Nagasaki | 1006 | | 1918 | Kobe, | Hashimoto | 3Cyl TE17,28,48x36 | | |
| 22,390 | Steel | | 250 | 37.7 \| 20.5 | 1704 | | | (Mitsubishi [Jap. | Kisen Kabushiki | | | |
| NTLD | 1D;W. Bal | | | | | | | Zosen.) | Kaisha | | | |
| 7647 | **Kioto** | Scw | Br | Liverpool | 2777 | | 1918 | W. Hartle- | Ellerman | 3Cyl TE21,36,62x45; | | BL |
| 140,571 | Steel | | 333.8 | 46.6 \| 24.4 | 4397 | | 4 | (W. [pool, Eng. | Lines (Lim.) | 2SB;WP220lbs | | |
| JTDN | 2D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Gray & Co., Lim.) | | | | |
| 7648 | **Kiowa** | Scw | Am | New York | 1263 | | 1917 | Cleveland, | Clyde | 3Cyl TE20,33,54x40; | | BL |
| 215,375 | Steel | | 251 | 43.5 \| 20 | 2039 | | 7 | (American [Ohio | S.S. Co. | 2SB;WP180lbs;1200IHP | | |
| LHNS | 1D;Wireless;W. Bal 4BH | | P27′ | B64′ F26′ | | | | S. B. Co.) | | | | |
| 7649 | **Kiowa** | Scw | Am | Detroit | 1440 | | 1920 | Wyandotte, | Independent | 3Cyl TE20,33,54x40; | | BL |
| 220,780 | Steel | | 251 | 43.6 \| 24.2 | 2309 | | 9 | (Detroit [Mich. | S.S. Co. | 2SB;WP185lbs;1300IHP | | |
| MBTH | 1D;Oil fuel;Wireless 4BH | | P27′ | B64′ F26′ | | | | S. B. Co.) | | | | |
| 7650 | **Kir Zade** | Scw | Trk | Constnple | 1708 | 4′ 2″ | 1919 | Portland, | Kir Zade | 3Cyl TE21,34,57x42; | ✠A1Ⓔ | |
| 143,011 | xKir Chehir xCharwood Fir;Gif | | 294 | 46.7 \| 23.8 \| 26′ | 2924 | 23′ 5″ | 9 | (Supple- [Ore. | Chefki & Co. | Pacific Marine Iron Wks; | ✠AMS | |
| | 2D 4BH | | P28′ | B71′ F32′ | 4500 | | | Ballin S. B. Co.) | | 2WTB;Llewellyn Iron Wks; | S.S.No.1,Cnst10,24; | |
| | | | | | | | | | | 154GS;5036HS;WP200lbs;1600IHP; | shft drn;M.&B.S.10,24; | |
| | | | | | | | | | | EAC;clk b9,21;clk t dk2,22; | Scip;CL | |
| | | | | | | | | | | Dkd,s rps2,26 | | |
| 7651 | **Kirin Maru** | Scw | Jap | Tarumi | 2666 | | '95 | Middlesbro, | Naoji | 3Cyl TE27,44,72x48; | | C-J |
| 8,964 | xAfridi Steel | | 359.9 | 45.6 \| 25.6 | 3772 | | 6 | (Sir [Eng. | Ozeki | 2SB;WP170lbs;262RHP | 3dS.S.No.1,Kobe5,22;A.S.5,25; | |
| JNGC | 2D;Web frms;Wireless;W. Bal 6BH | | P42′ | B78′ F52′ | | | | Raylton Dixon & Co.) | | | M.&B.S;shft drn5,25 | |
| 7652 | **Kirktown** | Scw | Br | London | 1526 | | 1902 | Whitby, | C. Jones & | 3Cyl TE22,36,60x39; | | BL |
| 113,731 | xBroomfield Steel | | 301.7 | 44 \| 21.8 | 2386 | | 5 | (T. [Eng | Co. | 2SB;WP160lbs | | |
| TKDQ | 1D;Web frms;Wireless;W. Bal 6BH | | P29′ | B84′ F33′ | | | | Turnbull & Son.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7653 | **Kirsten Jensen** | Scw | Dan | Cop'hagen | 1780 | | '88 | So. Shields, | Albert | 3Cyl TE 23,37½,60x39; | — — | |
| | xVirginia Preteit Steel | | 317.5 | 40.2 \| 24.1 | 2896 | | 4 | (J. [Eng. | Jensen | 2SB;WP160lbs;1250IHP | — — | |
| | 2D;B;SUB.SIG;Wireless;W. Bal 5BH | | P51′ | B80′ F38′ | 4500 | | | Readhead & Co.) | | | Cancelled4,24 | |
| 7654 | **Kirsten Maersk** | Scw | Dan | Svendborg | 1355 | | 1921 | Odense, | A. P. | 3Cyl TE 20½,33½,55x35; | | V |
| | Steel | | 284.1 | 42.5 \| 19.1 | 2252 | 2 | (Odense [Den. | Moller, Mgr. | 2SB;WP190lbs;1200IHP | | |
| NCGT | 1D;Wireless;W. Bal 5BH | | P19′ | B72′ F30′ | | | | Staalskibsvaerft.) | | | | |
| 7655 | **Kiruna** | Scw | Swd | Stockholm | 2806 | | 1921 | Gothenburg, | G. Dillner, | 3Cyl TE 28,42,72x48; | | BL |
| 6,479 | Steel | | 394.4 | 53.2 \| 30.8 | 5474 | | 4 | (Akt. [Swd. | Mgr | 3SB;WP185lbs | | |
| KDCH | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Gotaverken.) | | | | |
| 7656 | **Kishacoquillas** | Scw | Am | Phila. | 3046 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ Molasses Carrier. | |
| 218,039 | Steel | | 390 | 54.2 \| 27.6 | 5039 | 24′ 5″ | II | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LRCP | 2D;W. Bal; 10BH | | | \| 32′ | 7565 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | B.S.6,20;shft drn1,21; | |
| | Wireless;SUB.SIG; 8BH to Fbd dk | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | Clh BB;CL | |
| | 2BH to 2d dk | | | | | | | | | d rpd4,20;Dkd,s rps4,23 | (Laid up) | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.100t;D.B.284′1380t. . . . . D.T .36′892t; F.P.14 4t | | | | | | | | | | | |
| | F.O. . . . . D.B.257′1162t;S. T.14′1 29t. . . . . | | | | | | | | | | | |
| 7657 | **Kishinev** | Scw | Rus | Vladvostk | 1453 | | 1910 | Copenhagen, | Russian | 3Cyl TE 20,33,55x36; | | |
| | xJakut Steel | | 280.6 | 41.8 \| 15.2 | 2372 | 3 | (Akt. [Den. | Volunteer Fleet | 2SB;WP180lbs | | |
| IWAF | 1D;Wireless;W. Bal 4BH | | | | | | | Burmeister & Wain.) | Association | | | |
| 7658 | **Kismet** | Scw | Am | New York | 71 | | '99 | Wilmington, | W. H. | 4Cyl TE 12,18,20,20x15; | | |
| 161,125 | Steel | | 117 | 18.5 \| 11 | 146 | 7 | (Pusey & [Del | Downey | 2WTB;700IHP. | | |
| KRTD | 1D;Wireless | | | | | | | Jones Co.) | | | | |
| 7659 | **Kisnop** | Scw | Am | P'tsmouth | 4536 | 5′ 9½″ | 1919 | Portsmouth, | U. S. Ship- | 3Cyl TE 24½,41½,72x48; | ✠A1Ⓔ | |
| 218,185 | Steel | | 410.2 | 54.2 \| 27 | 5874 | 24′ 2″ | 8 | (Atlantic [N. H. | ping Board | Mason Mach. Wks; | ✠AMS | |
| LRJM | 2D;SUB.SIG;W. Bal; 7BH | | | \| 29′ 9″ | 8800 | | | Corp.) | | 3WTB;Oil City Bir. Wks; | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 9150HS;WP225lbs;2800IHP;EAC; | (Laid up) | |
| | | | | | | | | | | s rps8,21;Dkd6.25 | | |
| 7660 | **Kiso Maru** | Scw | Jap | Kobe | 2527 | | 1920 | Uno, | Mitsui | 3Cyl TE 23,38,64x48; | | BL |
| 27,113 | Steel | | 345 | 50 \| 26.6 | 4066 | | 6 | (Mitsui [Jap. | Bussan Kaisha | 2SB;WP200lbs | | |
| SBKF | 2D;Wireless;W. Bal 6BH | | P33′ | B77′ F40′ | | | | Bussan Kaisha.) | (Lim.) | | | |
| 7661 | **Kitakata Maru** | Scw | Jap | Habu | 1432 | | 1901 | Blyth, | Seimatsu | 3Cyl TE 22,36,59x39; | | C-J |
| 29,330 | xCapelhall xBattenhall Steel | | 287 | 43.3 \| 21.7 | 2379 | | 10 | (Blyth [Eng. | Tsutsui | 2SB;WP155lbs;177RHP | 2dS.S.No.3,Insha12,23; | |
| SMNW | 1D;Deep frmg;W. Bal 5BH | | P30′ | B68′ F29′ | | | | S. B. Co., Lim.) | | | A.S.12,25;shft drn12,23; | |
| | | | | | | | | | | | M.&B.S.12,25 | |
| 7662 | **Kittegaun** | Scw | Am | Phila. | 3707 | 7′ 10½″ | 1919 | Bristol, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,698 | Steel | | 400.7 | 54.2 \| 30.4 | 5989 | 25′ 2″ | 8 | (Merchants [Pa. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LSHK | 2D;Wireless;SUB.SIG; 7BH | | | \| 32′ 10″ | 8822 | | | S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | Deep frmg;W. Bal; C-36 | | P35′ | B123′ F44′ | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd;d rpd2,21;s rps6,21 | | |
| | W.B.—A.P.143t;D.B.335′1311t. . . . . F .P.120t | | | | | | | | | | | |
| | F.O. . . . . D.B.281′1092t;S. T.63t. . . . . | | | | | | | | | | | |
| 7663 | **Kittery** | Scw | Am | | 924 | | 1905 | Bremer- | U. S. Govt. | 2-3Cyl TE 15,26,43x27; | | |
| | xPresident Steel | Twin | 282.3 | 40.7 \| 13 | 1849 | 8 | (G. [haven, Ger. | (Navy Dept.) | 2SB;WP185lbs;1400IHP. | | |
| | 1D;Deep frmg;Wireless;W. Bal 6BH | | P43′ | B35′ F32′ | | | | Seebeck A. G.) | | | | |
| 7664 | **Kitty Woodall** | MV | Am | Baltimore | 73 | | 1905 | Cambridge, | G.T.Cooper | Gas Eng 9½x12; | | |
| 202,343 | Wood | | 99.6 | 23 \| 6.6 | 103 | | | Md. | | 85IHP. | | |
| | 1D | | | | | | | | | | | |
| 7665 | **Kiwanis** | StW | Am | St. Louis | 142 | | 1923 | Dubuque, | Cairo City | 2-1Cyl 10x72; | | |
| 222,803 | Steel | | 140 | 29 \| 4.9 | 142 | | | (Dubuque [Iowa | Ferry Co. | 1Blr;175IHP. | | |
| | 1D | | | | | | | Boat & Boiler Co.) | | | | |
| 7666 | **Kiwitea** | Scw | Br | Wellingt'n | 1166 | | 1925 | W. Hartle- | Union S.S. | 3Cyl TE 20½,33½,55x39; | | BL |
| 151,507 | Steel | | 280 | 44.3 \| 18.9 | 2343 | 9 | (W. [pool, Eng. | Co. of New | 2SB;WP190lbs | | |
| KTFG | 1D;Wireless;Mchy aft;W. Bal 4BH | | P81′ | F29′ | | | | Gray & Co., Lim.) | Zealand (Lim.) | | | |
| 7667 | **Kiyo Maru** | Scw | Jap | Yokoh'ma | 6479 | | 1910 | Nagasaki, | Toyo Kisen | 3Cyl TE 29,48,78x54; | | BL |
| 12,994 | Steel | | 476.7 | 55.3 \| 31.2 | 9049 | 1 | (Mitsu [Jap. | Kabushiki Kaisha | 4SB;WP200lbs | | |
| LKCF | 2D;Shel dk;Oil in bulk; 15BH | | B20′ | | | | | Bishi Dkyd. S. C. Wks.) | | | | |
| | Oil fuel;Mchy aft;Wireless; | | | | | | | | | | | |
| | Web frms;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | | | | | | | | | |
| 7668 | **Kizil-Irmak** | Scw | Trk | Cnstntnpl | 1802 | | '98 | W. Hartle- | Administra- | 3Cyl TE 24,38,64x42; | | |
| | xSally Maersk Steel | | 324 | 46 \| 20.5 | 2794 | | 9 | pool, Eng. | tion de Nav. a | 2SB | | |
| | 1D;Deep frmg;W. Bal 5BH | | P9′ | B160′ F33′ | | | | (Irvine's S.S. & D. D. Co., Lim.) | Vap. Turque | | | |
| 7669 | **Kjell** | Scw | Swd | Kalmar | 971 | | '98 | Copenhagen | Akt. Bolag. | 3Cyl TE 16,27,45x33; | | V |
| | xValborg xFlandria Steel | | 233.3 | 35.2 \| 15.1 | 1316 | | | (Burmeister [Den. | Kjell | 2SB;WP150lbs;600IHP | | |
| KDQH | 1D;W. Bal 5BH | | | | | | | & Wain.) | | | | |
| 7670 | **Klamath** | Scw | Am | San Fran. | 925 | | 1925 | San Fran- | Southern | 3Cyl TE 19,32,56x36; | ✠A1Ⓔ Ferry Service. | |
| 224,401 | Steel | F. B. | 234 | 45 \| 17 | 1952 | | 1 | cisco, Cal. | Pacific Co. | Nordberg Mfg. Co; | ✠AMS | |
| | 1D;Oil fuel:F.P.above 150° F. 7BH | | | | | | | (Bethlehem S. B. Corp.) | | 1WTB;Traylor Eng. Co; 2WTB;Marietta Mfg. Co; 7554HS;WP200lbs;1400IHP;EAC | Scip;CL | |
| 7671 | **Klondyke** | SW | Am | St. Michael | 242 | | '98 | Dutch | American- | | | |
| 161,114 | Wood | | 120.8 | 27.5 \| 5.8 | 406 | | | Harbor, Alaska | Yukon Nav. Co. | 190IHP. | | |
| | 1D | | | | | | | | | | | |
| 7672 | **Klosofi** | Trn | Sp | Corunna | 419 | | 1917 | Annapolis | G. Fer- | Bch,Sp,YP;Gicf(Sltd) | ✠ — — | |
| | xBeechland | | 170.5 | 35 \| 12.9 | 439 | | 9 | Royal, N. S. | nandez Sanchez | | Suspended11,20 | |
| HRQN | 1D | | | | | | | (Annapolis Shipping Co.) | | | | |
| 7673 | **Klosterfos** | Scw | Nor | Oslo | 932 | | 1908 | Emden, | A/S Thor | 3Cyl TE 20½,33½,53x33½; | | N |
| | xHilde Podeus Steel | | 271.9 | 39.6 \| 15.5 | 1577 | | 5 | (Nordsee- [Ger. | Thoresens Linje | 2SB;WP200lbs | | |
| MHPD | 1D;B;W. Bal 4BH | | P12′ | B108′ F32′ | | | | werke, Emder Werft u. Dock A. G.) | | | | |
| 7674 | **Knappingsborg** | Scw | Swd | N'rrk'ping | 1068 | | 1920 | Gothenburg, | H. Uner | 3Cyl TE 21,33,55x36; | | BL |
| 6,365 | Steel | | 262 | 42.7 \| 18.1 | 1884 | | 10 | (Lind- [Swd. | Aktieb. | 2SB;WP185lbs | | |
| KCSB | 1D;W. Bal;Wireless;SUB.SIG. 4BH | | P24′ | B151′ F26′ | | | | holmens V. A.) | | | | |
| 7675 | **Knebworth** | Scw | Br | Newcastle | 1410 | | 1919 | Pt. Glasgow, | Robert | 3Cyl TE 22,36,59x39; | | BL |
| 142,856 | Steel | | 302.9 | 42.9 \| 20.7 | 2555 | | 12 | (Dunlop, [Scot. | Stanley Shipping | 2SB;WP180lbs | | |
| KDJH | 1D;Oil fuel;W.Bal;Wireless 5BH | | P33′ | B80′ F32′ | | | | Bremner & Co., Lim.) | Co. (Lim.) | | | |
| 7676 | **Knight Companion** | Scw | Br | Liverpool | 4594 | | 1913 | Glasgow, | Ocean S.S. | 3Cyl TE 26,45,75x48; | | BL |
| 135,469 | Steel | | 470.4 | 58 \| 32 | 7375 | | 6 | (C. Connell [Scot. | Co. | 2DB;WP200lbs | | |
| JCKV | 2D;Wireless;W. Bal 8BH | | P87′ | B167′ F99′ | | | | & Co., Lim.) | | | | |
| 7677 | **Knockfierna** | Scw | Br | Limerick | 3208 | | 1919 | Old Kil- | Limerick | 3Cyl TE 27,44,73x48; | | C |
| 138,911 | Steel | | 400.1 | 52.3 \| 28.5 | 5285 | | 10 | patrick, | S.S. Co. (Lim.) | 3SB;WP180lbs;517RHP | S.S.No.1,NoShlS,24;A.S.8,25; | |
| KCQV | 1D;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | (Napier [Scot. & Miller, Lim.) | | | B.S.7,24;shft drn8,24;M.S.8,25 | |
| 7678 | **Knowsley Hall** | Scw | Br | Liverpool | 2705 | | 1903 | Wallsend, | Hall Line | 3Cyl TE 23½,39,68x48; | | C |
| 118,058 | Steel | Scb | 373 | 46.7 \| 27.7 | 4190 | | 11 | (Swan, Hun- [Eng. | (Lim.), Mgrs. | 2SB;WP212lbs;400RHP | 2dS.S.No.2,Mdbro1,25; | |
| VJGD | 2D;Deep frmg;Wireless;W. Bal 6BH | | P35′ | B93′ F42′ | | | | ter & Wigham Richardson, Lim.) | | | shft drn1,24;B.S.4,26;M.S.5,26 | |
| 7679 | **Knoxville** | Scw | Am | Newark | 2001 | 5′ 9″ | 1919 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,207 | Steel | | 324 | 46.2 \| 25 \| 28′ 6″ | 3283 | 22′ 11″ | 6 | (Submarine [N. J. | ping Board | Westinghouse E. & M. Co: | ✠AMS | |
| LRKF | 1D;2d dk at ends;SUB.SIG; 7BH | | | | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | shft drn11,20;Scip;CL | |
| | Web frms;W. Bal; 6BH to Fbd dk | | P30′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | Wireless; 1BH to 2d dk | | | | | | | | | d rpd2,20;Dkd,s rps7,21 | | |
| | Oil fuel F. P. above 150° F. C-23 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T .20′394 | | t..... | ..F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T .20′368 | | t.S.T.3 | 1t..... | | | | | | | | |
| 7680 | **Knoxville City** | Scw | Am | New York | 3450 | 4′ 4″ | 1921 | Chickasaw, | U. S. Steel | Stm Tbn; | ✠A1Ⓔ | |
| 221,587 | Steel | | 424.2 | 56.2 \| 26.5 \| 30′ | 5686 | 25′ 10″ | 8 | (Chickasaw [Ala | Products Co. | Federal S. B. Co: | ✠AMS | |
| MDCN | 2D;W. Bal;Wireless; 7BH | | | | 9380 | | | S. B. Co.) | | 3SB;Federal S. B. Co; | S.S.No.1,NO8,25; | |
| | Oil fuel F. P. above 150° F. C-37 | | P50′ | B & F 349′ | | | | | | 7836HS;WP210lbs;3100SHP;EAC; | M.&B.S;shft drn8,25,SBP;CL | |
| | | | | | | | | | | Dkd,d rpd7,26 | | |
| 7681 | **Knud** | Scw | Dan | Cop'hagen | 1188 | | 1900 | W. Hartle- | Det | 3Cyl TE 21,33,56x36; | | BL |
| | xKnud II Steel | | 279.7 | 40 \| 18.3 | 1944 | | 10 | pool, Eng. | Forenede | 2SB;WP160lbs | | |
| NLFM | 1D;Deep frmg;Wireless;W. Bal 4BH | | P25′ | B69′ F29′ | | | | (W. Gray & Co., Lim.) | Dampskibs Selskab | | | |

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| No Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7682 | **Knud Villemoes** | Scw | Dan | Esbjerg | 860 | | 1905 | Stettin, | D/S A/S | 3CylTE17,29,46x32; | | G |
| | xDulsburg xRudolf Frisch Steel | | | 247.4 \| 36.8 \| 16.6 | 1582 | | 2 | (Nuscke [Ger. | Jyden | 2SB | | |
| NFRC | xIsolde 4BH | | | P25′ B67′ F26′ | | | | & Co., A. G.) | | | | |
| | 1D;Deep frmg;Wireless;W. Bal | | | | | | | | | | | |
| 7683 | **Knut Hamsun** | Scw | Nor | Bergen | 1850 | | 1907 | Copenhagen, | O. Orvig, | 3CylTE21½,34½,60x39; | | BL |
| | xBintang Steel | | | 310 \| 44.2 \| 17.5 | 2902 | | 11 | (Akt. [Den. | Mgr. | 2SB;WP180lbs | | |
| MNCL | 1D;Deep frmg;Wireless;W. Bal 5BH | | | | | | | Burmeister & Wain.) | | | | |
| 7684 | **Knut Jarl** | Scw | Nor | Trondhjm | 1697 | | '98 | W. Hartle- | Norden- | 3CylTE24,38,64x42; | | BL |
| | xLaura Maersk Steel | | | 324 \| 46 \| 20.5 | 2712 | | 6 | pool, Eng. | fjeldske Damp- | 2SB;WP160lbs | | |
| MSPF | 1D;Deep frmg;Wireless;W. Bal 5BH | | | P9′ B160′ F33′ | | | | (Irvine's S. B. & D. D. Co.) | skibsselskab | | | |
| 7685 | **Koalkraft** | Scw | Am | Gary | 312 | | 1913 | Chicago, | Kraft Coal | 2CylC14,16x16; | | |
| 225,159 | | | | 160 \| 36 \| 11 | 376 | | | (Krafts [Ill. | & Fueling Co. | 1SB;WP140lbs;300IHP | | |
| | 1D | | | | | | | S. & D. D. Co.) | | | | |
| 7686 | **Koan Maru** | Scw | Jap | Kobe | 2117 | | '99 | Stockton, | Katsuda | 3CylTE22,38,63x42; | | BL |
| 9,454 | xGrosmont Steel | Sch | | 325 \| 46 \| 24.8 | 3399 | | 7 | Eng. | Kisen Kabushiki | 2SB;WP210lbs | | |
| JTHG | 1D;B;Web frms; 5BH | | | P29′ B172′ F31′ | | | | (Ropner & Son.) | Kaisha | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 7687 | **Kobe** | Scw | It | Fiume | 2874 | | 1901 | Stockton, | Soc. Anon. | 3CylTE25½,40½,68x48; | | I |
| 226 | Steel | Sch | | 360 \| 48.4 \| 20.4 | 4535 | | 1 | (Craig, [Eng. | di Armamento | 3SB;WP160lbs | | |
| NUVS | 1D;Spar dk;Web frms;W. Bal 6BH | | | P31′ B90′ F38′ | | | | Taylor & Co.) | Maritt. Oriente | | | |
| 7688 | **Kobenhavn** | Bk | Dan | Cop'hagen | 3329 | | 1921 | Leith, | A/S. Det. | Stl;1BH; | | BL |
| | | Aux | | 368.9 \| 49.3 \| 26.9 | 3901 | | 9 | (Ramage & [Eng. | Ostasiatiske | 1CylOilEng18¾x26 | | |
| NDBV | 2D;Mchy aft;Wireless;W. Bal | 5M | | P75′ B47′ F30′ | | | | Ferguson, Lim.) | Kompagni | | | |
| 7689 | **Kobun Maru** | Scw | Jap | Tokio | 3833 | | '98 | Flensburg, | Japanese | 3CylTE28,47,78x54; | | C-J |
| 28,451 | xBielefeld Steel | | | 390.2 \| 47.7 \| 28 | 5153 | | 8 | (Flensburger [Ger. | Govt. | 4SB;WP165lbs;307RHP. | 3dS.S.No.1,Insha4,25;A.S.4,26; | |
| SHVR | 2D;B;Spar dk;Well dk; 7BH | | | P & B 226′ F47′ | | | | Schiffsb. Ges.) | | | M &B.S;shft drn4,26 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 7690 | **Kodiak** | Scw | Am | St. Paul | 101 | | 1912 | Seattle, | North | 3CylTE11,18,29x24; | | |
| 209,709 | Steel | Sch | | 100 \| 19.2 \| 12.4 | 148 | | 4 | (J. F. [Wash. | Pacific | 375IHP. | | |
| LCHT | 2D;Oil fuel | | | | | | | Duthie.) | Products Co. | | | |
| 7691 | **Kodrus** | Scw | Br | London | 2371 | | 1914 | W. Hartle- | Sutton | 3CylTE25,41,68x48; | | BL |
| 144,693 | xDrujba Steel | | | 370 \| 51 \| 22.7 | 3841 | | 6 | (W. [pool, Eng. | Shipping Co. | 2SB;1AuxSB;WP180lbs | | |
| KGQH | 1D;W. Bal;Wireless 6BH | | | P29′ B227′ F39′ | | | | Gray & Co., Lim.) | (Lim.) | | | |
| 7692 | **Kodumaa** | Scw | Est | Reval | 674 | | '97 | Sunderland, | Reval Ship- | 3CylTE19,31,51x33; | | BL |
| 118 | xNapo Steel | | | 224.4 \| 33.4 \| 13.8 | 1130 | | 8 | (S. P. (Eng. | ping Co. (Lim.) | 1SB;WP160lbs | | |
| HBGU | 1D;Well dk;Web frms;W. Bal 4BH | | | P25′ B48′ F26′ | | | | Austin & Son, Lim.) | | | | |
| 7693 | **Kofuku Maru** | Scw | Jap | Kobe | 4280 | | 1918 | Kobe, | Kokusai | 3CylTE26,43,72x48; | | BL |
| 22,956 | Steel | | | 385 \| 51 \| 36 | 5859 | | 8 | (Kawasaki [Jap. | Kisen Kabushiki | 2SB;1AuxSB;WP200lbs | | |
| NWSH | 2D;Oil fuel;Wireless;W. Bal 6BH | | | | | | | Dkyd. Co., Lim.) | Kaisha | | | |
| 7694 | **Kofuku Maru** | Scw | Jap | Kobe | 3385 | | 1917 | Uraga, | Hiroumi | 3CylTE24,40,67x48; | | BL |
| 7,159 | Steel | | | 360 \| 51 \| 28.4 | 4739 | | 9 | (Uraga [Jap. | Shoji Kabushiki | 3SB;WP180lbs | | |
| LTDK | 2D;Wireless;W. Bal 6BH | | | P33′ B91′ F33′ | | | | Dock Co.) | Kaisha | | | |
| 7695 | **Kogiku Maru** | Scw | Jap | Am'gasaki | 1432 | | 1911 | Newcastle, | Shiozaki | 3CylTE21,35,57x39; | | C-J |
| 29,803 | xMonica Seed xSan Fernando Steel | | | 281.2 \| 43 \| 21.1 | 2417 | | 4 | (Wood, [Eng. | Yokichi | 2SB;WP175lbs;164RHP. | S.S.No.3,Osaka3,24;A.S.3,26; | |
| SPMT | 1D;Wireless;W. Bal 4BH | | | P23′ B70′ F30′ | | | | Skinner & Co., Lim.) | | | M.&B.S;shft drn3,26 | |
| 7696 | **Kohala** | Bkt | Am | San Fran. | 776 | | 1901 | Fairhaven, | Bkt. Kohala | O,YF;Icf | | |
| 161,184 | | | | 194.8 \| 39.9 \| 15.8 | 891 | | | (H. D. Ben- [Cal. | Co. | | | |
| KRBN | 1D | | | | | | | dixen S. B. Co.) | | | | |
| 7697 | **Kohki Maru** | Scw | Jap | Kobe | 2960 | | 1914 | W. Hartle- | Kohun | 3CylTE25½,42,70x48; | | BL |
| | xHemisphere Steel | | | 385 \| 52 \| 27 | 4736 | | 6 | pool, Eng. | Kisen K. K. | 3SB;WP180lbs | | |
| | 1D;Wireless;W. Bal 6BH | | | P38′ B126′ F37′ | | | | (Irvine's S. B. & D. D. Co., Lim.) | | | | |
| 7698 | **Kohnan Maru** | Scw | Jap | Kobe | 3201 | | 1918 | Nagasaki, | Kobe | 3CylTE26,44,75x48; | | BL |
| 24,039 | Steel | | | 400 \| 54.5 \| 30.3 | 5226 | | 11 | (Mitsubishi [Jap. | Sambashi | 3SB;WP200lbs | | |
| RGPM | 2D;W. Bal 6BH | | | P39′ B121′ F40′ | | | | Zosen Kaisha,Lim.) | Kabushiki Kaisha (Lim.) | | | |
| 7699 | **Kohryu Maru** | Scw | Jap | Kobe | 3189 | | 1918 | Hull, | Kobe | 3CylTE27,44,73x48; | | C |
| | xArabistan Steel | | | 400.2 \| 52.2 \| 28.5 | 5205 | | 6 | (Earles [Eng. | Sanbashi K.K. | 3SB;WP180lbs;517RHP | S.S.No.1,Hull4,22;A.S.4,26; | |
| | 2D;Wireless;W. Bal 7BH | | | P49′ B112′ F38′ | | | | S. & E. Co., Lim.) | | | n shft12,25;B.S.4,26; | |
| | | | | | | | | | | | M.S.6,26 | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. L.th. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship-Class-Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers-Class-Dates. Tail Shaft Drawn-Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7700 | **Kohshun Maru** | Scw | Jap | Kobe | 3404 | | 1919 | Tsurumi, | Kobe | 3Cyl TE26,43,72x48; | | |
| 26,187 | Steel | | 400 | 53 \| 29.4 | 5460 | | 12 | (Asano [Jap. | Sanbashi Co. | 3SB;WP200lbs | | BL |
| RSKQ | 2D;Wireless;W. Bal 6BH | | P33′ | B124′ F41′ | | | | S. B. Co., Lim.) | (Lim.) | | | |
| 7701 | **Kohso Maru** | Scw | Jap | Osaka | 2016 | | 1917 | Osaka, | Osaka | 3Cyl TE22,37,61x42; | | |
| 21,136 | Steel | Sch | 305 | 43.7 \| 27.2 | 3180 | | 11 | (Osaka [Jap. | Shosen Kabushiki | 2SB;WP180lbs | | BL |
| NMGL | 2D;Web frms;Long. frmg;W. Bal 5BH | | P19′ | B82′ F32′ | | | | Iron Wks., Lim.) | Kaisha | | | |
| 7702 | **Koki Maru** | Scw | Jap | Kobe | 3496 | | 1921 | Tokio, | Hashimoto | 3Cyl TE26,43,72x48; | | |
| 28,114 | Steel | | 388 | 53.2 \| 32 | 5694 | | 5 | (Ishikawajima [Jap. | Kisen Kabushiki | 3SB;WP200lbs | | BL |
| SGMJ | 2D;Wireless;W. Bal 6BH | | P31′ | B117′ F34′ | | | | S. B. Co.) | Kaisha | | | |
| 7703 | **Koko Maru** | Scw | Jap | Shinag'wa | 795 | | 1922 | Yokohama, | Kuzuhara | 3Cyl TE17,28,48x30; | | |
| 28,978 | Steel | | 240 | 35 \| 20 | 1515 | | 6 | (Yokohama [Jap. | Reizo Kabushiki | 2SB;WP200lbs;113RHP | A.S.3,25; | C-J |
| SLDG | 1D;Mchy aft;Wireless;W. Bal 4BH | | P49′ | B56′ F32′ | | | | Dk. Co., Lim.) | Kaisha | | B.S.4,24;M.S;shft drn3,25 | |
| 7704 | **Koln** | Scw | Ger | Bremen | 5385 | | 1921 | Vegesack, | Nordd. | 3Cyl TE32,53,86x55; | | |
| | Steel | | 475 | 60 \| 32 | 9265 | | 11 | (Bremer [Ger. | Lloyd | 4SB;WP205lbs | | G |
| QLNB | 2D;SUB.SIG;Wireless;W. Bal 8BH | | P39′ | B141′F55′ | | | | Vulkan.) | | | | |
| 7705 | **Kolsnaren** | MV | Swd | Gothenb'g | 1245 | | 1923 | Gothenburg, | Rederi. | 2-3Cyl Oil Eng 24x51 | | |
| 6,991 | Steel | Twin | 312.3 | 45.5 \| 18.8 | 2465 | | 6 | (Aktieb. [Swd. | Transatlantic | | | BL |
| KFDH | 1D;Shel dk;Wireless;W. Bal 5BH | | | | | | | Gotaverken.) | | | | |
| 7706 | **Kommandoren I** | Scw | Nor | Sandefj'rd | 4028 | | '97 | Glasgow, | H. A. | 3Cyl TE27,45,75x60; | | |
| | xHampstead Heath xCraftsman Steel | | 450 | 52.5 \| 30.7 | 6547 | | 7 | (C. Connell [Scot. | Christiansen | 2DB;WP180lbs | | N |
| LDPQ | 2D;Deep frmg;Web frms; 12BH | | P35′ | B158′ F34′ | | | | & Co.) | Mgr. | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 7707 | **Kong Inge** | Scw | Nor | Oslo | 698 | | 1907 | Fredrikstd, | Norske | 3Cyl TE18½,30,49x33; | | |
| | xClothilde Cuneo Steel | | 225 | 33.7 \| 20.3 | 1217 | | 12 | (Fredrikstad [Nor. | Dampskslsk | 2SB;WP180lbs | | N |
| MDSQ | 2D;Spar dk;W. Bal 4BH | | | | | | | Mek. Vaerk.) | | | | |
| 7708 | **Kong Magnus** | Scw | Nor | Trondhjm | 718 | | 1911 | Oslo, | A/S Det. | 2-3Cyl TE13,22,37x28; | | |
| | xLuksefjell xCratheus Steel | Twin | 251.6 | 38.2 \| 15.7 | 1409 | | 9 | (Akers (Nor. | Nordenfjeldske | 2SB;WP180lbs | | N |
| MVBC | 2D;W. Bal 5BH | | P17′ | F29′ | | | | Mek. Verkstad.) | Damps. | | | |
| 7709 | **Kongosan Maru** | Scw | Jap | Dairen | 3217 | | 1902 | Glasgow, | Mitsui | 3Cyl TE26,44,73x48; | | |
| 100 | xIndramayo Steel | | 410.4 | 49.3 \| 29.5 | 5177 | | 3 | (C. Connell [Scot. | Bussan Kaisha | 3SB;WP200lbs | | BL |
| QBKP | 2D;Deep frmg;Wireless;W. Bal 7BH | | P31′ | B147′ F52′ | | | | & Co.) | (Lim.), Mgrs. | | | |
| 7710 | **Kongshaug** | Scw | Nor | Hauges'nd | 438 | | 1901 | Stavanger, | Dampsk. | 3Cyl TE14,23,38x27; | | |
| | xThyra Steel | | 195 | 30.2 \| 10.9 | 769 | | 10 | (Stavanger, (Nor. | A/S Kongshaugs | 1SB;WP175lbs | | N |
| JPSC | 1D;W. Bal 4BH | | B27′ | F28′ | | | | Stoberi & Dok.) | Rederi | | | |
| 7711 | **Konigsberg-Preussen** | Scw | Ger | Konigsbrg | 1217 | | 1924 | Kiel, | Kohlen | 3Cyl TE21,33,54x39 | | |
| | Steel | | 277 | 44 \| 20.7 | 2530 | | 8 | (Frd. [Ger. | Import & Posidon | | | G |
| HDKQ | 1D;Mchy aft;SUB.SIG; 4BH | | P83′ | F29′ | | | | Krupp Akt. Ges.) | Schiffahrt A. G. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 7712 | **Koningin der Nederlanden** | Scw | Hol | Amst'dam | 4968 | | 1911 | Amsterdam, | Stoomv. | 2-4Cyl QE24,34,47,70x47; | | |
| | Steel | Twin | 455.2 | 55.2 \| 33.8 | 8183 | | 7 | (Nederl. [Hol. | Maats "Neder- | 3DB;2SB;WP210lbs | | BL |
| PHMB | 2D;Shel dk;Wireless;SUB.SIG; 7BH | | P44′ | F74′ | | | | Schps. Maats.) | land" | | | |
| | W. Bal;D.F | | | | | | | | | | | |
| 7713 | **Konsul Carl Fisser** | Scw | Ger | Emden | 3383 | | 1902 | Sunderland, | Fisser & | 3Cyl TE26,44,72x48; | | |
| | xLime Branch Steel | | 395.9 | 56.1 \| 25.9 | 5315 | | 2 | (W. Doxford [Eng. | von Doornum | 3SB;WP180lbs;473RHP | 2dS.S.No.2,Antw7,24;A.S.3,26; | C |
| KQPD | 2D;B;Deep frmg; 7BH | | P50′ | F50′ | | | | & Sons, Lim.) | | | shft drn1,26;M.&B.S.4,26 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 7714 | **Konsul Schulte** | Scw | Ger | Emden | 1843 | | '98 | W. Hartle- | Schulte & | 3Cyl TE24,36,59x39; | | |
| | xCardiff Steel | | 318 | 46 \| 20,8 | 2975 | | 6 | pool, Eng. | Bruns | 2SB;WP180lbs | | BL |
| KQNV | 1D;B;Web frms;Wireless; 5BH | | P27′ | B70′ F31′ | | | | (W. Gray & Co., | | | | |
| | W. Bal | | | | | | | Lim.) | | | | |
| 7715 | **Koolonga** | Scw | Br | Melbourne | 3191 | | 1918 | Sunderland, | McIlwraith, | 3Cyl TE27,44,73x48; | | |
| 142,711 | xSouthmead xSutherland Steel | | 400.3 | 52.4 \| 28.5 | 5277 | | 11 | (W. Doxford [Eng. | McEacharn's | 3SB;WP180lbs | | BL |
| JVND | 1D;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | & Sons, Lim.) | Line | | | |
| 7716 | **Koranna** | Scw | Br | London | 2261 | | 1905 | Newcastle, | Ellerman | 3Cyl TE25,41,67x45; | | |
| 120,498 | Steel | Sch | 350 | 52 \| 23.4 | 3607 | | 2 | (Armstrong, [Eng. | & Bucknall | 3SB;WP180lbs | | BL |
| HBVQ | 1D;Shel dk;Deep frmg; 6BH | | | | | | | Whitworth | S.S. Co. (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | & Co., Lim.) | | | | |
| 7717 | **Koranton** | Scw | Br | Newcastle | 4122 | | 1920 | Sunderland, | R. Chap- | 3Cyl TE27,44,73x48; | | |
| 142,863 | Steel | | 412.6 | 55.5 \| 34.4 | 6695 | | 4 | (W. Doxford [Eng. | man & Son | 3SB;WP180lbs | | BL |
| KFGS | 1D;Shel dk;Wireless;W. Bal 7BH | | F36′ | | | | | & Sons, Lim.) | | | | |
| 7718 | **Korea Maru** | Scw | Jap | Yokohama | 6074 | | 1901 | N'port News | Nippon | 2-4Cyl QE35,50,70,100x66; | ✠ — — | |
| 19,154 | xKorea Steel | Sch | 552.2 | 63 \| 38 | 11810 | | 3 | (Newport [Va. | Yusen Kaisha | 6DB;2SB;WP200lbs;18000IHP. | Cancelled 11,21 | V |
| NDSC | 4D;Oil fuel;SUB.SIG;Wireless; 11BH | Twin | | \| 41.8 | | | | News S. B. Co.) | | | | |
| | W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7719 137,266 JRQB | **Korean Prince** xHindustan Steel 2D;Wireless;sub.sig;W. Bal 6BH | Scw | Br | Newcastle 52.4 \| 28 400 P36′ B119′ F40′ | 3115 4990 | | 1917 11 | Sunderland, (Bartram & Sons, Lim.) [Eng. | Prince Line (Lim.) | 3Cyl TE27,45,75x48; 3SB;WP180lbs | | BL |
| 7720 | **Korei Maru** xGunnar Helberg Steel 1D;Deep frmg;Wireless; 5BH W. Bal | Scw | Jap | Amag'saki 45.2 \| 20 305 P27′ B81′ F32′ | 1782 2491 | | 1904 6 | W. Hartlepool, Eng. (W. Gray & Co., Lim.) | Shiba Kisen K. K. | 3Cyl TE22½,36½,62x39; 2SB;WP180lbs | | BL |
| 7721 | **Korrigan III** Steel 2D;Oil fuel;Wireless;W.Bal 5BH | Scw | Mex | S'taRos'ia 31 \| 19.1 194.8 | 339 917 | | 1913 | Nantes, (Atel. & Ch. de La Loire.) [Fr. | Cia. du Boleo | 3Cyl TE18,30,49x38; 2SB;WP185lbs;1100IHP | | V |
| 7722 MJHH | **Korsfjord** Steel 1D;W. Bal 4BH | Scw | Nor | Bergen 37.6 \| 15.7 244.2 P15′ B65′ F27′ | 957 1620 | | 1913 1 | Bergen, (Bergens Mek. Vaerks.) [Nor. | Bergh & Helland, Mgrs | 3Cyl TE18,29,49x33; 2SB;WP180lbs | | N |
| 7723 7,194 KFRP | **Korsholm** Steel 2D;Wireless;W. Bal 6BH | MV | Swd | Gothenb'g 45.6 \| 19.9 336.2 F32′ | 1418 2647 | | 1925 4 | Gothenburg, (Aktieb. Gotaverken.) [Swd. | A/B. Svenska Amerika Linien | 6Cyl OilEng 24x51 | | BL |
| 7724 31,359 TCGN | **Koryu Maru** xForde Steel 1D;Wireless;W. Bal 4BH | Scw | Jap | Oh Hyo'en 43.8 \| 18.2 251 | 1124 1894 | | 1916 8 | Wyandotte, (Detroit S. B. Co.) [Mich. | Mansei Kisen K. K | 3Cyl TE20,33,54x40; 2SB;WP180lbs | S.S.No.3,OhHykn4,26; M.&B.S;shft drn4,26 | C-J |
| 7725 165,656 | **Kosciusko** 1D | Brg | Am | New York 29 \| 12.2 103.1 | 362 362 | | 1914 | Brooklyn, (Ira S. Bushey & Sons, Inc.) [N. Y | James T. O'Donnell | Wd | | |
| 7726 216,667 LMHG | **Kosciuszko** xCape Lookout Steel 2D;W. Bal;sub.sig; 6BH Wireless;Long. frmg C-34 W.B.—A.P.206t;D.B.323′1140t;F.P.116t | Scw | Am | Baltimore 52.3 \| 27 \| 29′ 6″ 376.4 P40′ B94′ F38′ | 3085 4986 7400 | 5′ 9¾″ 23′ 10½″ | 1918 7 | Sparrows Point, Md. (Bethlehem S. B. Corp.) | U. S. Shipping Board | 3Cyl TE24,41,68x48; Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 169GS;7237HS;WP200lbs; 2500IHP;EAC;Dkd12,20;Exmd9,23 | ✠A1Ⓔ ✠AMS (Laid up) | |
| 7727 30,415 STJN | **Koshin Maru** Steel 2D;Oil fuel;Wireless;W. Bal 7BH | Scw | Jap | Kobe 50.8 \| 32.5 407.2 P40′ B137′ F46′ | 3793 6057 | | 1924 7 | Innoshima, (Osaka Iron Works, Lim.) [Jap. | Hiroumi Shoji Kabushiki Kaisha | 3Cyl TE27,45,75x51; 3SB;WP180lbs | | BL |
| 7728 145,192 | **Kosmo** xNordmark Steel 2D;Shel dk;Wireless;W. Bal 6BH | Scw | Br | London 54.1 \| 26.3 420 | 3194 5170 | | 1913 4 | Sunderland, (W. Doxford & Sons, Lim.) [Eng. | Ellerman & Bucknall S.S. Co. (Lim.) | 3Cyl TE27,44,75x54; 3SB;WP180lbs | | BL |
| 7729 | **Kosmos** xKosmos I Steel 1D;W. Bal | MV | Nic | Corinto 25.3 \| 15.6 185.5 F11′ | 348 623 | | 1920 | Tonning, (Schiffsw. u. Mch. "Hansa," A. G.) [Ger. | W. M. P. Angione | 2-6Cyl OilEng 13¾x13¾ | | |
| 7730 18,927 MWRG | **Kosoku Maru** Steel 2D;Web frms;Long. frmg; 5BH Wireless;W. Bal | Scw | Jap | Kobe 43.7 \| 27.2 305 P19′ B82′ F23′ | 2005 3203 | | 1916 2 | Osaka, (Osaka Iron Wks., Lim.) [Jap. | Hiroumi Shoji Kabushiki Kaisha | 3Cyl TE22,37,61x42; 2SB;WP180lbs | | BL |
| 7731 251 NUVO | **Kossuth** Steel 1D;Web frms;Deep frmg; 6BH W. Bal | Scw | It | Fiume 49.8 \| 23.5 350 P31′ B100′ F33′ | 2361 3771 | | 1906 8 | Middlesboro, (R. Craggs & Sons, Lim.) [Eng. | "Levante" Soc. Anon di Nav. Fiumana | 3Cyl TE23,39,66x45; 3SB;WP180lbs | | I |
| 7732 JFWK | **Kostantis Lemos** xConstantinos xStrathearn Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw Sch | Grk | Piraeus 52.2 \| 17.5 370 P25′ B92′ F41′ | 2845 4419 | | 1906 1 | Greenock, (Greenock & Grangemouth D. Y. Co.) [Scot. | P. C. Lemos | 3Cyl TE25,41,68x48; 3SB;WP180lbs | | BL |
| 7733 | **Kostis** xThysa xAden Steel 1D;B;Spar dk;Deep frmg; 5BH Wireless;W. Bal. | Scw | Grk | Chios 43.8 \| 13.3 313.5 P29′ B82′ F30′ | 1573 2426 | | 1905 2 | Pt. Glasgow, (A. Rodger & Co.) [Scot. | G. Lemos & V. Pateras | 3Cyl TE21,35,57x39; 2SB;WP180lbs | | BL |
| 7734 | **Kostrena** Steel 1D;B;Deep frmg;Wireless; 5BH W. Bal | Scw Sch | Jg-Slv | Susak 44 \| 20.7 314 P30′ B94′ F33′ | 1582 2531 | | 1902 1 | Glasgow, (Napier & Miller, Lim.) [Scot. | Brodarsko Ackionareko Drustvo "Oceania" | 3Cyl TE23,37,61x42; 2SB;WP160lbs | | BL |
| 7735 139,016 JLBQ | **Kotka** xDongarra xStolzenfels Steel 1D;Spar dk;Web frms; 6BH Wireless;W. Bal | Scw | Br | Leith 55 \| 20.5 422 P53′ B119′ F52′ | 3663 5802 | | 1906 3 | Flensburg, (Flensburger Schiffsb. Ges.) [Ger. | W. Thomas & Co., Mgrs. | 4Cyl QE24,34,51,74x54; 3SB;WP213lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7736 | **Kotonia** | Scw | Dan | Copenhgn | 1668 | | 1906 | Elsinore, | P. Brown & | 3CylTE20,32,53x36; | | V |
| | Steel | Sch | 282 2 | 42.1 \| 24.9 | 2624 | | | (Helsing- [Den. | Co., Mgrs. | 2SB;WP170lbs;860IHP | | |
| NPVC | 2D;W. Bal;Wireless | | | | | | | fors, Jernsk & Msk.) | | | | |
| 7737 | **Kotsu Maru** | Scw | Jap | Kobe | 1998 | | 1916 | Osaka, | Hiroumi | 3CylTE22,37,61x42; | | BL |
| 18,942 | Steel | | 315.1 | 43.9 \| 27.3 | 3198 | | 3 | (Osaka [Jap. | Shoji Kabushiki | 3SB;WP180lbs | | |
| MWSG | 2D;Web frms;Long. frmg; W. Bal;Wireless | 5BH | P19′ | B82′ F32′ | | | | Iron Works, Lim.) | Kaisha | | | |
| 7738 | **Koudekerk** | Scw | Hol | TheHague | 3650 | | 1912 | Bremen, | Vereenigde | 4CylQE24,34,51,74x53; | | BL |
| | xKirkstall Abbey xKandelfels Steel | | 421.2 | 55.5 \| 28.8 | 5792 | | 7 | (Akt. [Ger. | Nederl. Scheepv. | 3SB;WP213lbs | | |
| PHSB | 2D;Wireless;W. Bal | 6BH | P60′ | B125′ F58′ | | | | Ges. "Weser.") | Maats. | | | |
| 7739 | **Kouroussa** | Scw | Fr | Marseilles | 2122 | | 1911 | Hamburg, | Cie. Fran- | 4CylQE20,29,42,61x39; | | V |
| | xLulu Bohlen Steel | | 330.5 | 44.8 \| 23.2 | 3511 | | 1 | (Reiherstag [Ger. | caise de Naviga- | 3SB;WP230lbs;1400IHP | | |
| OKVN | 2D;Wireless;W. Bal | 7BH | | | | | | Schiffsw.) | tion a Vapeurs | | | |
| 7740 | **Koursk** | Scw | Br | London | 3655 | | 1911 | Newcastle, | Arcos S.S. | 3CylTE27,45,75x51; | | BL |
| 142,438 | Steel | | 407.4 | 51.1 \| 29.9 | 5801 | | 6 | (Swan, [Eng. | Co. (Lim.) | 3SB;WP180lbs | | |
| KPQM | 2D;Wireless;W. Bal | 7BH | P40′ | B137′ F46′ | | | | Hunter & Wigham Richardson.) | Mgrs. | | | |
| 7741 | **Koyei Maru** | Scw | Jap | Kobe | 3366 | | 1918 | Uraga, | Hiroumi | 3CylTE24,40,67x48; | | BL |
| 22,293 | Steel | | 360 | 51 \| 28.4 | 4739 | | 6 | (Uraga [Jap. | Shoji Kabushiki | 3SB;WP180lbs | | |
| NTCF | 2D;Wireless;W. Bal | 6BH | P33′ | B91′ F33′ | | | | Dock Co., Lim.) | Kaisha | | | |
| 7742 | **Koyo Maru** | Scw | Jap | Yokoh'ma | 3287 | | 1919 | Uraga, | Toyo Kisen | 3CylTE26,43,72x48; | | BL |
| 25,837 | Steel | | 400 | 53.2 \| 32 | 5471 | | 6 | (Uraga [Jap. | Kabushiki | 3SB;WP200lbs | | |
| RQFJ | 2D;W. Bal;Oil fuel;Wireless | 6BH | P33′ | B124′ F45′ | | | | Dock Co.) | Kaisha | | | |
| 7743 | **Koyu Maru** | Scw | Jap | Kobe | 3294 | | 1921 | Kobe, | Hir-Shoji | 3CylTE26½,44½,75x48; | | BL |
| 28,928 | Steel | | 400 | 54.5 \| 30 | 5325 | | 7 | (Mitsubishi [Jap. | Kabushiki Kaisha | 3SB;WP200lbs | | |
| SKVL | 2D;Wireless;W. Bal | 6BH | P39′ | B121′ F43′ | | | | Zosen Kaisha.) | | | | |
| 7744 | **Krakatau** | Scw | Hol | Amst'dam | 4289 | | 1912 | Rotterdam, | Stoomv. | 3CylTE27½,47,82½x53; | | BL |
| | Steel | | 430.1 | 55.2 \| 34.6 | 6738 | | 6 | (Maats. [Hol. | Maats. Nederland | 2SB;2DB;WP215lbs | | |
| PHTB | 2D;Shel dk;Wireless;W. Bal | 7BH | | | | | | Fyenoord.) | | | | |
| 7745 | **Kralingen** | Scw | Hol | Rotterd'm | 798 | | 1917 | Kinderdijk, | N. V. Gebr- | 3CylTE17,29,46x36; | | V |
| | Steel | | 239.3 | 36.2 \| 16.8 | 1379 | | | (L. [Den. | veders van Uden's | 2SB;WP180lbs;875IHP | | |
| PHTD | 1D;W. Bal | 5BH | P23′ | B56′ F25′ | | | | Smit & Zoon.) | Scheepv. & Agentuur Mij. | | | |
| 7746 | **Krasnoe Znamia** | Scw | Rus | Leningrad | 1471 | | 1901 | W. Hartle- | Govt. | 3CylTE22,35,59x39; | | |
| | xWaverley Steel | | 302 | 43.1 \| 19.8 | 2569 | | 6 | pool, Eng | Baltic S.S. Co. | 2SB;WP180lbs | | |
| | 1D;Deep frmg;Wireless;W. Bal | 5BH | P25′ | B72′ F33′ | | | | (W. Gray & Co., Lim.) | | | | |
| 7747 | **Krasny Oktiabr** | Scw | Rus | Archangel | 1873 | | 1911 | W. Hartle- | Sovtorgflot | 3CylTE23½,38,64x42; | | |
| | xVeerhaven Steel | | 325 | 47 \| 22.4 | 3003 | | 5 | pool, Eng. | | 2SB;WP180lbs | | |
| | D1;Wireless;W. Bal | 5BH | P33′ | B98′ F32′ | | | | (Irvines' S. B. & D. D. Co., Lim.) | | | | |
| 7748 | **Krimulda** | Scw | Ltv | Riga | 1150 | | '99 | Blyth, | Gebr. | 3CylTE20,33,54x36; | | BL |
| 973 | xGeneral Dragomirow Steel | | 274.2 | 40.7 \| 18.2 | 1970 | | 8 | (Blyth [Eng. | Seeberg | 2SB;WP170lbs | | |
| HDFT | 1D;Deep frmg;Wireless;W. Bal | 4BH | B70′ | F31′ | | | | S. B. Co., Lim.) | | | | |
| 7749 | **Kristian Krohg** | Scw | Nor | Bergen | 1134 | | 1917 | Schiedam, | O. Orvig, | 3CylTE20,32,52x39; | | V |
| | Steel | | 269.2 | 42.2 \| 18 | 1992 | | | (A. F. [Hol. | Mgr. | 2SB;WP180lbs | | |
| MTCV | 1D;Wireless;W. Bal | 5BH | P28′ | B74′ F28′ | | | | Smulders.) | | | | |
| 7750 | **Kristianiafjord** | Scw | Nor | Oslo | 4148 | | 1921 | Glasgow, | Norwegian | Stm Tbns; | | N |
| | Steel | | 421.7 | 55.8 \| 26.5 | 6758 | | 6 | (Napier [Scot. | America Line | 3SB;WP180lbs | | |
| LBTR | 3D;Oil fuel; Wireless;W. Bal | 8BH | | | | | | & Miller, Lim.) | | | | |
| 7751 | **Kristine I** | Scw | Nor | Hauges'nd | 613 | | 1904 | Oslo, | A/S. | 3CylTE16,27,44x30; | | N |
| | xAsra xSolva Steel | | 226.3 | 33.2 \| 15.8 | 1032 | | 4 | (Nylands [Nor. | Kristine | 1SB;WP175lbs | | |
| MBRP | 1D;W. Bal | 4BH | F25′ | B61′ | | | | Verkstad.) | | | | |
| 7752 | **Kriton** | Scw | Nor | Tonsberg | 656 | | 1918 | Oslo | Dampsk | 3CylTE17,29,47x33; | | N |
| | Steel | | 226.5 | 36.5 \| 15.7 | 1115 | | 6 | (Akers. mek. [Nor. | A/S. Marks | 2SB;WP180lbs | | |
| MSFG | 1D;W. Bal | 4BH | P19′ | B57′ F24′ | | | | Vaerksted.) | | | | |
| 7753 | **Kronborg** | Scw | Dan | Cop'hagen | 2200 | | '99 | W. Hartle- | C. K. Han- | 3CylTE25,40,65x42; | | BL |
| | Steel | | 330 | 47.1 \| 24.7 | 3525 | | 1 | pool, Eng | sen, Mgr. | 2SB;WP160lbs | | |
| NWQJ | 1D;B;Deep frmg;W. Bal; Wireless | 5BH | P35′ | B77′ F33′ | | | | (W. Gray & Co., Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7754 | **Kronprins Gustaf Adolf** | MV | Swd | Stockholm | 2255 | | 1914 | Copenhagen | A. A. John- | 2-6Cyl OilEng 21¼x28¾ | | BL |
| 5,555 | Steel | Twin | 359.6 | 51.6 \| 22.2 | 3702 | | 2 | (Akt. [Den. | son, Mgr. | | | |
| JTPQ | 2D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Burmeister & Wain) | | | | |
| 7755 | **Kronprinsessan Margareta** | MV | Swd | Stockholm | 2244 | | 1914 | Copenhagen | A. A. John- | 2-6Cyl OilEng 21¼x28¾; | | BL |
| 5,582 | Steel | Twin | 360.2 | 51.4 \| 22.1 | 3739 | | 3 | (Akt. [Den. | son, Mgr. | | | |
| JTRN | 2D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Burmeister & Wain.) | | | | |
| 7756 | **Kronstad** | Scw | Nor | Arendal | 1609 | | 1911 | Newcastle, | Peter | 3Cyl TE 23,38,62x42; | | N |
| | Steel | | 313 | 46.5 \| 20.6 | 2644 | | 5 | (W. Dobson [Eng. | Dedekam | 2SB;WP180lbs | | |
| MGPL | 1D;W. Bal; Wireless 4BH | | P23′ | B81′ F31′ | | | | & Co.) | | | | |
| 7757 | **Kronviken** | Scw | Nor | Bergen | 1519 | | 1904 | W. Hartle- | A/S Wallem | 3Cyl TE 21,33,56x36; | | BL |
| | xDomburg xDelta Steel | | 281 | 42.6 \| 16.6 | 2363 | | 11 | pool, Eng. | & Co. | 2SB;WP160lbs | | |
| WNQL | 1D;Deep frmg;Wireless;W. Bal 4BH | | P17′ | F31′ | | | | (W. Gray & Co., Lim.) | | | | |
| 7758 | **Kroonland** | Scw | Am | New York | 7055 | | 1902 | Phila., | Inter- | 2-3Cyl TE 32½,54,89½x54; | ✠ — — | BL |
| 161,208 | Steel | Sch | 560 | 60.2 \| 21.2 \| 42 | 11932 | | 7 | (Wm. [Pa. | national Mercan- | 9SB;WP170lbs;9300IHP | Cancelled. | |
| KRSC | 4D;Wireless;D.F.SUB.SIG; 12BH | Twin | P48′ | B273′ F88 | 11741 | | | Cramp & Sons.) | tile Marine Co. | | | |
| | Web frms;W. Bal;Oil fuel | | | | | | | | | | | |
| 7759 | **Krosfond** | Scw | Nor | Stavanger | 1263 | | 1920 | Sunderland, | Breifonds | 3Cyl TE 22,35,58x39; | | N |
| | Steel | | 285 | 41.5 \| 20.3 | 2193 | | 7 | (Swan, [Eng. | Dampsk. A/S. | 2SB;WP180lbs | | |
| MVPD | 1D;Oil fuel;Wireless;W. Bal 4BH | | P24′ | B78′ F29′ | | | | Hunter & Wigham Richardson.) | | | | |
| 7760 | **Kudat** | Scw | Br | Singapore | 800 | | 1914 | Dundee, | Straits S.S. | 2-4Cyl TE 12,20,24,24x24; | | |
| 135,673 | xBarima Steel | Twin | 220.5 | 37.1 \| 18.4 | 1532 | | 4 | (Caledon [Scot. | Co. (Lim.) | 2SB;WP180lbs | | |
| JFKB | 1D;Shel dk;Oil fuel 4BH | | B94′ | F42′ | | | | S. B. & E. Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 7761 | **Kulshan** | Scw | Am | Seattle | 573 | | 1910 | Seattle, | Puget | 3Cyl TE 17,28,47x36; | | |
| 207,780 | Steel | Sch | 160.3 | 32 \| 20.7 | 926 | | 7 | (The [Wash. | Sound Nav. | 1250IHP. | | |
| LBPT | 2D;Oil fuel 5BH | | | | | | | Moran Co.) | Co. | | | |
| 7762 | **Kumara** | Scw | Br | Sthamptn | 3928 | | '99 | Newcastle, | Shaw, | 3Cyl TE 32,54,86¾x54; | | BL |
| 110,258 | Steel | Sch | 425.1 | 54.2 \| 29.6 | 6063 | | 8 | (C. S. Swan [Eng. | Saville & Albion | 5SB;WP180lbs | | |
| RHJC | 2D;Shel dk;Deep frmg;Wireless; 7BH | | | | | | | & Hunter.) | Co. (Lim.) | | | |
| | W. Bal | | | | | | | | | | | |
| 7763 | **Kumeric** | Scw | Br | Glasgow | 4024 | | 1906 | Pt. Glasgow, | A. Weir & | 3Cyl TE 28½,47,78x54; | | BL |
| 124,144 | Steel | Sch | 460 | 55.1 \| 28.6 | 6371 | | 11 | Scot. | Co., Mgrs. | 3SB;WP180lbs | | |
| HJNF | 2D;Shel dk;Deep frmg;Oil Fuel 6BH | | | | | | | (Russell & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 7764 | **Kumsang** | Scw | Br | HongK'ng | 3341 | | 1920 | Sunderland, | Indo-China | 3Cyl TE 29,49,80x54; | | BL |
| 143,627 | xBarrymore Steel | | 420.3 | 55 \| 36.4 | 5447 | | 4 | (J. Laing [Eng. | Steam Nav. Co. | 4SB;WP180lbs | | |
| KFGC | 2D;B;Shel dk;Oil fuel; 7BH | | F33′ | | | | | & Sons, Lim.) | (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 7765 | **Kunajiri Maru** | Scw | Jap | Tokio | 3062 | | '96 | W. Hartle- | Teishin Sho | 3Cyl TE 24,39,66x45; | | C-J |
| 10,118 | xApollo Steel | | 341.5 | 47 \| 29.6 | 4062 | | 12 | pool, Eng. | | 2SB;WP155lbs;299RHP. | 3d.SS.No.2,Ykma3,24;A.S.1,26; | |
| JWTG | 1D;B;Wireless;W. Bal 6BH | | P32′ | B103′ F38′ | | | | (Furness, Withy & Co., Lim.) | | | M.&B.S;shft drn1,26 | |
| 7766 | **Kurdistan** | Scw | Br | Newcastle | 2682 | | 1918 | W. Hartle- | Common | 3Cyl TE 25,41,68x48; | | BL |
| 140,708 | Steel | | 380.1 | 53.5 \| 24.1 | 4289 | | 3 | (W. [pool, Eng. | Bros., Mgrs. | 2SB;WP180lbs | | |
| JSMT | 1D;Wireless;W. Bal 6BH | | P27′ | B230′ F36′ | | | | Gray & Co., Lim.) | | | | |
| 7767 | **Kureha Maru** | Scw | Jap | Nshnmya | 3648 | | 1918 | Tsurumi, | Tatsuuma | 3Cyl TE 26,43,72x48; | | BL |
| 22,690 | Steel | | 400 | 53 \| 32 | 5809 | | 5 | (Asano [Jap. | Kisen Kabushiki | 3SB;WP200lbs | | |
| NVRH | 2D;Wireless;W. Bal 6BH | | P32′ | B124′ F41′ | | | | S. B. Co., Lim.) | Kaisha | | | |
| 7768 | **Kurohime Maru** | Scw | Jap | Dairen | 2894 | | 1920 | Pt. Glasgow, | Kurohime | 3Cyl TE 27,45,74x51; | | C-J |
| 230 | xBogstad Steel | | 385 | 52.9 \| 29.2 | 4697 | | 8 | (Lithgows, [Scot. | Kisen Kabushiki | 3SB;WP180lbs;274RHP | S.S.No.1,Kobe6,24;A.S.8,25; | |
| QBTW | 2D;Deep frmg;Oil fuel; 7BH | | P39′ | B230′ F45′ | | | | Lim.) | Kaisha | | M.&B.S;shft drn8,25 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 7769 | **Kurow** | Scw | Br | Wellingtn | 1540 | | 1909 | Sunderland, | Union S.S. | 3Cyl TE 22½,38,62x42; | | |
| 127,804 | Steel | | 315 | 44.6 \| 20.6 | 2625 | | 4 | (Wm. [Eng | Co. of New | 2SB;WP180lbs;333RHP. | | |
| TVSG | 1D;Deep frmg;Wireless;W. Bal 6BH | | P25′ | B75′ F36′ | | | | Doxford & Sons, Lim.) | Zealand (Lim.) | | | |
| 7770 | **Kursemneks** | Trn | Ltv | Riga | 244 | | '93 | Wandsen, | Geb. | Wd | | |
| | | | 114 | 28 \| 13.2 | 274 | | | (M. [Rus. | Muzneck | | | |
| HBJF | 1D | | | | | | | Maurit.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7771 | **Kurt** | Trn | Dan | Svendbora | 262 | | 1921 | Thuro, | R. W. | Wd | | V |
| | xPoseidon | | 127.6 | 29.6 \| 12.8 | 300 | | | (J. P. [Den Jorgensen.) | Rasmussen | | |
| NCWG | 1D | | | | | | | | | | | |
| 7772 | **Kurt** | Trn | Ger | Lubeck | 183 | | 1915 | Lehe, | Wilhelm | Stl;3BH; | | G |
| | xVadder Vietor xHildegard | Aux | 123.2 | 25.4 \| 11.1 | 263 | | 9 | (Schiffsb. [Ger. Ges. "Unterweser") | Wolff | 3CylOilEng11x17¾ | | |
| KRWH | 1D | | | | | | | | | | | |
| 7773 | **Kuskanook** | SW | Br | Vancouver | 548 | | 1906 | Nelson, | Canadian | 2CylH22,22x96; | | |
| 121,758 | Wood | | 193.5 | 30.9 \| 7 | 1008 | | | (J. Bulger.) [Can | Pacific Ry. Co. | 32RHP. | |
| | 1D | | | | | | | | | | | |
| 7774 | **Kut** | Scw | Br | London | 2213 | | '92 | Sunderland, | "K" S. S. | 3CylTE28,45,73x54; | | |
| 101,917 | xHarmodius Steel | Sch | 360 | 43.5 \| 26.1 | 3513 | | 8 | (Sunderland [Eng. | Co. (Lim.) | 2DB;WP155lbs | | |
| MRVB | 2D;B;Wireless;W. Bal 6BH | | P40′ | B96′ F39′ | | | | S. B. Co., Lim.) | | | | |
| 7775 | **Kvichak** | Scw | Am | San Fran. | 610 | | 1900 | Portland, | Alaska | 2-3CylTE9,15½,27x24; | | BL |
| 161,140 | Steel | Twin | 200.2 | 35.5 \| 16.2 | 1063 | | 10 | (Wolff [Ore. | Packers | 2SB;WP225lbs;1000IHP | | |
| KPSM | 2D;Mchy aft;Oil fuel;Wireless; 3BH | | B63′ | F32′ | | | | & Zwicker, I. W.) | Association | | | |
| | W. Bal | | | | | | | | | | | |
| 7776 | **Kwanan Maru** | Scw | Jap | Kobe | 1324 | | 1920 | Uraga, | Yamashita | 3CylTE18,29½,50x39; | | C-J |
| 25,102 | Steel | | 280 | 43.2 \| 21 | 2192 | | 5 | (Uraga [Jap. | Kisen Kogyo | 2SB;WP200lbs;123RHP. | S.S.No.1,Insha9.24;A.S.8.25; | |
| RMCK | 2D;W. Bal;Wireless 5BH | | P20′ | B69′ F30′ | | | | Dock Co., Lim.) | Kabushiki Kaisha | | B.S.9.24;M.S;shft drn8.25 | |
| 7777 | **Kwasind** | Sch | Br | Mont. Bay | 92 | | '88 | City Island, | C. P. | Wd | | |
| 132,488 | | | 78.5 | 21.9 \| 7.2 | 105 | | | N. Y. | McLaughlin | | | |
| | 1D | | | | | | | | | | | |
| 7778 | **Kwazan Maru** | Scw | Jap | Yokoh'ma | 1855 | | 1919 | Yokohama, | Hashimoto | 3CylTE22,37,61x42; | | |
| 24,648 | Steel | | 310 | 43 \| 26 | 2989 | | | (Yokohama [Jap. | Kisen Kabushiki | 2SB;WP180lbs;1406IHP. | | |
| RKHW | 2D;W. Bal 6BH | | P25′ | B98′ F33′ | | | | Dock Co.) | Kaisha | | | |
| 7779 | **Kyno** | Scw | Br | Hull | 2442 | | 1924 | Goole, | Ellerman's | 3CylTE21,35,61x42; | | C |
| 147,156 | Steel | | 332.8 | 46.6 \| 28.9 | 3950 | | 7 | (Goole [Eng. | Wilson Line | 2SB;WP225lbs | A.S.11,25; | |
| KQWV | 1D;Shel dk;Wireless;W. Bal 7BH | | | | | | | S. B. & Repg. Co., Lim.) | (Lim.) | | M.S.11,25 | |
| 7780 | **Kyodo Maru** | MV | Jap | Hakodate | 741 | | 1914 | Bolnes, | Sekuju | 2-4CylOilEng16½x18⅞ | | |
| 28,143 | xGallia Steel | Twin | 190 | 33.5 \| 17 | 1034 | | 3 | (Gebr. [Hol. | Kyodo Hanbaisho | | | |
| SGPH | 1D;Mchy aft;Oil in bulk; 11BH | | P44′ | F21′ | | | | Pot.) | Kabushiki Kaisha | | | |
| | SUB.SIG;W. Bal | | | | | | | | | | | |
| 7781 | **Kyphissia** | Scw | Ger | Hamburg | 1786 | | 1923 | Lubeck, | Hamburg | 3CylTE23,38,62x41; | | G |
| | Steel | | 337.7 | 48.2 \| 21.0 | 3034 | | 4 | (Schiffs. u. [Ger. | Amerika Linie | 2Brs | | |
| RDJW | 1D;SUB.SIG;Wireless;W. Bal 1BH | | B59′ | F36′ | | | | Dockbauw. Flender, A. G.) | | | | |
| 7782 | **Kyuquot** | Scw | Br | Victoria | 9 | | 1919 | Saltney, | Canadian | 3CylTE18¼,28½,48¼x28; | | C |
| 143,307 | xSt. Florence Steel | | 135.2 | 29.1 \| 13.6 | 419 | | 6 | (J. Crichton [Eng. | Pacific | 2SB;WP180lbs | S.S.No.1,Lth1,25; | |
| KDSC | 1D;Mchy aft;Oil fuel;W. Bal 3BH | | F35′ | | | | | & Co., Lim.) | Railway Co. | | shft drn12.24;M.&B.S.1.25 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7783 | **L. A. Christensen** | MV | Nor | Tonsberg | 2515 | | 1925 | Hamburg, | A/S | 6CylOilEng29x47 | | N |
| LFJB | Steel | | 382.7 | 53.4 \| 25.4 | 4361 | | 9 | (Deutsche [Ger. | Ulabrand | | | |
| | 2D;Wireless;W. Bal 6BH | | F39′ | | | | | Werft, A. G.) | | | | |
| 7784 | **L. A. Dunton** | Sch | Am | Boston | 94 | | 1921 | Essex, | Felix Hogan | Wd;Gif | | |
| 221,150 | | | 104. | 25 \| 11.6 | 134 | | | (Arthur D. [Mass. | | | | |
| | 1D | | | | | | | Story.) | | | | |
| 7785 | **L'Avenir** | Bk | Blg | Antwerp | 2074 | | 1908 | Bremer- | Assn. Mari- | Stl;5BH | | V |
| | 4 M | | 278.3 | 44.1 \| 26.6 | 2776 | | 5 | haven, Ger. | time Belge | | | |
| MLBN | 2D;B;Wireless;SUB.SIG;W. Bal | | | | | | | (Rickmers Reism. Rhed. u. Schiffsb.) | | | | |
| 7786 | **L. D. Potter** | Scw | Am | Wilm'gton | 134 | | 1910 | Philadel- | ---------- | 3Cyl TE12,20,34x24; | | |
| 223,538 | xGen. George H. Weeks Steel | | 113.5 | 24 \| 11.7 | 258 | | | (Wm. [phia, Pa. | | 1WTB;WP180lbs.650IHP. | | |
| | 5BH | | | | | | | Cramp & Sons S. & E. B. Co.) | | | | |
| 7787 | **L. E. Williams** | Sch | Am | Crisfield | 96 | | '75 | Barren | C. C. | O,Gif(Sltd) | | |
| 140,130 | | C B | 95.5 | 23.1 \| 7.5 | 101 | | | Creek Springs, Md. | Paul & Co. | | | |
| JRGQ | 1D | | | | | | | | | | | |
| 7788 | **L. H. Marrero** | Scw | Am | N. Orleans | 163 | | 1905 | Jefferson- | Merchants | 2-1Cyl12x60; | | |
| 202,604 | Steel | Ctm | 118 | 53 \| 7.5 | 163 | | | ville, Ind. | & Planters | 1B;WP153lbs;260IHP. | | |
| | 1D 7BH | Twin | | | | | | (Howard.) | Ferry Co. | | | |
| 7789 | **L. J. Drake** | Scw | Am | New York | 4796 | | 1918 | Seattle, | Standard | 3Cyl TE24½,41½,72x48; | **A1** Oil Carrier. | |
| 216,986 | Steel | | 419.6 | 57.2 \| 30 | 6693 | | 8 | (Ames [Wash. | Oil Co. (N. J.) | Hooven, Owens, Rentschler Co: | AMS | |
| LNCQ | 2D;Long. frmg;Mchy aft; 18BH | | P97′ | B34′ F35′ | 9500 | | | S. B. & D. D. Co.) | | 3SB;Ames S. B. & D. D. Co; | S.S.No.1,NY6,22; | |
| | SUB.SIG; 14BH to Fbd dk | | | | | | | | | 8250HS;WP200lbs;2500IHP;EAC; | n Eng;n shft6,22;B.S.1,26; | |
| | Wireless; 4BH to 2d dk | | | | | | | | | DB;d rpd3,24;Dkd,s rps8,26 | shft drn7,26;M.S.8,26; | |
| | Oil fuel F. P. above 150° F C-37 | | | | | | | | | | 7th BB;C'L | |
| | W B.—A.P.54t,D B a63′1890t. | | | D.T | f.36′460t; F.P.1 | 92t | | | | | | |
| | F.O. D.T. | a12′54 | 2t;D.T | f.36′430t | | | | | | | | |
| 7790 | **L. L. Barth** | Scw | Am | Gary | 491 | | '89 | West Bay | Construc- | 2CylC22,40x40; | | |
| 116,266 | xWilhelm Oak | | 185 | 35 \| 13.8 | 683 | | | City, Mich. | tion Materials | 1SB;WP125lbs;355IHP. | | |
| | 1D | | | | | | | (J. Davidson.) | Co. | | | |
| 7791 | **L. M. Bowers** | Scw | Am | Duluth | 6436 | | 1920 | Lorain, | Continental | 3Cyl TE24½,41,65x42; | (★100(GL) | |
| 220,453 | Steel | | 580 | 60 \| 32 | 8262 | | 6 | (American [Ohio | S.S. Co. | 3SB;WP185lbs;2300IHP. | P.S.12,25 | |
| | 1D;Mchy aft;Long. frmg;W. Bal 4BH | | | | | | | S. B. Co.) | | | | |
| 7792 | **L. V. R.R. No. 8** | Brg | Am | P. Amboy | 348 | | 1901 | Port Rich- | Bee Line | Wd;Gif | | |
| 36,963 | xElizabeth | | 80 | 28 \| 8 | 356 | | | mond, N. Y. | Transp. Co. | | | |
| | 1D | | | | | | | (Burlee D. D. Co.) | | | | |
| 7793 | **L. V. R.R. No. 9** | Brg | Am | P. Amboy | 385 | | 1901 | Port Rich- | Bee Line | Wd;Gif | | |
| 36,959 | xEmerald | | 122 | 31.4 \| 9.7 | 406 | | | mond, N. Y. | Transp. Co. | | | |
| | 1D | | | | | | | (Burlee D. D. Co.) | | | | |
| 7794 | **L. V. R.R. No. 10** | Brg | Am | P. Amboy | 311 | | 1901 | Port Rich- | Bee Line | Wd;Gif | | |
| 37,628 | xFairview | | 80 | 28 \| 8 | 321 | | | mond, N. Y. | Transp. Co. | | | |
| | 1D | | | | | | | (Burlee D. D. Co.) | | | | |
| 7795 | **L. V. R.R. No. 11** | Brg | Am | P. Amboy | 350 | | 1901 | Port Rich- | Bee Line | Wd;Gif | | |
| 37,629 | xFlorence | | 80 | 28 \| 8 | 360 | | | mond, N. Y. | Transp. Co. | | | |
| | 1D | | | | | | | (Burlee D. D. Co.) | | | | |
| 7796 | **L. V. R.R. No. 12** | Brg | Am | P. Amboy | 353 | | 1901 | Port Rich- | Bee Line | Wd;Gif | | |
| 37,630 | xFreeland | | 80 | 28 \| 8 | 363 | | | mond, N. Y. | Transp. Co. | | | |
| | 1D | | | | | | | (Burlee D. D. Co.) | | | | |
| 7797 | **L. V. R.R. No. 13** | Brg | Am | P. Amboy | 343 | | 1901 | Port Rich- | Bee Line | Wd;Gif | | |
| 37,631 | xFulton | | 80 | 28 \| 8 | 353 | | | mond, N. Y. | Transp. Co. | | | |
| | 1D | | | | | | | (Burlee D. D. Co.) | | | | |
| 7798 | **L. V. R.R. No. 14** | Brg | Am | P. Amboy | 353 | | 1901 | Port Rich- | Bee Line | Wd;Gif | | |
| 39,779 | xGrandin | | 80 | 28 \| 8 | 363 | | | mond, N. Y. | Transp. Co. | | | |
| | 1D | | | | | | | (Burlee D. D. Co.) | | | | |
| 7799 | **L. V. R.R. No. 21** | Brg | Am | P. Amboy | 324 | | 1901 | Port Rich- | Bee Line | Wd;Gif | | |
| 42,862 | xHighland | | 80 | 28 \| 8 | 334 | | | mond, N. Y. | Transp. Co. | | | |
| | | | | | | | | (Burlee D. D. Co.) | | | | |
| 7800 | **L. V. R.R. No. 22** | Brg | Am | P. Amboy | 330 | | 1901 | Port Rich- | Bee Line | Wd;Gif | | |
| 48,682 | xLandsdown | | 80 | 28 \| 8 | 339 | | | mond, N. Y. | Transp. Co. | | | |
| | 1D | | | | | | | (Burlee D. D. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7801 48,685 | **L. V. R.R. No. 23** xLehighton 1D | Brg | Am 80 | P. Amboy 28 \| 8 | 338 346 | | 1901 | Port Richmond, N. Y (Burlee D D. Co.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7802 48,683 | **L. V. R.R. No. 25** xLima 1D | Brg | Am 80 | P. Amboy 28 \| 8 | 331 341 | | 1901 | Port Richmond, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7803 51,416 | **L. V. R.R. No. 26** xManchester 1D | Brg | Am 80 | P. Amboy 28 \| 8 | 347 357 | | 1901 | Port Richmond, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co | Wd;Gif | | |
| 7804 51,417 | **L. V. R.R. No. 27** xMetuchen 1D | Brg | Am 80 | P. Amboy 28 \| 8 | 326 336 | | 1901 | Port Richmond, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7805 54,592 | **L. V. R.R. No. 29** xParkview 1D | Brg | Am 80 | P. Amboy 28 \| 8 | 355 361 | | 1901 | Port Richmond, N. Y (Burlee D. D. Co.) | Bee Line Transp. Co | Wd;Gif | | |
| 7806 56,692 | **L. V. R.R. No. 40** xRoselle 1D | Brg | Am 80 | P. Amboy 28 \| 8 | 328 338 | | 1901 | Port Richmond, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co | Wd;Gif | | |
| 7807 58,110 | **L. V. R.R. No. 41** xStanton 1D | Brg | Am 80 | P. Amboy 28 \| 8 | 327 337 | | 1901 | Port Richmond, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co | Wd;Gif | | |
| 7808 29,975 | **L. V. R.R. No. 55** xA 1D | Brg | Am 89 | New York 30 \| 8.5 | 123 130 | | '87 | Brooklyn, (Trundy & Murphy.) [N. Y. | Bee Line Transp. Co | Wd;Gif | | |
| 7809 31,491 | **L. V. R.R. No. 56** xD 1D | Brg | Am 89.3 | New York 30.4 \| 8.5 | 123 130 | | '87 | Brooklyn, (Trundy & Murphy.) [N. Y. | Bee Line Transp. Co | Wd;Gif | | |
| 7810 33,965 | **L. V. R.R. No. 101** 1D | Brg | Am 89.3 | New York 30.4 \| 3.5 | 143 | | '74 | Brooklyn, (Trundy & Murphy.) [N. Y. | Bee Line Transp. Co | Wd;Gif | | |
| 7811 30,274 | **L. V. R.R. No. 104** xAshbrook 1D | Brg | Am 80 | P. Amboy 28 \| 8 | 154 165 | | 1901 | Port Richmond, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7812 30,264 | **L. V. R.R. No. 105** xAlpine 1D | Brg | Am 80 | P. Amboy 28 \| 8 | 156 158 | | 1901 | Port Richmond, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co | Wd;Gif | | |
| 7813 30,273 | **L. V. R.R. No. 106** xAshland 1D | Brg | Am 90 | P. Amboy 28 \| 8 | 155 166 | | 1901 | Port Richmond, N. Y (Burlee D. D. Co.) | Bee Line Transp. Co | Wd;Gif | | |
| 7814 31,706 | **L. V. R.R. No. 112** xBarton 1D | Brg | Am 80 | P. Amboy 28 \| 8 | 155 165 | | 1901 | Port Richmond, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co | Wd;Gif | | |
| 7815 31,707 | **L. V. R.R. No. 113** xBurdett 1D | Brg | Am 80 | P. Amboy 28 \| 8 | 155 165 | | 1901 | Port Richmond, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co | Wd;Gif | | |
| 7816 34,422 | **L. V. R.R. No. 114** xCamden 1D | Brg | Am 80 | P. Amboy 28 \| 8 | 160 170 | | 1901 | Port Richmond, N. Y (Burlee D. D. Co.) | Bee Line Transp. Co | Wd;Gif | | |
| 7817 34,427 | **L. V. R.R. No. 115** xCementon 1D | Brg | Am 80 | P. Amboy 28 \| 8 | 159 169 | | 1901 | Port Richmond, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7818 34,423 | **L. V. R.R. No. 116** xClinton 1D | Brg | Am 80 | P. Amboy 28 \| 8 | 158 168 | | 1901 | Port Richmond, N. Y (Burlee D. D. Co.) | Bee Line Transp. Co | Wd;Gif | | |
| 7819 34,428 | **L. V. R.R. No. 117** xCoxton 1D | Brg | Am 80 | P. Amboy 28 \| 8 | 160 170 | | 1901 | Port Richmond, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7820 35,604 | **L. V. R.R. No. 120** xDallas 1D | Brg | Am 80 | P. Amboy 28 \| 8 | 154 164 | | 1901 | Port Richmond, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co. | Wd;Gif | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7821 35,605 | **L. V. R.R. No. 121** xDrifton 1D | Brg | Am | P. Amboy 28 \| 8 | 156 166 | | 1901 | Port Richmond, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7822 36,967 | **L. V. R.R. No. 122** xElmira 1D | Brg | Am | P. Amboy 28 \| 8 | 155 166 | | 1901 | Port Richmond, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7823 36,966 | **L. V. R.R. No. 123** xErin 1D | Brg | Am | P. Amboy 28 \| 8 | 155 165 | | 1901 | Port Richmond, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7824 61,165 | **L. V. R.R. No. 129** xVictor 1D | Brg | Am | P. Amboy 35 \| 10 | 245 307 | | 1902 | Port Richmond, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7825 162,099 | **L. V. R.R. No. 210** xAjax 1D | Brg | Am | P. Amboy 26 \| 10 | 262 262 | | '74 | Mariners Harbor, N. Y. (Theo. A. Crane's Sons Co.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7826 162,100 | **L. V. R.R. No. 211** x12 1D | Brg | Am | P. Amboy 22 \| 11 | 262 262 | | 1903 | Mariners Harbor, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7827 162,101 | **L. V. R.R. No. 212** 1D | Brg | Am | P. Amboy 22 \| 11 | 262 262 | | 1903 | Mariners Harbor, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7828 162,102 | **L. V. R.R. No. 213** x14 1D | Brg | Am | P. Amboy 22 \| 11 | 262 262 | | 1903 | Mariners Harbor, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co. | YP;Gif | | |
| 7829 162,103 | **L. V. R.R. No. 214** 1D | Brg | Am | P. Amboy 22 \| 11 | 262 262 | | 1903 | Mariners Harbor, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co. | YP;Gif | | |
| 7830 162,104 | **L. V. R.R. No. 215** x16 1D | Brg | Am | P. Amboy 22 \| 11 | 245 245 | | 1903 | Mariners Harbor, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co. | YP;Gif | | |
| 7831 162,136 | **L. V. R.R. No. 216** x17 1D | Brg | Am | P. Amboy 22 \| 11 | 245 245 | | 1903 | Port Richmond, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co. | YP;Gif | | |
| 7832 162,137 | **L. V. R.R. No. 217** x18 1D | Brg | Am | P. Amboy 22 \| 11 | 245 245 | | 1903 | Mariners Harbor, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co. | YP;Gif | | |
| 7833 162,138 | **L. V. R.R. No. 218** x19 1D | Brg | Am | P. Amboy 22 \| 11 | 245 245 | | 1903 | Mariners Harbor, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co. | YP;Gif | | |
| 7834 162,139 | **L. V. R.R. No. 219** x20 1D | Brg | Am | P. Amboy 22 \| 11 | 245 245 | | 1903 | Mariners Harbor, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co. | YP;Gif | | |
| 7835 162,306 | **L. V. R.R. No. 230** xAlfred Walter 1D | Brg | Am | P. Amboy 27 \| 13 | 300 300 | | 1904 | Perth Amboy, N. J. (Raritan D.D. Co.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7836 162,200 | **L. V. R.R. No. 231** xC. E. Warren | Brg | Am | P. Amboy 27 \| 13 | 269 269 | | 1903 | Sleightsburg, N. Y. (J. J. Baisden.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7837 162,347 | **L. V. R.R. No. 232** x23 | Brg | Am | P. Amboy 27 \| 11.6 | 230 230 | | 1904 | West New Brighton, N. Y. (McWilliams.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7838 162,341 | **L. V. R.R. No. 233** x25 1D | Brg | Am | P. Amboy 27 \| 11.5 | 232 232 | | 1904 | West New Brighton, N. Y. (McWilliams.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7839 162,340 | **L. V. R.R. No. 234** xCarbon 1D | Brg | Am | P. Amboy 27 \| 11.5 | 229 229 | | 1904 | West New Brighton, N. Y. (McWilliams.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7840 162 318 | **L. V. R.R. No. 235** xBeaver Meadow 1D | Brg | Am | P. Amboy 27 \| 11.5 | 230 230 | | 1904 | West New Brighton, N. Y. (McWilliams.) | Bee Line Transp. Co. | Wd;Gif | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7841 162,326 | **L. V. R.R. No. 236** x26 1D | Brg | Am 100 | P. Amboy 27 \| 11.5 | 230 230 | | 1904 | West New Brighton, N. Y. (McWilliams.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7842 162,307 | **L. V. R.R. No. 237** xTombicken 1D | Brg | Am 100 | P. Amboy 27 \| 11.5 | 230 230 | | 1904 | West New Brighton, N. Y. (McWilliams.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7843 162,283 | **L. V. R.R. No. 238** xRoan 1D | Brg | Am 80 | P. Amboy 27 \| 11.5 | 208 | | 1904 | Perth Amboy, N. J. (Raritan D. D. Co.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7844 162,160 | **L. V. R.R. No. 239** xDeringer 1D | Brg | Am 100 | P. Amboy 24 \| 11.5 | 190 | | 1900 | Perth Amboy, N. J. (Raritan D. D. Co.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7845 162,168 | **L. V. R.R. No. 240** x24 | Brg | Am 100 | P. Amboy 24 \| 10 | 190 | | 1900 | Perth Amboy, N. J. (Raritan D. D. Co.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7846 53,304 | **L. V. R.R. No. 241** xOneida 1D | Brg | Am 100 | P. Amboy 24 \| 10 | 188 | | 1900 | Perth Amboy, N. J. (Raritan D. D. Co.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7847 162,195 | **L. V. R.R. No. 242** xGowen 1D | Brg | Am 100 | P. Amboy 20 \| 11 | 182 | | 1900 | Perth Amboy, N. J. (Raritan D. D. Co.) | Bee Line Transp. Co. | Wd;Gif | | |
| 7848 205,899 KWSN | **L. V. R.R. No. 700** xBear Creek 1D | Brg Sch | Am 187 | P. Amboy 34 \| 16 | 881 934 | | 1908 | Camden, (New York S. B. Co.) [N. J. | Bee Line Transp. Co | Stl | | |
| 7849 205,946 KWTD | **L. V. R.R. No. 701** xBuffalo 1D | Brg Sch | Am 187 | P. Amboy 34 \| 16 | 881 934 | | 1908 | Camden, (New York S. B. Co.) [N. J. | Bee Line Transp. Co | Stl | | |
| 7850 205,947 KWTF | **L. V. R.R. No. 702** xBeckton 1D | Brg Sch | Am 187 | P. Amboy 34 \| 14 | 881 934 | | 1908 | Camden, (New York S. B. Co.) [N. J. | Bee Line Transp Co | Stl | | |
| 7851 205,965 KWTH | **L. V. R.R. No. 703** xBellewood 1D | Brg Sch | Am 187 | P. Amboy 34 \| 16 | 881 934 | | 1908 | Camden, (New York S. B. Co.) [N. J | Bee Line Transp Co | Stl | | |
| 7852 206,077 KWTQ | **L. V. R.R. No. 704** xBlackwood 1D | Brg Sch | Am 187 | P. Amboy 34 \| 16 | 881 934 | | 1909 | Camden, (New York S. B. Co.) [N. J. | Bee Line Transp. Co. | Stl | | |
| 7853 206,088 KWTR | **L. V. R.R. No. 705** xBuck Mountain 1D | Brg Sch | Am 187 | P. Amboy 34 \| 16 | 881 934 | | 1909 | Camden, (New York S. B. Co.) [N. J. | Bee Line Transp. Co. | Stl | | |
| 7854 206,032 KWVB | **L. V. R.R. No. 706** 1D | Brg Sch | Am 187.2 | P. Amboy 34 \| 15 | 881 934 | 3 | 1909 | Camden, (New York S. B. Co.) [N. J. | Bee Line Transp. Co. | Stl | | |
| 7855 206,031 KWJV | **L. V. R.R. No. 707** 1D | Brg Sch | Am 187.2 | P. Amboy 34 \| 15 | 881 934 | 3 | 1909 | Camden, (New York S. B. Co.) [N. J. | Bee Line Transp. Co. | Stl | | |
| 7856 209,872 | **L. V. R.R. No. 741** 1D | Brg Sch | Am 167 | P. Amboy 35.6 \| 12 | 617 680 | | 1912 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) [phia, Pa. | Bee Line Transp. Co. | Stl | | |
| 7857 209,873 | **L. V. R.R. No. 742** 1D | Brg Sch | Am 167 | P. Amboy 35.6 \| 12 | 617 680 | | 1912 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) [phia, Pa. | Bee Line Transp. Co. | Stl | | |
| 7858 3,803 KPHS | **L. V. R.R. No. 780** xBath 1D | Brg Sch | Am 187 | P. Amboy 34.5 \| 18 | 824 926 | | '99 | Bath, (New England S. B. Co.) [Me. | Bee Line Transp. Co. | Wd;If | | |
| 7859 3,806 KPRM | **L. V. R.R. No. 781** xBangor 1D | Brg Sch | Am 188.1 | P. Amboy 34 \| 18 | 823 931 | | '99 | Bath, (New England S. B. Co.) [Me. | Bee Line Transp. Co. | Wd;If | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7860 | **L. V. R.R. No. 783** | Brg | Am | P. Amboy | 796 | | 1900 | Bath, | Bee Line | Wd;If | | |
| 3,832 | | Sch | 188 | 34 \| 18 | 923 | | | (New [Me. | Transp. Co. | | | |
| KPSQ | 1D | | | | | | | England S. B. Co.) | | | | |
| 7861 | **L. V. R.R. No. 784** | Brg | Am | P. Amboy | 808 | | 1900 | Bath, | Bee Line | Wd;If | | |
| 3,838 | xBee | Sch | 188 | 34 \| 18 | 919 | | | (New [Me. | Transp. Co. | | | |
| KPBJ | 1D | | | | | | | England S. B. Co.) | | | | |
| 7862 | **L. V. R.R. No. 786** | Brg | Am | P. Amboy | 492 | | '99 | Perth | Bee Line | O,YP;Gif | | |
| 157,558 | xBlack Tom | | 141.6 | 31 \| 15 | 495 | | | Amboy, N. J. | Transp. Co. | | | |
| KPNG | 1D | | | | | | | (Raritan D. D. Co.) | | | | |
| 7863 | **L. V. R.R. No. 788** | Brg | Am | P. Amboy | 549 | | '82 | Perth | Bee Line | Wd;Gif | | |
| 31,442 | xBaffle | | 166 | 32.2 \| 13.6 | 566 | | | Amboy, N. J. | Transp. Co. | | | |
| | 1D | | | | | | | (Rolland Mills.) | | | | |
| 7864 | **L. V. R.R. No. 790** | Brg | Am | P. Amboy | 524 | | '80 | Tottenville, | Bee Line | Wd;Gif | | |
| 31,436 | xBaltic | | 168 | 32.8 \| 13 | 542 | | | (A. C. [N. Y. | Transp. Co. | | | |
| | 1D | | | | | | | Brown.) | | | | |
| 7865 | **L. V. R.R. No. 791** | Brg | Am | P. Amboy | 523 | | '80 | Perth | Bee Line | Wd;Gif | | |
| 31,437 | xBrunette | | 167 | 32.4 \| 13 | 540 | | | Amboy, N. J. | Transp. Co. | | | |
| | 1D | | | | | | | (Rolland Mills.) | | | | |
| 7866 | **L. V. R.R. No. 792** | Brg | Am | P. Amboy | 514 | | '80 | Perth | Bee Line | Wd;Gif | | |
| 31,414 | xBrave | | 170 | 32 \| 12 | 532 | | | Amboy, N. J. | Transp. Co. | | | |
| | 1D | | | | | | | (Rolland Mills.) | | | | |
| 7867 | **L. V. R.R. No. 793** | Brg | Am | P. Amboy | 511 | | '80 | Perth | Bee Line | Wd;Gif | | |
| 31,435 | xBaronet | | 163.7 | 32.4 \| 12.1 | 529 | | | Amboy, N. J | Transp. Co. | | | |
| | 1D | | | | | | | (Rolland Mills.) | | | | |
| 7868 | **L. V. R.R. No. 794** | Brg | Am | P. Amboy | 421 | | '82 | Perth | Bee Line | Wd;Gif | | |
| 31,455 | xBristol | | 146.6 | 32.3 \| 12.3 | 434 | | | Amboy, N. J. | Transp. Co | | | |
| | 1D | | | | | | | (Hugh Ramsey.) | | | | |
| 7869 | **L. V. R.R. No. 795** | Brg | Am | P. Amboy | 456 | | '82 | Perth | Bee Line | Wd;Gif | | |
| 31,459 | xBrooklyn | | 146.2 | 32.7 \| 12.7 | 466 | | | Amboy, N. J | Transp. Co. | | | |
| | 1D | | | | | | | (Hugh Ramsey.) | | | | |
| 7870 | **L. V. R.R. No. 796** | Brg | Am | P. Amboy | 442 | | '82 | Perth | Bee Line | Wd;Gif | | |
| 31,451 | xBoston | | 147 | 32.4 \| 12.3 | 455 | | | Amboy, N. J | Transp. Co | | | |
| | 1D | | | | | | | (Hugh Ramsey.) | | | | |
| 7871 | **L. V. R.R. No. 797** | Brg | Am | P. Amboy | 403 | | '81 | Perth | Bee Line | Wd;Gif | | |
| 31,447 | xBlue Bird | | 140 | 32.5 \| 12.3 | 417 | | | Amboy, N. J | Transp. Co | | | |
| | 1D | | | | | | | (Hugh Ramsey.) | | | | |
| 7872 | **L. V. R.R. No. 798** | Brg | Am | P. Amboy | 435 | | '81 | Perth | Bee Line | Wd;Gif | | |
| 31,448 | xBlackbird | | 145 | 33 \| 14.4 | 449 | | | Amboy, N. J. | Transp. Co. | | | |
| | 1D | | | | | | | (Hugh Ramsey ) | | | | |
| 7873 | **L. V. R.R. No. 799** | Brg | Am | P. Amboy | 351 | | '87 | Perth | Bee Line | Wd;Gif | | |
| 31,494 | xBuckler | | | | 363 | | | Amboy, N. J | Transp. Co | | | |
| | 1D | | | | | | | (Hugh Ramsey.) | | | | |
| 7874 | **L. V. R.R. No. 801** | Brg | Am | P. Amboy | 351 | | '88 | Perth | Bee Line | Wd;Gif | | |
| 31,498 | xBanter | | | | 363 | | | Amboy, N. J. | Transp. Co. | | | |
| | 1D | | | | | | | (Hugh Ramsey.) | | | | |
| 7875 | **L. V. R.R. No. 802** | Brg | Am | P. Amboy | 351 | | '88 | Perth | Bee Line | Wd;Gif | | |
| 31,499 | xBuffet | | | | 363 | | | Amboy, N. J. | Transp. Co. | | | |
| | 1D | | | | | | | (Hugh Ramsey.) | | | | |
| 7876 | **L. V. R.R. No. 803** | Brg | Am | P. Amboy | 351 | | '88 | Perth | Bee Line | Wd;Gif | | |
| 31,505 | xButtress | | | | 363 | | | Amboy, N. J. | Transp. Co. | | | |
| | 1D | | | | | | | (Hugh Ramsey.) | | | | |
| 7877 | **L. V. R.R. No. 804** | Brg | Am | P. Amboy | 351 | | '88 | Perth | Bee Line | Wd;Gif | | |
| 31,503 | xBluster | | | | 363 | | | Amboy, N. J. | Transp. Co. | | | |
| | 1D | | | | | | | (Hugh Ramsey.) | | | | |
| 7878 | **L. V. R.R. No. 806** | Brg | Am | P. Amboy | 351 | | '88 | Perth | Bee Line | Wd;Gif | | |
| 31,504 | xBizarre | | | | 363 | | | Amboy, N. J. | Transp. Co. | | | |
| | 1D | | | | | | | (Hugh Ramsey.) | | | | |
| 7879 | **L. V. R.R. No. 809** | Brg | Am | P. Amboy | 345 | | '86 | Perth | Bee Line | Wd;Gif | | |
| 31,484 | xBelize | | | | 356 | | | Amboy, N. J. | Transp. Co. | | | |
| | 1D | | | | | | | (Hugh Ramsey.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7880 141,847 KSHJ | **L. Y. Schermerhorn** 1D | Scw | Am | Phila. 98.3 \| 22.7 \| 11.4 | 123 181 | | 1903 3 | Camden, N J. | American Dredging Co. | 2CylC18,40x28; 1Blr;550IHP. | | |
| 7881 126,862 | **L. & W-B. C. Co. No. 1** xC. R.R. of N. J. No. 1 1D;B | Brg Trn | Am 192.1 | New York 34.6 \| 16 | 817 852 | | '92 6 | Noank, (R. Palmer & Son.) [Conn. | Lehigh & Wilkes-Barre Coal Co | O,Ch,YP;Gif,✕(Sltd) | — Exp | |
| 7882 200,291 | **L. & W-B. C. Co. No. 2** xC. R.R. of N. J. No. 2 1D;B | Brg Trn | Am 193.9 | New York 35 \| 17.6 | 866 958 | | 1903 10 | Noank, (R. Palmer & Son.) [Conn. | Lehigh & Wilkes-Barre Coal Co. | O,Ch,YP;Gif,✕(Sltd) | ✠ — — Cancelled | |
| 7883 150,832 KPJH | **L. & W-B. C. Co. No. 3** xPaximos 1D;B | Brg Sch | Am 194.4 | New York 34.8 \| 17 | 865 954 | | '99 9 | Noank, (R Palmer & Sons.) [Conn. | Lehigh & Wilkes-Barre Coal Co. | O,Ch,Hk,YP;Gif✕(Sltd) | ✠ — — Suspended7.19 | |
| 7884 126,890 | **L. & W-B. C. Co. No. 4** xC. R.R. of N. J. No. 4 1D;B | Brg Trn | Am 159.8 | New York 33.9 \| 16 | 654 685 | | '92 7 | Noank, (R. Palmer & Son.) [Conn. | Lehigh & Wilkes-Barre Coal Co. | O,Ch,YP;Gif,✕(Sltd) | — Exp | |
| 7885 126,891 | **L. & W-B. C. Co. No. 5** xC. R.R. of N. J. No 5 1D;B | Brg Trn | Am 159.8 | New York 33.9 \| 16 | 654 685 | | '92 7 | Noank, (R. Palmer & Son.) [Conn. | Lehigh & Wilkes-Barre Coal Co. | O,Ch,YP;Gif,✕(Sltd) | — Exp | |
| 7886 126,906 | **L. & W-B. C. Co. No. 6** xC. R.R. of N. J. No. 6 1D;B | Brg Trn | Am 159.8 | New York 33.9 \| 16 | 654 685 | | '92 8 | Noank, (R. Palmer & Son.) [Conn. | Lehigh & Wilkes-Barre Coal Co. | O,Ch,YP;Gif,✕(Sltd) | — Exp | |
| 7887 126,907 | **L. & W-B. C. Co. No. 7** xC. R.R. of N. J. No. 7 1D;B | Brg Trn. | Am 159.8 | New York 33.9 \| 16 | 654 685 | | '92 | Noank, (R. Palmer & Son.) [Conn. | Lehigh & Wilkes-Barre Coal Co. | O,Ch,YP;Gif(Sltd) | — Exp | |
| 7888 127,357 KPFW | **L. & W-B. C. Co. No. 8** xC. R.R. of N. J No. 8 1D;B | Brg Trn | Am 193.7 | New York 35 \| 17.6 | 861 953 | | '99 7 | Noank, (R. Palmer & Son.) [Conn. | Lehigh & Wilkes-Barre Coal Co. | O,Ch,YP;Gif,✕(Sltd) | ✠ — — Cancelled | |
| 7889 126,920 | **L. & W-B. C. Co. No. 9** xC. R.R. of N. J. No. 9 1D;B | Brg Trn | Am 159.8 | New York 33.9 \| 16 | 654 685 | | '92 10 | Noank, (R. Palmer & Son.) [Conn. | Lehigh & Wilkes-Barre Coal Co. | O,Ch,YP;Gif,✕(Sltd) | — Exp | |
| 7890 126,987 | **L. & W-B. C. Co. No. 10** xC. R.R. of N. J. No. 10 1D;B | Brg Trn | Am 194 | New York 34.6 \| 16 | 828 862 | | '93 9 | Noank, (R. Palmer & Son.) [Conn. | Lehigh & Wilkes-Barre Coal Co. | O,Ch,YP;Gif,✕(Sltd) | — Exp | |
| 7891 126,997 | **L. & W-B. C. Co. No. 11** xC. R.R. of N. J. No. 11 1D;B | Brg Trn | Am 194 | New York 34.6 \| 16 | 828 862 | | '93 9 | Noank, (R. Palmer & Son.) [Conn. | Lehigh & Wilkes-Barre Coal Co. | O,Ch,YP;Gif,✕(Sltd) | — Exp | |
| 7892 127,366 | **L. & W-B. C. Co. No. 14** xC. R.R. of N. J. No. 14 1D;B | Brg Trn | Am 193.7 | New York 34.8 \| 17.6 | 861 953 | | '99 9 | Noank, (R. Palmer & Son.) [Conn. | Lehigh & Wilkes-Barre Coal Co. | O,Ch,YP;Gif,✕(Sltd) | ✠ — — Cancelled. | |
| 7893 127,433 KQDB | **L. & W-B. C. Co. No. 15** xC. R.R of N. J. No. 15 1D;B | Brg Trn | Am 194.4 | New York 34.8 \| 17.6 | 861 953 | | 1900 6 | Noank, (R. Palmer & Son.) [Conn. | Lehigh & Wilkes-Barre Coal Co. | O,Ch,YP;Gif,✕(Sltd) | ✠ — — Cancelled | |
| 7894 206,189 | **La Belle** Steel 1D;Mchy aft;W. Bal 4BH | Scw Sch | Am 504 | Fairport 54 \| 30 | 4876 6407 | | 1909 4 | Lorain, (Ameri- [Ohio can S. B Co.) | La Belle S.S. Co. (M. A. Hanna, Mgr.) | 3Cyl TE 23½,38,63x42; 2SB;WP180lbs;1760IHP. | (★100(GL) P.S.5.25 | |
| 7895 | **La Belle France** xElkab Steel 2D;Wireless;W. Bal 9BH | Scw | Fr 410.9 P & B | Rouen 50.9 \| 29.5 248′ F54′ | 3916 6118 | | 1904 | Hamburg, (Blohm & [Ger. Voss.) | Soc. Francaise d'Exportation & de Navigation | 4Cyl QE 24,35,51,73x54; 3SB;WP214lbs;2800IHP. | | V |
| 7896 OKXG | **La Bourdonnais** xScharnhorst Steel 4D;SUB.SIG;Wireless;D. F; 10BH W. Bal | Scw Twin | Fr 453.1 P75′ | Havre 55.8 \| 35.8 B190′ F90′ | 4905 8287 | | 1904 | Geestemunde, Ger. (J. C. Tecklenborg, A. G.) | Cie. Generale Transatlantique | 2-3Cyl TE 25,41,70x51; 3DB;1SB;WP207lbs;6000IHP. | | V |
| 7897 213,909 LFSV | **La Brea** 2D;Oil in bulk;Oil fuel; Mchy aft;Web frms;Long. frmg; Wireless;SUB SIG;W. Bal Stel 15BH | Scw | Am 435 P106′ | Los Ang's 56 \| 33.6 B52′ F40′ | 4157 6665 | | 1916 3 | San Francisco, Cal. (Union Iron Wks.) | Union Oil Co. of California | 3Cyl TE 27,45,76x51; 3SB;WP190lbs;2600SHP. | | BL |
| 7898 OKXR | **La Bruyere** 1D;B | Bk | Fr 276.1 P56′ | Nantes 40.5 \| 22.7 F39′ | 1944 2198 | | '99 | Nantes, Fr. (Atel. & Chant. de la Loire.) | G. Belot, Mgr. | Stl;2BH | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7899 | **La Coruna** | Scw | Ger | Hamburg | 1403 | | 1922 | Hamburg, | Hamburg-Sudamer. Dampfschiff. Ges. | 3CylTE27,45,74x55; | | G |
| | Steel | | 414 | 55.2 \| 39 | 7271 | | 1 | (Reiherstieg Schiffsw. u. Maschf.) [Ger. | 3SB;WP199lbs | | |
| RCDK | 3D;sub.sig;Wireless;W. Bal 9BH | | | | | | | | | | | |
| 7900 | **La Crescenta** | Scw | Br | London | 3531 | | 1923 | Haverton-on-Hill, Eng. (Furness S. B. Co., Lim.) | Crescent Navigation Co. (Lim.) | 3CylTE27,45,75x51; | | BL |
| 147,519 | Steel | | 400 | 53 \| 32.8 | 5880 | | 6 | | | 3SB;WP180lbs | | |
| KPHS | 2D;Web frms;Oil in bulk; Oil fuel;Mchy aft;Wireless; W. Bal 14BH | | P66′ | B34′ F37′ | | | | | | | | |
| 7901 | **La Drome** | Scw | Fr | Havre | 2102 | | 1900 | Newcastle, (Wigham, Richardson & Co., Lim.) [Eng. | Cie. Gen. Transatlantique | 3CylTE22,37,65½x62; | | V |
| | xTrento Steel | | 345.5 | 45.6 \| 23.1 | 3236 | | | | 2SB;WP180lbs;1200IHP. | | |
| OFTL | 2D;Wireless;W. Bal 7BH | | | | | | | | | | | |
| 7902 | **La Fe** | Scw | Cuban | Havana | 168 | | 1905 | Hull, (T. Dobson & Co.) [Eng. | Empresa Naviera de Cuba | 3CylTE12½,21,34x24; | | |
| | xArgosy Steel | | 151 | 24.1 \| 10.7 | 404 | | | | | | |
| HFLR | 1D;Mchy aft;Well dk | | B11′ | F17′ | | | | | | | | |
| 7903 | **La Foce** | Scw | It | Genoa | 1386 | | 1921 | Genoa, (N. Odero & Co. [It. | "Ilva" Soc. An. Alti Forni E Acciaierie d'Italia | 3CylTE18,29,49x27; | | C-I |
| 1,037 | Steel | | 286.9 | 41.2 \| 28.4 | 2497 | | 5 | | | 3SB;WP180lbs,900IHP. | A.S.5,26; | |
| QCGZ | 1D;Mchy aft;Wireless;W. Bal 5BH | | P191′ | F25′ | | | | | | | shft drn6,25;B.S.6,25;M.S.2,26; | |
| 7904 | **La Garonne** | Scw | Fr | St.Nazaire | 1532 | | 1906 | Rouen, (Chant. de l'Atlantique.) [Fr. | Cie. Gen. Transatlantique | 3CylTE23,36,59x42; | | V |
| | Steel | | 305.4 | 40 \| 22.6 | 2611 | | | | | 2SB;WP180lbs;1400IHP. | | |
| OKZN | 2D;Wireless;W. Bal 6BH | | P21′ | B70′ F39′ | | | | | | | | |
| 7905 | **La Habra** | Scw | Nor | Tonsberg | 4437 | | 1914 | Sunderland, (Sir J. Laing & Son, Lim.) [Eng. | W. Wilhelmsen, Mgr. | 3CylTE27,45,74x54; | | BL |
| | Steel | | 424.8 | 57 \| 33.2 | 7022 | | 3 | | | 4SB;WP180lbs | | |
| MKBV | 2D;Web frms;Long. frmg; Mchy aft;Oil fuel;Oil in bulk; Wireless;W. Bal 15BH | | P101′ | B28′ F40′ | | | | | | | | |
| 7906 | **La Isla** | Scw | Hon | | 161 | | 1918 | Church Point, N. S. (B. N. Melanson.) | L. J. Vaccaro & J. Bonura | 2CylC13,26x14; | | |
| | xM. Sigogne Wood | | 113.2 | 30.0 \| 11.4 | 276 | | | | | 1SB;WP130lbs | | |
| | 1D | | | | | | | | | | | |
| 7907 | **La Marea** | MV | Br | Glasgow | 2148 | | 1924 | Birkenhead, (Cammell Laird & Co., Lim.) [Eng. | Unifruitco S.S. Co. (Lim.) | Elec Motor; | | C |
| 147,889 | Steel | | 325.2 | 48.1 \| 28.3 | 3689 | | 4 | | | 4-4CylOilEng14x16; | A.S.3,26; | |
| KQHT | 4D;Wireless;sub.sig;W. Bal 4BH | | P35′ | B108′ F40′ | | | | | | s rps4,26;Dkd10,26 | M.S.4,26 | |
| 7908 | **La Marsa II** | Scw | Fr | Marseilles | 1394 | | 1909 | Danzig, (F. Schichau.) [Ger. | Cie. de Nav. Mixte | 3CylTE25½,43,70x47; | | BL |
| | xPenza Steel | | 299.8 | 41.6 \| 28.4 | 2734 | | 10 | | | 4SB;WP210lbs | | |
| OLBF | 2D;Spar dk;Wireless;W. Bal 5BH | | | | | | | | | | | |
| 7909 | **La Marseillaise** | Scw | Fr | Rouen | 4265 | | 1921 | Grand Quevilly, Fr (Chant. & Atel. de St. Nazaire.) | Cie. de Nav. Mixte | 3CylTE27,44,75x50; | | V |
| | Steel | | 429.5 | 58.3 \| 31.9 | 7030 | | | | | | |
| OLBI | 2D;Wireless;W. Bal 8BH | | P37′ | B104′ F47′ | | | | | | 3SB;WP178lbs;3300IHP. | | |
| 7910 | **La Merced** | MV | Am | San Fran. | 1342 | | 1917 | Benecia, (James Robertson.) [Cal. | Columbia River-Smoked Fish Co. | 2-2CylOilEng16½x18⅞; | ✠ — — | |
| 215,578 | xAndrew Mahony Pine;Gif(Sltd) | Twin | 232 | 43.6 \| 26.6 | 1696 | | 9 | | | 320BHP | Suspended10.23 | |
| LHTN | 1D;B | | | | | | | | | | | |
| 7911 | **La Paz** | MV | Br | Liverpool | 4052 | | 1920 | Glasgow, (Harland & Wolff, Lim.) [Scot. | Pacific Steam Nav. Co. | 2-6CylOilEng26⅜x39⅖ | | BL |
| 143,671 | Steel | Twin | 406.3 | 54.2 \| 32.9 | 6548 | | 10 | | | | | |
| KGTP | 2D;Shel dk;Wireless;W. Bal 7BH | | P32′ | B89′ F45′ | | | | | | | | |
| 7912 | **La Perla** | Scw | Am | New York | 2223 | | 1925 | Birkenhead, (Cammell Laird & Co., Lim.) [Eng. | Unifruitco S.S. Co. (Lim.) | 3CylTE24½,41½,69x48 | | C |
| 225,181 | Steel | | 325.2 | 48.1 \| 13.5 | 3678 | | 7 | | | 3SB;WP100lbs;2500IHP;Dkd10,26 | A.S.4,26; | |
| MFVD | 4D;Oil fuel;sub.sig;Wireless; W. Bal 4BH | | P35′ | B108′ F40′ | | | | | | | M.S.4,26 | |
| 7913 | **La Placentia** | Scw | Am | Los Ang's | 5107 | 12′ | 1921 | East San Pedro, Cal. (Southwestern S. B. Co.) | Union Oil Co. of Cal | 4CylQE24,34,51,74x54; | ✠A1Ⓔ With Freeboard. | |
| 221,103 | Steel | | 440.4 | 58.2 \| 32.8 | 8272 | 29′ 3″ | 4 | | | Llewellyn Iron Wks; | Oil Carrier. | |
| MCNJ | 3D;Shel dk; 14BH | | B38′ | \| 41′ | 12000 | | | | | 3SB;Willamette Iron & Steel Co; | ✠AMS | |
| | Mchy aft; 3BH to Fbd dk | | | | | | | | | 10284HS;WP220lbs;3300IHP;EAC; | B.S.3,25;M.S.10,25;n shft9,26; | |
| | Long. frmg; 6BH to 2d dk | | | | | | | | | Dkd,d rpd9,26;Exmd11,26 | Cih BB;CL | |
| | Wireless;sub.sig;D.F. 5BH to 3d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-39 | | | | | | | | | | | |
| | W.B.—A.P.56t;D.B.a71′277t | ..... | ..... | ...D.T.f.29′471 | t;F.P.7 | 4t | | | | | | |
| | F.O.....T. T.a24′13 | 8t;D.T | .a19′87 | 6t;D.T.f.29′440 | t..... | .. | | | | | | |
| 7914 | **La Plata Maru** | MV | Jap | Osaka | 4300 | | 1926 | Nagasaki, (Mitsubishi Zosen Kaisha Lim.) [Jap. | Osaka Shosen K. K. | 2-6CylOilEng23⅝x41⅝ | | BL |
| | Steel | Twin | 430 | 56 \| 36 | 7200 | | | | | | | |
| | Wireless | | B65′ | F47′ | | | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7915 | **La Playa** | MV | Br | Glasgow | 2144 | | 1924 | Birkenhead, | Unifruitco | Elec. Motor; | | C |
| 147,873 | Steel | | 325.2 | 48.1 \| 28.3 | 3682 | | 1 | (Cammell [Eng. | S.S. Co. (Lim.) | 4-4CylOilEng14x16; | RMC*1,24; | |
| KPLV | 4D;Wireless;SUB.SIG;W. Bal 4BH | | P35′ | B107′ F41′ | | | | Laird & Co., Lim.) | | Dkd6.26;s rps10,26 | A.S.3,26; M.S.5,26 | |
| 7916 | **La Purisima** | Scw | Am | Los Ang's | 3032 | 6′ 1½″ | 1921 | East San | Union Oil | 3CylTE24½,41½,72x48; | ✠A1Ⓔ Oil Carrier. | |
| 221,691 | Steel | | 392.3 | 51.2 \| 30.4 \| 30′6½″ | 5091 | 24′ 8″ | 10 | Pedro, Cal | Co. of Cal | Llewellyn Iron Wks; | ✠AMS | |
| MDGK | 2D:Mchy aft; 15BH | | P120′ | B42′ F45′ | 7500 | | | (Southwestern S. B. Co.) | | 38B:Willamette Iron & Steel Wks; 8475HS;WP210lbs;2800IHP;EAC; | S.S.No.1,SanP8,25; | |
| | Long. frmg: 12BH to Fbd dk | | | | | | | | | Dkd d rpd7,26 | shft drn12,24;M.S.8,25; | |
| | SUB.SIG;Wireless; 3BH to 2d dk | | | | | | | | | | B.S.1,26;Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-35 | | | | | | | | | | | |
| | W.B.—A.P.51t;D.B.a74′160t; | | | D.T. | f.34′340t;F.P.82t | | | | | | | |
| | F.O. D.T. a9′360 | | | t; D.T. | f.34′318t | | | | | | | |
| 7917 | **La Rosarina** | Scw | Br | W.Hartlpl | 4948 | | 1912 | Newcastle, | Brit. & | 2-3CylTE25,41,70x48; | | BL |
| 132,823 | Steel | Twin | 440 | 58.8 \| 35.7 | 8332 | | 6 | (Palmer [Eng. | Argentine S. N. | 6SB;WP200lbs | | |
| HWFT | 3D;Shel dk;Wireless;W. Bal 7BH | | B135′ | F35′ | | | | Co., Lim.) | Co. (Lim.) | | | |
| 7918 | **La Salle** | Scw | Am | Duluth | 1597 | | '90 | Cleveland, | Atlas | 3CylTE17,29,47x36; | | |
| 141,050 | Steel | | 266 | 38 \| 23 | 1935 | | 1 | (Cleveland [Ohio | S.S. Co. | 2SB;WP160lbs;733IHP. | | |
| | 1D;Mchy aft;Web frms;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 7919 | **La Salle** | Scw | Am | Detroit | 334 | | 1922 | To'edo, | Detroit & | 3CylC22,32,32x36; | | |
| 222,332 | Steel | | 161.6 | 54.9 \| 15.9 | 677 | | 6 | (Toledo [Ohio | Windsor Ferry | 2SB;WP185lbs;1700IHP. | | |
| | 1D 4BH | | | | | | | S. B. Co.) | Co. | | | |
| 7920 | **La Savoie** | Scw | Fr | Havre | 4529 | | 1901 | St. Nazaire, | General | 2-4CylTE43½,68½,80½,80½x67; | | V |
| | Steel Sch | | 563.7 | 60 \| 35.1 | 11168 | | | (Chantiers [Fr. | Transatlantic | | | |
| OLDN | 3D;B;SUB.SIG;Wireless;D. F. 18BH Twin | | | | | | | & Ateliers de St. Nazaire.) | Co. | 16SB;WP164lbs;22000IHP | | |
| 7921 | **Labette** | Scw | Am | Phila. | 3051 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,865 | Steel | | 390 | 54.2 \| 27.6 \| 32′ | 4989 | 24′ 5″ | 9 | (American [Pa | ping Board | General Electric Co: | ✠AMS | |
| LSRD | 2D;Wireless;W. Bal; 8BH | | P50′ | B121′ F40′ | 7825 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co: | n shft;M.S.1,24;shft drn11,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | B.S.5,26;Cih BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t; | | | D.T. | 36′892t; F.P.14t | | | | | d rpd5,25;s rps11,25;Dkd5,26; | | |
| | F.O. D.B.257′1162t;S. T.14′1 | | | 29t. | | | | | | Exmd10,26 | | |
| 7922 | **Labor** | Scw | It | Genoa | 2670 | | 1900 | Sunderland, | Fratelli | 3CylTE26,42½,69½x45; | | BL |
| 655 | xSaint George Steel | | 365.4 | 48.2 \| 20.3 \| 28.3 | 4167 | | 12 | (Sunderland [Eng. | Lagorara | 3SB;WP180lbs;1850IHP | | |
| NVAX | 1D;Spar dk;Deep frmg;W. Bal; 6BH | | P39′ | B92′ F46′ | | | | S. B. Co., Lim.) | | | | |
| | Wireless | | | | | | | | | | | |
| 7923 | **Labrador** | Scw | Br | Quebec | 174 | | 1919 | Levis, | Clarke S.S. | 3CylTE12,21,35x24; | | C |
| 141,743 | xT. R. 45 Steel | | 125 | 23.6 \| 13.6 | 317 | | 5 | (Davie [Que. | Co., Mgrs. | 1SB;WP180lbs | | |
| | 1D;Mchy aft 4BH | | | F37′ | | | | S. B Co.) | | | S.S.No.1,Qbc4,24;A.S.2,26; | |
| | | | | | | | | | | | M.&B.S;shft drn4,24 | |
| 7924 | **Lackawanna** | Scw | Am | Boston | 1179 | | '88 | Cleveland, | Lacka- | 3CylTE19,30,53x42; | | |
| 140,930 | Iron | | 260 | 39.2 \| 21.6 | 1973 | | rb | (Cleveland [Ohio | wanna Transp. | Cleveland S. B. Co: | ✠A1 | |
| KJFD | 2D;W. Bal;Mchy aft; 4BH | | | | | | 12′16 | S. B. Co.) | Co. | 2SB;U. S. Navy (Boston Yard); | AMS | |
| | Wireless; 3BH to Fbd dk | | | | | | | | | 132GS;3772HS;WP180lbs;800IHP; | 4thS.S.No.1,Ptldm12,25; | |
| | 1BH to 2d dk | | | | | | | | | Dkd,d rpd3,26;rps5,26;s rps11,26 | n Blrs,4,20; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | M.&B.S;shft drn12,25; | |
| | | | | | | | | | | | Cih BB | |
| 7925 | **Lackawanna** | Scw | Am | Cleveland | 5482 | | 1908 | Ecorse, | Bethlehem | 3CylTE23,37,63x42; | | |
| 205,349 | xEdwin E. Slick Steel | Sch | 530 | 56.2 \| 32 | 6971 | | 8 | (Great [Mich. | Transp. Corp. | 3SB;WP180lbs;1800IHP. | | |
| | 1D;B;Mchy aft;W. Bal 4BH | | | | | | | Lakes Eng. Wks.) | | | | |
| 7926 | **Lackawanna** | Scw | Br | London | 2412 | | '94 | Geestem'nde | J.Hamilton, | 3CylTE25,40,67x45; | | V |
| 128,022 | xAugust Korff Steel | Sch | 353 | 45.4 \| 29.4 | 4125 | | | (J. C [Ger. | Mgr. | 2SB;WP180lbs;1650IHP. | | |
| HQLR | 2D;Oil in bulk;Mchy aft; 17BH | | P90′ | F36′ | | | | Tecklenborg.) | | | | |
| | W. Bal;SUB.SIG;Wireless | | | | | | | | | | | |
| 7927 | **Lackawanna** | Scw | Am | Nyack | 123 | | 1920 | Nyack, | Delaware, | 2CylC18,38x26; | ✠ — — | |
| 219,673 | xHauler O,LO,YP,F;Gll | | 95.2 | 24 \| 13.2 | 181 | | 10 | (Inter- [N. Y. | Lackawanna & | 1SB;WP155lbs;450IHP. | ✠ — — | |
| | 1D 1BH | | | | | | | national S. B. Co.) | Western R.R. Co. | | Cancelled 10,24 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7928 | **Lackawanna Bridge** | Scw | Am | Newark | 2174 | 5′ 9″ | 1919 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,048 | Steel | | 324 | 46.2 \| 25 | 3545 | 22′ 11″ | 10 | (Submarine [N. J. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LTGB | 1D;2d dk at ends; 7BH | | | \| 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | shft drn7,21 | |
| | Wireless;SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | Clh BB;CL | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd,s rps7,21 | (Laid up) | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T. | 20′394 | t..... | ..F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T. | 20′368 | t;S.T.3 | 1t..... | | | | | | | | |
| 7929 | **Lackawanna Valley** | Scw | Am | Newark | 2007 | 5′ 9″ | 1919 | Newark, | Ford Motor | Stm Tbn; | ✠A1Ⓔ | |
| 218,789 | Steel | | 324 | 46.2 \| 25 | 3299 | 22′ 11″ | 9 | (Submarine [N. J. | Co. | Westinghouse E. & M. Co; | ✠AMS | |
| LSNK | 1D;2d dk at ends; 7BH | | | \| 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | shft drn1,21;Clh BB;CL | |
| | Wireless;SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | d rpd1,21;Dkd,s rps7,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T. | 20′394 | t..... | ..F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T. | 20′368 | t;S.T.3 | 1t..... | | | | | | | | |
| 7930 | **Laconia** | Scw | It | Trieste | 4004 | | 1912 | Monfalcone, | D. Trip- | 3Cyl TE27,45,74x48; | | I |
| 521 | Steel | | 416.4 | 51.7 \| 29.3 | 6348 | | 5 | (Cent. [Aus. | covich | 3SB;WP180lbs | | |
| HLKF | 1D;W. Bal 7BH | | P37′ | B137′ F44′ | | | | Nav. Triestino.) | | | | |
| 7931 | **Laconia** | Scw | Br | Liverpool | 11804 | | 1922 | Newcastle, | Cunard | Stm Tbns; | | BL |
| 145,925 | Steel | Twin | 601.3 | 73.7 \| 40.6 | 19695 | | 2 | (Swan, [Eng. | S.S. Co. (Lim.) | 3DB;3SB;WP220lbs | | |
| KLWT | 2D;Shel dk;Oil fuel;SUB.SIG; 10BH | | B284′ | | | | | Hunter & Wigham | | | | |
| | Wireless;D.F.W. Bal | | | | | | | Richardson, Lim.) | | | | |
| 7932 | **Lacuna** | Scw | Br | London | 3657 | | 1916 | So. Shields, | Anglo- | 3Cyl TE27,44,72x48; | | BL |
| 139,172 | xBriarleaf Steel | | 393.5 | 51.1 \| 33.5 | 5882 | | 12 | (J. Read- [Eng. | Saxon Petroleum | | | |
| JNPK | 1D;Shel dk;Web frms; 16BH | | P107′ | B33′ F41′ | | | | head & Sons, Lim.) | Co. (Lim.) | 3SB;WP180lbs | | |
| | Mchy aft;Oil fuel;Oil in bulk; | | | | | | | | | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 7933 | **Ladario** | SW | Brz | Rio Jan'ro | 540 | | '88 | Stettin, | Lloyd | 4Cyl TE14,14,32,51x39 | | |
| | Steel | | 220.1 | 29.5 \| 13.2 | 760 | | | (Akt. [Ger. | Brasileiro | | | |
| | 1D;Wireless;W. Bal 4BH | | | | | | | Ges. "Vulcan.") | | | | |
| 7934 | **Lady Alexandra** | Scw | Br | Vancouv'r | 678 | | 1924 | Montrose, | Union | 2-3Cyl TE13,21,34x21; | | C |
| 151,207 | Steel | Twin | 225.4 | 40.1 \| 9.7 | 1396 | | 5 | (Coaster [Scot. | Steamships | 2WTB;WP200lbs | A.S.5,26; | |
| KQMN | 1D;Oil fuel;W. Bal 7BH | | | | | | | Const. Co., Lim.) | (Lim.) | | M.&B.S;shft drn5,26 | |
| 7935 | **Lady Astley** | Scw | Br | Newcastle | 1934 | | 1906 | Blyth, | Frank S. | 3Cyl TE24,40,65x42; | | BL |
| 122,839 | xMedomsley Steel | | 330.5 | 47.2 \| 21.8 | 3048 | | 2 | (Blyth [Eng. | Dawson, Mgr. | 2SB;WP180lbs | | |
| HFMV | 1D;B;Deep frmg;Wireless; 5BH | | P29′ | B168′ F30′ | | | | S. B. Co., Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 7936 | **Lady Brenda** | Scw | Br | Newcastle | 1900 | | 1918 | Stockton, | Dawson | 3Cyl TE24,39,64x42; | | BL |
| 139,629 | xMaindy Dene Steel | | 325.1 | 48.1 \| 22.2 | 3167 | | 4 | (Craig, [Eng. | Line (Lim.) | 2SB;1Aux SB;WP180lbs | | |
| JTCR | 1D;Wireless;W. Bal 5BH | | P31′ | B94′ F31′ | | | | Taylor & Co., | | | | |
| | | | | | | | | Lim.) | | | | |
| 7937 | **Lady Cecilia** | Scw | Br | Vancouv'r | 325 | | 1919 | Ardrossan, | Union | 2-3Cyl TE13,21,34x21; | | C |
| 152,718 | xSwindon Steel | Twin | 219.5 | 28.6 \| 15.5 | 944 | | 8 | (Ardrossan [Scot. | Steamships | 2WTB;WP200lbs | A.S.4,26; | |
| | 2D;Oil fuel;W. Bal 9BH | | | | | | rb'25 | S. B. & D. D. | (Lim.) | | M.&B.S.4,26 | |
| | | | | | | | | Co., Lim.) | | | | |
| 7938 | **Lady Charlotte** | Scw | Br | London | 2400 | | 1915 | Newcastle, | Redcroft | 3Cyl TE25,41,69x48; | | BL |
| 136,812 | xNoelle xBronze Wings Steel | | 375.2 | 51.9 \| 23.7 | 3874 | | 3 | (North- [Eng. | Steam Nav. Co. | 3SB;WP180lbs | | |
| JKHN | 1D;Shel dk;Wireless;W.Bal. 6BH | | | | | | | umberland S. B. | (Lim.) | | | |
| | | | | | | | | Co., Lim.) | | | | |
| 7939 | **Lady Cordeaux** | Scw | Br | Nassau | 153 | | 1922 | Milford, | Colonial | 2CylC15,30x18; | | |
| 151,881 | Wood | | 115.9 | 28.6 \| 10.3 | 275 | | 5 | (Vinyard [Del. | Govt. of the | 1SB;WP175lbs | | |
| | 1D;Mchy aft | | | | | | | S.S. Co.) | Bahamas | | | |
| 7940 | **Lady Cynthia** | Scw | Br | Vancouv'r | 390 | | 1919 | Ardrossan, | Union | 2-3Cyl TE13,21,34x21; | | C |
| 152,899 | xBarnstaple Steel | Twin | 219.3 | 28.6 \| 15.5 | 950 | | 12 | (Ardrossan [Scot. | Steamships | 2WTB;WP200lbs | M.S.12,25 | |
| KRSW | 2D;Oil fuel 9BH | | | | | | rb'25 | S. B. & D. D. | (Lim.) | | | |
| | | | | | | | | Co., Lim.) | | | | |
| 7941 | **Lady Evelyn** | Scw | Br | Vancouv'r | 236 | | 1901 | Birkenhead, | Union | 2-3Cyl TE16,24,38x24 | | |
| 109,680 | xDeerhound Steel | Twin | 189 | 26.1 \| 9.5 | 582 | | | (J. Jones [Eng. | Steamships | | | |
| SKCV | 1D;Wireless;W. Bal | | P8′ | | | | | & Sons.) | (Lim.) | | | |
| 7942 | **Lady Kathleen** | Scw | Br | Newcastle | 2307 | | 1913 | Sunderland, | Dawson | 3Cyl TE25,41,68x48; | | BL |
| 132,075 | xSouth Pacific Steel | | 351.7 | 51 \| 23.9 | 3661 | | 9 | (J. L. [Eng. | Line (Lim.) | 3SB;WP180lbs | | |
| JCVT | 1D;Wireless;W. Bal 6BH | | P23′ | B213′ F33′ | | | | Thompson & | | | | |
| | | | | | | | | Sons, Lim.) | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. | Reg. Dimensions. Lth. \| Bth \| Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where Built. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7943 | **Lady Laurier** | Scw | Br | Ottawa | 214.9 \| 34.2 \| 17.2 | 439 | | 1902 | Paisley, | Canadian | 2-3CylTE16½,26,43x27; | | |
| 112,399 | Steel | Twin | | | P & B | 1051 | | 12 | (Fleming & Ferguson) [Scot. | Govt. | 2SB | | |
| | 2D;Well dk;Wireless;W. Bal 4BH | | | | 116′ F29′ | | | | | | | | |
| 7944 | **Lady Marian** | Sch | Am | Tampa | 136.7 \| 36.2 \| 12.5 | 398 | | 1919 | Tampa, | Gulf Ship | YP,LO;Gif | | |
| 218,182 | | | | | | 431 | | 5 | (Gulf [Fla. S. B. Co.) | Co. | | | |
| LRJK | 1D | | | | | | | | | | | | |
| 7945 | **Lady St. Johns** | Sch | Br | Salcombe | 84.2 \| 21.9 \| 10.8 | 95 | | '98 | Kingsbridge, | J. Lidorone | Wd | | |
| 86,474 | | | | | | 114 | | 4 | (W. Date [Eng. & Sons.) | & N. S. Furneaux | | | |
| QCPS | 1D | | | | | | | | | | | | |
| 7946 | **Laertes** | Scw | Hol | Amst'dam | 420.7 \| 52.3 \| 29.9 | 3647 | | 1919 | Hong Kong, | Nederl. | 3CylTE26,44,75x54; | | C |
| | Steel | | | | | | | | | | | | |
| THNM | 2D;Wireless;W. Bal 8BH | | | | P41′ B119′ F45′ | 5868 | | 3 | (Taikoo [China. Dkyd. & Eng. Co. of Hong Kong, Lim.) | Stoomv. Maats. "Oceaan" | 2DB;WP200lbs | S.S.No.1,Ams12,22;A.S.7,26; B.S.12,22;shft drn12,24; M.S.7,26 | |
| 7947 | **Lafayette** | Scw | Fr | St.Nazaire | 546.7 \| 64.2 \| 34.1 | 6087 | | 1915 | Port-de- | Cie. Gen. | 2-4CylC27,27,48,48x39; | | V |
| | Steel | Quad | | | | 12220 | | | Bouc, Fr. | Transatlantique | StmTbns;13SB;WP200lbs; | | |
| OKYN | 4D;Shel dk;Wireless;SUB.SIG. 13BH | | | | P59′ B295′ F59′ | | | | (Ch.& Atel. de Provence.) | | 14400IHP. | | |
| | W.Bal | | | | | | | | | | | | |
| 7948 | **Lafcomo** | Scw | Am | Phila. | 390 \| 54.2 \| 27.6 \| 32′ | 3434 | 7′ 9½″ | 1919 | Hog Island, | U. S. Shipping Board | Stm Tbn; | ✠A1Ⓔ | |
| 218,790 | Steel | | | | | 5562 | 24′ 5″ | 9 | (American [Pa. Int. S. B. Corp.) | | General Electric Co: 3WTB:Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; Dkd,d rpd5,25;s rps9,26 | ✠AMS | |
| LSNM | 2D; 8BH | | | | P50′ B121′ F40′ | 7825 | | | | | | S.S.No.1,NO8,24; shft drn3,24;M.S.8,24;B.S.6,26; Clh BB;CL | |
| | Wireless;SUB.SIG;W. Bal; C-36 | | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | | |
| | W.B.—A.P.100t;D.B.284′1380t. | | | | D.T | .36′892t; F.P.14 | 4t | | | | | | |
| | F.O. D.B.257′1162t;S. T.14′ | | | | 29t | | | | | | | | |
| 7949 | **Laforrest L. Simmons** | Sch | Am | Fall River | 88.9 \| 27.8 \| 7.5 | 104 | | 1909 | Milford, | Richard E. Warner | O,YP;Gif | | |
| 206,347 | | | | | | 132 | | | [Del. | | | | |
| LBDJ | | | | | | | | | (W. G. Abbott.) | | | | |
| 7950 | **Lagarfoss** | Scw | Dan | Reykjavik | 218.5 \| 32.7 \| 18 | 737 | | 1904 | Oslo | Emil | 3CylTE16½,27,44x32; | | N |
| | xProût Steel | | | | | 1211 | | 7 | (Nylands [Nor. Vaerksted.) | Nielson | 1SB;WP175lbs | | |
| LBHC | 2D;Spar dk;Wireless;W. Bal 4BH | | | | | | | | | | | | |
| 7951 | **Lagarto** | MV | Br | Glasgow | 385.1 \| 52.2 \| 30.3 | 3208 | | 1917 | Glasgow, | Pacific | 2-6CylOilEng24 13/16x33½ | | BL |
| 137,855 | xGlenavy Steel | Twin | | | P31′ B84′ F42′ | 5075 | | 9 | (Harland [Scot. & Wolff, Lim.) | Steam Nav. Co. | | | |
| JQTD | 3D;Wireless 7BH | | | | | | | | | | | | |
| 7952 | **Lages** | Scw | Brz | Rio Jan'ro | 423.3 \| 54.2 \| 28.4 | 3523 | | 1907 | Newcastle, | Lloyd | 4CylQE24,34,51,74x54; | | V |
| | xRauenfels Steel | | | | P61′ B123′ F46′ | 5472 | | 1 | (Swan, [Eng. Hunter & Wigham Richardson, Lim.) | Brasileiro | 3SB;WP214lbs;2600IHP. | | |
| HRWN | 1D;Spar dk;Deep frmg; 7BH | | | | | | | | | | | | |
| | Wireless | | | | | | | | | | | | |
| 7953 | **Lagnes** | Brg | Fr | Dunkirk | 197.2 \| 23.9 \| 11.6 | 546 | | 1913 | Philadelphia | La Grande | Stl;3BH | ✠ — — | V |
| | xAgnes A. McNally | | | | | 566 | | 6 | (Clinton S. B. [Pa. & Repair Co.) | Union | | Suspended | |
| | 1D | | | | | | | | | | | | |
| 7954 | **Lagoa** | Scw | Ptg | Pnta Dlda | 286 \| 50.1 \| 1 .9 | 1363 | | 1911 | Rostock, | Cie de | 3CylTE22,35,56x37; | | V |
| | xViana xMaliand Steel | | | | P & B | 1992 | | | (Act. [Ger. Ges. "Neptun.") | Navegacao Carregadores Acoregnos (Lim.) | 2SB;WP185lbs;1100IHP. | | |
| HVIA | 1D;SUB.SIG;Wireless;W. Bal 6BH | | | | 226′ F31′ | | | | | | | | |
| 7955 | **Lagonda** | Scw | Am | Fairport | 375.6 \| 45.8 \| 23.3 | 3017 | | '96 | W. Bay City, | Interlake | 3CylTE19,31,52x44; | | |
| 141,432 | Steel | | | | | 3647 | | 7 | (F. W. [Mich. Wheeler & Co.) | S.S. Co. | 2SB;WP170lbs;1250IHP. | | |
| | 1D;B;Mch) aft;W. Bal; 3BH | | | | | | | | | | | | |
| | SUB.SIG. | | | | | | | | | | | | |
| 7956 | **Lagos** | Scw | Ger | Hamburg | 290.4 \| 37.2 \| 23.8 | 1419 | | '95 | Hamburg, | Woermann | 3CylTE19,30,50x39; | | G |
| | xKurt Woermann Steel | | | | | 2290 | | 7 | (Blohm [Ger. & Voss.) | Line, A. G. | 2SB;WP173lbs;850IHP. | | |
| RCFS | 2D;Spar dk;Deep frmg; 5BH | | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | | |
| 7957 | **Laguna** | Scw | Brz | Rio Jan'ro | 169.9 \| 24.6 \| 8 | 320 | | '88 | Stettin, | Lloyd | 2-4CylTE10,10,22,35x18 | | |
| | Steel | Twin | | | P55′ F38′ | 411 | | | (Akt. [Ger. Ges. "Neptun.") | Brasileiro | | | |
| | 1D;Wireless;W. Bal 5BH | | | | | | | | | | | | |
| 7958 | **Laguna** | Scw | It | Trieste | 400.1 \| 52.1 \| 28.8 | 3319 | | 1913 | Trieste, | Nav. | 3CylTE26,42,70x48; | | I |
| 559 | Steel | | | | | 5400 | | 12 | (Cantiere [It. San Rocco.) | Libera-Triestina | 3SB;WP180lbs | | |
| NVCI | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | | | | | | |
| 7959 | **Laguna** | MV | Br | Liverpool | 420.5 \| 54.2 \| 33.4 | 4033 | | 1923 | Glasgow, | Pacific Stm. | 2-6CylOilEng26¾x43 5/16 | | BL |
| 147,226 | Steel | Twin | | | P33′ B101′ F42′ | 6469 | | 7 | (Harland [Scot. & Wolff, Lim.) | Nav. Co. | | | |
| | 3D;Wireless 8BH | | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7960 141,722 KQWF | **Lahaina** 1D | Brg | Am 217 | San Fran. 42 \| 17 | 994 1067 | | 1901 6 | Oakland, Cal | Lakarna Co. | YF;If | | |
| 7961 MKHS | **Laila** xRosegg xRoisheim Steel 1D;Wireless;W. Bal 4BH | Scw | Nor 265 P23′ | Bergen 42.1 \| 17.9 B71′ F29′ | 1116 1840 | | 1914 5 | Fredrikstad, (Fredrikstad [Nor. Mek. Vaerks.) | Dampsk. A/S. Ovre | 3CylTE20½,33,56x36; 2SB;WP180lbs | | N |
| 7962 1,299 SDBV | **Laine** | Glt | Fin 88.6 | Wiborg 26.1 \| 10.2 | 148 156 | | 1907 8 | Neuvatoma, (August [Fin. Suntio.) | H. Pulli | F;If(Sltd) | | |
| 7963 143,986 KTMJ | **Lairg** xP. L. M. No. 2 xPenobscot Steel 1D;Mchy aft;Wireless;W. Bal 5BH | Scw | Br 253 F25′ | Swansea 43.7 \| 24.7 | 1673 2502 | | 1911 | Ecorse, (Great [Mich. Lakes Eng. Wks.) | A. B. Mackay, Mgr. | 3CylTE21,34½,57x42; 2SB;WP175lbs | | BL |
| 7964 216,776 LMNQ | **Lake Akkra** Steel 1D;sub.sig;Wireless;W. Bal 4BH C-2S W.B.—A.P.93t;D.B.208′538t;F.P. 59t | Scw | Am 250.5 P25′ | Norfolk 43.5 \| 22.2 B64′ F23′ | 1437 2357 3500 | | 1918 8 | Wyandotte, (Detroit [Mich. S. B. Co.) | Ford Motor Co. | 3CylTE20,33,54x40; Detroit S. B. Co; 2SB;Detroit S. B. Co; 114GS;5466HS;WP180lbs;1250IHP; EAC;Dkd,s rps8,20 | ✠A1Ⓔ ✠AMS Scip;CL (Laid up) | |
| 7965 216,194 LKNH | **Lake Allen** xWar Trumpet Steel 1D;sub.sig;Wireless;W. Bal 6BH C-3C W.B.—A.P.53t;D.B.209′506t;F.P. 38t | Scw | Am 253.5 P28′ | New York 43.8 \| 20.4 B66′ F26′ | 1378 2308 3300 | | 1918 5 | Ecorse, (Great [Mich Lakes Eng. Wks.) | Ford Motor Co. | 3CylTE21,35,59x42; Great Lakes Eng. Co; 2SB;John Brennan & Co; 150GS;4962HS;WP185lbs;1550IHP; Dkd6,20;s rps4,21 | ✠A1Ⓔ ✠AMS S.S.Mbl6,20; shft drn6,20;CL (Laid up) | |
| 7966 216,926 LMWG | **Lake Alvada** Steel 1D;Wireless;W. Bal 4BH C-2S W.B.—A.P.93t;D.B.208′538t;F.P. 59t | Scw | Am 251 P25′ | New York 43.5 \| 24.2 \| 24′2½″ B64′ F23′ | 1448 2329 3500 | 3′ 4″ 21′ | 1918 9 | Cleveland, (American [Ohio S. B. Co.) | Ford Motor Co. | 3CylTE20,33,54x40; American S. B. Co; 2SB;Marine Bir. Wks; 114GS;5466HS;WP180lbs;1250IHP; EAC;Dkd,s rps12,20 (Scrapped) | ✠A1Ⓔ ✠AMS Scip;CL (Laid up) | |
| 7967 216,403 LKTQ | **Lake Annette** Steel 1D;sub.sig;Wireless 6BH W.B.—A.P.51t;D.B.210′641t;F.P. 54t | Scw | Am 250 P27′ | Norfolk 45.6 \| 23 B64′ F26′ | 1287 2177 3350 | | 1918 6 | Manitowoc, (Manitowoc [Wis S. B. Co.) | Ford Motor Co. | 3CylTE20,33,54x40; Manitowoc S. B. Co; 2SB;Manitowoc S. B. Co; 126GS;5320HS;WP180lbs,1250IHP; Dkd,s rps6,20 | ✠A1Ⓔ ✠AMS S.S.NY6,20; CL (Laid up) | |
| 7968 217,059 LNHD | **Lake Arline** Steel 1D;Wireless;W. Bal 6BH C-2S W.B.—A.P.92t;D.B.200′478t;F.P. 75t | Scw | Am 251 P25′ | Duluth 43.7 \| 19.2 \| 21′5½″ B64′ F20′ | 1223 2084 3350 | 2′ 9¾″ 18′ 10″ | 1918 10 | Superior, (Globe [Wis. S. B. Co.) | Lake Arline S.S. Co., Inc. | 3CylTE19,32,56x36; Nordberg Mfg. Co; 2SB;Duluth Boiler Wks; 126GS;5246HS;WP180lbs;1200IHP; Dkd,s rps1,26 | ✠A1Ⓔ ✠AMS S.S.No.2,Nfk1,26; M.&B.S;shft drn1,26;Scip;CL | |
| 7969 217,230 LNTF | **Lake Belnona** Steel 1D;Wireless;W. Bal 4BH C-2S W.B.—A.P.79t;D.B.192′461t;F.P. 37t | Scw | Am 250.5 | New York 43.5 \| 22.2 \| 24′5″ | 1418 2350 3500 | 3′ 2½″ 21′ 4½″ | 1918 11 | Saginaw, (Saginaw [Mich. S. B. Co.) | Ford Motor Co. | 3CylTE22,37½,60x42; Ellicott Mach. Corp; 2WTB;Wickes Bir. Wks; 138GS;5184HS;WP200lbs;1600IHP; EAC;s rps2,19;Dkd,d rpd4,20 | ✠A1Ⓔ ✠AMS shft drn2,19;Scip;CL (Laid up) | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7970 | **Lake Benbow** | Scw | Am | Detroit | 1445 | 3′ 4″ | 1918 | Wyandotte, | Ford Motor | 3Cyl TE 20,33,54x40; | ✠A1Ⓔ |
| 216,600 | Steel | | 250.5 | 43.5 \| 22.2 | 2368 | 21′ | 7 | (Detroit [Mich. | Co. | Detroit S. B. Co; | ✠AMS |
| LMFJ | 1D;sub.sig;Wireless;W. Bal 4BH | | | 24′ 2½″ | 3500 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; | S.S.No.1,Gvstn5,26; |
| | C-28 | | P25′ | B64′ F23′ | | | | | | 114GS;5466HS;WP180lbs;1250IHP; | M.&B.S;shft drn5,26;Scip;CL |
| | W.B.—A.P.93t;D.B.208′538t;F.P. 59t | | | | | | | | | EAC;d rpd8,19;Dkd,s rps5,26 | |
| 7971 | **Lake Benton** | Scw | Am | Mobile | 1248 | 2′ 7½″ | 1918 | Lorain, | Mobile, | 3Cyl TE 20,33,54x40; | ✠A1Ⓔ |
| 216,329 | xWar Gull Steel | | 251 | 43.5 \| 20 | 2018 | 17′ 9″ | 6 | (American [Ohio | Miami & Gulf | American S. B. Co: | ✠AMS |
| LKRH | 1D;Wireless;sub.sig. 6BH | | | 20′ 2″ | 3000 | | | S. B. Co.) | S.S. Co., Inc. | 2SB;American S. B. Co; | S.S.No.2,Mbl1,26; |
| | C-28 | | P25′ | B64′ F23′ | | | | | | 126GS;5244HS;WP180lbs;1250IHP; | M.&B.S;shft drn1,26;Scip;CL |
| | W.B.—A.P.69t;D.B.208′542t;F.P. 56t | | | | | | | | | EAC;Dkd,d rpd10,26 | |
| 7972 | **Lake Berdan** | Scw | Am | Phila. | 1413 | 3′ 4″ | 1918 | Chicago, | Ford Motor | 3Cyl TE 20,33,54x40; | ✠A1Ⓔ |
| 216,814 | Steel | | 250.5 | 43.5 \| 22.6 | 2342 | 21′ | 9 | (Chicago [Ill. | Co. | American S. B. Co: | ✠AMS |
| LMQN | 1D;Wireless;W. Bal 4BH | | | 24′ 2½″ | 3500 | | | S. B. Co.) | | 2SB;American S. B. Co; | n shft11,20;Scip;CL |
| | C-28 | | P25′ | B64′ F23′ | | | | | | 114GS;5466HS;WP180lbs;1250IHP; | (Laid up) |
| | W.B.—A.P.93t;D.B.208′538t;F.P. 59t | | | | | | | | | EAC;Dkd,s rps11,20 | |
| 7973 | **Lake Blanchester** | Scw | Am | New York | 1436 | | 1918 | Cleveland, | Ford Motor | 3Cyl TE 20,33,54x40; | ✠A1Ⓔ |
| 216,657 | Steel | | 251 | 43.5 \| 24.2 | 2346 | | 7 | (American [Ohio | Co. | American S. B. Co: | ✠AMS |
| LMGW | 1D;Wireless;W. Bal 4BH | | P25′ | B64′ F23′ | 3500 | | | S. B. Co.) | | 2SB;American S. B. Co; | Scip;CL |
| | C-28 | | | | | | | | | 114GS;5466HS;WP180lbs;1250IHP; | (Laid up) |
| | W.B.—A.P.93t;D.B.208′538t;F.P. 59t | | | | | | | | | EAC;s rps1,21;Dkd3,21 | |
| 7974 | **Lake Bledsoe** | Scw | Am | Norfolk | 1368 | | 1918 | Buffalo, | Ford Motor | 3Cyl TE 20,33,54x40; | ✠A1Ⓔ |
| 216,669 | Steel | | 251 | 43.5 \| 22.4 | 2316 | | 8 | (American [N. Y. | Co. | American S. B. Co: | ✠AMS |
| LMHJ | 1D;sub.sig;Wireless;W. Bal 4BH | | P25′ | B64′ F23′ | 3550 | | | S. B. Co.) | | 2SB;American S. B. Co; | Scip;CL |
| | C-28 | | | | | | | | | 114GS;5466HS;WP180lbs;1250IHP; | (Laid up) |
| | W.B.—A.P.93t;D.B.208′538t;F.P. 59t | | | | | | | | | EAC;Dkd,s rps4,20 | |
| 7975 | **Lake Buckeye** | Scw | Am | Norfolk | 1431 | | 1918 | Chicago, | Ford Motor | 3Cyl TE 20,33,54x40; | ✠A1Ⓔ |
| 216,915 | Steel | | 250.5 | 43.5 \| 22.6 | 2338 | | 9 | (Chicago [Ill. | Co. | Detroit S. B. Co; | ✠AMS |
| LMVS | 1D;sub.sig;Wireless; W.Bal 4BH | | P25′ | B64′ F23′ | 3500 | | | S. B. Co.) | | 2SB;Marine Bl. Wks; | Scip;CL |
| | C-28 | | | | | | | | | 114GS;5466HS;WP180lbs;1250IHP; | (Laid up) |
| | W.B.—A.P.93t;D.B.208′538t;F.P. 59t | | | | | | | | | EAC;Dkd3,19;s rps8,20 | |
| 7976 | **Lake Canaveral** | Scw | Am | Norfolk | 1404 | 3′ 2½″ | 1919 | Saginaw, | Ford Motor | 3Cyl TE 19,32,56x36; | ✠A1Ⓔ |
| 218,007 | Steel | | 251 | 43.5 \| 22 | 2352 | 21′ 4½″ | 5 | (Saginaw [Mich. | Co | Buckeye Eng. Co; | ✠AMS |
| LRBJ | 1D;Wireless;sub.sig;W. Bal 4BH | | | 24′ 5″ | 3500 | | | S. B. Co. | | 2WTB;Wickes Bl. Wks; | shft drn3,20;Scip;CL |
| | C-28 | | P34′ | B68′ F27′ | | | | | | 5036HS;WP200lbs;1400IHP;EAC; | (Laid up) |
| | W.B.—A.P.79t;D.B.192′461t;F.P. 37t | | | | | | | | | Dkd,d rpd3,20 | |
| 7977 | **Lake Cannonsburg** | Scw | Am | New York | 1404 | 3′ 2½″ | 1919 | Saginaw, | Ford Motor | 3Cyl TE 19,32,56x36; | ✠A1Ⓔ |
| 218,395 | Steel | | 251 | 43.5 \| 22 | 2352 | 21′ 4½″ | 9 | (Saginaw [Mich. | Co. | Buckeye Eng. Wks; | ✠AMS |
| LRSQ | 1D;Wireless;sub.sig;W. Bal 4BH | | | 24′ 5 | 3500 | | | S. B. Co.) | | 2WTB;Wickes Bl. Wks; | Scip;CL |
| | C-28 | | P34′ | B68′ F27′ | | | | | | 5036HS;WP200lbs;1400IHP;EAC; | (Laid up) |
| | W.B.—A.P.79t;D.B.192′461t;F.P. 37t | | | | | | | | | Dkd,s rps4,20 | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7978 | **Lake Capens** | Scw | Am | Mobile | 1200 | 2′ 8½″ | 1918 | Superior, | Mobile, | 3Cyl TE20,33,54x40; | ✠A1Ⓔ |
| 216,295 | xWar Otter Steel | | 253.2 | 43.7 \| 18 | 2026 | 17′ 10½″ | 5 | (Superior [Wis. | Miami & Gulf | Superior S. B. Co; | ✠AMS |
| LKJP | 1D;B;W. Bal;Wireless; 4BH | | | 20′ 4″ | 3200 | | | S. B. Co.) | S.S. Co. | 2SB;American S. B. Co; | S.S.No.2,Mbl10,25; |
| | SUB.SIG. C-28 | | P25′ | B64′ F20′ | | | | | | 126GS;5060HS;WP180lbs;1250IHP; | M.S;shft drn10,25;B.S.9,26; |
| | | | | | | | | | | EAC;Dkd,s rps9,26 | SSP;CL |
| | W.B.—A.P.69t;D.B.208′542t;F.P. 56t | | | | | | | | | | |
| 7979 | **Lake Charles** | Scw | Am | NwptNws | 1245 | | 1918 | Lorain, | Noland | 3Cyl TE20,33,54x40; | ✠A1Ⓔ |
| 216,091 | xWar Birch Steel | | 251 | 43.5 \| 20 | 2013 | | 4 | (American [Ohio | S.S. Co., Inc. | American S. B. Co; | ✠AMS |
| LJVP | 1D;B;Wireless;SUB.SIG;W. Bal 6BH | | P28′ | B64′ F20′ | 3000 | | | S. B. Co.) | | 2SB;American S. B. Co; | S.S.No.2,NptN12,25; |
| | C-28 | | | | | | | | | 136GS;5246HS;WP180lbs;1250IHP; | M.&B.S;shft drn12,25;Scip;CL |
| | | | | | | | | | | Dkd,s rps12,25 | |
| | W.B.—A P.69t;D.B.208′542t;F.P. 56t | | | | | | | | | | |
| 7980 | **Lake Charlotte** | Scw | Am | New York | 1341 | 2′ 10½″ | 1918 | Ashtabula, | Ford Motor | 3Cyl TE21,35,59x42; | ✠A1Ⓔ |
| 216,424 | xWar Cymbal Steel | | 253.5 | 43.6 \| 20.4 | 2239 | 19′ 9½″ | 6 | (Great [Ohio | Co. | Great Lakes Eng. Wks; | ✠AMS |
| LKVC | 1D;W. Bal;Wireless;SUB.SIG. 6BH | | | 22′ 6″ | 3500 | | | Lakes Eng. Wks.) | | 2SB;Lake Erie Boiler Wks; | (Laid up) |
| | | | P28′ | B66′ F26′ | | | | | | 149GS;4962HS;WP190lbs;1550IHP; | |
| | | | | | | | | | | EAC | |
| | W.B.—A.P.53t;D.B.209′506t;F.P. 38t | | | | | | | | | | |
| 7981 | **Lake Chelan** | Scw | Am | Baltimore | 1227 | | 1918 | Toledo, | Consolidat- | 3Cyl TE20½,33,54x40; | ✠A1Ⓔ |
| 216,454 | xWar Pansy Steel | | 252 | 43.6 \| 18.3 | 2010 | | 6 | (Toledo [Ohio | ed Nav. Co. | Toledo S. B. Co; | ✠AMS |
| LKVR | 1D;Wireless;W. Bal;SUB.SIG. 6BH | | P21′ | B64′ F30′ | 3000 | | | S. B. Co.) | | 2SB;Toledo S. B. Co; | S.S.No.2,Nflk12,25; |
| | C-28 | | | | | | | | | 126GS;4828HS;WP180lbs;1250IHP; | M.&B.S;shft drn12,25;Scip;CL |
| | | | | | | | | | | Dkd,d rpd10,26 | |
| | W B.—A.P.51t;D.B 208′491t;F.P. 60t | | | | | | | | | | |
| 7982 | **Lake Copley** | Scw | Am | New York | 1483 | 3′ 4″ | 1918 | Lorain, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ |
| 217,154 | Steel | | 251 | 42.5 \| 22.2½ | 2379 | 21′ | 11 | (American [Ohio | Co. | American S. B. Co; | ✠AMS |
| LNPC | 1D;Wireless;W. Bal 4BH | | | 24′ 2½″ | 3500 | | | S. B. Co.) | | 2SB;American S. B. Co; | shft drn10,20;Scip;CL |
| | C-28 | | P25′ | B64′ F23′ | | | | | | 114GS;5466HS;WP180lbs;1250IHP; | (Laid up) |
| | | | | | | | | | | EAC;Dkd,s rps10,20 | |
| | W.B.—A.P.93t;D.B.208′538t;F.P. 59t | | | | | | | | | (Scrapped) | |
| 7983 | **Lake Crystal** | Scw | Am | Norfolk | 1378 | | 1918 | Ecorse, | Ford Motor | 3Cyl TE21,35,59x42; | ✠A1Ⓔ |
| 216,168 | xWar Sphinx Steel | | 253.5 | 43.8 \| 22.7 | 2308 | | 5 | (Great [Mich. | Co. | Great Lakes Eng. Wks; | ✠AMS |
| LKMV | 1D;W. Bal;Wireless;SUB.SIG. 6BH | | P28′ | B66′ F26′ | 3300 | | | Lakes Eng. Wks.) | | 2SB;John Brennan & Co; | S.S.NptN10,20;CL |
| | C-28 | | | | | | | | | 168GS;4962HS;WP190lbs; | (Laid up) |
| | | | | | | | | | | 1250IHP;Dkd10,20 | |
| | W.B.—A.P.53t;D.B.209′506t;F.P. 38t | | | | | | | | | | |
| 7984 | **Lake Dancey** | Scw | Am | New York | 1407 | | 1918 | Superior, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ |
| 216,981 | Steel | | 251 | 43.5 \| 22.2 | 2323 | | 10 | (American [Wis. | Co. | Superior S. B. Co; | ✠AMS |
| LNCG | 1D;W. Bal;Wireless 4BH | | P25′ | B64′ F23′ | 3530 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; | Scip;CL |
| | C-28 | | | | | | | | | 114GS;5466HS;WP180lbs;1250IHP; | (Laid up) |
| | | | | | | | | | | EAC;Dkd,s rps11,20 | |
| | W.B.—A.P.93t;D.B.208′538t;F.P. 59t | | | | | | | | | | |
| 7985 | **Lake Daraga** | Scw | Am | New York | 1447 | | 1918 | Wyandotte, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ |
| 216,483 | Steel | | 261 | 43.5 \| 24.2 | 2371 | | 7 | (American [Mich. | Co. | Detroit S. B. Co; | ✠AMS |
| LKWQ | 1D;W. Bal;Wireless 4BH | | P25′ | B64′ F23′ | 3500 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; | Scip;CL |
| | C-28 | | | | | | | | | 114GS;5466HS;WP180lbs;1250IHP; | (Laid up) |
| | | | | | | | | | | EAC;Dkd,s rps6,20 | |
| | W.B.—A.P.93t;D.B.208′538t;F.P. 59t | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| 7986 | **Lake Delancey** | Scw | Am | Norfolk | 1368 | 3′ 4″ | 1918 | Buffalo, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ |
| 216,903 | Steel | | 251 | 43.5 \| 22.4 | 2316 | 21′ | 10 | (Buffalo [N. Y. | Co. | American S. B. Co; | ✠AMS |
| LMVG | 1D;Wireless 4BH | | | 24′ 2½″ | 3550 | | | S. B. Co.) | | 2SB;Lake Erie Blr. Wks; | Scip;CL |
| | C-28 | | P25′ | B64′ F23′ | | | | | | 114GS;5466HS;WP180lbs;1250IHP; | (Laid up) |
| | | | | | | | | | | EAC;Dkd,d rpd6,20 | |
| | W.B.—A.P.93t;D.B.208′538t;F.P. | 59t | | | | | | | | | |
| 7987 | **Lake Deval** | Scw | Am | Phila. | 1453 | 3′ 4″ | 1918 | Lorain, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ |
| 216,891 | Steel | | 251 | 43.5 \| 24.2 | 2329 | 21′ | 9 | (American [Ohio | Co. | American S. B. Co; | ✠AMS |
| LMTS | 1D;W. Bal;Wireless 4BH | | | 24′ 2½″ | 3500 | | | S. B. Co.) | | 2SB;American S. B. Co; | shft drn10,20;Scip;CL |
| | C-28 | | P25′ | B64′ F23′ | | | | | | 114GS;5466HS;WP180lbs;1250IHP; | (Laid up) |
| | | | | | | | | | | EAC;Dkd,d rpd10,20 | |
| | W.B.—A.P.93t;D.B.208′538t;F.P. | 59t | | | | | | | | | |
| 7988 | **Lake Duncan** | Scw | Am | New York | 1471 | | 1918 | Cleveland, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ |
| 216,539 | Steel | | 251 | 43.5 \| 24.2 | 2367 | | 7 | (American [Ohio | Co. | American S. B. Co; | ✠AMS |
| LMCH | 1D;Wireless;sub.sig;W. Bal 4BH | | P25′ | B64′ F23′ | 3500 | | | S. B. Co.) | | 2SB;American S. B. Co; | Scip;CL |
| | C-28 | | | | | | | | | 114GS;5466HS;WP180lbs;1250IHP; | (Laid up) |
| | | | | | | | | | | EAC;Dkd,6,20;d rpd11,20 | |
| | W.B.—A.P.93t;D.B.208′538t;F.P. | 59t | | | | | | | | (Scrapped) | |
| 7989 | **Lake Elko** | Scw | Am | Norfolk | 1435 | 3′ 4″ | 1918 | Lorain, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ |
| 216,790 | Steel | | 251 | 43.5 \| 22.2 | 2330 | 21′ | 8 | (American [Ohio | Co. | American S. B. Co; | ✠AMS |
| LMPK | 1D;W. Bal;Wireless 4BH | | | 24′ 2½″ | 3500 | | | S. B. Co.) | | 2SB;American S. B. Co; | n shft8,20;Scip;CL |
| | C-28 | | P25′ | B64′ F23′ | | | | | | 114GS;5466HS;WP180lbs;1250IHP; | (Laid up) |
| | | | | | | | | | | EAC;d rpd5,20;Dkd,s rps8,20 | |
| | W.B.—A.P.93t;D.B.208′538t;F.P. | 59t | | | | | | | | | |
| 7990 | **Lake Elkwater** | Scw | Am | New York | 1693 | 4′ 2½″ | 1919 | Ecorse, | U. S. Ship- | 3Cyl TE21,35,59x42; | ✠A1Ⓔ |
| 218,295 | Steel | | 253.4 | 43.6 \| 26 | 2730 | 24′ 3½″ | 8 | (Great [Mich. | ping Board | Great Lakes Eng. Wks; | ✠AMS |
| LRPJ | 1D;B; 4BH | | | 28′ 4″ | 4000 | | | Lakes Eng. Wks.) | | 2SB;John Brennan & Co; | shft drn7,20;Scip;CL |
| | sub.sig;Wireless;W Bal; C-29 | | P25′ | B65′ F24′ | | | | | | 4720HS;WP190lbs;1350IHP;EAC; | (Laid up) |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd8,20;s rps11,20 | |
| | W.B.—A.P.98t.....D.B | .203′41 | 8t.... | .....F.P.5 | 1t | | | | | | |
| | F.O.—A.P.92t;D.T.a14′110t;D.B | .164′29 | 8t;W.T | .m38′173t..... | .. | | | | | | |
| 7991 | **Lake Elkwood** | Scw | Am | New York | 1693 | 4′ 2½″ | 1919 | Ecorse, | U. S. Ship- | 3Cyl TE21,35,59x42; | ✠A1Ⓔ |
| 218,100 | Steel | | 253.4 | 43.6 \| 26 | 2730 | 24′ 3½″ | 7 | (Great [Mich. | ping Board | Great Lakes Eng. Wks; | ✠AMS |
| LRFW | 1D;B;Wireless;sub.sig;W. Bal; 4BH | | | 28′ 4″ | 4000 | | | Lakes Eng. Wks.) | | 2SB;John Brennan & Co; | shft drn1,21; |
| | Oil fuel F. P. above 150° F. C-29 | | P25′ | B65′ F24′ | | | | | | 4720HS;WP190lbs;1350IHP; | Scip;CL |
| | | | | | | | | | | EAC;Dkd1,21;s rps5,21 | (Laid up) |
| | W.B.—A.P.98t.....D.B | .203′41 | 8t.... | .....F.P.5 | 1t | | | | | | |
| | F.O.—A.P.92t;D.T.a14′110t;D.B | .164′29 | 8t;W.T | .m38′173t..... | .. | | | | | | |
| 7992 | **Lake Ellendale** | Drg | Am | Duluth | 1038 | | 1919 | Ecorse, | National | Stl;1BH; | ✠A1Ⓔ |
| 218,713 | | | 150.6 | 4.36 \| 14.9 | 1153 | | 9 | (Great [Mich. | Dredging Co. | Dkd,rps9,26 | Suction Dredge |
| LSJB | 1D | | | | | | rb '26 | Lakes Eng. Wks. | | | |
| | | | | | | | | Slidell, La.) | | | |
| | | | | | | | | (Canulette | | | |
| | | | | | | | | Shipping Co.) | | | |
| 7993 | **Lake Ellenorah** | Scw | Am | New York | 1662 | 4′ 2½″ | 1919 | Ecorse, | U. S. Ship- | 3Cyl TE21,35,59x42; | ✠A1Ⓔ |
| 218,448 | Steel | | 253.4 | 43.6 \| 26 | 2681 | 24′ 3½″ | 8 | (Great [Mich. | ping Board | Great Lakes Eng. Wks; | ✠AMS |
| LRVD | 1D;B;Wireless;sub.sig;W. Bal; 4BH | | | 28′ 4″ | 4000 | | | Lakes Eng. Wks.) | | 2SB;John Brennan & Co; | shft drn5,21; |
| | Oil fuel F. P. above 150° F. C-29 | | P25′ | B65′ F24′ | | | | | | 4720HS;WP190lbs;1350IHP;EAC; | Scip;CL |
| | | | | | | | | | | Dkd,d rpd5,21;s rps9,21 | (Laid up) |
| | W.B.—A.P.98t.....D.B | .203′41 | 8t.. | .....F.P.5 | 1t | | | | | | |
| | F.O.—A.P.92t;D.T.a14′110t;D.B | .164′29 | 8t;W.T | m38′173t..... | .. | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7994 218,897 LSTQ | **Lake Ellerslie** Steel 1D;B;Wireless;sub.sig;W. Bal; 4BH Oil fuel F. P. above 150° F. C-29 | Scw | Am | Baltimore 43.6 \| 26 \| 28′ 4″ P25′ B65′ F24′ | 1658 2674 4000 | 4′ 2½″ 24′ 3½″ | 1919 9 | Ecorse, (Great Lakes Eng. Wks.) [Mich. | U. S. Shipping Board | 3CylTE21,35,59x42; Great Lakes Eng. Wks; 2SB;John Brennan & Co; 4720HS;WP190lbs;1350IHP;EAC; d rpd6,20;Dkd,s rps11,21 | ✠A1Ⓔ ✠AMS shft drn2,21; Scip;CL (Laid up) | |
| | W.B.—A.P.98t.....D.B .203′41 F.O.—A.P.92t;D.T.a14′110t;D.B .163′29 | | | 8t....F.P.5 8t;W.T .m38′173t..... | 1t .. | | | | | | | |
| 7995 218,895 LSTN | **Lake Ellijay** Steel 1D;B;Wireless;sub.sig;W. Bal; 4BH Oil fuel F. P. above 150° F. C-29 | Scw | Am | N. Orleans 43.6 \| 26 \| 28′ 4″ 253.4 P25′ B65′ F24′ | 1658 2674 4000 | 4′ 2½″ 24′ 3½″ | 1919 10 | Ecorse, (Great Lakes Eng. Wks.) [Mich. | U. S. Shipping Board | 3CylTE21,35,59x42; Great Lakes Eng. Wks; 2SB;John Brennan & Co; 4720HS;WP190lbs;1350IHP; EAC;d rpd4,20;Dkd11,20; s rps12,20;Exmd3,21 | ✠A1Ⓔ ✠AMS shft drn4,20; Scip;CL (Laid up) | |
| | W.B.—A.P.98t.....D.B .203′41 F.O.—A.P.92t;D.T.a14′110t;D.B .164′29 | | | 8t....F.P.5 8t;W.T .m38′173t..... | 1t .. | | | | | | | |
| 7996 219,019 LTFB | **Lake Ellithorpe** Steel 1D;B;Wireless;sub.sig;W. Bal; 4BH Oil fuel F. P. above 150° F. C-29 | Scw | Am | New York 43.6 \| 26 \| 28′ 4″ 253.4 P25′ B65′ F24′ | 1658 2674 4000 | 4′ 2½″ 24′ 3½″ | 1919 11 | Ecorse, (Great Lakes Eng. Wks.) [Mich. | U. S. Shipping Board | 3CylTE21,35,59x42; Great Lakes Eng. Wks; 2SB;John Brennan & Co; 4720HS;WP190lbs;1350IHP;EAC; Dkd,s rps1,21;Exmd4,21 | ✠A1Ⓔ ✠AMS shft drn4,20; Scip;CL (Laid up) | |
| | W.B.—A.P.98t.....D.B .203′41 F.O.—A.P.92t;D.T.a14′110t;D.B .164′29 | | | 8t....F.P.5 8t;W.T .m38′173t..... | 1t .. | | | | | | | |
| 7997 218,959 LTBG | **Lake Ellsworth** Steel 1D;B;sub.sig;Wireless;W. Bal; 4BH Oil fuel F. P. above 150° F. C-29 | Scw | Am | Norfolk 43.6 \| 26 \| 28′ 4″ 253.4 P25′ B65′ F24′ | 1658 2674 4000 | 4′ 2½″ 24′ 3½″ | 1919 10 | Ecorse, (Great Lakes Eng. Wks.) [Mich. | U. S. Shipping Board | 3CylTE21,35,59x42; Great Lakes Eng. Wks; 2SB;John Brennan & Co; 4720HS;WP190lbs;1350IHP;EAC; Dkd7,21;s rps10,21 | ✠A1Ⓔ ✠AMS shft drn8,20; Scip;CL (Laid up) | |
| | W.B.—A.P.98t.....D.B .203′41 F.O.—A.P.92t;D.T.a14′110t;D.B .164′29 | | | 8t....F.P.5 8t;W.T .m38′173t..... | 1t .. | | | | | | | |
| 7998 219,201 LTPG | **Lake Elmdale** Steel 1D;B;sub.sig;Wireless;W. Bal; 4BH Oil fuel F. P. above 150° F. C-29 | Scw | Am | N. Orleans 43.6 \| 26 \| 28′ 4″ 253.4 P25′ B65′ F24′ | 1658 2674 4000 | 4′ 2½″ 24′ 3½″ | 1919 11 | Ecorse, (Great Lakes Eng. Wks.) [Mich | U. S. Shipping Board | 3CylTE21,35,59x42; Great Lakes Eng Wks; 2SB;John Brennan & Co; 4720HS;WP190lbs;1350IHP;EAC; d rpd3,20;Dkd,s rps7,21 | ✠A1Ⓔ ✠AMS shft drn11,20; SSP;CL (Laid up) | |
| | W.B.—A.P.98t.....D.B .203′41 F.O.—A.P.92t;D.T.a14′110t;D.B .164′29 | | | 8t....F.P.5 8t;W.T .m38′173t..... | 1t .. | | | | | | | |
| 7999 219,291 LTVN | **Lake Elmont** Steel 1D;B;sub.sig;Wireless;W. Bal; 4BH Oil fuel F. P. above 150° F. C-29 | Scw | Am | New York 43.6 \| 26 \| 28′ 4″ 253.4 P25′ B65′ F24′ | 1658 2674 4000 | 4′ 2½″ 24′ 3½″ | 1919 12 | Ecorse, (Great Lakes Eng. Wks.) [Mich. | U. S. Shipping Board | 3CylTE21,35,59x42; Great Lakes Eng. Wks; 2SB;John Brennan & Co; 4720HS;WP180lbs;1350IHP;EAC; d rpd9,20;Dkd,s rps1,22 | ✠A1Ⓔ ✠AMS shft drn12,21,Scip;CL (Laid up) | |
| | W.B.—A.P.98t.....D.B .203′41 F.O.—A.P.92t;D.T.a14′110t;D.B .164′29 | | | 8t....F.P.5 8t;W.T .m38′173t..... | 1t .. | | | | | | | |
| 8000 219,461 LVGS | **Lake Elmsford** Steel 1D;B;Wireless;sub.sig;W. Bal; 4BH Oil fuel F. P. above 150° F. C-29 | Scw | Am | New York 43.6 \| 26 \| 28′ 4″ 253.4 P25′ B65′ F24′ | 1658 2674 4000 | 4′ 2½″ 24′ 3½″ | 1920 2 | Ecorse, (Great Lakes Eng. Wks.) [Mich. | U. S. Shipping Board | 3CylTE21,35,59x42; Great Lakes Eng. Wks; 2SB;John Brennan & Co; 4720HS;WP190lbs;1350IHP;EAC; Dkd,s rps6,21 | ✠A1Ⓔ ✠AMS shft drn6,21; Scip;CL (Laid up) | |
| | W.B.—A.P.98t.....D.B .203′41 F.O.—A.P.92t;D.T.a14′110t;D.B .164′29 | | | 8t....F.P.5 8t;W.T .m38′173t..... | 1t .. | | | | | | | |
| 8001 219,542 LVMF | **Lake Elmwood** Steel 1D;B;Wireless;sub.sig;W. Bal; 4BH Oil fuel F. P. above 150° F. C-29 | Scw | Am | Baltimore 43.6 \| 26 \| 28′ 4″ 253.4 P25′ B65′ F24′ | 1658 2674 4000 | 4′ 2½″ 24′ 3½″ | 1920 2 | Ecorse, (Great Lakes Eng. Wks.) [Mich. | U. S. Shipping Board | 3CylTE21,35,59x42; Great Lakes Eng. Wks; 2SB;John Brennan & Co; 4720HS;WP190lbs;1350IHP;EAC; d rpd7,20;Dkd11,20;s rps2,21 | ✠A1Ⓔ ✠AMS shft drn11,20; Scip;CL (Laid up) | |
| | W.B.—A.P.98t.....D.B .203′41 F.O.—A.P.92t;D.T.a14′110t;D.B .164′29 | | | 8t....F.P.5 8t;W.T .m38′173t..... | 1t .. | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8002 219,044 LTFQ | **Lake Elpueblo** Steel 1D;B;sub.sig;Wireless;W. Bal; 4BH Oil fuel F. P. above 150° F. C-29 W.B.—A.P.98t.....D.B F.O.—A.P.92t;D.T.a14'110t;D.B | Scw | Am | New York 253.5 \| 43.6 \| 26.3 28' 4" P25' B65' F24' .203'41 St.....F.P.5 .164'29 St;W.T .m38'173t..... | 1664 2674 4000 1t .. | 4' 2½" 24' 3½" | 1919 10 | Ashtabula, (Great Lakes Eng. Wks.) [Ohio | U. S. Shipping Board | 3Cyl TE21,35,59x42; Great Lakes Eng. Wks; 2SB;John Brennan & Co; 4720HS;WP190lbs;1350IHP;EAC; d rpd12,19;Dkd,s rps12,20 | ✠A1Ⓔ ✠AMS shft drn12,20; Scip;CL (Laid up) | |
| 8003 219,405 LVDH | **Lake Elsah** Steel 1D;B;Wireless;sub.sig;W. Bal; 4BH Oil fuel F. P. above 150° F. C-29 W.B.—A.P.98t.....D.B F.O.—A.P.92t;D.T a14'110t;D.B | Scw | Am | New York 253.4 \| 43.8 \| 26.2 28' 4" P25' B65' F24' .203'41 St.....F.P.5 .164'29 St;W.T m38'173t..... | 1663 2674 4000 1t .. | 4' 2½" 24' 3½" | 1919 12 | Ashtabula, (Great Lakes Eng. Wks.) [Ohio | U. S. Shipping Board | 3Cyl TE21,35,59x42; Great Lakes Eng. Wks; 2SB;Lake Erie Bir. Wks; 4720HS;WP190lbs;1350IHP;EAC; d rpd5,20;Dkd,s rps11,21 | ✠A1Ⓔ ✠AMS shft drn11,21 Scip;CL (Laid up) | |
| 8004 218,816 LMQR | **Lake Elsinore** Steel 1D;W. Bal;Wireless 4BH C-28 W.B.—A.P.93t;D.B.208'538t;F.P. | Scw | Am | Norfolk 251 \| 43.5 \| 24.2 P25' B64' F23' 59t | 1435 2330 3500 | | 1918 8 | Lorain, (American S. B. Co.) [Ohio | Ford Motor Co. | 3Cyl TE20,33,54x40; American S. B. Co; 2SB;American S. B. Co; 114GS;5466HS;WP180lbs;1250IHP; EAC;Dkd,s rps10,20 | ✠A1Ⓔ ✠AMS shft drn10,20. Scip;CL (Laid up) | |
| 8005 219,572 LVNG | **Lake Elva** Steel 1D;B;Wireless;sub.sig;W. Bal; 4BH Oil fuel F. P. above 150° F. C-29 W.B.—A.P.98t.....D.B F.O.—A.P.92t;D.T.a14'110t;D.B | Scw | Am | Savannah 253.4 \| 43.8 \| 26.2 28' 4" P25' B65' F24' .203'41 St.....F.P.5 .164'29 St;W.T .m38'173t..... | 1663 2674 4000 1t .. | 4' 2½" 24' 3½" | 1920 3 | Ashtabula, (Great Lakes Eng. Wks.) [Ohio | U. S. Shipping Board | 3Cyl TE21,35,59x42; Great Lakes Eng. Wks; 2SB;John Brennan & Co; 4720HS;WP190lbs;1350IHP;EAC; Dkd6,20;s rps11,20 | ✠A1Ⓔ ✠AMS Scip;CL (Laid up) | |
| 8006 216,366 LKSD | **Lake Ennis** Steel 1D;sub.sig;W. Bal;Wireless 4BH C-28 W.B.—A.P.93t;D.B.208'538t;F.P. | Scw | Am | Baltimore 251 \| 43.5 \| 24.2 P25' B64' F23' 59t | 1447 2371 3500 | | 1918 5 | Wyandotte, (Detroit S. B. Co.) [Mich. | Ford Motor Co. | 3Cyl TE20,33,54x40; Detroit S. B. Co; 2SB;Detroit S. B. Co; 114GS;5466HS;WP180lbs;1250IHP; EAC;d rpd9,20;Dkd,s rps9,21 | ✠A1Ⓔ ✠AMS shft drn9,26; Scip;CL (Laid up) | |
| 8007 166,592 | **Lake Erie** 1D | Brg | Am | New York 113 \| 29.5 \| 12.7 | 432 432 | | 1916 | Kingston, (Daniel J. Murphy.) [N. Y. | Anthony O'Boyle | Wd | | |
| 8008 218,478 LRWH | **Lake Fablus** Steel 1D;B;W. Bal;Wireless; 4BH Oil fuel F. P. above 150° F. C-30 W.B.—A.P.96t;D.B.204'436t;D.T F.O.—A.P.90t;D.B.158'288t;D.T | Scw | Am | N. Orleans 251 \| 43.6 \| 26.1 28' 2" P25' B64' F23' .a12'80 t.....F.P.72t .a12'75 t;W.T. 30'200t..... | 1612 2606 4050 | 4' 1½" 24' 3" | 1919 10 | Wyandotte, (Detroit S. B. Co.) [Mich. | U. S. Shipping Board | 3Cyl TE21,35,59x42; American S. B. Co; 2SB;American S. B. Co; 5467HS;WP185lbs;1500IHP; Dkd11,20;s rps5,21 | ✠A1Ⓔ ✠AMS S.S.Gvstn11,20;CL (Laid up) | |
| 8009 218,679 LSGM | **Lake Fagundas** Steel 1D;B;Wireless;sub.sig;W. Bal; 4BH Oil fuel F. P. above 150° F. C-30 W.B.—A.P.96t;D.B.204'436t;D.T F.O.—A.P.90t;D.B.158'288t;D.T | Scw | Am | Boston 251 \| 43.5 \| 26.1 28' 2" P25' B64' F23' .a12'80 t.....F.P.72t .a12'75 t;W.T. 30'200t..... | 1612 2606 4050 | 4' 1½" 24' 2½" | 1919 10 | Detroit, (Detroit S. B. Co.) [Mich | U. S. Shipping Board | 3Cyl TE21,35,59x42; Detroit S. B. Co; 2SB;Detroit S. B. Co; 5467HS;WP185lbs;1500IHP; Dkd,s rps8,21 | ✠A1Ⓔ ✠AMS S.S.Bost5,20; Scip;CL (Laid up) | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where Built. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8010 218,640 LSFT | **Lake Fairfax** Steel 1D;B;W. Bal;Wireless;SUB.SIG; 4BH Oil fuel F. P. above 150° F. C-30 W.B.—A.P.96t;D.B.204'436t;D.T .a12'80 F.O.—A.P.90t;D.B.158'288t;D.T .a12'75 | Scw | Am 251 P25' t.....; t;W.T. | Baltimore 43.6 \| 26.1 \| 28' 2" B64' F23' .....F.P.72t 30'200t..... | 1612 2606 4050 | 4' 1½" 24' 3" | 1919 11 | Wyandotte, (Detroit [Mich. S. B. Co.) | U. S. Shipping Board | 3Cyl TE21,35,59x42; Detroit S. B. Co; 2SB;Detroit S. B. Co; 5467HS;WP185lbs;1500IHP; Dkd,s rps8,20 | ✠A1Ⓔ ✠AMS S.S.Balt8,20;CL (Laid up) | |
| 8011 218,680 LSGN | **Lake Fairlie** Steel D;B;Wireless; 4BH Oil fuel F. P. above 150° F. C-30 W.B.—A.P.96t;D.B.204'436t;D.T .a12'80 F.O.—A.P.90t;D.B.158'288t;D.T .a12'75 | Scw | Am 251 P25' t.....; t;W.T. | N. Orleans 43.6 \| 26.1 \| 28' 2" B66' F25' .....F.P.72t 30'200t..... | 1612 2606 4050 | 4' 1½" 24' 3" | 1919 11 | Wyandotte, (Detroit [Mich. S. B. Co.) | U. S. Shipping Board | 3Cyl TE21,35,59x42; Detroit S. B. Co; 2SB;Detroit S. B. Co; 5467HS;WP185lbs;1500IHP; s rps11,21;Dkd7,22 | ✠A1Ⓔ ✠AMS S.S.Gvstn9,20;Scip;CL (Laid up) | |
| 8012 219,067 LTHD | **Lake Fairport** Steel 1D;B;W. Bal;Wireless; 4BH Oil fuel F. P. above 150° F. C-30 W.B.—A.P.96t;D.B.204'436t;D.T .a12'80 F.O.—A.P.90t;D.B.158'288t;D.T .a12'75 | Scw | Am 251 P25' t.....; t;W.T. | Mobile 43.6 \| 26.1 \| 28' 2" B64' F23' .....F.P.72t 30'200t..... | 1612 2606 4050 | 4' 1½" 24' 3" | 1919 12 | Wyandotte, (Detroit [Mich. S. B. Co.) | Mobile, Miami & Gulf S.S. Co. | 3Cyl TE21,35,59x42; Detroit S. B. Co; 2SB;Detroit S. B. Co; 5467HS;WP185lbs;1500IHP;EAC; Dkd,d rpd4,26;s rps10,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Mbl11,25; M.&B.S.11,25;n shft3,26; SBP;CL | |
| 8013 218,694 LSHF | **Lake Falama** Steel 1D;B;Wireless; 4BH Oil fuel F. P. above 150° F. C-30 W.B.—A.P.96t;D.B.204'436t;D.T .a12'80 F.O.—A.P.90t;D.B.158'288t;D.T .a12'75 | Scw | Am 251 P25' t.....; t;W.T. | New York 43.6 \| 26.6 \| 28' 3" B64' F20' .....F.P.72t 30'200t..... | 1609 2598 4050 | 4' 2½" 24' 3" | 1919 10 | Superior, (Superior [Wis. S. B. Co.) | U. S. Shipping Board | 3Cyl TE21,35,59x42; Superior S. B. Co; 2SB;Kingsford F. & M. Co; 5467HS;WP185lbs;1500IHP; Dkd,s rps4,22 | ✠A1Ⓔ ✠AMS S.S.Hull10,20; shft drn4,22; SBP;CL (Laid up) | |
| 8014 218,708 LSHV | **Lake Fanbush** Steel 1D;B;W. Bal;Wireless; 4BH Oil fuel F. P. above 150° F. C-30 W.B.—A.P.96t;D.B.204'436t;D.T .a12'80 F.O.—A.P.90t;D.B.158'288t;D.T .a12'75 | Scw | Am 251 P25' t.....; t;W.T. | N. Orleans 43.6 \| 26.1 \| 28' 2" B64' F23' .....F.P.72t 30'200t..... | 1610 2598 4050 | 4' 2" 24' 2" | 1919 9 | Lorain, (American Ohio S. B. Co.) | U. S. Shipping Board | 3Cyl TE21,35,59x42; American S. B. Co; 2SB;American S. B. Co; 5467HS;WP185lbs;1500IHP; Dkd,s rps3,21 | ✠A1Ⓔ ✠AMS S.S.NO3,21; Scip;CL (Laid up) | |
| 8015 219,471 LVHF | **Lake Fandango** Steel 1D;B;Wireless;W. Bal; 4BH Oil fuel F. P. above 150° F. C-30 W.B.—A.P.96t;D.B.204'436t;D.T .a12'80 F.O.—A.P.90t;D.B.158'288t;D.T .a12'75 | Scw | Am 251 P25' t.....; t;W.T. | Norfolk 43.6 \| 26.1 \| 28' 2" B64' F23' .....F.P.72t 30'200t..... | 1612 2606 4050 | 4' 1½" 24' 2½" | 1920 3 | Wyandotte, (Detroit [Mich. S. B. Co.) | U. S. Shipping Board | 3Cyl TE21,35,59x42; Detroit S. B. Co; 2SB;Detroit S. B. Co; 5467HS;WP185lbs;1500IHP; Dkd,s rps9,20 | ✠A1Ⓔ ✠AMS S.S.Wyde4,20;CL (Laid up) | |
| 8016 219,480 LVHP | **Lake Fandon** Steel 1D;B;Wireless;W. Bal; 4BH Oil fuel F. P. above 150° F. C-30 W.B.—A.P.96t;D.B.204'436t;D.T .a12'80 F.O.—A.P.90t;D.B.158'288t;D.T .a12'75 | Scw | Am 251 P25' t.....; t;W.T. | N. Orleans 43.6 \| 26.1 \| 28' 2" B64' F23' .....F.P.72t 30'200t..... | 1612 2606 4050 | 4' 1½" 24' 3" | 1920 4 | Wyandotte, (Detroit [Mich S. B. Co.) | U. S. Shipping Board | 3Cyl TE21,35,59x42; Detroit S. B. Co; 2SB;Detroit S. B. Co; 5467HS;WP185lbs;1500IHP; Dkd,s rps9,20 | ✠A1Ⓔ ✠AMS S.S.Wyde4,20;CL (Laid up) | |
| 8017 218,881 LSRV | **Lake Fansdale** Steel 1D;B;W. Bal;Wireless;SUB.SIG; 4BH Oil fuel F. P. above 150° F. C-30 W.B.—A.P.96t;D.B.204'436t;D.T .a12'80 F.O.—A.P.90t;D.B.158'288t;D.T .a12'75 | Scw | Am 251 P25' t.....; t;W.T. | New York 43.6 \| 26.1 \| 28' 2" B64' F23' .....F.P.72t 30'200t..... | 1609 2598 4050 | 4' 2" 24' 2" | 1919 10 | Lorain, (American [Ohio S. B. Co.) | U. S. Shipping Board | 3Cyl TE21,35,59x42; American S. B. Co; 2SB;American S. B. Co; 5467HS;WP185lbs;1500IHP; Dkd,d rpd12,20 | ✠A1Ⓔ ✠AMS S.S.NY12,20; n shft12,20;CL (Laid up) | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8018 218,418 LRTF | **Lake Farabee** Steel 1D,B;Well dk;SUB.SIG;Wireless; 4BH Oil fuel F. P. above 150° F. C-29 W.B.—A.P.96t;D.B.204'436t;D.T .a12'80 F.O.—A.P.90t;D.B.158'288t;D.T .a12'75 | Scw | Am | New York 43.6 \| 26.2 \| 28' 2" P25' B64' F23' t. . . . . F.P.72t t;W.T. 30'200t. . . . . | 1639 2642 4050 | 4' 2" 24' 2" | 1919 7 | Cleveland, (American S. B Co.) [Ohio | U. S. Shipping Board | 3Cyl TE21,35,59x42; American S.B. Co; 2SB;American S. B. Co; 5467HS;WP185lbs;1500IHP; Dkd10,20;s rps2,21 | ✠A1Ⓔ ✠AMS S.S.NY10,20; Scip;CL (Laid up) | |
| 8019 218,600 LSDC | **Lake Farber** Steel 1D;B;W. Bal;Wireless; 4BH Oil fuel F. P. above 150° F. C-30 W.B.—A.P.96t;D.B.204'436t;D.T .a12'80 F.O.—A.P.90t;D.B.158'288t;D.T .a12'75 | Scw | Am | New York 43.5 \| 26.2 \| 28' 2" P25' B64' F23' t. . . . . F.P.72t t;W.T. 30'200t;F.P.67t | 1634 2638 4050 | 4' 2" 24' 2" | 1919 8 | Cleveland, (American S. B. Co.) [Ohio | U. S. Shipping Board | 3Cyl TE21,35,59x42; American S. B. Co; 2SB;American S. B. Co; 5466HS;WP185lbs;1500IHP; Dkd,s rps10,21 | ✠A1Ⓔ ✠AMS S.S.NY1,21; shft drn9,21;Scip;CL (Laid up) | |
| 8020 217,237 LNTP | **Lake Farge** Steel 1D;B;W. Bal;Wireless; 4BH SUB.SIG. W.B.—A.P.94t;D.B.210'469t;F.P. 72t | Scw | Am | New York 43.6 \| 26.2 \| 28' 2" P25' B64' F23' | 1628 2624 4200 | 4' 2" 24' 2½" | 1918 11 | Cleveland, (American S. B. Co.) [Ohio | Ford Motor Co. | 3Cyl TE20,33,54x40; American S. B. Co; 2SB;American S. B. Co; 88GS;4000HS;WP185lbs;1250IHP. | ✠A1Ⓔ ✠AMS Scip;CL (Laid up) | |
| 8021 219,064 LTGW | **Lake Farley** Steel 1D;B;W. Bal;Wireless; 4BH Oil fuel F. P. above 150° F. W.B.—A.P.96t;D.B.204'436t;D.T .a12'80 F.O.—A.P.90t;D.B.158'288t;D.T .a12'75 | Scw | Am | Phila. 43.6 \| 26.2 \| 28' 2" P25' B64' F23' t. . . . . F.P.72t t;W.T. 30'200t. . . . . | 1615 2599 4050 | 4' 2" 24' 2½" | 1919 10 | Cleveland, (American S. B. Co.) [Ohio | U. S. Shipping Board | 3Cyl TE21,35,59x42; American S. B. Co; 2SB;American S. B. Co; 5467HS;WP185lbs;1500IHP; s rps10,20 | ✠A1Ⓔ ✠AMS (Laid up) | |
| 8022 218,559 LSCD | **Lake Farragut** Steel 1D;B;W. Bal;Wireless;SUB.SIG; 4BH Oil fuel F. P. above 150° F. W.B.—A.P.96t;D.B.204'436t;D.T .a12'80 F.O.—A.P.90t;D.B.158'288t;D.T .a12'70 | Scw | Am | N. Orleans 43.6 \| 26.2 \| 28' 3" P25' B64' F23' t. . . . . F.P.72t t;W.T. 30'200t. . . . . | 1609 2606 4050 | 4' 2½" 24' 3" | 1919 8 | Superior, (American S B. Co.) [Wis. | U. S. Shipping Board | 3Cyl TE21,35,59x42; American S. B. Co; 2SB;Kingsford F. & M. W. Co; 5467HS;WP185lbs;1500IHP;EAC | ✠A1Ⓔ ✠AMS (Laid up) | |
| 8023 219,111 LTJK | **Lake Favonia** Steel 1D;B;W. Bal;Wireless; 4BH Oil fuel F. P. above 150° F. C-30 W.B.—A.P.96t;D.B.204'436t;D.T .a12'80 F.O.—A.P.90t;D.B.158'288t;D.T .a12'75 | Scw | Am | Boston 43.6 \| 26.1 \| 28' 2" P25' B64' F23' t. . . . . F.P.72t t;W.T. 30'200t. . . . . | 1613 2592 4050 | 4' 2" 24' 2" | 1919 10 | Lorain, (American S. B. Co.) [Ohio | U. S. Shipping Board | 3Cyl TE21,35,59x42; American S. B. Co; 2SB;American S. B. Co; 5467HS;WP185lbs;1500IHP;EAC; d rpd10,20;Dkd,s rps5,21 | ✠A1Ⓔ ✠AMS S.S.Ldn10,20; shft drn10,20;Scip;CL (Laid up) | |
| 8024 219,182 LTNH | **Lake Faxon** Steel 1D;B;W. Bal;Wireless;SUB SIG; 4BH Oil fuel F. P. above 150° F. W.B.—A.P.96t;D.B.204'436t;D.T .a12'80 F.O.—A.P.90t;D.B.158'288t;D.T .a12'75 | Scw | Am | New York 43.5 \| 26.1 \| 28' 2" P25' B64' F23' t. . . . . F.P.72t t;W.T. 30'200t. . . . . | 1613 2592 4050 | 4' 2" 24' 2" | 1919 11 | Lorain, (American S. B. Co.) [Ohio | U. S. Shipping Board | 3Cyl TE21,35,59x42; American S. B. Co; 2SB;American S. B. Co; 5467HS;WP185lbs;1500IHP;EAC; Dkd,s rps5,21 | ✠A1Ⓔ ✠AMS S.S.NptN5,21;shft drn5,21; Scip;CL (Laid up) | |
| 8025 218,766 LSMK | **Lake Fear** Steel 1D;W.Bal 4BH C-28 W.B.—A.P.79t;D.B.192'461t;F.P. 37t | Scw | Am | Norfolk 43.5 \| 22 \| 24' 5" P34' B68' F27' | 1399 2344 3500 | 3' 2½" 21' 4½" | 1919 10 | Saginaw, Saginaw S. B. Corp.) [Mich. | Ford Motor Co. | 3Cyl TE19,32,56x36; Buckeye Eng. Co; 2WTB;Wickes Bir. Co; 139GS;5190HS;WP200lbs;1400IHP; EAC;s rps10,20;Dkd8,21 | ✠A1Ⓔ ✠AMS Scip;CL (Laid up) | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8026 | **Lake Fenn** | Scw | Am | New York | 251 | 43.6 | 26.1 / 28′ 2″ | | 1613 / 2592 / 4050 | 4′ 2″ / 24′ 2″ | 1920 / 4 | Lorain, (American S. B. Co.) [Ohio | U. S. Shipping Board | 3Cyl TE21,35,59x42; American S. B. Co; 2SB;American S. B. Co; 5467HS;WP185lbs;1500IHP;Dkd8,20 | ✠A1Ⓔ ✠AMS S.S.NY8,20;CL (Laid up) | |
| 219,445 | Steel | | | | | | | | | | | | | | | |
| LVGC | 1D;B;Wireless;sub.sig;W. Bal; 4BH | | | | | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-30 | | | | P25′ | B64′ F23′ | | | | | | | | | | |
| | W.B.—A.P.96t;D.B.204′436t;D.T | .a12′80 | t | | | | | F.P.72t | | | | | | | | |
| | F.O.—A.P.90t;D.B.158′288t;D.T | .a12′75 | t;W.T. | | 30′200t | | | | | | | | | | | |
| 8027 | **Lake Fernalda** | Scw | Am | Phila. | 251 | 43.5 | 26.1 / 28′ 2″ | | 1613 / 2595 / 4050 | 4′ 2″ / 24′ 2″ | 1919 / 11 | Cleveland, (American S. B. Co.) [Ohio | U. S. Shipping Board | 3Cyl TE21,35,59x42; American S. B. Co; 2SB;Kingsford F. & M. Co; 5466HS;WP185lbs;1500IHP;EAC; Dkd,s rps4,21 | ✠A1Ⓔ ✠AMS S.S.Balt4,21; Scip;CL (Laid up) | |
| 219,260 | Steel | | | | | | | | | | | | | | | |
| LTSF | 1D;B;W. Bal;Wireless; 4BH | | | | | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-30 | | | | P25′ | B64′ F23′ | | | | | | | | | | |
| | W.B.—A.P.96t;D.B.204′436t;D.T | .a12′80 | t | | | | | F.P.72t | | | | | | | | |
| | F.O.—A.P.90t;D.B.158′288t;D.T | .a12′75 | t;W.T. | | 30′200t | | | | | | | | | | | |
| 8028 | **Lake Ferrona** | Scw | Am | Phila. | 251 | 43.6 | 26.1 / 28′ 2″ | | 1615 / 2598 / 4050 | 4′ 2″ / 24′ 2″ | 1919 / 10 | Cleveland, (American S. B. Co.) [Ohio | U. S. Shipping Board | 3Cyl TE21,35,59x42; American S. B. Co; 2SB;American S. B. Co; 5467HS;WP185lbs;1500IHP; d rpd6,20;Dkd,s rps2,21 | ✠A1Ⓔ ✠AMS S.S.NY6,20;CL (Laid up) | |
| 219,186 | Steel | | | | | | | | | | | | | | | |
| LTNP | 1D;B;Wireless;W. Bal; 4BH | | | | | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-29 | | | | P25′ | B66′ F22′ | | | | | | | | | | |
| | W.B.—A.P.96t;D.B.204′436t;D.T | .a12′80 | t | | | | | F.P.72t | | | | | | | | |
| | F.O.—A.P.90t;D.B.158′288t;D.T | .a12′75 | t;W.T. | | 30′200t | | | | | | | | | | | |
| 8029 | **Lake Festina** | Scw | Am | New York | 248.6 | 43.6 | 25.9 / 28′ 2″ | | 1586 / 2559 / 4050 | 4′ 1½″ / 24′ 2″ | 1919 / 6 | Toledo, (Toledo S. B. Co.) [Ohio | U. S. Shipping Board | 3Cyl TE22,36,59x42; Toledo S. B. Co; 2SB;Toledo S. B. Co; 4640HS;WP170lbs;1500IHP; Dkd,s rps9,21 | ✠A1Ⓔ ✠AMS S.S.NY12,20; shft drn12,20;Scip;Cl (Laid up) | |
| 218,330 | Steel | | | | | | | | | | | | | | | |
| LRQC | 1D;B;W. Bal;Wireless; 4BH | | | | | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-28 | | | | P25′ | B64′ F23′ | | | | | | | | | | |
| | W.B.—A.P.105t D.B | .204′44 | 1t | | | | | F.P.71t | | | | | | | | |
| | F.O.—A.P. 98t;D.T.a12′80t;D.B | .158′29 | 3t;W.T | | .30′208t | | | | | | | | | | | |
| 8030 | **Lake Festus** | Scw | Am | New York | 248.6 | 43.7 | 25.9 / 28′2″ | | 1588 / 2571 / 4050 | 4′ 1½″ / 24′ 3″ | 1919 / 7 | Toledo, (Toledo S. B. Co.) [Ohio | U. S. Shipping Board | 3Cyl TE22,36,59x42; Toledo S. B. Co; 2SB;Toledo S. B. Co; 4640HS;WP180lbs;1500IHP. | ✠A1Ⓔ ✠AMS (Laid up) | |
| 218,384 | Steel | | | | | | | | | | | | | | | |
| LRSG | 1D;B;W. Bal;Wireless; 4BH | | | | | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. | | | | P25′ | B64′ F23′ | | | | | | | | | | |
| | W.B.—A.P.105t D.B | .204′44 | 1t | | | | | F.P.71t | | | | | | | | |
| | F.O.—A.P. 98t;D.T.a12′80t;D.B | .158′29 | 3t;W.T | | .30′208t | | | | | | | | | | | |
| 8031 | **Lake Fibre** | Scw | Am | New York | 251 | 43.5 | 26.1 / 28′ 2″ | | 1588 / 2571 / 4050 | 4′ 1½″ / 24′ 2″ | 1919 / 8 | Toledo, (Toledo S. B. Co.) [Ohio | U. S. Shipping Board | 3Cyl TE22,36,59x42; Toledo S. B. Co; 2SB;Toledo S. B. Co; 4640HS;WP180lbs;1500IHP; Dkd,s rps9,20 | ✠A1Ⓔ ✠AMS S.S.Phila9,20;CL (Laid up) | |
| 218,509 | Steel | | | | | | | | | | | | | | | |
| LSBC | 1D;B;Wireless;sub.sig;W. Bal; 4BH | | | | | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-29 | | | | P25′ | B64′ F25′ | | | | | | | | | | |
| | W.B.—A.P.105t D.B | .204′44 | 1t | | | | | F.P.71t | | | | | | | | |
| | F.O.—A.P. 98t;D.T.a12′80t;D.B | .158′29 | 3t;W.T | | .30′208t | | | | | | | | | | | |
| 8032 | **Lake Figart** | Scw | Am | Norfolk | 251 | 43.6 | 25.8 / 28′ 2″ | | 1586 / 2559 / 4050 | 4′ 2″ / 24′ 2″ | 1919 / 10 | Toledo, (Toledo S. B. Co.) [Ohio | U. S. Shipping Board | 3Cyl TE22,36,59x42; Toledo S. B. Co; 2SB;Toledo S. B. Co; 4640HS;WP180lbs;1500IHP; Dkd10,20;s rps2,21 | ✠A1Ⓔ ✠AMS S.S.NO10,20;CL (Laid up) | |
| 219,101 | Steel | | | | | | | | | | | | | | | |
| LTJC | 1D;B;W. Bal;Wireless; 4BH | | | | | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-29 | | | | P25′ | B64′ F20′ | | | | | | | | | | |
| | W.B.—A.P.105t D.B | .204′44 | 1t | | | | | F.P.71t | | | | | | | | |
| | F.O.—A.P. 98t;D.T.a12′80t;D.B | .158′29 | 3t;W.T | | .30′208t | | | | | | | | | | | |
| 8033 | **Lake Fighting** | Scw | Am | New York | 251 | 43.6 | 25.8 / 28′ 2″ | | 1586 / 2559 / 4050 | 4′ 2″ / 24′ 2½″ | 1919 / 11 | Toledo, (Toledo S. B. Co.) [Ohio | U. S. Shipping Board | 3Cyl TE22,36,59x42; Toledo S. B. Co; 2SB;Toledo S. B. Co; 4640HS;WP180lbs;1500IHP. | ✠A1Ⓔ ✠AMS CL (Laid up) | |
| 219,115 | Steel | | | | | | | | | | | | | | | |
| LTJN | 1D;B;Wireless;W. Bal;sub.sig; 4BH | | | | | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. | | | | P25′ | B64′ F23′ | | | | | | | | | | |
| | W.B.—A.P.105t D.B | .204′44 | 1t | | | | | F.P.71t | | | | | | | | |
| | F.O.—A.P. 98t;D.T.a12′80t;D.B | .158′29 | 3t;W.T | | .30′208t | | | | | | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. Lth. \| Bth. \| Dth. / Deck Erections \| Mid. | Tons Net / Gross / D.W. | Freeboard. / Corresponding Draft. | Built. When | Built. Where. / Builder. | Owners. | Remarks. / Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8034 | **Lake Fiscus** | Scw | Am | New York | 1679 | 4′ 2½″ | 1919 | Superior, | U. S. Ship- | 3Cyl TE21,35,59x42; | ✠A1Ⓔ | |
| 218,900 | Steel | | | 253.4 \| 43.8 \| 26.9 | 2713 | 24′ 2½″ | 9 | (Globe [Wis. | ping Board | Nordberg Mfg. Co; | ✠AMS | |
| LSTR | 1D;B;Wireless;SUB.SIG;W. Bal; 4BH | | | \| 28′ 4″ | 4120 | | | S. B. Co.) | | 2SB;Duluth Blr. Wks; | shft drn4,20;Scip;CL | |
| | Oil fuel F. P. above 150° F. C-30 | | | P29′ B64′ F23′ | | | | | | 4720HS;WP190lbs;1500IHP;EAC; | (Laid up) | |
| | | | | | | | | | | Dkd,s rps12,20 | | |
| | W.B.—A.P.96t.....D.B | .205′40 | 9t | .....F.P.5 | 1t | | | | | | | |
| | F.O.—A.P.90t;D.T.a14′112t;D.B | .167′29 | 1t;W.T | .m38′170t..... | .. | | | | | | | |
| 8035 | **Lake Fitch** | Scw | Am | New York | 1679 | 4′ 2½″ | 1919 | Superior, | U. S. Ship- | 3Cyl TE21,35,59x42; | ✠A1Ⓔ | |
| 219,112 | Steel | | | 253.4 \| 43.8 \| 26.9 | 2713 | 24′ 2½″ | 11 | (Globe [Wis. | ping Board | Nordberg Mfg. Co; | ✠AMS | |
| LTJM | 1D;B;Wireless;SUB.SIG;W. Bal; 4BH | | | \| 28′ 4″ | 4120 | | | S. B. Co.) | | 2SB;Duluth Blr Wks; | shft drn4,20;Scip;CL | |
| | Oil fuel F. P. above 150° F. C-30 | | | P29′ B64′ F23′ | | | | | | 4720HS;WP190lbs;1500IHP;EAC; | (Laid up) | |
| | | | | | | | | | | Dkd,d rpd4,20;s rps8,20 | | |
| | W.B.—A.P.96t.....D.B | .205′40 | 9t | .....F.P.5 | 1t | | | | | | | |
| | F.O.—A.P.90t;D.T.a14′112t;D.B | .167′29 | 1t;W.T | .m38′170t..... | .. | | | | | | | |
| 8036 | **Lake Fithian** | Drg | Am | Duluth | 955 | | 1919 | Superior, | National | Stl;1BH; | ✠A1Ⓔ | |
| 219,177 | | | | 150.0 \| 43.8 \| 14.2 | 1109 | | 11 | (Globe S. B. [Wis. | Dredging Co. | Dkd,rps8,26 | Suction Dredge | |
| LTNC | 1D | | | | | | rb '26 | Co., Mobile, Ala.) | | | | |
| | | | | | | | | (Todd D.D. | | | | |
| | | | | | | | | Co., Inc.) | | | | |
| 8037 | **Lake Flagon** | Scw | Am | Norfolk | 1610 | 4′ 2″ | 1919 | Duluth, | U. S. Ship- | 3Cyl TE21,35,59x42; | ✠A1Ⓔ | |
| 218,805 | Steel | | | 251 \| 43.6 \| 25.8 | 2609 | 24′ 2″ | 9 | Minn. | ping Board | Morgan Engr. Co; | ✠AMS | |
| LSPG | 1D;B;Wireless;W. Bal; 4BH | | | \| 28′ 2″ | 4100 | | | (McDougall, | | 2SB;McDougall, Duluth Co; | S.S.Jksnvl7,20;CL | |
| | Oil fuel F. P. above 150° F. C-29 | | | P25′ B64′ F20′ | | | | Duluth Co.) | | 5465HS;WP185lbs;1500IHP; | (Laid up) | |
| | | | | | | | | | | Dkd,s rps7,20 | | |
| | W.B.—A.P.103t.....D.B | .204′44 | 7t | .....F.P.7 | 2t | | | | | | | |
| | F.O.—A.P. 96t;D.T.a12′81t;D.B | .158′29 | 8t;W.T | .m30′220t..... | .. | | | | | | | |
| 8038 | **Lake Flatonia** | Scw | Am | Baltimore | 1610 | 4′ 2″ | 1919 | Duluth, | Baltimore | 3Cyl TE21,35,59x42; | ✠A1Ⓔ | |
| 219,068 | Steel | | | 251 \| 43.6 \| 25.8 | 2609 | 24′ 2″ | 10 | (McDougall [Minn. | & Tampa S.S. | McDougall Duluth Co; | ✠AMS | |
| LTHF | 2D;W. Bal; 4BH | | | \| 28′ 2″ | 4100 | | | Duluth Co.) | Co. | 2SB;McDougall Duluth Co; | S.S.No.1,Balt2,26; | |
| | Wireless;SUB.SIG; | | | P25′ B64′ F20′ | | | | | | 5467HS;WP185lbs;1500IHP;EAC; | M.&B.S.2,26;shft drn4,26; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd,d rpd4,26;s rps5,26 | Scip;CL | |
| | W.B.—A.P.103t.....D.B | .204′44 | 7t | .....F.P.7 | 2t | | | | | | | |
| | F.O.—A.P. 96t;D.T.a12′81t;D.B | .158′29 | 8t;W.T | .m30′220t..... | .. | | | | | | | |
| 8039 | **Lake Floris** | Scw | Am | N. Orleans | 1612 | 4′ 2″ | 1920 | Duluth, | U. S. Ship- | 3Cyl TE21,35,59x42; | ✠A1Ⓔ | |
| 219,656 | Steel | | | 251 \| 43.6 \| 26.2 | 2606 | 24′ 2″ | 4 | Minn. | ping Board | McDougall, Duluth Co; | ✠AMS | |
| LVRW | 1D;B;Wireless;SUB.SUG; 4BH | | | \| 28′ 2″ | 4100 | | | (McDougall, | | 2SB;McDougall, Duluth Co; | S.S.Dith4,20;CL | |
| | Oil fuel F. P. above 150° F. C-29 | | | P25′ B64′ F20′ | | | | Duluth Co.) | | 5467HS;WP185lbs;1500IHP; | (Laid up) | |
| | | | | | | | | | | Dkd,s rps12,20 | | |
| | W.B.—A.P.103t.....D.B | .204′44 | 7t | .....F.P.7 | 2t | | | | | | | |
| | F.O.—A.P. 96t;D.T.a12′81t;D.B | .158′29 | 8t;W.T | .m30′220t..... | .. | | | | | | | |
| 8040 | **Lake Flume** | Scw | Am | Norfolk | 1604 | 4′ 1½″ | 1919 | Wyandotte, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 217,580 | Steel | | | 251 \| 43.5 \| 26.1 | 2592 | 24′ 3″ | 4 | (Detroit [Mich. | Co. | Detroit S. B. Co; | ✠AMS | |
| LPVH | 1D;B;W. Bal; 4BH | | | \| 28′ 2″ | 4200 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; | (Laid up) | |
| | Wireless;SUB.SIG. | | | P25′ B64′ F23′ | | | | | | 88GS;4000HS;WP185lbs; | | |
| | | | | | | | | | | 1250IHP;EAC | | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. | 72t | | | | | | | | | | |
| 8041 | **Lake Folcroft** | Scw | Am | New York | 1604 | 4′ 1½″ | 1919 | Wyandotte, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 217,658 | Steel | | | 251 \| 43.6 \| 26 | 2592 | 24′ 3″ | 4 | (Detroit [Mich. | Co. | Detroit S. B. Co; | ✠AMS | |
| LQDM | 1D;B;W. Bal;Wireless; 4BH | | | \| 28′ 2″ | 4200 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; | S.S NY12,20;CL | |
| | SUB.SIG. C-29 | | | P25′ B64′ F23′ | | | | | | 88GS;3993HS;WP185lbs;1250IHP; | (Laid up) | |
| | | | | | | | | | | Dkd,s rps12,20 | | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. | 72t | | | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8042 | **Lake Fonda** | Scw | Am | Norfolk | 1604 | 4′ 1½″ | 1919 | Wyandotte, | Ford Motor | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 217,719 | Steel | | 251 | 43.6 \| 26.1 | 2592 | 24′ 3″ | 4 | (Detroit [Mich. | Co. | American S. B. Co; | ✠AMS | |
| LQHC | 1D;B;sub.sig;Wireless;W. Bal 4BH | | | 28′ 2″ | 4200 | | | S. B. Co.) | | 2SB;American S. B. Co; | S.S.NptN9,20;CL | |
| | C-29 | | P25′ | B64′ F23′ | | | | | | 88GS;3999HS;WP185lbs;1250IHP; | (Laid up) | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. 72t | | | | | | | | | Dkd9,20;s rps12,20 | | |
| | | | | | | | | | | (Scrapped) | | |
| 8043 | **Lake Fontana** | Scw | Am | New York | 1604 | 4′ 1½″ | 1919 | Detroit, | Ford Motor | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 217,785 | Steel | | 251 | 43.6 \| 26.2 | 2592 | 24′ 3″ | 5 | (American [Mich. | Co. | American S. B. Co; | ✠AMS | |
| LQKT | 1D;B;W. Bal; 4BH | | | 28′ 2″ | 4200 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; | Scip;CL | |
| | Wireless;sub.sig. | | P25′ | B64′ F23′ | | | | | | 88GS;4000HS;WP185lbs; | (Laid up) | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. 72t | | | | | | | | | 1250IHP;EAC | | |
| 8044 | **Lake Fontanet** | Scw | Am | Norfolk | 1604 | 4′ 1½″ | 1919 | Detroit, | Ford Motor | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 217,754 | Steel | | 251 | 43.6 \| 26.2 | 2592 | 24′ 3″ | 5 | (American [Mich. | Co. | American S. B. Co; | ✠AMS | |
| LQJV | 1D;B;sub.sig;Wireless;W. Bal 4BH | | | 28′ 2″ | 4200 | | | S. B. Co.) | | 2SB;American S. B. Co; | S.S.NO9,20;CL | |
| | C-30 | | P25′ | B64′ F23′ | | | | | | 88GS;3999HS;WP185lbs;1250IHP; | (Laid up) | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. 72t | | | | | | | | | Dkd9,20;s rps12,20;Exmd2,21 | | |
| 8045 | **Lake Forsby** | Scw | Am | Norfolk | 1622 | 4′ 2″ | 1919 | Cleveland, | Ford Motor | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 217,813 | Steel | | 251 | 43.5 \| 26.1 | 2624 | 24′ 2″ | 4 | (American [Ohio | Co. | American S. B. Co; | ✠AMS | |
| LQND | 1D;B;Wireless;sub.sig. 4BH | | | 28′ 2″ | 4200 | | | S. B. Co.) | | 2SB;American S. B. Co; | S.S.Phila7,20 | |
| | C-29 | | P25′ | B64′ F23′ | | | | | | 88GS;4000HS;WP185lbs;1200IHP; | (Laid up) | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. 72t | | | | | | | | | d rpd7,20;Dkd10,20 | | |
| | | | | | | | | | | (Scrapped) | | |
| 8046 | **Lake Fossil** | Scw | Am | Savannah | 1622 | | 1919 | Cleveland, | Ford Motor | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 217,852 | Steel | | 251 | 43.6 \| 26.2 | 2624 | | 5 | (American [Ohio | Co. | American S. B. Co; | ✠AMS | |
| LQPS | 1D;B;Wireless;sub.sig;W. Bal 4BH | | P25′ | B64′ F23′ | 4200 | | | S. B. Co.) | | 2SB;American S. B. Co; | S.S.Bost5,20;CL | |
| | C-29 | | | | | | | | | 88GS;3999HS;WP185lbs;1250IHP; | (Laid up) | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. 72t | | | | | | | | | Dkd,s rps5,20 | | |
| 8047 | **Lake Fostoria** | Scw | Am | Norfolk | 1601 | 4′ 2″ | 1918 | Superior, | Ford Motor | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 217,235 | Steel | | 251 | 43.5 \| 25.8 | 2618 | 24′ 3″ | 11 | (American [Wis. | Co. | American S. B. Co; | ✠AMS | |
| LNTK | 1D;B;W. Bal; 4BH | | | 28′ 3″ | 4050 | | | S. B. Co.) | | 2SB;American S. B. Co; | Scip;CL | |
| | Wireless;sub.sig. | | P25′ | B64′ F23′ | | | | | | 88GS;4000HS;WP185lbs; | (Laid up) | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. 72t | | | | | | | | | 1250IHP;EAC | | |
| 8048 | **Lake Fouche** | Scw | Am | New York | 1601 | 4′ 2″ | 1918 | Superior, | Ford Motor | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 217,304 | Steel | | 251 | 43.7 \| 25.8 | 2615 | 24′ 3″ | 11 | (American [Wis. | Co. | Superior S. B. Co; | ✠AMS | |
| LPCD | 1D;B;W. Bal;Wireless;sub.sig. 4BH | | | 28′ 3″ | 4160 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; | S.S.Nfik1,21; | |
| | C-29 | | P25′ | B64′ F23′ | | | | | | 88GS;3999HS;WP183lbs;1250IHP; | Scip;CL | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. 72t | | | | | | | | | Dkd,s rps1,21 | (Laid up) | |
| 8049 | **Lake Frances** | Scw | Am | San Fran. | 1193 | 2′ 7″ | 1918 | Toledo, | Lake | 3CylTE20½,33,54x40; | ✠A1Ⓔ | |
| 216,571 | Steel | | 252 | 43.8 \| 18.9 | 2016 | 18′ 7½″ | 7 | (Toledo [Ohio | Frances S. S Co | Toledo S. B. Co; | ✠AMS | |
| LMDK | 1D;B;W. Bal;Wireless;sub.sig; 4BH | | | 21′ | 3000 | | | S. B. Co.) | | 2SB;Toledo S. B. Co; | S.S.No.1,San F4,23; | |
| | Oil fuel F. P. above 150° F. C-28 | | P25′ | B64′ F23′ | | | | | | 126GS;4828HS;WP180lbs; | M.S.4,23;B.S;n shft12,25; | |
| | W.B.—A.P.51t;D.B.208′491t.... | ....F. P.60t | | | | | | | | 1250IHP;EAC;rps4,23; | Scip;CL | |
| | F.O.—A.P.48t;D.B.166′374t;S.T. | 16t; F. P.56t | | | | | | | | Dkd12,25;d rpd2,26 | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. Bth. Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8050 | **Lake Frazee** | Scw | Am | Norfolk | 1617 | 4′ 2″ | 1919 | Lorain, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 217,675 | Steel | | 251 | 43.6 \| 26.2 \| 28′ 2″ | 2622 | 24′ 2½″ | 1 | (American | Co. | American S. B. Co; | ✠AMS | |
| LQFG | 1D;B;W. Bal; 4BH | | | | 4200 | | | S. B. Co.) [Ohio | | 2SB;American S. B. Co; | Scip;CL | |
| | Wireless;SUB.SIG. C-29 | | P25′ | B64′ F23′ | | | | | | 8SGS;4000HS;WP185lbs;1250IHP; | (Laid up) | |
| | | | | | | | | | | EAC;s rps10,21 | | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. 72t | | | | | | | | | | | |
| 8051 | **Lake Freeborn** | Scw | Am | Norfolk | 1621 | 4′ 2″ | 1919 | Lorain, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 217,670 | Steel | | 251 | 43.6 \| 26.2 \| 28′ 2″ | 2622 | 24′ 2½″ | 2 | (American | Co. | American S. B. Co; | ✠AMS | |
| LQDW | 1D;B;Wireless;SUB.SIG. 4BH | | | | 4200 | | | S. B. Co.) [Ohio | | 2SB;American S. B. Co; | Scip;CL | |
| | | | P25′ | B64′ F23′ | | | | | | 8SGS;3999HS;WP185lbs;1250IHP; | (Laid up) | |
| | | | | | | | | | | EAC;d rpd2,21 | | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. 72t | | | | | | | | | | | |
| 8052 | **Lake Freeland** | Scw | Am | New York | 1617 | 4′ 2″ | 1919 | Lorain, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 217,764 | Steel | | 251 | 43.6 \| 26.2 \| 28′ 2″ | 2622 | 24′ 2″ | 5 | (American | Co. | American S. B. Co; | ✠AMS | |
| LQKD | 1D;B;W. Bal;Wireless;SUB.SIG. 4BH | | | | 4200 | | | S. B. Co.) [Ohio | | 2SB;American S. B. Co; | S.S.NY7,20;Scip;CL | |
| | C-29 | | P25′ | B64′ F23′ | | | | | | 8SGS;3999HS;WP185lbs;1250IHP; | (Laid up) | |
| | | | | | | | | | | Dkd,s rps4,21 | | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. 72t | | | | | | | | | | | |
| 8053 | **Lake Freezeout** | Scw | Am | New York | 1617 | 4′ 2″ | 1919 | Lorain, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 217,814 | Steel | | 251 | 43.5 \| 26.2 \| 28′ 2″ | 2622 | 24′ 2½″ | 5 | (American | Co. | American S. B. Co; | ✠AMS | |
| LQNF | 1D;B;W. Bal; 4BH | | | | 4200 | | | S. B. Co.) [Ohio | | 2SB;American S. B. Co; | Scip;CL | |
| | Wireless;SUB.SIG. | | P25′ | B64′ F23′ | | | | | | 8SGS;4000HS;WP185lbs;1250IHP; | (Laid up) | |
| | | | | | | | | | | EAC;s rps2,21 | | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. 72t | | | | | | | | | (Scrapped) | | |
| 8054 | **Lake Friar** | Scw | Am | New York | 1620 | 4′ 2″ | 1919 | Lorain, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 218,011 | Steel | | 251 | 43.6 \| 26.2 \| 28′ 2″ | 2622 | 24′ 2″ | 6 | (American | Co. | American S. B. Co; | ✠AMS | |
| LRBN | 1D;B;Wireless;SUB.SIG;W. Bal 4BH | | | | 4200 | | | S. B. Co.) [Ohio | | 2SB;American S. B. Co; | S.S.NO10,20; | |
| | C-29 | | P25′ | B64′ F23′ | | | | | | 8SGS;3999HS;WP185lbs;1250IHP; | shft drn10,20;Scip;CL | |
| | | | | | | | | | | Dkd,s rps10,20 | (Laid up) | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. 72t | | | | | | | | | (Scrapped) | | |
| 8055 | **Lake Frolono** | Scw | Am | New York | 1613 | 4′ 2″ | 1919 | Lorain, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 218,489 | Steel | | 251 | 43.6 \| 26.2 \| 28′ 2″ | 2608 | 24′ 2″ | 7 | (American | Co. | American S. B. Co; | ✠AMS | |
| LRWM | 1D;B;W. Bal;Wireless; 4BH | | | | 4200 | | | S. B. Co.) [Ohio | | 2SB;American S. B. Co; | S.S.NY8,20; | |
| | SUB.SIG. C-29 | | P25′ | B64′ F23′ | | | | | | 8SGS;4000HS;WP185lbs;1250IHP; | CL | |
| | | | | | | | | | | Dkd,s rps5,21 | (Laid up) | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. 72t | | | | | | | | | (Scrapped) | | |
| 8056 | **Lake Frugality** | Scw | Am | New York | 1613 | 4′ 2″ | 1919 | Lorain, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 218,499 | Steel | | 251 | 43.6 \| 26.1 \| 28′ 2′ | 2608 | 24′ 2″ | 8 | (American | Co. | American S. B. Co; | ✠AMS | |
| LRWG | 1D;B;W. Bal;Wireless;SUB.SIG. 4BH | | | | 4200 | | | S. B. Co.) [Ohio | | 2SB;American S. B. Co; | S.S.NY11,20; | |
| | C-29 | | P25′ | B64′ F23′ | | | | | | 8SGS;3998HS;WP185lbs;1250IHP; | shft drn11,20;Scip;CL | |
| | | | | | | | | | | Dkd,d rpd11,20 | (Laid up) | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. 72t | | | | | | | | | | | |
| 8057 | **Lake Frumet** | Scw | Am | New York | 1614 | 4′ 2″ | 1919 | Lorain, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 218,616 | Steel | | 251 | 43.6 \| 26.2 \| 28′ 2″ | 2608 | 24′ 2″ | 8 | (American | Co. | American S. B. Co; | ✠AMS | |
| LSDQ | 1D;B;Wireless;W. Bal 4BH | | | | 4200 | | | S. B. Co.) [Ohio | | 2SB;American S. B. Co; | S.S.NY8,20;CL | |
| | C-29 | | P25′ | B64′ F23′ | | | | | | 8SGS;4000HS;WP185lbs;1250IHP; | (Laid up) | |
| | | | | | | | | | | Dkd,s rps8,20 | | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. 72t | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8058 | **Lake Fugard** | Scw | Am | New York | 1603 | 4′ 2″ | 1919 | Buffalo, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 217,857 | Steel | | 251 | 43.6 \| 26.2 | 2607 | 24′ 2″ | 6 | (American [N. Y. | Co. | American S. B. Co; | ✠AMS | |
| LQPW | 1D;B;W. Bal;Wireless;SUB.SIG. 4BH C-29 | | P25′ | 28′ 2″ B64′ F23′ | 4200 | | | S. B. Co.) | | 2SB;American S. B. Co; 88GS;4000HS;WP185lbs;1205IHP; Dkd,rps8,20;s rps1,21 | S.S.Pvce8,20;CL (Laid up) | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. 72t | | | | | | | | | | | |
| 8059 | **Lake Furlough** | Scw | Am | Norfolk | 1604 | | 1919 | Buffalo, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 218,472 | Steel | | 251 | 43.6 \| 26.2 | 2607 | | 7 | (American [N. Y. | Co. | American S. B. Co; | ✠AMS | |
| LRWD | 1D;B;W. Bal; 4BH Wireless;SUB.SIG. C-29 | | P25′ | B64′ F23′ | 4160 | | | S. B. Co.) | | 2SB;American S. B. Co; 88GS;4000HS;WP185lbs;1250IHP; Dkd,s rps8,20 | S.S.Nflk8,20;CL (Laid up) | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. 72t | | | | | | | | | | | |
| 8060 | **Lake Furnas** | Scw | Am | New York | 1660 | 4′ 2½″ | 1920 | Saginaw, | U. S. Ship- | 3Cyl TE21,35,59x42; | ✠A1Ⓔ | |
| 220,129 | Steel | | 253.4 | 43.8 \| 26.2 | 2677 | 24′ 3½″ | 7 | (Saginaw [Mich. | ping Board | Buckeye Eng. Co; | ✠AMS | |
| LWQP | 1D;B;Wireless;SUB.SIG;W. Bal; 4BH Oil fuel F. P. above 150° F. C-30 | | P32′ | 28′ 4″ B65′ F26′ | 4250 | | | S. B. Co.) | | 2WTB;Wickes Bir. Co; 5590HS;WP200lbs;1500IHP;EAC; d rpd12,20;Dkd,s rps1,21 | shft drn1,21;Scip;CL (Laid up) | |
| | W.B.—A.P.98t;D.B.205′418t.....F.P.51t F.O.—A.P.92t;D.B.167′299t;D.T .a14′11 | | 0t;W.T | .38′173t..... | | | | | | | | |
| 8061 | **Lake Galther** | Scw | Am | Cleveland | 1667 | | 1919 | Manitowoc, | Western | 3Cyl TE21,35,59x42; | ✠A1Ⓔ | |
| 219,121 | Steel | | 253.9 | 43.9 \| 25.9 | 2689 | | 11 | (Manitowoc [Wis. | Reserve Nav. | Nordberg Mfg. Co; | ✠AMS | |
| LTJW | 1D;B;Wireless; 4BH Oil fuel F. P. above 150° F. C-29 | | P25′ | B65′ F26′ | 4050 | | | S. B. Co.) | Nav. Co. | 2SB;Manitowoc S. B. Co; 4872HS;WP185lbs;1500IHP; d rpd6,20;Dkd,s rps3,26 | S.S.No.1,NY3,26; shft drn12,25;M.&B.S.3,26; Scip;CL | |
| | W.B.—A.P.99t.....D.B .205′41 F.O.—A.P.92t;D.T.a14′111t;D.B .167′29 | | 6t.... 7t;W.T | .....F.P.5 .m38′170t..... | | 1t .. | | | | | | |
| 8062 | **Lake Gakona** | Scw | Am | New York | 1445 | | 1918 | Detroit, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 216,663 | Steel | | 250.5 | 43.5 \| 22.2 | 2368 | | 8 | (Detroit [Mich. | Co. | Detroit S. B. Co; | ✠AMS | |
| LMHC | 1D;Wireless;W. Bal 4BH C-28 | | P25′ | B64′ F23′ | 3500 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; 114GS;5466HS;WP180lbs;1250IHP; EAC;Dkd,d rpd4,20;s rps11,20 | Scip;CL (Laid up) | |
| | W.B.—A.P.93t;D.B.208′538t;F.P. 59t | | | | | | | | | | | |
| 8063 | **Lake Galewood** | Scw | Am | New York | 1667 | 4′ 2¾″ | 1919 | Manitowoc, | Peninsular | 3Cyl TE21,35,59x42; | ✠A1Ⓔ | |
| 219,120 | Steel | | 253.5 | 43.9 \| 25.9 | 2689 | 24′ 3″ | 11 | (Manitowoc [Wis. | State S.S. Corp. | Nordberg Mfg. Co; | ✠AMS | |
| LTJV | 1D;W. Bal;Wireless;SUB.SIG; 4BH Oil fuel F. P. above 150° F. C-29 | | P25′ | 28′ 4″ B64′ F25′ | 4050 | | | S. B. Co.) | | 2SB;Manitowoc Boiler Wks; 4876HS;WP185lbs;1500IHP; Dkd,s rps3,26 | S.S.Lvpl12,20; shft drn1,26;M.&B.S.3,26; Scip;CL | |
| | W.B.—A.P.99t.....D.B .205′41 F.O.—A.P.92t;D.T.a14′111t;D.B .167′29 | | 6t.... 7t;W.T | .....F.P.5 .m38′170t..... | | 1t . | | | | | | |
| 8064 | **Lake Ganado** | Scw | Am | New York | 1660 | 4′ 2½″ | 1920 | Saginaw, | U. S. Ship- | 3Cyl TE21,35,59x42; | ✠A1Ⓔ | |
| 219,816 | Steel | | 253.4 | 43.8 \| 26.2 | 2677 | 24′ 3½″ | 5 | (Saginaw [Mich. | ping Board | Buckeye Eng. Co; | ✠AMS | |
| LWDR | 1D;B;Wireless;SUB.SIG;W. Bal; 4BH Oil fuel F. P. above 150° F. C-30 | | P32′ | 28′ 4″ B65′ F26′ | 4250 | | | S. B. Co.) | | 2WTB;Wickes Bir. Co; 5590HS;WP200lbs;1500IHP;EAC; d rpd9,20;Dkd,s rps3,21 | shft drn3,21;SSP;CL (Laid up) | |
| | W.B.—A.P.98t;D.B.205′418t.....F.P.51t F.O.—A.P.92t;D.B.167′299t;D.T .a14′11 | | 0t;W.T | .38′173t..... | | | | | | | | |
| 8065 | **Lake Gano** | Scw | Am | New York | 1660 | 4′ 2½″ | 1920 | Saginaw, | U. S. Ship- | 3Cyl TE21,35,59x42; | ✠A1Ⓔ | |
| 220,676 | Steel | | 253.4 | 43.8 \| 26.2 | 2677 | 24′ 3½″ | 10 | (Saginaw [Mich. | ping Board | Buckeye Eng. Co; | ✠AMS | |
| MBPW | 1D;B;Wireless;SUB.SIG;W. Bal; 4BH Oil fuel F. P. above 150° F. C-30 | | P32′ | 28′ 4″ B65′ F26′ | 4250 | | | S. B. Co.) | | 2WTB;Wickes Bir. Co; 5190HS;WP200lbs;1500IHP;EAC | Scip;CL (Laid up) | |
| | W.B.—A.P.98t;D.B.205′418t.....F.P.51t F.O.—A.P.92t;D.B.167′299t;D.T .a14′11 | | 0t;W.T | .38′173t..... | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8066 | **Lake Gardner** | Scw | Am | New York | 1367 | | 1918 | Ecorse, | Ford Motor | 3CylTE19,32,54x40; | ✠A1Ⓔ | |
| 216,811 | Steel | | 253.5 | 43.5 \| 20.4 | 2292 | | 8 | (Great [Mich. | Co. | Great Lakes Eng. Wks; | ✠AMS | |
| LMQK | 1D;Wireless;SUB.SIG. 6BH | | P28′ | B66′ F26′ | 3300 | | | Lakes Eng. Wks.) | | 2SB;John Brennen & Co; | shft drn6,20;Scip;CL | |
| | C-28 | | | | | | | | | 126GS;5352HS;WP190lbs;1200IHP; EAC;Dkd,d rpd5,21 | (Laid up) | |
| | W.B.—A.P.53t;D.B.209′506t;F.P. 38t | | | | | | | | | | | |
| 8067 | **Lake Gatun** | Scw | Am | Boston | 1660 | 4′ 2½″ | 1920 | Saginaw, | U. S. Ship- | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 220,826 | Steel | | 253.4 | 43.8 \| 26.2 | 2677 | 24′ 3½″ | 11 | (Saginaw [Mich. | ping Board | Buckeye Engine Co; | ✠AMS | |
| MBWD | 1D;B;W. Bal;Wireless;SUB.SIG; 4BH | | | 28′ 4″ | 4250 | | | S. B. Co.) | | 2WTB;Wickes Boiler Co; | Scip;CL | |
| | Oil fuel F. P. above 150° F. C-30 | | P32′ | B65′ F26′ | | | | | | 5195HS;WP200lbs;1500IHP;EAC; Dkd,s rps4,21 | (Laid up) | |
| | W.B.—A.P.98t;D.B.205′418t F.P.51t | | | | | | | | | | | |
| | F.O.—A.P.92t;D.B.167′299t;D.T a14′11 | | 0t;W.T | 38′173t | | | | | | | | |
| 8068 | **Lake Gazette** | Scw | Am | New York | 1630 | | 1919 | Chicago, | U. S. Ship- | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 218,476 | Steel | | 251 | 43.6 \| 26.1 | 2664 | | 9 | (American [Ill. | ping Board | American S. B. Co; | ✠AMS | |
| LRWF | 1D;B;Wireless;W. Bal; 4BH | | P25′ | B64′ F23′ | 4050 | | | S. B. Co.) | | 2SB;American S. B. Co; | S.S.NY7,20; | |
| | Oil fuel F. P. above 150° F. C-30 | | | | | | | | | 5467HS;WP185lbs;1500IHP; Dkd,d rpd11,20 | shft drn8,20;CL | |
| | W.B.—A.P.96t;D.B.204′436t;D.T a12′80 | | t | F.P.72t | | | | | | | (Laid up) | |
| | F.O.—A.P.90t;D.B.158′288t;D.T a12′75 | | t;W.T. | 30′200t | | | | | | | | |
| 8069 | **Lake Gedney** | Scw | Am | Savannah | 1428 | | 1918 | Cleveland, | Ford Motor | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 216,775 | Steel | | 251 | 43.5 \| 24.2 | 2333 | | 8 | (American [Ohio | Co. | American S. B. Co; | ✠AMS | |
| LMNP | 1D;Wireless;W. Bal 4BH | | P25′ | B64′ F23′ | 3500 | | | S. B. Co.) | | 2SB;American S. B. Co; | Scip;CL | |
| | C-28 | | | | | | | | | 114GS;5466HS;WP180lbs;1250IHP; EAC | (Laid up) | |
| | W.B.—A.P.93t;D.B.208′538t;F.P 59t | | | | | | | | | | | |
| 8070 | **Lake George** | Scw | Am | Bay City | 1782 | | 1917 | Ashtabula, | Davidson | 3CylTE21,34½,57x42; | (★100(GL) | |
| 215,765 | Steel | | 253.5 | 43.5 \| 27.5 | 2486 | | 11 | (Great [Ohio | S.S. Co. | 2SB;WP175lbs;1350IHP | P S.4,25 | |
| LJFR | 1D;Wireless;Mchy aft;W. Bal 4BH | | P115′ | F26′ | | | | Lakes Eng Wks.) | | | | |
| 8071 | **Lake Gert** | Scw | Am | New York | 1619 | 4′ 2½″ | 1920 | Chicago, | U. S. Ship- | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 219,205 | Steel | | 251 | 43.6 \| 26.1 | 2637 | 24′ 3″ | 5 | (American [Ill. | ping Board | American S. B. Co; | ✠AMS | |
| LTPM | 1D;B;Wireless;W. Bal; 4BH | | | 28′ 3″ | 4050 | | | S. B. Co.) | | 2SB;John Moore & Sons; | S.S.Chgo5,20; | |
| | Oil fuel F. P. above 150° F. C-29 | | P25′ | B43′ F23′ | | | | | | 5467HS;WP185lbs;1500IHP; Dkd,s rps10,20 | Scip;CL | |
| | W.B.—A.P.96t;D.B.204′436t;D.T a12′80 | | t | F.P.72t | | | | | | | (Laid up) | |
| | F.O.—A.P.90t;D.B.158′288t;D.T a12′75 | | t;W.T. | 30′200t | | | | | | | | |
| 8072 | **Lake Geyser** | Scw | Am | New York | 1613 | 4′ 2½″ | 1920 | Chicago, | U. S. Ship- | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 219,894 | Steel | | 251 | 43.6 \| 26.1 | 2592 | 24′ 3″ | 5 | (American [Ill. | ping Board | American S. B. Co; | ✠AMS | |
| LWCN | 1D;B;Wireless;W. Bal; 4BH | | | 28′ 3″ | 4050 | | | S. B. Co.) | | 2SB;Kingsford F. & M. Co; | S.S.Chgo5,20; | |
| | Oil fuel F. P. above 150° F. C-29 | | P25′ | B64′ F23′ | | | | | | 5467HS;WP185lbs;1500IHP; s rps7,20 | Scip;CL | |
| | W.B.—A.P.96t;D.B.204′436t;D.T a12′80 | | t | F.P.72t | | | | | | | (Laid up) | |
| | F.O.—A.P.90t;D.B.158′288t;D.T a12′75 | | t;W.T. | 30′200t | | | | | | | | |
| 8073 | **Lake Giddings** | Scw | Am | Baltimore | 1613 | 4′ 2½″ | 1920 | Chicago, | New England, New York & Texas S.S. Corp. | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 219,601 | Steel | | 251 | 43.6 \| 26.1 | 2592 | 24′ 3″ | 5 | (American [Ill. | | American S. B. Co; | ✠AMS | |
| LVPQ | 2D;Wireless;W. Bal; 4BH | | | 28′ 3″ | 4050 | | | S. B. Co.) | | 2SB;Kingsford F. & M. Co; | S.S.No.1,Balt2,26; | |
| | Oil fuel F. P. above 150° F. C-29 | | P25′ | B64′ F23′ | | | | | | 5467HS;WP185lbs;1500IHP; Dkd,rps2,26 | shft drn1,26;M.&B.S.2,26; | |
| | W.B.—A.P.96t;D.B.204′436t;D.T a12′80 | | t | F.P.72t | | | | | | | Scip;CL | |
| | F.O.—A.P.90t;D.B.158′288t;D.T a12′75 | | t;W.T. | 30′200t | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8074 218,115 LRGJ | **Lake Gilta** Steel 1D;B;W. Bal;Wireless;sub.sig; 4BH Oil fuel F. P. above 150° F. C-29 W.B.—A.P.96t;D.B.204′436t;D.T. .a12′80t.....F.P.72t F.O.—A.P.90t;D.B.158′288t;D.T. .a12′75t;W.T. 30′200t..... | Scw | Am | Norfolk 251 \| 43.5 \| 26.1 \| 28′ 2″ P25′ B64′ F23′ | 1654 2664 4050 | 4′ 1½″ 24′ 3″ | 1919 8 | Wyandotte, (Detroit [Mich. S. B. Co.) | U. S. Shipping Board | 3Cyl TE21,35,59x42; Detroit S. B. Co; 2SB;Detroit S. B. Co; 5467HS;WP185lbs;1500IHP; Dkd,Exmd11,20 | ✠A1Ⓔ ✠AMS S.S.NptN11,20;CL (Laid up) | |
| 8075 218,056 LRDC | **Lake Giltedge** Steel 1D;B;W. Bal;Wireless; 4BH Oil fuel F. P. above 150° F. C-29 W.B.—A.P.96t;D.B.204′436t;D.T. .a12′80t.....F.P.72t F.O.—A.P.90t;D.B.158′288t;D.T. .a12′75t;W.T. 30′200t..... | Scw | Am | Mobile 251 \| 43.6 \| 26.1 \| 28′ 2″ P25′ B64′ F23′ | 1654 2664 4050 | 4′ 1½″ 24′ 3″ | 1919 9 | Wyandotte, (Detroit [Mich. S. B. Co.) | Lake Giltedge S.S. Co., Inc. | 3Cyl TE21,35,59x42; Detroit S. B. Co; 2SB;Detroit S. B. Co; 5467HS;WP185lbs;1500IHP; Dkd,d rpd11,26 | ✠A1Ⓔ ✠AMS S.S.No.2,Mbl12,25; M.S;shft drn12,25;B.S.11,26; Scip;CL | |
| 8076 218,437 LRTW | **Lake Girth** Steel 1D;B;Wireless;sub.sig;W. Bal; 4BH Oil fuel F. P. above 150° F. C-30 W.B.—A.P.96t;D.B.204′436t;D.T. .a12′80t.....F.P.72t F.O.—A.P.90t;D.B.158′288t;D.T. .a12′75t;W.T. 30′200t..... | Scw | Am | N. Orleans 251 \| 43.6 \| 26.1 P25′ B64′ F23′ | 1612 2606 4050 | | 1919 9 | Wyandotte, (Detroit [Mich. S. B. Co.) | U. S. Shipping Board | 3Cyl TE21,35,59x42; Detroit S. B. Co; 2SB;American S. B. Co; 5467HS;WP185lbs;1500IHP; Dkd,s rps10,22 | ✠A1Ⓔ ✠AMS S.S.NY8,20; SBP;CL (Laid up) | |
| 8077 218,438 LRVB | **Lake Glasco** Steel 1D;B;W. Bal;Wireless;sub.sig; 4BH Oil fuel F. P. above 150° F. W.B.—A.P.96t;D.B.204′436t;D.T. .a12′80t.....F.P.72t F.O.—A.P.90t;D.B.158′288t;D.T. .a12′75t;W.T. 30′200t..... | Scw | Am | Norfolk 251 \| 43.6 \| 26.1 \| 28′ 2″ P25′ B64′ F23′ | 1612 2606 4050 | 4′ 1½″ 24′ 3″ | 1919 10 | Wyandotte, (Detroit [Mich. S. B. Co.) | U. S. Shipping Board | 3Cyl TE21,35,59x42; Detroit S. B. Co; 2SB;American S. B. Co; 5467HS;WP185lbs;1500IHP;EAC | ✠A1Ⓔ ✠AMS (Laid up) | |
| 8078 217,017 LNFJ | **Lake Gorin** Steel 1D;Wireless;W. Bal. 4BH C-28 W.B.—A.P.93t;D.B.208′538t;F.P. 59t | Scw | Am | New York 250.5 \| 43.8 \| 22.2 P25′ B64′ F23′ | 1445 2368 3500 | | 1918 10 | Wyandotte, (Detroit [Mich. S. B.Co.) | Ford Motor Co. | 3Cyl TE20,33,54x40; Detroit S. B. Co; 2SB;Detroit S B. Co; 88GS;3999HS;WP185lbs;1250IHP; Dkd,d rpd6,26 | ✠A1Ⓔ ✠AMS S.S.NO4,20; shft drn2,26;M.&B.S.4,26; Scip;CL | |
| 8079 217,029 LNPW | **Lake Gormania** Steel 1D;W. Bal;Wireless;sub.sig. 4BH C-28 W.B.—A.P.93t;D.B.208′538t;F.P. 59t | Scw | Am | New York 250.5 43.8 \| 22.2 \| 24′ 2½″ P25′ B64′ F23′ | 1479 2397 3500 | 3′ 4″ 21′ | 1918 10 | Wyandotte, (Detroit [Mich. S. B. Co.) | Ford Motor Co. | 3Cyl TE20,33,54x40; Detroit S. B. Co; 2SB;Detroit S. B. Co; 88GS;3999HS;WP185lbs;1250IHP; Dkd,s rps11,20 | ✠A1Ⓔ ✠AMS S.S.NptN11,20;CL (Laid up) | |
| 8080 217,789 LQKV | **Lake Grainger** Steel 1D;B;Wireless;W. Bal 4BH C-29 W.B.—A.P.94t;D.B.210′469t;F.P. 72t | Scw | Am | Norfolk 251 \| 43.6 \| 26.1 P25′ B64′ F23′ | 1602 2615 4000 | | 1919 4 | Chicago, (American [Ill. S. B. Co.) | Ford Motor Co. | 3Cyl TE20,33,54x40; American S. B. Co; 2SB;American S. B. Co; 88GS;3999HS;WP185lbs;1250IHP; s rps5,20;Dkd7,21 | ✠A1Ⓔ ✠AMS S.S.NO5,20; shft drn5,20;Scip;CL (Laid up) | |
| 8081 217,855 LQPT | **Lake Grampus** Steel 1D;B;W. Bal;Wireless;sub.sig. 4BH W.B.—A.P.94t;D B.210′469t;F.P. 72t | Scw | Am | New York 251 \| 43.6 \| 26.2 \| 28′ 3″ P25′ B64′ F23′ | 1602 2615 4000 | 4′ 2½″ 24′ 3″ | 1919 5 | Chicago, (American [Ill. S. B. Co.) | Ford Motor Co. | 3Cyl TE20,33,54x40; American S. B. Co; 2SB;American S. B. Co; 88GS;4000HS;WP185lbs;1250IHP; EAC | ✠A1Ⓔ ✠AMS CL (Laid up) | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8082 | **Lake Granby** | Scw | Am | Boston | 1605 | 4′ 2½″ | 1919 | Detroit, | Ford Motor | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 218,117 | Steel | | 251 | 43.6 \| 26.2 \| 28′ 3″ | 2615 | 24′ 3″ | 6 | (American [Mich. | Co. | Detroit S. B. Co; | ✠AMS | |
| LRGM | 1D;B;W. Bal;Wireless; 4BH | | P25′ | B64′ F23′ | 4000 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; | CL | |
| | SUB.SIG. | | | | | | | | | 8SGS;4000HS;WP185lbs;1250IHP. | (Laid up) | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. 72t | | | | | | | | | | | |
| 8083 | **Lake Grandon** | Scw | Am | Baltimore | 1617 | 4′ 1½″ | 1918 | Detroit, | Ford Motor | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 217,204 | Steel | | 251 | 43.6 \| 26.1 \| 28′2″ | 2611 | 24′ 3″ | 11 | (Detroit [Mich. | Co. | Detroit S. B. Co; | ✠AMS | |
| LNRT | 1D;B;W. Bal;Wireless; 4BH | | P25′ | B64′ F23′ | 4200 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; | CL | |
| | SUB.SIG. C-29 | | | | | | | | | 8SGS;3999HS;WP185lbs;1250IHP. | (Laid up) | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. 72t | | | | | | | | | | | |
| 8084 | **Lake Gratis** | Scw | Am | Norfolk | 1617 | 4′ 1½″ | 1918 | Wyandotte, | Ford Motor | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 217,216 | Steel | | 251 | 43.6 \| 26.1 \| 28′ 2″ | 2611 | 24′ 3″ | 11 | (Detroit [Mich. | Co. | Detroit S. B. Co; | ✠AMS | |
| LNSM | 1D;B;W. Bal;Wireless; 4BH | | P25′ | B64′ F23′ | 4200 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; | Scip;CL | |
| | SUB.SIG. | | | | | | | | | 8SGS;4000HS;WP185lbs;1250IHP; EAC | (Laid up) | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. 72t | | | | | | | | | | | |
| 8085 | **Lake Grattan** | Scw | Am | New York | 1617 | 4′ 1½″ | 1918 | Wyandotte, | Ford Motor | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 217,307 | Steel | | 251 | 43.6 \| 26.1 \| 28′ 2″ | 2611 | 24′ 3″ | 12 | (Detroit [Mich. | Co. | Detroit S. B. Co; | ✠AMS | |
| LPCG | 1D;B;W. Bal;Wireless; 4BH | | P25′ | B64′ F23′ | 4200 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; | Scip;CL | |
| | SUB.SIG. | | | | | | | | | 8SGS;4000HS;WP185lbs;1250IHP; EAC | (Laid up) | |
| | W.B.—A.P.94t,D.B.210′469t;F.P. 72t | | | | | | | | | | | |
| 8086 | **Lake Gravella** | Scw | Am | New York | 1617 | 4′ 1½″ | 1919 | Wyandotte, | Ford Motor | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 217,387 | Steel | | 251 | 43.6 \| 26.1 \| 28′ 2″ | 2611 | 24′ 3″ | 1 | (Detroit [Mich. | Co. | Detroit S. B. Co; | ✠AMS | |
| LPFS | 1D;B;W. Bal;Wireless; 4BH | | P25 | B64′ F23′ | 4200 | | | S. B. Co.) | | 2SB;American S. B. Co; | Scip;CL | |
| | SUB.SIG. | | | | | | | | | 8SGS;3999HS;WP185lbs;1250IHP; EAC | (Laid up) | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. 72t | | | | | | | | | | | |
| 8087 | **Lake Gretna** | Scw | Am | New York | 1604 | 4′ 1½″ | 1919 | Wyandotte, | Ford Motor | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 217,528 | Steel | | 251 | 43.6 \| 26.1 \| 28′ 2″ | 2592 | 24′ 3″ | 2 | (Detroit [Mich. | Co. | Detroit S. B. Co; | ✠AMS | |
| LPRW | 1D;B;W. Bal;Wireless;SUB.SIG. 4BH | | P25′ | B64′ F23′ | 4200 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; | Scip;CL | |
| | | | | | | | | | | 8SGS;4000HS;WP185lbs;1250IHP; EAC | (Laid up) | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. 72t | | | | | | | | | | | |
| 8088 | **Lake Grogan** | Scw | Am | New York | 1604 | 4′ 1½″ | 1919 | Wyandotte, | Ford Motor | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 217,529 | Steel | | 251 | 43.6 \| 26.1 \| 28′ 2″ | 2592 | 24′ 3″ | 2 | (Detroit [Mich. | Co. | Detroit S. B. Co; | ✠AMS | |
| LPSB | 1D;B;W. Bal;Wireless;SUB.SIG. 4BH C-29 | | P25′ | B43′ F23′ | 4200 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; 8SGS;4000HS;WP185lbs;1250IHP; Dkd,s rps11,20 (Wrecked 11,26) | S.S.NY11,20;CL | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. 72t | | | | | | | | | | | |
| 8089 | **Lake Harris** | Scw | Am | New York | 1340 | | 1918 | Ashtabula, | Ford Motor | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 216,646 | xWar Fairy Steel | | 253.5 | 43.6 \| 22.5 | 2217 | | 7 | (Great [Ohio | Co. | Great Lakes Engr. Corp; | ✠AMS | |
| LMGQ | 1D;Wireless 6BH | | P28′ | B66′ F23′ | 3500 | | | Lakes Eng. Wks.) | | 2SB;Lake Erie Bir. Wks; 14GS;4962HS;WP185lbs;1550IHP; Dkd,s rps6,20 | S.S.Balt6,20; shft drn6,20;CL (Laid up) | |
| | W.B.—A.P.53t;D.B.209′506t;F.P. 38t | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8090 | **Lake Hemlock** | Scw | Am | New York | 1378 | | 1918 | Detroit, | Ford Motor | 3Cyl TE21,35,59x42; | ✠A1Ⓔ | |
| 216,261 | xWar Nalad Steel | | 253.5 | 43.6 \| 20.3 | 2308 | | 5 | (Great [Mich. | Co. | Great Lakes Eng. Corp; | ✠AMS | |
| LKQH | 1D;Wireless;sub.sig;W. Bal 6BH | | P28′ | B66′ F26′ | 3300 | | | Lakes Eng. Co.) | | 2SB;Great Lakes Eng. Corp; 150GS;4962HS;WP190lbs;1550IHP; Dkd,rps8,20 | S.S.Phila8,20; shft drn8,20;CL (Laid Up) | |
| | W.B.—A.P.53t;D.B.209′506t;F.P. 38t | | | | | | | | | | | |
| 8091 | **Lake Hewes** | Scw | Am | Norfolk | 1448 | | 1918 | Cleveland, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 216,841 | Steel | | 251 | 43.5 \| 24.2 | 2330 | | 8 | (American [Ohio | Co. | American S. B. Co; | ✠AMS | |
| LMRT | 1D;W. Bal;Wireless 4BH | | P25′ | B64′ F23′ | 3500 | | | S. B. Co.) | | 2SB;Marine Bir. Wks; 114GS;5466HS;WP180lbs;1250IHP; EAC;Dkd,d rpd8,20 | Scip;CL (Laid up) | |
| | C-28 | | | | | | | | | | | |
| | W.B.—A.P.93t;D.B.208′538t;F.P. 59t | | | | | | | | | | | |
| 8092 | **Lake Huron** | Brg | Am | New York | 488 | | 1916 | So. Rondout, | Anthony | Wd | | |
| 166,509 | | | 116.5 | 30.5 \| 13.3 | 488 | | | (C. [N. Y | O'Boyle | | | |
| | 1D | | | | | | | Hiltebrant D. D. Co.) | | | | |
| 8093 | **Lake Inaha** | Scw | Am | Norfolk | 1619 | 4′ 2″ | 1919 | Lorain, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 217,971 | Steel | | 251 | 43.6 \| 26.2 | 2622 | 24′ 2″ | 6 | (American [Ohio | Co. | American S. B. Co; | ✠AMS | |
| LQWC | 1D;B;Wireless;W. Bal 4BH | | | 28′ 2″ | 4200 | | | S. B. Co.) | | 2SB;American S. B. Co; 88GS;3999HS;WP185lbs;1400IHP; Dkd,s rps10,20 | S.S.Bost5,20; CL | |
| | C-20 | | P25′ | B64′ F23′ | | | | | | | | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. 72t | | | | | | | | | | | |
| 8094 | **Lake Inglenook** | Scw | Am | Phila. | 1612 | 4′ 1½″ | 1919 | Wyandotte, | U. S. Ship- | 3Cyl TE21,35,59x42; | ✠A1Ⓔ | |
| 218,914 | Steel | | 251 | 43.6 \| 26.1 | 2606 | 24′ 3″ | 12 | (American [Mich. | ping Board | Detroit S. B. Co; | ✠AMS | |
| LSVN | 1D;B;W. Bal;Wireless; 4BH | | | 28′ 2″ | 4050 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; 5467HS;WP185lbs;1500IHP;EAC | CL (Laid up) | |
| | Oil fuel F. P. above 150° F. C-30 | | P25′ | B64′ F23′ | | | | | | | | |
| | W.B.—A P.96t;D.B.204′436t;D.T. a12′80 t..... .....F.P.72t | | | | | | | | | | | |
| | F.O.—A.P.90t;D.B.158′208t;D.T. a12′75 t:W.T. 30′200t..... | | | | | | | | | | | |
| 8095 | **Lake Kyttle** | Scw | Am | New York | 1285 | 3′ 1″ | 1918 | Manitowoc, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 217,087 | Steel | | 250.5 | 43.7 \| 20.4 | 2157 | 20′ 1″ | 10 | (Manitowoc [Wis. | Co. | Manitowoc S. B. Co; | ✠AMS | |
| LNJK | 1D;Wireless;W. Bal 4BH | | | 23′ 1″ | 3350 | | | S. B. Co.) | | 2SB;Manitowoc S B. Co; 126GS;4924HS;WP180lbs;1250IHP; Dkd,s rps11,21 | S.S.NY12,20; shft drn12,20;Scip;CL (Laid up) | |
| | C-28 | | P27′ | B64′ F26′ | | | | | | | | |
| | W.B.—A.P.55t;D.B.212′626t;F.P. 66t | | | | | | | | | | | |
| 8096 | **Lake Larga** | Scw | Am | New York | 1447 | 3′ 4″ | 1918 | Wyandotte, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 216,389 | Steel | | 250 | 43.8 \| 22.2 | 2371 | 21′ | 6 | (Detroit [Mich | Co. | Detroit S. B. Co; | ✠AMS | |
| LKTB | 1D;W. Bal;Wireless 4BH | | | 24′2½″ | 3500 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; 114GS;5466HS;WP180lbs;1250IHP; EAC;Dkd,rps8,20 | n shft8,20;Scip;CL (Laid up) | |
| | C-28 | | P25′ | B64′ F23′ | | | | | | | | |
| | W.B.—A.P.93t;D.B.208′538t;F.P. 59t | | | | | | | | | | | |
| 8097 | **Lake Lasang** | Scw | Am | New York | 1447 | | 1918 | Wyandotte, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 216,390 | Steel | | 251 | 43.8 \| 24.2 | 2371 | | 6 | (Detroit [Mich. | Co. | Detroit S. B. Co; | ✠AMS | |
| LKTC | 1D;W. Bal;sub.sig;Wireless 4BH | | P25′ | B64′ F23′ | 3500 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; 114GS;5466HS;WP180lbs;1250IHP; EAC;d rpd1,20;Dkd,s rps6,21 | shft drn6,21;Scip;CL (Laid up) | |
| | C-28 | | | | | | | | | | | |
| | W.B.—A.P.93t;D.B.208′538t;F.P. 59t | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8098 | **Lake Lemando** | Scw | Am | Norfolk | 43.7 \| 22.2 \| 24′ 2½″ | 1451 | 3′ 4″ | 1918 | Cleveland, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 216,156 | Steel | | 251 | | | 2370 | 21′ | 5 | (American S. B. Co.) [Ohio | Co. | American S. B. Co; | ✠AMS | |
| LKMJ | 1D;Wireless;W. Bal 4BH C-28 | | P27′ | B64′ F23′ | | 3500 | | | | | 28B;American S. B Co; 114GS;5466HS;WP180lbs;1250IHP; EAC;Dkd4,20;s rps8,20 | CL (Laid up) | |
| | W.B.—A.P.93t;D.B.208′538t;F.P. 59t | | | | | | | | | | | | |
| 8099 | **Lake Lesa** | Scw | Am | Norfolk | 43.7 \| 22.2 \| 24′ 2½″ | 1428 | 3′ 4″ | 1918 | Superior, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 216,678 | Steel | | 251 | | | 2352 | 21′ | 7 | (Superior [Wis. | Co. | Superior S. B. Co; | ✠AMS | |
| LMHK | 1D;SUB.SIG;Wireless;W. Bal 4BH C-28 | | P25′ | B64′ F23′ | | 3530 | | | S. B. Co.) | | 28B;Detroit S. B. Co; 114GS;5466HS,WP180lbs;1250IHP; EAC;d rpd3,20;Dkd,s rps9,20 (Scrapped) | shft drn9,20;Scip;CL (Laid up) | |
| | W.B.—A.P.93t;D.B.208′538t;F.P. 59t | | | | | | | | | | | | |
| 8100 | **Lake Lida** | Scw | Am | New York | 43.7 \| 20.4 \| 23′ 1″ | 1287 | 3′ 1″ | 1918 | Manitowoc, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 216,277 | Steel | | 250.5 | | | 2177 | 20′ 1″ | 5 | (Manitowoc [Wis. | Co. | Manitowoc S. B. Co; | ✠AMS | |
| LKGT | 1D;Wireless;SUB.SIG;W. Bal 6BH C-28 | | P25′ | B64′ F26′ | | 3350 | | | S. B. Co.) | | 28B;Manitowoc S. B. Co; 126GS;5302HS,WP180lbs;1200IHP; Dkd,s rps9,20 | S.S.NptN9,20; CL (Laid up) | |
| | W.B.—A.P.51t;D.B.210′641t;F.P. 54t | | | | | | | | | | | | |
| 8101 | **Lake Louise** | Scw | Am | Norfolk | 43.5 \| 22.5 | 1362 | | 1918 | Ashtabula, | Ford Motor | 3Cyl TE21,35,59x42; | ✠A1Ⓔ | |
| 216,406 | xWar Drum Steel | | 253.5 | | | 2242 | | 6 | (Great [Ohio | Co. | Great Lakes Eng. Wks; | ✠AMS | |
| LKTR | 1D;Wireless;SUB.SIG;W. Bal 6BH C-28 | | P28′ | B66′ F26′ | | 3300 | | | Lakes Eng. Wks.) | | 28B;Lake Erie Bir. Wks; 149GS;4962HS;WP163lbs;1550IHP; Dkd5,20 | S.S.Chsa5,20; CL (Laid up) | |
| | W.B.—A.P.53t;D.B.209′506t;F.P. 38t | | | | | | | | | | | | |
| 8102 | **Lake Markham** | Scw | Am | Cleveland | 43.5 \| 18.1 \| 20′ 3″ | 1171 | 2′ 7¾″ | 1918 | Duluth, | Central | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 216,587 | Steel | | 251 | | | 1998 | 17′ 9″ | 7 | (McDougall,[Minn. | Dredging Co. | McDougall, Duluth Co; | ✠AMS | |
| LMFB | 1D;W. Bal;Wireless;SUB.SIG. 4BH C-28 | | P27′ | B64′ F35′ | | 2969 | | | Duluth Co.) | | 28B;Duluth Boiler Wks; 126GS;5240HS;WP180lbs;1200IHP; Dkd,s rps7,25 | S.S.NptN1,21; shft drn;B.S.7,25;Scip;CL | |
| | W.B.—A.P.86t;D.B.200′583t;F.P. 70t | | | | | | | | | | | | |
| 8103 | **Lake Mary** | Scw | Am | Boston | 43.8 \| 20.4 | 1367 | | 1918 | Ecorse, | Ford Motor | 3Cyl TE21,35,59x42; | ✠A1Ⓔ | |
| 216,481 | Steel | | 253.5 | | | 2292 | | 6 | (Great [Mich. | Co. | Great Lakes Eng. Wks; | ✠AMS | |
| LKWP | 1D;Wireless;SUB.SIG;W. Bal 6BH C-28 | | P28′ | B66′ F26′ | | 3300 | | | Lakes Eng. Wks.) | | 28B;Great Lakes Eng. Wks; 150GS;4962HS;WP190lbs;1550IHP; Dkd,s rps8,20 | S.S.Bost8,20; CL (Laid up) | |
| | W.B.—A.P.53t;D.B.209′506t;F.P. 38t | | | | | | | | | | | | |
| 8104 | **Lake Mattato** | Scw | Am | New York | 43.5 \| 22.6 \| 24′ 2½″ | 1431 | 3′ 4″ | 1918 | Chicago, | Ford Motor | 3Cyl TE19,32,56x36; | ✠A1Ⓔ | |
| 217,183 | Steel | | 250.5 | | | 2338 | 21′ | 11 | (Chicago [Ill. | Co. | Filer & Stowell Co; | ✠AMS | |
| LNQP | 1D;W. Bal 4BH C-28 | | P25′ | B64′ F23′ | | 3500 | | | S. B. Co.) | | 28B;Lake Erie Bir. Wks; 114GS;5466HS,WP180lbs;1400IHP; EAC;d rpd7,19;Dkd,s rps4,20 | Scip;CL (Laid up) | |
| | W.B.—A.P.93t;D.B.208′538t;F.P. 59t | | | | | | | | | | | | |
| 8105 | **Lake Maurepas** | Scw | Am | New York | 43.5 \| 22.5 | 1362 | | 1918 | Ashtabula, | Ford Motor | 3Cyl TE21,35,59x42; | ✠A1Ⓔ | |
| 216,184 | xWar Bugle Steel | | 253.5 | | | 2242 | | 5 | (Great [Ohio | Co. | Great Lakes Eng. Wks; | ✠AMS | |
| LKMR | 1D;W. Bal;Long. frmg; Wireless;SUB.SIG. 6BH C-28 | | P28′ | B66′ F26′ | | 3300 | | | Lakes Eng. Wks.) | | 28B;Great Lakes Eng. Wks; 149GS;4962HS;WP190lbs;1540IHP; EAC;Dkd9,20;s rps10,20 | S.S.Balt9,20; CL (Laid up) | |
| | W.B.—A.P.53t;D.B.209′506t;F.P. 38t | | | | | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. Bth. Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8106 | **Lake Michigan** | Brg | Am | New York | 480 | | 1916 | Kingston, | Anthony | Wd | | |
| 166,446 | 1D | | 117.9 | 30.9 \| 13.5 | 480 | | | (S. J. Murphy) [N. Y. | O'Boyle | | | |
| 8107 | **Lake Miraflores** | Scw | Am | San Fran. | 1660 | 4′ 2½″ | 1921 | Saginaw, | Stanley | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 221,008 | Steel | | 253.4 | 43.8 \| 26.2 | 2677 | 24′ 3½″ | 4 | (Saginaw [Mich. | Hiller, Inc. | Buckeye Eng. Co; | ✠AMS | |
| MCJV | 1D;B;W. Bal;Wireless;SUB.SIG; 4BH | | | 28′ 4″ | 4250 | | | S. B. Co.) | | 2WTB;Wickes Boiler Co; | S.S.No.1,N&k7,26; | |
| | Oil fuel F. P. above 150° F. C-30 | | P32′ | B65′ F26′ | | | | | | 5190HS;WP200lbs;1500IHP;EAC; | M.&B.S;shft drn7,26;Scip;CL | |
| | | | | | | | | | | Dkd7,26;s rps9,26 | | |
| | W.B.—A.P.98t;D.B.205′418t F.P.51t | | | | | | | | | | | |
| | F.O.—A.P.92t;D.B.167′299t;D.T .a14′11 | | 0t;W.T | .38′173t | | | | | | | | |
| 8108 | **Lake Narka** | Scw | Am | New York | 1471 | | 1918 | Cleveland, | Ford Motor | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 216,399 | Steel | | 261 | 43.5 \| 24.2 | 2367 | | 6 | (American [Ohio | Co. | American S. B. Co; | ✠AMS | |
| LKTJ | 1D;SUB.SIG;W. Bal;Wireless 4BH | | | | 3500 | | | S. B. Co.) | | 2SB;American S. B. Co; | Scip;CL | |
| | C-28 | | P25′ | B64′ F23′ | | | | | | 114GS;5466HS;WP180lbs;1250IHP; | (Laid up) | |
| | | | | | | | | | | EAC;d rpd2,20;Dkd8,20;s rps12,20 | | |
| | W.B.—A.P.93t;D.B.208′538t;F.P. 59t | | | | | | | | | | | |
| 8109 | **Lake Ontario** | Scw | Am | New York | 1211 | 3′ 1″ | 1917 | Manitowoc, | Ford Motor | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 215,816 | xWar Castle Steel | | 250.5 | 43.7 \| 20.4 | 2003 | 20′ 2″ | 11 | (Manitowoc [Wis. | Co. | Manitowoc S. B. Co; | ✠AMS | |
| LJHD | 1D;W. Bal;Wireless;SUB.SIG. 4BH | | | 23′ 1″ | 3350 | | | S. B. Co.) | | 2SB;Manitowoc Boiler Wks; | CL | |
| | | | P25′ | B64′ F26′ | | | | | | 126GS;5302HS;WP180lbs;1200IHP; | (Laid up) | |
| | | | | | | | | | | EAC | | |
| 8110 | **Lake Ormoc** | Scw | Am | New York | 1445 | | 1918 | Wyandotte, | Ford Motor | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 216,716 | Steel | | 250.5 | 43.5 \| 22.2 | 2368 | | 8 | (Detroit [Mich. | Co. | Detroit S. B. Co; | ✠AMS | |
| LMJR | 1D;SUB.SIG;W. Bal;Wireless 4BH | | | | 3500 | | | S. B. Co.) | | 2SB;Detroit S B. Co; | shft drn2,26;M.&B.S.4,26; | |
| | C-28 | | P25′ | B64′ F23′ | | | | | | 114GS;5466HS;WP180lbs;1250IHP; | Scip;CL | |
| | | | | | | | | | | EAC;d rpd4,19;Dkd s rps4,26 | | |
| | W.B.—A.P.93t;D.B.208′538t;F.P. 59t | | | | | | | | | | | |
| 8111 | **Lake Osweya** | Scw | Am | Norfolk | 1432 | 3′ 2½″ | 1918 | Saginaw, | Ford Motor | 3CylTE22,37½,60x42; | ✠A1Ⓔ | |
| 216,914 | Steel | | 250.5 | 43.8 \| 22.2 | 2415 | 21′ 4½″ | 9 | (Saginaw [Mich. | Co | Ellicott Mach. Corp; | ✠AMS | |
| LMVR | 1D;W. Bal;Wireless 4BH | | | 24′ 5″ | 3500 | | | S. B. Co.) | | 2WTB;Wickes Boiler Co; | shft drn10,20;Scip;CL | |
| | C-28 | | | | | | | | | 138GS;5184HS;WP200lbs;1600IHP; | (Laid up) | |
| | | | | | | | | | | EAC;Dkd,s rps10,20 | | |
| | W.B.—A.P.79t;D.B.192′461t;F.P. 37t | | | | | | | | | | | |
| 8112 | **Lake Pachuta** | Scw | Am | Phila. | 1464 | 3′ 2½″ | 1918 | Saginaw, | Ford Motor | 3CylTE22,37½,60x42; | ✠A1Ⓔ | |
| 216,758 | Steel | | 250.5 | 43.8 \| 22.2 | 2416 | 21′ 4½″ | 8 | (Saginaw [Mich. | Co. | Ellicott Mach. Corp; | ✠AMS | |
| LMKV | 1D;W. Bal;Wireless 4BH | | | 24′ 5″ | 3500 | | | S. B. Co.) | | 2WTB;Wickes Boiler Co; | shft drn7,20; | |
| | C-28 | | | | | | | | | 138GS;5184HS;WP200lbs;1600IHP; | Scip;CL | |
| | | | | | | | | | | EAC;Dkd11,19;d rpd4,20 | (Laid up) | |
| | W.B.—A.P.79t;D.B.192′461t;F.P. 37t | | | | | | | | | | | |
| 8113 | **Lake Pewaukee** | Scw | Am | New York | 1284 | 3′ 1″ | 1918 | Manitowoc, | Ford Motor | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 216,226 | xWar Sentry Steel | | 250.5 | 43.7 \| 20.4 | 2167 | 20′ 2″ | 4 | (Manitowoc [Wis. | Co. | Manitowoc S. B. Co; | ✠AMS | |
| LKPQ | 1D;W. Bal;Wireless;SUB.SIG. 6BH | | | 23′ 1″ | 3350 | | | S. B. Co.) | | 2SB;Manitowoc Boiler Wks; | Scip;CL | |
| | | | P25′ | B64′ F26′ | | | | | | 126GS;5302HS;WP180lbs;1200IHP; | (Laid up) | |
| | | | | | | | | | | EAC | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8114 | **Lake Pleasant** | Scw | Am | New York | 1344 | 2′ 10½″ | 1918 | Ashtabula, | Ford Motor | 3Cyl TE21,35,59x42; | ✠A1Ⓔ | |
| 216,738 | xWar Sprite Steel | | 253.5 | 43.5 \| 20.4 \| 22′ 6″ | 2221 | 19′ 9½″ | 8 | (Great Lakes Eng. Wks. | Co. | Great Lakes Eng. Wks; | ✠AMS | |
| LMKF | 1D;W. Bal;Wireless;SUB.SIG. 6BH | | P28′ | B66′ F26′ | 3300 | | | Ohio | | 2SB;Lake Erie Boiler Wks; | CL | |
| | | | | | | | | | | 149GS;4962HS;WP190lbs;1550IHP; | (Laid up) | |
| | W.B.—A.P.53t;D.B.209′506t;F.P. | 38t | | | | | | | | EAC | | |
| 8115 | **Lake Saba** | Scw | Am | Norfolk | 1401 | 3′ 2½″ | 1919 | Saginaw, | Ford Motor | 3Cyl TE19,32,56x36; | ✠A1Ⓔ | |
| 217,904 | Steel | | 251 | 43.6 \| 22 \| 24′ 5″ | 2352 | 21′ 4½″ | 5 | (Saginaw S. B. Co.) | Co. | Buckeye Eng. Co; | ✠AMS | |
| LQSN | 1D;SUB.SIG;W. Bal;Wireless 4BH C-28 | | | | 3500 | | | Mich. | | 2WTB;Wickes Bir. Co; | Scip;CL | |
| | | | | | | | | | | 138GS;5192HS;WP200lbs;1400IHP; | (Laid up) | |
| | W.B.—A.P.79t;D.B.192′461t;F.P. | 37t | | | | | | | | EAC;s rps10,20 | | |
| 8116 | **Lake St. Clair** | Scw | Am | New York | 1378 | 2′ 10½″ | 1918 | Ecorse, | Ford Motor | 3Cyl TE21,35,59x42; | ✠A1Ⓔ | |
| 216,052 | xWar Goblin Steel | | 253.5 | 43.8 \| 20.4 \| 22′ 6″ | 2308 | 19′ 9½″ | 5 | (Great Lakes Eng. Wks. | Co. | Great Lakes Eng. Wks; | ✠AMS | |
| LJSV | 1D;W. Bal;Wireless;SUB.SIG. 6BH C-28 | | P28′ | B66′ F26′ | 3300 | | | Mich.) | | 2SB;John Brennan & Co; | CL | |
| | | | | | | | | | | 150GS;4962HS;WP190lbs;1550IHP; | | |
| | W.B.—A.P.53t;D.B.209′506t;F.P. | 38t | | | | | | | | EAC | | |
| | | | | | | | | | | (Scrapped) | | |
| 8117 | **Lake Sapor** | Scw | Am | New York | 1604 | 4′ 1½″ | 1919 | Detroit, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 217,657 | Steel | | 251 | 43.6 \| 26.1 \| 28′ 2″ | 2592 | 24′ 3″ | 4 | (Detroit S. B. Co.) | Co. | Detroit S. B. Co; | ✠AMS | |
| LQDK | 1D;B;W. Bal;Wireless;SUB.SIG. 4BH C-29 | | P25′ | B64′ F23′ | 4200 | | | Mich. | | 2SB;American S. B. Co; | CL;S.S.NptN9,20 | |
| | | | | | | | | | | 88GS;3999HS;WP185lbs;1250IHP; | (Laid up) | |
| | W.B.—A.P.94t;D.B.210′469t;F.P. | 72t | | | | | | | | Dkd,s rps9,20 | | |
| 8118 | **Lake Shawano** | Scw | Am | Norfolk | 1287 | 3′ 1″ | 1918 | Manitowoc, | Ford Motor | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 216,278 | Steel | | 250.5 | 43.7 \| 20.4 \| 23′ 1″ | 2177 | 20′ 2″ | 5 | (Manitowoc S. B. Co.) | Co. | Manitowoc S. B. Co; | ✠AMS | |
| LKQV | 1D;W. Bal;Wireless;SUB.SIG. 6BH | | P27′ | B64′ F26′ | 3350 | | | Wis. | | 2SB;Manitowoc Boiler Wks; | Scip;CL | |
| | | | | | | | | | | 126GS;5302HS;WP180lbs;1250IHP; | (Laid up) | |
| | W.B.—A.P.51t;D.B.210′641t;F.P. | 54t | | | | | | | | EAC | | |
| 8119 | **Lake Silver** | Scw | Am | Norfolk | 1367 | 2′ 10½″ | 1918 | Ecorse, | Ford Motor | 3Cyl TE21,35,59x42; | ✠A1Ⓔ | |
| 216,570 | xWar Harp Steel | | 253.5 | 43.8 \| 20.4 \| 22′ 6″ | 2292 | 19′ 9″ | 8 | (Great Lakes Eng. Wks. | Co. | Great Lakes Eng. Wks; | ✠AMS | |
| LMDG | 1D;W. Bal;Wireless;SUB.SIG. 6BH C-28 | | P28′ | B66′ F26′ | 3300 | | | Mich.) | | 2SB;John Brennan & Co; | S.S.NptN8,21; | |
| | | | | | | | | | | 150GS;4962HS;WP190lbs;1500IHP; | shft drn8,21;Scip;CL | |
| | W.B.—A.P.53t;D.B.209′506t;F.P. | 38t | | | | | | | | EAC;Dkd,s rps8,21 | (Laid up) | |
| 8120 | **Lake Singara** | Scw | Am | N. Orleans | 1690 | 4′ 2½″ | 1919 | Ashtabula, | U. S. Ship- | 3Cyl TE21,35,59x42; | ✠A1Ⓔ | |
| 218,721 | Steel | | 253.6 | 43.7 \| 26.2 \| 28′ 4″ | 2715 | 24′ 3½″ | 8 | (Great Lakes Eng. Wks.) | ping Board | Great Lakes Eng. Wks; | ✠AMS | |
| LSJK | 1D;B;SUB.SIG;W. Bal;Wireless; 5BH | | P25′ | B65′ F24′ | 4000 | | | Ohio | | 2SB;Lake Erie Blr. Wks; | shft drn12,20;Scip;CL | |
| | Oil fuel F. P. above 150° F. C-29 | | | | | | | | | 4720HS;WP190lbs;1350IHP;EAC; | (Laid up) | |
| | | | | | | | | | | Dkd8,20;s rps12,20 | | |
| | W.B.—A.P.98t. . . . . D.B | .203′41 | 8t. . . . | . . . . . F.P.5 | 1t | | | | | | | |
| | F.O.—A.P.92t;D.T.a14′110t;D.B | .164′29 | 8t;W.T | .m38′173t. . . . . | .. | | | | | | | |
| 8121 | **Lake Strabo** | Scw | Am | Norfolk | 1437 | | 1919 | Toledo, | Ford Motor | 3Cyl TE20½,33,54x40; | ✠A1Ⓔ | |
| 217,587 | Steel | | 251 | 43.7 \| 22.1 | 2364 | | 2 | (Toledo S. B. Co.) | Co. | Toledo S. B. Co; | ✠AMS | |
| LPVQ | 1D;Wireless;SUB.SIG;W. Bal 4BH | | P37′ | B64′ F22′ | 3500 | | | Ohio | | 2SB;Toledo S. B. Co; | S.S.Bost8,20; | |
| | | | | | | | | | | 88GS;3780HS;WP190lbs;1300IHP; | CL | |
| | W.B.—A.P.93t;D.B.208′538t;F.P. | 59t | | | | | | | | Dkd,s rps8,20 | (Laid up) | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8122 / 216,150 / LKMF | **Lake Traverse** / xWar Centaur Steel / 1D;Wireless;W. Bal;SUB.SIG. 4BH | Scw | Am / 251 / P28′ | Chicago / 43.8 \| 18.2 / B64′ F27′ | 1177 / 1993 / 3100 | | 1918 / 4 | Duluth, Minn. (McDougall, Duluth Co.) | Union Transit Co., Inc. | 3Cyl TE20,33,54x40; 2SB;WP180lbs;1250IHP. | ✠ — — / ✠ — — / Suspended10,26 | |
| 8123 / 219,404 / LVDG | **Lake Treba** / 1D;B;Wireless;W. Bal; 4BH / Oil fuel F. P. above 150° F. C-30 / W.B.—A.P.96t;D.B.204′436t;D.T. a12′80t / F.O.—A.P.90t;D.B.158′288t;D.T. a12′75t | Scw | Am / 251 | Mobile / 43.6 \| 26.1 \| 28′ 2″ / W.T. 30′200t. / F P.72t | 1612 / 2606 / 4050 | 4′ 1½″ / 24′ 3″ | 1920 / 4 | Wyandotte, (Detroit [Mich. S. B. Co.) | Lake Treba S. S. Corp., Inc. | 3Cyl TE21,35,59x42; Detroit S. B. Co; 2SB;Detroit S. B. Co: 5467HS;WP185lbs;1500IHP; Dkd,d rpd6,26;Exmd11,26 | ✠A1Ⓔ / ✠AMS S.S.No.1,Mbl1,26; M.&B.S.1,26;n shft6,26; SBP;CL | |
| 8124 / 216,959 / LNBJ | **Lake Wilson** / xWar Shy Steel / 1D;Wireless;SUB.SIG. 4BH / C-28 | Scw | Am / 250.5 / P27′ | Savannah / 43.7 \| 20.4 / B64′ F26′ | 1275 / 2139 / 3350 | | 1918 / 9 | Manitowoc, (Manitowoc [Wis. S. B. Co.) | Ford Motor Co. | 3Cyl TE21,35,59x42; Norberg Mfg. Co; 2SB;Manitowoc S. B. Co: 138GS;5486HS;WP190lbs;1200IHP: Dkd10,20;s rps1,21 | ✠A1Ⓔ / ✠AMS S.S.Chstn10,20;CL (Laid up) | |
| 8125 / 216,538 / LMCG | **Lake Wimico** / 1D;Wireless Steel 6BH / C-28 / W.B.—A.P.69t;D.B.208′542t;F.P. 56t | Scw | Am / 251 / P25′ | N. Orleans / 43.5 \| 20 \| 20′ 2″ / B64′ F20′ | 1242 / 2013 / 3000 | 2′ 7½″ / 17′ 8½″ | 1918 / 7 | Lorain, (American [Ohio S. B. Co.) | Cowley Gulf Line, Inc. | 3Cyl TE20,33,54x40; American S. B. Co; 2SB;American S. B. Co; 126GS;5244HS;WP180lbs;1250IHP; EAC;Dkd,d rpd11,26 | ✠A1Ⓔ / ✠AMS S.S.No.1,NO12,25; M.S.12,25;B.S.8,26; shft drn1,26;Scip;CL | |
| 8126 / 216,170 / LKNB | **Lake Winona** / xWar Satyr Steel / 1D;W. Bal;Wireless;SUB.SIG. 6BH / C-28 / W.B.—A.P.53t;D.B.209′506t;F.P. 38t | Scw | Am / 253.5 / P28′ | New York / 43.8 \| 20.4 \| 22′ 6″ / B66′ F26′ | 1378 / 2308 / 3300 | 2′ 10½″ / 19′ 9½″ | 1918 / 5 | Ecorse, (Great [Mich. Lakes Eng. Wks.) | Ford Motor Co. | 3Cyl TE21,35,59x42; Great Lakes Eng. Wks; 2SB;John Brennan & Co; 150GS;4962HS;WP190lbs;1550IHP; EAC | ✠A1Ⓔ / ✠AMS CL (Laid up) | |
| 8127 / 217,045 / LNGR | **Lake Winooski** / 1D;W. Bal;Wireless;SUB.SIG. Steel 4BH / C-28 / W.B.—A.P.79t;D.B.192′461t;F.P. 37t | Scw | Am / 250.5 | New York / 43.8 \| 22.2 \| 24′ 5″ | 1432 / 2416 / 3500 | 3′ 2½″ / 21′ 4½″ | 1918 / 11 | Saginaw, (Saginaw [Mich. S. B. Co.) | Ford Motor Co. | 3Cyl TE22,37½,60x42; Ellicott Mach. Corp; 2WTB;Wickes Blr. Co: 138GS;5184HS;WP200lbs;1600IHP; EAC;d rpd5,20 | ✠A1Ⓔ / ✠AMS Scip;CL (Laid up) | |
| 8128 / 216,698 / LMHV | **Lake Yahara** / 1D;Wireless;W. Bal Steel 4BH / C-28 / W.B.—A.P.93t;D.B.208′538t;F.P. 59t | Scw | Am / 250.5 / P25′ | Norfolk / 43.5 \| 22.6 / B64′ F23′ | 1431 / 2338 / 3500 | | 1918 / 7 | Chicago, (Chicago [Ill. S. B. Co.) | Ford Motor Co. | 3Cyl TE20,33,54x40; Detroit S. B. Co; 2SB;Detroit S. B. Co: 114GS;5466HS;WP180lbs;1250IHP; EAC;d rpd12,19;Dkd,s rps4,20 | ✠A1Ⓔ / ✠AMS shft drn4,20; Scip;CL (Laid up) | |
| 8129 / 217,053 / LNBH | **Lake Yelverton** / 1D;Wireless;W. Bal Steel 4BH / C-28 / W.B.—A.P.93t;D.B.208′538t;F.P. 59t | Scw | Am / 251 / P25′ | New York / 43.5 \| 24.2 \| 24′ 2½″ / B64′ F23′ | 1452 / 2332 / 3500 | 3′ 4″ / 21′ | 1918 / 10 | Lorain, (American [Ohio S. B. Co.) | Ford Motor Co. | 3Cyl TE20,33,54x40; American S. B. Co; 2SB;American S. B. Co: 114GS;5466HS;WP180lbs;1250IHP; EAC;Dkd,d rpd2,20;s rps4,20 (Scrapped) | ✠A1Ⓔ / ✠AMS Scip;CL (Laid up) | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. Lth. \| Bth. \| Dth. / Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship-Class-Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers-Class-Dates. Tail Shaft Drawn-Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8130 | **Lake Yemassee** | Scw | Am | Norfolk | 1431 | | 1918 | Chicago, | Ford Motor | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 216,540 | Steel | | 261 | 43.5 \| 24.2 | 2319 | | 7 | (Chicago, [Ill. | Co. | Detroit S. B. Co; | ✠AMS | |
| LMCJ | 1D;SUB.SIG;Wireless;W. Bal 4BH C-28 | | P25′ | B64′ F22′ | 3500 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; 114GS;5466HS;WP180lbs;1250IHP; EAC;Dkd,s rps1,21 | shft drn1,21;Scip;CL (Laid up) | |
| | W.B.—A.P.93t;D.B.208′538t;F.P. 59t | | | | | | | | | | | |
| 8131 | **Lake Ypsilanti** | Scw | Am | New York | 1445 | 3′ 4″ | 1918 | Wyandotte, | Ford Motor | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 216,874 | Steel | | 250.5 | 43.5 \| 22.2 \| 24′ 2½″ | 2368 | 21′ | 10 | (Detroit [Mich. | Co. | Detroit S. B. Co; | ✠AMS | |
| LMTC | 1D;Wireless;W. Bal 4BH C-28 | | P25′ | B64′ F23′ | 3500 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; 114GS;5466HS;WP180lbs;1250IHP; EAC;Dkd,d rpd7,20 | shft drn7,20; Scip;CL (Laid up) | |
| | W.B.—A.P.93t;D.B.208′538t;F.P. 59t | | | | | | | | | | | |
| 8132 | **Lake Zaliski** | Scw | Am | New York | 1452 | 3′ 4″ | 1918 | Lorain, | Ford Motor | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 217,074 | Steel | | 251 | 43.5 \| 22.2 \| 24′ 2½″ | 2332 | 21′ | 10 | (American [Ohio | Co | American S. B. Co; | ✠AMS | |
| LNHV | 1D;Wireless;W. Bal 4BH C-28 | | P25′ | B64′ F23′ | 3500 | | | S. B. Co.) | | 2SB;American S. B. Co; 114GS;5466HS;WP180lbs;1250IHP; EAC;d rpd10,20;Dkd,s rps8,21 | shft drn10,20; Scip;CL (Laid up) | |
| | W.B.—A.P.93t;D.B.208′538t;F.P. 59t | | | | | | | | | | | |
| 8133 | **Lakefield** | Scw | Br | Montreal | 894 | | '98 | Pt. Glasgow, | Lakefield | 3CylTE18,29,47x33; | | BL |
| 151,037 | xJulius Holmblad Steel | Sch | 249.4 | 36.1 \| 16.4 | 1489 | | 5 | (W. [Scot. | S.S. Co. (Lim.) | 1SB;WP165lbs;800IHP. | | |
| | 1D;Deep frmg;W. Bal 6BH | | P9′ | B50′ F25′ | | | | Hamilton & Co.) | | | | |
| 8134 | **Lakehurst** | Scw | Am | Norfolk | 1378 | | 1918 | Ecorse, | Ford Motor | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 216,262 | xWar Cornet Steel | | 253.5 | 43.8 \| 20.4 | 2308 | | 6 | (Great [Mich. | Co. | Great Lakes Eng. Wks; | ✠AMS | |
| LKQJ | 1D;Wireless;W. Bal 6BH C-28 | | P28′ | B66′ F26′ | 3300 | | | Lakes Eng. Wks.) | | 2SB;Great Lakes Eng. Wks; 149GS;4962HS;WP186lbs;1550IHP; Dkd,d rpd6,20 | S.S.N.Y6,20;CL (Laid up) | |
| | W.B.—A.P.53t;D.B.209′506t;F.P. 38t | | | | | | | | | | | |
| 8135 | **Lakeport** | Scw | Am | Fairport | 643 | | '80 | Wyandotte, | Buffalo | 2-2CylC17,40x42; | | |
| 3,140 | xBoston Iron | Twin | 240 | 36.4 \| 18 | 1295 | | | (Detroit [Mich. | Gravel Corp. | 2FB;WP140lbs;750IHP. | | |
| | 1D;Mchy aft;Wireless 5BH | | | | | | | D. D. Co.) | | | | |
| 8136 | **Lakeside** | Scw | Am | Sandusky | 229 | | 1901 | Toledo, | Peninsular | 2CylC20,42x24 | | |
| 141,738 | Steel | | 148.5 | 28 \| 9.7 | 337 | | | (Craig [Ohio | S. B. Co. | | | |
| | 1D | | | | | | | S. B. Co.) | | | | |
| 8137 | **Laketon** | Scw | Br | Toronto | 3248 | | 1903 | Cleveland, | Mathews | 3CylTE20,33,55x40; | 100(GL) | |
| 137,906 | xSaxona Steel | | 416 | 50 \| 28 | 4423 | | | (American [Ohio | S.S. Co. (Lim.) | 2SB;WP140lbs;1200IHP. | P.S.4,26 | |
| | 1D;B;Mchy aft;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 8138 | **Lakeview** | Scw | Am | New York | 1211 | | 1917 | Manitowoc, | Ford Motor | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 215,773 | xWar Victor Steel | | 250.5 | 43.7 \| 20.4 | 2003 | | 11 | (Manitowoc [Wis. | Co. | Manitowoc S. B. Co; | ✠AMS | |
| LJFW | 1D 4BH | | P25′ | B64′ F26′ | 3350 | | | S. B. Co.) | | 2SB;Manitowoc S. B. Co; 126GS;5302HS;WP180lbs;1200IHP; Dkd,s rps7,20 | S.S.NY7,20;CL (Laid up) | |
| 8139 | **Lakeville** | Scw | Am | New York | 1367 | 2′ 10½″ | 1918 | Ecorse, | Ford Motor | 3CylTE19,32,54x40; | ✠A1Ⓔ | |
| 216,890 | Steel | | 253.5 | 43.8 \| 20.4 \| 22′ 6″ | 2292 | 19′ 9″ | 9 | (Great [Mich | Co. | Great Lakes Eng. Wks; | ✠AMS | |
| LMTR | 1D;SUB.SIG;W. Bal 6BH C-28 | | P28′ | B66′ F26′ | 3300 | | | Lakes Eng. Wks.) | | 2SB;John Brennan & Co; 126GS;5352HS;WP190lbs;1200IHP; EAC;d rpd2,20;Dkd,s rps8,20 | shft drn8,20;Scip;CL (Laid up) | |
| | W.B.—A.P.53t;D.B.209′506t;F.P. 38t | | | | | | | | | | | |
| 8140 | **Lakewood** | Scw | Am | New York | 501 | | 1901 | Wilmington, | Central | | | |
| 141,723 | Steel | | 200 | 44 \| 17.3 | 1016 | | | Del. | R.R. of N. J. | 1500IHP. | | |
| | 2D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8141 | **Lakewood** | Scw | Am | Fairport | 650 | | '84 | Wyandotte, (Detroit [Mich. D. D. Co.) | Buffalo Gravel Corp. | 2CylC28,48½x48; 1SB;WP135lbs;650IHP. | | |
| 116,025 | xSyracuse Iron | | 246.6 | 38.6 \| 18 | 1351 | | | | | | | |
| | 2D;Wireless 6BH | | | | | | | | | | | | |
| 8142 | **Lakina** | Scw | New | York | 1233 | 2′ 9″ | 1913 | Wilmington, (Harlan [Del. & Hollingsworth.) | Alaska S.S. Co. | 3CylTE19,30,50x36; Harlan & Hollingsworth Corp; 2SB;Harlan & Hollingsworth Corp; WP180lbs;1150IHP;EAC;DB; d rpd5,23;s rps10,23;Dkd9,25 | ✠A1 AMS S.S.No.2,NY9,22; n shft;M.S.9,22; B.S;shft drn9,25;Clh BB | |
| 210,869 | xEl Capitan Steel | | 238.7 | 41 \| 20.8 \| 20′ | 2059 | 17′ 4½″ | 1 | | | | | |
| LCSJ | 1D;Wireless;W. Bal; 4BH | | P22′ | B82′ F34′ | 2400 | | | | | | | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| 8143 | **Lakme** | Scw | Am | San Fran. | 404 | | '88 | Pt. Madison, (J. [Wash. Howden & Co.) | Caspar Lumber Co. | 2CylC16,36x24; 1SB;WP150lbs;366IHP. | | |
| 140,944 | YF;Gll | | 176.8 | 38.8 \| 12.6 | 529 | | | | | | | |
| KFGS | 1D;Oil fuel | | | | | | | | | | | |
| 8144 | **Laksco** | Sch | Am | New York | 163 | | '64 | Philadel- phia, Pa. | Merritt- Chapman & Scott Corp. | Wd; Gas Eng;200IHP. | | |
| 214,452 | xWoodbury | Aux | 146.6 | 28.6 \| 11 | 326 | | | | | | |
| LGJP | 1D | | | | | | | | | | | |
| 8145 | **Lal-loc** | Scw | Am | Iloilo | 184 | | 1901 | Renfrew, Scot. (Lobnitz & Co.) | Cia. Gen- erale Tobacos de Philipinas | 2CylC27,50x46 | | |
| | Steel | | 152.2 | 26 \| 9.5 | 367 | | | | | | | |
| | 1D | | | | | | | | | | | |
| 8146 | **Lalla Rookh** | Bk | Dan | Mariehmn | 752 | | '76 | Liverpool, (R. & J. [Eng. Evans & Co.) | Gustaf Erikson | I;1BH | | N |
| | xKarhu | | 196.5 | 31.8 \| 19.6 | 824 | 7 | | | | | | |
| VGBW | 1D;B | | | | | | | | | | | |
| 8147 | **Laly** | Scw | Nor | Oslo | 905 | | 1923 | Fevig, (Randolph [Swd. A/S Skibs.) | D/S A/S Laly | 3CylTE19,31,52x36; 2SB;WP180lbs | | BL |
| | xRandulf Hansen Steel | | 252.8 | 38.2 \| 18 | 1522 | 8 | | | | | | |
| LDBF | 1D;W. Bal 4BH | | P33′ | B63′ F24′ | | | | | | | | |
| 8148 | **Lambton** | Scw | Br | Toronto | 1016 | | 1921 | Pt. Arthur, (Pt. Arthur [Ont. S. B. Co., Lim.) | Mathews S.S. Co. (Lim.) | 3CylTE20,33,54x40; 2SB;WP190lbs;1300IHP. | Lake Survey4,25; shft drn2,24;M.&B.S.4,25 | C |
| 150,233 | xGlenafton Steel | | 252 | 42.6 \| 18.6 | 1866 | 4 | | | | | | |
| | 1D;Web frms;Mchy aft;W. Bal 4BH | | | F40′ | | | | | | | | |
| 8149 | **Lamentin** | Scw | It | | 2644 | | '95 | Hamburg, (Blohm [Ger. & Voss.) | | 3CylTE25,40,66x42; 2SB;WP163lbs;1600IHP. | | |
| | xSenegambia Steel | | 372.2 | 43.2 \| 26.1 | 4212 | | | | | | | |
| | 2D;B;W. Bal;Wireless 8BH | | P225′ | F45′ | | | | | | | | |
| 8150 | **Lamington** | Scw | Br | Glasgow | 2283 | | 1907 | Pt. Glasgow, (A. Rodger [Scot. & Co.) | Fisher, Ali- monda & Co., Mgrs. | 3CylTE24,40,65x42; 2SB;WP160lbs | | BL |
| 124,210 | Steel | Sch | 350.4 | 48 \| 24.3 | 3539 | 8 | | | | | | |
| HLGJ | 1D;Deep frmg; 6BH | | P25′ | B97′ F38′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 8151 | **Lampas** | Scw | Br | London | 3230 | | 1916 | Stockton, (Craig, [Eng. Taylor & Co. Lim.) | Anglo- Saxon Petroleum Co. (Lim.) | 3CylTE26,42½,69½x45; 2SB;WP180lbs | | BL |
| 139,170 | xLaurelleaf Steel | | 370.1 | 51.4 \| 32.1 | 5631 | 12 | | | | | | |
| JNPH | 1D;Shel dk;Web frms; 15BH | | P108′ | F48′ | | | | | | | | |
| | Mchy aft;Wireless;W. Bal;Oil fuel; Oil in bulk | | | | | | | | | | | |
| 8152 | **Lampo** | Scw | It | Genoa | 3816 | | 1913 | Genoa, (N. Odero [It. & Co.) | Soc. Anon. Mar. Per. Trasporto del Petrollo | 4CylQE20,29,43,61x45; 3SB;WP227lbs | | I |
| 679 | Steel | | 418.9 | 54.7 \| 29.4 | 6206 | 12 | | | | | | |
| NVEJ | 2D;Web frms;Mchy aft; 16BH | | P100′ | B32′ F36′ | | | | | | | | |
| | Wireless;Oil in bulk;Oil fuel;W. Bal | | | | | | | | | | | |
| 8153 | **Lancashire** | Scw | Br | Liverpool | 5886 | | 1917 | Belfast, (Harland [Ire. & Wolff, Lim.) | Bibby Bros. S.S. Co. (Lim.) | 2-4CylQE22,31,46,66x51; 2DB;2SB;WP215lbs | | BL |
| 140,529 | Steel | Twin | 482.4 | 57.3 \| 32.1 | 9445 | 7 | | | | | | |
| JQNR | 3D;Wireless;Oil fuel;W. Bal 8BH | | P46′ | B263′ F78′ | | | | | | | | |
| 8154 | **Lancaster** | SW | Am | New York | 692 | | '92 | Sparrows Pt., Md. (Maryland Steel Co.) | New York, Albany & Western S.S. Co., Inc. | 1CylVB48x132; 2CRTB | | |
| 141,217 | Steel | | 205.4 | 56.1 \| 10.7 | 919 | 4 | | | | | | |
| | 4BH | | | | | | | | | | | |
| 8155 | **Lancaster** | MV | Am | Reedville | 76 | | 1918 | Weems, (Humphreys [Va. Marine Ry. & Lumber Co.) | Joseph F. Bellows | OilEng10½x12½; 100IHP. | | |
| 216,580 | Wood | | 109.4 | 19.9 \| 8.4 | 141 | 3 | | | | | | |
| LMDQ | 1D 2BH | | | | | | | | | | | |
| 8156 | **Lancaster** | Scw | Am | New York | 3530 | | 1918 | Chester, (Sun [Pa. S. B. Co.) | Lancaster S.S. Corp. | 3CylTE27,45½,76x51; 3SB;WP190lbs;2900IHP | | BL |
| 216,451 | Steel | | 434.3 | 57.7 \| 27.1 | 5871 | 6 | | | | | | |
| LKVP | 2D;Oil fuel;Shel dk; 7BH | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 8157 | **Lancaster Castle** | Scw | Br | Liverpool | 3529 | | 1919 | Newcastle, (Northum- [Eng. berland S. B. Co.) | J. Chambers & Co. | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 140,642 | Steel | | 399.6 | 53 \| 32.8 | 5625 | 8 | | | | | | |
| KCDT | 1D;Shel dk;Wireless;W. Bal 7BH | | F39′ | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8158 | **Lancastria** | Scw | Br | Liverpool | 9645 | | 1922 | Glasgow, | Cunard S.S. | Stm Tbns; | | BL |
| 145,943 | xTyrrhenia Steel | Twin | 552.8 | 70.4 \| 38.8 | 16243 | | 6 | (W. Beard- [Scot. | Co. (Lim.) | 3DB;3SB;WP220lbs | | |
| KMGS | 2D;Shel dk;Oil fuel; 10BH | | B & F | 455′ | | | | more & Co., Lim.) | | | | |
| | Wireless;D.F;sub.sig;W. Bal | | | | | | | | | | | |
| 8159 | **Lancing** | Scw | Nor | Larvik | 4574 | | '98 | Glasgow, | Hvalfanger | 3CylTE27,46,76x51; | | BL |
| | xFlackwell xCalanda Steel | | 470 | 57.2 \| 31.9 | 7991 | | 3 | (C. Connell [Scot. | A/S. Globus | 4SB;WP200lbs | | |
| LFCS | 2D;Web frms;Oil in bulk; 12BH | | P43′ | B136′ F56′ | | | | & Co.) | | | | |
| | Wireless;D.F;W. Bal | | | | | | | | | | | |
| 8160 | **Landaas** | Scw | Nor | Bergen | 2584 | | 1920 | Sunderland, | J. Erland, | 3CylTE25,41,69x48; | | N |
| | Steel | | 365 | 51.5 \| 25.2 | 4247 | | 4 | (J. Priest- [Eng. | Mgr. | 3SB;WP180lbs | | |
| MVFW | 1D;Shel dk; Oil fuel;Wireless; 6BH | | | | | | | man & Co.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 8161 | **Landemer** | Scw | Fr | Cherbourg | 119 | | 1918 | Jacksonville, | Cherbourg | 3CylTE18,31,47x20; | | V |
| | xMegas xAtlantic Steel | | 148.1 | 30 \| 12.7 | 570 | | | (John [Fla. | Maritime | 2SB;WP167lbs;850IHP. | | |
| ONCB | 1D 6BH | | | | | | | Reid & Co.) | | | | |
| 8162 | **Landvard** | MV | Nor | Oslo | 2122 | | 1909 | Glasgow, | Kloster's | 6CylOilEng26⅜x39⅜ | | N |
| | xSongvaar xLandvard Steel | | 329.7 | 47.1 \| 25.6 | 3454 | | 2 | (Barclay, [Scot. | Rederi A/S | | | |
| MPWF | xChumpon 5BH | | P31′ | B65′ F37′ | | | | Curle & Co., Lim.) | | | | |
| | 2D;Deep frmg;Wireless;W. Bal | | | | | | | | | | | |
| 8163 | **Langell Boys** | Scw | Am | Carrollton | 286 | | '90 | St. Clair, | Carrollton | 2CylC16,32x30; | 90(GL) | |
| 141,067 | Wood | | 151 | 34 \| 11.2 | 387 | | rb '21 | Mich. | S.S. Co. | 1FB;WP120lbs;300IHP. | P.S.4,26 | |
| | 1D | | | | | | | (Langell & Sons.) | | | | |
| 8164 | **Langhorne** | Brg | Am | Phila. | 866 | | 1901 | Noank, | Reading Co. | O,Ch,Hk,YP;Gif✕(Sltd) | — Exp | |
| 141,765 | | Trn | 195 | 35 \| 17.6 | 955 | | 12 | (R. Palmer [Conn. | | | | |
| KRHW | 1D;B | | | | | | | & Son S. B. Co.) | | | | |
| 8165 | **Langleeford** | Scw | Br | Newcastle | 2819 | | 1925 | Newcastle, | Medomsley | 3CylTE25,41,66x45; | | BL |
| 149,402 | Steel | | 370 | 56.2 \| 25.9 | 4622 | | 11 | (Palmers' [Eng. | S.S. Co. (Lim.) | 2SB;WP180lbs | | |
| KTLM1 | D;Web frms;Wireless;W. Bal 6BH | | P37′ | B110′ F40′ | | | | Co., Lim.) | | | | |
| 8166 | **Langton Hall** | Scw | Br | Liverpool | 4211 | | 1918 | Stockton, | Hall Line | 3CylTE24,42,73x51; | | BL |
| 140,556 | Steel | | 403.5 | 54.4 \| 29.8 | 6537 | | 1 | (Craig, [Eng. | (Lim.), Mgrs. | 2SB;1AuxSB;WP200lbs | | |
| JSCG | 2D;Wireless;W. Bal 7BH | | P88′ | B153′ F85′ | | | | Taylor & Co., Lim.) | | | | |
| 8167 | **Lansdowne** | SW | Br | Windsor | 908 | | '84 | Detroit, | Grand | 2CylH50,50x108; | | |
| 88,629 | Iron | | 294 | 41.3 \| 13 | 1571 | | | (Detroit [Mich. | Trunk R.R. Co. | 1SB;WP55lbs;136OIHP. | | |
| | 1D | | | | | | | D. D. Co.) | | | | |
| 8168 | **Lansdowne** | Scw | Am | Phila. | 3378 | 7′ 10½″ | 1919 | Chester, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,250 | Steel | | 400.7 | 54.2 \| 30.4 | 5479 | 25′ 2″ | 11 | (Merchant [Pa. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LTRQ | 2D;W. Bal;Wireless; 7BH | | | 32′10″ | 8756 | | | S. B. Co.) | | 3WTB;D. Connelly Blr. Co; | S.S.NO9,20; | |
| | Oil fuel F. P. above 150° F. | | P36′ | B124′ F44′ | | | | | | 3040HS;3000SHP;WP200lbs; | Clh BB;CL | |
| | | | | | | | | | | Dkd,s rps6,21 | (Laid up) | |
| | W.B.—A.P.147t;D.B.338′1312t;D | T.27′8 | 46t; F. | P.123t | | | | | | | | |
| | F.O.....D.B.284′1092t;D | T.27′7 | 90t... | ..... | | | | | | | | |
| 8169 | **Lansing** | Scw | Am | San Fran. | 3428 | | '90 | Newcastle, | California | 3CylTE29,47,76x51; | | |
| 200,595 | xBritish Queen Steel | | 389.4 | 47.2 \| 27.9 | 4560 | | 5 | (Palmers' [Eng. | Sea Products Co. | 2DB;WP150lbs;2100IHP. | | |
| KSVF | 2D;B;Wireless;Oil fuel; 13BH | | P49′ | B86′ F47′ | | | | Co., Lim.) | | | | |
| | Oil in bulk;sub.sig.;W. Bal | | | | | | | | | | | |
| 8170 | **Lanuvio** | MV | It | Genoa | 3640 | | 1924 | Spezia, | Soc. di | 2-4CylOilEng24⅞x35$\frac{7}{16}$ | | C-I |
| 1,251 | Steel | Twin | 394.2 | 51.6 \| 30.9 | 6468 | | 9 | (Ansaldo [It. | Navig. "Roma" | | A.S.6,25; | |
| NVFI | 2D;Mchy aft;Wireless;W. Bal. 2BH | | | | | | | San Giorgio.) | | | M.S.725 | |
| 8171 | **Laomedon** | Scw | Br | Liverpool | 4262 | | 1912 | Belfast, | China | 3CylTE30,50,83x60; | | |
| 131,442 | Steel | | 443 | 52.8 \| 32.1 | 6693 | | | (Workman, [Ire. | Mutual Steam | Dkd10,26 | | |
| HWCV | 2D;Wireless;W. Bal | | P50′ | B162′ F52′ | | | | Clark & Co., Lim.) | Nav. Co. (Lim.) | | | |
| 8172 | **Lapad** | Scw | Jg-Slw | Dubrovnik | 1604 | | '99 | Pt. Glasgow, | Dubrovacka | 3CylTE22,37,61x42; | | BL |
| | xRecina Steel | | 314.5 | 43.9 \| 20.7 | 2535 | | 4 | (A. [Scot. | Parobrodska | 2SB;WP160lbs | | |
| | 1D;B;Deep frmg;Wireless; 5BH | | P29′ | B79′ F29′ | | | | Rodger & Co.) | Plovidb | | | |
| | W. Bal | | | | | | | | | | | |
| 8173 | **Laplace** | Scw | Br | Liverpool | 4459 | | 1919 | Dumbarton, | Lamport & | 3CylTE29,47,78x54; | | BL |
| 140,606 | Steel | | 430.8 | 56.3 \| 34.7 | 7327 | | 2 | (A. [Scot. | Holt (Lim.), | 4SB;WP180lbs | | |
| | 2D;Shel dk;Wireless;W. Bal 8BH | | P50′ | | | | | McMillan & Son, Lim.) | Mgrs. | | | |
| 8174 | **Laplace** | Scw | Fr | Brest | 1907 | | 1920 | N. Orleans, | Soc. des | 2-3CylTE15,26,44x26; | | |
| | Steel | Twin | 321.9 | 46.6 \| 23.7 | 2636 | | | (Foundation [La. | Anc. Sucreries Ma- | 2SB;WP195lbs;700IHP. | | |
| OLCH | 1D;Mchy aft;Oil fuel; 12BH | | P68′ | B17′ F35′ | | | | Co.) | cherez Gaumant & Co. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8175 | **Lapland** | Scw | Br | Liverpool | 11607 | | 1908 | Belfast, | Red Star | 2-4Cyl QE32½,47,68,98x63; | | BL |
| 137,398 | Steel | Twin | 605.8 | 70.4 \| 37.4 | 18565 | | | (Harland [Ire. & Wolff, Lim.) | Line | 8DB;WP215lbs | | |
| JGFW | 3D;Shel dk;SUB.SIG;Wireless: 9BH<br>W. Bal | | B348′ | F62′ | | | | | | | | |
| 8176 | **Laponia** | MV | Swd | Stockholm | 3156 | | 1922 | Gothenburg, | Trafikak- | 2-6Cyl OilEng 23⅜x35 7/16 | | BL |
| 6,720 | Steel | Twin | 393.7 | 53.4 \| 30.9 | 5630 | | 3 | (A. B. [Swd. | tiebolaget | | | |
| KDMP | 1D;Shel dk;Wireless;W. Bal 7BH | | F40′ | | | | | Gotaverken.) | Grangesburg-Oxelosund | | | |
| 8177 | **Lapwing** | Brg | Br | Montreal | 516 | | '92 | Garden Island, Que. | The Sincennes McNaughton Line | O | 85CF(GL) | |
| 96,918 | | | 175.7 | 31.2 \| 12.1 | 536 | | rb'14 | (Tate & Co.) | | | Lake Erie & St. Lawrence. P.S.7,26 | |
| | 1D | | | | | | | | | | | |
| 8178 | **Lapwing** | Scw | Am | | | | 1918 | Brooklyn, | U. S. Govt. | 3Cyl TE19,29,46x30; | | |
| | Steel | | 180 | 35.3 \| 17.2 | | | 11 | (Todd's [N. Y. | (Navy Dept.) | 2WTB;WP200lbs;1400IHP | | |
| | 2D;W. Bal;Oil fuel 11BH | | | | | | | Shipyard Corp.) | | | | |
| 8179 | **Lara** | Scw | Am | Wilm'gton | 1760 | | 1919 | Wilmington, | Atlantic & | 3Cyl TE19¾,31½,54¼x36; | ✠A1Ⓔ | |
| 217,837 | xMoline Steel | | 300 | 44.1 \| 22.9 | 2967 | | 5 | (Pusey & [Del. | Caribbean Steam | Pusey & Jones Co; | ✠AMS | |
| LQPC | 2D;SUB.SIG;Wireless;W. Bal; 6BH | | P37′ | B76′ F29′ | 4300 | | | Jones Co.) | Navigation Co. | 2SB;Sun S. B. Co; | S.S.No.3,Chcs1,26; | |
| | Oil fuel F. P. above 150° F. C-30 | | | | | | | | | 123GS;5554HS;WP190lbs; | n shft;M.&B.S.1,26;Csh SB;CL | |
| | | | | | | | | | | 16501HP;rps1,26;Dkd,s rps11,26 | | |
| | W.B.—A.P.99t;D.T.a—43t;D.B.2 | 44′ 648 | t; F.P. | 64t | | | | | | | | |
| 8180 | **Laramie** | Scw | Am | Phila. | 5393 | | 1920 | Philadel- | U. S. Govt. | 3Cyl TE27,45½,76x51; | | |
| 219,548 | Steel | | 430 | 58 \| 31 | 7253 | | 2 | (Wm. [phia, Pa. | (Navy Dept.) | 3SB;WP190lbs;2800IHP | | |
| LVMP | 2D;Wireless;Long. frmg; 15BH | | | 33′ 4″ | 10242 | | | Cramp & Sons | | | | |
| | SUB.SIG;Mchy aft;Oil fuel;W. Bal | | P132′ | B45′ F48′ | | | | S. & E. B. Co.) | | | | |
| 8181 | **Laredo** | Brg | Am | New York | 283 | | 1923 | Kingston, | Southern | YP | | |
| 168,844 | | | 99 | 3.4 \| 9.4 | 283 | | 12 | (Jacob [N. Y. | Pacific Co. | | | |
| | 1D | | | | | | | Rice & Sons.) | | | | |
| 8182 | **Laredo** | Trn | Mex | | 257 | | '79 | Rockland, | | O,YP;Icf | ✠ — — | |
| | xM. A. Achorn | | 127 | 31 \| 11 | 308 | | 10 | (A. F. [Me. | | | Suspended1,25 | |
| | 1D | | | | | | | Ames.) | | | | |
| 8183 | **Laredo** | Brg | Am | New York | 190 | | 1916 | Keyport, | Mallory | Wd | | |
| 166,479 | | | 90 | 31 \| 7.9 | 190 | | | (Olsen & [N. J. | S.S. Co. | | | |
| | 1D | | | | | | | Jensen) | | | | |
| 8184 | **Larenberg** | Scw | Hol | Amsterdm | 2003 | | 1915 | Capelle | Vinke & | 3Cyl TE23½,38,64x42; | | BL |
| | Steel | Sch | 326.6 | 48.2 \| 22.9 | 3265 | | 3 | A/D Ysel, Hol. | Co., Mgrs. | 2SB;WP180lbs | | |
| PJBK | 1D;W. Bal;Wireless 5BH | | P22′ | B88′ F22′ | | | | (A. Vuijk & Zonen.) | | | | |
| 8185 | **Largo Law** | Scw | Br | Glasgow | 2533 | | 1907 | Newcastle, | T. Law & | 3Cyl TE26,42,72x48; | | BL |
| 124,163 | Steel | Sch | 379.6 | 50 \| 25.4 | 4005 | | 2 | (W. [Eng. | Co., Mgrs. | 3SB;WP180lbs | | |
| HKDC | 2D;Shel dk;Deep frmg; 6BH | | | | | | | Dobson & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 8186 | **Lark** | Scw | Am | | | | 1919 | Locust Point, Md. | U. S. Govt. | 3Cyl TE19,29,46x30; | | |
| | Steel | | 180 | 35.3 \| 17.2 | | | 4 | (Baltimore D. D. | (Navy Dept.) | 2WTB;WP200lbs;1400IHP | | |
| | 2D;W. Bal;Oil fuel 11BH | | | | | | | & S. B. Co.) | | | | |
| 8187 | **Lark** | MV | Am | Boston | 121 | | 1922 | Newcastle, | O'Hara | 2Cyl OilEng 16½x18⅞; | | |
| 222,565 | O,F,YP | | 115.5 | 25.4 \| 10.7 | 148 | | 5 | (Newcastle [Me. | Bros. Co. | 175BHP. | | |
| | 1D 2BH | | | | | | | Co.) | | | | |
| 8188 | **Larpool** | Scw | Br | Whitby | 2301 | | 1924 | Sunderland, | Rowland & | 3Cyl TE25,42,68x45; | | BL |
| 137,087 | Steel | | 363.5 | 51.4 \| 22.8 | 3872 | | 12 | (W. Pickers- [Eng. | Marwood S.S. | 2SB;WP180lbs | | |
| KRVB | 1D;Wireless;W. Bal 6BH | | P33′ | B222′ F31′ | | | | gill & Sons' Lim.) | Co. (Lim.) | | | |
| 8189 | **Las Vegas** | Scw | Am | Los Ang's | 3362 | 6′ | 1920 | Los Angeles, | U. S. Ship- | 3Cyl TE28½,47,78x48; | ✠A1Ⓔ | |
| 219,931 | Steel | | 410.5 | 54.4 \| 27.2 | 5403 | 23′ 11″ | 5 | (Los Angeles [Cal. | ping Board | Los Angeles S. B. & D. D. Co: | ✠AMS | |
| LWJM | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | 29′ 9″ | 8600 | | | S. B. & D. D. | | 3WTB;Springfield Bir. Wks; | S.S.No 1,Sanl 6,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P43′ | B114′ F46′ | | | | Co.) | | 12450HS;WP225lbs;3500IHP;EAC: | M.S,6,24;n shft;B.S.2,24; | |
| | | | | | | | | | | Dkd,d rpd10,26 | Clh BB;CL | |
| | W.B.—A.P.242t;D.B.356′1241t | ..... | ..... | ..F.P.109t | | | | | | | | |
| | F.O.— A.P.226t;D.B.306′ 951t;D | .T.640 | t;S.T.4 | 9t..... | | | | | | | | |
| 8190 | **Las Villas** | Scw | Cuban | Havana | 756 | | 1906 | Glasgow, | Empresa | 3Cyl TE17,28,47x30; | | |
| | xAlava II Steel | | 230 | 36.1 \| 11.2 | 1158 | | | (D. J. [Scot | Naviera de Cuba | 2SB;WP180lbs | | |
| HFLD | 1D;W. Bal 4BH | | | P146′ F37′ | | | | Dunlop & Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8191 | **Lasbek** xBen Dearg 1D;B | S | Am 283 | San Fran. 43 \| 24.5 P38′ F36′ | 2192 2335 | | '94 3 | Glasgow, (C. Connell & Co.) [Scot. | Robert Dollar Co. | Stl;1BH | | |
| 8192 145,939 KMGD | **Lassell** Steel 2D;Shel dk;Wireless;W. Bal 8BH | MV Twin | Br 430.2 F37′ | Liverpool 56.2 \| 34.9 | 4491 7417 | | 1922 6 | Dumbarton, (A. McMillan & Son, Lim.) [Scot. | Liverpool, Brazil & R. Plate S. N. Co. (Lim.) | 2-6CylOilEng26¾x43 | | BL |
| 8193 215,888 LJMS | **Lassen** Wood 1D;Mchy aft;Wireless | MV Twin | Am 170.2 | San Fran. 39.9 \| 12.4 | 443 717 | | 1917 | Hoquiam, (Mathews S. B. Co.) [Wash. | E. K. Wood Lumber Co. | 2-4CylOilEng; 700IHP. | | |
| 8194 131,834 HSPK | **Latchmere** xElrene Ariadne Steel xNethermead xDunrobin 6BH 1D;Web frms;Long. frmg; Wireless;W. Bal | Scw | Br 348.5 P30′ | London 50.1 \| 23.4 B102′ F39′ | 2371 3733 | | 1911 5 | Newcastle, (Tyne I. S. B. Co., Lim.) [Eng. | Sutton Shipping Co. (Lim.) | 3CylTE24,40,66x45; 2SB;WP180lbs | | BL |
| 8195 217,380 LPGH | **Latin American** Steel 1D | Scw | Am 97.2 | Pt. Arthur 23.5 \| 10.2 | 75 168 | | 1918 | Bath, (Texas S.S. Co.) [Me | Texas Co. | 2CylC16,34x24; 550IHP. | | |
| 8196 | **Latium** xOltenia xArchimides Steel 1D;Well dk;Web frms;W. Bal 4BH | Scw | Rou 272.2 P27′ | Constanza 38.8 \| 18.6 B114′ F29 | 1410 2251 | | '89 6 | Stockton, (Ropner & Son.) [Eng. | Associatia Marinarilor Romani | 3CylTE21,35,57x39; 2SB | | V |
| 8197 207,935 LBQM | **Latouche** Steel 2D;Mchy aft;Oil fuel; 3BH Wireless;W. Bal | Scw Sch | Am 240 | New York 41 \| 28 | 1481 2332 | | 1910 9 | Seattle, (The Moran Co.) [Wash. | Alaska S.S. Co. | 3CylTE17,28,47x36; 2SB;800IHP. | | |
| 8198 | **Laumona** xBaron Rose xSamuel S. Thorp 1D | Trn Aux Twin | Col 156.5 | Cartagena 35.2 \| 14.7 | 378 520 | | '81 | City Island, (D. Carll.) [N. Y. | J. Burnett | Wd; 1-2CylOilEng15x16½; 1-2CylOilEng16½x18⅛ | | |
| 8199 1,154 HCFL | **Laura** xClaus xTravancore 1D;B | S | Chl 269 P34′ | Valparaiso 39.7 \| 23.3 F30′ | 1824 1925 | | '92 4 | Pt. Glasgow, (W. Hamilton & Co.) [Scot. | Gonzalez, Soffa & Co. | Stl;1BH | | |
| 8200 221,436 MCWL | **Laura Annie Barnes** 1D | Sch | Am 181.2 | Salem 36.8 \| 15.3 | 635 698 | | 1921 | Phippsburg, (Frank S. Bowker & Sons.) [Me. | Charles H. Barnes | Wd | | V |
| 8201 109 NVGK | **Laura C** xLaura Steel 2D;Web frms;Oil fuel; 7BH Wireless;W. Bal | Scw | It 401 P36′ | Trieste 54.2 \| 30.2 B151′ F44′ | 3851 6181 | | 1923 3 | Monfalcone, (Cant. Nav. Triestino.) [It. | "Cosulich" Soc. Triestina di Navigazione | 3CylTE27,44,73x48; 3SB;WP180lbs | | I |
| 8202 | **Laura C. Hall** 1D | Sch | Col 81 | 25.6 \| 8.1 | 100 111 | | '98 6 | Parrsboro, (W. R. Huntley) [N. S. | ---------- | M;Gif(Sltd) | — Exp | |
| 8203 | **Laura Haldt** xJob H. Jackson 1D;B | Trn | Brz 152.5 | Rio Jan'ro 35 \| 13.8 | 452 522 | | '82 11 | Wilmington, (Jackson & Sharp Co.) [Del. | J. C. N. D. Oliveira | WO,YP;Icf(Oiled) | — Exp 4.21 | |
| 8204 162,129 | **Laura M. Keeler** 1D | Brg | Am 143.9 | New York 30.2 \| 10.8 | 389 389 | | 1903 | Elkton, (E. Delbert & Bros.) [Md. | Keeler Trans. Co. | Wd | | |
| 8205 NQHG | **Laura Maersk** xBelgien Steel 1D;W. Bal 5BH | Scw | Dan 241.2 P12′ | Svendborg 36.1 \| 16.5 B105′ F29′ | 873 1432 | | 1907 | Kiel, (Howaldtswerke.) Ger. | A. P. Moller, Mgr. | 3CylTE17,27,42x30; 2SB;WP180lbs;650IHP | | V |
| 8206 LCTB | **Laura Skogland** xTrebia Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Nor 338.7 P26′ | Hauges'nd 46 \| 17.9 B86′ F36′ | 2366 3705 | | 1902 5 | Pt. Glasgow, (Russell & Co.) [Scot. | A/S Skoglands Rederi | 3CylTE24,40,65x45; 2SB;WP180lbs | | BL |
| 8207 217,647 LQCV | **Laurel** Steel 2D;Long. frmg;Wireless; 6BH W. Bal C-33 W.B.—A.P.132t; D.B.294′794t; F. P.98t | Scw | Am 339.3 P47′ | Baltimore 49.1 \| 26.3 \| 28′7¾″ B75′ F30′ | 2639 4296 6300 | 5′ 8¼″ 23′ 1½″ | 1919 3 | Baltimore, (Baltimore D. D. & S. B. Co.) [Md. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & Mfg. Co; 3SB;Baltimore D. D. & S. B. Co; 189GS;5104HS;WP195lbs;1800SHP; Dkd1,21;s rps7,21 | ✠A1Ⓔ ✠AMS S.S.Mbl1,21; shft drn1,21;Clh BB;CL (Laid up) | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8208 | **Laurel** | Scw | Am | Portland | 3635 | 6′ 6″ | 1920 | Seattle, | Forest | 3Cyl TE26,43,73x48; | ✠A1Ⓔ | |
| 219,510 | xWest Jessup Steel | | | 410.5 \| 54.2 \| 29.2 | 5867 | 25′ 7″ | 1 | (Ames [Wash. | Transport Corp. | Ames S. B. & D. D. Co; | ✠AMS | |
| LVJW | 2D;Wireless;W. Bal; 7BH | | | \| 31′ 10½″ | 8800 | | | S. B. & D. D. Co.) | | 3SB;Puget Sound Mchy Depot; | S.S.No.1,PtdO5,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | | P44′ B119′ F47′ | | | | | | 9312HS;WP200lbs;3000IHP; | M.S.5,24;B.S.12,25; | |
| | | | | | | | | | | d rpd8,25;Dkd,s rps4,26 | n shft4,26;Clh BB;CL | |
| | W.B.—A.P.273t;D.B.353′838t;D. | T.34′1 | 000t | .....F.P.110t | | | | | | | | |
| | F.O.—A.P.255t;D.B.331′690t;D. | T.34′ | 934t | S. T.58t;F.P.103t | | | | | | | | |
| 8209 | **Laurel Branch** | Scw | Br | Sund'rl'nd | 2361 | | 1903 | Sunderland, | Nautilus | 3Cyl TE25,42,68x48; | | BL |
| 114,654 | xBerwen xBeethoven Steel | | | 360.2 \| 46 \| 18.4 | 3752 | | 7 | (Bartram [Eng. | Steam Shipping | 2SB;WP180lbs | | |
| VDLC | 1D;Spar dk;Deep frmg;Wireless; 6BH | | | P31′ B102′ F36′ | | | | & Sons.) | Co. (Lim.) | | | |
| | W. Bal | | | | | | | | | | | |
| 8210 | **Laurelpark** | Scw | Br | Greenock | 1188 | | 1922 | Grange- | Denholm | 3Cyl TE21,35,57x36; | | BL |
| 145,602 | Steel | | | 280.3 \| 41.9 \| 19 | 1935 | | 8 | mouth, Scot. | Shipping Co. | 2SB;WP180lbs | | |
| KMLF | 1D;Wireless;W. Bal 4BH | | | P21′ B68′ F29′ | | | | (Grangemouth Dockyard Co., Lim.) | (Lim.) | | | |
| 8211 | **Laurent Schiaffino** | Scw | Fr | Algiers | 2434 | | 1908 | So. Shields, | Soc. | 3Cyl TE26,43,71x48; | | BL |
| | xScientist xSargasso Steel | | | 359.4 \| 47.6 \| 15.4 | 3844 | | 10 | (J. [Eng. | Algerienne de Nav. | 2SB;WP180lbs | | |
| | 1D;Spar dk;Deep frmg; 6BH | | | P83′ B122′ F39′ | | | | Readhead & Sons.) | pour l'Afrique du Nord | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 8212 | **Laureon L.** | Brg | Br | Quebec | 1089 | | 1918 | Three Rivers | Sincennes- | Wd | 100(GL) | |
| 141,850 | xCattenon | | | 196 40.3 \| 15.4 | 1123 | | | (Three [Que. | McNaughton Line | | P.S.5,26 | |
| | 1D;B | | | | | | | Rivers Shipyards, Lim.) | | | | |
| 8213 | **Lautaro** | Scw | Chl | Valparaiso | 1308 | | '88 | Sunderland, | Borquez & | 3Cyl TE22,37,60x39; | | |
| 1,068 | xJeneral Freire xRuysdael Steel | | | 275 38.2 \| 20.6 | 1885 | | 9 | (J. L. [Eng. | Co. | 2SB;1AuxSB;WP160lbs | | |
| HBDJ | 1D;Web frms;Well dk; 6BH | | | P20′ B116′ F33′ | | | | Thompson & Sons) | | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 8214 | **Lautaro** | MV | Br | London | 3950 | | 1915 | Glasgow, | Pacific | 2-6CylOilEng24x33 | | BL |
| 137,487 | xGlengyle xBostonian Steel | Twin | | 399.1 52.2 \| 33.9 | 6240 | | 12 | (Harland [Scot. | Steam Nav. | | | |
| JMCG | 2D;Wireless;W. Bal 8BH | | | | | | | & Wolff, Lim.) | Co. | | | |
| 8215 | **Lauterfels** | Scw | Ger | Bremen | 3849 | | 1921 | Bremen, | Deutsche | 3Cyl TE29,47,76x54; | | G |
| | Steel | | | 431.6 56.3 \| 30.4 | 6310 | | 2 | (Akt. Ges. [Ger. | Dmpfsfahrts | 4SB;WP200lbs | | |
| QLHK | 2D;W. Bal;Wireless;SUB.SIG. 6BH | | | P78′ B133′ F56′ | | | | "Weser".) | Ges. Hansa | | | |
| 8216 | **Lavada** | Scw | Am | San Fran. | 3762 | 8′ 2″ | 1920 | Bay Point, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 220,649 | Steel | | | 402.4 53 \| 32 | 6052 | 26′ 6″ | 9 | (Pacific [Cal. | ping Board | Hallidie Co; | ✠AMS | |
| MBNV | 2D;Long. frmg;Wireless; 7BH | | | \| 34′ 6″ | 9500 | | | Coast S. B. Co.) | | 3SB;Moore S. B. Co; | S.S.No.1,NO11,24; | |
| | SUB.SIG; 6BH to Fbd dk | | | P48′ F38′ | | | | | | 8745HS;WP210lbs;2800SHP;EAC; | M.&B.S.11,24;shft drn9,25; | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | d rpd6,26;Dkd,s rps7,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.49t;D.B.344′127It;D. | T.30′5 | 40t | .....F.P.72t | | | | | | | | |
| | F.O.....D.B.327′1106t;D. | T.30′5 | 04t; S. | T.41t..... | | | | | | | | |
| 8217 | **Laval County** | Scw | Nor | Bergen | 2390 | | 1918 | Osaka, | O. Orvig, | 3Cyl TE24,41,67x48; | | |
| | xStorborg xMeichu Maru Steel | | | 345 49.8 \| 28.1 | 3944 | | 11 | (Osaka Iron [Jap. | Mgrs. | 2SB;WP180lbs | | |
| LBGN | 1D;Shel dk;Web frms; 6BH | | | P30′ B99′ F34′ | | | | Works, Lim.) | | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | | | | | |
| 8218 | **Lavalle-Medeci** | Sch | Arg | Buen Aires | 174 | | '83 | Riviere St. | Semorile, | M;If(Sltd) | | |
| | xJeannette | | | 100 26.3 \| 12.7 | 183 | | 7 | Francis, Can. | Cacciola & Forte | | | |
| | 1D;B | | | | | | | (F. Bouchard.) | | | | |
| 8219 | **Laverna** | Sch | Br | St. Johns | 96 | | 1911 | Essex, | Geo. C. | O,YP;Icf | | |
| 142,939 | | | | 106.1 25.2 \| 12 | 141 | | 7 | Mass. | Harris | | | |
| 8220 | **Lavinia M. Snow** | Trn | Am | Rockland | 292 | | '93 | Rockland, | I. L. Snow | O,YP;Icf(Resltd'04) | ✠ — — | |
| 141,257 | | | | 133 31.7 \| 10.9 | 354 | | 3 | (I. L. [Me. | & Co. | | Suspended12,21 | |
| KLPH | 1D | | | | | | | Snow.) | | | | |
| 8221 | **Lavolta** | Sch | Am | Ellsworth | 173 | | '70 | Ellsworth, | Whitcomb, | M;Icf | | |
| 15,680 | | | | 104 28 \| 11.4 | 204 | | 5 | Me. | Haynes & Whitney | | | |
| JKBC | 1D | | | | | | | | | | | |
| 8222 | **Lawhill** | Bk | Fin | Mariehmn | 2540 | | '92 | Dundee, | G. Erikson | Stl;1BH | | BL |
| 525 | | 4 M | | 317.4 45 \| 25.1 | 2816 | | 9 | (W. B. [Scot. | | | | |
| TPJB | 2D | | | P42′ B48′ F33′ | | | | Thompson & Co., Lim.) | | | | |

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| No. Off. No. / Signal Letters | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8223 | **Lawrence** | Drg | Am | Baltimore | 202 | | 1925 | Baltimore, (Ellicott [Md. Mach. Corp.) (Chas. Rohde & Sons.) | Ellicott Machine Corp. | Wd | | |
| 169,367 | 1D;B | | 109.8 | 34 \| 6.1 | 202 | | 12 | | | | | |
| 8224 | **Lawrence** | Scw | Am | Pt. Huron | 91 | | 1917 | Morristown, N. Y. | Port Huron & Sarnia Ferry Co. | 2CylC10,18x12; | 90(GL) | |
| 214,973 | xJohn Webster Wood | | 95.4 | 25.2 \| 6.4 | 134 | | | | | 1SB;WP140lbs | P.S.7,26 | |
| | 1D | | | | | | | | | | | |
| 8225 | **Lawrence** | Brg | Am | N. London | 427 | | '87 | N. London, Conn. | Thames Towboat Co. | YP;Gif | | |
| 48,562 | | | 151 | 32.5 \| 11 | 449 | | | | | | |
| 8226 | **Layland** | Brg | Am | San Juan | 950 | | 1921 | San Juan, (The Snare [P. R & Triest Co.) | The Porto Rico Coal Co. | Stl;6BH | **A1** Harbor Service | |
| 168,298 | xPocahontas | | 152 | 36 \| 18 | 950 | | 10 | | | | | |
| | 1D | | | | | | | | | | | |
| 8227 | **Le Baron S. Willard** | Brg | Am | New York | 444 | | 1908 | Gildersleeve, (Gilder- [Conn. sleeve S. B. Co.) | Bertell W. King | Wd;If | | |
| 163,691 | xJoe Scully | | 120 | 30 \| 12 | 468 | | | | | | | |
| 8228 | **Le Coq** | Scw | Br | Newcastle | 2135 | | '95 | Low Walker, (Armstrong, [Eng. Mitchell & Co.) | Lane, Davies & Newman, Mgrs. | 3CylTE24,40,64x48; | | V |
| 104,289 | Iron & Steel | Sch | 330 | 42.8 \| 28.5 | 3431 | | 8 | | | 2SB;WP160lbs;1700IHP | | |
| PBGN | 2D;Oil in bulk;Wireless;W. Bal 19BH | | P83′ | B22′ F44′ | | | | | | | | |
| | Mchy aft | | | | | | | | | | | |
| 8229 | **Le Mousquetaire** | Trn | Fr | Granville | 280 | | 1919 | Salmon River, N. S. (J. N. Rafuse & Sons, Lim.) | Pecheries de France | P,Ch;Gif | | V |
| | x St. Clair Ritcey | | 125.2 | 30.9 \| 11.4 | 341 | | 10 | | | | | |
| OLHM | 1D | | | | | | | | | | | |
| 8230 | **Le Rhin** | Scw | Fr | Marseilles | 1494 | | 1920 | Liverpool, (H. & C. [Eng. Grayson, Lim.) | Cie. de Nav. Paquet | 3CylTE21,34,56x36; | | V |
| | Steel | | 265 | 41 \| 27 | 2456 | | 8 | | | 2SB;WP180lbs;1100IHP | | |
| OLJM | 1D;Shel dk;Wireless;W. Bal 5BH | | | | | | | | | | | |
| 8231 | **Le-Sahel** | Scw | Fr | Tunis | 363 | | '96 | Baltimore, (G. Reeder [Md. & Sons.) | Cie. Maritime Tunisienne | 2CylC17½,38x28; | | V |
| | xApache Steel | | 156.2 | 30.3 \| 16.6 | 541 | | | | 1SB;WP149lbs;400IHP | | |
| OWYP | 1D 3BH | | | | | | | | | | | |
| 8232 | **Le Volontaire** | Trn | Fr | Granville | 179 | | 1918 | Shelburne, (J. A. [N. S. Rafuse & Sons.) | Les Pecheries de France | Wd | | V |
| | | | 109.2 | 27.9 \| 10.1 | 224 | | | | | | | |
| OVUA | 1D | | | | | | | | | | | |
| 8233 | **Leach Bros.** | Brg | Am | New York | 424 | | 1913 | Kingston, (R. [N. Y. Lenahan & Co.) | John F. Leach | Wd | | |
| 165,529 | | | 114.2 | 28.4 \| 12.6 | 424 | | | | | | | |
| | 1D | | | | | | | | | | | |
| 8234 | **Leader** | StW | Am | San Fran. | 156 | | '84 | Stockton, Cal. | California Nav. & Imp. Co. | 2CylC16,30x72; | | |
| 140,718 | Wood | | 144 | 32 \| 6.5 | 236 | | | | | 2Blrs;WP165lbs;550IHP. | | |
| | 1D | | | | | | | | | | | |
| 8235 | **Leafield** | Scw | Br | Glasgow | 1616 | | 1905 | Newcastle, (Wood, [Eng. Skinner & Co., Lim.) | Clyde Commercial Steamships (Lim.) | 3CylTE23,37,61x39; | | BL |
| 118,659 | Steel | | 313.3 | 45 \| 20.5 | 2539 | | 6 | | | 2SB;WP180lbs | | |
| HCSP | 1D;Deep frmg;Wireless;W. Bal 5BH | | P26′ | B96′ F27′ | | | | | | | | |
| 8236 | **Leander Wilcox** | Scw | Am | N.London | 101 | | 1903 | Noank, (A. Palmer [Conn. & Sons S. B. Co.) | Fisheries Products Co. | 2CylC16,30x22; | | |
| 141,863 | Wood | | 126 | 22.3 \| 9.2 | 205 | | 5 | | | 1Blr;200IHP. | | |
| | 1D | | | | | | | | | | | |
| 8237 | **Lebanon** | Scw | Am | Cleveland | 5482 | | 1907 | Ecorse, (Great [Mich. Lakes Eng. Wks.) | Bethlehem Transp. Corp. | 3CylTE23,37,63x42; | 100(GL) | |
| 204,720 | xEffingham B. Morris Steel | | 530 | 56.2 \| 31 | 6971 | | 12 | | | 2SB;WP180lbs;1800IHP. | P. S.5,26 | |
| | 1D;B;Mchy aft;W. Bal 4BH | | | | | | | | | | | |
| 8238 | **Lebec** | Scw | Am | New York | 4250 | 7′ 10¾″ | 1921 | Alameda, (Bethlehem [Cal. S. B. Corp., Lim.) | Standard Transp. Co. | 3CylTE27,47,78x48; | ✠A1Ⓔ Oil Carrier. | |
| 221,358 | xHamer Steel | | 435 | 56.2 \| 33.5 | 6900 | 25′ 10″ | 7 | | | Bethlehem S. B. Corp., Lim; | ✠AMS | |
| MCVG | 2D;Mchy aft; 15BH | | | 33′ 6″ | 10000 | | | | | 3SB;Bethlehem S. B. Corp., Lim; | S.S.No.1,8Ped5,25; | |
| | Long. frmg;Wireless; 9BH to Fbd dk | | P106′ | B47′ F42′ | | | | | | S235HS;WP220lbs;2800IHP; | n shft10,24;M.&B.S.5,25; | |
| | SUB.SIG; , 6BH to 2d dk | | | | | | | | | EAC;Dkd,d rpd5,26;s rps10,26 | shft drn5,26;Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.74t;D.B.a64′203t..... | | ...D.T | .f.50′881t; F.P.9 | 7t | | | | | | | |
| | F.O.....D.T. | a.19′91 | 9t;D.T | .f.50′824t..... | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8239 | **Lebore** | Scw | Am | New York | 4546 | 11′ 11½″ | 1924 | San Francisco, Cal. | Ore S.S. Corp., Mgrs. | Stm Tbns; | ✠A1Ⓔ Ore Carrier. | C |
| 223,475 | Steel | Twin | 549.6 \| 72.2 \| 40.5 | | 8289 | 32′ 4″ | 1 | (Bethlehem S. B. Corp.) | | Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 12861HS;WP220lbs;5000SHP;DB; EAC;Dkd,d rpd5,26;Exmd9,26 | ✠AMS shfts drn5,26;SBP;CL | |
| MFHT | 1D;Long. frmg; 9BH | | P118′ | F50′ 44′ | 20890 | | | | | | | |
| | Wireless;Mchy aft; C-46 | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| | W.B.—A.P.322t;I.T.a38t | | | W.T.a40′6 | 32t;W. | T.a30′507t | | | | | | |
| | F.O. S.T.a9′4 | 07t; D. | T.a10′ | 795t; W.T.a40′5 | 90t. | | | | | | | |
| | W.B.—D.B.446′5794t;W.T.377′13 | 559t;W | T.f39′ | 540t;D.T.f27′86 | 6t;F.P. | 662t | | | | | | |
| | F.O. | | | | | | | | | | | |
| 8240 | **Ledbury** | Scw | Br | London | 2186 | | 1912 | Rostock, | Alexander | 3Cyl TE23,39,62x41; | | BL |
| 147,592 | xPodesta xOdessa Steel | | 366 | 50.8 \| 21.5 | 3528 | | | (Akt. [Ger. | Shipping Co. | 2SB;WP192lbs | | |
| KQDM | 1D;Shel dk;SUB.SIG;W. Bal; 6BH | | F38′ | | | | | Ges. Neptun.) | (Lim.) | | | |
| | Wireless | | | | | | | | | | | |
| 8241 | **Leerdam** | Scw | Hol | Rotterd'm | 5404 | | 1921 | Schiedam, | Holland- | Stm Tbns; | | BL |
| | Steel | | 450 | 58.2 \| 37.2 | 8854 | | 6 | (New Water- [Hol. | American Line | 4SB;WP215lbs | | |
| PJCN | 2D;Shel dk;Wireless; 8BH | | B81′ | F50′ | | | | way S.B.Co.) | | | | |
| | Oil fuel;W. Bal | | | | | | | | | | | |
| 8242 | **Leersum** | Scw | Hol | Amst'dam | 2287 | | 1916 | Capelle a/d | Stoomv. | 3Cyl TE24½,40,67x45; | | BL |
| | Steel | | 360 | 48.3 \| 22.8 | 3682 | | 8 | (A. [Ysel, Hol. | Maats Oostzee | 3SB;WP180lbs | | |
| PJCT | 1D;W Bal;Wireless 5BH | | P27′ | B101′ F27′ | | | | Vuijk & Zonen.) | | | | |
| 8243 | **Leesport** | Brg | Am | Phila. | 876 | | 1912 | Noank, | Reading Co. | O,Hk,YP;Gif(Sltd) | | |
| 210,389 | | Sch | 195 | 35 \| 17.6 | 963 | | | (R. Palmer [Conn. | | | | |
| LCNG | 1D;B | | | | | | | & Sons S. & E. B. Co.) | | | | |
| 8244 | **Leetung** | Scw | Chi | Chefoo | 1123 | | '84 | Glasgow, | LeetungS.S. | 2CylC36,68x44 | | |
| | xSatsuma Maru Steel | | 265.5 | 35.7 \| 18.4 | 1836 | | 5 | (Napier, [Scot. | Co. (Lim.) | | | |
| | 2D;Spar dk;W. Bal 5BH | | | | | | | Shanks & Bell.) | | | | |
| 8245 | **Legazpi** | Scw | Sp | Barcelona | 2563 | | 1904 | Middlesbro | Cia. | 2-3CylTE21½,36,59x42; | | BL |
| | xZungeru Steel | Twin | 375.5 | 47 \| 23.3 | 4349 | | 7 | (Sir Raylton [Eng. | Transatlantica | 4SB;WP180lbs | | |
| HRVN | 2D;Deep frmg Wireless;D.F; 6BH | | P & B | 261′ F42′ | | | | Dixon & Co., Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 8246 | **Legie** | Scw | Ct-Sw | Prague | 3560 | | 1920 | Yokohama, | Banka | 3CylTE26,43,72x48; | | BL |
| | xTaikai Maru Steel | | 400 | 54.5 \| 30 | 5735 | | 4 | (Uchida [Jap. | Cesko Sloven- | 3SB;WP200lbs | | |
| SBMR | 2D;Wireless;W. Bal 6BH | | P39′ | B121′ F40′ | | | | S. B. & Eng. Co., Lim.) | skych Legie | | | |
| 8247 | **Legonia II** | Scw | Am | Norfolk | 119 | | 1909 | Wilmington, | John M. | 4CylTE12,18,20,20x15; | | |
| 206,627 | xWalucia xLydonia Steel | | 140.4 | 21.5 \| 13.3 | 244 | | | (Pusey [Del. | Masury | 2WTB;500IHP. | | |
| LBFP | 1D | | | | | | | & Jones.) | | | | |
| 8248 | **Lehi** | Brg | Am | Phila. | 164 | | 1904 | Astoria, | Trexler | Wd | | |
| 165,646 | | | 85.8 | 30.1 \| 7.3 | 164 | | | (Ward [N. Y. | Lumber Co. | | | |
| | 1D | | | | | | | & Co.) | | | | |
| 8249 | **Lehigh** | Scw | Am | New York | 29 | | 1919 | Green Bay, | Lehigh | 2CylC18,38x26; | ✠ — — | |
| 218,516 | xSuamico WO,O,F;Gif | | 94.8 | 24.6 \| 14.7 | 176 | | 8 | (Northwest [Wis. | Valley R.R. Co. | 1SB;WP155lbs;450IHP. | ✠ — — | |
| LSBG | 1D 2BH | | | | | | | Eng. Wks.) | | | Suspended11,23 | |
| 8250 | **Lehigh** | Scw | Br | Montreal | 888 | | '80 | Wyandotte, | George Hall | 2CylC18½,52x36; | 95(GL) | |
| 141,839 | Iron | | 247.9 | 35.6 \| 15.3 | 1506 | | rb '20 | (Detroit [Mich. | Coal & Shipping | 1SB;WP130lbs;871HP. | P.S.5,26 | |
| | 1D;Mchy aft;W. Bal 3BH | | | | | | | D. D. Co.) | Corp. | | | |
| 8251 | **Lehigh** | Scw | Am | P. Amboy | 303 | | 1900 | Port Richmond, N. Y. | Bee Line | 3CylTE16½,25,43x30 | | |
| 141,644 | Steel | | 136 | 26 \| 13.4 | 446 | | | (Burlee D. D. Co.) | Transp. Co. | 735IHP. | | |
| KPVH | 1D | | | | | | | | | | | |
| 8252 | **Lehigh** | Scw | Am | Phila. | 3046 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,450 | Steel | | 390 | 54.2 \| 27.6 \| 32′ | 4983 | 24′ 5″ | 7 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LRVG | 2D;SUB.SIG;Wireless;W. Bal; 8BH | | P50′ | B121′ F40′ | 7825 | | | Int. S. B. Co.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,Bost10,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | M.S.10,23;shft drn5,24; | |
| | | | | | | | | | | Dkd, d rpd4,26;s rps6,26;Exmd7,26 | B.S.9,26;Cih BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t | | D.T | .36′892t; F.P.14 | 4t | | | | | | | |
| | F.O. D.B.257′1162t;S. | T.14′1 | 29t | | | | | | | | | |
| 8253 | **Lehigh** | Scw | Am | Cleveland | 5101 | | 1905 | Lorain, | Bethlehem | 3CylTE23½,38,63x42; | 100(GL) | |
| 202,311 | xWilliam A. Rogers Steel | | 525 | 55 \| 31 | 6524 | | 8 | (American [Ohio | Transp. Corp. | 2SB;WP180lbs;1600IHP. | P.S.5,26 | |
| | 1D;Mchy aft;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 8254 | **Lehua** | Scw | Am | San Fran. | 129 | | '79 | San Francisco, Cal. | Red Salmon | 2CylC12,20x24; | | |
| 141,650 | Wood | | 112 | 24.1 \| 8.1 | 176 | | | (Turner.) | Canning Co. | 1CRTB;WP100lbs;175IHP. | | |
| KQBR | 1D;B 3BH | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8255 | **Leicester** | Scw | Br | Hull | 1478 | | 1919 | W. Hartle- | James | 3Cyl TE 22,36,59x39; | | BL |
| 143,063 | xWar Currant Steel | | 303 | 43 \| 20.8 | 2505 | | 4 | (W. [pool, Eng. | Bell & Co., | 2SB;WP180lbs | | |
| JWMQ | 1D;Wireless;W. Bal 6BH | | P33′ | B81′ F32′ | | | | Gray & Co., Lim.) | Mgrs. | | | |
| 8256 | **Leif** | Scw | Nor | Oslo | 1107 | | 1920 | Bristol, | C. T. | 3Cyl TE 20,33,54x36; | | N |
| | xBygdo Steel | | 270 | 42.2 \| 17.8 | 1925 | | 10 | (Chas. Hill [Eng. | Gogstad & Co. | 2SB;WP180lbs | | |
| LBJS | 1D;Wireless;W. Bal 4BH | | P25′ | B78′ F30′ | | | | & Sons, Lim.) | | | | |
| 8257 | **Leif** | Sch | Dan | Thuro | 149 | | 1904 | Thuro, | R. W. | Wd | | V |
| | | | 103.1 | 24.1 \| 11.4 | 175 | | | (J. P. [Den. | Rasmussen | | | |
| NMWB | 1D; | | | | | | | Jorgensen.) | | | | |
| 8258 | **Leighton** | MV | Br | Liverpool | 4485 | | 1921 | Dumbarton, | Liverpool, | 2-6Cyl Oil Eng 26⅜x39⅜ | | BL |
| 145,877 | Steel | Twin | 430.1 | 56.2 \| 34.9 | 7412 | | 10 | (A. [Scot. | Brazil & River | | | |
| KJQV | 2D;Shel dk;Wireless;W. Bal 8BH | | F37′ | | | | | McMillan & Son.) | Plate S. N. Co. (Lim.) | | | |
| 8259 | **Leikanger** | Scw | Nor | Bergen | 2482 | | 1923 | Pt. Glasgow, | Westfal- | 3Cyl TE 26,42,70x48; | | N |
| | Steel | | 375.3 | 52.2 \| 23.9 | 4002 | | 11 | (Lithgows, [Scot. | Larsen & Co. | 3SB;WP180lbs | | |
| LDHB | 2D;Oil fuel;Wireless;W. Bal 6BH | | | | | | | Lim.) | A/S | | | |
| 8260 | **Leise Maersk** | MV | Dan | Svendborg | 1748 | | 1921 | Odense, | Damskibs | 6Cyl Oil Eng 24 1/16 x51 3/16 | | BL |
| | Steel | | 302.2 | 44.2 \| 26.2 | 2925 | | 8 | (Skbvs. [Den. | Svendborg | | | |
| NCWP | 1D;Shel dk;Wireless;W. Bal 5BH | | F32′ | | | | | v/d. A. P. Moller.) | | | | |
| 8261 | **Leitrim** | Scw | Br | London | 5460 | | 1915 | Middlesboro | Union S.S. | Stm Tbns; | | BL |
| 139,108 | Steel | Sch | 470 | 60.2 \| 36.3 | 8988 | | 10 | (Rayiton [Eng. | Co. of New | 6SB;WP180lbs | | |
| JMFV | 2D;Shel dk;Wireless;W. Bal 7BH | Twin | B188′ | F49′ | | | | Dixon & Co., Lim.) | Zealand (Lim.) | | | |
| 8262 | **Lekhaven** | Scw | Hol | Rotterd'm | 2987 | | 1921 | Newcastle, | Gebr. Van | 3Cyl TE 25,41,69x48; | | BL |
| | Steel | | 359.9 | 52 \| 31.5 | 4802 | | 5 | (W. Dobson [Eng | Uden | 3SB;WP180lbs | | |
| PJFC | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | & Co.) | | | | |
| 8263 | **Lembit** | Scw | Est | Pernau | 1021 | | '89 | Whitby, | Joh. Linde | 3Cyl TE 20,33,54x36; | | BL |
| 4 | xIlityd Steel | Sch | 259 | 37.2 \| 16.9 | 1766 | | 7 | (T. [Eng | | 2SB;WP160lbs | | |
| HPLY | 1D;B;Well dk;Wireless;W. Bal 6BH | | P28′ | B112′ F32′ | | | | Turnbull & Son.) | | | | |
| 8264 | **Leme** | MV | It | Venice | 5127 | | 1925 | Trieste, | Nav. Libera | 2-6Cyl Oil Eng 24x38; | | I |
| 188 | Steel | Twin | 467.6 | 57.2 \| 31.5 | 8123 | | 10 | (Stabilimento [It. | Triestina | 2LC | | |
| NVIQ | 1D;Shel dk;Wireless;W. Bal 9BH | | | B205′ F41′ | | | | Tecnico.) | | | | |
| 8265 | **Lemery** | Scw | Am | Manila | 89 | | '91 | Hong Kong, | Tarnate & | | | |
| 173,054 | xCervantes Wood | | 108.9 | 29.9 \| 7.6 | 167 | | | China | Co. | | | |
| 8266 | **Lemoyne** | Scw | Br | Midland | 7503 | | 1926 | Midland, | Steamships | 3Cyl TE 25½,41½,72x48; | (★100 (GL) | |
| 152,647 | xGlenmohr Steel | | 621.1 | 70.2 \| 25.4 | 10480 | | 8 | (Midland [Ont. | Limited | 4SB;WP200lbs | | |
| | 1D;Mchy aft;Wireless;W. Bal 4BH | | | F48′ | | | | S. B. Co.) | | | | |
| 8267 | **Lempira** | Scw | Hon | Pt. Cortez | 2005 | | 1914 | Newcastle, | Cuyamel | 3Cyl TE 23,38,63x39; | | BL |
| | xTanamo xVan Hogendorp Steel | | 331.2 | 45.2 \| 25.6 | 3298 | | 5 | (Swan, [Eng. | Fruit Co. | 3SB;WP180lbs | | |
| | 2D;Wireless;Oil fuel;W. Bal 5BH | | F43′ | | | | | Hunter & Wigham | | | | |
| | | | | | | | | Richardson.) | | | | |
| 8268 | **Lemuel Burrows** | Scw | Am | Boston | 4787 | | 1917 | Camden, | Mystic | 3Cyl TE 27,45,75x51; | | BL |
| 215,535 | xDeepwater Steel | | 437 | 63.6 \| 33.7 | 7610 | | 10 | (New [N. J. | S.S. Co. | 3SB;WP195lbs;3200IHP | | |
| LHSM | 1D;SUB.SIG;Oil fuel; 7BH | | P28′ | B72′ F32′ | | | | York S. B. Co.) | | | | |
| | Web frms;Wireless;W. Bal | | | | | | | | | | | |
| 8269 | **Lena Luckenbach** | Scw | Am | New York | 4211 | 9′ 1¾″ | 1920 | Kobe, | Luckenbach | 3Cyl TE 27,45,75x51; | ✠A1Ⓔ With Freeboard. | |
| 220,589 | xEastern Soldier Steel | | 425 | 53.8 \| 26.4 | 6749 | 28′ 6″ | 9 | (Harima [Jap. | S.S. Co., Inc. | Teikoku S.S. Co; | ✠AMS | |
| MBKN | 2D;Shel dk; 7BH | | | \| 37′ 6″ | 10600 | | | Dockyard Co.) | | 3SB;Sun S. B. & D. D. Co; | S.S.No.1,Seat2,24; | |
| | Wireless; 1BH to Fbd dk | | | | | | | | | 8331HS;WP185lbs;3200IHP; | M.S.2,24;n shft 10,25; | |
| | SUB.SIG; 6BH to 2d dk | | | | | | | | | EAC;Dkd4,26;d rpd7,26;s rps10,26 | B.S;sbft drn4,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| | W.B.—A.P.196t;D.B.366′1100t. | | F.P.14 | 1t | | | | | | | | |
| | F.O.—A.P.183t;D.B.321′ 847t;S. | T.179t | F.P.13 | 2t | | | | | | | | |
| 8270 | **Lenape** | Scw | Am | Phila. | 433 | | 1904 | Camden, | Reading Co. | 3Cyl TE 18,28,45x32; | | |
| 201,528 | Steel | | 157.7 | 29.9 \| 17.2 | 637 | | 11 | (John H. [N. J. | | 2SB;WP170lbs;1000IHP. | | |
| KTMC | 2D;SUB.SIG. 7BH | | | | | | | Dialogue & Son.) | | | | |
| 8271 | **Lenfield** | MV | Br | Newcastle | 2406 | | 1924 | Newcastle, | E. J. | 4Cyl Oil Eng 24x50 | | BL |
| 14,811 | Steel | | 360.2 | 51.2 \| 24.1 | 3927 | | 12 | (Swan, [Eng. | Sutton & Co. | | | |
| KRWB | 1D;Wireless;W. Bal 6BH | | P36′ | B122′ F31′ | | | | Hunter & Wigham | | | | |
| | | | | | | | | Richardson.) | | | | |
| 8272 | **Leningrad** | Scw | Rus | Leningrad | 1295 | | '89 | W. Hartle- | Govt. | 3Cyl TE 21,34,56x36; | | |
| | xLineli xKrasny xMarian Steel | | 274 | 37.2 \| 16.7 | 1886 | | 9 | pool, Eng. | Baltic S.S. Co. | 2SB;WP160lbs | | |
| JABN | 1D;Well dk;Web frms;W. Bal 4BH | | P29′ | B112′ F37′ | | | | (Irvine & Co.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8273 4,680 JQHK | **Lenita** 1D;B | Bk | Swd 144.1 | Stockholm 30.9 \| 15.1 | 395 451 | | '94 6 | Sundsvall, (J. A. Strandberg.) [Nor. | O. N. Lagerstedt | O,P;Icf(Sltd) | | V |
| 8274 85,342 | **Leo** 1D | Trn | Br 97.2 | Charl'tt'n 24.6 \| 10.8 | 120 165 | | '82 11 | Mahone Bay, N. S. (Langille.) | J. M. Chapman | M;Icf | | |
| 8275 141,226 TPKF | **Leo Le Blanc** 1D | Trn | Br 159 P44′ | Liverpool 32.2 \| 12 | 393 444 | | 1919 7 | Belliveau Cove, N. S. (Hankinson S. B. Co.) | A. A. Therlault | B,Bch,Sp;Gif; clk t dk5,21;s rps,s b clkg7,26 | ✠A1 S.S.No.1,Hlfx6,23 | |
| 8276 222,513 MDSQ | **Leoben** Steel 1D 5BH | Scw | Am 135.6 | New York 22.6 \| 12.7 F27′ | 194 285 | | 1918 10 | Ft. William, (Canadian Car & Foundry Co.) [Ont. | John W. Sullivan Co. | 3CylTE13,22,36x24; 1SB;WP185lbs;560IHP. | | BL |
| 8277 MLDU | **Leodium** xLiberia Steel 2D;Wireless;W. Bal 7BH | Scw | Blg 352.9 P45′ | Antwerp 45.2 \| 26.3 B87′ F44′ | 2627 3509 | | 1905 | Geeste-münde, Ger. (Rickmers, Reismuhlen, R. & S. B. A. G.) | Armement Deppe | 3CylTE23,38½,63x43½; 3SB;WP185lbs;1600IHP. | | V |
| 8278 139,456 JRQM | **Leominster** xCapelcastle Steel 1D;Wireless;W. Bal 6BH | Scw | Br 360.1 P33′ | Hull 50 \| 22.9 B110′ F33′ | 2353 3872 | | 1917 11 | Sunderland, (R. Thompson & Sons Lim.) [Eng. | Anglo-European S.S. Co. (Lim.) | 3CylTE25,42,68x45; 2SB;WP180lbs | | BL |
| 8279 224,394 | **Leon** Wood 1D;Wireless | MV | Am 95.9 | N. London 25 \| 13.8 | 56 218 | | 1924 | Groton, (New London S.& E. Co.) [Conn. | New London S. & E. Co. | 6CylOilEng16½x24; 600BHP. | | |
| 8280 141,533 | **Leon** Wood 1D | StW | Am 181 | St. Mich'el 36.5 \| 6.7 | 402 638 | '98 | San Fran-cisco, Cal. (T.P.H.Whitelaw) | American-Yukon Nav. Co. | 2CylC16,28x—; 1Blr;700IHP. | | |
| 8281 141,742 | **Leon L.** 1D;Mchy aft | Sch Aux Twin | Br 188.8 P30′ | Quebec 36.2 \| 15.1 F36′ | 646 866 | | 1920 6 | Sorrel, (Transporta-tion & Shipping Co., Lim.) [Can. | W. Noble | Wd; 2-2Cyl Oil Eng 14⅞x15¾ | | BL |
| 8282 HRWL | **Leon XIII** xIsla de Cuba Steel 3D;Wireless;D.F.sub.sig;W. Bal 6BH | Scw | Sp 410.4 P50′ | Barcelona 46.1 \| 29.5 B162′ F51′ | 2999 5087 | | '88 5 | Glasgow, (A. & J. Inglis) [Scot. | Cia. Trasatlantica | 3CylTE33,52,86x60; 3DB;WP170lbs | | BL |
| 8283 222,065 MDNL | **Leona & Marion** xMachias 1D | Trn | Am 134 | Machias 28 \| 9.4 | 263 313 | | 1920 2 | Machias, (Job Shipyard Corp.) [Me. | B. F. & C. A. Small | O,Hw,Sp,F,YP;Gif(Sltd) s rps,clk a5,25 | ✠A1 Biennial Survey. S.S.No.1,PtG5,25 | |
| 8284 207,272 | **Leonard B. Miller** Steel 1D;B;Mchy aft;W. Bal Sch 4BH | Scw | Am 504 | Fairport 54 \| 30 | 4921 6291 | | 1910 4 | Cleveland, (American S. B. Co.) [Ohio | The Columbia S.S. Co. | 3CylTE23½,38,63x42; 2SB;WP180lbs;1760IHP. | (★100(GL) P.S 4,25 | |
| 8285 201,959 | **Leonard C. Hanna** Steel 1D;Mchy aft;W. Bal 3BH | Scw | Am 504 | Fairport 54 \| 30 | 4922 6356 | | 1905 5 | Cleveland, Ohio (Amer. S. B. Co.) | Mahoning S.S. Co. (M. A. Hanna & Co., Mgrs.) | 3CylTE23½,38,63x42; 2SB;WP180lbs;1600IHP. | 100(GL) P.S.5,26 | |
| 8286 7,040 KFHS | **Leonardia** xSheaf Field Steel 1D;Deep frmg;W. Bal 4BH | Scw | Swd 258.9 P23′ | Jonstorp 27 \| 18.1 B58′ F30′ | 933 1583 | | 1906 7 | Blyth, (Blyth S. B. Co., Lim.) [Scot | Rederi A/B. Jonstorp | 3CylTE19,30,48x36; 1SB;WP180lbs | | BL |
| 8287 1,306 NVJA | **Leonardo da Vinci** 2D;Shel dk;Oil fuel; Wireless;W. Bal Scw Steel Twin 13BH | Scw | It 434.4 | Genoa 52.5 \| 27.9 | 4096 7432 | | 1925 5 | Spezia, (Ansaldo San Giorgio.) [It. | Societa di Nav. Trans Italiana | Stm Tbns | Stbd shft drn1,26; M.&B.S.4,26 | C-I |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8288 JFSL | **Leonidas** xMenelaos xRoath 1D;Web frms;Wireless;W. Bal Steel 6BH | Scw | Grk | Piraeus 303 \| 43 \| 19.7 P26′ | 1698 2702 | | '94 5 | Newcastle, (Palmers' Co., Lim.) [Eng. | A. Vestarhis | 3CylTE23½,36½,61x42; 2SB;WP160lbs | | BI. |
| 8289 215,231 LHJS | **Leonie** Wood 1D | MV Twin | Am | New York 100 \| 20.7 \| 9.6 | 111 164 | | 1917 | Camden (Mathis Y. B. Co.) [N. J | Murray Guggenheim | 2-6CylGasEng8½x11 300IHP | | |
| 8290 140,755 | **Leonie O. Louise** 1D | Sch | Br | Georget'n 107.4 | 215 230 | | 1919 | Cayman (R. L. Bodden.) [Brae, C. I. | Jacobs Commercial & Shipping Agency | Wd | | |
| 8291 220,493 MBHD | **Leopard** O,F;Gif 1D 1BH | Scw | Am | Benton Hr 94 \| 24.6 \| 12 | 29 176 | | 1920 10 | Benton Harbor, Mich (Dachel-Carter S. B. Co.) | U. S. Shipping Board | 2CylC18,38x26; Montagne Iron Wks; 1SB;De Pere Mfg. Co; 74GS;2506HS;WP155lbs;450IHP; EAC;clk b3,21;clk t11,22; clk dk12,24;d rpd,s clkg10,25 | ✠A1 River, Bay & Harbor Towing Service. ✠AMS S.S.No.1,NY12,24; M.&B.S.12,24;shft drn10,25; Scip | |
| 8292 77,164 KMWD | **Leopold Adler** xMary Collins 1D Steel 3BH | Scw | Am | Wilm'gton 117.9 \| 23 \| 13 | 121 243 | | '94 rb '12 | Newport News, Va (Newport News S. B. & D. D. Co.) | Wilmington Towing Co. | 2CylC20,38x28; 1SB;WP125lbs;800IHP. | | |
| 8293 OLIZ | **Leopold L. D.** xWar Cypress 1D;Wireless;W. Bal Steel 7BH | Scw | Fr | Dunkirk 400 \| 52.4 \| 28.4 P49′ B113′ F40′ | 3199 5140 | | 1917 11 | Birkenhead, (Cammell, Laird & Co., Lim.) [Eng. | L. Dreyfus & Co. | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 8294 MLEP | **Leopold II** 1D;Deep frmg; Spar dk; Wireless;W. Bal Steel Sch 5BH | Scw | Blg | Antwerp 331.2 \| 44.2 \| 16.2 P27′ B96′ F38′ | 1851 2902 | | 1906 3 | Newcastle, (W. Dobson & Co.) [Eng. | Cie. Royale Belgo-Argentine | 3CylTE23½,39,66x45; 2SB;WP180lbs | | BL |
| 8295 139,278 JMCR | **Lepanto** 2D;Shel dk;Wireless;W. Bal Steel 7BH | Scw | Br | Hull 410.2 \| 53.5 \| 33.8 | 4041 6394 | | 1915 11 | Pt. Glasgow, (Russell & Co.) [Scot. | Ellermans, Wilson Line (Lim.) | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 8296 124 NVMK | **Lepanto** xElvaston 1D;W. Bal;Wireless Steel 6BH | Scw | It | Venice 351.7 \| 50.9 \| 25.9 P25′ B145′ F32′ | 2527 4171 | | 1913 2 | Sunderland, (J. L. Thompson & Sons, Lim.) [Eng. | Soc. Veneziana di Nap. a Vap | 3CylTE25,42,68x48; 2SB;WP180lbs | | I |
| 8297 1,249 NVOA | **Lerici** xArimathea xNerita 1D;Spar dk;Deep frmg;W. Bal Steel Sch 6BH | Scw | It | Genoa 364.5 \| 46.9 \| 25.3 P31′ B148′ F32′ | 2288 4252 | | 1902 | London-derry, Ire. (Londonderry S. B. & E. Co., Lim.) | G. B. Bibolini | 3CylTE24½,40,67x45; 2SB;WP180lbs | | I |
| 8298 205,846 KWSB | **Leroy** 1D;Wireless Wood 4BH | Scw | Am | Pensacola 129 \| 22.8 \| 8.8 | 142 209 | | '74 | Boston, Mass. | Aiken Towboat & Barge Co., Inc | 1Cyl26x36; WPS0lbs;400IHP | | |
| 8299 165,248 | **Leslie** 1D | Brg | Am | Phila. 123.4 \| 28.2 \| 8.8 | 291 291 | | 1913 4 | Camden, N. J. | James Rickenbach | O,Hk,YP;Gif | | |
| 8300 123,343 JDLN | **Lesreaulx** xPinemore xDen of Ewnie 1D;Shel dk;Wireless; SUB.SIG;W. Bal Steel 6BH | Scw | Br | London 388.5 \| 54.1 \| 26 | 2849 4664 | | 1913 11 | Sunderland, (J. L. Thompson & Sons, Lim.) [Eng. | Lesreaulx S.S. Co. (Lim.) | 3CylTE27½,44½,74x48; 3SB;WP180lbs | | BL |
| 8301 JRDC | **Lesseps** 2D;B;Wireless;W. Bal Iron Sch 5BH | Scw | Nor | Hauges'nd 261.5 \| 34.7 \| 23.9 P38′ B25′ F36′ | 1036 1747 | | '81 7 | Middlesbro (Rayton, Dixon & Co.) [Eng. | H. M. Wrangell & Co. | 2CylC33½,62x39; 2SB;WP80lbs | | N |
| 8302 5,745 JVLD | **Lestris** xLao xHyllos xCraigneuk 1D;B;Deep frmg;SUB.SIG; Wireless;W. Bal Steel 5BH | Scw | Swd | Stockholm 314.4 \| 44 \| 20.8 P29′ B79′ F29′ | 1488 2615 | | '98 11 | Pt. Glasgow, (A. Rodger & Co.) [Scot | C. Abrahamson, Mgr. | 3CylTE20,34,58x42; 2SB;WP200lbs | | BL |
| 8303 JDNC | **Lesvos** xVasilissa Sofia 1D;Spar dk;Deep frmg; Wireless;W. Bal Steel 6BH | Scw | Grk | Piraeus 360 \| 48 \| 20.2 P31′ B93′ F33′ | 2710 4227 | | 1906 9 | Newcastle, (Northumberland S. B. Co., Lim.) [Eng. | Greek Government | 3CylTE25,41,69x48; 3SB;WP180lbs | | |
| 8304 147,702 KRCT | **Lethbridge** 1D;Long. frmg;Mchy aft; W. Bal Steel 4BH | Scw | Br | Montreal 250 \| 42.9 \| 24.3 F37′ | 1750 2407 | | 1924 7 | Haverton Hill, Eng. (Furness S. B. Co., Lim.) | Steamships (Lim.) | 3CylTE18,30,50x36; 2SB;WP185lbs | M.S.7,24 | C |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8305 | **Letizia** | Bk | It | Genoa | 1295 | | '89 | Kiel, (Germania (Ger. Werft.) | E. Coduri fu G. | I;1BH | | BL |
| 913 NVPY | xMeridian 1D;B | | 235 P40′ | 38.1 \| 21.7 F26′ | 1407 | | 6 | | | | | |
| 8306 | **Levant Arrow** | Scw | Am | New York | 4960 | 5′ 2″ 27′ 1″ | 1921 | Camden, (New (N. J. York S. B. Corp.) | Standard Transportation Co. | 4CylQE24,36,51,75x52; New York S. B. Corp; 3SB;New York S. B. Corp; DB;9052HS;WP2201bs;3200IHP;EAC; Dkd,s rps9,25 | ✠A1Ⓔ With Freeboard. Oil Carrier. ✠AMS n shft3,25;B.S.6,25;shft drn9,25; C!h BB;CL | |
| 221,659 MDFS | Steel 2D;Super dk;Long. frmg; 17BH Wireless;Mchy aft; 3BH to Super dk SUB.SIG; 8BH to Fbd dk 6BH to 2d dk Oil fuel F. P. above 150° F. | | 468.3 P62′ | 62.7 \| 32 \| 32′ B33′ | 8046 12500 | | 10 | | | | | |
| | W.B.—A.P.131t; D.B.a98′472t; T. D.a103 t ..... D.T.f.4 0′440t; F.O. ..... D.T.a 19′853t; D.T.f.4 0′410t. | | | F.P.229t ..... | | | | | | | | |
| 8307 | **Levante** | Scw | It | Fiume | 2762 | | 1911 | Newcastle, (Palmers' (Eng. Co., Lim.) | "Levante" Soc. Anon. di Nav. Fiumana | 3CylTE24,39,66x45; 3SB;WP180lbs;1900IHP. | | I |
| 265 NVQE | xErdely Steel 1D;B;W. Bal 6BH | | 378 P36′ | 53.2 \| 24.4 B230′ F36′ | 4265 | | 3 | | | | | |
| 8308 | **Levanter** | Scw | Am | New York | 89 | | 1905 | New York, (G. E. & (N. Y. P. & Seabury Co.) | Wm. H. Todd | 3CylTE8½,14,23x12; 1WTB;500IHP. | | |
| 201,777 KTRD | Steel 1D | | 115.6 | 17 \| 9.9 | 131 | | 3 | | | | | |
| 8309 | **Levenpool** | Scw | Br | W.Hartlpl | 3038 | | 1911 | Stockton, (Ropner & (Eng. Sons, Lim.) | R. Ropner & Co. (Mgrs.) | 3CylTE28,46,75x48; 3SB;WP180lbs | | BL |
| 127,464 H6CF | Steel 1D;Wireless;W. Bal 6BH | Sch | 376 P30′ | 57.5 \| 26.1 B220′ F37′ | 4844 | | 1 | | | | | |
| 8310 | **Levi G. Burgess** | Bk | Am | Portland | 1475 | | '77 | Thomaston, (S. Watts.) Me. | Alaska-Portland Packers Assn. | O,YP;Icf | — Exp | |
| 140,270 JSNV | 2D;Wireless | | 217.5 | 41.2 \| 24.3 | 1616 | | 10 | | | | | |
| 8311 | **Leviathan** | Scw | Am | New York | 27696 | 24′ 11″ 39′ 6″ | 1914 | Hamburg, (Blohm (Ger. & Voss.) | U. S. Shipping Board | Stm Tbns; Blohm & Voss; 46WTB;Blohm & Voss; 210000HS;WP248½lbs;65000SHP; DB;EAC;Reconditioned6,23; Dkd,d, 26;d rpd 11,26 | A1 AMS S.S.No.3,NptN6,23; M.S.6,23;n Pt Outbd shft10,24; Pt Inbd shft drn; n Stbd Outbd & Inbd shfts2,26; B.S.3,26;Pt Outbd shft drn7,26, SBP | |
| 215,446 LHQD | xVaterland Steel 6D;Super dk; 13BH Wireless;D.F; 3BH to Super dk SUB.SIG; 7BH to Fbd dk 3BH to 2d dk Oil fuel F. P. above 150° F. C-66 C-54 | Quad | 906.9 | 100.3 \| 58.2 \| 64′ 1½″ | 59956 | | 5 | | | | | |
| | NOTE:—Length and Beam and the Ton nage figures furnished by U. S. Govt. | | | | | | | | | | | |
| | W.B.—A.P.236t; T.D.a52′401t; D. T.a81′ 350t; D .B.758′6040t ..... F.O.— ..... D ..... D.T.f.6 3′240 9t; W.T.f.63′536t; D .T.f.75′1283t; W.B.—W.T.f.75′576t; D.T.f.63′43 8t; F.P. 172t .B.422′3320t; W T.93′1 376t; D.T.f.6 3′224 8t; W.T.f.63′501t; D .T.f.75′1197t; F.O.—W.T.f.75′538t; D.T.f.63′40 9t ..... ..... | | | | | | | | | | | |
| 8312 | **Levin J. Marvel** | Sch | Am | Baltimore | 174 | | '91 | Bethel, (Jno. (Del. M. C. Moore.) | C. C. Paul & Co. | O,YP;Gif | | |
| 141,175 KJWQ | 1D | C B | 125.5 | 23.8 \| 7.5 | 183 | | 11 | | | | | |
| 8313 | **Levisa** | Scw | Am | New York | 1259 | | 1916 | Wyandotte, (Detroit S. B. Co.) [Mich. | UnitedFruit S.S. Corp. | 3CylTE20,33,54x40; 2SB;WP180lbs;1300IHP. | | BL |
| 214,484 LGKB | Steel 1D;SUB.SIG;Wireless;W. Bal 4BH | | 251 P27′ | 43.8 \| 18.2 B65′ F27′ | 2118 | | 10 | | | | | |
| 8314 | **Levnet** | Scw | Br | London | 2065 | | 1914 | Stockton, (Ropner & Sons, Lim.) [Eng. | Times S.S. Co. (Lim.) | 3CylTE24,40,65x42; 2SB;WP180lbs | | BL |
| 136,689 JFTK | Steel 1D;Wireless;W. Bal 6BH | Sch | 340 P29′ | 48.5 \| 21.9 B98′ F35′ | 3306 | | 6 | | | | | |
| 8315 | **Lewis K. Thurlow** | Scw | Am | Boston | 2097 | | 1913 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Mystic S.S. Co. | 3CylTE22,37,60x42; Newport News S. B. & D. D. Co; 2SB;Newport News S. B. & D. D. Co; 138GS;4680HS;WP180lbs;1500IHP; EAC;Dkd,d rpd9,26 | A1 AMS S.S.No.3,Bost2,24; M.S.2,24;B.S.7,25; shft drn8,26;SBP;CL | |
| 211,738 LDHG | Steel 1D;Web frms;Long. frmg; 5BH Wireless;SUB.SIG. | | 313.5 P27′ | 46.1 \| 23 \| 25′ 6″ B94′ F36′ | 3306 | | 11 | | | | | |
| | W.B.—A.P.214t; D.B.256′682t; F. P.78t | | | | | | | | | | | |
| 8316 | **Lewis Luckenbach** | Scw | Am | New York | 6784 | 11′ 4″ 28′ 10½″ | 1919 | Quincy, (Bethlehem (Mass. S. B. Corp., Lim.) | Luckenbach S.S. Co. | Stm Tbns; Bethlehem S. B. Corp; 4WTB;Chas. Ward Eng. Co; 14000HS;WP300lbs;5000SHP;EAC; Dkd,d rpd10,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,NY5,23; M.S.5,23;shfts drn4,24; B.S.4,26;SBP;CL | |
| 217,883 LQRS | Steel 1D;Shel dk;SUB.SIG;Wireless; 6BH W. Bal; C-43 Oil fuel F. P. above 150° F. | Twin | 496 | 68.2 \| 37.2 \| 40′ | 10662 14197 | | 5 | | | | | |
| 8317 | **Lewiston** | SW | Am | Portland | 442 | | 1923 | Portland, (Supple & (Ore. Martin.) | O. W. R. & N. Co. | 2-1CylH17x84; 1SB;1000IHP. | | |
| 223,498 | Wood 1D;Oil fuel | | 160.2 | 35.8 \| 5.9 | 581 | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8318 | **Lewiston** | Scw | Am | Fairport | 1342 | | '86 | Wyandotte, | Cleveland | 2CylC20,40x36; | 90(GL) | |
| 116,110 | xSusan E. Peck Comp:If | | 272.3 | 38.1 \| 18.5 | 1808 | | | (Detroit [Mich | Trans. Co. | 1FB;WP150lbs;700IHP. | P.S.10,26 | |
| KJBV | 1D;B;Mchy aft 2BH | | | | | | | D. D. Co.) | | | | |
| 8319 | **Lexington** | Scw | Am | New York | 697 | | '91 | Wilmington | Colonial | 3CylTE22,36,55x28; | | |
| 81,310 | xWashington Iron | | 246 | 46 \| 15.5 | 1248 | | | (Harlan & [Del. | Nav. Co. | CRTB;WP160lbs;1700IHP. | | |
| KJBV | 1D;Wireless 5BH | | | | | | | Hollingsworth.) | | | | |
| 8320 | **Liana** | Scw | Swd | Lerberget | 984 | | '98 | W. Hartle- | Rederi A/B | 3CylTE19,30½,51x36; | | BL |
| 3,204 | xJaffa xRoland Steel | | 265 | 38.5 \| 17.4 | 1646 | | 4 | (W. [pool, Eng. | Lerberget | 1SB;WP160lbs | | |
| JHQF | 1D;Deep frmg;Wireless;W. Bal 4BH | | B68′ | F27′ | | | | Gray & Co., Lim.) | | | | |
| 8321 | **Liana** | Scw | It | Naples | 2707 | | 1903 | Pt. Glasgow, | A. Lauro | 3CylTE26,42,70x48; | | BL |
| 294 | xVolga Steel | Sch | 369.8 | 49.8 \| 19 | 4298 | | 12 | (Russell [Scot. | | 2SB;WP180lbs;1823IHP | | |
| | 1D;Spar dk;Deep frmg; 6BH | | P36′ | B108′ F40′ | | | | & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 8322 | **Libby Maine** | MV | Am | San Fran. | 1458 | | 1918 | Portland, | Libby, | 2-6CylOilEng12⅛x18; | | |
| 216,452 | Wood;Gff(Sltd) | Twin | 226 | 44.1 \| 20.7 | 1811 | | 6 | (G. M. [Ore. | McNeill & Libby | 825IHP. | | |
| LKVQ | 2D;Wireless | | P30′ | F26′ | | | | Standifer Const. | | | | |
| | | | | | | | | Corp.) | | | | |
| 8323 | **Liberator** | Scw | Am | San Fran. | 5892 | 10′ 8¼″ | 1918 | Alameda, | U. S. Ship- | 3CylTE27,47,78x48; | ✠A1Ⓔ With Freeboard. | |
| 216,541 | Steel | | 410 | 56 \| 29 | 7707 | 30′ 6″ | 6 | (Bethlehem [Cal. | ping Board | Bethlehem S. B. Corp; | ✠AMS | |
| LMCK | 3D;W. Bal;Long. frmg; 8BH | | | \| 41′ | 11713 | | | S. B. Corp., Lim.) | | 3SB;Bethlehem S. B. Corp; | S.S.No.1,Npt N9,23; | |
| | Wireless; 7BH to Fbd dk | | | | | | | | | 8490HS;WP220lbs;2700IHP; | M.S.9,23;n shft7,24; | |
| | SUB.SIG; 1BH to 2d dk | | | | | | | | | d rpd4,26;Dkd,s rps5,26 | B.S;shft drn10,25;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.195t;D.T.a30′229t;D. | B.325′ | 1291t; | D.T.25′797t | F | P.80t | | | | | | |
| | F.O.—A.P.182t;D.T.a30′214t;D. | B.305′ | 1111t; | D.T.25′745t;S.T | 150;F | P.75t | | | | | | |
| 8324 | **Liberty** | Scw | Am | Phila. | 158 | | 1918 | Norfolk, | Southern | 2CylC18,40x28; | | |
| 217,163 | Wood | | 136.2 | 28.6 \| 13.2 | 324 | | | (Southern [Va. | Transportation | 2WTB;WP200lbs;1000IHP. | | |
| LNPM | 1D | | | | | | | Trans. Co.) | Co. | | | |
| 8325 | **Liberty** | Scw | Am | Marinette | 126 | | '89 | Fort | J. M. & | 1Cyl16½x22; | | |
| 141,011 | Wood | | 98.8 | 19 \| 13.6 | 143 | | rb '09 | Howard, Wis. | D. D. Clow | 1FB;WP120lbs;150IHP. | | |
| | 2D | | | | | | | | | | | |
| 8326 | **Liberty** | Sch | Am | Boston | 96 | | '96 | Gloucester, | Boston | O;Icf; | | |
| 141,420 | | Aux | 93.6 | 24 \| 12.6 | 118 | | 4 | Mass. | Pilots' Relief | Gas Eng | | |
| KMPR | 1D | | | | | | | | Society | | | |
| 8327 | **Liberty** | Brg | Am | New York | 1441 | | 1903 | Bath, | McWilliams | O,Hk,Hw,YP;Gif(Sltd) | ✠ — — | |
| 141,868 | | 4 M | 246.2 | 43.3 \| 19.8 | 1587 | | 6 | (Kelley, [Me. | Bros, Inc. | | Cancelled. | |
| KSMC | 1D;B | | | | | | | Spear Co.) | | | | |
| 8328 | **Liberty** | Scw | Am | Newark | 3835 | 8′ ½″ | 1918 | Kearny, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 217,061 | Steel | | 395.5 | 55 \| 31.4 | 6211 | 27′ | 11 | (Federal [N. J. | ping Board | General Electric Co; | ✠AMS | |
| LNHG | 2D;Long. frmg;W. Bal; 7BH | | | \| 34′ 11″ | 9658 | | | S. B. Co.) | | 3SB;Federal S. B. Co; | S.S.No.2,NY8,26; | |
| | Oil fuel F. P. above 150° F. C-36 | | P44′ | B108′ F37′ | | | | | | 8934HS;WP210lbs;2500SHP; | n shft6,26;M.&B.S.8,26; | |
| | | | | | | | | | | Dkd,d rpd8,26 | SBP;CL | |
| | W.B.—A.P.175t;D.B.331′1518t | | F.P.25 | 5t | | | | | | | | |
| | F.O.—A.P.163t;D.B.289′1169t;S. | T.77t; | F.P.23 | 8t | | | | | | | | |
| 8329 | **Liberty** | StW | Am | Cincinnati | 196 | | 1912 | Clarington, | Ohio & | 2-1Cyl13x60; | | |
| 209,572 | Wood | | 141.8 | 28.7 \| 5 | 196 | | (Mozena [Ohio | Muskingum | 2Birs;WP182lbs;260IHP. | | |
| | | | | | | | | Bros.) | River Transp. Co. | | | |
| 8330 | **Liberty** | SW | Am | Seattle | 143 | | 1900 | Everett, | Kitsap | 2CylC16,34x20; | | |
| 127,487 | xCity of Everett Wood | | 139.7 | 31.2 \| 9.1 | 211 | | | Wash. | County Transp. | 500IHP. | | |
| | 1D | | | | | | | | Co. | | | |
| 8331 | **Liberty** | Brg | Am | Detroit | 509 | | '78 | Wyandotte, | W. Nich- | Comp;3BH | 90(GL) | |
| 125,662 | xCity of Straits | Sch | 234 | 36 \| 13 | 746 | | rb '18 | (Detroit [Mich. | olson & G. W. | | P.S.7,26 | |
| | 1D | | | | | | | D. D. Co.) | Hayward | | | |
| 8332 | **Liberty Bell** | Scw | Am | Phila. | 3129 | 7′ 9½″ | 1920 | Hog. Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,752 | Steel | | 390 | 54.2 \| 27.8 | 5107 | 24′ 5″ | 3 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LWBG | 2D;Wireless;SUB.SIG;W. Bal; 8BH | | | \| 32′ | 7840 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | M.&B.S.8,24;n shft10,25; | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | Clh BB;CL | |
| | | | | | | | | | | d rpd11,21;Dkd,s rps8,26 | | |
| | W.B.—A.P.100t;D.B.284′1380t | | D.T | .36′892t; | F.P.14 | 4t | | | | | | |
| | F.O.—A.P. 93t;D.B.257′1162t;S. | T.14′1 | 29t | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8333 | **Liberty Glo** | Scw | Am | Phila. | 3060 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,597 | Steel | | 390 | 54.2 \| 27.6 \| 32′ | 4979 | 24′ 5″ | 8 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LSDB | 2D;Wireless;sub.sig;W Bal; 8BH | | P50′ | B121′ F40′ | 7825 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,Phila1,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | n shft3,21; | |
| | W.B.—A.P.100t;D.B.284′1380t | | | D.T | .36′892t; F.P.14 | 4t | | | | l d rpd3,21;Dkd,d rpd7,26 | B.S.9,23;M.S.1,24; | |
| | F.O. D.B.257′1162t;S | T.14′1 | 29t | | | | | | | | shft drn3,25;Cih BB;CL | |
| 8334 | **Liberty Land** | Scw | Am | New York | 3093 | 7′ 9½″ | 1919 | Hog Island, | Export S.S. | Stm Tbn; | ✠A1Ⓔ | |
| 218,683 | Steel | | 390 | 54.2 \| 27.6 \| 32′ | 5052 | 24′ 5″ | 8 | (American [Pa. | Corp. | General Electric Co; | ✠AMS | |
| LSGR | 2D;Wireless;sub.sig;W. Bal; 8BH | | P50′ | B121′ F40′ | 7825 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,SanF10,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | M.S.10,23;shft drn9,25; | |
| | W.B.—A.P.100t;D.B.284′1380t | | | D.T | .36′892t; F.P.14 | 4t | | | | Dkd9,25;s rps7,26 | B.S.6,26;Scip;CL | |
| | F.O. D.B.257′1162t;S | T.14′1 | 29t | | | | | | | | | |
| 8335 | **Lidvard** | MV | Nor | Oslo | 2158 | | 1909 | Glasgow, | Lauritz, | 6CylOilEng26⅜x39⅜ | | N |
| | xSongvand xLidvard xPangan Steel | | 330 | 47.3 \| 25.7 | 3494 | | 3 | (Barclay, [Scot. | Kloster, Mgrs | | | |
| MSJD | 2D;Deep frmg;Wireless;W. Bal 5BH | | P31′ | B65′ F37′ | | | | Curle & Co., Lim.) | | | | |
| 8336 | **Liebre** | Scw | Am | New York | 4327 | | 1921 | Oakland, | Standard | 3CylTE27,47,78x48; | | BL |
| 221,073 | Steel | | 435 | 56 \| 33.4 | 7057 | | 2 | (Union [Cal. | Transp. Co. | 3SB;WP220lbs;3000IHP. | | |
| MCLN | 2D;sub.sig;Web frms; 15BH | | P106′ | B50′ F42′ | | | | Const. Co.) | | | | |
| | Long. frmg;Mchy. aft;Oil fuel; | | | | | | | | | | | |
| | Oil in bulk;Wireless;W. Bal;D.F. | | | | | | | | | | | |
| 8337 | **Liege** | Scw | Blg | Antwerp | 3131 | | 1908 | Flensburg, | Adolf | 3CylTE23,39,66½x48; | | V |
| | xErhard Steel | | 383.7 | 52.1 \| 25.3 | 4322 | | | (Flensburger [Ger. | Deppe, Mgr | | | |
| MLGK | 2D;Wireless;W. Bal 7BH | | P43′ | B113′ F42′ | | | | Schiffsbau Ges.) | | 2SB;WP200lbs;1600IHP | | |
| 8338 | **LieutenantdeMissiessy** | Scw | Fr | Dunkirk | 4471 | | 1917 | Seattle, | Soc. di Nav. | Stm Tbn; | | V |
| | Steel | | 411.8 | 54 \| 26.5 | 5965 | | 9 | (Skinner [Wash. | a Vap. France- | | | |
| OLPG | 2D;Wireless;Oil fuel;W. Bal 6BH | | P44′ | B115′ F47′ | | | | & Eddy Corp.) | Indo Chine | 3SB;WP210lbs;2500IHP | | |
| 8339 | **Lieut. Flaherty** | Scw | Am | Boston | 493 | | 1921 | Groton, | City of | 2CylC15,30x72; | | |
| 221,356 | Steel | | 145.2 | 40 \| 15.7 | 727 | | 2 | (Groton [Conn. | Boston (Supt. of | | | |
| | 1D 5BH | | | | | | | Iron Wks.) | Ferries) | 2SB;WP150lbs;1000IHP. | | |
| 8340 | **Lieutenant Fournaud** | Scw | Fr | Marseilles | 1406 | | 1901 | Hamburg, | Cie. de Nav. | 3CylTE,20,30,50x39; | | V |
| | xIrma Woermann Steel | | 301.5 | 38.2 \| 22.1 | 2317 | | | (Blohm [Ger. | Mixte | | | |
| OLPH | 2D;W. Bal;Wireless 7BH | | | F29′ | | | | & Voss.) | | 2SB;WP175lbs;850IHP | | |
| 8341 | **Lieut. Sam Mengel** | Sch | Am | New York | 790 | | 1918 | Bath, | Philip C. | O,YP,Hw;Gicf(Sltd) | | V |
| 216,837 | | 4 M | 187.7 | 37.5 \| 15.2 | 907 | | 9 | (Percy [Me. | Pearson | | | |
| LMRQ | 1D | | | | | | | & Small.) | | | | |
| 8342 | **Lightburne** | Scw | Am | Pt. Arthur | 4054 | | 1919 | Bath, | Texas Co., | 3CylTE26½,44,74x51; | | BL |
| 218,753 | Steel | | 416.8 | 56.1 \| 31.1 | 6541 | | 8 | (Texas [Me. | Inc. | | | |
| LSKV | 2D;Mchy aft;Oil in bulk; 16BH | | P107′ | B35′ F33′ | | | | S.S. Co.) | | 3WTB;WP200lbs;3000IHP. | | |
| | Long. frmg;Web frms;Oil fuel; | | | | | | | | | | | |
| | sub.sig;Wireless;W. Bal | | | | | | | | | | | |
| 8343 | **Lightning** | Scw | Am | Milford | 92 | | 1920 | Milford, | U. S. Ship- | 2CylC18,38x26; | ✠A1 | |
| 219,822 | WO,YP;Gif | | 94.2 | 24.6 \| 13.2 | 183 | | 5 | (Vinyard [Del. | ping Board | Dodge Mfg. Co; | River, Bay & Harbor Towing Service. | |
| LWDV | 1D 1BH | | | | | | | S. B. Co.) | | 1WTB;Traylor Engr. Co; | ✠AMS | |
| | | | | | | | | | | 77GS:2518HS;WP200lbs;450IHP; | S.S.No.1,NptN6,24; | |
| | | | | | | | | | | EAC;clk a12,21;rps,s b clkg4,22; | M.&B.S.6,24;shft drn7,25; | |
| | | | | | | | | | | tr clkg,s dk clkg6,24;Dkd,s rps2,26 | Scip | |
| 8344 | **Ligonier** | Scw | Am | Pt. Arthur | 2396 | | 1903 | Camden, | Gulf | 3CylTE25,42½,72x48; | | BL |
| 141,861 | Steel | Sch | 352.5 | 46.4 \| 26.2 | 3737 | | 5 | (N. Y. [N. J. | Refining Co | | | |
| KSLC | 1D;Oil fuel;Mchy aft; 14BH | | P34′ | B28′ F43′ | | | | S. B. Co.) | | 2SB;WP200lbs;2300IHP. | | |
| | Web frms;Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 8345 | **Liguria** | Scw | Swd | Gothenb'g | 850 | | 1914 | Gothenburg, | H. Met- | 3CylTE21½,35½,58½x36; | | BL |
| 5,646 | Steel | | 283 | 43 \| 16.4 | 1751 | | 10 | (Lind- [Swd. | calfe, Mgr. | | | |
| JVCK | 1D;Shel dk;Wireless;W. Bal 4BH | | | | | | | holmens V. A.) | | 2SB;WP185lbs | | |
| 8346 | **Liguria** | Scw | Ger | Hamburg | 2808 | | 1911 | W. Hartle- | Hamburg- | 3CylTE28,46,77x48; | | G |
| | xGorjistan Steel | | 373 | 50.1 \| 27.5 | 4603 | | 8 | pool, Eng. | American Line | | | |
| RCPH | 2D;Wireless;sub.sig;W. Bal 6BH | | P32′ | B119′ F36′ | | | | (W. Gray & Co., Lim.) | | 3SB | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8347 200,725 KSWM | **Like Like** 1D | Scw Sch | Am 136.1 | Honolulu 30.1 \| 11.5 | 214 374 | | 1904 3 | San Fran., (Union Iron Works.) (Cal. | Inter Island S. Nav. Co | 2CylC12,28x21; 1SB;WP160lbs;300IHP. | | |
| 8348 141,401 | **Lila E. D. Young** 1D | Trn | Br 122.3 | St. John's 27.3 \| 10.6 | 165 201 | | 1919 5 | Lunenburg, (J. B. Young) [N. S. | John T. Moulton | B,Bch,Sp;Gif | ✠ — — Suspended4,22 | |
| 8349 306 SVQB | **Lili M** xZilia xGluseppe 1D;B Steel 6BH | Bk Aux Twin | Brz 236 F26 | Santos 34.2 \| 20.8 | 1095 1203 | | '92 5 | Sestri Ponente, It. (N. Odero fu A.) | Soc.Paulista de Nav. Matarazzo (Lim.) | Stl;2BH; 2-6Cyl;OilEng12⅞x14⅞ | | |
| 8350 RMLK | **Lili Woermann** 2D;Web frms;Wireless;W. Bal Steel 6BH | Scw | Ger 300.5 | Hamburg 33.3 \| 23.4 F35′ | 1416 2308 | | 1902 1 | Hamburg, (Blohm & Voss.) [Ger. | Woermann Linie A. G. | 3CylTE18,30,50x39; 2SB;WP171lbs | | C |
| 8351 123,038 | **Lilian A. Barnes** 1D | Sch | Br 91.1 | Bridgetwn 25.4 \| 10.2 | 74 126 | | 1918 | Barbados, (J. Douglas) [W. I. | John Douglas | Mhg;Gif | | |
| 8352 107,129 | **Lilla B. Hirtle** 1D | Sch | Br 99 | St. Johns 25 \| 9.5 | 99 | | '99 4 | Lunenburg, (Jos. C. Young.) N. S. | Harvey & Co. (Lim.) | M;Icf | — Exp | |
| 8353 NTSC | **Lilleborg** 1D;Well dk;W. Bal Steel 5BH | Scw | Dan 251.3 P28′ | Cop'hagen 37.2 \| 18.6 B98′ F33′ | 861 1452 | | 1916 4 | Elsinore, (Helsingors Jernsk & Msk.) [Den. | C. K. Hansen, Mgr. | 3CylTE18,30,50x36; 2SB;WP180lbs;871IHP. | | V |
| 8354 147,527 KPWM | **Lillehorn** xMajong 1D;Mchy aft;W. Bal;Wireless Steel 3BH | MV Twin | Br 207.5 P79′ | Vancouv'r 33.6 \| 13.4 F31′ | 495 975 | | 1922 12 | Wivenhoe, (Rennie, Ritchie & Newport S. B. Co., Lim.) [Eng. | J. W. Hobbs | 2-4CylOilEng16½x18; s rps6,25 | A.S.3,26; B.S.4,25;M.S;shfts drn2,26 | C |
| 8355 15,892 | **Lillian** 1D | Sch | Am 86.4 | Machias 24.6 \| 7 | 94 99 | | '73 | Belfast, Me. | Edwin Pettegrow | Wd | | |
| 8356 219,716 LVWB | **Lillian** xMaddequet 1D;Long. frmg;Oil fuel;Wireless; SUB.SIG;W. Bal Steel 7BH | Scw | Am 328 P26′ | New York 46.2 \| 22.7 25′ 6″ B98′ F37′ | 2112 3482 5100 | | 1920 5 | Wilmington, (Bethlehem S. B. Corp.) [Del. | A. H. Bull S.S. Co. | 3CylTE22,37½,60x42; 2SB;WP190lbs;1650IHP | ✠ — — ✠ — — Cancelled3,24 | BL |
| 8357 141,840 | **Lillian** 1D Wood | Scw | Am 108.4 | New York 28.4 \| 8.8 | 118 174 | | 1902 rb '22 | Athens, N. Y. | Atlantic Lighterage Co. | 1Cyl18x24; 1Blr;WP150lbs;150IHP. | | |
| 8358 220,698 MBQS | **Lillian E. Kerr** 1D | Trn | Am 160.2 | Jonesport 35.5 \| 12.7 | 475 548 | | 1920 10 | Pocomoke City, Md. (E. James Tull.) | C. A. & B. F. Small | YP,WO;Gif; d rpd,s dk clkg,clk7,22; Dkd,s rps11,26 | ✠A1 S.S.No.1,NY3,25 | |
| 8359 217,859 LQRB | **Lillian Luckenbach** xMarica 2D;Shel dk;W. Bal; Oil fuel F. P. above 150° F. Steel 10BH C-38 | Scw Twin | Am 448.9 | New York 60.2 \| 28.2 40′ 11″ | 5369 8536 12130 | 10′ 2″ 30′ 11½″ | 1919 6 | Chester, [Sun S. B. Co.) [Pa. | Luckenbach S.S. Co., Inc. | Stm Tbns; De Laval Stm. Tbn. Co; 3SB;Federal S.B.Co; 12780HS;WP225lbs;5000SHP;EAC; Dkd,d rpd8,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,Balt3,23; n Blrs;M.S;3,23; shfts drn10,25;SBP;CL | |
| 8360 214,226 | **Lillian May** 1D Wood | MV St W | Am 84.2 | Morg. C'y 25.9 \| 3.5 | 83 107 | | 1916 | Johnsville, (H. E. Robinson) [La. | H. E. Robinson | Gas Eng; 20IHP. | | |
| 8361 7,077 KFLC | **Lilly** xChaddlesley xNicolaos Pappis 1D;Well dk;Deep frmg;W. Bal Steel 4BH | Scw | Swd 225 | Helsngbrg 35.2 \| 14.8 B54′ F27′ | 725 1254 | | 1900 8 | Dundee, (Dundee Shpbldrs. Co.,Lim.) [Scot. | A. J. Falkland, Mgrs. | 3CylTE17,28,47x30; 1SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8362 | **Lilmae** | Scw | Am | New York | 3686 | | 1920 | Savannah, | U. S. Ship- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ Oil Carrier. | |
| 220,732 | Steel | | 319.9 | 51.2 \| 30 | 5186 | 10 | (Terry [Ga. | ping Board | Ingersoll Rand Co; | ✠AMS | |
| MBRQ | 2D;Long. frmg;Mchy aft; 15BH | | P292′ | B33′ F44′ | 7500 | | | S. B. Corp.) | | 3SB;Sun S. B. Co; | Clh BB;CL | |
| | Wireless; 5BH to Fbd dk | | | | | | | | | 8331HS;WP190lbs;2800IHP;EAC; | (Laid up) | |
| | W. Bal; 7BH to 2d dk | | | | | | | | | Dkd,s rps2,22 | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.26t;D.B.a76′235t | | | D.T. | f.28′458t; D.T.f. | 32′323 | t;F.P.88t | | | | | |
| | F.O.—A.P.24t;D.B.a40′111t;D.T | .a8′316 | | t; D.T. | f.28′427t; D.T.f. | 32′302 | t;F.P.82t | | | | | |
| 8363 | **Lily** | Scw | Am | Buffalo | 67 | | '89 | Mount | E. E. | 1Cyl14x16; | | |
| 140,992 | Wood | | 94.8 | 23.5 \| 6.4 | 99 | | Clemens, Mich. | Trombley | 1SB;WP120lbs;90IHP. | | |
| | 1D | | | | | | rb'05 | | | | | |
| 8364 | **Lily** | Sch | Nic | | 123 | | '82 | San Fran- | | YF;Icf | | |
| | | | 102.5 | 28.8 \| 8.8 | 149 | | cisco, Cal. | | | | |
| | 1D | | | | | | | | | | | |
| 8365 | **Lima** | Scw | Ptg | Lisbon | 2312 | | 1907 | W. Hartle- | Empresa | 3Cyl TE25,43,72x48; | | BL |
| | xWesterwald Steel | | 352.1 | 45.1 \| 26 | 3865 | | pool, Eng. | Insulana de Nav. | 3SB;WP200lbs | | |
| HLIM | 2D;Wireless;W. Bal 9BH | | P40′ | B115′ F′69 | | | | (Furness, Withy & Co., Lim.) | | | | |
| 8366 | **Lima** | MV | Swd | Stockholm | 2254 | | 1918 | Copenhagen, | Rederiak- | 2-6Cyl-Oil Eng23¼x35 1/16 | | BL |
| 5,974 | Steel | Twin | 364.1 | 51.5 \| 22.1 | 3764 | | 5 | (Akt. [Den. | tieb. Nordstjernan | | | |
| KBJM | 2D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Burmeister & Wain.) | | | | |
| 8367 | **Limicana** | Scw | Br | London | 3448 | | 1917 | Stockton, | Anglo- | 3Cyl TE26,42,70x48; | | BL |
| 139,200 | xBeechleaf Steel | | 380.8 | 50.9 \| 32 4 | 5861 | | 3 | (Richardson, [Eng. | Saxon Petroleum | 3SB;WP180lbs;Exmd3,26 | | |
| JNVT | 1D;Shell dk;Web frms; 15BH | | P98′ | B27′ F49′ | | | | Duck & Co., | Co. (Lim.) | | | |
| | Oil fuel;Oil in bulk;Mchy aft; | | | | | | | Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 8368 | **Limnea** | Scw | Br | London | 3435 | | 1921 | Londonderry | Anglo- | 3Cyl TE24,42,74x48; | | BL |
| 146,141 | Steel | | 412.4 | 53.4 \| 31.1 | 5698 | 10 | (North of [Ire. | Saxon Petroleum | 3SB;WP220lbs | | |
| KJTC | 2D;Web frms;Long. frmg; 16BH | | P109′ | B26′ F46′ | | | | Ireland S. B. Co., | Co. (Lim.) | | | |
| | Oil fuel;Oil in bulk;Mchy aft; | | | | | | | Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 8369 | **Limoges** | Scw | Fr | Nantes | 1198 | | 1917 | Toledo, | Chem. de | 3Cyl TE20½,33,54x40; | | V |
| | Steel | | 250.5 | 43.6 \| 18.3 | 1955 | 9 | (Toledo [Ohio | Fer Paris- | 2SB;WP180lbs;1400IHP | | |
| OLQM | 1D;W. Bal;Wireless 5BH | | P21′ | B64′ F30′ | | | | S. B. Co.) | Orleans | | | |
| 8370 | **Limon** | Scw | Am | New York | 2039 | | 1904 | Belfast, | United | 3Cyl TE25,41,68x48; | | C |
| 212,592 | Steel | Sch | 330.6 | 44.5 \| 28.9 | 3266 | | 9 | (Workman, [Ire. | Fruit S.S. Corp. | 3SB;WP190lbs;550RHP; | 2dS.S.No.2,NY11.22;A.S.3,26; | |
| LDQN | 4D;SUB.SIG;Wireless;W. Bal; 4BH | | F41′ | | | | | Clark & Co.) | | d rpd9,24;Dkd,s rps10,26 | sbft drn9,24;B.S.10,25; | |
| | Oil fuel | | | | | | | | | | M.S.3,26 | |
| 8371 | **Lina** | Bk | Ptg | Praia | 1057 | | '76 | Dumbarton, | Solomao | I;2BH | | V |
| | xEugenia Emilia xCoriolanus | | 217.1 | 35.1 \| 20.1 | 1155 | 5 | (A. [Scot. | Benoliel (Lim.) | | | | |
| VDBS | 2D;B | | | | | | | McMillan & Co.) | | | | |
| 8372 | **Lina Gagne** | Sch | Br | Quebec | 147 | | 1919 | Cap Chat, | J. B. Gagne | Wd | | |
| 141,749 | | | 93 | 26 \| 9 | 147 | | | (J. B. [P. Q. | | | | |
| | 1D | | | | | | | Gagne.) | | | | |
| 8373 | **Lina Perrone** | Scw | It | Catania | 1529 | | '96 | Stockton, | Soc. | 3Cyl TE22½,37,61x42; | | BL |
| 68 | xSimeto xKinsale Steel | | 318.4 | 44.1 \| 19.4 | 2427 | 8 | (Richardson, [Eng. | Sicula Carboni | 2SB;WP160lbs | | |
| NVZA | 1D;B;Wireless;W. Bal 5BH | | | | | | | Duck & Co.) | | | | |
| 8374 | **Linaria** | Scw | Br | N. Shields | 2014 | | 1924 | Sunderland, | Stag Line | 3Cyl TE22½,36½,62x42; | | C |
| 139,904 | Steel | | 331 | 48 \| 23.2 | 3385 | 4 | (Sunderland [Eng. | (Lim.) | 2SB;WP180lbs;283RHP;s rps1026 | A.S.3,26; | |
| KQLS | 1D;Wireless;W. Bal 5BH | | P34′ | B99′ F29′ | | | | S. B. Co., Lim.) | | | M.S.10,24 | |
| 8375 | **Lincoln** | Trn | Am | Gloucester | 352 | | 1920 | Essex, | Arthur D. | O,P,Fir;Gif | | |
| 220,459 | | | 143.9 | 31.2 \| 13.2 | 405 | | (Arthur [Mass. | Story | | | |
| MBGH | 1D | | | | | | | D. Story.) | | | | |
| 8376 | **Linda** | StW | Am | S. Michael | 386 | | '98 | Unalaska, | American- | | | |
| 141,561 | Wood | | 181 | 36.5 \| 6.7 | 692 | | Alaska | Yukon Nav. Co. | 700IHP. | | |
| | 1D | | | | | | | | | | | |
| 8377 | **Ling Nam** | Scw | Chi | Shanghai | 3748 | | 1903 | Hamburg, | Chungwha | 2-3Cyl TE23¼,38½,64½x48; | | BL |
| | xField Marshal xFeldmarschall Steel | Twin | 415.8 | 50.4 \| 28.1 | 6218 | | (Reiherst'g [Ger. | Nav. Co. (Lim.) | 3DB;WP200lbs | | |
| | 2D;Well dk;Web frms;Oil fuel; 9BH | | P & B | 274′ F86′ | | | | Schiffsw.) | | | | |
| | Wireless;SUB.SIG;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8378 | **Lingan** | Scw | Br | Montreal | 2603 | | 1911 | Middlesbro, | Lingan S. S. | 3CylTE26,44,73x48; | | C |
| 132,810 | Steel | | 375.4 | 52 \| 27.6 | 4677 | | 12 | (Sir Raylton [Eng. | Co. (Lim.) | 3SB;WP180lbs;490RHP. | S.S.No.3,Hlfx3,24;A.S.3,26; | |
| HTWG | 1D;Deep frmg;SUB.SIG; 6BH | | | P25′ | B99′ F29′ | | | Dixon & Co., Lim.) | | | shft drn2,26;B.S.3,26;M.S.4,26 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 8379 | **Lingard** | Bk | Fin | Mar'hamn | 1002 | | '93 | Grimstad, | Gustaf | Stl;1BH | | N |
| | xWathara xLingard | | 216 | 34 \| 18.1 | 1087 | | 7 | (Fevig [Nor. | Erikson | | | |
| | 1D;B | | | | | | | Jernskibsby-ggerl.) | | | | |
| 8380 | **Lingfield** | Scw | Br | London | 2612 | | 1910 | W. Hartle- | Woods, | 3CylTE26,42,70x48; | | BL |
| 129,128 | Steel | Sch | 365.2 | 51.3 \| 26 | 4082 | | 8 | pool, Eng. | Tylor & Brown, | 3SB;WP180lbs | | |
| HRMW | 1D;Wireless;W. Bal 6BH | | P23′ | B234′ F32′ | | | | (Irvine's S. B. & D.D. Co., Lim.) | Mgrs. | | | |
| 8381 | **Linkmoor** | Scw | Br | London | 1973 | | 1913 | Sunderland, | Moor Line | 3CylTE24,39,65x42; | | BL |
| 135,287 | xJedmead xJedmoor Steel | | 331 | 47.7 \| 22.5 | 3175 | | 11 | (J. [Eng. | (Lim.) | 2SB;WP180lbs | | |
| JDLV | 1D;Wireless;W. Bal 5BH | | P27′ | B95′ F29′ | | | | Blumer & Co.) | | | | |
| 8382 | **Linnell** | MV | Br | Liverpool | 4494 | | 1921 | Dumbarton, | Liverpool | 2-6CylOilEng26⅜x39⅜ | | BL |
| 145,900 | Steel | Twin | 430 | 56.2 \| 34.9 | 7424 | | 12 | (A. [Scot. | Brazil & R. Plate | | | |
| KLJB | 2D;Shel dk;Wireless;W. Bal 8BH | | F37′ | | | | | McMillan & Son, Lim.) | S. N. Co. (Lim.) | | | |
| 8383 | **Linois** | Scw | Fr | Havre | 4597 | | 1907 | Hamburg, | Chargeurs | 4CylQE25,35½,51,73x54; | | V |
| | xSanta Elena Steel | | 434.5 | 54.1 \| 29.3 | 7473 | | | (Blohm [Ger. | Reunis | 3SB;WP214lbs;2800IHP. | | |
| OLQS | 2D;W. Bal Wireless;SUB.SIG. 10BH | | P & B | 349′ | | | | & Voss.) | | | | |
| 8384 | **Lio** | MV | Am | New York | 4351 | 8′ 1½″ | 1921 | Baltimore, | Standard | 6CylOilEng27x60; | ✠A1Ⓔ Oil Carrier. | |
| 221,413 | Steel | | 431 | 59.2 \| 31.4 | 7120 | 25′ 3½″ | 8 | (Baltimore [Md. | Transp. Co | Bethlehem S. B. Corp;2800BHP; | ✠AMS | |
| MCWH | 2D;Long. frmg;Mchy aft; 17BH | | | 33′ 3″ | 10250 | | | D. D. & S. B. Co.) | | EAC;DB;Dkd,5,26;d rpd11,26 | S.S.No.1,SanF1,26; | |
| | Wireless; 13BH to Fbd dk | | P104′ | B36′ F39′ | | | | | | | n Eng;n shft;B.S.1,26; | |
| | SUB SIG; 4BH to 2d dk | | | | | | | | | | shft drn5,26;Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.60t;D.B.a54′132t..... | ..... | | D.T. | f.40′453t; F.P.1 | 20t | | | | | | |
| | F.O.....D.T. | a16′82 | 0t;D.T. | | f.40′423t..... | .. | | | | | | |
| 8385 | **Lion** | Scw | Fr | Lorient | 111 | | 1912 | No. Shields, | Ste. Mari- | 3CylTE12½,20,34x25; | | V |
| | xErnestina Steel | | 126.7 | 23.2 \| 12.6 | 279 | | 9 | (Smith's [Eng. | time & Commer- | 1SB;WP180lbs;600IHP; | | |
| OLQX | 1D;Wireless 4BH | | | | | | | Dock Co., Lim.) | ciale de Terre Neuve | | | |
| 8386 | **Lionel R. Webster** | SW | Am | Portland | 261 | | 1904 | Portland, | City of | | | |
| 201,330 | Wood | | 139 | 32.7 \| 8.3 | 343 | | | Ore | Portland | 200IHP. | | |
| | 1D | | | | | | | | | | | |
| 8387 | **Lipari** | Scw | Fr | Havre | 6091 | | 1922 | St. Nazaire, | Chargeurs | Stm Tbns; | | V |
| | Steel | Twin | 478.6 | 59.2 \| 27.4 | 9954 | | | (Soc. des [Fr. | Reunis | 5SB;WP200lbs;5600SHP. | | |
| OLRE | 3D;Wireless;W. Bal 10BH | | B265′ | F55′ | | | | Atel. & Chant de la Loire.) | | | | |
| 8388 | **Lisa** | Scw | Swd | Goteborg | 990 | | '98 | Kiel, | Rederi A/B | 3CylTE17,27,43x25; | | V |
| | xBolderau xLisa Steel | | 242.2 | 36.4 \| 20.4 | 1625 | | | Ger. | "Tertia" | 2SB;WP163lbs;650IHP | | |
| | 1D;Spar dk;W. Bal 5BH | | | | | | | (Howaldswerke.) | | | | G |
| | (*Now Stina.*) | | | | | | | | | | | |
| 8389 | **Lisa** | Trn | Ger | Hamburg | 129 | | 1921 | Kiel, | Ernst Simon | Stl;1BH | | |
| | | | 96.9 | 23.1 \| 9.5 | 156 | | 4 | (Deutsche [Ger. | | | | |
| RBGD | 1D | | | | | | | Werke A. G.) | | | | |
| 8390 | **Lisbeth** | Scw | Nor | Hauges'nd | 1636 | | 1922 | Bergen, | O. A. | 3CylTE22,37,60x39; | | N |
| | Steel | | 300.2 | 47.2 \| 20.8 | 2731 | | 1 | (Bergens, [Nor. | Knutson, Mgr. | 2SB;WP180lbs | | |
| LCKS | 1D;Wireless;W. Bal 4BH | | P21′ | B75′ F33′ | | | | Mek. Verksted.) | | | | |
| 8391 | **Lisbeth** | Bk | Ger | Hamburg | 2144 | | 1902 | St. Nazaire, | H. H. | Stl;1BH | | G |
| | xRene | | 280.2 | 40.2 \| 22.7 | 2359 | | | (Atel. & [Fr. | Schmidt | | | |
| RCJG | 1D;B | | P137′ | F109′ | | | | Chant de la Loire.) | | | | |
| 8392 | **Lisbeth** | Bk | Ger | Hamburg | 2346 | | '91 | Workington, | Claus Hin- | Stl;1BH | | G |
| | xPendragon Castle | 4 M | 303.9 | 42.2 \| 24.6 | 2453 | | 2 | (R. William- [Eng. | richsen | | | |
| RCMT | 1D;B | | P45′ | F27′ | | | | son & Son) | | | | |
| 8393 | **Lisbon Maru** | Scw | Jap | Tokio | 4308 | | 1920 | Yokohama, | Nippon | 2-3CylTE20,33,56x48; | | BL |
| 27,254 | Steel | Twin | 445 | 58 \| 34 | 7053 | | 7 | (Yokohama [Jap. | Yusen Kabushiki | 4SB;WP200lbs | | |
| SBVW | 2D;W. Bal;Wireless;Oil fuel 7BH | | P35′ | B138′ F35′ | | | | Dock Co.) | Kaisha | | | |
| 8394 | **Lisken** | Scw | Nor | Bergen | 655 | | 1911 | Trondhjem, | W. Hansen, | 3CylTE17,27½,46x30; | | N |
| | Steel | Sch | 226.1 | 36.5 \| 15.8 | 1105 | | 10 | (Trndhjms. [Nor. | Mgr. | 1SB;WP180lbs;700IHP. | | |
| MGTN | 1D;W. Bal 4BH | | P12′ | B52′ F26′ | | | | Mek. Vaerks.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8395 | **Liss** Steel | Scw | Nor | Oslo | 3618 | | 1921 | Haverton Hill, Eng. | Rederi A/S | 3CylTE27,45,75x51; | | BL |
| LCDR | 2D;Web frms;Mchy aft; 14BH | | 400.2 | 53 \| 32.9 | 5931 | | 8 | (Furness S. B. Co., Lim.) | Krezimasko | 3SB;WP180lbs | | |
| | Oil fuel;Oil in bulk;Wireless;W. Bal | | P68′ | B34′ F37′ | | | | | | | | |
| 8396 | **Lista** Steel | Scw | Nor | Bergen | 2215 | | 1920 | Newcastle, | A/S.J. | 3CylTE25,41,69x48; | | N |
| | xRio Grande | | 360.3 | 52.1 \| 23.5 | 3670 | | 7 | (W. [Eng. | Ludwig Mowinckels | 3SB;WP180lbs | | |
| MVJH | 1D;Oil fuel;Wireless;W. Bal. 6BH | | P36′ | B & F 302′ | | | | Dobson & Co.) | Rederi | | | |
| 8397 | **Lithopolis** Steel | Scw | Am | Tampa | 1407 | | 1918 | Tampa, | U. S. Ship- | 3CylTE19,30½,51x36; | ✠A1Ⓔ | |
| 217,289 | | | 263.4 | 42.4 \| 22.2 | 2362 | | 9 | (Tampa [Fla. | ping Board | 2SB;Tampa S. B. Co; | ✠AMS | |
| LPBF | 1D;W. Bal;Wireless;SUB.SIG. 6BH | | P27′ | B65′ F28′ | 3500 | | | S. B. Co.) | | 2SB;Tampa S. B. Co; | S.S.NY11,20; | |
| | C-28 | | | | | | | | | 82GS;432RHS;WP180lbs;1200IHP; | shft drn8,20;Cih BB;CL | |
| | | | | | | | | | | Dkd,s rps6,21 | (Laid up) | |
| | W.B.—A.P.40t;D.B.227′467t;F.P. 47t | | | | | | | | | | | |
| 8398 | **Litiopa** Steel | Scw | Br | London | 3005 | | 1917 | Sunderland, | Anglo- | 3CylTE27,45,75x48; | | BL |
| 140,277 | xDockleaf | | 400 | 52.4 \| 28 | 5311 | | 4 | (Bartram [Eng. | Saxon Petroleum | 3SB;WP180lbs | | |
| JPDW | 2D;Web frms;Mchy aft; 15BH | | P121′ | B33′ F46′ | | | | & Sons, Lim.) | Co. (Lim.) | | | |
| | Oil fuel;Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 8399 | **Lituania** Steel | Scw | Dan | Cop'hagen | 3940 | | 1915 | Glasgow, | A/S Det | 2-4CylQE21½,30¾,44,63x48; | | BL |
| | xCzarita | Twin | 440 | 53.4 \| 29.3 | 6522 | | 8 | (Barclay, [Scot. | Ostasiatiake | 6SB;WP215lbs | | |
| NCHT | 2D;Wireless; W. Bal 10BH | | | | | | | Curle & Co., Lim.) | Kompagni | | | |
| 8400 | **Liv** Steel | Scw | Nor | Hauges'nd | 1979 | | '96 | Stockton, | Brum- | 3CylTE23,37,61x42; | | N |
| | | Sch | 322.2 | 41.5 \| 20.6 | 3068 | | 9 | Eng. | menaes & | 2SB;WP160lbs | | |
| JTPN | 1D;B;Web frms;Wireless;W. Bal 5BH | | P25′ | | | | | (Ropner & Son.) | Torgensen | | | |
| 8401 | **Livenza** Steel | Scw | It | Trieste | 3630 | | 1922 | Trieste, | Nav. | Stm Tbns; | | I |
| 113 | | | 400.7 | 54.1 \| 29 | 5824 | | 9 | (Stabilimento [It. | Libera Triestina | 3SB;WP180lbs | | |
| NWBJ | 1D;Shel dk;Wireless;W. Bal 7BH | | B125′ | | | | | Tecnico Triestino.) | | | | |
| 8402 | **Liverpool Maru** Steel | Scw | Jap | Kobe | 4259 | | 1919 | Kobe, | Kokusai | 3CylTE26,43,72x48; | | BL |
| 24,769 | | | 385 | 51 \| 36 | 5864 | | 4 | (Kawasaki [Jap. | Kisen Kabushiki | 2SB;1AuxSB;WP200lbs | | |
| RKQF | 2D;Wireless;W. Bal 5BH | | | | | | | Dkyd. Co., Lim.) | Kaisha | | | |
| 8403 | **Livingston Roe** Steel | Scw | Am | Bayonne | 5934 | 11′ ½″ | 1921 | Vancouver, | Standard | 4CylQE24,35,51,75x51; | ✠A1Ⓔ With Freeboard. | |
| 221,031 | | | 462.4 | 60.2 \| 29 | 8194 | 26′ 4″ | 2 | (G. M. [Wash | Oil Co. (N. J.) | Hooven, Owens, Rentschler Co; | Oil Carrier. | |
| MCKH | 2D;Shel dk;Mchy aft; 18BH | | | 37′ 2″ | 11800 | | | Standifer Const. | | 3SB;Willamette Iron & Steel Co; | ✠AMS | |
| | Long. frmg;W. Bal; 3BH to Fbd dk | | B48′ | | | | | Corp.) | | 7434HS;WP220lbs;2800IHP;EAC;DB; | n shft11,21;shft drn; B.S.9,25; | |
| | Wireless; 11BH to 2d dk | | | | | | | | | Dkd,d rpd10,26;Exmd11,26 | Cih BB;CL | |
| | SUB.SIG; 4BH to 3d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-39 | | | | | | | | | | | |
| 8404 | **Livingstonia** Steel | Scw | Br | Glasgow | 2799 | | 1906 | Glasgow, | Maclay & | 3CylTE25,41,67x48; | | BL |
| 121,279 | | Sch | 385.5 | 50 \| 26.3 | 4294 | | 1 | Scot. | McIntyre, Mgrs. | 2SB;1AuxSB;WP175lbs | | |
| HFJC | 2D;Deep frmg;Wireless;W. Bal 6BH | | P47′ | B113′ F38′ | | | | (A. Stephen & Sons, Lim.) | | | | |
| 8405 | **Livonier** Steel | Scw | Blg | Antwerp | 1591 | | 1920 | Wilmington, | Lloyd | 3CylTE19,31,54x36; | | BL |
| | xShelter Island | | 300 | 44.1 \| 22.9 | 2770 | | 7 | (Pusey [Del. | Royal Belge | 2SB;WP200lbs | | |
| MLIN | 2D;Wireless;W. Bal 6BH | | P37′ | B79′ F29′ | | | | & Jones Co.) | Soc. Anon. | | | |
| 8406 | **Lizzie D. Peabody** | Sch | Am | Baltimore | 106 | | 1917 | Harrington, | W. B. Vane | Hw,P,O,Hk;Gicf(Sltd) | ✠ — — | |
| 215,883 | | | 86 | 26.8 \| 8.6 | 139 | | 12 | (Frye, [Me. | | | Suspended 12,22 | |
| | 1D | | | | | | | Flynn Co.) | | | | |
| 8407 | **Lizzie Harvey** | Brg | Am | New York | 426 | | 1914 | Brooklyn, | F. D. | Wd | | |
| 165,742 | | | 110.3 | 30.2 \| 12.1 | 426 | | | (Ira S. [N. Y. | Harvey | | | |
| | 1D | | | | | | | Bushey & Sons) | | | | |
| 8408 | **Lizzie Vance** | Trn | Jap | ..... | 383 | | '87 | Pt. Blake- | ..... | YP;Gif | | |
| | | | 148.5 | 36.1 \| 11.3 | 442 | | 7 | ley, Wash. | | | | |
| | 1D | | | | | | | (Hall Bros.) | | | | |
| 8409 | **Llangollen** Steel | Scw | Br | London | 2360 | | 1900 | Stockton, | E. Thomas | 3CylTE25,42,68x45; | | BL |
| 113,534 | | | 340 | 43.1 \| 25.8 | 3899 | | 11 | (Richardson, [Eng. | Radcliffe & Co. | 2SB;WP160lbs | | |
| SBJF | 1D;B;Deep frmg;Web frms; 6BH | | P32′ | B179′ F34′ | | | | Duck & Co.) | | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| | (*Now Isidora*) | | | | | | | | | | | |
| 8410 | **Llangorse** Steel | Scw | Br | London | 2917 | | 1904 | Stockton, | E. Thomas | 3CylTE26,42,70x48; | | BL |
| 119,960 | xLlanover xClarissa Radcliffe | | 351.5 | 53.1 \| 27.6 | 4784 | | 10 | (Ropner [Eng. | Radcliffe & Co. | 3SB;WP160lbs | | |
| HBMC | 1D;B;Web frms;Wireless;W. Bal 6BH | | F33′ | | | | | & Son.) | | | | |
| | (*Now Laleham*) | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8411 | **Llanquihue** | Scw | Chl | Valparaiso | 2291 | | '93 | Belfast, | Soc. Anon. | 3CylTE24,39,66x48 | | |
| | xInca Steel | | 360.6 | 43.2 \| 27.3 | 3590 | | (Harland & Wolff, Lim.) | y Commercial Braun & Blanchard | | | |
| | 2D;B;Wireless;W. Bal | | P40′ | 396′ F42′ | | | | | | | | |
| 8412 | **Llantwit Major** | Scw | Br | Cardiff | 1383 | | 1913 | Sunderland, | Morfa | 3CylTE21,35,57x39; | | BL |
| 129.330 | xRuben xSlav Steel | | 290 | 40.8 \| 17.8 | 2298 | | 8 | (J. Crown & Sons, Lim.) | Steam Nav. Co. (Lim.) | 2SB;WP180lbs | | |
| KPCM | 1D;Wireless;Well dk 4BH | | P24′ | B53′ F30 | | | | | | | | |
| 8413 | **Lloyd** | Brg | Am | Baltimore | 496 | | 1924 | Salisbury, | Robert | YP | | |
| 169,033 | | | 195.4 | 23.9 \| 12 | 496 | | 8 | (Smith & Williams Co.) | B. Wathen | | | |
| | 1D | | | | | | | | | | | |
| 8414 | **Loanda** | Scw | Ptg | Loanda | 3246 | | 1900 | Vegesack, | Cia. | 3CylTE27,43,70x47; | | |
| | xSao Vicente xWurzburg Steel | | 402.2 | 47.1 \| 27.4 | 5085 | | | (Bremer Vulkan.) | Colonial de Nav. | 2SB;1DB;WP185lbs;2200IHP. | | |
| LDGM | 2D;SUB.SIG;Wireless;W. Bal 9BH | | P & B | 250′ F19′ | | | | | | | | |
| 8415 | **Lobos** | MV | Br | Liverpool | 3997 | | 1921 | Greenock, | Pacific | 2-6CylOilEng26⅜x39⅜ | | BL |
| 145,879 | Steel | Twin | 405.6 | 54.2 \| 32.8 | 6479 | | 10 | (Harland & Wolff, Lim.) | Steam Nav. Co. | | | |
| KJRQ | 2D;Shel dk;Wireless;W. Bal 7BH | | P32′ | B89′ F46′ | | | | | | | | |
| 8416 | **Lobos X** | MV | Mex | | 55 | | 1920 | New Orleans | Nemesio | 2-3CylGasEng11x12; | ✠ — — — — | |
| | xCortes X Steel | Brg | 92.2 | 25 \| 8 | 78 | | 9 | (Johnson Iron Wks., Lim.) | Ruiz & Bros. | 160BHP; | Suspended 10,25 | |
| | 1D 5BH | Twin | | | | | | [La. | | | | |
| 8417 | **Loch Linnhe** | Bk | Fin | Nystad | 1268 | | '79 | Glasgow, | G. Erikson | I;1BH | | V |
| 114 | | | 234.7 | 37.2 \| 22.3 | 1329 | | 12 | (J. & G. Thompson.) | | | | |
| VBMP | 2D | | P25′ | F40′ | | | | [Scot | | | | |
| 8418 | **Loch Tay** | Scw | Nor | Tonsberg | 3184 | | 1920 | Montreal, | Brunn & | 3CylTE25,41,68x45; | | N |
| | Steel | | 400 | 52.6 \| 28.4 | 5274 | | 7 | (Canadian Vickers, Lim.) | von der Lippe, Mgrs. | 3SB;WP180lbs; | | |
| LBDH | 2D;Oil fuel;Wireless;W. Bal 7BH | | P50′ | B120′ F40′ | | | | [Can. | | | | |
| 8419 | **Lochkatrine** | MV | Br | London | 5812 | | 1922 | Glasgow, | Royal Mail | 2-8CylOilEng29⅛x45¼ | | BL |
| 146,228 | Steel | Twin | 485.4 | 62.3 \| 35.8 | 9409 | | 1 | (J. Brown & Co., Lim.) | Steam Packet Co. | | | |
| KLNH | 2D;SUB.SIG;Wireless;W. Bal 7BH | | P40′ | B153′ F59′ | | | | [Scot. | | | | |
| 8420 | **Lochmonar** | MV | Br | London | 5815 | | 1924 | Belfast, | R. M. S. P. | 2-8CylOilEng29x45 | | BL |
| 147,677 | Steel | Twin | 485.6 | 62.2 \| 35.5 | 9403 | | 6 | (Harland & Wolff, Lim.) | Meat Transports (Lim.) | | | |
| KQWH | 2D;SUB.SIG;Wireless;W. Bal 7BH | | P40′ | B153′ F58′ | | | | [Ire. | | | | |
| 8421 | **Lockhart** | Brg | Am | New York | 235 | | 1913 | Rondout, | Mallory | Wd | | |
| 166,206 | | | 102.6 | 30.1 \| 7.9 | 235 | | | (Jacob Rice.) | S.S. Co. | | | |
| | 1D | | | | | | | [N. Y. | | | | |
| 8422 | **Lockport** | Scw | Am | Phila. | 3751 | 7′ 4¾″ | 1919 | Chester, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,792 | Steel | | 400.7 | 54.2 \| 30.1 | 6214 | 25′ 7″ | 9 | (Merchant S. B. Co.) | ping Board | Westinghouse E. & Mfg. Co; | ✠AMS | |
| LSNQ | 2D;W. Bal;Wireless;SUB.SIG; 6BH | | | 32′ 9″ | 8900 | | | [Pa. | | 3SB;New York S. B. Co; | S.S.NY4,21; | |
| | Oil fuel F. P. above 150° F. C-36 | | P36′ | B124′ F43′ | | | | | | 8862HS;WP180lbs;3000SHP;EAC; | n shft4,21;Clh BB;CL | |
| | W.B.—A.P.180t;D.B.335′1387t;F. P.147t | | | | | | | | | Dkd,s rps4,21 | (Laid up) | |
| 8423 | **Lodovica** | Scw | It | Trieste | 2261 | | '98 | Sunderland, | "Cosulich" | 3CylTE24½,40,66½x42; | | I |
| 49 | xLaureldene Steel | Sch | 348.6 | 45.6 \| 24 | 3634 | | 5 | (W. Doxford & Sons, Lim.) | Soc. Triestina di Nav. | 2SB;WP180lbs;275RHP. | | |
| NWDH | 2D;B;Web frms;W.Bal;Wireless 6BH | | F40′ | | | | | [Eng. | | | | |
| 8424 | **Logger** | StW | Am | Portland | 322 | | 1924 | St. Helens, | Columbia | 2-2CylC15¾,23½x72; | | |
| 224,389 | Wood | | 155.7 | 35 \| 66 | 447 | | | (St. Helens S. B. Co.), Ore. | & Cowlitz River Transp. Co. | 2WTB;WP200lbs;750IHP. | | |
| | 1D | | | | | | | | | | | |
| 8425 | **Lois** | StW | Am | Seattle | 120 | | 1915 | Seattle, | CacheCreek | | | |
| 213,239 | Wood | | 64.7 | 25.1 \| 5.4 | 130 | | | (Cook & Lake.) | Dredging Co. | 300IHP. | | |
| | 1D | | | | | | | [Wash. | | | | |
| 8426 | **Lois A. Conrad** | Sch | Br | Lunenb'rg | 100 | | 1919 | Lunenburg, | A. Conrad | Wd | | |
| 141,681 | | | 114.1 | 27 \| 10.1 | 151 | | | (Chester Basin S. B. Co., Lim.) | | | | |
| | 1D | | | | | | | [N. S. | | | | |
| 8427 | **Lok Sun** | Scw | Br | HongK'ng | 1044 | | 1902 | Bremer- | Fei Lun | 3CylTE18 15/16, 30 11/16, 49 3/16 x31½ | — — — — | |
| 153,555 | xCommercial Scout xGulfport Steel | | 251 | 37.2 \| 19.6 | 1781 | | 5 | haven. Ger. (Rickmers Akt. Ges.) | S.S. Co. (Lim.) | 2SB;WP180lbs;900IHP | Withdrawn 7,25 | |
| THWB | 2D;W. Bal 4BH | | P & B | 61′ F34′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8428 | **Loki** | MV | Am | New York | 53.2 \| 30 | 3087 | | 1913 | Kiel, | Standard | 2-6CylOilEng18$\frac{1}{2}$ $\frac{1}{16}$x31$\frac{1}{2}$ | | BL |
| | Steel | Twin | 401 | | B42′ F44′ | 5456 | | 3 | (Fried. Krupp. A. G.) [Ger. | Oil Co. (N. J.), Mgrs. | | | |
| | 2D;Mchy aft;Oil in bulk; 16BH | | P107′ | | | | | | | | | | |
| | Oil fuel;Web frms;Wireless;W. Bal | | | | | | | | | | | | |
| 8429 | **Lolin** | Scw | Sp | S.Sebast'n | 47.1 \| 19.3 | 2414 | | '97 | W. Hartle- | A. de | 3CylTE25,40,66x45; | | BL |
| | xMaindy Abbey xAnnie Steel | | 340 | | B105′ F31′ | 3777 | | 4 | pool, Eng. | Berlencua | 2SB;WP160lbs | | |
| HSGL | 2D;B;Spar dk;Web frms; 6BH | | P31′ | | | | | | (Furness, Withy & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | | |
| 8430 | **Lom** | Scw | Nor | Bergen | 38.7 \| 15.1 | 719 | | 1920 | Hardenxveld | J. Larsen | 3CylTE18,29,46x36; | | N |
| | Steel | | 238.3 | | B63′ F25′ | 1268 | | 2 | (N. V. Schpsw. de Merwede.) | | 2SB;WP180lbs;900IHP | | |
| MVKF | 1D;W. Bal 4BH | | P24′ | | | | | | | | | | |
| 8431 | **Lombardy** | Scw | Br | Liverpool | 48.1 \| 23.4 | 2067 | | 1921 | Stockton, | D. Mac- | 3CylTE26,42,70x45; | | C |
| 143,743 | Steel | | 380 | | F42′ | 3379 | | 5 | (Richardson, Duck & Co., Lim.) [Eng. | Iver & Co. (Lim.) | 3SB;WP180lbs | S.S.No.1,Lvpl12,22; M.&B.S;6,25;shft drn2,25 B.S.6,25;shft drn2,25; M.S.6,26 | |
| KJBW | 2D;Shel dk;W. Bal;Wireless 6BH | | P22′ | | | | | | | | | | |
| 8432 | **Lompoc** | Scw | Br | Liverpool | 55.8 \| 33.2 | 4513 | | 1914 | Glasgow, | C. T. Bow- | 3CylTE27,46,76x48; | | BL |
| 137,406 | Steel | | 435.3 | | B34′ F43′ | 7270 | | 11 | (D. & W. Henderson Co.) [Scot. | ring & Co. (Lim.), Mgrs. | 3SB;WP180lbs | | |
| JHCQ | 2D;Web frms;Long. frmg; 17BH | | P104′ | | | | | | | | | | |
| | Mchy aft;Oil in bulk;Oil fuel; Wireless;W. Bal | | | | | | | | | | | | |
| 8433 | **Lona** | Scw | Swd | Helsngbrg | 37.1 \| 16.1 | 1362 | | '89 | Sunderland, | E. Banck | 3CylTE19,31,51x36; | | V |
| 5,180 | xTherese Steel | | 256.7 | | B110′ F33′ | 1798 | | 9 | (Osbourne, Graham & Co.) [Eng. | | 2SB;WP160lbs;628IHP. | | |
| JSDV | 1D;Well dk;Web frms;W. Bal 5BH | | P33′ | | | | | | | | | | |
| 8434 | **London Commerce** | Scw | Br | London | 58 \| 38.3 | 4934 | | 1923 | Haverton | Furness, | Stm Tbns; | | BL |
| 146,693 | Steel | | 450.4 | | | 7886 | | 1 | Hill, Eng. | Withy & Co. (Lim.) | 4SB;WP190lbs | | |
| KNLT | 2D;Shel dk;Oil fuel;Wireless; 7BH | | F42′ | | | | | | (Furness S. B. Co. (Lim.) | | | | |
| | W. Bal | | | | | | | | | | | | |
| 8435 | **London Corporation** | Scw | Br | London | 55 \| 36.3 | 4153 | | 1922 | W. Hartle- | Furness, | 3CylTE29,49,80x54; | | BL |
| 145,913 | xHoosacx Cynthiana Steel | | 420 | | | 6629 | | 1 | pool, Eng. | Withy & Co. (Lim.) | 4SB;WP180lbs | | |
| KLQC | 2D;Shel dk;Oil fuel;Wireless; 7BH | | F35′ | | | | | | (Irvines S. B. & D. D. Co., Lim.) | | | | |
| | D.F;SUB.SIG;W. Bal | | | | | | | | | | | | |
| 8436 | **London Exchange** | Scw | Br | London | 55 \| 36.4 | 4162 | | 1921 | W. Hartle- | Neptune | Stm Tbns; | | BL |
| 145,884 | xParisiana Steel | | 420 | | | 6640 | | 3 | pool, Eng. | Steam Nav. Co. (Lim.) | 4SB;WP190lbs | | |
| KLVG | 2D;Shel dk;Oil fuel; 7BH | | F35′ | | | | | | (Irvines S. B. & D. D. Co., Lim.) | | | | |
| | SUB.SIG;Wireless;W. Bal | | | | | | | | | | | | |
| 8437 | **London Importer** | Scw | Br | London | 58 \| 38.3 | 4962 | | 1923 | Haverton | Furness, | Stm Tbns; | | BL |
| 147,557 | Steel | | 450.4 | | | 7938 | | 12 | Hill, Eng. | Withy & Co. (Lim.) | 4SB;WP190lbs | | |
| KPSJ | 2D;Shel dk;Oil fuel;Wireless; 7BH | | F42′ | | | | | | (Furness S. B. Co., Lim.) | | | | |
| | D.F;W. Bal | | | | | | | | | | | | |
| 8438 | **London Mariner** | Scw | Br | London | 58 \| 38.4 | 4939 | | 1922 | Haverton | Gulf Line | Stm Tbn; | | BL |
| 146,553 | xFeliciana Steel | | 450.5 | | | 7896 | | 12 | Hill, Eng. | (Lim.) | 4SB;WP190lbs | | |
| KMBR | 2D;Shel dk;Oil fuel;Wireless; 7BH | | F42′ | | | | | | (Furness S. B. Co., Lim.) | | | | |
| | SUB.SIG;W. Bal | | | | | | | | | | | | |
| 8439 | **London Maru** | Scw | Jap | Osaka | 56.8 \| 32.2 | 4414 | | 1921 | Birkenhead, | Osaka | Stm Tbns; | | C-J |
| 28,698 | Steel | | 451 | | B189′ F52′ | 7191 | | 9 | (Cammell Laird Co., Lim.) [Eng. | Shosen Kabu- shiki Kaisha | 6SB;WP200lbs | A.S.10,25; shft drn10,24;M.S.10,25 | |
| SJWP | 2D;Oil fuel;Wireless;W. Bal 6BH | | P44′ | | | | | | | | | | |
| 8440 | **London Merchant** | Scw | Br | London | 58.1 \| 38.3 | 5032 | | 1923 | Haverton | Neptune | Stm Tbns; | | BL |
| 147,482 | Steel | | 450.4 | | | 7939 | | 5 | Hill, Eng. | S. N. Co. (Lim.) | 4SB;WP190lbs | | |
| KPBH | 2D;Shel dk;Oil fuel;SUB.SIG; 7BH | | F42′ | | | | | | (Furness S. B. Co., Lim.) | | | | |
| | Wireless;D.F;W. Bal | | | | | | | | | | | | |
| 8441 | **London Shipper** | Scw | Br | London | 58 \| 38.3 | 4947 | | 1923 | Haverton | Norfolk & | Stm Tbns; | | BL |
| 147,474 | Steel | | 450.4 | | | 7939 | | 8 | Hill, Eng. | N. American S. Shpg. Co. (Lim.) | 4SB;WP190lbs | | |
| KNVJ | 2D;Shel dk;Oil fuel; 7BH | | F42′ | | | | | | (Furness S. B. Co., Lim.) | | | | |
| | Wireless;D.F;W. Bal | | | | | | | | | | | | |
| 8442 | **Londonier** | Scw | Blg | Antwerp | 52.3 \| 28.5 | 3182 | | 1919 | Glasgow, | LloydRoyal | 3CylTE27,44,73x48; | | BL |
| | Steel | | 400.3 | | B113′ F38′ | 5156 | | 10 | (Lloyd Royal Belge, Lim.) [Scot. | Belge Soc. Anon. | 3SB;WP180lbs | | |
| MLKN | 1D;Wireless;D.F;W. Bal 7BH | | P49′ | | | | | | | | | | |
| 8443 | **Long Beach** | SW | Am | Wilm'gton | 32 \| 10.5 | 360 | | '80 | Wilmington, | Christiana | 1CylI44x108; | | |
| 140,399 | Iron | | 150.5 | | | 590 | | | (Harlan & Hollingsworth.) [Del. | Ferry Co. | 1Blr;WP35lbs;300IHP. | | |
| | 1D 2BH | | | | | | | | | | | | |
| 8444 | **Long Branch** | Scw | Am | New York | 25.7 \| 14.2 | 156 | | 1918 | Elizabeth- | Central | 2CylC19,40x30; | | |
| 216,289 | Steel | | 104.2 | | | 229 | | | port, N. J. (J. W. Sullivan.) | R.R. of N. J. | 2WTB;WP175lbs;900IHP. | | |
| | 1D 3BH | | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8445 210,190 LCMD | **Long Island** Wood 1D | Scw | Am 151.6 | Reedville 24.1 \| 13 | 167 390 | | 1912 6 | Rockland, Me. | Douglas Co. | 3CylTE15,23,36x24; SB;WP185lbs;100IHP. | | |
| 8446 140,784 | **Long Island** Wood 1D | Scw | Am 103 | New York 29 \| 8.4 | 107 163 | | '85 | Brooklyn, N. Y. | Backman Towing & Transp. Co. | 2CylC16,28x24; 1Blr;WP100lbs;275IHP. | | |
| 8447 208.175 LBRN | **Long Island** xCorrection Wood | Scw | Am 159.7 | Bridgep'rt 36.5 \| 12 | 422 778 | | 1910 11 | Noank, Conn. | Bridgeport & Port Jefferson Stmbt. Co. | 1000IHP. | | |
| 8448 90,531 | **Longueuil** Oak 1D | SW | Br 170.1 | Montreal 57.5 \| 9.1 | 231 379 | | '84 rb'00 | Montreal, (Lamont.) [Que. | Canada S.S. Lines (Lim.) | 1Cyl36x96; 2FB;WP50lbs | | |
| 8449 113,135 | **Lonsdale** Steel 1D;Well dk;Mchy aft;W. Bal 3BH | Scw | Br 116.6 | Whitehvn 22 \| 9 B9' F20' | 89 236 | | 1904 6 | Northwich, (W. J. Yarwood.) [Eng. | J. Beattie, Mgr. | 2CylC14,28x21; 1SB;WP120lbs;34RHP. | | BL |
| 8450 219,694 LVTG | **Loon** Steel 1D 5BH | Scw | Am 139.4 | Rockland 25.2 \| 14.1 | 169 409 | | 1919 | Savannah, (Foundation Co.) [Ga. | Deep Sea Fisheries, Inc. | 3CylTE12¾,21½,35x24; 1SB;WP180lbs;500IHP. | | |
| 8451 141,344 | **Loos** Steel 1D | Scw | Br 130 | Ottawa 25 \| 13 | 136 357 | | 1918 | Montreal, (Canadian Vickers, Lim.) [Can. | Canadian Govt. | 3CylTE12¾,21½,35x24; 62RHP. | | |
| 8452 PJHS | **Loppersum** Steel Sch 1D;Deep frmg;Wireless;W. Bal 4BH | Scw | Hol 270.2 P17' | Amsterdm 39.2 \| 15.9 | 1289 2023 | | 1900 8 | W. Hartlpl, (W. Gray & Co., Lim.) [Eng. | Vinke&Co., Mgrs. | 3CylTE19,30½,51x36; 2SB;WP160lbs | | BL |
| 8453 163,550 | **Lorain** 1D | Brg | Am 165 | Cleveland 44 \| 12 | 503 596 | | 1908 | Cleveland, (American S. B. Co.) [Ohio | Lorain Coal & Dock Co. | Stl | | |
| 8454 218,077 LRFC | **Lorain** Steel 2D;Long. frmg;Wireless; 7BH sub.sig;W. Bal; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.175t;D.B.331'1518t. F.O.—A.P.163t;D.B.289'1169t;S. | Scw | Am 395.5 P44' T.77t; | Newark 55 \| 31.4 \| 34'11" B108' F37' F.P.25 F.P.23 | 3836 6213 9700 | 8' ½" 27' 5t 8t | 1919 5 | Kearny, (Federal S. B. Co.) [N. J. | U. S. Shipping Board | Stm Tbn; General Electric Co; 3SB;Federal S. B. Co; 8934HS;WP210lbs;2500SHP; Dkd,d rpd7,26;Exmd10,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,NY2,24; M.S;shft drn2,24;B.S.9,26; Clh BB;CL | |
| 8455 166,299 | **Lorain** 1D | Brg | Am 78.6 | Baltimore 28 \| 6.6 | 294 294 | | 1916 | Brooklyn, (Theo. A. Crane's Sons, Cor.) [N. Y. | Baltimore & Ohio R.R. Co. | Wd | | |
| 8456 166,599 | **Lorana** 1D | Brg | Am 111.8 | New York 33.6 \| 9.2 | 307 307 | | 1900 | Brooklyn, (M. N. Martin.) [N. Y. | Conklin & Foss Co. | Wd | | |
| 8457 4,086 JNBP | **Lord** xGeorgia Steel 1D;B;Well dk;W. Bal;Wireless 5BH | Scw | Swd 267.1 P29' | Helsngbrg 36.9 \| 18 B100' F28' | 1150 1563 | | '85 3 | W. Hartlepool, (W. Gray & Co.) [Eng. | Oscar Borjeson, Mgr. | 2CylC32,61x39; 2SB;WP80lbs;692IHP. | | V |
| 8458 113,518 THNB | **Lord Antrim** Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw | Br 375.3 P26' | Belfast 47.2 \| 28.8 B103' F39' | 2754 4333 | | 1902 4 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | G. Heyn & Sons, Mgrs. | 3CylTE24,43,72x48; 2SB;WP180lbs | | BL |
| 8459 200,139 | **Lord Baltimore** Steel 1D | Scw | Am 196 | Phila. 23.5 \| 12 | 289 445 | | 1903 8 | Wilmington, Del. | Baltimore & Phila. Stm. Bt. Co. | 4CylTE21,32,35,35x24; 4Blrs;WP200lbs;2000IHP. | | |
| 8460 115,847 TLCR | **Lord Broughton** xMenapian Steel 1D;Spar dk;Deep frmg; 5BH Wireless;W. Bal | Scw | Br 321 P77' | London 43.2 \| 14.7 B100' F36' | 1872 2947 | | 1902 6 | So. Shields, (J. Readhead & Sons.) [Eng. | Byron S.S. Co. (Lim.) | 3CylTE25½,42,68x45; 2SB;WP180lbs | | BL |
| 8461 139,191 JNSG | **Lord Byron** Steel 1D;Wireless;W. Bal 6BH | Scw | Br 339.8 P28' | London 47 \| 23.8 B105' F39' | 1935 3200 | | 1917 2 | Sunderland, (W. Doxford & Sons, Lim.) [Eng. | Byron S.S. Co. (Lim.) | Stm Tbns; 2SB;WP160lbs | | BL |
| 8462 110,614 RLVK | **Lord Downshire** Steel Sch 2D;Deep frmg; 6BH Wireless;W. Bal | Scw | Br 406.9 P37' | Belfast 48.8 \| 29.3 B107' F45' | 3037 4853 | | 1900 1 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | G. Heyn & Sons, Mgrs. | 3CylTE27,44½,74x54; 2DB;WP180lbs. | | BL |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8463 | **Lord Guilford** | Scw | Br | London | 1927 | | 1919 | Pt. Glasgow, | Byron S.S. | 3Cyl TE 25,41,68x45; | | C |
| 138,932 | xGranicos Steel | | 331 | 46.7 \| 24.4 | 3108 | | 8 | (R. Duncan [Scot | Co. (Lim.) | 3SB;WP180lbs. | S.S.No.1,Pir5,23;A.S.3,25; | |
| TRCP | 1D;Wireless;W. Bal 7BH | | P33′ | B98′ F29′ | | | | & Co., Lim.) | | | shft drn3,25;B.S.8.25;M.S.9,25 | |
| 8464 | **Lord Harrington** | Scw | Br | London | 1736 | | '96 | Stockton, | Byron S.S. | 3Cyl TE 22,37,61x42; | | BL |
| 143,272 | xLizzy xParthia Steel | | 300 | 42 \| 25.1 | 2767 | | | (Richardson, [Eng. | Co. (Lim.) | 2SB;WP160lbs | | |
| | 1D;Web frms;Wireless;W. Bal 5BH | | | | | | | Duck & Co.) | | | | |
| 8465 | **Lord Kelvin** | Scw | Br | London | 1306 | | 1916 | Newcastle, | Anglo- | 2-3Cyl TE 17,28,48x33; | | BL |
| 139,123 | Steel | Twin | 316.6 | 41.2 \| 22.7 | 2641 | | 1 | (Swan, [Eng. | American Tel. | 2SB;WP190lbs | | |
| JMLV | 2D;Oil fuel;sub.sig;Wireless; 5BH | | P50′ | B100′ F62′ | | | | Hunter & Wigham | Co. (Lim.) | | | |
| | W. Bal | | | | | | | Richardson, Lim.) | | | | |
| 8466 | **Lord Londonderry** | Scw | Br | Belfast | 3630 | | 1902 | Flensburg, | Ulster S.S. | 4Cyl QE 24,34,51,74x54; | | BL |
| 144,408 | xSohonfels Steel | | 427 | 53 \| 21.2 | 5796 | | 2 | (Flensburger [Ger. | Co. (Lim.) | 3SB;WP213lbs | | |
| KDVH | 1D;Web frms;Spar dk; 6BH | | P58′ | B101′ F48′ | | | | Schiffsb. Ges.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 8467 | **Lord Strathcona** | Scw | Br | Quebec | 201 | | 1902 | So. Shields, | Quebec | 2-3Cyl TE 17,28,46x30; | | BL |
| 99,478 | Steel | Twin | 160 | 27.2 \| 13.6 | 495 | | 4 | (J. P. [Eng. | Salvage & Wreck- | 2SB;WP180lbs | | |
| THRL | 1D;Wireless;W. Bal 5BH | | B62′ | F16′ | | | | Rennoldson | ing Co. (Lim.) | | | |
| | | | | | | | | & Sons.) | | | | |
| 8468 | **Lord Templetown** | Bk | Br | Victoria | 2048 | | '86 | Belfast, | Coastwise | Stl;1BH | | |
| 93,156 | | | 282.9 | 40.1 \| 23.7 | 2152 | | 5 | (Harland [Ire. | S.S. & Barge | | | |
| KGJP | 2D | | P57′ | F27′ | | | | & Wolff.) | Co. (Lim.) | | | |
| 8469 | **Loredano** | Scw | It | Venice | 2587 | | 1905 | Newcastle, | Soc. Vene- | 3Cyl TE 27,45,74x48; | | I |
| 109 | xPort Caroline Steel | | 380.6 | 49 \| 25.7 | 4250 | | 7 | (Hawthorn, [Eng. | ziana di Nav. | 2SB;WP180lbs | | |
| QRKH | 2D;Shel dk;Deep frmg; 6BH | | | | | | | Leslie & Co., Lim.) | & Vap | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 8470 | **Lorentz W. Hansen** | Scw | Nor | Bergen | 1110 | | 1920 | Bristol, | L. W. | 3Cyl TE 20½,33,54x36; | | N |
| | Steel | | 270 | 42.2 \| 17.9 | 1917 | | 11 | (C. Hill [Eng. | Hansen, | 2SB;WP180lbs | | |
| LBKP | 1D;Wireless;W. Bal 4BH | | P25′ | B78′ F30′ | | | | & Sons.) | Mgr. | | | |
| 8471 | **Lorenzo** | Scw | Br | London | 3753 | | 1915 | Geeste- | Ellerman & | 4Cyl QE 27,39,56,82x55; | | BL |
| 143,088 | xAschenburg Steel | | 470.5 | 62.1 \| 25.3 | 6009 | | 7 | munde, Ger. | Bucknall S.S. | 4SB;WP213lbs | | |
| JWMT | 1D;Wireless;sub.sig;W. Bal 7BH | | P62′ | B & F 394′ | | | | (J. C. Tecklenborg | Co. (Lim.) | | | |
| | | | | | | | | A. G.) | | | | |
| 8472 | **Loreto** | MV | Br | Glasgow | 4105 | | 1919 | Glasgow, | Pacific | 2-6Cyl Oil Eng 26¾x39⅜ | | BL |
| 141,913 | xGlenade Steel | Twin | 406.2 | 54.2 \| 23.6 | 6725 | | 7 | (Harland [Scot. | Stm. Nav. Co. | | | |
| KBVD | 2D;Shel dk;Wireless;W. Bal; 7BH | | P43′ | B81′ F48′ | | | | & Wolff, Lim.) | | | | |
| | Oil fuel | | | | | | | | | | | |
| 8473 | **Loretta** | Scw | Am | Phila. | 3382 | 7′ 10½″ | 1920 | Chester, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 220,203 | Steel | | 400.7 | 54.2 \| 30.4 \| 32′ 10″ | 5493 | 25′ 2″ | 6 | (Merchant [Pa. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LWSG | 2D;Wireless;sub.sig;W. Bal; 7BH | | | | 8756 | | | S. B. Corp.) | | 3WTB;D. Connelly Blr. Wks; | Scip;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P36′ | B124′ F44′ | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | | | | | | | | | | Dkd1,21;s rps6,21 | | |
| | W.B.—A.P.147t;D.B.338′1312t;D | T.27′8 | 16t; F. | P.123t | | | | | | | | |
| | F.O.....D.B.284′1092t;D | T.27′7 | 90t... | ... ... | | | | | | | | |
| 8474 | **Loretto O'Boyle** | Brg | Am | New York | 2200 | | 1919 | Baltimore, | O'Boyle | Wd | | |
| 168,549 | xAquasco | | 268 | 46 \| 26 | 2200 | | | (Henry [Md. | Lighterage Co. | | | |
| | 1D | | | | | | | Smith & Sons Co.) | | | | |
| 8475 | **Loriga** | MV | Br | Glasgow | 4051 | | 1919 | Glasgow, | Pacific | 2-6Cyl Oil Eng 26¾x39⅜ | | BL |
| 141,927 | xGlenariffe Steel | Twin | 406 | 54.2 \| 23.6 | 6665 | | 10 | (Harland [Scot. | Stm. Nav. Co. | | | |
| KCRP | 2D;Shel dk;Wireless;W. Bal 7BH | | P43′ | B81′ F48′ | | | | & Wolff, Lim.) | | | | |
| 8476 | **Lorne** | Scw | Br | Pr. Rup't | 159 | | '89 | Victoria, | Hecate | 3Cyl TE 18,28,48x36 | | |
| 94,809 | Wood | | 151 | 26 \| 13.2 | 243 | | | (Alex. [B. C. | Straits Towing | | | |
| | 1D;Wireless | | | | | | | Stevens.) | Co. (Lim.) | | | |
| 8477 | **Lorraine Cross** | Scw | Am | Phila. | 3124 | 7′ 9½″ | 1920 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 220,519 | Steel | | 390 | 54.2 \| 27.8 \| 32′ | 5127 | 24′ 5″ | 8 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| MBHQ | 2D;Wireless;sub.sig;W. Bal; 8BH | | | | 7825 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,NO10,24 | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | shft drn1,24;M.&B.S.10,24; | |
| | | | | | | | | | | d rpd6,24;rps10,24;Dkd,s rps5,26 | Clh BB;CL | |
| 8478 | **Lorraine D** | MV | Am | Tampa | 62 | | 1921 | Tampa, | L. B. Shaw | 2-4Cyl Oil Eng 10¼x12½; | ✠ — — | |
| 220,915 | Steel | Twin | 90.9 | 20 \| 9 | 125 | | 2 | (Oscar [Fla. | | 200BHP | — — | |
| MCFN | 1D 2BH | | | | | | | Daniels Co.) | | | Suspended4,26 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8479 205,240 KWPS | **Lorraine Rita** xAlbatross 1D Wood | Scw | Am 127 | New York 26.1 \| 13.8 | 194 286 | | 1908 5 | Baltimore, Md | Edward Koven | 3Cyl TE 14,23,39x28; 1SB;WP180lbs;750IHP. | | |
| 8480 214,444 LGJK | **Los Alamos** xBramell Point 2D;Long. frmg;Web frms; Mchy aft;Oil in bulk;Wireless;D.F. Steel 11BH Twin | MV | Am 292.3 P76′ | New York 47.2 \| 26.9 F26′ | 2002 3262 | | 1916 11 | Baltimore, (Baltimore D. D. & S. B. Co.) [Md. | Standard Transp. Co. | 2-6Cyl Oil Eng 22x32; 1500IHP | | BL |
| 8481 213,962 LFTS | **Los Angeles** 2D;Oil in bulk;Mchy aft; Oil fuel;Web frms;SUB.SIG; Long. frmg;Wireless;W. Bal Steel 14BH | Scw | Am 435 P106′ | Los Ang's 56.2 \| 33.6 B57′ F43′ | 4205 6752 | | 1916 1 | San Francisco, Cal. (Union Iron Wks.) | Union Oil Co. of California | 3Cyl TE 27,47,76x48; 3SB;WP215lbs;2600IHP. | | BL |
| 8482 145,888 KLBV | **Losada** 2D;Shel dk;Wireless;W. Bal Steel 7BH | MV Twin | Br 406.1 P32′ | Liverpool 54.2 \| 32.8 B89′ F45′ | 4021 6520 | | 1921 10 | Glasgow, (Harland & Wolff, Lim.) [Scot | Pacific Steam Nav. Co. | 2-6Cyl Oil Eng 26⅜x39⅜ | | BL |
| 8483 | **Losovsky** xMercur xSan Pietro 1D;Spar dk;Deep frmg; Wireless;W. Bal Steel 5BH | Scw | Rus 325 P30′ | Archangel 47 \| 13.7 B102′ F31′ | 1851 3011 | | 1903 12 | W. Hartlepool, Eng. (Irvine's S. B. & D. D. Co., Lim.) | Government Northern S.S. Co. | 3Cyl TE 23,38,64x42; 3SB;WP180lbs | | |
| 8484 QLWC | **Lotte** xCalixto Garcia xBavaria 2D;Web frms;Wireless;W. Bal Steel 8BH | Scw | Ger 355.3 P54′ | Bremen 44 \| 26 B112′ F67′ | 2151 3533 | | 1905 9 | Hamburg, (Recherstine Schiffswerke.) [Ger. | Boning & Co. | 3Cyl TE 23,42,67x48; 3SB;WP200lbs;2000IHP. | | G |
| 8485 RDNB | **Lotte Leonhardt** xHeinz Kayser xSamplerdarena 1D;Deep frmg;Web frms; Wireless;W. Bal Steel 4BH | Scw | Ger 315.8 P19′ | Hamburg 45.2 \| 19.7 B87′ F36′ | 1569 2514 | | 1901 7 | Helsingor, (Helsingors Jernsk. & Msk.) [Den. | Leonhardt & Blumberg | 3Cyl TE 22½,37,61x42 | | G |
| 8486 203,861 | **Lottie** xCharles S. Hearne | Brg | Am 177 | Baltimore 34.5 \| 13.3 | 580 657 | | 1907 1 | Bethel, (Geo. K. Phillip & Co.) [Del | Wathen & Co. | O,YP,Gicf(Sltd) | ✠ — — Suspended7,24 | |
| 8487 206,231 LBCM | **Lotus** 1D Wood | MV | Am 85 | Seattle 18.3 \| 4.3 | 88 130 | | 1909 | Seattle, (J. A. Sloan.) [Wash. | Maurice McMicken | 4Cyl Gas Eng 10x10; 80IHP. | | |
| 8488 141,298 | **Lotus** Wood 1D 2BH | Scw | Am 110.5 | Cheboyg'n 22 \| 8.7 | 86 127 | | '93 rb'19 | Manitowoc, (Burger & Burger.) [Wis. | Carrow Towing Co. | 2CylC 16,30x24; 1FB;WP140lbs;60IHP. | | |
| 8489 163,660 | **Louis** 1D | Brg | Am 116 | N. Haven 30 \| 12 | 427 448 | | 1908 | Gildersleeve, (Gildersleeve S. B. Co.) [Conn. | Louis Gildersleeve | Wd;If | | |
| 8490 | **Louis B. Beauchamp** xW. S. MacDonald 1D | Trn | Br 146.5 | Georget'n 32.7 \| 12.3 | 381 430 | | 1919 | Meteghan, (H. MacDonald.) [N. S. | Kirconnel Bros. | Bch;Gif(Sltd) | | V |
| 8491 5,786 JVNS | **Louis de Geer** xHolmen xTherese 1D;Wireless;W. Bal Steel 4BH | Scw | Swd 262 P24′ | Norrkop'g 42.7 \| 18.1 B65′ F31′ | 1089 1847 | | 1916 4 | Gothenburg, (Lindholmens M. V.) [Swd. | Holmens Bruks & Fabriks A/B. | 3Cyl TE 20,33,55x36; 2SB;WP185lbs | | BL |
| 8492 OLWH | **Louis Fraissinet** 2D;Wireless;W. Bal Steel 11BH | Scw | Fr 353.6 P25′ | Marseilles 46.7 \| 23.1 F48′ | 2296 3838 | | 1914 | Port deBouc, (Ch. & Atel. de Provence.) [Fr. | Fraissinet & Co., Mgrs. | 3Cyl TE 25,41,67x43; 3SB;WP178lbs;2400IHP. | | V |
| 8493 165,253 | **Louis J. Dempsey** 1D | Brg | Am 175 | Phila. 23.9 \| 12 | 426 457 | | 1913 5 | Gildersleeve, (Gildersleeve S. B. Co.) [Conn. | Lawrence Dempsey | Wd;Gif | | |
| 8494 OLWN | **Louis L. D.** xPort D'Alger xBaygola 2D;Wireless;W. Bal Steel 6BH | Scw | Fr 403.5 P45′ | Dunkirk 52.2 \| 27.3 B126′ F38′ | 3196 5146 | | 1912 3 | Glasgow, (D. & W. Henderson & Co., Lim.) [Scot | L. Dreyfus & Co. | 3Cyl TE 25,41,67x51; 3SB;WP175lbs | | BL |
| 8495 217,773 LQHV | **Louis M. Winslow** 1D;B Steel 3BH | Scw | Am 139.2 | Boston 24 \| 13.1 | 166 346 | | 1919 | E.Boothbay, (Rice Bros.) [Me. | Theodore Hogue | 3Cyl TE 12¼,21¾,35x24; 2SB;WP180lbs;500IHP. | | |
| 8496 165,497 | **Louis P. Fortin** 1D | Brg | Am 95 | Albany 17.5 \| 7.6 | 99 105 | | 1913 | Watervliet, (P. Jesse Matton.) [N. Y. | P. Jesse Matton | Wd | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8497 140,559 | **Louis Pahlow** Wood 1D | Scw | Am 155.4 | Alex'aBay 30.4 \| 11 | 290 366 | | '82 rb '10 | Milwaukee, (Milwaukee Shipyard Co.) [Wis. | Alexander McDonald | 2CylC16,32x30; 1FB;WP125lbs;260IHP. | 90(GL) Lake Erie & St. Lawrence P.S.7,26 | |
| 8498 134,491 | **Louis Philippe** Steel 1D 4BH | Scw | Br 162 | Quebec 37.1 \| 12.3 | 250 600 | | 1914 | Levis, (Davie S. B. & Rep. Co.) [Que. | Canada S.S. Lines (Lim.) | 2CylC21,37x36; 1FB;WP85lbs;600IHP | | |
| 8499 209,871 | **Louis R. Davidson** Steel 1D;Mchy aft;Bulk carrier; W. Bal;Wireless 3BH | Scw Sch | Am 504 | Buffalo 56 \| 30 | 4996 6356 | | 1912 6 | Ashtabula, (Great Lakes Eng. Works.) [Ohio | American S.S. Co (Boland & Cornellus, Mgrs.) | 3CylTE23,37,63x42; 2SB;WP180lbs;1760IHP. | | |
| 8500 138,803 TNKV | **Louis Theriault** 1D | Trn Aux | Br 146.5 | Weymo'th 32.3 \| 12 | 339 442 | | 1918 8 | Belliveau Cove, N. S. (A. A. Theriault.) | A. F. Watchlin | Bch,Sp,YP;Gicf(Sltd) 4CylOilEng10½x12½ | ✠ — — Suspended2,21 | |
| 8501 215,518 | **Louis W. Hill** Steel 1D;B;Mchy aft;Web frms; Long. frmg; W. Bal 4BH | Scw | Am 525 | Fairport 58 \| 31 | 5648 7038 | | 1917 7 | Lorain, (American S. B. Co.) [Ohio | Producers S.S. Co. | 3CylTE23½,38,63x42; 2SB;WP180lbs;1900IHP. | (★100(GL) P.S.8,26 | |
| 8502 201,602 | **Louisa R. Sylva** 1D | Sch | Am 101 | Gloucester 24.4 \| 11.4 | 92 131 | | 1904 | Essex, Mass. | Gorton-Pew Vessels Co. | Wd | | |
| 8503 166,574 | **Louise** 1D | Brg | Am 111.8 | New York 33.6 \| 9.2 | 307 307 | | 1900 | Rockland Lake, N. Y. (Michael W. Martin.) | The Conklin & Foss Co. | Wd | | |
| 8504 140,427 | **Louise** Iron 1D | Scw | Am 94.5 | Galveston 20 \| 7.4 | 59 105 | | '80 rb '20 | Camden, (Dialogue & Sons.) [N. J. | Southern Pacific Co. | 2-2CylC12,26x24; 1SB;WP120lbs;294IHP. | | |
| 8505 141,572 | **Louise** Wood 1D | StW | Am 165 | S. Michael 36.5 \| 5 | 384 717 | | '98 | Unalaska, Alaska | American-Yukon Nav. Co. | 800IHP. | | |
| 8506 141,201 KLGD | **Louise** 1D | Sch | Am 150 | San Fran. 35 \| 10 | 328 345 | | '92 | Fairhaven, Cal. | Gardiner Mill Co. | YF;Icf | | |
| 8507 141,645 KPVM | **Louise** 1D | Sch Pilot | Am 91.3 | Boston 23 \| 10.2 | 73 102 | | 1900 5 | E. Boston, (A. A. Martin.) Mass. | Boston Pilots Relief Society | O,YP;Icf | | |
| 8508 | **Louise** xJennie S. Barker 2D | Bk | Arg 173.2 | BuenAires 34.6 \| 23 | 1015 1065 | | '69 11 | Freeport, (G. & C. Bliss.) Me. | Cia. Argentina de Pesca | O,Hw,Hk,YP;Icf | | |
| 8509 166,280 | **Louise C. Crane** 1D | Brg | Am 153.5 | Wilmngtn 30.7 \| 10.4 | 392 392 | | 1916 | Sharptown, (Sharptown Marine Railway Co.) [Md. | Marvil Package Co. | Wd | | |
| 8510 131,701 | **Louise F.** 1D | Sch Aux Twin | Br 87.1 | Nassau 25.9 \| 8.7 | 116 139 | | 1910 | Harbour Is. (W. E. Roberts.) [Bah | C. K. Kelly | Wd; 2-6CylOilEng5x11 | | |
| 8511 130,906 KQRH | **Louisiana** xNorthman 2D;Mchy aft;Oil fuel; Oil tanks;Wireless;W. Bal Steel 4BH | Scw | Am 290 | Pt. Arthur 42.2 \| 23 B32′ F36′ | 1797 2849 | | 1901 3 | Chicago, (Chicago S. B. Co.) [Ill. | Texas Co. | 3CylTE20,33,54x40; 2SB;WP175lbs;1150IHP | | V |
| 8512 141,556 | **Louisiana** 2D | Brg Sch | Br 202.4 | Vancouv'r 40 \| 23.8 | 1309 1426 | | '73 12 | Bath, (Hough-ton Bros.) [Me. | Gosse-Millerd (Lim) | O,YP;Icf | — Exp | |
| 8513 LBSD | **Louisiana** 1D;Shel dk;Oil fuel; Wireless;W. Bal Steel 7BH | Scw | Nor 363.4 F68′ | Tonsberg 52.2 \| 31.1 | 1845 3462 | | 1921 3 | Haverton Hill, Eng. (Furness S. B. Co., Lim.) | A/S. Norge Mexico Gulf Linien | 3CylTE26,43,73x48; 3SB;WP180lbs | | BL |
| 8514 218,896 LSTP | **Louisiana** xLake Ellicott 1D;B;Wireless;SUB.SIG;W. Bal; Oil fuel F. P. above 150° F. Steel 4BH C-29 | Scw | Am 253.4 P25′ | New York 43.6 \| 26 \| 28′ 4″ B65′ F24′ | 1658 2674 4000 | 4′ 2½″, 24′ 3½″ | 1919 10 | Ecorse, (Great Lakes Eng. Wks.) [Mich. | Gulf & Southern S.S. Co. | 3CylTE21,35,59x42; Great Lakes Eng. Wks.; 2SB;John Brennan & Co; 4720HS,WP190lbs;1350IHP; EAC;Dkd,d rpd7,26; (Sunk11,26) | ✠A1Ⓔ ✠AMS S.S.No.1,NY6,25; M.S.6,25;B.S;shft drn7,26; Scip;CL | |
| | W.B.—A.P.98t. D.B .203′41 F.O.—A.P.92t;D.T.a14′110t;D.B .164′29 | | | 8t. ... 8t; W. | F.P .51t T.m38′173t. ... | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8515 | **Louisiana** | MV | Dan | Cop'hagen | 4046 | | 1922 | Ardrossan, | Det. | 2-6CylOilEng23¾x35$\frac{7}{16}$; | | V |
| | Steel | Twin | 407.9 | 55.2 \| 33.6 | 6513 | | 3 | (Ardrossan [Scot. D. D. & S. B. Co., Lim.) | Forenede Damskibs. Selsk. | 2800IHP | | |
| NDJH | 1D;WWireless;W. Bal. 8BH | | | | | | | | | | | |
| 8516 | **Louisville Bridge** | Scw | Am | Newark | 2000 | 5′ 9″ | 1919 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,997 | Steel | | 324 | 46.2 \| 25 | 3283 | 22′ 11″ | 6 | (Submarine [N. J. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LQWS | 1D;2d dk at ends; 7BH | | | 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | Cih BB;CL | |
| | SUB.SIG; 6BH to Fbd dk | | P30′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | d rpd5,20;Dkd4,21;s rps9,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | 20′3¾ | t..... | ...F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T | 20′368 | t;S.T.3 | 1t..... | | | | | | | | |
| 8517 | **Louqsor** | Scw | Fr | Marseilles | 4446 | | 1904 | La Ciotat, | Soc. des | 2-3CylTE29,39,63x47½; | | V |
| | Steel | Twin | 447.2 | 52.7 \| 32.7 | 6889 | | | (Messageries [Fr. Maritimes.) | Services Contractuels des Messageries. Marit. | 3DB;WP135lbs;3300IHP | | |
| OLXC | 2D;Spar dk;Wireless;W. Bal 8BH | | | | | | | | | | | |
| 8518 | **Lourenco Marques** | Scw | Ptg | Lisbon | 3857 | | 1905 | Hamburg, | Cia. | 2-3CylTE23,39,67x48; | | |
| | xAdmiral Steel | Twin | 415.9 | 50.4 \| 28.1 | 6298 | | 6 | (Blohm [Ger. | Nacionale de Nav. | 3Blrs | | |
| HLMA | 2D;Web frms;SUB.SIG; 10BH | | P & B | 284′ F85′ | | | | & Voss.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 8519 | **Louvain** | Scw | Blg | Antwerp | 2742 | | 1906 | Greenock, | Cie. Trans- | 3CylTE25,41,68x48; | | BL |
| | xLouisiana xBellview Steel | | 370 | 52 \| 17.5 | 4354 | | 5 | (Grange- [Scot. | atlantique Belge | 3SB;WP180lbs | | |
| MLOV | 1D;Spar dk;Deep frmg; 6BH | | P25′ | B92′ F41′ | | | | mouth & Greenock Dkyd. Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 8520 | **Lovland** | Scw | Nor | Oslo | 1447 | | 1907 | Sunderland, | T. Pedersen | 3CylTE22½,37,61x42; | | N |
| | Steel | Sch | 295 | 45 \| 19.6 | 2389 | | 5 | (Short [Eng. | Mgr. | 2SB;WP180lbs | | |
| MDHP | 1D;Wireless;W. Bal 5BH | | P24′ | B80′ F32′ | | | | Bros., Lim.) | | | | |
| 8521 | **Lovstakken** | Scw | Nor | Bergen | 1462 | | 1921 | Burntisland, | A/S. D/S. | 3CylTE21,35,57x36; | | N |
| | Steel | | 301 | 43.7 \| 22.2 | 2462 | | 1 | (Burntisland [Scot. | Lovstakken | 2SB;WP180lbs | | |
| LBCP | 1D;Wireless;W. Bal 4BH | | P28′ | B83′ F34′ | | | | S. B. Co., Lim.) | | | | |
| 8522 | **Lowana** | Scw | Br | Melb'urne | 1687 | | 1924 | Pt. Glasgow, | Melbourne | 3CylTE25,41,68x45; | | BL |
| 151,814 | Steel | | 334 | 47 \| 22.9 | 3021 | | 6 | (Dunlop, [Scot. | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| THSG | 1D;Shel dk;Wireless;W. Bal 5BH | | F31′ | | | | | Bremner & Co., Lim.) | | | | |
| 8523 | **Lowther Castle** | Scw | Br | Liverpool | 2740 | | 1914 | Hoboken, | J. Chambers | 3CylTE26,43,72x48; | | BL |
| 135,579 | Steel | | 400 | 51.8 \| 24.7 | 4439 | | 5 | (Antwerp [Hol. | & Co., Mgrs. | 3SB;WP180lbs | | |
| JFMW | 1D;Shel dk;Web frms; 6BH | | | | | | | Eng. Co., Lim.) | | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | | | | | |
| 8524 | **Loyal Devonian** | Scw | Br | London | 2261 | | 1911 | Greenock, | Carpenter | 3CylTE25,41,67x45; | | BL |
| 132,608 | xPanayiotis xEssex Abbey Steel | | 348.5 | 50.2 \| 23.6 | 3610 | | 9 | (Greenock [Scot. | & Tuck, Mgrs. | 2SB;WP180lbs | | |
| HTLV | 1D;Wireless;W. Bal 6BH | | P30′ | B99′ F38′ | | | | & Grangemouth Dkyd. Co., Lim.) | | | | |
| 8525 | **Loyola** | Sch | Br | Lunenb'rg | 91 | | 1914 | La Have, | Gordon E. | Wd;Gif | | |
| 134,055 | | | 83.4 | 23.4 \| 9.7 | 99 | | 5 | (J. N. [N. S | Romkey | | | |
| | 1D | | | | | | | Rafuse & Sons.) | | | | |
| 8526 | **Lubeck** | Scw | Ger | Hamburg | 2145 | | 1922 | Kiel, | Deutsch | 3CylTE23,39,65x45 | | G |
| | Steel | | 339 | 47.5 \| 26.2 | 3703 | | 11 | (Frd. [Ger. | Austral & Kosmos | | | |
| RDFP | 1D;Wireless;W. Bal 6BH | | P & B | 220′ F42′ | | | | Krupp Akt. Ges.) | Linie. | | | |
| 8527 | **Lubrafol** | MV | Blg | Antwerp | 4417 | | 1924 | Newcastle, | Soc. Anon. | 2-4CylOilEng23x41; | | C |
| | Steel | Twin | 440.8 | 57.4 \| 34 | 7138 | | 11 | (Armstrong, [Eng. | d'Armement | Dkd,d rpd3,25;s rps11,26 | A.S.12,25; | |
| | 2D;Oil in bulk;Mchy aft;Wireless | | P101′ | B32′ F46′ | | | | Whitworth & Co., Lim.) | d'Industrie et de Commerce | | M.S.7,26 | |
| | 19BH | | | | | | | | | | | |
| 8528 | **Lubrico** | Scw | Am | San Fran. | 4290 | 7′ 6¼″ | 1921 | Oakland, | Standard | 3CylTE27½,46,78x51; | ✠A1Ⓔ Oil Carrier. | |
| 221,590 | Steel | | 425 | 57.2 \| 33.1 | 6956 | 25′ 9″ | 8 | (Moore [Cal. | Oil Co. (Cal.) | Hooven, Owens, Rentschler Co; | ✠AMS | |
| MDCP | 2D;Mchy aft; 16BH | | | 33′ | 10000 | | | S. B. Co.) | | 3SB;Moore S. B. Co; | n shft3,25;M.&B.S.10,25; | |
| | Long. frmg; 9BH to Fbd dk | | P105′ | B90′ F41′ | | | | | | 9078HS;WP220lbs;3200IHP;EAC; | Cih BB;CL | |
| | Wireless;SUB.SIG;D.F; 7BH to 2d dk | | | | | | | | | d rpd3,23;s rps3,26;Dkd8,26 | | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.29t;D.B.61′147t | D.T.a | 4′207t. | ..... | ....D.T.f.43′ | 541t;T | D.36t | | | | | |
| | F.O.....D.T.a | | 11′532 | t..... | .....D.T.f.9′4 | 04t..... | | | | | | |
| 8529 | **Lucania** | Scw | Brz | Rio Jan'ro | 218 | | '90 | Genoa, | Castro | 2CylC16,32x19; | | |
| | xFranklin Steel | | 157.6 | 27.2 \| 10.9 | 346 | | | (E. [It. | Guimaraes & | 1SB;WP100lbs | | |
| | 1D 5BH | | | | | | | Cravero & Co.) | Co. | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8530 135,487 JCWQ | **Lucellum** Steel 2D;Mchy aft;Web frms; Oil in bulk;Oil fuel;Wireless; W. Bal | Scw Sch 16BH | Br P98′ | Liverpool 50.8 \| 29.2 B28′ F40′ | 3233 5184 | | 1913 7 | Sunderland, (J. Laing & Sons, Lim.) [Eng. | H. E. Moss & Co., Mgrs | 3Cyl TE 26,44,72x48; 2SB;WP180lbs | | BL |
| 8531 142,768 JVRC | **Luceric** Steel 1D;Shel dk;Wireless;W. Bal | Scw 8BH | Br 412.5 F36′ | Glasgow 55.5 \| 34.4 | 4166 6681 | | 1919 3 | Sunderland, (W. Dox- ford & Sons, Lim.) [Eng. | A. Weir & Co., Mgrs. | 3Cyl TE 27,44,73x48; 3SB;WP180lbs | | BL |
| 8532 99,437 MRWH | **Lucerna** Iron & Steel 2D;Mchy aft;Oil in bulk; Wireless;W. Bal | Scw Sch 18BH | Br 330 | Liverpool 42.6 \| 28.5 | 2071 3247 | | '92 | Newcastle, (Armstrong, Mitchell & Co., Lim.) [Eng. | The Maritime Investments (Lim.) | 3Cyl TE 24,40,65x42; 2SB;WP160lbs;1380IHP. | | V |
| 8533 HSMB | **Luchana** xOquendo xTuscany 1D;Spar dk;Deep frmg; Wireless;W. Bal | Scw Steel 5BH | Sp 325 P32′ | Bilbao 47 \| 13.8 B101′ F31′ | 1872 3000 | | 1908 2 | W. Hartle- (Irvines pool, Eng. S. B. & D. D. Co., Lim.) | U. de la Torre, Mgr. | 3Cyl TE 24,38,64x42; 2SB;WP160lbs | | BL |
| 8534 119,171 HBLM | **Luchana** Steel 1D;Deep frmg;Wireless; W. Bal | Scw Sch 5BH | Br 331 P28′ | Glasgow 48 \| 22 B96′ F35′ | 1975 3059 | | 1904 10 | Greenock, (Grange- mouth & Green- ock Dock Yd. Co.) [Scot. | R. W. Bruce Mgr. | 3Cyl TE 24,40,65x42; 2SB;WP160lbs | | BL |
| 8535 64 NWIE | **Lucia** xPinot xRossali 1D;B;Web frms;Wireless; W. Bal | Scw Steel 5BH | It 321 P27′ | Catania 42.1 \| 24.8 B68′ F31′ | 1668 2665 | | '95 3 | W. Hartle- pool, Eng. (W. Gray & Co., Lim.) | C. & C. Ursino fu F. | 3Cyl TE 23,36,62x39; 2SB;WP160lbs | | I |
| 8536 140,097 | **Lucia A. Simpson** 1D | Sch | Am 127 | Milw'ukee 28 \| 8 | 215 227 | | '75 rb '93 | Manitowoc, (Rand & Burger.) [Wis. | Chas. J. Sanderson | O | 85CF(GL) P.S.6,26 | |
| 8537 104 NWIG | **Lucia C** xLucia 2D;Web frms | Scw Steel 6BH | It 417.7 P36′ | Trieste 54 \| 29.7 B124′ F44′ | 3647 6123 | | 1922 3 | Monfalcone, (Cant. Nav. Triestino.) [It. | Cosulich Soc. Triestina de Nav. | 3Cyl TE 26,42,70x48; 3SB;WP180lbs | | I |
| 8538 218,777 LSNB | **Lucia P. Dow** 2D | Sch | Am 189 | Boston 37.8 \| 20 | 891 998 | | 1919 | Rockland, (Francis Cobb S. B. Co.) [Me. | New Eng- land Maritime Co. | Wd | | |
| 8539 140,069 JQSB | **Lucie Wheatley** 1D | Trn C B | Am 113.8 | Balt. 29.5 \| 8.2 | 180 190 | | '75 | Frederica, Del. | C. C. Paul & Co. | O,Gif | | |
| 8540 127,965 HNQD | **Lucigen** Steel 2D;Web frms;Mchy aft; Oil fuel;Oil in bulk;Wireless;W. Bal | Scw Sch 16BH | Br 388 P96′ | Liverpool 50.5 \| 29.3 B28′ F43′ | 3173 4986 | | 1909 2 | Newcastle, (Armstrong, Whitworth & Co., Lim.) [Eng. | H. E. Moss & Co., Mgrs. | 3Cyl TE 26,43,72x48; 4SB;WP180lbs | | BL |
| 8541 110,160 RGLJ | **Luciline** Steel 2D;Oil in bulk;W. Bal; Wireless;Mchy aft | Scw 19BH | Br 335.7 P83′ | London 45 \| 28.6 B23′ F42′ | 2415 3788 | | '99 10 | Low Walker (Armstrong, Whitworth & Co., Lim.) [Eng. | Davies & Newman (Lim.) | 3Cyl TE 24,40,64x48; 2SB;WP160lbs;1750IHP. | | V |
| 8542 116,905 | **Lucille** 1D | Trn | Br 102.5 | Bridgetwn 28.1 \| 10 | 163 189 | | 1906 | Parrsboro, (D. A. Huntley.) [N. S. | A. Moulton & Co. | Sp,Bch;Gif(Sltd) | | |
| 8543 130,814 | **Lucille B. Creaser** 1D | Sch | Br 106.8 | Lunenb'rg 26.3 \| 10.4 | 99 | | 1912 | Lunenburg, N. S. | George T. Flander | Wd | | |
| 8544 147,933 KRSC | **Luciston** Steel 2D;Wireless;W. Bal | Scw 6BH | Br 404.9 P38′ | Glasgow 53 \| 27.6 B119′ F43′ | 3174 5017 | | 1924 11 | Pt. Glasgow, (R. Duncan & Co., Lim.) [Scot. | Luciston S.S. Co. (Lim.) | 3Cyl TE 26,42,70x48; 3SB;WP180lbs | | BL |
| 8545 209,375 LJWV | **Lucius W. Robinson** Steel 1D;Mchy aft;SUB.SIG;W. Bal | Scw Sch 3BH | Am 244 | Ogdensb'g 43 \| 21.8 | 1141 1899 | | 1912 5 | Wyandotte, (Detroit S. B. Co.) [Mich. | Geo. Hall Corp. | 3Cyl TE 18,29,48x40; 2SB;WP170lbs;995IHP. | (★100(GL) P.S.5,25 | |
| 8546 103,690 | **Luckport** Wood 1D | Scw | Br 135 | Midland 21.5 \| 12 | 134 231 | | '98 | Midland, (Wm. Carson.) [Ont. | Midland Trans. Co. | 2CylC 20,38x30; 1SB;WP100lbs;57IHP. | | |
| 8547 HBJG | **Lucy** xTrinity Steel 1D;Deep frmg;Wireless;W. Bal 6BH | Scw | Ltv 346.6 P27′ | Riga 50.6 \| 23 B94′ F31′ | 2317 3803 | | 1906 7 | W. Hartle- pool, Eng. (W. Gray & Co., Lim.) | Russian Baltic S.S. Co. | 3Cyl TE 25,40,67x45; 2SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mld. | | | | | | | | | |
| 8548 215,893 LJMV | **Lucy Evelyn** 1D | Trn | Am 139.9 | Machias 32.4 \| 11.1 | 307 374 | | 1917 12 o'24 | Harrington, (Frye, [Me. Flynn Co.) | Alfred K. Ames | Hw,P,Hk;Gicf(Sltd) clk t,dk9,23;clk b,s t,dk clkg4,24; d rpd11,25;s rps,s b clkg1,26 | ✠A1 S.S.No.2,NLdn4,24 | |
| 8549 140,969 KGBP | **Lucy May** 1D | Sch C B | Am 84.6 | Baltimore 25.4 \| 6.5 | 98 104 | | '88 10 | Cherryfield, Me. (Geo. Emery.) | Houston W. Todd | Hw,Hk,Sp;If | | |
| 8550 RBHG | **Ludendorff** Steel 2d;SUB.SIG;Wireless;W. Bal 8BH | Scw | Ger 468.8 P55′ | Hamburg 58.2 \| 32.7 B101′ F41′ | 4914 7892 | | 1921 4 | Vegesack, (Flensb. [Ger. Schiffsb. Ges.) | Hugo Stinnes | 3Cyl TE32,52,86x55; 4SB;WP200lbs | | G |
| 8551 3,417 JKMD | **Ludvig Peyron** Steel 1D;Web frms;W. Bal 4BH | Scw | Swd 236.6 P9′ | Stockholm 36 \| 17.9 B66′ F30′ | 774 1430 | | '99 3 | Greenock, (Carmichael [Scot. Maclean & Co.) | H. Ericson, Mgr. | 3Cyl TE18,30,48x33; 2SB;WP160lbs | | BL |
| 8552 216,147 LKMD | **Luella** Steel 2D;Long. frmg;Wireless; SUB.SIG;W. Bal 5BH W.B.—A.P.132t; D.B.294′794t; F′ P.98t | Scw | Am 339.3 P34′ | Baltimore 49.1 \| 26.5 \| 28′ 7¾″ B75′ F30′ | 2540 4152 6200 | 5′ 8¼″ 23′ 1½″ | 1918 5 | Baltimore, (Baltimore [Md. D. D. & S. B. Co.) | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 3SB;Baltimore D. D. & S. B. Co; 189GS;5104HS;WP195lbs;1800SHP; Dkd6,20;s rps4,21 | ✠A1Ⓔ ✠AMS S.S.Balt6,20; Cih BB;CL (Laid up) | |
| 8553 422 QHMB | **Luigina** xStrathome 1D;B | Bk | It 193.6 | Genoa 37.6 \| 22.2 | 1043 1115 | | '83 6 | Maitland, N. S. (A. Putnam) | Mortolo fu G. B. | Sp,M;Icf(Sltd) | | |
| 8554 | **Luis Rafael Yangco** Steel 1D | Scw Twin | Am 151 | Manila 22 \| 10 | 170 277 | | 1911 | Hong Kong (Hongkong [China & Whampoa D. Co., Lim.) | T. R. Yangco | 2-3Cyl TE11½,16,29x15 | | |
| 8555 | **Luisa** xAlbaro xSkutari xSerapis Steel 2D;Wireless;W. Bal 6BH | Scw | Chl 321.1 P & B | Valparaiso 40.2 \| 23.4 217′ F34′ | 1675 2850 | | '90 | Hamburg, (Blohm [Ger. & Voss.) | Soc. Maritima Comercial | 3Cyl TE23,38,63x42 | | |
| 8556 RCVP | **Luise Hemsoth** Steel 2D;Wireless;W. Bal 1BH | Scw | Ger 407 P24′ | Bremen 54.3 \| 31.9 B18′ F35′ | 2952 4951 | | 1922 10 | Kiel, (Deutsche [Ger. Werke, A. G.) | Robert M. Sloman & Co | Stm Tbns; 3Birs;WP185lbs | | G |
| 8557 RBWF | **Luise Leonhardt** xPhoenix Steel 1D;Deep frmg;Wireless;W. Bal 4BH | Scw | Ger 275.9 P17′ | Hamburg 39.7 \| 17.5 B176′ F30′ | 1056 1756 | | 1907 3 | Hamburg, (Reihersteg [Ger. Schiffsw.) | Leonhard & Blumberg | 3Cyl TE17½,29,48x35 2SB;WP180lbs | | G |
| 8558 | **Luise Nielsen** Steel 2D;Oil fuel;Wireless; W. Bal 5BH (*Now Taigen Maru*) | Scw | Jap 409.6 P44′ | 54 \| 27.1 B115′ F47′ | 4267 5759 | | 1917 3 | Seattle, (Skinner [Wash. & Eddy Corp.) | Taiyo Kaiun K. K. | Stm Tbn; 3SB;WP210lbs | | BL |
| 8559 1,293 NWQC | **Luisiano** xBaytown xRegnolite Steel 1D;Web frms;Mchy aft; 10BH Oil in bulk;Oil fuel;Wireless;W. Bal | Scw | It 255.9 B73′ | Genoa 43.6 \| 23.4 F35′ | 1418 2155 | | 1917 10 | Collingwood (Collingwood [Ont. S. B. Co., Lim.) | Societa Armatrice Italiana | 3Cyl TE18,30,50x36; 2SB;WP180lbs;1100IHP | | BL |
| 8560 | **Luiza** 1D | Brg | Ptg 142.3 | Lisbon 30.5 \| 12.9 | 390 464 | | 1919 10 | Biloxi, (Biloxi [Miss. D. D. & S. B. Co.) | M. da Silva | Wd | | |
| 8561 6,851 KDSP | **Lulea** Steel 1D;Shel dk;Wireless;W. Bal 7BH | MV Twin | Swd 393.7 F40′ | Stockholm 53.4 \| 30.9 | 3108 5617 | | 1922 9 | Gothenburg, (A. B. Gotaverken.) [Swd. | Trafikaktieb Grangesberg-Oxelosund | 2-6Cyl Oil Eng 23 3/16 x35 7/16 | | BL |
| 8562 137,535 JNTW | **Lumina** Steel 2D;Web frms;Mchy aft; 15BH Oil fuel;Long. frmg;Oil in bulk; Wireless;W. Bal | Scw | Br 407 P98′ | Liverpool 52.2 \| 31.5 B28′ F41′ | 3732 5856 | | 1917 2 | Newcastle, (Palmers' [Eng. Co., Lim.) | H. E. Moss & Co., Mgrs. | 3Cyl TE26,44,73x48; 3SB;WP180lbs | | BL |
| 8563 133,138 JCTQ | **Luminous** xVitruvia Steel 2D;Mchy aft;Long. frmg; 16BH Web frms;Oil in bulk;Oil fuel; Wireless;W. Bal | Scw | Br 376 P103′ | Liverpool 51.2 \| 29 B28′ F43′ | 2875 4753 | | 1913 9 | Pt. Glasgow, (Russell [Scot. & Co.) | H. C. Moss & Co., Mgrs. | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8564 | **Luna** Steel | Scw | Hol | Curacao 39.3 \| 14.9 | 830 1415 | | 1922 | Papendrecht, Hol. (N. V. Scheepsbouw-werf't Huis de Merwede.) | Koninkl. Nederl. Stoomb. Maats. | 3CylTE20,31,51x35½; 2WTB;WP200lbs;1000IHP | | V |
| TNXV | 2D;Oil fuel;Oil in bulk;W. Bal 5BH | | | 265.1 | | | | | | | | |
| 8565 | **Lunaria** Iron | Scw | Swd | Gothenb'g 35.5 \| 18.4 | 991 | | '82 | W. Hartlepool, Eng. (W. Gray & Co.) | H.Metcalfe, Mgr. | 2CylC30,60x39; 2SB;WP80lbs | | BL |
| 4,823 | xMiranda | | | 257 | 1641 | | 11 | | | | | |
| JQTF | 1D;Well dk;Wireless;W. Bal 4BH | | | P35′ B66′ F28′ | | | | | | | | |
| 8566 | **Lundy Light** Steel | Scw | Br | Cardiff 50.8 \| 23.3 | 2370 | | 1909 | Sunderland, (J. L. Thompson & Sons, Lim.) [Eng. | Bristol Channel Steamers (Lim.) | 3CylTE25,41,67x45; 2SB;WP180lbs | | BL |
| 125,782 | xScottier xKingsgate | | | 346.5 | 3717 | | 5 | | | | | |
| HNTQ | 1D;B;Deep frmg;Web frms; Wireless;W. Bal 6BH | | | P23′ B92′ F32′ | | | | | | | | |
| 8567 | **Luneburg** Steel | Scw | Ger | Hamburg 57.2 \| 27 | 3672 | | 1914 | Weser-munde, Ger. (J. C. Tecklenborg, A. G.) | Deutsche Austral. Dampfsch. Ges. | 3CylTE27,46,78x53; 4SB;WP206lbs | | BL |
| RDQM | xCity of Sydney xFreiberg | | | 451.1 | 5828 | | 4 | | | | | |
| | 2D;Well dk;Wireless;W. Bal 9BH | | | P & B 381′ F51′ | | | | | | | | |
| 8568 | **Luossa** Steel | MV | Swd | Stockholm 53.4 \| 30.9 | 3129 | | 1923 | Gothenberg, (A. B. Gotaverken.) [Swd. | Trafikatieb, Grangesborg-Oxelosund | 2-6CylOilEng23 3/16x35 7/16 | | BL |
| 6,955 | | Twin | | 393.6 | 5580 | | 3 | | | | | |
| KFBG | 1D;Shel dk;Wireless;W. Bal 7BH | | | F40′ | | | | | | | | |
| 8569 | **Lurline** Steel | Scw | Am | San Fran. 43.1 \| 29.2 | 4096 | | 1908 | N'port News (Newport News S. B. & D. D. Co.) [Va. | Matson Navigation Co. | 3CylTE31,50,84x54; 4SB;WP180lbs;12001HP | | BL |
| 204,955 | | Sch | | 412.8 | 6572 | | 3 | | | | | |
| KWMR | 2D;Mchy aft;Wireless;D.F; Oil fuel;Web frms;SUB.SIG;W. Bal 7BH | | | P & B 324′ F43′ | | | | | | | | |
| 8570 | **Lutetia** Steel | Scw | Fr | Bordeaux 64.1 \| 33.1 | 5599 | | 1913 | St. Nazaire, (Chant. de l'Atlantique) [Fr. | Cia. de Nav. Sud. Atlantique | 2-4CylTE41,57,65,65x47; 2Stm Tbns; 18SB;WP200lbs;20,000IHP | | V |
| | | Quad | | 578 9 | 14654 | | 1913 | | | | | |
| OLZT | 4D;W. Bal;Wireless 16BH | | | B312′ F59′ | | | | | | | | |
| 8571 | **Lutetian** Steel | Scw | Br | London 51.5 \| 26.8 | 2969 | | 1908 | Sunderland, (Sir J. Laing & Sons.) [Eng | Lutetian Nav. Co. (Lim.) | 3CylTE26,43,70x48; 3SB;WP180lbs | | BL |
| 125,720 | | Sch | | 365 | 4778 | | 8 | | | | | |
| HMWS | 2D;Oil in bulk;Web frms; Wireless;W. Bal 15BH | | | P28′ B83′ F39′ | | | | | | | | |
| 8572 | **Luther E. Hooper** | Brg | Am | Wilm'gton 46 \| 23.6 | 2094 | | 1920 | Mobile, (Murnan S. B. Co.) [Ala. | Eastern Transportation Co. | Wd | | |
| 220,855 | xAlcay | Sch | | 267.3 | 2190 | | | | | | | |
| MCBS | 1D | | | | | | | | | | | |
| 8573 | **Luther Little** | Sch | Am | Boston 41 \| 21 | 1119 | | 1917 | S. Somerset, (Crownin-shield S. B. Co.) [Mass. | Rogers & Webb | O,Hw,YP;Icf(Sltd) DB;d rpd,clk bl,21; s clkg9,25;clk dk12,25; s rps,s b clkg6,26 | ✠A1Ⓔ S.S.No.2,Bost9,25 | |
| 215,845 | | 4 M | | 185 | 1234 | | 12 | | | | | |
| LJKG | 2D | | | | | | | | | | | |
| 8574 | **Luxembourg** Steel | Scw | Blg | Antwerp 56 \| 29.6 | 3665 | | 1915 | Bremen, (Akt. Ges. "Weser.") [Ger. | Cie. Nat. Belge de Transports. Mar. | 3CylTE28,46,75x53; 3SB;WP192lbs | | BL |
| | xSonnenfels | | | 421.8 | 5854 | | 5 | | | | | |
| MLQO | ?D;Wireless;W. Bal 6BH | | | P60′ B126′ F54′ | | | | | | | | |
| 8575 | **Luxor** Iron | Scw | Egp | Alexandria 38.5 \| 16.6 | 1433 | | '81 | Philadelphia (Cramp & Sons.) [Pa. | C. D. Paschalis | 2CylC34,60x45; 4SB;WP90lbs;1500IHP. | | |
| | xBerkshire | Sch | | 250 | 2055 | | 9 | | | | | |
| JVNR | 3D;Wireless 4BH | | | | | | | | | | | |
| 8576 | **Luxpalile** Steel | Scw | Am | New York 54.2 \| 27.6 \| 32′ | 3051 4990 7825 | 7′ 9½″ 24′ 5″ | 1919 | Hog Island, (American Int. S. B. Corp.) [Pa. | Export S. S. Corp. | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; Dkd,d rpd11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY9,23; M.S.9,23;n shft6,25; shft drn 11,25;B.S.11,26; Cih BB;CL | |
| 218,486 | | 8BH | | 390 | | | 7 | | | | | |
| LRWK | 2D;Wireless;SUB.SIG;W. Bal; Oil fuel F. P. above 150° F. C-36 | | | P50′ | B121′ F40′ | | | | | | | |
| | W.B.—A.P.100t;D.B.284′1380t. F.O.....D.B.257′1162t;S. | | | T.14′1 | .... D. 29t; D. | T.36′892t;F.P.1 T.36′833t..... | 44t ... | | | | | |
| 8577 | **Luzerne** Wood | Scw | Am | New York 23.7 \| 11.3 | 112 | | '99 | Pt. Richmond, N. Y. (Burlee D. D. S. & E. B. Co.) | Nassau Sand & Gravel Co. | 2CylC18,38x26; 450IHP. | | |
| 121,095 | xFred. B. Dalzell | | | 94.3 | 165 | | | | | | | |
| 8578 | **Luzon** | Brg | Am | New York 40.7 \| 24 | 1182 | | '81 | E. Boston, (Smith & Townsend.) [Mass. | Neptune Line, Inc. | O,YP;Gicf | — Exp | |
| 140,450 | | Sch | | 205.8 | 1358 | | 4 | | | | | |
| JVFH | 2D | xS | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8579 | **Luzon Maru** | Scw | Jap | Osaka | 2872 | | 1902 | Pt. Glasgow, | Bunji Kano | 3Cyl TE 25,41,67x45; | | C-J |
| 15,202 | xBritish Monarch Steel | Sch | 345.1 | 49.8 \| 28.4 | 3980 | | 6 | (Russell [Scot. | | 2SB;WP180lbs;227RHP. | 2dS.S.No.3,Insha4.23; | |
| LWNQ | 1D;Spar dk;Deep frmg; 6BH | | P26′ | B74′ F37′ | | | | & Co.) | | | M.&B.S;shft drn6,25 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 8580 | **Lycaon** | Scw | Br | Liverpool | 4814 | | 1913 | Newcastle, | A. Holt & | 3Cyl TE 31,51½,86x60; | | |
| 135,467 | Steel | | 455.3 | 56.3 \| 32.5 | 7552 | | | (Hawthorn, [Eng. | Co., Mgrs. | Dkd8.26 | | |
| JCKP | 2D;Wireless;W. Bal | | P53′ | B162′ F60′ | | | | Leslie & Co., Lim.) | | | | |
| 8581 | **Lycia** | MV | Br | Glasgow | 1249 | | 1924 | Glasgow, | Cape York | 6CylOilEng 24x51 | | BL |
| 147,259 | Steel | | 300.5 | 44.2 \| 21 | 2338 | 7 | (Dunlop, [Scot. | Motorship Co. | | | |
| KQTC | 2D;Wireless;W. Bal 6BH | | | | | | | Bremner & Co., | (Lim.) | | | |
| | | | | | | | | Lim.) | | | | |
| 8582 | **Lycoming** | Scw | Am | Phila. | 3709 | 7′ 10½″ | 1919 | Bristol, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,216 | Steel | | 400.7 | 54.2 \| 30.4 \| 32′ 10″ | 5989 | 25′ 2″ | 11 | (Merchant [Pa. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LTQB | 2D;Wireless;Deep frmg;W. Bal; 7BH | | P35′ | B123′ F44′ | 8822 | | | S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | | | | | | | | | | s rps12,19;Dkd7,20 | | |
| | W.B.—A.P.143t;D.B.335′1311t.. | ....P | .P.120t | | | | | | | | | |
| | F.O.....D.B.281′1092t.;S | .T.63t. | ..... | | | | | | | | | |
| 8583 | **Lyderhorn** | Scw | Nor | Oslo | 1096 | | 1917 | Cleveland, | D. Steen, | 3Cyl TE 20,33,54x40; | | BL |
| | Steel | | 251.2 | 43.5 \| 17.9 | 1880 | 4 | (American [Ohio | Mgr. | 2SB;WP180lbs | | |
| MTWR | 1D;W. Bal;Wireless 4BH | | P27′ | B64′ F26′ | | | | S. B. Co.) | | | | |
| 8584 | **Lydia Cardell** | Sch | Br | Fowey | 157 | | '73 | Appledore, | E. Stephens | O,T;Icf; | | V |
| 69,842 | | Aux | 118 | 24.8 \| 13.6 | 212 | | 11 | Eng. | | 6CylOilEng6x8;75IHP | | |
| NBFD | 2D;B | | | | | | | (Cook.) | | | | |
| 8585 | **Lydia H. Roper** | Trn | Am | St.Thom's | 305 | | '75 | Norfolk, | The St. | O,YP;Gif | ✠ — — | |
| 140,084 | | C B | 146 | 34 \| 10.5 | 321 | | 3 | (Sawyer & [Va. | Thomas Lumber | | Suspended3,22 | |
| JQTN | 1D | | | | | | | Taylor.) | & Trading Co. | | | |
| 8586 | **Lydia M.** | Scw | Brz | Santos | 2352 | | 1906 | Sunderland, | Soc. | 3Cyl TE 25,41,67x45; | | |
| | xCarlo Victoria xKing John Steel | | 350 | 50.2 \| 23.2 | 3664 | | 10 | (J. L. [Eng. | Paulista de Nav. | 2SB;WP180lbs | | |
| | 1D;B;Deep frmg;Web frms; 6BH | | P46′ | B94′ F33′ | | | | Thompson & | Matarazzo (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | Sons, Lim.) | | | | |
| 8587 | **Lydia McLellan Baxter** | Sch | Am | New York | 1153 | | 1911 | Bath, | J. C. Roney | WO,YP;Gicf(Sltd) | ✠A1 | |
| 208,276 | | 4M | 209.2 | 40.3 \| 21.8 | 1352 | | 1 | (G. G. [Me. | | clk a10,19;d rpd,s clkg dk7,24; | 2dS.S.No.3,PA7.24 | |
| LBSF | 2D | | | | | | | o'24 | Deering Co.) | | clk t12,24;s b clkg7,25;s rps6,26 | |
| 8588 | **Lydia Middleton** | Trn | Am | Baltimore | 187 | | '75 | Barnegat, | C. C. Paul | O,P;Icf | | |
| 140,138 | | C B | 120 | 33.3 \| 9.9 | 197 | | 7 | N. J. | & Co. | | | |
| JRHM | 1D | | | | | | | | | | | |
| 8589 | **Lydie** | Scw | Blg | Antwerp | 1638 | | '97 | Weser- | Armement | 2-3Cyl TE 17,30,48x31; | | BL |
| | xMainz Steel | Twin | 306.3 | 42 \| 25 | 2822 | | | münde, Ger. | Deppe, | 2SB;WP185lbs | | |
| MLRD | 2D;Web frms;Well dk;Wireless; 7BH | | P & B | B88′ F43′ | | | | (J. C. Tecklenborg.) | Mgrs. | | | |
| | W. Bal | | | | | | | | | | | |
| 8590 | **Lygnern** | Scw | Swd | Gothenb'g | 2874 | | 1920 | Dumbarton, | G. Carlsson | 3Cyl TE 27,44,73x48; | | BL |
| 6,320 | Steel | | 400 | 52.7 \| 25.6 | 4896 | | 7 | (A. McMillan [Scot. | | 3SB;WP180lbs | | |
| KCPN | 1D;Shel dk;Long. frmg;Oil fuel; 6BH | | | | | | | & Son, Lim.) | | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 8591 | **Lykens** | Scw | Am | | 425 | | '99 | Philadel- | U. S. Govt. | 3Cyl TE 18,28,45x30; | | |
| 141,606 | Steel | Sch | 157 | 29.9 \| 18 | 625 | | 7 | (The [phia, Pa. | (Navy Dept.) | 2SB;WP165lbs | | |
| KPGC | 2D 4BH | | | | | | | Neafie & Levy | | | | |
| | | | | | | | | S. & E. B. Co.) | | | | |
| 8592 | **Lyman C. Smith** | Scw | Am | Oswego | 4916 | | 1905 | Wyandotte, | Great Lakes | 3Cyl TE 23½,38,63x42; | | |
| 202,056 | Steel | Sch | 525 | 55.2 \| 31 | 6200 | | 6 | (Detroit [Mich. | S.S. Co | 2SB;WP180lbs;1800IHP. | | |
| | 1D;Mchy aft;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 8593 | **Lyman M. Davis** | Sch | Br | Sarnia | | | '73 | Muskegon, | McCullough | O | 80CF(GL) | |
| 130,486 | | | 123 | 27 \| 10.6 | 198 | | rb '04 | (J. P. [Mich | & Spencer | | P.S.5.26 | |
| | 1D | | | | | | | Arnold.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8594 | **Lyndonia** | MV | Am | Phila. | 389 | | 1920 | Morris | Cyrus H. K. | 2-6CylOilEngs15¾x18⅞; | ✠A1Ⓔ Yachting Service | |
| 219,815 | Steel | Twin | 210.2 | 30.1 \| 15.8 | 812 | | 7 | Heights, N. Y. | Curtis | Burmeister &Wain; | ✠AMS | |
| LWDQ | 1D;2d dk at ends; 7BH | | P12′ | F47′ | | | | (Consolidated | | 1240BHP;DB;EAC;Dkd,rps3,26 | S.S.No.1,Cmdn12,24; | |
| | Wireless;SUB.SIG; 6BH to Fbd dk 1BH to 2d dk | | | | | | | S. B. Corp.) | | | shfts drn11,25;n Engs; | |
| | Oil fuel F. P. above 150° F. C-20 | | | | | | | | | | n DB6,26;SBP | |
| | W.B.....D. | B.68′7 | 4t..... | ..... | | | | | | | | |
| | F.O.—D.T.a29′63t;W.T.28′47t.. | ..... | .D.T | t.53′91t | | | | | | | | |
| 8595 | **Lynford E. Geer** | Scw | Am | Duluth | 3644 | | 1906 | Bay City, | Reiss S.S. | 3CylTE22,35,58x40; | 100(GL) | |
| 203,568 | xJames S. Dunham Steel | | 420 | 52 \| 24.3 | 4795 | | | (Bay City [Mich. | Co. | 2SB;WP170lbs;1800IHP | P.S.5,26 | |
| | 1D 3BH | | | | | | | S. B. Co.) | | | | |
| 8596 | **Lynn** | Brg | Am | Phila. | 472 | | 1905 | Elkton, | George F. | O,YP;Gicf | | |
| 162,451 | xIrma McIlvaine | | 196 | 23.8 \| 12 | 472 | | 6 | (Henry [Md. | Pettinos | | | |
| | 1D;B | | | | | | | Deibert.) | | | | |
| 8597 | **Lynn B** | Scw | Br | Ottawa | 84 | | 1913 | Midland, | Canadian | 2CylC15,30x24; | | |
| 130,975 | Wood | | 80 | 20 \| 9.1 | 124 | | | (Georgian [Can. | Govt. | 37RHP. | | |
| | 1D | | | | | | | Bay S. B. & Wrecking Co.) | | | | |
| 8598 | **Lynnhaven** | Brg | Am | Phila. | 341 | | 1912 | Seaford, | Southern | O,YP;Gif(Sltd) | ✠ — — | |
| 164,844 | xMollie Weston | | 180 | 23.9 \| 10.8 | 369 | | 5 | (Seaford [Del. | Trans. Co. | | Suspended7,19 | |
| | 1D | | | | | | | Marine Ry. Co.) | | | | |
| 8599 | **Lynntown** | Scw | Br | London | 1305 | | 1903 | Pt. Glasgow, | C. Jones | 3CylTE21,33,57x36; | | BL |
| 115,766 | xCapelcourt xHermia Steel | | 289.3 | 42 \| 19.6 | 2050 | | 6 | (Clyde [Scot. | & Co. | 2SB;WP160lbs | | |
| VCDR | 1D;Deep frmg;Wireless;W. Bal 5BH | | P29′ | B81′ F32′ | | | | S. B. & Eng. Co., Lim.) | | | | |
| 8600 | **Lynton Grange** | Scw | Br | W.Hartlpl | 2734 | | 1912 | Newcastle, | Houlder | 3CylTE25,41,69x48; | | BL |
| 132,824 | Steel | | 380 | 49.1 \| 26.4 | 4252 | | 7 | (Northum- [Eng. | Bros. & Co. | 3SB;WP180lbs | | |
| HWJI | 2D;Wireless;W. Bal 6BH | | P31′ | B94′ F36′ | | | | berland S. B. Co., Lim.) | (Lim.), Mgrs. | | | |
| 8601 | **Lynx** | Brg | Am | St.Mich'el | 539 | | '98 | San Fran- | American- | Wd | | |
| 48,626 | | | 143.8 | 32.5 \| 7.1 | 539 | | | cisco, Cal. | Yukon Nav. Co. | | | |
| | 1D | | | | | | | | | | | |
| 8602 | **Lyons Maru** | Scw | Jap | Tokio | 4340 | | 1920 | Yokohama, | Nippon | 2-3CylTE20,33,56x48; | | BL |
| 26,949 | Steel Twin | | 445 | 58 \| 34 | 7018 | | 5 | (Yokohama [Jap. | Yusen Kabushiki | 4SB;WP200lbs | | |
| RWPM | 2D;W. Bal;Wireless 7BH | | P35′ | B138′ F35′ | | | | Dock Co., Lim.) | Kaisha | | | |
| 8603 | **Lysefjord** | Scw | Nor | Stavanger | 597 | | 1915 | Stavanger, | K. Olsen, | 3CylTE19,30½,51x33; | | N |
| | Steel | | 237.5 | 33.1 \| 15.2 | 1091 | | 2 | (Stavanger [Nor. | Mgr. | 2SB;WP175lbs | | |
| MKTN | 1D;W. Bal 4BH | | P20′ | B58′ F31′ | | | | Stoberi & Dok.) | | | | |
| 8604 | **Lysland** | Scw | Nor | Bergen | 727 | | 1907 | Blyth, | Thv. | 3CylTE19,31,51x36; | | BL |
| | xRyhope Steel | Sch | 234.7 | 34.5 \| 15 | 1335 | | 8 | (Blyth [Eng. | Halvorsen, Mgr. | 2SB;WP180lbs | | |
| LDVW | 1D;Well dk;Deep frmg; 4BH | | B10′ | F24′ | | | | S. B. Co., Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8605 166,654 | **M 4** 1D | Brg | Am 124 | New York 30.9 \| 7.2 | 246 246 | | 1914 | Orange, (F. H. Swalls.) [Tex. | Standard Dredging Co. | Wd | | |
| 8606 166,655 | **M 5** 1D | Brg | Am 124 | New York 30.9 \| 7.2 | 246 246 | | 1914 | Orange, (F. N. Swalls.) [Tex. | Standard Dredging Co. | Wd | | |
| 8607 130,516 | **M. A. Belliveau** 1D | Trn | Br 115 | Weymo'th 30.1 \| 10 | 199 238 | | 1914 11 | Belliveau Cove, N. S. (C. C. Le Blanc.) | R. B. Kirkconnell | Sp,Hw;Gicf(Sltd) | ✠ — — Suspended5,21 | |
| 8608 205,009 | **M. A. Bradley** Steel 1D;B;Mchy aft;SUB.SIG; 2BH W. Bal;Wireless | Scw | Am Sch 460 | Fairport 52 \| 30 | 4127 5539 | | 1908 3 | Ecorse, (Great Lakes Engineering Works.) [Mich. | Stewart Furnace Co. | 3Cyl TE 21½,35,58x42; 2SB;WP180lbs;1500IHP. | (★100(GL) P.S.5,25 | |
| 8609 200,203 | **M. A. Reeb** xKensington Steel 1D;B;Mchy aft;W. Bal;Wireless 3BH | Scw | Am 370.8 | Buffalo 50.2 \| 24.2 | 3130 3762 | | 1903 8 rb '21 | Toledo, (Craig S. B. Co.) [Ohio | Boland & Cornelius, Mgrs. | 3Cyl TE 20,32½,55x40; 2SB;WP180lbs;1000IHP. | | |
| 8610 HSNT | **M. Arnus** xJosefa Raich Steel 1D;B;Web frms;W. Bal;Wireless 6BH | Scw | Sp 314 | Barcelona 40.5 \| 21.3 | 1850 2956 | | '94 9 | W. Hartlepool, Eng. (Furness, Withy & Co., Lim.) | Hijos de Jose Taya S. en C. | 3Cyl TE 23,37,61x39; 2SB;WP160lbs | | |
| 8611 NFKG | **M. C. Holm** Steel 2D;Wireless;W. Bal 4BH | Scw | Dan 320.4 | Cop'hagen 48.4 \| 20.1 | 1648 2814 | | 1924 5 | Elsinore, (Helsingors (Den. Jernsk. & Msk.) | D/S. Norden | 3Cyl TE 23,38,62x42; 2SB;WP180lbs | | BL |
| 8612 166,571 | **M. D. Wandell** 1D | Brg | Am 115.3 | New York 36.2 \| 9.2 | 353 353 | | 1911 | Rockland Lake, N. Y. (Michael W. Martin) | The Conklin & Foss Co. | Wd | | |
| 8613 166,109 | **M. E. Co. No. 1** 1D | Brg | Am 80.3 | Baltimore 31.9 \| 5.9 | 140 149 | | 1915 | Baltimore, (Chas. L. Rohde & Sons Co.) [Md. | Bradford E. Blake | Wd | | |
| 8614 ONFS | **M. F. A.** xCharles B. Wiggin 1D | Trn | Fr 137.2 | St. Malo 28.6 \| 12.5 | 259 311 | | 1917 9 | Kennebunkport, Me. (Chas. Ward.) | Soc. la Morue Francaise & Secheries de Fecamp | O,P;Gif (Abandoned9,26) | | V |
| 8615 220,999 MCJN | **M. F. Elliott** Steel 2D;Long. frmg;Wireless; 17BH SUB.SIG; 13BH to Fbd dk Mchy aft; 4BH to 2d dk Oil fuel F. P. above 150° F. C-37 W.B.—A.P.29t;D.B.a66'168t F.O. D.T. a12'56 | Scw | Am 425.8 P106' | Bayonne 57 \| 33.1 \| 33' B34' F41' D.T.f.4 0t;D.T f.9'471t;D.T.f 4 | 4353 7053 9752 3'564t 3'526t | 7′ 1″ 26′ 1″ | 1921 1 | Oakland, (Moore S. B. Co.) [Cal. | Standard Oil Co. (N. J.) | 3Cyl TE 27½,46,78x51; Hooven, Owens, Rentschler Co; 3SB;Moore S. B. Co; 9078HS;WP220lbs;3200IHP;EAC; Dkd,d rpd8,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,NY2,25; n shft1,23;M.&B.S.2,25; shft drn8,26;Clh BB;CL | |
| 8616 208,212 | **M. G. Hausler** Steel 1D 5BH | Scw | Am 154 | Detroit 35 \| 10 | 445 655 | | 1910 | Manitowoc, (Manitowoc S. B. & D. D. Co.) [Wis. | Cameron S.S. Co. | 2CylC 16,34x26; 1SB;WP150lbs;1500IHP. | | |
| 8617 NVSH | **M. G. Melchior** Iron 2D;Wireless 6BH | Scw | Dan 221.4 | Frdrkshvn 30.1 \| 15 | 649 1065 | | '85 | Copenhag'n, (Burmeister & Wain.) [Den. | Det. Forenede Dampskibs Selsk | 2CylC 33,60x36; 2SB;WP90lbs;1350IHP. | | V |
| 8618 | **M. G. O. Co. No. 6** 1D | Brg | Mex 100 | 30 \| 6 | 155 155 | | 1914 4 | Westlake, (Clooney Const. & Twg. Co.) [La. | Mexican Gulf Oil Co. | YP;Gif | | |
| 8619 | **M. G. O. Co. No. 7** 1D | Brg | 130 | 34 \| 8 | 258 258 | | 1914 | Westlake, (Clooney Const. & Twg. Co.) [La. | Mexican Gulf Oil Co. | YP;Gif | | |
| 8620 | **M. G. O. Co. No. 8** 1D | Brg | 130 | 34 \| 8 | 258 258 | | 1914 | Westlake, (Clooney Const. & Twg. Co.) [La. | Mexican Gulf Oil Co. | YP;Gif | | |
| 8621 | **M. G. O. Co. No. 9** 1D | Brg | Mex 150 | 36 \| 8 | 350 350 | | 1914 | Westlake, (Clooney Const. & Twg. Co.) [La. | Mexican Gulf Oil Co. | YP;Gif | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8622 | **M. G. O. Co. No. 10** | Brg | Mex | 150 \| 36 \| 8 | 350 / 350 | | 1914 | Westlake, (Clooney Const. & Twg. Co.) [La. | Mexican Gulf Oil Co. | YP;Gif | | |
| | 1D | | | | | | | | | | | |
| 8623 | **M. G. O. Co. No. 12** | Brg | Am | Morg. Cty | 331 | | 1915 | Westlake, (Clooney Const. & Twg.Co.) [La | Mexican Gulf Oil Co | Wd | | |
| 166,140 | 1D | | 150.6 | 36 \| 7.6 | 331 | | | | | | | |
| 8624 | **M. G. Phelps** | Scw | Am | Oswego | 73 | | 1915 rb '21 | Chaumont, (Frank Phelps) [N. Y. | Eldredge & Robinson | 2CylC16,30x22; 1FB;WP115lbs;400IHP. | | |
| 213,393 | Oak 1D | | 110 | 21.5 \| 9.6 | 99 | | | | | | | |
| 8625 | **M. H. Hammond** | Brg | Am | Albany | 228 | | 1915 | Rondout, (R. Lenahan Co.) [N. Y. | Dwyer Brothers | Wd | | |
| 166,011 | 1D | | 97 | 25.8 \| 10 | 232 | | | | | | |
| 8626 | **M. H. Stuart** | Scw | Am | Travse Cy | 130 | | 1921 | Sturgeon Bay, Wis. (Joseph Wolter.) | Traverse City Transportation Co. | 2CylC14,28x17; 1SB;WP140lbs;250IHP. | 100(GL) P.S.5,26 | |
| 221,409 LBHT | Oak 1D;B 1BH | | 100.7 | 25.5 \| 9.3 | 192 | | | | | | | |
| 8627 | **M. J. O'Donnell** | Brg | Am | New York | 463 | | 1913 | Brooklyn, (James T. O'Donnell) [N. Y. | James T. O'Donnell | Wd | | |
| 166,363 | 1D | | 115 | 31.2 \| 13 | 463 | | | | | | |
| 8628 | **M. J. Taylor** | Trn | Br | Quebec | 377 | | 1901 10 | Spencers Isl. (J. Spicer.) [N.S. | J. R. Pettis | Sp,Hw,Icf; | ✠ — — Suspended12,22 | |
| 111,676 WHDF | 1D | | 150 | 33.6 \| 12 | 438 | | | | | | | |
| 8629 | **M. M. Davis** | Scw | Am | Reedville | 203 | | 1911 5 | Solomons, (M. M. Davis.) Md. | Edwards Slaughter Co. | 2CylC16,33x26; 550IHP. | | |
| 208,438 | Wood 1D;Mchy aft;Wireless;W. Bal | | 136.3 | 23.9 \| 11 | 298 | | | | | | | |
| 8630 | **M. M. Gardner** | Sch | Br | Nassau | 100 | | 1911 | Lunenburg, (W. C. Smith & Co., Lim.) [N. S. | F. W. Carlin | Wd | | |
| 130,732 | 1D | | 106.8 | 26 \| 10.6 | 130 | | | | | | | |
| 8631 | **M. M. Hamilton** | Sch | Am | Portland | 105 | | '69 | Harpswell, Me. | L. Bernstein | Wd | | |
| 90,079 JHDL | 1D | | 84.8 | 26.2 \| 7.2 | 111 | | | | | | | |
| 8632 | **M. Mitchell Davis** | Scw | Am | Wash'ton | 79 | | 1902 | Solomons, (M. Mitchell Davis.) [Md. | A. G. Taylor | 2CylC15,30x22; 1SB;WP150lbs;350IHP. | | |
| 93,262 | Wood 1D 2BH | | 92.5 | 21.8 \| 10.6 | 116 | | | | | | | |
| 8633 | **M. Moran** | Scw | Am | New York | 174 | | 1912 | Camden, (J. H. Dialogue & Son.) [N. J. | Moran Towing & Transp. Co | 2CylC18,36x26; 1SB;WP150lbs | | BL |
| 210,643 LCQB | xForemost xM. Moran Steel 1D;Wireless;W. Bal 4BH | | 103.1 | 25.5 \| 13.2 | 256 | | | | | | | |
| 8634 | **M. O. Crowell** | Trn | Br | La Have | 363 | | 1919 | Ship Harbor, Eastern S. B. Co. (Lim.) [N. S. | M. J. Parks | Bch,Sp,P;Gif (Sltd) | | V |
| 141,290 | 1D | | 135.6 | 32.2 \| 12.6 | 416 | | | | | | |
| 8635 | **M. P. No. 1** | Brg | Am | New York | 318 | | 1915 | Baltimore, (Baltimore Dry Dock & S. B. Co.) [Md. | Mexican Petroleum Co. | Stl | | |
| 166,065 | 1D | | 122.7 | 30.1 \| 10.8 | 318 | | | | | | |
| 8636 | **M. P. No. 2** | Brg | Am | New York | 564 | | 1915 | Baltimore, (Baltimore Dry Dock & S. B. Co.) [Md. | Mexican Petroleum Co | Stl | | |
| 166,079 | 1D | | 200.7 | 30.1 \| 10.8 | 564 | | | | | | |
| 8637 | **M. P. No. 3** | Brg | Am | New York | 764 | | 1915 | Port Richmond, N. Y. (Staten Island S. B. Co.) | Mexican Petroleum Co. | Stl | | |
| 166,126 | 1D | | 224.3 | 34 \| 11.7 | 764 | | | | | | | |
| 8638 | **M. P. No. 20** | Brg | Am | New York | 521 | | 1920 12 | Kearny, (Federal S. B. Co.) [N. J. | Mexican Petroleum Co. | Stl;4BH | | |
| 168,070 | 1D;Web frms | | 150 | 36 \| 9.5 | 521 | | | | | | | |
| 8639 | **M. P. No. 21** | Brg | Am | New York | 521 | | 1921 1 | Kearny, (Federal S. B. Co.) [N. J. | Mexican Petroleum Co. | Stl;4BH | | |
| 168,071 | 1D;Web frms | | 150 | 36 \| 9.5 | 521 | | | | | | | |
| 8640 | **M. P. No. 22** | Brg | Am | New York | 521 | | 1921 1 | Kearny, (Federal S. B. Co.) [N. J. | Mexican Petroleum Co. | Stl;4BH | | |
| 168,072 | 1D;Web frms | | 150 | 36 \| 9.5 | 521 | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8641 168,073 | **M. P. No. 23** 1D;Web frms | Brg | Am 150 | New York 36 \| 9.5 | 521 521 | | 1921 2 | Kearny, (Federal S. B. Co.) [N. J. | Mexican Petroleum Co | Stl;4BH | | |
| 8642 168,966 | **M. P. 24** 1D;Oil in bulk | Brg | Am 150 | New York 38 \| 10.5 | 521 521 | | 1924 | Kearny, (Federal S. B. Co.) [N. J. | Mexican Petroleum Co | Stl;4BH | | |
| 8643 168,967 | **M. P. 25** 1D;Oil in bulk | Brg | Am 150 | New York 38 \| 10.5 | 521 521 | | 1924 6 | Kearny, (Federal S. B. Co.) [N. J | Mexican Petroleum Co | Stl;4BH | | |
| 8644 130,536 | **M. Robidoux** 1D | Brg | Br 109 | Montreal 21.6 \| 7 | 132 141 | | 1911 | Yamaska, (M. Robidoux.) [Que. | E. Charland (Lim.) | Wd | | |
| 8645 140,336 JQSR | **M. S. Dollar** xWar King Steel 2D;Shel dk;Oil fuel;Wireless; 8BH W. Bal | Scw Twin | Br 475.5 P36′ | Vancouv'r 61.2 \| 30.1 F38′ | 6919 9394 | | 1917 3 | Kobe, (Kawasaki Dkyd. Co., Lim.) [Jap. | Dollar S.S. Line (Lim.) | 2-3CylTE21,35,59x48; 4SB;WP200lbs | | BL |
| 8646 200,527 | **M. S. Quay** Steel 1D 4BH | Scw | Am 86.5 | Phila. 19 \| 10.8 | 91 133 | | 1903 | Philadel- [phia, Pa. (Wm. Cramp & Sons S. & E. B. Co.) | Common- wealth of Pennsylvania | 2CylC13,26x20; 1SB;WP100lbs;500IHP | | |
| 8647 140,992 | **M. Sicken** Oak 1D | Scw | Br 128.9 | Toronto 26 \| 9.7 | 161 284 | | '84 | Marine City, Mich. (Geo. King.) | Robert Weddell | 2CylC16,28x24; 1FB;WP98lbs;285IHP | 85(GL) P.S.4.26 | |
| 8648 998 NWUF | **M. T. Cicerone** xWar Memory Steel 1D;Shel dk;W. Bal 8BH | Scw | It 412.4 | Genoa 55.6 \| 34.4 | 3903 6332 | | 1920 7 | Middles- brough, Eng. (Furness S. B. Co., Lim.) | Soc. Anon. Armatrice Carboni | Stm Tbns; 3WTB;WP200lbs | | I |
| 8649 91,944 | **M. T. Greene** Oak 1D | Scw | Am 155 | Chicago 30 \| 11.6 | 422 524 | | '87 rb'17 | Gibraltar, Mich. (R. W. Linn.) | Erie & Michigan R.R. & Nav. Co. | 2CylC20,36x36; 1FB;WP110lbs;400IHP. | 90(GL) P.S.6,26 | |
| 8650 165,589 | **M. T. Ry. No. 5** 1D | Brg | Am 140 | Seattle 33.6 \| 8 | 376 376 | | 1914 | Raymond, (Andrew Peterson.) [Wash. | Milwaukee Terminal Ry. Co | Wd | | |
| 8651 165,937 | **M. T. & T. Co. No. 36** 1D | Brg | Am 112.3 | New York 32.2 \| 8.4 | 277 277 | | 1912 | Brooklyn, (James Tregarthen Sons Co.) [N. Y. | Moran Towing & Trans. Co | Wd | | |
| 8652 169,887 | **M. T. & T. Co. No. 38** 1D | Brg | Am 111.6 | New York 32.3 \| 8.5 | 277 277 | | 1912 | Brooklyn, (James Tregarthen Sons Co.) [N. Y. | Moran Towing & Trans. Co | Wd | | |
| 8653 166,015 | **M. T. & T. Co. No. 58** 1D | Brg | Am 112.3 | New York 33 \| 9.2 | 302 302 | | 1915 | Tottenville, (Harry Cossey.) [N. Y. | Moran Towing & Trans. Co | Wd | | |
| 8654 166,016 | **M. T. & T. Co. No. 60** 1D | Brg | Am 112.3 | New York 33 \| 9.2 | 302 302 | | 1915 | Tottenville, (Harry Cossey.) [N. Y. | Moran Towing & Trans. Co | Wd | | |
| 8655 166,017 | **M. T. & T. Co. No. 62** 1D | Brg | Am 112.3 | New York 33 \| 9.2 | 302 302 | | 1915 | Tottenville, (Harry Cossey.) [N. Y. | Moran Towing & Trans. Co | Wd | | |
| 8656 166,018 | **M. T. & T. Co. No. 64** 1D | Brg | Am 112.3 | New York 33 \| 9.2 | 302 302 | | 1915 | Tottenville, (Harry Cossey.) [N. Y. | Moran Towing & Trans. Co. | Wd | | |
| 8657 93,294 KRVH | **M. Turner** 1D | Sch 4 M | Am 185 | Mobile 42.2 \| 15 | 763 816 | | 1902 8 | Benicia, (Matthew Turner.) [Cal. | Whitney & Bodden Shipping Co | YF;Gif | | |
| 8658 218,562 LSCJ | **M. Vivian Peirce** 2D | Sch 4 M | Am 224 | Boston 43.2 \| 20.9 | 1380 1511 | | 1919 | Thomaston, (Atlantic Coast Co.) [Me. | New Eng- land Maritime Co. | O;Gif(Sltd) | | V |
| 8659 166,572 | **M. W. Martin** 1D | Brg | Am 111.8 | New York 33.6 \| 9.2 | 307 307 | | '99 | Rockland Lake, N. Y. (Michael W. Martin) | The Conklin & Foss Co. | Wd | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8660 | **M. & J. Tracy** | Scw | Am | New York | 1395 | 4′ 2″ | 1917 | Ecorse, | M. & J. | 3CylTE21,34½,57x42; | ✠A1Ⓔ | |
| 215,766 | xLakeland Steel | | 253 | 43.5 \| 25.6 | 2364 | 23′ 6½″ | 11 | (Great [Mich. | Tracy, Inc. | Great Lakes Eng. Wks; | ✠AMS | |
| LJFS | 1D;Mchy aft;W. Bal; 4BH | | | \| 27′ 7″ | 4000 | | | Lakes Eng. Wks.) | | 2SB;J. Brennan Co; | S.S.No.1,NY8,22; | |
| | SUB.SIG;Wireless; C-29 | | P115′ | F26′ | | | | | | 104GS;4160HS;WP175lbs;1350IHP; | M.S.8,22;B.S;n shft5,26; | |
| | W.B.—A.P.50t;D.B.209′600t;T.T .124′33 | | 0t;F.P. | 180t | | | | | | EAC;d rpd12,25;Dkd,s rps5,26 | Scip;CL | |
| 8661 | **Maagen** | Sch | Dan | Marstal | 100 | | 1905 | Svenborg, | M. C. | Wd(Sltd) | | V |
| | | | 93.8 | 23.1 \| 9.3 | 165 | | | (J. R. [Den. | Petersen | | | |
| NPFD | 1D | | | | | | | Anderson.) | | | | |
| 8662 | **Maas** | Scw | Hol | Rotterd'm | 1185 | | 1920 | Capelle a/d | Vinke & | 3CylTE21,34,57x36; | | BL |
| | Steel | | 281.5 | 40.3 \| 19.1 | 2008 | | 7 | (A. [Ysel, Hol | Co., Mgrs. | 2SB;WP190lbs | | |
| PJSR | 1D;Wireless;W. Bal 4BH | | P22′ | B72′ F25′ | | | | Vuijk & Zonen.) | | | | |
| 8663 | **Maasburg** | Scw | Hol | Rotterd'm | 3508 | | 1921 | Flensburg, | Halcyon | 3CylTE28,46,76x48; | | G |
| | Steel | | 454 | 59.9 \| 27.7 | 6415 | | 12 | (Flensburger [Ger. | Lijn | 3SB;WP185lbs | | |
| PJSM | 2D;SUB.SIG;Wireless;W. Bal 1BH | | | | | | | Schiffsb. Ges.) | | | | |
| 8664 | **Maasdam** | Scw | Hol | Rotterd'm | 5418 | | 1921 | Rotterdam, | Holland- | Stm Tbns; | | BL |
| | Steel | | 450 | 58.2 \| 37.2 | 8812 | | 4 | (Maats. [Hol. | Amerika Lijn | 4SB;WP215lbs | | |
| PJSN | 2D;Shel dk;Oil fuel;Wireless; 8BH | | B81′ | F50′ | | | | Fyenoord) | | | | |
| | SUB.SIG;W. Bal | | | | | | | | | | | |
| 8665 | **Maasdijk** | Scw | Hol | Rotterd'm | 2179 | | 1920 | Rotterdam, | N. V. | 3CylTE25,41,66x45; | | BL |
| | Steel | | 360.2 | 50.3 \| 21 8 | 3611 | | 12 | (N. V. [Hol | Solleveld van der | 3SB;WP180lbs | | |
| PJSV | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Burgerhouts | Meer & T. H. | | | |
| | | | | | | | | M. & F.) | Hattums Stoomv. | | | |
| | | | | | | | | | Maats. | | | |
| 8666 | **Maashaven** | Scw | Hol | Rotterd'm | 1676 | | 1907 | Rotterdam, | Gebr. Van | 3CylTE23,36,62x39; | | V |
| | Steel | | 306.7 | 44.8 \| 21.1 | 2630 | | | (Bonn [Hol. | Uden | 2SB;WP160lbs;1200IHP. | | |
| PJSW | 1D;Wireless;W. Bal 6BH | | P67′ | F30′ | | | | & Mees.) | | | | |
| 8667 | **Maasland** | Scw | Hol | Amst'dam | 3216 | | 1901 | Glasgow, | Koninkl | 3CylTE25,41,67x48; | | BL |
| | Steel | | 379.4 | 50 \| 26.1 | 4272 | | 8 | (D. & W. [Scot | Hollandsche | 2SB;WP175lbs | | |
| PJTB | 2D;Deep frmg;Wireless;W. Bal 6BH | | P41′ | B98′ F41′ | | | | Henderson & Co. | Lloyd | | | |
| | | | | | | | | Lim.) | | | | |
| 8668 | **Mabay** | Scw | Br | Toronto | 1353 | | 1920 | Toronto, | West Indies | 3CylTE20,33,54x36; | | BL |
| 141,662 | xT. L. Church Steel | | 251 | 43.6 \| 20.7 | 2264 | | 5 | (Dominion [Can. | Maritime Co. | 2SB;WP180lbs;1200IHP. | | |
| TPRF | 1D;Wireless;W. Bal 4BH | | P24′ | B68′ F21′ | | | | S. B. & Repair | (Lim.) | | | |
| | | | | | | | | Co., Lim.) | | | | |
| 8669 | **Mabel** | Sch | Br | Sydney | 247 | | '92 | Mahone | Dominion | M;Icf | | |
| 100,564 | | | 120.7 | 25.8 \| 12.9 | 250 | | 8 | (John [Bay, N. S | Coal Co. | | | |
| | 1D | | | | | | | H. Zwicker.) | | | | |
| 8670 | **Mabel A. Frye** | Sch | Am | Boston | 1036 | | 1920 | Harrington, | New Eng- | Hw,Sp,F;Gif(Sltd) | ✠A1 | |
| 220,881 | | 4 M | 193.8 | 37.4 \| 20.2 | 1151 | | 11 | (Frye- [Me. | land Maritime | DB;s b clkg9,23;rps,clk t dk7,25; | S.S.No.1,Phila8,25 | |
| MCDG | 2D | | | | | | | Flynn Co.) | Co. | Dkd;Exmd8,25 | | |
| 8671 | **Mabel Gale** | Sch | Am | Mobile | 619 | | 1902 | Pt. Blakeley, | J. M. Scott | YF;Gif | ✠ — Exp 3,23 | |
| 93,343 | | 4 M | 183.5 | 39.4 \| 15 | 762 | | 12 | (Hall) [Wash. | Shipping Co., Inc. | | | |
| KSFJ | 1D | | | | | | | | | | | |
| 8672 | **Mabel L. Philips** | Brg | Am | New York | 838 | | '79 | Bath, | McWilliams | O,YP;Icf | | |
| 91,199 | | Sch | 172.8 | 40.1 \| 17.4 | 860 | | | Me. | Bros., Inc. | | | |
| JTND | | | | | | | | | | | | |
| 8673 | **Mabel & Ruth** | Trn | Am | Wash'ton | 167 | | '96 | Bethel, | Johnson | WO,YP;Gif | | |
| 92,691 | | C B | 120 | 23.1 \| 7.6 | 190 | | 4 | (J. M C. [Del. | & Wimsatt, Inc. | | | |
| KMPQ | 1D | | | | | | | Moore.) | | | | |
| 8674 | **Mabriton** | Scw | Br | Newcastle | 4129 | | 1920 | Sunderland, | R. Chap- | 3CylTE27,44,73x48; | | BL |
| 142,857 | Steel | | 412.6 | 55.5 \| 34.4 | 6694 | | 2 | (W. Doxford [Eng. | man & Son | 3SB;WP180lbs | | |
| KDTL | 1D;Shel dk;Wireless;W. Bal 8BH | | F36′ | | | | | & Sons, Lim.) | | | | |
| 8675 | **Mac Mahon** | Bk | Fr | Nantes | 1952 | | '98 | Nantes, | G. Belot, | Stl;2BH | | |
| | | | 275.6 | 40.5 \| 22.7 | 2197 | | | (Atel. [Fr. | Mgr. | | | |
| OMBN | 1D;B | | P56′ | F39′ | | | | & Chant. Loire.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mld. | | | | | | | | | |
| 8676 | **Macabi** | Scw | Br | Glasgow | 1522 | | 1921 | Belfast, | Unifruitco | 3CylTE20,34,57x45; | | C |
| 144,251 | Steel | | 303 | 47.2 \| 21.7 | 2802 | | 5 | (Workman, [Ire. | S.S. Co. | 2SB;WP200lbs;Dkd,s rps10,26 | S.S.No.1,Bost7,25;A.S.6,26; | |
| KJBR | 1D;Oil fuel;SUB.SIG; 4BH | | B83′ | F38′ | | | | Clark & Co., Lim.) | | | shft drn4,25;B.S.6,25;M.S.7,25 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 8677 | **Macapa** | Scw | Brz | Rio Jan'ro | 1569 | | '88 | Hamburg, | Lloyd | 3CylTE25,40,65x42; | | |
| | xAdolph Woermann Steel | | 322.4 | 40 \| 22.2 | 2523 | | 3 | (Reiherstag [Ger. | Brasileiro | 1680IHP. | | |
| | 2D;Wireless 6BH | | P88′ | B78′ F54′ | | | | Schiffsw.) | | | | |
| 8678 | **Macaria** | Scw | Am | Manila | 1344 | | 1902 | Antwerp, | Madrigal | 3CylTE19,31,51x36; | | V |
| | xTioga Steel | | 259.6 | 36.6 \| 20.7 | 1980 | | | (Chant [Bel. | & Co. | 2SB;WP160lbs;900IHP. | | |
| | 2D;Spar dk;W. Bal 4BH | | | B63′ | | | | Nav. Anversois.) | | | | |
| 8679 | **Macassa** | Scw | Br | Hamilton | 234 | | '88 | Pt. Glasgow, | Canada S.S. | 2-3CylTE11,18,29x22; | | |
| 93,932 | Steel | Twin | 178.4 | 24.1 \| 16.3 | 529 | | | (Wm. [Scot. | Lines (Lim.) | 1SB;WP150lbs;410IHP. | | |
| KRJT | 2D;Wireless 3BH | | | | | | | Hamilton & Co.) | | | | |
| 8680 | **Macdiarmid** | S | It | Genoa | 1528 | | '83 | Dumbarton, | Fratelli | I;2BH | | V |
| 673 | | | 242.2 | 41.3 \| 23.2 | 1625 | | 10 | (A. M. [Scot. | Dufour | | | |
| NWUM | 2D;B | | P28′ | F28′ | | | | Milan & Son.) | | | | |
| 8681 | **Macedon** | Scw | Br | Melb'urne | 2613 | | 1916 | Pt. Glasgow, | Howard | 3CylTE25½,42,70x48; | | BL |
| 139,122 | Steel | | 365 | 51.4 \| 26 | 4368 | | 4 | (W. [Scot. | Smith (Lim.), | 3SB;WP180lbs | | |
| JMLT | 2D;Wireless; W. Bal 6BH | | P30′ | B81′ F33′ | | | | Hamilton & Co., Lim.) | Mgr. | | | |
| 8682 | **Macedonier** | Scw | Blg | Antwerp | 3161 | | 1921 | Glasgow, | Lloyd Royal | 3CylTE26,44,73x51; | | BL |
| | Steel | | 400.5 | 52.3 \| 28.7 | 5038 | | 4 | (Lloyd [Scot. | Belge Soc. Anon | 3SB;WP200lbs | | |
| MLSN | 2D;Wireless;W. Bal 6BH | | P37′ | B120′ F45′ | | | | Royal Belge of Great Britain.) | | | | |
| 8683 | **MacGilvray Shiras** | Scw | Am | Duluth | 3519 | | 1904 | Cleveland, | Pittsburg | 3CylTE22,35,58x40; | | |
| 200,747 | xUmbria Steel | | 420 | 50 \| 28 | 4803 | | 4 | (American [Ohio | S.S. Co. | 2SB;WP170lbs;1460IHP. | | |
| | 1D;B;SUB.SIG;W. Bal 3BH | | | | | | rb'17 | S. B. Co.) | | | | |
| 8684 | **Machaon** | Scw | Br | Liverpool | 4909 | | 1920 | Dundee, | Ocean S.S. | 3CylTE31,51,86x60 | | |
| 143,674 | Steel | | 459.2 | 56.3 \| 32.5 | 7806 | | | (Caledon [Scot. | Co. (Lim.) | | | |
| KGWD | 2D;Wireless;W. Bal | | P54′ | B164′ F65′ | | | | S. B.& E. Co.,Lim.) | | | | |
| 8685 | **Machigonne** | Scw | Am | New York | 289 | | 1907 | Phila., | John E. | 3CylTE11,18,32x22; | | |
| 203,969 | Steel | | 136.5 | 29 \| 9.6 | 425 | | 4 | (Neafie & [Pa. | Moore | 550IHP. | | |
| KVWT | 1D;W. Bal 5BH | | | | | | | Levy S. & E. B. Co.) | | | | |
| 8686 | **Machodoc** | Brg | Am | Phila. | 367 | | '99 | Elkton, | Southern | Wd | | |
| 58,055 | xSirius | | 161.2 | 24 \| 10.8 | 367 | | rb'15 | Md. | Transp. Co. | | | |
| | 1D | | | | | | | | | | | |
| 8687 | **Mackinaw City** | Scw | Am | Detroit | 206 | | 191[illegible] | Milwaukee, | Michigan | 2-2CylC13,26x18; | | |
| 223,692 | xColonel Card Steel | | 172.2 | 44 \| 12 | 515 | | | (Fab. Ship [Wis. | State Ferry | 1WTB;WP200lbs;700IHP. | | |
| | 1D 6BH | | | | | | | Corp.& Coddington Eng. Co.) | | | | |
| 8688 | **Mackworth** | Scw | Br | Newcastle | 2650 | | 1904 | Newcastle, | R. S. | 3CylTE24,40,67x45; | | BL |
| 85,277 | xRugbeian Steel | Sch | 345 | 48 \| 27.5 | 4042 | | 9 | (North- [Eng. | Dalgliesh & R. I. | 2SB;WP180lbs | | |
| HBDN | 1D;B;Spar dk;Deep frmg; 6BH | | P26′ | B90′ F30′ | | | | umberland S. B. Co., Lim.) | James, Mgrs. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 8689 | **Macoris** | Scw | Fr | Havre | 3539 | | 1902 | Flensburg, | Cie. Gen- | 2-3CylTE24,39,65x48; | | V |
| | xBurgermeister Steel | Twin | 412.7 | 48.2 \| 27.1 | 5879 | | | (Flensburger [Ger. | erale Trans- | 3DB;WP185lbs;3600IHP | | |
| OMBS | 3D;Wireless;D.F;W. Bal 11BH | | P & B | 269′ F32′ | | | | Schiffsb. Ges.) | atlantique | | | |
| 8690 | **Macungie** | Brg | Am | Phila. | 869 | | 1907 | Noank, | Reading Co. | O,Ch,YP;Icf(Sltd) | | |
| 204,365 | | Sch | 193.2 | 35 \| 17.6 | 956 | | 8 | Conn. | | | | |
| KWGC | | | | | | | | | | | | |
| 8691 | **Madali** | Scw | Fr | Alger | 1968 | | '90 | Newcastle, | Soc. des | 3CylTE22½,42½,64x45½; | | V |
| | xHollandia xAudace xBendi Iron & | | 344.8 | 43.2 \| 20.6 | 3225 | | | (Schlesinger, [Eng. | Cargos Algeriens | 2SB;WP150lbs;1200IHP. | | |
| OMBW | 1D;B;Well dk;Wireless;W. Bal Steel | | P19′ | B140′ F39′ | | | | Davis & Co.) | | | | C-I |
| | 7BH | | | | | | | | | | | |
| 8692 | **Maddalena Odero** | Scw | It | Genoa | 3270 | | 1921 | Sestri | N. Odero fu | Stm Tbns; | | |
| 1,043 | xMaddalena O Steel | | 385.4 | 51.6 \| 27.2 | 5544 | | 6 | Ponente, It. | A. & Co. | 2SB;WP180lbs;2500SHP | S.S.No.1,Gen9,25;A.S.12,25; | |
| QJCE | 1D;Mchy aft;Wireless;W. Bal 7BH | | P & B | 237′ F38′ | | | | (N. Odero fu A. & Co.) | | | n shft6,24;shft drn3,25; B.S.2,26;M.S.3,26 | |
| 8693 | **Madeline** | StW | Am | Portland | 336 | | 1900 | Portland, | Harkins | | | |
| 77,431 | xJoseph Kellogg Wood | | 139.2 | 26.5 \| 7.2 | 408 | | | Ore. | Transp. Co. | 408IHP. | | |
| | 1D | | | | | | | | | | | |
| 8694 | **Madeline D.** | Sch | Br | Nassau | 84 | | '86 | South | Henry I. | Wd | | |
| 138,766 | | | 93.1 | 23.3 \| 8.4 | 86 | | | Boston, Mass. | Mathers | | | |
| | 1D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8695 138,823 | **Madeline E. Adams** 1D | Sch | Br 102.6 | Lunenb'rg 26.2 \| 10.2 | 95 122 | | 1918 | Mahone (Ernst S. B. Co.) [Bay, N. S. | Wm. Duff | O,B,Bch,Sp,YP;Gif | | |
| 8696 165,424 | **Madge** xO. D. No. 46 | Brg | Am 88.6 | New York 29.9 \| 6.8 | 336 336 | | 1913 8 | Suffolk, Va. | R. S. Haight | YP | | |
| 8697 140,134 PJTR | **Madioen** Steel 3D;Shel dk;Wireless;W. Bal 7BH | Scw | Hol 431.1 | Rotterd'm 54.4 \| 34 | 4305 6803 | | 1913 | Rotterdam, (Bonn & Mees.) [Hol. | Ruys & Zonen | 3CylTE29,47,81x52; 4SB;WP200lbs;3500IHP | | V |
| 8698 202,808 | **Madison** Steel 1D | Scw | Am 93.7 | New York 24 \| 11.1 | 123 181 | | 1906 | Port Richmond, N. Y. (Burlee D. D. Co.) | Delaware, Lackawanna & West. R.R. Co. | 2CylC20,42x28; 1SB;WP155lbs;840IHP. | | |
| 8699 208,288 LBSP | **Madison** xWarszawa xMadison Steel 2D;B;SUB.SIG;Wireless; W. Bal 4BH | Scw Sch | Am 353.3 | P'tsmouth 42.1 \| 16.8 \| 27′ | 2535 4321 | | 1911 1 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Gulf & Southern S. S. Co. | 3CylTE26½,44,74x54; 4SB;WP190lbs;3000IHP | ✠ — — Cancelled | |
| 8700 OMDA | **Mado** xMercator xMoordrecht Steel 1D;Well dk;W. Bal 4BH | Scw | Fr 212.4 | Marseilles 33.2 \| 13.7 B51′ F19′ | 583 994 | | 1910 5 | Rotterdam, (Rotterdam Droogd. Maat.) [Hol. | Soc. Maritime Nationale | 3CylTE15,25,41x33; 1SB;WP180lbs. | | BL |
| 8701 PJTW | **Madoera** Steel 3D;Wireless;W. Bal 8BH | Scw | Hol 480.5 P48′ | Amst'dam 60.3 \| 37.4 B31′ F48′ | 5830 9360 | | 1922 8 | Alloa, (Forth S. B. & Eng. Co., Lim.) [Scot. | Stoomv. Maats. Nederland | 3CylTE32,52,89x54; 5WTB;WP180lbs | | BL |
| 8702 OMDF | **Madonna** Steel 3D;Spar dk;Wireless;W. Bal 8BH | Scw Sch Twin | Fr 430.4 P44′ | Marseilles 48.1 \| 29.5 B158′ F62′ | 3130 5931 | | 1905 5 | Newcastle, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | C. Fabre & Co. | 2-3CylTE28,43,69x45; 6SB;WP170lbs;5750IHP. Dkd,d rpd1,25 | Pt shft drn1,25 | V |
| 8703 129,196 HSPV | **Madras City** xLangholm Steel 2D;Shel dk;Oil fuel;Wireless; W. Bal 6BH | Scw | Br 383.9 B8′ | Bideford 53.5 \| 29 | 3461 5461 | | 1911 5 | W. Hartlepool, Eng. (W. Gray & Co., Lim.) [W. | W. R. Smith & Sons, Mgrs. | 3CylTE25,41,68x48; 2SB;WP180lbs | S.S.No.3,Fwy5,23;A.S.5,25; shft drn12,24;B.S.5,25; M.S.9,25 | C |
| 8704 25,205 RMLT | **Madras Maru** Steel 2D;Wireless;W. Bal 6BH | Scw | Jap 345 P33′ | Osaka 50 \| 29 B74′ F41′ | 2299 3802′ | | 1919 3 | Nagasaki, (Mitsubishi Zosen Kaisha, Lim.) [Jap. | Osaka Shosen Kabushiki Kaisha | 3CylTE23,38,64x48; 2SB;WP200lbs | | BL |
| 8705 QLPG | **Madrid** xSierra Nevada Steel 3D;SUB.SIG;Wireless;W. Bal 9BH | Scw Twin | Ger 439.5 B151′ | Bremen 56.7 \| 27.4 F126′ | 5061 8736 | | 1922 2 | Stettin, (Vulcan Werke.) [Ger. | Nordd. Lloyd | 2-3CylTE25,41,69x47; 4SB;WP206lbs | | G |
| 8706 MTDQ | **Madrono** Steel 2D;Web frms;Long. frmg; Mchy aft;Oil in bulk; Oil fuel;Wireless;W. Bal 15BH | Scw | Nor 407.5 P98′ | Tonsberg 52.4 \| 31.6 B28′ F40′ | 3697 5894 | | 1917 4 | Newcastle, (Palmers' Co., Lim.) [Eng. | W. Wilhelmsen, Mgr. | 3CylTE26,44,73x48; 3SB;WP180lbs | | BL |
| 8707 HBJR | **Madryn** xMarmevo Steel 2D;Oil fuel;Wireless;W. Bal 5BH | Scw | Arg 269.3 P64′ | BuenAires 42.2 \| 25.7 F26′ | 1479 2595 | | 1922 | Rotterdam, (N. V. Rotterdamsch Schpw. My. Werf. I.) [Hol. | Argentina Cia. General de Nav. S. A. | 3CylTE20,31,51x36; 2SB;WP180lbs;1170IHP. | | V |
| 8708 222,002 MCLR | **Mae Dollar** xAdolf Vinnen 2D;Web frms | Bk | Am 321 P42′ | San Fran. 47 \| 27.3 F34′ | 3197 3403 | | '92 8 | Pt. Glasgow, (Russell & Co.) [Scot. | The Robert Dollar Co. | Stl;1BH | | |
| 8709 | **Mafresmo** xTrawler Steel 1D | Scw | Pan 125.6 | 23.5 \| 12.5 | 118 276 | | 1918 | Toronto, (Polson Iron Works.) [Can. | | 3CylTE12¾,21½,35x24 | | |
| 8710 | **Magallanes** xLibelle Iron 1D;B;Well dk;W. Bal 4BH | Scw Sch | Am 244.5 | Manila 33.2 \| 18 B15′ F29′ | 832 1375 | | '80 12 | Newcastle, Eng. (Schlesinger, Davis & Co.) | Gutierrez Hermanos | 2CylC39,56x36 | | |
| 8711 3,858 JMDP | **Magda** xHilding Steel 1D;Well dk;Web frms; Wireless;W. Bal 4BH | Scw | Swd 277 P27′ | Gothenb'g 39 \| 18 B126′ F34′ | 1276 2185 | | '90 10 | Middlesboro, (R. Dixon & Co.) [Eng. | Afrikanska Angf. Aktieb | 3CylTE21,35,57x39; 2SB;WP160lbs | | BL |
| 8712 JFQH | **Magda** xSydney Reid xBeatus Steel 1D;B;Web frms;Wireless;W. Bal 5BH | Scw | Grk 306.5 | Syra 41.5 \| 22.3 | 1802 2851 | | '93 1 | So. Shields, (J. Readhead & Sons.) [Eng. | E. N. Vassilikos | 3CylTE23,37½,61½x42; 2SB;WP160lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8713 | **Magdala** | Scw | Br | Glasgow | 3134 | | 1906 | Glasgow, | Maclay & | 3CylTE26,43,71x48; | | BL |
| 124,155 | Steel | | 400 | 52 \| 26.9 | 4814 | | 12 | (D. & W. [Scot. | McIntyre | 2SB;WP180lbs | | |
| HJTM | 2D;Deep frmg;Wireless; 6BH | | P44′ | B125′ F40′ | | | | Henderson & Co., Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 8714 | **Magdalena** | Scw | Hol | Terneuzen | 1840 | | 1923 | Stockton, | N. V. A C. | 3CylTE23,39,64x42; | | BL |
| | Steel | | 325 | 48 \| 22.4 | 3117 | | 6 | (Craig, [Eng. | Lensens' Stoomv. | 2SB;WP180lbs | | |
| PJWB | 1D;Wireless;W. Bal 4BH | | P33′ | B94′ F31′ | | | | Taylor & Co.,Lim.) | Maats. | | | |
| 8715 | **Magdalena R. de Garcia** | Scw | Sp | Santander | 1744 | | ′95 | Glasgow, | F. Garcia | 3CylTE23,37,61x42; | | BL |
| | xDonostia xMiguel Steel | | 300 | 42.1 \| 19.5 | 2710 | | 9 | (London & [Scot. | | 1SB;1AuxSB;WP160lbs | | |
| HKLP | 1D;Web frms;Wireless;W. Bal 6BH | | P32′ | | | | | Glasgow Co., Lim.) | | | | |
| 8716 | **Magdalena Reith** | Scw | Ger | Hamburg | 1305 | | 1905 | Alblasser- | John M. | 3CylTE21,35,57x39; | | G |
| | xAnneliese xAlloth Steel | | 280.4 | 41.2 \| 20.5 | 2130 | | | dam, Hol. | K. Blumenthal | 2SB;WP160lbs | | |
| RCHG | 1D;Wireless;W. Bal 4BH | | P27′ | B72′ F32′ | | | | (J. Smit Czn.) | | | | |
| 8717 | **Magdalene Vinnen** | Bk | Ger | Bremen | 3017 | | 1921 | Kiel, | F. A. | Stl;2BH; | | G |
| | Aux | | 328.7 | 48.1 \| 26.9 | 3476 | | 9 | (Fried. [Ger. | Vinnen & Co. | 4CylOilEng18$\frac{1}{2}$x24$\frac{1}{2}$ | | |
| QLJM | 2D;SUB.SIG;Wireless;W. Bal 4 M | | P54′ | B107′ F40′ | | | | Krupp A. G.) | | | | |
| 8718 | **Magellan** | Scw | Br | Liverpool | 4055 | | 1913 | Weser- | Pacific | 4CylQE27,39,55,82x53; | | BL |
| 143,915 | xAlda Steel | | 462.5 | 59.2 \| 28.2 | 6587 | | 3 | munde, Ger. | Steam Nav. Co. | 4SB;WP213lbs | | |
| KDFL | 2D;Shel dk;Wireless; 8BH | | F52′ | | | | | (J. C. Tecklenborg A. G.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 8719 | **Maggie J. Hall** | Brg | Am | Chattanga | 107 | | 1916 | Euchee, | Knoxville | Wd | | |
| 166,444 | | | 116.4 | 21.9 \| 5 | 107 | | | (J. Stout) [Tenn | Packet Co. | | | |
| | 1D | | | | | | | | | | | |
| 8720 | **Magicstar** | Scw | Br | London | 3403 | | ′93 | Newcastle, | Blue Star | 3CylTE29,46,75x54; | | BL |
| 102,653 | xCanonesa xBollington Grange Steel | | 420 | 54 \| 28.7 | 5534 | | 12 | (Hawthorn, [Eng | Line (Lim.), Mgrs. | 2SB;2AuxSB;WP160lbs | | |
| KDHV | xButeshire 7BH | | | | | | | Leslie & Co., Lim.) | | | | |
| | 2D;Deep frmg;Sheldk;Wireless;W. Bal; Oil fuel | | | | | | | | | | | |
| 8721 | **Magmeric** | Scw | Am | Savannah | 3169 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,117 | Steel | | 309 | 54 \| 27.6 | 5172 | 24′ 5″ | 10 | (American [Pa. | ping Board | General Electric Co: | ✠AMS | |
| LTJQ | 2D;W. Bal;Wireless;SUB.SIG; 8BH | | | 32′ | 7840 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,Chstn3,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | M.S.3,24;n shft9,25;B.S.9,26; | |
| | | | | | | | | | | d rpd12,24;rps9,25;Dkd,s rps6,26 | Clh BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t | ..... | ...D.T | .36′892t;F.P.144 | t | | | | | | | |
| | F.O.....D.B.257′1162t;S. | T.14′1 | 29t... | ..... | | | | | | | | |
| 8722 | **Magna** | Scw | Nor | Hauges'nd | 662 | | 1905 | Stavanger, | D/S A/S | 3CylTE16,26,43x30; | | G |
| | xSiegrune xLivingstone Steel | | 221.6 | 32.1 \| 12 | 971 | | | (Stavanger, [Nor. | Magna | 1SB;WP175lbs | | |
| | 1D;W. Bal 6BH | | B31′ | F28′ | | | | Stoberi & Dok.) | | | | |
| 8723 | **Magna** | Brg | Am | Duluth | 2718 | | ′96 | So. Chicago, | Pittsburg | Stl;2BH | | |
| 92,740 | | Sch | 352 | 44.2 \| 22.3 | 2886 | | 8 rb′24 | (Chicago [Ill. | S.S Co. | | | |
| | 1D;W. Bal | | | | | | | S. B. Co.) | | | | |
| 8724 | **Magnar** | Scw | Swd | Stockholm | 774 | | 1900 | Grimstad, | Rederi A/B. | 3CylTE16½,27,44x30; | | V |
| 709 | xEkstrand xDagfred Steel | | 227.9 | 34.1 \| 13.3 | 1093 | | 12 | (Fevigs [Nor. | Magnar | 1SB;WP175lbs;550IHP. | | |
| KFLD | 1D;W. Bal 5BH | | F30′ | B29′ | | | | Jernskibsbyggeri.) | | | | |
| 8725 | **Magnita** | MV | Am | Juneau | 130 | | 1926 | Pt. Blakeley, | Coastwise | 6CylOilEng9½x13; | | |
| 225,956 | Wd;If | | 83 | 21.8 \| 14.4 | 162 | | 9 | (J. M. [Wash. | Transp. Co. | 200BHP. | | |
| | 1D | | | | | | | Johnson.) | | | | |
| 8726 | **Magnolene** | Brg | Am | Pt. Arthur | 840 | | 1915 | Westlake, | Magnolia | Wd | | |
| 166,178 | | | 201 | 39 \| 12 | 840 | | | (Clooney [La. | Petroleum Co. | | | |
| | 1D;Oil in bulk | | | | | | | Constn. & Towing Co.) | | | | |
| 8727 | **Magnolia** | Brg | Am | Pt. Arthur | 663 | | 1906 | Camden, | Texas Oil | Stl;15BH | | V |
| 203,028 | | Sch | 171 | 31 \| 15 | 681 | | 5 | N. J. | Co. | | | |
| KVHR | 1D;B;Oil in bulk | | | | | | | (N. Y. S. B. Co.) | | | | |
| 8728 | **Magnolia** | Scw | Am | Beaumont | 124 | | 1916 | Port Rich- | Magnolia | 2CylC18,38x26; | | |
| 213,881 | Steel | | 94.7 | 24.6 \| 12 | 182 | | | mond, N. Y. | Petroleum Co. | 1SB;WP155lbs;750IHP. | | |
| LFSG | 1D;B;Oil fuel 5BH | | | | | | | (Staten Island S. B. Co.) | | | | |
| 8729 | **Mahana** | Scw | Br | Sthamptn | 7509 | | 1917 | Belfast, | Shaw, Savill | Stm Tbns; | | BL |
| 135,700 | Steel | Twin | 500.9 | 63.3 \| 39.6 | 11796 | | 7 | (Workman, [Ire. | & Albion Co. | 2DB;2SB;WP180lbs | | |
| | 2D;Shel dk;Wireless;W. Bal 9BH | | B197′ | F56′ | | | | Clark & Co., Lim.) | (Lim.) | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8730 | **Mahanada** | Scw | Br | Liverpool | 4522 | | 1914 | Glasgow, | Thos. & | Stm Tbns; | | BL |
| 137,409 | Steel | | 470.5 | 58 \| 32.1 | 7196 | | 11 | (C. Connell [Scot. | Jno. Brocklebank | 2DB;1AuxSB;WP180lbs | | |
| JHDQ | 2D;Oil fuel;Wireless;W. Bal 7BH | | P46′ | B124′ F43′ | | | | & Co., Lim.) | (Lim.) | | | |
| 8731 | **Mahanoy** | Brg | Am | New York | 823 | | '94 | Noank, | Thomas J. | O,Ch,Hk,YP;Gif✕ | — Exp | |
| 92,611 | Sch | | 194 | 34.6 \| 16 | 855 | 9 | (R. [Conn | Howard | | | |
| KMGH | 1D;B | | | | | | | Palmer & Son.) | | | | |
| 8732 | **Mahaska** | Sch | Br | Lunenb'rg | 96 | | 1922 | Lunenburg, | Benjamin | Bch,Sp,Hw;Gif | ✠ — — | |
| 150,408 | 2 M | | 117.4 | 25.8 \| 11 | 144 | 4 | (Smith [N. S. | C. Smith | | Suspended9,25 | |
| | 1D | | | | | | | & Rhuland.) | | | | |
| 8733 | **Maheno** | Scw | Br | Wellingt'n | 3318 | | 1905 | Dumbarton, | Union S.S. | Stm Tbn; | | C |
| 117,588 | Steel | Twin | 400.4 | 63.1 \| 30.8 | 5323 | | 9 | (W. Denny [Scot. | Co. of New | 2DB;2SB;WP150lbs;6000SHP. | 2dS.S.No.1,Sdny9,21; | |
| WPHF | 3D;Wireless;Web frms;W. Bal 8BH | | B308′ | F57′ | | | | & Bros.) | Zealand (Lim.) | | Stbd shft drn7,24;M.&B.S | |
| | | | | | | | | | | | Pt shft drn8,25 | |
| 8734 | **Mahia** | Scw | Br | Sthamptn | 4979 | | 1917 | Belfast, | Shaw, Savill | 2-4CylQE22,31,45,65x48; | | BL |
| 135,701 | Steel | Twin | 477.6 | 63.1 \| 39.7 | 7914 | | 8 | (Workman [Ire | & Albion Co. | 2DB;2SB;WP220lbs | | |
| JQPN | 2D;Shel dk;Wireless;W. Bal 9BH | | P180′ | F47′ | | | | Clark & Co., Lim.) | (Lim.) | | | |
| 8735 | **Mahoe** | MV | Am | Honolulu | 62 | | 1925 | Seattle, | Young | 6CylOilEng14x17; | | |
| 224,680 | Wood | | 110.9 | 24.8 \| 13.4 | 230 | 1 | Wash. | Bros. | 720BHP. | | |
| | 1D | | | | | | | | | | | |
| 8736 | **Mahone** | Scw | Br | Quebec | 79 | | 1904 | Mahone | Provincial | 2CylC12,24x18; | ✠ — — | |
| 116,515 | O,Bch,Sp;Icf(Sltd) | | 87 | 19.8 \| 10.5 | 127 | 11 | Bay, N. S. | S. S. Co. (Lim.) | 1CRTB;WP130lbs | | Cancelled | |
| | 1D | | | | | | | (Isaiah Wagner.) | | | | |
| 8737 | **Mahoning** | Brg | Am | Pt. Arthur | 229 | | 1903 | Camden, | Gulf | Stl | | |
| 51,466 | | | 130 | 23.1 \| 8.4 | 229 | 6 | N. J. | Refining Co. | | | | |
| | 1D | | | | | | | (N. Y. S. B. Co.) | | | | |
| 3738 | **Mahout** | Scw | Br | Liverpool | 4852 | | 1925 | Pt. Glasgow, | Thos. & | Stm Tbns; | | BL |
| 147,347 | Steel | | 470.1 | 62.1 \| 32.2 | 7880 | 12 | (W. [Scot. | Jno. Brocklebank | 4SB;WP200lbs | | |
| KTNG | 2D;Wireless;W. Bal 8BH | | P46′ | B158′ F39′ | | | | Hamilton & Co., Lim ) | (Lim.) | | | |
| 8739 | **Mahratta** | Scw | Br | Liverpool | 4177 | | 1917 | Pt. Glasgow, | T. & J. | 3CylTE26½,45½,75x54; | | BL |
| 140,545 | Steel | Sch | 445 | 58.2 \| 31.2 | 6690 | 11 | (R. Duncan [Scot. | Brocklebank | 4SB;WP200lbs | | | |
| JRSC | 2D;Oil fuel;Wireless;W. Bal 6BH | | P38′ | B135′ F39′ | | | | & Co., Lim.) | (Lim.) | | | |
| 8740 | **Mahronda** | Scw | Br | Liverpool | 4845 | | 1925 | Pt. Glasgow, | Thos. & | Stm Tbns; | | BL |
| 147,329 | Steel | | 470.1 | 62.1 \| 32.2 | 7880 | 10 | (W. Ham- [Scot | Jno. Brocklebank | 4SB;WP200lbs | | | |
| KTFW | 2D;Wireless;W. Bal 9BH | | P46′ | B158′ F39′ | | | | ilton & Co., Lim.) | (Lim.) | | | |
| 8741 | **Mahsud** | Scw | Br | Liverpool | 4669 | | 1917 | Pt. Glasgow, | Thos. & | 3CylTE28,47½,80x54; | | BL |
| 140,553 | Steel | | 470.4 | 58.2 \| 32.1 | 7559 | 12 | (Russell [Scot. | Jno. Brocklebank | 2DB;1SB;WP200lbs | | |
| JSBK | 2D;Oil fuel;Wireless;W. Bal 7BH | | P47′ | B126′ F47′ | | | | & Co.) | (Lim.) | | | |
| 8742 | **Mahukona** | Scw | Am | San Fran. | 1531 | 4′ 2″ | 1919 | Ecorse, | Matson | 3CylTE21,34½,57x42; | ✠A1Ⓔ | |
| 218,005 | xCoverun Steel | | 253.4 | 43.7 \| 24.5 | 2512 | 23′ 6½″ | 5 | (Great [Mich. | Nav. Co., Inc. | Great Lakes Eng. Wks; | ✠AMS | |
| LRBG | 1D;Mchy aft;SUB.SIG; 4BH | | | \| 27′ 7″ | 4200 | | | Lakes Eng. Wks.) | | 2SB;Lake Erie Blr. Wks; | S.S.No.1, Npt N6,22 | |
| | W. Bal; 1BH to Super dk | | | | | | | | | 4160HS;WP175lbs;1350IHP; | shft drn5,24; | |
| | 3BH to Fbd dk | | | | | | | | | EAC;d rpd3,26;Dkd,s rps11,26 | B.S.5,26;M.S.11,26;Scip;CL | |
| | Oil fuel F. P. above 150° F. C-29 | | | | | | | | | | | |
| | W.B.—A.P.74t;D.B.209′576t;T.T. 124′33 | | 0t;F.P | 152t | | | | | | | | |
| 8743 | **Maia** | Trn | Fr | La Houle | 406 | | 1917 | Advocate | Eug. | B,Sp,YP;Gif(Sltd) | | V |
| | xSolidor xE. H. Wharton Davies | | 161.3 | 36.4 \| 13.1 | 499 | | | Harbor, N. S. | Lemoigne | | | |
| OVUN | 1D | | | | | | | (T. K. Bentley.) | | | | |
| 8744 | **Maia** | Brg | Am | Duluth | 3137 | | '98 | Chicago, | Pittsburg | Stl;2BH | | |
| 92,894 | | Sch | 376 | 48.2 \| 26 | 3350 | rb '24 | (Chicago [Ill. | S.S. Co. | | | |
| | 1D;B;SUB.SIG;W. Bal | | | | | | | S. B. Co.) | | | | |
| 8745 | **Maid of Andros** | Scw | Br | London | 2175 | | 1912 | Stockton, | Byron S.S. | 3CylTE25,41,68x45; | | BL |
| 143,108 | xLuise Horn Steel | | 360.7 | 50 \| 21.4 | 3548 | 5 | (Craig, [Eng. | Co. (Lim.) | 2SB;WP180lbs | | | |
| JWRF | 1D;Well dk;Wireless;W. Bal 4BH | | P & B | 288′ F39′ | | | | Taylor & Co., Lim.) | | | | |
| 8746 | **Maid of Crete** | Scw | Br | London | 1391 | | 1903 | Rostock, | Byron S.S. | 3CylTE19,35,55x35; | | C |
| 145,190 | xMimi Horn Steel | | 301.7 | 43.2 \| 18.9 | 2243 | 2 | (Akt. [Ger. | Co. (Lim.) | 2SB;WP180lbs | | 2dS.S.No.2,Bhvn8,22;A.S.3,26; | |
| KJBH | 1D;Shel dk;Wireless;W. Bal 4BH | | P13′ | B174′ F30′ | | | | Ges. "Neptun.") | | | n shft7,24;B.S.3,26;M.S.5,26 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8747 138,439 TPLW | **Maid of France** xFundy King 1D | Trn | Br 141 | Annapolis 32.6 \| 12 | 376 412 | | 1919 11 | Margarets- (J. A. [ville, N. S. Balcom Co., Lim.) | F. K. Warren | Bch,Sp,P;Gif; s dk clkg,clk b4,21;d rpd7,23; clk t9,24;s rps,s clkg11,26 | ✠A1 S.S.No.1,LvplN.S.9,23 | |
| 8748 143,190 KBDF | **Maid of Patras** xSieglinde Steel 2D;Wireless;W. Bal 5BH | Scw | Br 319.7 P38′ | London 45.1 \| 22 B102′ F40′ | 1771 2888 | | 1905 12 | W. Hartle- pool, Eng. (Irvine's S. B. & D. D. Co., Lim.) | Byron S.S. Co. (Lim.) | 3CylTE23,38,64x42; 3SB;WP180lbs;265RHP | 2dS.S.No.1,Bhvn10.22;A.S.9,25. B.S.5,25;shft drn6,26;M.S.7,26 | C |
| 8749 146,590 | **Maid of Psara** Steel 1D;Shel dk;Oil fuel; Wireless;W. Bal 8BH | Scw | Br 360 F37′ | London 50.2 \| 30.1 | 2957 4792 | | 1922 7 | Birkenhead, (Cammell, [Eng. Laird & Co., Lim.) | Byron S.S. Co. (Lim.) | Stm Tbns; 2SB;1Aux SB;WP180lbs | | BL |
| 8750 143,312 KBSQ | **Maid of Sparta** xMinna Horn xHornhohe Steel 1D;Shel dk;SUB.SIG;Wireless; W. Bal 6BH | Scw | Br 362.4 | London 50.1 \| 21.5 | 2103 3475 | | 1913 5 | Weser- munde, Ger. (Rickmers Akt. Ges.) | Byron S.S. Co. (Lim.) | 3CylTE25,41,68x45; 2SB;WP180lbs | | BL |
| 8751 143,157 JWNV | **Maid of Syra** xHorncap Steel 1D;Well dk;Wireless;W. Bal 4BH | Scw | Br 361.4 P & B | London 50.7 \| 21.4 288′ F42′ | 2130 3451 | | 1912 9 | Lubeck, (Schiffsw. [Ger. v. Henry Koch.) | Byron S.S. Co. (Lim.) | 3CylTE25,41,68x44; 2SB;WP200lbs | | BL |
| 8752 92,844 | **Maida** 1D;B;W. Bal | Brg Sch | Am 375.2 | Fairport 46.2 \| 26 | 3210 3475 | | '98 4 | West Superior, Wis. (American S. B. Co.) | Pringle Barge Line Co. | Stl;3BH | 90(GL) P.S.7,26 | |
| 8753 218,485 LRWJ | **Maiden Creek** Steel 2D;W. Bal;Wireless;SUB.SIG; Oil fuel F.P. above 150° F. 8BH C-36 W.B.—A.P.100t;D.B.284′1380t F.O. D.B.257′1162t;S. T.14′1 | Scw | Am 390 P50′ D.T. 29t | Phila. 54.2 \| 27.6 \| 32′ B121′ F40′ .36′892t; F.P.14 | 3562 5753 7825 4t | 7′ 9½″ 24′ 5″ | 1919 7 | Hog Island, (American [Pa. Int. S. B. Corp.) | U. S. Ship- ping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; Dkd,d rpd4,26;s rps10,25 | ✠A1Ⓔ ✠AMS S.S.No.1,Mbl5,24; n shft10,22;M.S.5,24; B.S;shft drn8,25;Cih BB;CL | |
| 8754 133,550 JFBP | **Maidenhead** xNewquay Steel 1D;Wireless;W. Bal 6BH | Scw | Br 369.9 P33′ | London 51.1 \| 25.3 B226′ F34′ | 2670 4191 | | 1914 2 | So. Shields, (J. Read- [Eng. head & Son.) | Britain S.S. Co. (Lim.) | 3CylTE26,42,69x48; 2SB;WP180lbs | | BL |
| 8755 186 NXAK | **Maiella** xAmbra Steel 1D;Shel dk;W. Bal;Wireless;D.F.6BH | Scw | It 400.1 | Venice 52.1 \| 28.8 | 3505 5524 | | 1913 3 | Monfalcone, (Cant. [It. Nav. Triestino) | Nav. Libera Triestina | 3CylTE26,42,70x48; 3SB;WP180lbs;2200IHP | | I |
| 8756 140,518 | **Maihar** Steel 2D;Oil fuel;Wireless;W. Bal 7BH | Scw Sch | Br 470.4 P47′ | Liverpool 58.2 \| 32.1 B126′ F47′ | 4672 7556 | | 1917 6 | Pt. Glasgow, (Russell [Scot. & Co.) | Thos. & Jno. Brocklebank (Lim.) | 3CylTE28,47,80x54; 2DB;1SB;WP200lbs | | BL |
| 8757 143,582 KGTL | **Maimoa** Steel 2D;Shel dk;W. Bal;Wireless 4BH | Scw Twin | Br 477.9 B181′ F50′ | Sthamptn 63 \| 31.2 | 5000 8011 | | 1920 9 | Newcastle, (Palmers' [Eng. Co., Lim.) | Shaw, Savill & Albion Co. (Lim.) | 2-4CylQE23,33,47,68x48; 2SB;2DB;WP220lbs | | BL |
| 8758 140,713 JTGM | **Maimyo** Steel 2D;Oil fuel;Wireless;W. Bal 6BH | Scw Sch | Br 423.2 P44′ | Newcastle 56 \| 28.7 B123′ F43′ | 3580 5819 | | 1918 5 | Pt. Glasgow, (Russell [Scot. & Co.) | T. & J. Brocklebank (Lim.) | 3CylTE27,45,74x51; 3SB;WP180lbs | | BL |
| 8759 | **Main** xMaria xRegina Steel 2D;Spar dk;Wireless;W. Bal 4BH | Scw | Hol 291.3 P28′ | Rotterd'm 44.1 \| 23.8 B71′ F36′ | 1664 2698 | | 1906 12 | Flensburg (Flensburger [Ger. Schiffsb. Ges.) | Rochling Menzell & Co | 3CylTE20,33,55x37; 2SB;WP180lbs | 2dS.S.No.1,Hbg2,22;A.S.10,25; shft drn12,24;M.&B.S.3,26 | C |
| 8760 139,606 JQKH | **Maindy Court** Steel 1D;Shel dk;Wireless;W Bal 6BH | Scw | Br 350 | Cardiff 50.9 \| 23.5 | 2357 3792 | | 1917 7 | Sunderland, (J. Priest- [Eng. man & Co.) | J. Rattray, Mgr. | 3CylTE25,41,67x45; 3SB;WP180lbs | | BL |
| 8761 136,936 JFQW | **Maindy Grange** xPontwen Steel 1D;Wireless;W. Bal 6BH | Scw | Br 380.2 P34′ | Cardiff 50.9 \| 28 B111′ F31′ | 3020 4810 | | 1914 6 | Stockton, (Richardson, [Eng. Duck & Co., Lim.) | J. Rattray, Mgr. | 3CylTE26,42,70x48; 3SB;WP180lbs | | BL |
| 8762 129,781 HTNK | **Maindy Hill** xHyltonia Steel 1D;Deep frmg;Wireless;W.Bal 4BH | Scw | Br 279.5 P25′ | Methil 41.8 \| 18.3 B72′ F24′ | 1149 1902 | | 1911 10 | Sunderland, (Osbourne, [Eng. Graham & Co.) | M. Taylor | 3CylTE21,33,56x36; 2SB;WP180lbs;1000RHP. | 2dS.S.No.1,Nprt12,24;A.S.6,25; B.S.12,24;shft drn6,25;M.S.2,26 | C |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8763 139,619 JRBS | **Maindy Manor** Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | Br 350 | Cardiff 50.9 \| 23.5 3791 | 2357 | | 1917 9 | Sunderland, (John [Eng. Priestman & Co.) | J. Rattray, Mgr. | 3CylTE25,41,67x45; 3SB;WP180lbs | S.S.No.2,Crdf4,25;A.S.4,26; M.&B.S;shft drn4,26 | C |
| 8764 215,581 LHTQ | **Maine** Steel 2D;Long. frmg;Oil fuel; Web frms;SUB.SIG;Shel dk; Wireless;W. Bal 6BH | Scw | Am 402 P34′ | New York 54 \| 25.7 B120′ F39′ | 3737 5988 | | 1917 9 | Bath, (The [Me. Texas S.S. Co.) | Fairfield S.S. Corp. | 3CylTE26½,44,74x51; 3SB;WP190lbs;3000IHP. | | BL |
| 8765 142,495 KDWH | **Maine** Steel 1D;SUB.SIG;Shel dk;Wireless; W. Bal 8BH | Scw Sch | Br 412.6 F40′ | Belfast 55.8 \| 34.4 | 4073 6600 | | 1920 3 | Belfast, (Harland [Ire. & Wolff, Lim.) | Atlantic Transport Co. (Lim.) | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 8766 91,861 KDMP | **Maine** 1D | Sch C B | Am 105.4 | Wash'gt'n 28 \| 8.5 | 181 190 | | '86 9 | Bath, (New [Me. Eng. S. B. Co.) | M. A. Carter | WO,YP;Gif | — Exp | |
| 8767 210,751 LCQP | **Maine** 1D | Brg Sch | Am 217.7 | Baltimore 40 \| 14.7 | 1046 1110 | | 1912 11 | Bath, (Kelley, [Me Spear & Co.) | P. Dough- erty Co. | O,Hw,Hk,YP;Gicf(Sltd) | ✠ — — Suspended. | |
| 8768 NPJK | **Maine** xHelmer Morch Steel 1D;Deep frmg;Wireless;W. Bal 5BH | Scw Sch | Dan 295.1 P27′ | Cop'hagen 42 \| 19.5 B172′ F33′ | 1314 2158 | | 1905 8 | Pt. Glasgow, (Clyde S. B. [Scot. & E. Co., Lim.) | Det. Forende Damps. Selskab. | 3CylTE22,35,59x39; 2SB;WP180lbs | | BL |
| 8769 857 HBKG | **Maipo** Iron 2D;Wireless;W. Bal 5BH | Scw Sch | Chl 332.2 F33′ | Valparaiso 39.9 \| 21 | 1501 2621 | | '82 5 | Glasgow, (Jno. [Scot. Reid & Co.) | Cia Sud Americana de Vap | 2CylC45,80x54 | | |
| 8770 136 HCFS | **Maipo** 2D | S | Prv 246 P50′ | Callao 39.2 \| 22.9 F28′ | 1674 1770 | | '93 3 | Weser- (J. [munde, Ger C. Tecklenborg.) | Peruvian Govt | Stl;1BH | | |
| 8771 HBCN | **Maipo** xManitoba Steel 2D;B;Shel dk;Web frms; W. Bal;Wireless 7BH | Scw | Chl 390 | Valparaiso 51 \| 28.5 | 3186 4687 | | 1901 9 | Sunderland, (J L [Eng. Thompson & Sons, Lim.) | Chilian Govt. | 3CylTE25½,44,75x51; 3SB;WP160lbs. | | |
| 8772 | **Mairo** xElisabeth 2D | Bk 4 M | Prvn 312.7 B56′ | Callao 41.9 \| 24.5 F26′ | 2410 2528 | | '89 8 | Glasgow, (Russell [Scot. & Co.) | Cia. Peruana de Vap. y Dique del Callao | Stl;2BH | | |
| 8773 4,130 JNFD | **Maitland** xTilia xSvea Steel 1D;B;Well dk;Wireless;W. Bal 3BH | Scw | Swd 267 B83′ | Stockholm 34.1 \| 18.1 F24′ | 946 1557 | | '82 6 | Hull, (Earle's [Eng. Co.) | I. Scheja, Mgr. | 2CylC25,50x45; 1DB;WP75lbs | | |
| 8774 214,213 | **Maitland No. 1** Steel 2D;B;Wireless 7BH | Scw Twin | Am 338 | Fairport 56 \| 18.3 | 1653 2757 | | 1916 | Ecorse, (Great [Mich. Lakes Eng. Wks.) | Toronto, Hamilton & Buffalo R.R. Co. | 2-3CylTE19½,31,52x36; 4SB;WP175lbs;3000IHP. | | |
| 8775 | **Maj** xRichard W. Clark 1D | Trn | Fin 156.6 | Wärdö 38.9 \| 13.8 | 453 515 | | 1909 6 | Phippsburg, (F. S. [Me. Bowker) | Arth. Lundquist | Hw,O,YP,Hk;Gicf(Sltd) | ✠ — — Suspended6,19 | V |
| 8776 4,862 JRBQ | **Maj** xBolivar xMaja Steel 1D;B;Well dk;Wireless;W. Bal 4BH | Scw | Swd 262.6 P33′ | Gothenb'g 37.1 \| 17.1 B120′ | 1131 1844 | | '88 8 | Sunderland, (W. Doxford [Eng. & Sons.) | Rederi A/B Hilding | 3CylTE19,33,54x36; 2SB;WP160lbs | | BL |
| 8777 118,812 VQFJ | **Majestic** Steel 1D;B;Spar dk;Deep frmg; Wireless;W. Bal 5BH | Scw | Br 325 P32′ | Hull 47.1 \| 13.7 B100′ F32′ | 1917 3034 | | 1904 4 | W. Hartle- pool, Eng. (Irvine's S. B. & D. D. Co., Lim.) | W. H. Cockerline & Co. | 3CylTE24,38,64x42; 2SB;WP160lbs | | BL |
| 8778 146,555 KMCH | **Majestic** xBismarck Steel 6D;SUB.SIG;Wireless;W. Bal 11BH | Scw Quad | Br 915.5 | Liverpool 100.1 \| 58.2 | 26324 56551 | | 1914 6 | Hamburg, (Blohm [Ger. & Voss.) | White Star Line | Stm Tbns; 48Blrs;WP240lbs | | G |
| 8779 92,314 | **Major** Oak 1D | Scw | Am 107 | Dunkirk 25 \| 6 | 118 128 | | '91 | Buffalo, N. Y. | Peter B. Colgan | 1Cyl12x12; 1SB;WP100lbs;100IHP. | | |
| 8780 | **Major Albert G. Forse** Steel 1D;B;W. Bal 3BH | Scw Twin | Am 86 | New York 20 \| 10.9 | 75 128 | | 1907 4 | Wilmington, (Pusey [Del. & Jones.) | U. S. Gov- ernment (Quarter master's Dept.) | 2-2CylC7½,15x14; 1WTB;WP150lbs;270IHP. | | |
| 8781 219,162 | **Major Frazer** xDegrey Steel 1D 2BH | Scw | Am 93.7 | 24 \| 12.7 | 92 182 | | 1919 12 | New Orleans, La. (Johnson Iron Wks., Lim.) | U. S. Govt. (Engineer Corps) | 2CylC18,38x26; 1SB;WP155lbs;450IHP. | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8782 | **Major Wheeler** | Scw | Am | Baltimore | 2038 | 4′ 6¾″ | 1918 | Oakland, | Baltimore | 3Cyl TE24,39,65x42; | ✠A1Ⓔ | |
| 217,046 | Steel | | 305 | 46 \| 24.5 \| 26′ 9″ | 3431 | 22′ 4″ | 10 | (Hanlon [Cal. | Insular Line, Inc. | Hanlon D. D. & S. B. Co., Inc; | ✠AMS | |
| LNGS | 1D;Well dk;W. Bal; 5BH | | | | 5250 | | | D. D. & S. B. Co., Inc.) | | 3WTB:Babcock & Wilcox Co; | S.S.No.1,Balt8,22; | |
| | SUB.SIG;Wireless; C-32 | | P26′ | B78′ F33′ | | | | | | 6777HS:WP200lbs;17481HP; | M.S.8,22;B.S;shft drn6,25; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | d rpd6,25;Dkd,s rps4,26 | Cih BB;CL | |
| | W.B.—A.P.91t;D.B.248′580t | | | F.P.9 | 6t | | | | | | | |
| | F.O.—A.P.84t;D.B.203′408t;S.T. | 11′136 | t;F.P.8 | | 9t | | | | | | | |
| 8783 | **Makalla** | Scw | Br | Liverpool | 4142 | | 1918 | Pt. Glasgow, | T. & J. | 3Cyl TE26,45,75x54; | | BL |
| 140,595 | Steel | | 445 | 58.2 \| 31.2 | 6781 | | 10 | (R. Duncan [Scot | Brocklebank | 4SB;WP200lbs | | |
| JVLW | 2D;Oil fuel;Wireless;W. Bal 8BH | | P38′ | B135′ F39′ | | | | & Co., Lim.) | (Lim.) | | | |
| 8784 | **Makaweli** | Bkt | Am | San Fran. | 821 | | 1902 | Oakland, | Bkt. | O,P;Gif(Sltd) | | |
| 93,264 | | | 194 | 39.5 \| 17.5 | 899 | | 5 | (W. A. [Cal. | Makaweli Co. | | | |
| KRQP | 1D;B | | | | | | | Boole & Son.) | | | | |
| 8785 | **Makaweli** | Scw | Am | San Fran. | 1534 | 4′ 2″ | 1919 | Ashtabula, | Matson | 3Cyl TE21,34½,57x42; | ✠A1Ⓔ | |
| 217,844 | xCowee Steel | | 253.4 | 43.6 \| 25.1 \| 27′ 7″ | 2552 | 23′ 6½″ | 4 | (Great [Ohio | Nav. Co. | Great Lakes Eng. Wks; | ✠AMS | |
| LQPJ | 1D;W. Bal; 4BH | | | | 4200 | | | Lakes Eng. Wks.) | | 2SB;Lake Erie Blr. Wks; | S.S.No.1,NptN7,22; | |
| | Mchy aft; 1BH to Super dk 3BH to Fbd dk | | | | | | | | | 4160HS;WP175lbs;1350IHP; | M.S.7,22;n shft7,25;B.S.9,26; | |
| | Oil fuel F. P. above 150° F. C-29 | | | | | | | | | EAC;d rpd2,25;s rps4,26; | Scip;CL | |
| | W.B —A.P.74t;D.B.209′576t | | T.T | 124′33 | 0t;F.P.152t | | | | | Dkd,Exmd9,26 | | |
| | F.O. D.B.166′454t;S.T. | 20t | | | F.P.142t | | | | | | | |
| 8786 | **Makena** | Scw | Am | San Fran. | 1653 | 4′ 2″ | 1919 | Ashtabula, | Matson | 3Cyl TE21,34½,57x42; | ✠A1Ⓔ | |
| 217,748 | xCowboy Steel | | 253.4 | 43.6 \| 25.1 \| 27′ 7″ | 2729 | 23′ 6½″ | 3 | (The [Ohio | Nav. Co. | Great Lakes Eng. Wks; | ✠AMS | |
| LQJR | 1D;SUB.SIG;W. Bal;Wireless; 4BH | | | | 4140 | | | Lakes Eng. Wks.) | | 2SB;Lake Erie Blr. Wks; | S.S.No.1,NptN7,22; | |
| | Mchy aft; 1BH to Super dk 3BH to Fbd dk | | | | | | | | | 4160HS;WP175lbs;1350IHP; | M.S.7,22;shft drn9,25; | |
| | Oil fuel F. P. above 150° F. C-29 | | | | | | | | | EAC;d rpd12,19;rps7,22; | B.S 5,26;Scip;CL | |
| | W.B.—A.P.74t;D.B.207′567t | | T.T | 124′330 | t;F.P.152t | | | | | Dkd,s rps5,26 | | |
| | F.O. D.B.166′454t;S.T. | 20t | | | F.P.142t | | | | | | | |
| 8787 | **Makiki** | Scw | Am | San Fran. | 3813 | | 1917 | Bath, | Matson | 3Cyl TE26½,44,74x51; | | BL |
| 215,832 | xWoonsocket Steel | | 402 | 54.2 \| 31.4 | 6096 | | 11 | (The [Me | Nav. Co. | 3SB;WP190lbs | | |
| LJHS | 1D;Shel dk;Web frms; 6BH | | P34′ | B120′ F39′ | | | | Texas Co.) | | | | |
| | Long. frmg;Oil fuel;SUB.SIG;D.F; Wireless;W. Bal | | | | | | | | | | | |
| 8788 | **Makis** | Scw | Grk | Ithaca | 2265 | | 1906 | Sunderland, | E. K. | 3Cyl TE24,40,67x45; | | BL |
| | xYorkmead xFife Steel | | 340 | 48 \| 26.5 | 3546 | | 1 | (J. [Eng. | Vlassopoulos | 2SB;WP180lbs | | |
| JDQV | xClivegrove 6BH | | P31′ | B100′ F33′ | | | | Priestman & Co.) | | | | |
| | 1D;Spar dk;Deep frmg;Wireless; W. Bal | | | | | | | | | | | |
| 8789 | **Makoa** | Sch | Br | Suva | 192 | | 1918 | Sydney, | Burns, | Wd; | | |
| 136,438 | | Aux | 110 | 27.5 \| 10.6 | 250 | | | (Morrison [N.S.W. | Philip & Co. | 3CylOilEng12x15 | | |
| | 1D;Mchy aft | | P30′ | | | | | & Sinclair.) | (Lim.) | | | |
| 8790 | **Makura** | Scw | Br | London | 4921 | | 1908 | Glasgow, | Union S.S. | 2-4Cyl TE28½,46,55,55x48; | | C |
| 127,802 | Steel | Sch | 450 | 57.7 \| 32.1 | 8075 | | 9 | (A. Ste- [Scot. | Co. of New Zea- | 2DB;4SB;WP190lbs;1514RHP. | 2dS.S.No.1,Sdny12,24:A.S.5,26 | |
| WPHV | 3D;Web frms;Wireless; 9BH | Twin | P89′ | B234′ F80′ | | | | phen & Sons, Lim.) | land (Lim.) | | Stbd shft drn,n Pt shft9,23; | |
| | Oil fuel;W. Bal | | | | | | | | | | B.S.12,25;M.S.5,26 | |
| 8791 | **Malabar** | Scw | Am | Wilm'gton | 6364 | 10′ 4″ | 1914 | Newport | Malabar | 1Cyl QE24,35,51,75x51; | A1 With Freeboard. | |
| 212,517 | xJohn D. Rockefeller Steel | | 458.3 | 60 \| 28.5 \| 36′ 2″ | 8374 | 26′ ½″ | 9 | News, Va. | S.S. Co., Inc. | Newport News S. B. & D. D. Co; | Oil Carrier. | |
| LDNQ | 3D;Mchy aft; 16BH | | | | 11520 | | | (Newport News | | 3SB;Newport News S. B. & D. D. Co; | AMS | |
| | Long. frmg; 1BH to Fbd dk | | | | | | | S. B. & D. D. Co.) | | 7035HS;WP220lbs;3000IHP; | S.S.No.2,NY12,22; | |
| | Wireless;SUB.SIG; 10BH to 2d dk 5BH to 3d dk | | | | | | | | | DB;Dkd,d rpd10,26;Exmd11,26 | n shft11,24;M.S;shft drn3,26; | |
| | Oil fuel F. P. above 150° F. C-39 | | | | | | | | | | B.S.10,26;Cih BB;CL | |
| | W.B.—A.P.94t;D.B.a89′236t | | D.T | f.50′310t;F.P.19 | 0t | | | | | | | |
| | F.O.— D.T. | a17′79 | 4t;D.T | f.50′289t | | | | | | | | |
| 8792 | **Malacca** | Scw | Am | Wilm'gton | 4261 | 8′ 1½″ | 1920 | Baltimore, | Malacca | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ Oil Carrier. | |
| 219,395 | xBethelridge Steel | | 431 | 59.2 \| 31 4 \| 33′ 3″ | 7051 | 25′ 3¾″ | 1 | (Md | S.S. Co., Inc. | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LVCR | 2D;Wireless;SUB.SIG; 17BH | | | | 10000 | | | D. D. & S. B. Co.) | | 3SB:Baltimore D. D. & S. B. Co: | S.S.No.1,NY5,24; | |
| | Long. frmg; 13BH to Fbd dk | | P104′ | B36′ F39′ | | | | | | 7926HS;WP200lbs:2500IHP;EAC; | n shft11,23;M.S.5.24- | |
| | Mchy aft;W. Bal; 4BH to 2d dk | | | | | | | | | 1 d rpd4,21;d rpd8,24;rps6,25; | n Eng;B.S.6,25;n shft1,26; | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | Dkd,s rps9,26;Exmd10,26 | SBP | |
| | W.B.—A.P.60t;D.B.54′132t | | D. T | f.40′453t | F.P.12 | 0t | | | | | | |
| | F.O.— D.T.a | 16′820 | t; D.T. | f.40′423t | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8793 27,242 SBVF | **Malacca Maru** Steel 2D;Wireless;W. Bal 6BH | Scw | Jap 400 P39′ | Tokio 54.5 \| 30 B121′ F43′ | 3211 5374 | | 1920 6 | Kobe, (Mitsubishi Zosen Kaisha, Lim.) [Jap. | Nippon Yusen Kabushiki Kaisha | 3Cyl TE26,44,75x48; 3SB;WP200lbs | | BL |
| 8794 134,655 TMWC | **Malahat** 1D;B;Wireless | Sch Aux 5 M Twin | Br 245.7 P30′ | Vancouv'r 43.8 \| 21 F30′ | 1199 1550 | | 1917 8 | Victoria, (Cameron-Genoa Mills S. B., Lim.) [B. C. | Canadian Mexican Shipping Co. (Lim.) | Wd;Gif(Sltd) 2-2CylOilEng16x18 | | |
| 8795 140,608 JWKG | **Malakand** Steel 2D;Oil fuel;Wireless;W. Bal 7BH | Scw Sch | Br 470.4 P47′ | Liverpool 58.2 \| 32.1 B126′ F47′ | 4635 7649 | | 1919 3 | Pt. Glasgow, (Lithgows, Lim.) [Scot | T. & J. Brocklebank (Lim.) | 3Cyl TE28,47,80x54; 2DB;1AuxSB;WP200lbs | | BL |
| 8796 137,397 JGMK | **Malakuta** Steel 2D;Oil fuel;Wireless;W. Bal 7BH | Scw Sch | Br 470.2 P46′ | Liverpool 58 \| 32.1 B124′ F43′ | 4516 7205 | | 1914 9 | Glasgow, (C. Connell & Co., Lim.) [Scot. | T. & J. Brocklebank (Lim.) | 3Cyl TE26,45,75x54; 2DB;1AuxSB;WP200lbs | | BL |
| 8797 140,567 JSQD | **Malancha** Steel 2D;Wireless;Oil fuel;W. Bal 8BH | Scw | Br 518 P52′ | Liverpool 63.7 \| 35.4 B157′ F40′ | 6284 9917 | | 1918 3 | Pt. Glasgow, (Russell & Co.) [Scot. | T. & J. Brocklebank (Lim.) | 4Cyl QE28,40,57,82x57; 3DB;1AuxSB;WP220lbs | | BL |
| 8798 135,534 JDRT | **Malatian** Steel 1D;Well dk;Wireless;W. Bal 6BH | Scw | Br 323.8 P & B | Liverpool 42.4 \| 21.7 216′ F74′ | 2224 3537 | | 1914 1 | Hull, (Earle's Co., Lim.) [Eng. | Ellerman Lines (Lim.) | 3Cyl TE20,35,60x42; 3SB;WP215lbs | | BL |
| 8799 229 QBTV | **Malay Maru** xCraighall Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw | Jap 379.9 P40′ | Kobe 50.1 \| 26 B98′ F40′ | 3250 4557 | | 1905 3 • | Glasgow, (D. & W. Henderson & Co., Lim.) [Scot. | Hoichiro Ishihara | 3CylTE25,41,67x48; 3SB;WP175lbs | | |
| 8800 100,681 KWNT | **Malay II** xIdalia Steel 1D | Scw Sch | Am 151 | Boston 20 \| 11.2 | 111 201 | | '99 | Chester, (Del. River I. S. B. & E. W.) [Pa. | Mary Weld | 4Cyl TE11,19,22,22x18; 1WTB;1100IHP. | | |
| 8801 NCLP | **Malaya** Steel 2D;Wireless;W. Bal 7BH | MV Twin | Dan 445.8 F77′ | Cop'hagen 60.3 \| 39.1 | 5512 8654 | | 1921 7 | Copenhagen, (Akt. Burmeister & Wain.) [Den. | A/S. Det. Ostasiatiske Kompagni | 2-6CylOilEng29⅛x45¼ | | BL |
| 8802 163,932 | **Malcolm** 1D | Brg | Am 116 | New York 30 \| 12 | 433 449 | | 1909 | Gildersleeve, (Gilder-sleeve S. B. Co.) [Conn. | Louis Gildersleeve | Wd;If | | |
| 8803 142,740 JVFH | **Maldonado** xThuringia xCalifornia Steel 2D;Web frms;Wireless;W. Bal 7BH | Scw | Urg 410.8 P & B | Mntevdeo 50.9 \| 28.5 260′ F52′ | 3974 6234 | | 1904 11 | Hamburg, (Blohm & Voss.) [Ger. | Uruguayan Govt. | 4CylQE24,35,50,72x54; 3SB;WP213lbs | 2dS.S.No.1,Mtv4,24; shft drn12,22;B.S.4,24;M.S.7,24 | C |
| 8804 OMFW | **Malgache** xPort de Cherbourg Steel xBaymano xCayo Romano 7BH 2D;Deep frmg;Wireless;W. Bal | Scw | Fr 354.1 P41′ | Marseilles 47.9 \| 26.1 B112′ F41′ | 2339 3777 | | 1911 10 | Newcastle, (W. Dobson & Co.) [Eng. | Cie. Maritime des Transports Coloniaux | 3CylTE25,40,67½,68x45; 3SB;WP180lbs;1800IHP. | | V |
| 8805 225,799 | **Malibu** Wood 1D | MV Yct Twin | Am 92.4 | Los Ang's 19.6 \| 10.4 | 89 131 | | 1926 | Seattle, (N. J. Blanchard.) [Wash. | Mrs. M. K. Rindge | 2-4CylOilEngs9½x12½; 240IHP | | |
| 8806 85,948 | **Malicor** xGlenville Wood 1D | Scw | Am 109.5 | New York 25 \| 8 | 209 268 | | '86 | Brooklyn, N. Y. | Marine Equipment Corp. | 1Cyl20x24; 90IHP | | |
| 8807 92,973 | **Malietoa** xTexas Steel 1D;B;Mchy aft;SUB.SIG;W. Bal 3BH | Scw | Am 454 | Duluth 50 \| 24.3 | 3870 4584 | | '99 rb'26 | Lorain, (Ameri-can S. B. Co.) [Ohio | Pittsburg S.S. Co | 4CylQE15,25,38,57x40; 2WTB;WP250lbs;1400IHP. | | |
| 8808 217,115 LNKJ | **Maliko** xCape May Steel 3D;4th dk ford;Long. frmg; 8BH Wireless;W. Bal; 1BH to Fbd dk SUB.SIG. 7BH to 2d dk Oil fuel F. P. above 150° F. C-37 W.B.—A.P.52t;D.B.343′1243t; D. T.30′ 8 | Scw | Am 415 | San Fran. 53.7 \| 28.3 \| 39′ 6″ 66T;F | 4280 6847 10200 | 10′ 1¾″ 29′ 6″ P.125t | 1918 10 | Sparrows Pt. (Bethlehem S. B. Corp.) [Md. | Matson Nav. Co., Inc. | 3CylTE30½,52,86x54; Bethlehem S. B. Corp; 4SB;Bethlehem S. B. Corp; 264GS;12020HS;WP200lbs;4000IHP; EAC;d rpd9,24;rps6,25;Dkd9,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,NY11,22; M.S.11,22;shft drn10,24; B.S.4,26;Clh BB;CL | |
| 8809 148,050 KQCG | **Malistan** Steel 2D;Mchy aft;Oil in bulk; 14BH Oil fuel;Wireless;W. Bal | Scw | Br 400 P109′ | Newcastle 52.2 \| 31.3 B34′ F38′ | 3438 5553 | | 1924 2 | Sunderland, (Bartram & Sons, Lim.) [Eng. | Hindustan Steam Shipping Co. (Lim.) | 3CylTE27½,45,75x48; 3SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8810 | **Mallard** | Scw | Am | ---------- | ------ | | 1919 | Mariners | U. S. Govt. | 3CylTE19,29,46x30; | | |
| | Steel | | 180 | 35.3 \| 17.2 | | | 6 | Harbor, N. Y. | (Navy Dept.) | 2WTB;WP200lbs;1400IHP | | |
| | 2D;Oil fuel;W. Bal 11BH | | | | | | | (Staten Island S. B. Co.) | | | | |
| 8811 | **Malmanger** | Scw | Nor | Bergen | 4411 | | 1920 | Sunderland, | Westfal, | 3CylTE27,45,74x54; | | BL |
| | Steel | | 425 | 57 \| 33.1 | 7078 | | 6 | (J. Laing [Eng. | Larsen & Co., | 4SB;WP180lbs | | |
| MVN8 | 2D;Web frms;Long. frmg; 15BH | | P101′ | B28′ F42′ | | | | & Sons, Lim.) | A/S | | | |
| | Mchy aft;Oil fuel;Oil in bulk; W. Bal;Wireless | | | | | | | | | | | |
| 8812 | **Malmen** | Scw | Swd | Gothenb'g | 2216 | | 1919 | Dordrecht, | Rederiak- | 3CylTE23,37,62x42; | | BL |
| 6,208 | Steel | | 352.5 | 51.2 \| 23 | 3607 | | 11 | (N. V. [Hol | tieb. Transatlantic | 3SB;WP180lbs | | |
| KCGM | 1D;W. Bal;Wireless 6BH | | P29′ | B210′ F29′ | | | | Schps. Dordrecht.) | | | | |
| 8813 | **Malsah** | Scw | Am | New York | 1667 | | 1920 | Manitowoc, | Malsah | 3Cyl21,35,59x42; | ✠A1Ⓔ | |
| 219,702 | xRipon Steel | | 253.5 | 43.9 \| 25.9 | 2689 | | 5 | (Manitowoc [Wis. | S.S. Co. | Nordberg Mfg. Co; | ✠AMS | |
| LVTM | 1D;B;W. Bal; 4BH | | | | 4050 | | | S. B. Co.) | | 2SB;Manitowoc S. B. Co; | S.S.No.1,Ches11,25; | |
| | Oil fuel F. P. above 150° F. C-29 | | | | | | | | | 4876HS;WP185lbs;1500IHP; | M.&B.S;shft drn11,25;SBP;CL | |
| | | | | | | | | | | d rpd5,23;Dkd,s rps11,25 | | |
| | W.B.—A.P.99t.....D.B. | 205′ 41 | 6t..... | .....F.P. | 51t | | | | | | | |
| | F.O.—A.P.92t;D.T.14′111t;D.B. | 167′ 29 | 7t; W. | T.m38′170t.... | ... | | | | | | | |
| 8814 | **Malta Maru** | Scw | Jap | Kobe | 3401 | | 1919 | Tsurumi, | Kokusai | 3CylTE26,43,72x48; | | BL |
| 26,404 | Steel | | 400 | 53.2 \| 29.4 | 5456 | | 10 | (Asano [Jap. | Kisen Kaisha | 3SB;WP200lbs | | |
| RTKD | 2D;Wireless;W. Bal 6BH | | P33′ | B124′ F41′ | | | | S. B. Co.) | | | | |
| 8815 | **Malte** | Scw | Fr | Havre | 5128 | | 1907 | Wallsend, | Chargeurs | 2-3CylTE25½,43,70x48; | | V |
| | Steel | Sch | 482.3 | 55.7 \| 33.8 | 8430 | | 9 | (Swan, [Eng. | Reunis | 6SB;WP200lbs;5800IHP | | |
| OMGC | 3D;Wireless;W. Bal 11BH | Twin | | | | | | Hunter & Wigham Richardson Lim.) | | | | |
| 8816 | **Malton** | Scw | Br | Sarnia | 988 | | '88 | Wyandotte, | Mathews | 3CylTE16,27,46x42; | 95(GL) | |
| 130,439 | xE.M.Peck Comp. | | 252 | 40 \| 22 | 1651 | | rb'14 | (Detroit [Mich. | S.S Co. | 1SB;WP180lbs;800IHP. | P.S.5,26 | |
| | 1D;B 3BH | | | | | | | D. D. Co.) | | | | |
| 8817 | **Malvernian** | Scw | Br | Liverpool | 2743 | | 1924 | Leith, | Ellerman | 3CylTE23½,41,68x45; | | C |
| 147,266 | Steel | | 367.1 | 49.7 \| 27.4 | 4373 | | 7 | (Ramage & [Scot. | Lines (Lim.) | 3SB;WP200lbs;Dkd,s rps11,26 | A.S.5,25; | |
| KRBV | 2D;Wireless;W. Bal 7BH | | P37′ | B162′ F80′ | | | | Ferguson, Lim.) | | | M.S.5,25 | |
| 8818 | **Mamari** | Scw | Br | Sthamptn | 5223 | | 1904 | Belfast, | Shaw, | 2-4CylQE21,30,43,62x48; | | BL |
| 119,697 | Steel | Twin | 455.4 | 56.4 \| 30.6 | 8114 | | 11 | (Harland [Ire. | Savill & Albion | 2DB;2SB;WP215lbs | | |
| HBPT | 2D;Shel dk;Deep frmg; 7BH | | | | | | | & Wolff, Lim.) | Co. (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 8819 | **Mambi** | Scw | Cuban | Havana | 1846 | 3′ 11½″ | '83 | South- | Compania | 3CylTE19,32,56x36; | ✠A1Ⓔ Molasses Carrier | |
| | xNinfa xLadakh Iron & Stee | | 269 | 39.5 \| 24.2 | 1998 | 23′ 10″ | 2 | ampton, Eng. | Cubana de | Worthington Pump & Mch Corp; | ✠AMS | |
| | 1D;W. Bal;Long frmg; 10BH | | | \| 26′ 11′ | | | rb'21 | (Oswald | Transporte de | 2SB;Staten Island S. B. Co; | S S.Balt11,21; | |
| | Oil fuel F. P. above 150° F. C-30 | | P44′ | B78′ F24′ | | | | Mordaunt Co.) | Mieles, S. A. | 5538HS;WP210lbs;1400IHP;EAC; | n Eng & Blrs11,21;B.S.1,25; | |
| | | | | | | | | Baltimore, Md. | | 1 rps11,21;Dkd,rps12,25 | n shft12,25;SBP;CL | |
| | W.B.—A.P.37t.....F. | | P.89t | | | | | (Curtis Bay Copper & | | | | |
| | F.O.....D.T.8′113t;D.T.8′ | 100t.. | .... | | | | | Iron Wks.) | | | | |
| 8820 | **Mambika** | Scw | Blg | Antwerp | 2043 | | 1920 | Glasgow, | Cie. | 3CylTE22,37,62x48; | | BL |
| 145 | xAsier Steel | | 331 | 46.5 \| 23.3 | 3014 | | 9 | (Lloyd [Scot. | Africaine de | 3SB;WP215lbs | | |
| MLSX | 2D;Wireless;W. Bal 5BH | | P32′ | B102′ F33′ | | | | Royal Belge of Great Britain.) | Nav. Soc. Anon. | | | |
| 8821 | **Mamie** | Brg | Br | Montreal | 390 | | '97 | Toronto, | Donnelly | Comp;1BH | | |
| 96,867 | | | 129.4 | 28 \| 11.2 | | | | (Poison [Ont. | Salvage & | | | |
| | 1D | | | | | | | Iron Wks.) | Wrecking Co | | | |
| 8822 | **Mamie O** | MV | Am | Detroit | 130 | | 1923 | Detroit, | Robert | 2-6CylOilEng9x12½; | | |
| 223,305 | Wood | Twin | 115.5 | 20.6 \| 11.6 | 228 | | | (Dodge [Mich. | Oakman | 360IHP | | |
| | 3D 6BH | | | | | | | Boat Works.) | | | | |
| 8823 | **Mamie S. Barrett** | StW | Am | Cincinnati | 148 | | 1921 | Jefferson- | U. S. Govt. | 2-2CylC11,17x84; | | |
| 221,851 | Steel | | 123.2 | 30 \| 5 | 191 | | | ville, Ind. | (Eng. Corp.) | 2Blrs;300IHP. | | |
| | 1D | | | | | | | (Howard Shipyard | | | | |
| 8824 | **Mampoko** | Scw | Blg | Antwerp | 1868 | | 1918 | Glasgow, | Cie. Belge | 3CylTE25,41,68x45; | | BL |
| | xTongrier Steel | | 330.8 | 46.7 \| 23.2 | 3042 | | 11 | (Lloyd [Scot. | Maritime du | 3SB;WP180lbs | | |
| MTNG | 1D;Wireless;W. Bal 7BH | | P33′ | B100′ F28′ | | | | Royal Belge.) | Congo, S. A. | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8825 | **Mana** | Scw | Am | San Fran. | 1996 | 5′ 9″ | 1920 | Newark, | Matson | Stm Tbn; | ✠A1Ⓔ | |
| 219,519 | xMoravia Bridge Steel | | 324 | 46.2 \| 25 | 3283 | 22′ 11″ | 3 | (Submarine [N. J. | Nav. Co., Inc. | Westinghouse E. & M. Co; | ✠AMS | |
| | 1D;2d dk at ends; 7BH | | | \| 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | S.S.No.1,Ches3,26; | |
| | Wireless; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | M.&B.S;shft drn3,26; | |
| | SUB.SIG;W. Bal; 1BH to 2d dk | | | | | | | | | d rpd1,21;Dkd3,26;s rps10,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T. | 20′394 | t..... | ...F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t... | .... | .S.T.3 | 1t. ..... | | | | | | | | |
| 8826 | **Manaar** | Scw | Br | Liverpool | 4499 | | 1917 | Glasgow, | T. & J. | Stm Tbns; | | BL |
| 140,530 | Steel | Sch | 470 | 58 \| 32.1 | 7242 | | 8 | (C. Connell [Scot. | Brocklebank | 2DB;2SB;WP200lbs | | |
| JQPS | 2D;Oil fuel;Wireless;W. Bal 7BH | | P47′ | B124′ F43′ | | | | & Co., Lim.) | (Lim.) | | | |
| 8827 | **Manager** | Scw | Am | New York | 201 | | 1903 | Noank, | C. R.R. of | | | |
| 200,289 | Wood | | 116.7 | 33.8 \| 11.4 | 325 | | 9 | Conn. | N. J. | 400IHP | | | |
| 8828 | **Managua** | Scw | Nic | Bluefields | 959 | | 1906 | Sunderland, | Cuyamel | 2-3Cyl TE15,25,41x27; | | BL |
| | xLisboa xBerlin Steel | Twin | 255 | 38.1 \| 13.8 | 1561 | | 6 | (J. Laing [Eng. | Fruit Co | 2SB;WP180lbs | | |
| | 1D;Oil fuel 4BH | | P & B | 171′ F57′ | | | | & Sons, Lim.) | | | | |
| 8829 | **Manaos** | Scw | Brz | Rio Jan'ro | 1169 | | '83 | Clydebank, | Lloyd | 2CylC35,70x45 | | |
| | Steel | | 266.3 | 36.1 \| 19.5 | 1719 | | 11 | (J. & G. [Scot. | Brasileiro | | | |
| | 2D;Wireless;W. Bal 3BH | | | | | | | Thompson.) | | | | |
| 8830 | **Manaqui** | Scw | Br | Glasgow | 1522 | | 1921 | Belfast, | Unifruitco | 3Cyl TE20½,34,57x45; | | C |
| 144,255 | Steel | | 303 | 47.2 \| 21.7 | 2802 | | 6 | (Workman, [Ire. | S.S. Co. (Lim.) | 2SB;WP200lbs;323RHP; | S.S.No.1;NOI; :A.S.5,26; | |
| KJFD | 1D;Oil fuel;SUB.SIG;Wireless; 4BH | | B83′ | F38′ | | | | Clarke & Co., | | d rpd1,25;s rps1,26;Dkd5,26 | n shft1,25;B.S.1,26;M.S.5,26 | |
| | W. Bal | | | | | | | Lim.) | | | | |
| 8831 | **Manatawny** | Brg | Am | Phila. | 623 | | 1905 | Noank, | Reading Co. | O,Ch,YP;Icf | | V |
| 202,576 | | Sch | 177 | 35 \| 14.2 | 721 | | 11 | (R. [Conn. | | | | |
| KVCQ | 1D | | | | | | | Palmer & Son.) | | | | |
| 8832 | **Manatawny** | Scw | Am | New York | 3105 | 7′ 9½″ | 1920 | Hog Island, | Hadnot | Stm Tbn; | ✠A1Ⓔ | |
| 220,639 | Steel | | 390 | 54.2 \| 27 8 | 5030 | 24′ 5″ | 9 | (American [Pa. | Corp | General Electric Co; | Crude Oil Carrier. | |
| MBNK | 2D;Wireless; 15BH | | | \| 32′ | 7825 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | ✠AMS | |
| | SUB.SIG; 7BH to Fbd dk | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | S.S.No.1,Balt9,24; | |
| | W. Bal; 8BH to 2d dk | | | | | | | | | d rpd1,25;Dkd7,25;Exmd5,26 | shft drn;M.&B.S.9,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | Clh BB;CL | |
| | W.B.—A.P.100t;D.B.279′1393t. | ..... | ...F.P | .144t | | | | | | | | |
| | F.O.....D.B.257′1186t;S. | T.14′1 | 29t... | .... | | | | | | | | |
| 8833 | **Manatee** | Scw | Am | Tampa | 3823 | 7′ 2″ | 1920 | Tampa, | U. S. Ship- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 219,990 | Steel | | 401.9 | 54.2 31 3 | 5918 | 26′ 10½″ | 7 | (Oscar [Fla. | ping Board | Hardie-Tynes Mfg. Co; | ✠AMS | |
| LWMD | 2D;Wireless; 7BH | | | \| 33′ 11″ | 9550 | | | Daniels Co.) | | 3WTB;Union Iron Wks; | Clh BB;CL | |
| | Long. frmg; 4BH to Fbd dk | | P34′ | B120′ F38′ | | | | | | 9150HS;WP225lbs;2800IHP;EAC; | (Laid up) | |
| | SUB.SIG;W. Bal; 3BH to 2d dk | | | | | | | | | Dkd,d rpd6,21;s rps1,22 | | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.63t;D.B.335′1076t; D. | T.32′1 | 075t.. | .....F.P.108t | | | | | | | | |
| | F.O.....D.B.297′ 847t; D. | T.32′1 | 003t;S. | T.57t..... | | | | | | | | |
| 8834 | **Manavi** | Scw | | | 615 | | '85 | Glasgow, | | 2CylC23,46x36 | | |
| | Steel | | 216 | 35.1 \| 15 | 1041 | | 5 | (R. Napier [Scot. | | | | |
| | 2D 4BH | | | | | | | & Sons.) | | | | |
| 8835 | **Manchester Brigade** | Scw | Br | Manchestr | 3764 | | 1918 | W. Hartle- | Manchester | 3Cyl TE29,49,80x54; | | BL |
| 135,368 | Steel | | 418 | 53.5 \| 33.4 | 6042 | | 8 | pool, Eng. | Liners (Lim.) | 3SB;WP190lbs | | |
| JVBW | 1D;Shel dk;Wireless;W. Bal 7BH | | B126′ | | | | | (Irvine's S. B. & | | | | |
| | | | | | | | | D. D. Co., Lim.) | | | | |
| 8836 | **Manchester City** | Scw | Br | Manchestr | 4686 | | '98 | Middlesbro, | Manchester | 3Cyl TE30.50,83x54; | | BL |
| 108,835 | Steel | | 445.4 | 52 \| 30 | 7381 | | 10 | (R. Dixon [Eng. | Liners (Lim.) | TB;WP200lbs | | |
| QJTS | 2D;Shel dk;Deep frmg; 7BH | | B128′ | | | | | & Co., Lim.) | | | | |
| | Wireless;D.F;W. Bal | | | | | | | | | | | |
| 8837 | **Manchester Civilian** | Scw | Br | Manchestr | 2927 | | 1913 | W. Hartle- | Manchester | 3Cyl TE25,40,68x48; | | C |
| 135,359 | Steel | | 385 | 52 \| 27.2 | 4706 | | 8 | pool, Eng. | Liners (Lim.) | 3SB;WP180lbs;376RHP; | S.S.No.3,Mchtr10,25; | |
| JCVN | 1D;Deep frmg;Wireless;W. Bal 6BH | | P36′ | B120′ F41′ | | | | (Irvine's S. B. & | | Dkd,s rps5,23 | B.S;shft drn10,25;M.S.12,25 | |
| | | | | | | | | D. D. Co.) | | | | |
| 8838 | **Manchester Corporation** | Scw | Br | Manchestr | 3479 | | '99 | W. Hartlpl, | Manchester | 3Cyl TE28,46,78x54; | | BL |
| 108,844 | Steel | | 430.5 | 48.1 \| 30.8 | 5397 | | 9 | (Furness, [Eng. | Liners (Lim | 3SB;WP190lbs | | |
| RHVP | 2D;B;Wireless;D.F;W. Bal 6BH | | P20′ | B84′ F42′ | | | | Withy & Co., Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8839 | **Manchester Division** | Scw | Br | Manchestr | 3768 | | 1918 | W. Hartle- | Manchester | 3CylTE29,49,80x54; | | BL |
| 135,369 | Steel | | 418 | 53.5 \| 33.4 | 6048 | | 10 | pool, Eng. | Liners (Lim.) | 3SB;WP190lbs | | |
| JVLD | 1D;Shel dk;Wireless;W. Bal 7BH | | B126′ | | | | | (Irvine's S. B. & D. D. Co., Lim.) | | | | |
| 8840 | **Manchester Hero** | Scw | Br | Manchestr | 3674 | | 1916 | Newcastle, | Manchester | 3CylTE27,45,74x48; | | BL |
| 135,366 | Steel | | 400 | 53 \| 32.3 | 5779 | | 1 | (Northum- [Eng. | Liners (Lim.) | 3SB;WP180lbs | | |
| JMFG | 1D;Shel dk;Wireless;D.F;W. Bal 6BH | | F37′ | | | | | berland S. B. Co., Lim.) | | | | |
| 8841 | **Manchester Importer** | Scw | Br | Manchestr | 2538 | | '99 | W. Hartle- | Manchester | 3CylTE25,41,69x48; | | BL |
| 108,842 | Steel | Sch | 370 | 48 \| 26.3 | 4028 | | 8 | pool, Eng. | Liners (Lim.) | 3SB;WP180lbs | | |
| RHDT | 1D;B;Shel dk;Web frms; 6BH | | | | | | | (Irvine's S. B. & D. D. Co., Lim.) | | | | |
| | Deep frmg;Wireless;W. Bal | | | | | | | | | | | |
| 8842 | **Manchester Merchant** | Scw | Br | Manchestr | 2707 | | 1904 | Newcastle, | Manchester | 3CylTE26,42,72x48; | | BL |
| 113,129 | Steel | Sch | 360 | 48 \| 20.2 | 4152 | | 1 | Eng. | Ocean Services (Lim.) | 3SB;WP180lbs | | |
| VMCF | 1D;Spar dk;Web frms; 6BH | | P30′ | B92′ F32′ | | | | (Northumberland S. B Co., Lim.) | | | | |
| | Wireless;D.F;W. Bal | | | | | | | | | | | |
| 8843 | **Manchester Producer** | Scw | Br | Manchestr | 4162 | | 1916 | Sunderland, | Manchester | 3CylTE29,49,80x54; | | BL |
| 137,512 | xStart Point Steel | | 420.3 | 53.5 \| 36.3 | 6576 | | 5 | (Sir J. [Eng. | Liners (Lim.) | 3SB;WP180lbs | | |
| JMSW | 2D;Shel dk;Wireless; 7BH | | F34′ | | | | | Laing & Sons, Lim.) | | | | |
| | D.F;W. Bal | | | | | | | | | | | |
| 8844 | **Manchester Regiment** | Scw | Br | Manchestr | 4948 | | 1922 | Haverton | Manchester | Stm Tbns; | | BL |
| 146,830 | Steel | | 450.4 | 58.1 \| 38.3 | 7930 | | 3 | Hill, Eng. | Liners (Lim.) | 4SB;WP190lbs | | |
| KMQH | 1D;Shel dk;Oil fuel; 7BH | | F42′ | | | | | (Furness S. B. Co., Lim.) | | | | |
| | Wireless;D.F;W. Bal | | | | | | | | | | | |
| 8845 | **Manchester Shipper** | Scw | Br | Manchestr | 2602 | | 1900 | W. Hartle- | Manchester | 3CylTE25,41,69x48; | | BL |
| 108,850 | Steel | Sch | 370 | 48 \| 26.3 | 4076 | | 2 | pool, Eng. | Liners (Lim.) | 3SB;WP180lbs | | |
| RMTF | 1D;B;Shel dk;Web frms; 6BH | | B106′ | | | | | (Irvine's S. B. & D. D. Co., Lim.) | | | | |
| | Deep frmg;Wireless;D.F;W. Bal | | | | | | | | | | | |
| 8846 | **Manchester Spinner** | Scw | Br | Manchestr | 2968 | | 1918 | W. Hartle- | Manchester | 3CylTE25,40,68x48; | | C |
| 140,566 | xGrampian Range Steel | | 385 | 52 \| 27 | 4767 | | 3 | pool, Eng. | Liners (Lim.) | 3SB;WP180lbs;372RHP;d rpd4,26 | S.S.No.2,Crdf1,26; | |
| JSPM | 1D;Wireless;SUB.SIG;W. Bal 6BH | | P36′ | B126′ F40′ | | | | (Irvine's S. B. & D. D. Co., Lim.) | | | n shft1,26;M.&B.S.4,26 | |
| 8847 | **Manchioneal** | Scw | Nor | Bergen | 1036 | | 1911 | Copenhagen, | O. & A. | 3CylTE22,35,60x42; | | N |
| | Steel | Sch | 255.3 | 35.5 \| 22.6 | 1655 | | 2 | (Akt. [Den. | Irgens, Mgrs. | 2SB;WP180lbs | | |
| MGKF | 2D;B;W. Bal 4BH | | B35′ | | | | | Burmeister & Wain.) | | | | |
| 8848 | **Manchuria** | Scw | Am | New York | 9324 | | 1904 | Camden, | Atlantic | 2-4CylQE30,43,63,89x60; | ✠A1 | |
| 200,690 | Steel | Sch | 600 | 65.3 \| 23.1 | 15444 | | 6 | (N. Y. [N. J. | Transport Co. | New York S. B. Co; | AMS | |
| KSWC | 4D;Super dk; 10BH | Twin | | \| 43′3″ | 14500 | | | S. B. Co.) | of W. Va. | 4SB;New York S. B. Co; | 2d S.S.No.2,NY7,25; | |
| | SUB.SIG;W. Bal;Wireless; | | | | | | | | | 4DB;28056HS;WP215lbs; | n Pt shft11,21;n Stbd shft11,23; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | 1000IHP;EAC;Dkd,s rps11,26 | M.S.7,25; | |
| | | | | | | | | | | | B.S;Stbd shft drn3,26; | |
| | W.B.—A.P.89t;D.B.494′2248t; D. | T.60′1 | 120t;D | .T.35′1035t;F.P | .123t | | | | | | Pt shft drn11,26;Cih BB;CL | |
| | F.O.....D.B.312′1298t; D. | T.60′1 | 046t;D | .T.35′ 966t;F.P | .115t | | | | | | | |
| 8849 | **Manchurian** | Scw | Br | Hull | 1760 | | 1905 | Rostock, | Ellerman | 3CylTE20,35,56x37; | | BL |
| 143,342 | xTilly Russ Steel | | 292.1 | 41.3 \| 25.7 | 2819 | | 2 | (Akt. Ges. [Ger. | Line (Lim.) | 2SB;WP185lbs | | |
| KBWG | 1D;Shel dk;Wireless;W. Bal 4BH | | | | | | | "Neptun.") | | | | |
| 8850 | **Manchurian Prince** | Scw | Br | Newcastle | 3282 | | 1913 | Pt. Glasgow, | Prince | 3CylTE27,44,73x48; | | BL |
| 135,324 | xArdgair Steel | | 405 | 53 \| 27.2 | 5119 | | 5 | (R. Duncan [Scot. | Line (Lim.) | 2SB;WP180lbs | | |
| JCFK | 2D;Wireless;SUB.SIG;W. Bal 6BH | | P41′ | B121′ F35′ | | | | & Co., Lim.) | | | | |
| 8851 | **Manda** | Brg | Am | Duluth | 3121 | | '96 | Chicago, | Pittsburg | Stl;2BH | | |
| 92,696 | | Sch | 352.6 | 44.2 \| 22.3 | 3256 | | 2 | (Chicago [Ill. | S.S. Co. | | | |
| | 1D;B;Web frms | | | | | | | S. B. Co.) | | | | |
| 8852 | **Mandalay** | Scw | Br | Glasgow | 3539 | | 1911 | Dumbarton, | P. Hender- | 3CylTE26,44,73x48; | | C |
| 132,997 | Steel | | 425 | 54.2 \| 28.3 | 5529 | | 12 | (Wm. [Scot. | son & Co., Mgrs. | 3SB;WP200lbs;265RHP. | S.S.No.3,Lvpl1,24;A.S.3,26; | |
| HVBM | 2D;Deep frmg;Oil fuel; 6BH | | P39′ | B123′ F52′ | | | | Denny & Bros.) | | | shft drn9,25;M.&B.S.3,26; | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 8853 | **Mandalay** | Scw | Am | New York | 407 | | '89 | Wilmington, | Boston- | 2-2CylC28,48x36; | — Exp | |
| 136,079 | xExpress Iron | Twin | 272 | 44.1 \| 12.6 | 1120 | | | (Harlan & [Del. | New York | 6Blrs;WP125lbs;250IHP | | |
| KGNP | 3D 5BH | | | | | | | Hollingsworth.) | Southern S.S. Co. | | | |
| 8854 | **Mandasan Maru** | Scw | Jap | Kobe | 2657 | | 1901 | Sunderland, | Mitsui | 3CylTE26,42½,69½x45; | | BL |
| 8,823 | xPembrokeshire Steel | Sch | 360 | 48.1 \| 20.5 | 4317 | | 8 | (Sunder- [Eng. | Bussan Kaisha (Lim.) | 3SB;WP170lbs | | |
| JRGW | 1D;Spar dk;Deep frmg; 6BH | | P27′ | B90′ F36′ | | | | land S.B. Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8855 MQKJ | **Mandeville** Steel 2D;B;W. Bal 4BH | Scw Sch | Nor 255.3 | Oslo 35.7 \| 22.6 B34′ | 1038 1655 | | 1911 3 | Copenhag'n, (Akt. Burmeister & Wain.) [Den. | A. F. Klaveness & Co., Mgrs. | 3CylTE22,35,60x42; 2SB;WP180lbs | | N |
| 8856 HRBN | **Mandu** xBelmonte xPosen Steel 3D;W. Bal;SUB.SIG;Wireless 9BH | Scw | Brz 471.3 | Rio Jan'ro 59.3 \| 30.6 | 4094 6569 | | 1913 | Vegesack, (Bremer Vulcan) [Ger. | Cia. de Nav. Lloyd Brazileiro | 3CylTE32,53,87x55; 4SB;WP207lbs;4000IHP. | | V |
| 8857 UBWP | **Manelina R.** xAlgerien xKrym xNicolai II Steel 2D;Well dk;W. Bal 7BH | Scw | Sp 296 P29′ | Barcelona 40.1 \| 19.8 F31′ | 1646 2567 | | '95 | Renfrew, (Lobnitz & Co.) [Scot. | Hijo de Ramon A. Romos | 3CylTE19,32,51x39; 2SB;WP160lbs;1100IHP. | | V |
| 8858 143,638 KFPT | **Mangalore** Steel 2D;Wireless;Oil fuel 8BH | Scw | Br 518 P49′ | Liverpool 63.9 \| 35.6 B223′ F42′ | 6205 9751 | | 1920 6 | Glasgow, (C. Connell & Co., Lim.) [Scot. | Tho. & Jno. Brocklebank (Lim.) | Stm Tbns; 2DB;2SB;WP200lbs | | BL |
| 8859 137,223 TNDF | **Mangola** xEudunda Steel 1D;Shel dk;Web frms; Long. frmg;Wireless;W. Bal 5BH | Scw | Br 331 | Suva 47.9 \| 23.5 | 1922 3352 | | 1920 9 | Sydney [N. S. W. (Commonwealth Naval Dockyard.) | Burns, Philp & Co. (Lim.) | 3CylTE25,41,68x45; 3WTB;WP185lbs | | BL |
| 8860 216,418 LKTV | **Mangore** Steel 1D;Long. frmg;Web frms; 6BH Wireless;W. Bal; C-33 Oil fuel F. P. above 150° F. | Scw | Am 357.3 P93′ | New York 50.3 \| 24.5 F26′ | 2416 4066 6000 | | 1918 6 | Sparrows Point, Md. (Bethlehem S. B. Co.) | Ore S.S. Corp., Mgrs. | 3CylTE20½,35,60x42; Bethlehem S. B. Corp; 2SB;Bethlehem S. B. Corp; 4886HS;WP190lbs;1500IHP;EAC; d rpd12,25;Dkd,s rps11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Balt7,22; B.S.6,26;M.S.7,26; shft drn11,26;Scip;CL | |
| 8861 219,354 LVBW | **Manham** Steel 2D;Wireless;SUB.SIG; 7BH Long. frmg; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.55t;D.B.344′1274t; D. T.30′5 F.O.....D.B.327′1111t; D. T.30′5 | Scw | Am 402.4 P34′ 52t... 14t; S. | Seattle 53.1 \| 32 \| 34′ 6″ F38′ .....F.P.74t T.41t..... | 2876 6030 9500 | 8′ 2″ 26′ 6½″ | 1919 12 | Seattle, (Seattle North Pacific S. B. Co.) [Wash. | U. S. Shipping Board | Stm Tbn; Midwest Eng. Co; 3WTB;Murray Iron Wks; 9150HS;WP225lbs;2800SHP;EAC; s rps7,21 | ✠A1Ⓔ With Freeboard. ✠AMS Clh BB;CL (Laid up) | |
| 8862 202,346 | **Manhattan** Steel 1D;B Twin 6BH | Scw | Am 246.4 | New York 46.1 \| 18.4 | 1329 1954 | | 1905 9 | Sparrows (Mary- land Steel Co.) [Pt., Md. | City of New York | 2-2CylC22½,50x30; 4WTB;WP225lbs;3500IHP. | ✠ — — Cancelled. | |
| 8863 91,701 | **Manhattan** O,YP 1D 2BH | Scw | Am 91.7 | New York 28.6 \| 7.5 | 75 159 | | '84 | Rondout, N. Y | Southern Pacific Co. | 2CylC13½,28x22; 1Blr;WP130lbs;350IHP. | | |
| 8864 108,630 QMRF | **Manhattan** Steel 2D;Spar dk;SUB.SIG;Wireless; W. Bal Sch Twin | Scw | Br 490.5 | Belfast 56.3 \| 25 | 6159 8074 | | '98 | Belfast, (Harland & Wolff, Lim.) [Ire. | Atlantic Transport Co. (Lim.) | 2-3CylTE19,31,52x48 | | |
| 8865 217,791 LQKW | **Manhattan Island** xOsakis Steel 2D;SUB.SIG;W. Bal; 7BH Wireless; 6BH to Fbd dk 1BH to 2d dk Oil fuel F. P. above 150° F. C-35 W.B.—A.P.48t;D.B.311′1119t; D. T.27′6 F.O.....D.B.268′ 854t; D. T.27′6 | Scw | Am 386.8 P36′ 41t... 01t; S | Wilm'gton 52.2 \| 27.4 \| 30′ B110′ F39′ .....F.P.108t T.62t..... | 3045 4834 7500 | 6′ 8″ 23′ 6″ | 1919 5 | Arlington, (Downey S. B. Corp.) [S. I. | Finkbine-Guild-Transp. Co. | 3CylTE24,40,70x48; Downey S. B. Corp; 3SB;Staten Island S. B. Co; 7200HS;WP190lbs;2500IHP;EAC; Dkd,d rpd8,26;s rps10,26 | ✠A1Ⓔ ✠AMS S.S.No.2,Balt2,26; M.&B.S;n shft2,26; shft drn8,26;Clh BB;CL | |
| 8866 63,165 KRCJ | **Manheim** 1D | Brg Sch | Am 195 | Phila. 35 \| 17.6 | 866 955 | | 1901 8 | Noank, (R. Palmer & Son) [Conn. | Reading Co. | Wd;Gif | | |
| 8867 MLTE | **Maniema** xAlgerier Steel 2D;Wireless;W. Bal 6BH | Scw | Blg 331 P38′ | Antwerp 46.7 \| 23.2 B100′ F28′ | 1824 3026 | | 1920 1 | Glasgow, (Lloyd Royal Belge of Great Britain.) [Scot. | Cie. Africaine de Nav. | 3CylTE25,41,68x45; 3SB;WP180lbs | | BL |
| 8868 92,950 | **Manila** 1D | Brg Sch | Am 436 | Duluth 50.2 \| 24.5 | 4432 4683 | | '99 7 rb'26 | Chicago, (Chicago S. B. Co.) [Ill. | Pittsburg S.S. Co. | Stl | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3869 | **Manila Maru** | Scw | Jap | Osaka | 5919 | | 1915 | Nagasaki, | Osaka | 2-3CylTE26½,44½,75x48; | | BL |
| 18,449 | xKobagashi N. Steel | Twin | 475 | 61 \| 32.7 | 9445 | | 9 | (Mitsu [Jap. | Shosen Kabushiki | 5SB;WP200lbs | | |
| MTRL | 2D;Shel dk;Oil fuel;Wireless; 8BH | | P35′ | B30′ F45′ | | | | Bishi Dk. Yd. & E. Wks.) | Kaisha | | | |
| | W. Bal | | | | | | | | | | | |
| 3870 | **Manistee** | Scw | Br | Liverpool | 3288 | | 1921 | Birkenhead, | Elders & | 3CylTE27,46,78x54; | | C |
| 145,889 | Steel | | 400.2 | 51.1 \| 30.3 | 5360 | 10 | (Cammell, [Eng. | Fyffes (Lim.) | 4SB;WP205lbs | S.S.No.1,Rtdm9,25:A.S.10,25; | |
| KLBN | 4D;Wireless;W. Bal;SUB.SIG. 7BH | | P42′ | B158′ F44′ | | | | Laird & Co., Lim.) | | | B.S.7,25;M.S:shft drn10,25 | |
| 3871 | **Manistique** | Scw | Am | Duluth | 382 | | '82 | Gibraltar, | Reid Tow- | 2CylC21,37x36; | 85(GL) | |
| 91,436 | Oak | | 157 | 31.1 \| 12.5 | 474 | | | (Linn [Mich. | ing & Wrecking | 1FB;WP115lbs;600IHP. | P.S.4,26 | |
| | 1D;Well dk | | | | | | | & Craig.) | Co. (Lim.) | | | |
| 3872 | **Manitoba** | Scw | Br | Montreal | 1699 | | '89 | OwenSound, | Canadian | 2CylC30,64x48; | | |
| 94,879 | Steel | | 303 | 38.1 \| 14.7 | 2616 | | (Polson [Ont. | Pacific Ry. Co. | 2BB;WP150lbs;1225IHP. | | |
| | 2D;Mchy aft;Wireless 7BH | | | | | | | I. W. Co.) | | | | |
| 3873 | **Manitou** | Scw | Am | Duluth | 2392 | | '93 | So. Chicago, | Michigan | 3CylTE23,38,63x36; | | |
| 92,521 | Steel | | 274.7 | 42.2 \| 20.8 | 2945 | 6 | (Chicago [Ill. | Trans. Co. | 4SB;WP180lbs;2500IHP. | | |
| | 2D;Mchy aft;Wireless;W. Bal 7BH | | | | | | | S. B. Co.) | | | | |
| 3874 | **Manitou** | Scw | Br | Goderich | 297 | | 1903 | Goderich, | Booth | 2CylC16,32x26; | | |
| 107,140 | Wood | | 137.2 | 24.2 \| 9.1 | 470 | | (W. M. [Ont. | Fisheries Co. | 1Blr;WP140lbs | | |
| | 2D | | | | | | | Marlton.) | | | | |
| 3875 | **Manitou** | Brg | Am | Milw'ukee | 263 | | 1916 | Wabasha, | M. H. | Wd | | |
| 166,308 | | | 130 | 30 \| 4 | 263 | | | (Samuel [Minn | Newcomb | | | |
| | 2D | | | | | | | Peters & Son.) | | | | |
| 3876 | **Manitowoc** | Scw | Am | Detroit | 1391 | | 1926 | Manitowoc, | Wabash Ry. | 2-2CylC24,50x36; | | |
| 225,671 | Steel | F. B. | 346 | 65 \| 21.6 | 3093 | | | (Manitowoc [Wis. | Co. | 6SB;WP160lbs;1300IHP | | |
| | 1D;B 7BH | | | | | | | S. B. Co.) | | | | |
| 3877 | **Manju Maru** | Scw | Jap | Tokuy'ma | 3848 | | 1921 | Harima | Asahi | 3CylTE27,45,75x51; | | BL |
| 28,252 | Steel | | 420 | 54 \| 32.9 | 6515 | 9 | Dockyard, Jap. | Sekiyu Kabushiki | 3SB;WP200lbs | | |
| SHDW | 2D;Web frms;Long. frmg; 16BH | | P117′ | B36′ F35′ | | | | (Kobe Steel Wks.) | Kaisha | | | |
| | Mchy aft;Oil fuel;Oil in bulk; | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 3878 | **Manko Maru** | Scw | Jap | Shinagawa | 815 | | 1923 | Yokohama, | Kuzuhara | 3CylTE17,28½,48x30; | | C-J |
| 29,139 | Steel | | 250 | 37 \| 19 | 1502 | 2 | (Yokohama [Jap. | Reizo Kabushiki | 2SB;WP200lbs;114RHP | A.S.1,25; | |
| SMKF | 1D;Mchy aft;Wireless;W. Bal 4BH | | P54′ | B61′ F38′ | | | | Docks Co., Lim.) | Kaisha | | M.S.3,23 | |
| 3879 | **Manna-Hata** | Scw | Am | Baltimore | 735 | | 1900 | Wilmington, | U. S. Govt. | 3CylTE18,28,45x30 | | |
| 93,026 | Steel | | 210 | 32 \| 23.3 | 1103 | 5 | (Harlan & [Del | (Navy Dept.) | | | | |
| KPTL | 2D;SUB.SIG. 4BH | | | | | | | Hollingsworth Co.) | | | | |
| 3880 | **Manoa** | Scw | Am | San Fran. | 4356 | | 1913 | Newport | Matson | 4CylQE27,39,58,87x54; | | BL |
| 211,832 | Steel | | 422.6 | 54 \| 33.3 | 6805 | 11 | News, Va | Nav. Co. | 6SB;WP225lbs;4000IHP | | | |
| LDHQ | 3D;Mchy aft;SUB.SIG;D.F; 7BH | | P & B | 295′ F48′ | | | | (Newport News | | | | |
| | Oil fuel;Well dk;Wireless;W. Bal | | | | | | | S. B. & D. D. Co.) | | | | |
| 3881 | **Manoeran** | Scw | Hol | Amst'dam | 5837 | | 1922 | Alloa, | Stoomv. | 3CylTE32,52,88x54; | | BL |
| | Steel | | 480.5 | 60.3 \| 27.6 | 9364 | 10 | (Forth S. B. [Scot. | Maats. Nederland | 5WTB;WP180lbs | | |
| PKCM | 3D;Wireless;W. Bal 8BH | | P48′ | B31′ F49′ | | | | & E. Co., Lim.) | | | | |
| 3882 | **Manokin** | Brg | Am | Phila. | 1213 | | 1919 | Whitehaven, | Southern | YP;Gif✕ | ✠ — — | |
| 219 409 | xMonokin | Sch | 228 | 37.7 \| 19.1 | 1289 | 12 | (Whitehaven [Md. | Transportation | | | Suspended11,24 | |
| LVDN | 1D;B | | | | | | | S. B. Co.) | Co | | | |
| 3883 | **Manolo** | Bk | Sp | Pasages | 961 | | '78 | Glasgow, | Irala & | I;1BH | | |
| | xLuis A. Goni xTrongate | | 204 | 33.6 \| 20.2 | 981 | 4 | (Doble [Scot. | Ugalde | | | |
| HSWN | 1D;B | | | F22′ | | | | & Co.) | | | | |
| 3884 | **Manor** | Brg | Am | Phila. | 1437 | | 1917 | Bath, | Westmore- | Wd | | |
| 215,253 | | Sch | 245.3 | 41.2 \| 19.9 | 1603 | | Me. | land Coal Co. | | | |
| LHKP | 1D | | | | | | | | | | | |
| 3885 | **Manouba** | Scw | Fr | Marseilles | 2005 | | '89 | Greenock, | Cie. de Nav. | 3CylTE31,50,80x54; | | BL |
| | xNapolitan Prince Steel | Sch | 363.5 | 42.2 \| 25.3 | 3236 | ‖ | (Scott [Scot. | Mixte | 4SB;WP170lbs | | | |
| OMHA | 2D;B;Wireless;W. Bal 6BH | | P44′ | B142′ F51′ | | | | & Co.) | | | | |
| 3886 | **Manshu Maru** | Scw | Jap | Dairen | 3183 | | 1921 | Yokohama, | Dairen | 3CylTE26,43,72x48; | | BL |
| 149 | Steel | | 400 | 54.5 \| 30 | 5267 | 2 | (Uchida [Jap. | Kisen Kabushiki | 3SB;WP200lbs | | |
| QBNV | 2D;Wireless;W. Bal 6BH | | P38′ | B121′ F40′ | | | | S. B. & Eng. Co.) | Kaisha | | | |
| 3887 | **Manta** | Scw | Am | New York | 1283 | | 1916 | Chicago, | New York | 3CylTE20,33,54x40; | | BL |
| 214,554 | Steel | | 251 | 43.6 \| 18.2 | 2081 | 11 | (Chicago [Ill. | & Porto Rico | 2SB;WP180lbs;1300IHP. | | |
| LGMJ | 1D;W. Bal 4BH | | P25′ | B64′ F26′ | | | | S. B. Co.) | S.S. Co. | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8888 | **Mantadoc** | Scw | Br | Ft Will'm | 3059 | | 1903 | W.Bay City, | Paterson | 3Cyl TE22,35,58x40; | | |
| 116,580 | xCepheus Steel | | | 50.2 \| 24 | | | 10 | (W. Bay [Mich. | S.S. (Lim.) | 2SB;WP170lbs;1500IHP | | |
| | 1D;B;Mchy aft;W. Bal;SUB.SIG. 3BH | | 423.5 | | 4465 | | | City S. B. Co.) | | | | |
| 8889 | **Mantaro** | Scw | Prvn | Callao | 2431 | | 1911 | Rouen, | Cia.Peruana | 2-3Cyl TE20,33,55x40; | | V |
| | Steel | Twin | 360 | 46.2 \| 20.1 | 4617 | | | (Chantiers [Fr. | de Vapores | | | |
| | 2D;Wireless;Oil fuel;W. Bal 7BH | | | | | | | et Ateliers de | y Dique de | 1SB;2DB;WP214lbs;3600IHP | | |
| | | | | | | | | Saint Nazaire.) | Callao | | | |
| 8890 | **Mantatsu Maru** | Scw | Jap | Dairen | 2232 | | 1907 | Sunderland, | Dairen | 3Cyl TE23,39,66x45; | | BL |
| 224 | xCrossway xAsiatic Steel | | 346 | 50.6 \| 23 | 3640 | | 1 | (Sunderland [Eng. | Kisen Kabushiki | 2SB;WP180lbs | | |
| QBTM | 1D;B;Deep frmg;Web frms; 6BH | | P32′ | B100′ F32′ | | | | S. B. Co., Lim.) | Kaisha | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 8891 | **Mantilla** | Scw | Nor | Tonsberg | 3495 | | 1916 | Newcastle, | Wilh. | 3Cyl TE26,44,73x48; | | BL |
| | Steel | | 407 | 52.2 \| 31.4 | 5671 | | 12 | (Armstrong [Eng. | Wilhelmsen | 3SB;WP180lbs | | |
| MVKL | 2D;Web frms;Long. frmg; 15BH | | P104′ | B28′ F43′ | | | | Whitworth & Co., | | | | |
| | Mchy aft;Oil in bulk; | | | | | | | Lim.) | | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 8892 | **Mantiqueira** | Scw | Brz | Rio Jan'ro | 1045 | | 1908 | Belfast, | Lloyd | 2-3Cyl TE14,22,37x21; | | C |
| | Steel | Twin | 276 3 | 45 \| 16.4 | 1696 | | 3 | (Workman, [Ire. | Brasileiro | 2SB;WP180lbs;174RHP. | S.S.No.3,RioJ3,21; | |
| | 1D;Wireless;Deep frmg; 4BH | | F29′ | | | | | Clark & Co., Lim.) | | | M.&B.S;shfts drn3,21 | |
| | W. Bal | | | | | | | | | | | |
| 8893 | **Mantova** | Bkt | Sp | | 1848 | | 1919 | Pascagoula, | | Wd; | | |
| | xCity of Jackson | Aux | 284.3 | 45.4 \| 22.5 | 2422 | | | (Inter- [Miss. | | 2-3Cyl OilEng11x14 | | |
| | 1D | Twin | P65′ | F32′ | | | | national Shipping | | | | |
| | | | | | | | | Co.) | | | | |
| 8894 | **Manuata** | Sch | Br | La Have | 114 | | 1920 | Liverpool, | F. Risser | Wd | | |
| 141,634 | | | 121.6 | 26.8 \| 11.5 | 173 | | | (Nova [N. S | | | | |
| | 1D | | | | | | | Scotia S. B. & | | | | |
| | | | | | | | | Transp. Co., Lim.) | | | | |
| 8895 | **Manuchu** | Scw | Sp | Bilbao | 1923 | | 1921 | Pt. Glasgow, | Cia.Naviera | 3Cyl TE24,40,65x45; | | BL |
| | Steel | | 330.8 | 48.9 \| 22.1 | 3119 | | 1 | (W. [Scot | Bachi | 3SB;WP180lbs | | |
| HSWK | 1D;W. Bal;Wireless 5BH | | P31′ | B97′ F30′ | | | | Hamilton & Co., | | | | |
| | | | | | | | | Lim.) | | | | |
| 8896 | **Manuel Arnus** | Scw | Sp | Barcelona | 4402 | | 1923 | Cadiz, | Cia. | Stm Tbns; | | BL |
| | Steel | Twin | 435 | 56 \| 29.1 | 7578 | | 5 | (Soc. [Sp. | Transatlantica | 5SB;WP180lbs | | |
| MBJX | 3D;Wireless;D.F;SUB.SIG; 9BH | | P36′ | F39′ | | | | Espanola de | | | | |
| | W. Bal | | | | | | | Const. Nav.) | | | | |
| 8897 | **Manuel Calvo** | Scw | Sp | Barcelona | 3342 | | '92 | Newcastle, | Cia. Trans- | 2-3Cyl TE24½,40,66x45; | | BL |
| | xH. H. Meier Steel | Twin | 421 | 43 \| 29.2 | 5617 | | 8 | (Armstrong, [Eng. | atlantica | 3DB;WP160lbs | | |
| HSVL | 3D;SUB.SIG;Wireless;D.F; 7BH | | P39′ | B140′ F54′ | | | | Mitchell & Co., | | | | |
| | Web frms;W. Bal | | | | | | | Lim.) | | | | |
| 8898 | **Manuel Rionda** | Scw | Cuban | Havana | 799 | | 1920 | Brooklyn, | Sinclair | 3Cyl TE16,25,42x30; | | BL |
| | Steel | | 210 | 44.1 \| 13.6 | 1375 | | 6 | (Todd [N. Y. | Cuba Nav. Co. | 2SB;WP180lbs;800IHP. | | |
| | 1D;Mchy aft;Web frms; 9BH | | P51′ | F41′ | | | | S. B. Corp.) | | | | |
| | Long. frmg;Oil fuel;Oil in bulk;W. Bal | | | | | | | | | | | |
| 8899 | **Manuka** | Scw | Br | Wellingt'n | 2813 | | 1903 | Dumbarton, | Union S.S. | 2-4Cyl TE22,36,42,42x36; | | C |
| 117,532 | Steel | Sch | 368.7 | 47.2 \| 31.1 | 4534 | | 11 | (Denny [Scot. | Co. of New Zea- | 4SB;WP180lbs;357RHP. | 2dS.S.No.2,Wlgtn10,23; | |
| WPHB | 3D;Web frms;Wireless;W. Bal 6BH | Twin | F51′ | | | | | Bros.) | land (Lim.) | | A.S.8,25; | |
| | | | | | | | | | | | Stbd shft drn9,20;B.S.8,25; | |
| | | | | | | | | | | | M.S;Pt shft drn9,25 | |
| 8900 | **Manukai** | Scw | Am | San Fran. | 5895 | 11′ 10½″ | 1921 | Oakland, | Matson | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 221,279 | Steel | | 480.6 | 62.2 \| 26.6 | 9547 | 30′ 2″ | 6 | (Moore [Cal. | Navigation Co. | Westinghouse E. & Mfg. Co; | ✠AMS | |
| MCTB | 3D;W. Bal;Mchy aft; 9BH | | | \| 41′ 10″ | 14500 | | | S. B. Co.) | | 5SB;Moore S. B. Co; | S.S.No.1,SanF5,25; | |
| | Wireless;D.F; 4BH to Fbd dk | | | | | | | | | 17500HS;WP225lbs;5500SHP;EAC; | M.&B.S.12,25;shft drn5,26; | |
| | SUB.SIG; 5BH to 2d dk | | | | | | | | | d rpd5,25;Dkd,s rps10,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-41 | | | | | | | | | | | |
| | W.B.—A.P.123t;D.B.410′2288t;D | T.f.54 | ′571t;F | P.75t | | | | | | | | |
| | F.O.....D.B.326′1837t;D | T.f.54 | ′534t;F | P.70t | | | | | | | | |
| 8901 | **Manulani** | Scw | Am | San Fran. | 5903 | 11′ 10½″ | 1921 | Oakland, | Matson | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 221,215 | Steel | | 480.6 | 62.2 \| 26.6 | 9556 | 30′ 2½″ | 4 | (Moore [Cal. | Navigation Co. | Westinghouse E. & Mfg. Co; | ✠AMS | |
| MCRS | 3D;W. Bal;Mchy aft; 9BH | | | \| 41′ 10″ | 14500 | | | S. B. Co.) | | 5SB;Moore S. B. Co; | S.S.No.1,SanF5,25; | |
| | Wireless;D.F; 4BH to Fbd dk | | | | | | | | | 17500HS;WP225lbs;5500SHP;EAC; | M.S.5,25;shft drn12,25; | |
| | SUB.SIG; 5BH to 2d dk | | | | | | | | | d rpd5,24;Dkd12,25;s rps5,26 | B.S.5,26;Clh BB | |
| | Oil fuel F. P. above 150° F. C-41 | | | | | | | | | | | |
| | W.B.—A.P.123t;D.B.410′2288t;D | T.f.54 | ′571t;F | P.75t | | | | | | | | |
| | F.O.....D.B.326′1837t;D | T.f.54 | ′534t;F | P.70t | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8902 | **Manx Isles** | Scw | Br | Liverpool | 1688 | | 1905 | Pt. Glasgow, | United | 3CylTE21,36,59x39; | | BL |
| 120,891 | Steel | Sch | 315.2 | 44.7 \| 21.2 | 2642 | | 10 | (W. [Scot. | Molasses Co. | 2SB;1AuxSB;WP180lbs;Exmd9,26 | | |
| HDQW | 1D;Deep frmg;Bulk carrier; 9BH | | P32′ | B90′ F35′ | | | | Hamilton & Co.) | (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 8903 | **Manzanares** | Scw | Vnz | P. Cabello | 654 | | '80 | Dundee, | Cia. Anon. | 2CylC21,45½x30; | | |
| | xSpey Iron | Sch | 218.1 | 29.8 \| 15.6 | 1040 | | 6 | Gourlay [Scot. | Venezuelana de | 1SB | | |
| | 1D;B;Well dk;W. Bal 4BH | | P120′ | F28′ | | | | Bros. & Co.) | Nav. | | | |
| 8904 | **Manzanares** | Scw | Br | Glasgow | 2606 | | 1911 | Glasgow, | Elders & | 3CylTE27,45,75x54; | | C |
| 129,551 | Steel | | 376.2 | 48.2 \| 29.3 | 4094 | | 4 | (Alex. [Scot. | Fyffes (Lim.) | 4SB;WP190lbs;665RHP. | S.S.No.3,Lvpl1,24;A.S.7,26; | |
| HSLP | 4D;SUB.SIG;Wireless;W. Bal 4BH | | F43′ | | | | | Stephen & Sons, Lim.) | | | n shft12,23;shft drn1,26; M.S.7,26 | |
| 8905 | **Manzanillo** | Scw | Cuban | Havana | 627 | | 1915 | La Seyne, | Empresa | 2-3CylTE12,19,31x15 | | |
| | xGharb Steel | Twin | 216.5 | 34.1 \| 14.8 | 1129 | | | (Forg. & Ch. [Fr. | Naviera de Cuba, | | | |
| | 1D;Mchy aft;W. Bal | | P75′ | F29′ | | | | de la Medit.) | S. A. | | | |
| 8906 | **Manzoni** | Scw | It | Fiume | 2516 | | 1902 | Newcastle, | Adria Soc. | 3CylTE22½,40,66x48; | | BL |
| 281 | xLydia xSzell Kalman Steel | | 375.4 | 48.2 \| 17.8 | 3955 | | 3 | (Wigham, [Eng. | Anon. di Nav. | 3SB;WP200lbs | | |
| NXEQ | 2D;Spar dk;Deep frmg; 6BH | | P51′ | B127′ F38′ | | | | Richardson & Co.) | Marit. | | | |
| | SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 8907 | **Maoi** | Scw | Am | | 91 | | 1919 | Green Bay, | Inter-Island | 3CylTE17,25,43x30; | — — | |
| 219,143 | xMoositauka Steel | | 141.5 | 27.7 \| 14.8 | 429 | | | (Northwest [Wis. | Steam Nav. Co. | 2SB;WP180lbs;850IHP. | — — | |
| LTKR | 1D;Oil fuel 3BH | | | | | | | Eng. Wks.) | (Lim.) | | Withdrawn5,26 | |
| 8908 | **Maorilands** | MV | Br | Blyth | 572 | | '76 | Glasgow, | Maorilands | 2-4CylOilEng14x16 | | BL |
| 133,230 | xFulda Iron | Twin | 195 | 32 \| 19.7 | 921 | | | (A. [Scot. | Shipping Co. | | | |
| KHSV | 1D;B;Mchy aft;W. Bal 3BH | | P46′ | F26′ | | | | Stephen & Sons.) | (Lim.) | | | |
| 8909 | **Mapia** | Scw | Hol | Amst'dam | 5830 | | 1923 | Sunderland, | Stoomv. | 3CylTE32,52,88x54; | | BL |
| | Steel | | 480.5 | 60.3 \| 37.4 | 9373 | | 1 | (Sir J. [Eng. | Maats. Nederland | 5WTB;WP180lbs | | |
| PKDB | 3D;Wireless;W. Bal 8BH | | P48′ | B31′ F49′ | | | | Laing & Sons, Lim.) | | | | |
| 8910 | **Maple** | Scw | Am | New York | 613 | | 1918 | Slidell, | T. H. | 2CylC20,42x28; | ✠ — — | |
| 216,003 | WO,YP;Gif✕ (Sltd) | | 174.5 | 34.7 \| 19.9 | 1099 | | 3 | (Slidell [La. | Franklin | 1SB;WP160lbs;600IHP. | | |
| LJRG | 2D | | | | | | | S. B. Co.) | | | Suspended12,22 | |
| 8911 | **Maple Branch** | Scw | Br | Sund'rl'nd | 3155 | | 1906 | Glasgow, | F. & W. | 3CylTE26,43,71x48; | | BL |
| 124,132 | xOceana Steel | | 400 | 52 \| 26.9 | 4846 | | 9 | (D. & W. [Scot. | Ritson, Mgr. | 2SB;WP180lbs | | |
| HJDQ | 2S;Deep frmg;Wireless;W. Bal 6BH | | P44′ | B125′ F40′ | | | | Henderson & Co., Lim.) | | | | |
| 8912 | **Maple Hill** | Brg | Am | Phila. | 843 | | '97 | Noank, | Reading Co. | O,Ch,Hk,YP;Gif✕ | — Exp | |
| 92,828 | | Trn | 194.4 | 34.8 \| 17.6 | 911 | | 11 | (Robt. [Conn. | | | | |
| KNFV | 1D;B | | | | | | | Palmer & Son.) | | | | |
| 8913 | **Maple Leaf** | Sch | Br | Parrsboro | 98 | | 1900 | Spencers | Alfred | Sp,Bch;Gicf | | |
| 107,567 | | | 91.8 | 25.1 \| 7.8 | 112 | | 9 | Island, N. S. | Pertus | | | |
| | 1D | | | | | | | (Spencers Is. Co.) | | | | |
| 8914 | **Maplebay** | Scw | Br | Montreal | 654 | | 1920 | Bordeaux, | Bay Line | 2-3CylTE12,20,31½x16½; | | V |
| 150,834 | xSotteville xGreeur Steel | Twin | 218.1 | 34.1 \| 12.3 | 1238 | | | (Soc. Anon. [Fr. | S.S. (Lim.) | 2SB;WP178lbs;700IHP. | | |
| | 1D;Mchy aft;Wireless;W. Bal 7BH | | P75′ | F29′ | | | | de Travaux Dyle & Bacaln.) | | | | |
| 8915 | **Maplebranch** | Scw | Br | Sarnia | 1030 | | '72 | Buffalo, | Canada S.S. | 2-2CylC20,40x36; | 90(GL) | |
| 116,954 | xIonic xCuba Iron | Sch | 231 | 35.6 \| 24.6 | 1708 | | | (King [N. Y. | Lines (Lim.) | 2SB;WP85lbs;800IHP. | P.S.4,26 | |
| | 2D 3BH | Twin | | | | | | Iron Wks.) | | | | |
| 8916 | **Maplebrook** | Scw | Br | Ottawa | 864 | | '73 | Buffalo, | Canada S.S. | 2-2CylC20,40x36; | 90(GL) | |
| 121,784 | xBickerdike xArabia Iron | Twin | 222 | 34 \| 25.6 | 1515 | | | (Gibson [N. Y. | Lines (Lim.) | 1SB;WP90lbs;550IHP. | P.S.4,26 | |
| | 2D 5BH | | | | | | | & Craig.) | | | | |
| 8917 | **Maplecourt** | Scw | Br | Montreal | 2010 | | '94 | Cleveland, | Canada S.S. | 3CylTE20,33,54x40; | | C |
| 141,766 | xNorth West Steel | | 365.4 | 44.4 \| 23.4 | 3388 | | rb'20 | (Globe [Ohio | Lines (Lim.) | 3SB;WP180lbs;145RHP. | Annual Lake Survey4,26; | |
| TPRL | 1D;Web frms;Wireless;W. Bal 6BH | | P47′ | B92′ F45′ | | | | Iron Wks.) | | | shft drn10,21;M.&B.S.3,26 | |
| 8918 | **Mapledene** | Scw | Br | Montreal | 876 | | 1919 | Levis, | Canada S.S. | 3CylTE17,25,43x30; | | BL |
| 141,762 | Wood | | 219.2 | 36.9 \| 19.3 | 1445 | | | (Davie [P. Q. | Lines (Lim.) | 2SB;WP190lbs | | |
| | 2D;Well dk;Wireless | | P & B | 127′ F33′ | | | | S. B. & Repairing Co., Lim.) | | | | |
| 8919 | **Maplefield** | Trn | Br | Liverpool | 411 | | 1918 | Belliveau | T. C. | Bch,Sp;Gif | ✠ — — | |
| 140,870 | | | 146.5 | 32.3 \| 12.1 | 473 | | 12 | Cove, N. S. | Thomson | | Suspended4,25 | |
| TPBL | 1D | | | | | | | (Hankinson Shipping Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8920 | **Maplegrange** | Scw | Br | Montreal | 560 | | '83 | St. Clair, | Canada S.S. | 2CylC21,44x40; | | |
| 141,588 | xNipigon Oak | | 194 | 33 \| 13.7 | 925 | | | (S. [Mich. | Lines (Lim.) | 2FB;WP140lbs;500IHP. | | |
| | 1D | | | | | | | Langell.) | | | | |
| 8921 | **Maplegrove** | Scw | Br | Glasgow | 2399 | | 1912 | Pt. Glasgow, | Grove Line | 3CylTE25,41,67x45; | | BL |
| 133,075 | xBen Clune xOltul xIriston Steel | | 354.3 | 51.5 \| 23.8 | 3795 | | 9 | (R. Duncan [Scot. | (Lim.) | 2SB;WP180lbs | | |
| KQLJ | 1D;Wireless;W. Bal 6BH | | P22′ | B90′ F36′ | | | | & Co., Lim.) | | | | |
| 8922 | **Mapleheath** | Scw | Br | Kingston | 1036 | | 1911 | Newcastle, | Canada S.S. | 2CylC27,44x42; | 95(GL) | |
| 129,767 | xToller Steel | | 250 | 42.6 \| 19 | 1692 | | 4 | (Swan, [Eng. | Lines (Lim.) | 2SB;WP115lbs;630IHP. | P.S.7,26 | |
| HSLG | 1D;Deep frmg;Web frms 2BH | | | | | | rb'13 | Hunter & Wigham Richardson.) | | | | |
| 8923 | **Maplehill** | Scw | Br | Toronto | 1010 | | 1904 | Toronto, | Canada S.S. | 3CylTE15,25,42x30; | 100(GL) | |
| 116,764 | xHaddington Steel | | 243 | 42 \| 18 | 1603 | | | (Bertram [Ont. | Lines (Lim.) | 2SB;WP186lbs;600IHP. | P.S.4,26 | |
| | 1D 3BH | | | | | | | Eng. Wks. Co.) | | | | |
| 8924 | **Mapleland** | Trn | Br | Anpls Ryl | 473 | | 1919 | Annapolis, | F.W.Pickels | B,Sp,P;Gif(Sltd) | | |
| 138,435 | Steel | | 173 | 35 \| 13.3 | 518 | | | (Annapolis [N. S. | | | | |
| TPCW | 1D | | | | | | | Shipping Co.,Lim.) | | | | |
| 8925 | **Mapleton** | Scw | Br | Montreal | 1140 | | 1909 | Sunderland, | Canada S.S. | 3CylTE17,28,46x33; | | C |
| 123,961 | Steel | Sch | 250 | 42.7 \| 16.4 | 1782 | | 7 | (Sunderland [Eng. | Lines (Lim.) | 2SB;WP185lbs | Annual Lake Survey3,25; | |
| JSCN | 1D;Deep frmg;Mchy aft; 3BH | | P65′ | F38′ | | | | S. B. Co., Lim.) | | | B.S.2,26;M.S;shft drn6,26 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 8926 | **Maplewood** | Scw | Am | New York | 823 | | '91 | Newburgh, | D. L. & | 2-2CylC20,36x28; | | |
| 3,523 | xBremen Steel | Twin | 219 | 40.2 \| 16.6 | 1253 | | 5 | (T. S. [N. Y. | W. R.R. Co. | 2Birs;WP125lbs;1000IHP. | | |
| | 3BH | | | | | | | Marvel & Co.) | | | | |
| 8927 | **Maplewood** | Scw | Br | Middlsbro | 1987 | | 1920 | Sunderland, | Joseph | 3CylTE24,38,64x42; | | BL |
| 144,593 | xRonalee Steel | | 342.2 | 48 \| 21.9 | 3194 | | 6 | (R. [Eng. | Constantine | 2SB;WP180lbs | | |
| KFST | 1D;Wireless;Oil fuel;W. Bal 6BH | | P31′ | B100′ F36′ | | | | Thompson & Sons, Lim.) | S.S. Line (Lim.) | | | |
| 8928 | **Mapocho** | Scw | Chl | Valparaiso | 1552 | | '82 | Birkenhead, | Compania | 2CylC45,80x54 | | |
| 859 | Iron | Sch | 331.2 | 41.4 \| 19.3 | 2652 | | 11 | (Laird [Scot. | Sud Americana | | | |
| HBPJ | 3D;Wireless;W.Bal 5BH | | | | | | | Bros.) | de Vap. | | | |
| 8929 | **Maquan** | Scw | Am | Seattle | 4453 | 8′ 2″ | 1919 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 219,459 | Steel | | 402.4 | 53.1 \| 32 | 6031 | 26′ 6½″ | 12 | (Seattle [Wash. | ping Board | Midwest Eng. Co; | ✠AMS | |
| LVGR | 2D;Wireless; 7BH | | | 34′ 6″ | 9500 | | | North Pacific | | 3WTB;Murray Iron Wks; | n shft1,23;Clh BB;CL | |
| | SUB.SIG; 6BH to Fbd dk | | P34′ | F38′ | | | | S. B. Co.) | | 9156HS;WP225lbs;2800SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | rpd10,23;Dkd,s rps1,24 | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.55t;D.B.344′1274t; D. | T.30′5 | 52t. | F.P.74t | | | | | | | | |
| | F.O.....D.B.327′1111t; D. | T.30′5 | 14t; S. | T.41t..... | | | | | | | | |
| 8930 | **Mar Adriatico** | Scw | Sp | Bilbao | 3257 | | 1921 | Bilbao, | Urquijo y | 3CylTE27,44,73x48; | | BL |
| | Steel | | 357.6 | 47.9 \| 31.5 | 5334 | | 11 | (Soc. [Spain | Aldecoa, Mgrs. | 4SB;WP180lbs | | |
| HTCV | 1D;Shel dk;Long. frmg; 6BH | | P28′ | B176′ F32′ | | | | Espanola de Const. Naval.) | | | | |
| | Wireless;Oil fuel;W. Bal | | | | | | | | | | | |
| 8931 | **Mar Baltico** | Scw | Sp | Bilbao | 1872 | | 1919 | Burntisland, | Cia. Marit. | 3CylTE25,41,68x45; | | BL |
| | xSuncliff Steel | | 331.6 | 46.7 \| 24.8 | 3100 | | 12 | (Burntisland [Scot. | del Nervion | 3WTB;WP180lbs | | |
| | 1D;Oil fuel;Wireless;W. Bal. 5BH | | P32′ | B99′ F29′ | | | | S. B. Co., Lim.) | | | | |
| 8932 | **Mar Bianco** | Scw | It | Genoa | 3736 | | 1904 | Middlesbro, | A. Zanchi | 3CylTE32,53,88x54; | | BL |
| 1,259 | xVega Steel | | 436.3 | 53.2 \| 29.8 | *6096 | | 12 | (Sir Raylton [Eng. | | 4SB;WP180lbs;4200IHP. | | |
| NXEV | 2D;Shel dk;Web frms;Wireless; 6BH | | | B144′ | | | | Dixon & Co., Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 8933 | **Mar Blanco** | Scw | Sp | Bilbao | 3886 | | 1920 | Bilbao, | Urquijo y | 3CylTE25,41,68x45; | | BL |
| | Steel | | 357.6 | 47.9 \| 31.5 | 5152 | | 4 | (Soc. [Sp. | Aldecoa, Mgrs. | 3WTB;WP180lbs | | |
| HTBN | 1D;Long. frmg;Shel dk;Oil fuel; 6BH | | P29′ | B131′ F38′ | | | | Espanola de Const. Naval.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 8934 | **Mar Caribe** | Scw | Sp | Bilbao | 3886 | | 1920 | Bilbao, | Urquijo y | 3CylTE25,41,68x45; | | BL |
| | Steel | | 357.6 | 47.9 \| 31.5 | 5152 | | 7 | (Soc. [Sp | Aldecoa, Mgrs. | 3WTB;WP180lbs | | |
| HTBV | 1D;Shel dk;Long. frmg; 7BH | | P29′ | B131′ F38′ | | | | Espanola de Const. Naval.) | | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 8935 | **Mar Caspio** | Scw | Sp | Bilbao | 1858 | | 1919 | Chepstow, | Urquijo y | 3CylTE25,41,68x45; | | BL |
| | Steel | | 331 | 46.8 \| 23.1 | 3080 | | 12 | (E. Finch [Eng. | Aldecoa, Mgrs. | 3WTB;WP180lbs | | |
| HTBW | 1D;W. Bal;Wireless 7BH | | P33′ | B98′ F29′ | | | | & Co., Lim.) | | | | |
| 8936 | **Mar del Norte** | Scw | Sp | Bilbao | 1654 | | 1915 | Bilbao, | Urquijo y | 3CylTE23,36½,62x42; | | BL |
| | Steel | | 306 | 44.2 \| 21.8 | 2917 | | 11 | (Cia. [Sp. | Aldecoa, Mgrs. | 2SB;WP180lbs | | |
| HTBK | 1D;W. Bal;Wireless 5BH | | P33′ | B70′ F35′ | | | | Euskalduna de Const.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8937 HTBP | **Mar Mediterraneo** Steel 1D;Oil fuel;Wireless;W. Bal 5BH | Scw | Sp 306 P33′ | Bilbao 44.2 \| 21.4 B70′ F35′ | 1657 2896 | | 1915 5 | Bilbao, (Cia. Euskalduna de Const.) [Sp. | Urquijo y Aldecoa, Mgrs. | 3Cyl TE23,36½,62x42; 2SB;WP180lbs | | BL |
| 8938 HTCL | **Mar Negro** Steel 1D;Shel dk;Long. frmg; Oil fuel;Wireless;W. Bal 6BH | Scw | Sp 357.6 P29′ | Bilbao 47.9 \| 31.5 B176′ F32′ | 3251 5328 | | 1921 3 | Bilbao, (Soc. Espanola de Const. Nav.) [Sp. | Cia. Maritima del Nervion | 3Cyl TE27,44,73x48; 3WTB;WP180lbs | | BL |
| 8939 HTCQ | **Mar Rojo** Steel 1D;Oil fuel;W. Bal;Wireless 6BH | Scw | Sp 325.6 P31′ | Bilbao 47.1 \| 22.5 B80′ F39′ | 2202 3627 | | 1917 8 | Bilbao, (Astilleros de Nervion) [Sp. | Urquijo y Aldecoa, Mgrs. | 3Cyl TE24,40,65x45; 2SB;WP180lbs | | BL |
| 8940 HTBS | **Mar Tirreno** Steel 1D;Wireless;W. Bal 6BH | Scw | Sp 316 | Bilbao 44.2 \| 26.6 | 1896 3367 | | 1917 1 | Bilbao, (Cia. Euskalduna de Const.) [Sp. | Cia. Maritima del Nervion | 3Cyl TE23,36½,62x42; 2SB;WP180lbs | | BL |
| 8941 92,993 KPLQ | **Maracaibo** Steel 2D;Hur dk;Wireless; W. Bal; 5BH to Fbd dk 1BH to 2d dk Oil fuel F. P. above 150° F. 6BH | Scw Twin | Am 266 | Wilm'gton 37 \| 25.9 | 1095 1771 1182 | | '99 10 | Wilmington, (Harlan & Hollingsworth.) [Del. | Atlantic & Caribbean Steam Nav. Co. | 2-3Cyl TE14,22,36x24; Harlan & Hollingsworth; 2SB;Lake Erie Bir. Wks; 3564HS;WP165lbs;1200IHP; EAC;rps7,24;Dkd,s rps9,26 | ✠A1 ✠AMS 3dS.S.No.1,NY7,24; n Blrs4,18;M.S.7,24; n shfts7,26;B.S.9,26;SBP;CL | |
| 8942 169,460 | **Maracaibo** 1D;B | Drg | Am 109.9 | Baltimore 34.1 \| 7.3 | 272 275 | | 1926 4 | Baltimore, (Ellicott Mach. Corp.) [Md. | | P;Gif;3BH | | |
| 8943 | **Maracay** xCatco xDruid 1D Steel 6BH | Scw Twin | Vnz 195.6 | Caracas 27.2 \| 15.9 | 367 539 | | 1902 7 | Port Richmond, N. Y. (Burlee D. D. Co.) | Rafael Reguena | 2-3Cyl TE12¾,22,36x24; Burlee D. D. Co; 4WTB;Almy W. T. Blr. Co; 199GS;7636HS;WP250lbs;2500IHP; EAC;Dkd,s rps10,20 | ✠A1 AMS S.S.NY10,20; M.& B.S;shft drn10,20; SBP;CL | |
| 8944 117,597 WPHQ | **Marama** Steel 3D;Web frms;Oil fuel; Wireless;W. Bal 8BH | Scw Sch Twin | Br 420.3 | Well'gton 53.2 \| 31.2 F83′ | 3992 6497 | | 1907 9 | Greenock, (Caird & Co., Lim.) [Scot. | Union S.S. Co. of New Zealand (Lim.) | 2-4Cyl TE28,44,50,50x48; 2SB;2DB;WP180lbs;1500RHP; | 2dS.S.No.1,PtChlms12,25; A.S.12,25; shfts drn12,25;M.&B.S.1,26 | C |
| 8945 | **Maranguape** xGunther 2D;Wireless;W. Bal Steel 5BH | Scw | Brz 318.8 P38′ | Rio Jan'ro 44.9 \| 22.2 B102′ F40′ | 1913 3037 | | 1906 4 | W. Hartlepool, Eng. (Irvine's S. B. & D. D. Co., Lim.) | Lloyd Brasileiro | 3Cyl TE23,38,64x42; 3SB;WP180lbs | | |
| 8946 | **Maranhao** Steel 2D;Wireless;W. Bal 8BH | Scw | Brz 276 | Rio Jan'ro 38.1 \| 20.2 | 1303 1916 | | '87 6 | Clydebank, (J. & G. Thompson.) [Scot. | Lloyd Brasileiro | 3Cyl TE27,40,61x45 | | |
| 8947 115,787 VGDH | **Maraval** xIrrawaddy 2D;Deep frmg;Wireless; W. Bal;SUB.SIG. Steel 6BH | Scw | Br 395.7 P35′ | Bermuda 50.2 \| 28 B130′ F39′ | 3329 5144 | | 1903 10 | Dumbarton, (W. Denny & Bros.) [Scot. | Bermuda & West Indies S.S. Co. (Lim.) | 3Cyl TE27,44,71x54; 3SB;WP175lbs;257RHP; s rps8,25;Dkd5,26 | 2dS.S.No.2,NY12,23;A.S.5,26; B.S.12,25;M.S;shft drn5,26 | C |
| 8948 144,257 KJFN | **Maravi** Steel 1D;Oil fuel;SUB.SIG;Wireless; W. Bal 4BH | Scw | Br 303 B83′ | Glasgow 47.2 \| 21.7 F38′ | 1522 2802 | | 1921 7 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Unifruitco S.S. Co. (Lim.) | 3Cyl TE20,34,57x45; 2SB;WP200lbs;323RHP; d rpd1,24;Dkd,s rps10,26 | S.S.No.1,Bost8,25; B.S.7,25;M.S.4,26; shft drn5,25 | C |
| 8949 111,248 RNLC | **Marburn** xTunisian 4D;Deep frmg;SUB.SIG; Wireless;W. Bal Steel 7BH | Scw Twin | Br 500.6 P59′ | Glasgow 50.1 \| 39.8 B158′ F58′ | 6632 10743 | | 1900 3 | Glasgow, (Alex. Stephen & Sons.) [Scot. | Allan Line S.S. Co. (Lim.) | 2-3Cyl TE27,46,76x54; 7SB;WP200lbs;1346RHP. | 2dS.S.No.3,Glas12,23;A.S.3,26; Pt shft drn12,23; n Stbd shft10,24;M.&B.S.3,26 | C |
| 8950 '211,742 | **Marcheta** xCentaur 1D Wood | MV Twin | Am 110 | Phila. 18 \| 10.2 | 78 116 | | 1913 | Pt. Clinton, (Matthew Boat Co.) [Ohio | R. M. Hollingshead | 2-6Cyl OilEng9½x11; 400BHP. | | |
| 8951 120,671 HFQM | **Marchioness of Bute** xKing Edward 1D;B;Deep frmg; Wireless;W. Bal Steel 6BH | Scw | Br 355.4 P46′ | London 50.1 \| 27.6 B98′ F34′ | 2745 4385 | | 1906 2 | Newcastle, (R. Stephenson & Co., Lim.) [Eng. | Redcroft S. N. Co. (Lim.) | 3Cyl TE26,42½,69½x45; 2SB;WP180lbs; | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8952 | **Marco** | Scw | It | Genoa | 1862 | | '93 | Sunderland, | Peninsulare | 3Cyl TE25¾,40,66x45; | | I |
| 1,253 | xCapac Steel | | 322 | 42.7 \| 18.6 | 3005 | | 10 | (J. L. [Eng. | Soc. Italiana de | 2SB;WP160lbs;1156IHP. | | |
| NXFS | 1D;B;Spar dk;Wireless;W. Bal 6BH | | P30′ | B80′ F34′ | | | | Thompson & Sons.) | Cabottaglio | | | |
| 8953 | **Marconi** | Scw | Br | Liverpool | 4519 | | 1917 | Glasgow, | Lamport & | 2-4CylQE20,29,42,61x48; | | BL |
| 137,532 | Steel | Twin | 440.8 | 56.2 \| 35.6 | 7402 | | 2 | (Harland [Scot. | Holt (Lim.), Mgrs. | 3DB;1AuxSB;WP215lbs | | |
| JNTD | 3D;Shel dk;Wireless;D.F.;W. Bal 8BH | | F47′ | | | | | & Wolff, Lim.) | | | | |
| 8954 | **Marconier** | Scw | Blg | Antwerp | 1393 | | 1918 | Wilmington, | Lloyd | Stm Tbn; | | BL |
| | xPiqua Steel | | 293.9 | 44 \| 19.7 | 2394 | | 5 | (Pusey [Del. | Royal Belge Soc. | 2SB;WP200lbs | | |
| MLUJ | 1D;Wireless;W. Bal 5BH | | P29′ | B75′ F29′ | | | | & Jones Co.) | Anon. | | | |
| 8955 | **Marechal de Turenne** | Bk | Fr | Nantes | 1939 | | '99 | Nantes, | G. Belot, | Stl;2BH | | |
| | | | 275.6 | 40.5 \| 22.7 | 2304 | | | (Atel. & [Fr. | Mgr. | | | |
| OMJS | 1D;B | | | | | | | Chant. Loire.) | | | | |
| 8956 | **Marechal Foch** | Scw | Fr | La Roch'le | 1772 | | 1905 | Glasgow, | Cie. Delmas | 3Cyl TE20,35,59½x41½; | | V |
| | xBuda II Steel | | 308.3 | 41.9 \| 21.4 | 2853 | | 3 | (Napier [Scot. | Freres & Vieljeux | 2SB;WP190lbs;1500IHP. | | |
| OMJW | 1D;Spar dk;Deep frmg; 7BH | | P30′ | B104′ F34′ | | | | & Miller, Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 8957 | **Maren Lee** | Scw | Am | New York | 90 | | 1916 | Tottenville, | U. S. Govt. | | | |
| 214,489 | Wood | | 76.8 | 24.8 \| 10.3 | 132 | | | (A. C. [N. Y. | (Q.M.C. Dept.) | 300IHP. | | |
| | 1D | | | | | | | Brown & Sons) | | | | |
| 8958 | **Marengo** | Scw | Br | Hull | 4100 | | 1910 | Newcastle, | Ellerman's | 3Cyl TE28,46,78x54; | | BL |
| 129,284 | Steel | Sch | 410 | 52 \| 27.8 | 6302 | | 8 | (North- [Eng. | Wilson Line | 3SB;WP200lbs | | |
| HRNG | 2D;Wireless;Shel dk;W. Bal 7BH | | | | | | | umberland S. B. Co., Lim.) | (Lim.) | | | |
| 8959 | **Maresfield** | Scw | Br | London | 2633 | | 1910 | Sunderland, | Woods, | 3Cyl TE26,42½,70x48; | | BL |
| 129,079 | Steel | Sch | 365 | 51.4 \| 25.9 | 4176 | | 3 | (J. L. [Eng. | Tylor & Brown, | 3SB;WP180lbs; | | |
| HQMT | 1D;Wireless;W. Bal 6BH | | P23′ | B234′ F31′ | | | | Thompson & Sons, Lim.) | Mgrs. | | | |
| 8960 | **Marga** | Scw | Nor | Drammen | 933 | | 1924 | Oslo, | A/S. | 3Cyl TE19,31,51x33; | | N |
| | Steel | | 254.2 | 39.2 \| 17 | 1583 | | 4 | (Nylands [Nor. | Bruusgaard | 2SB;WP180lbs | | |
| LDMT | 1D;W. Bal 4BH | | P23′ | B63′ F25′ | | | | Verksted.) | | | | |
| 8961 | **Margaret** | Brg | Cuban | San Juan | 205 | | 1900 | Wilmington, | | O,YP;Gicf | | |
| | | Sch | 112.8 | 30 \| 9.5 | 228 | | 1 | (Jackson [Del. | | | | |
| | 1D | | | | | | | & Sharp Co.) | | | | |
| 8962 | **Margaret** | StW | Am | St. Mich'el | 260 | | '97 | St. Michael, | American- | 1Cyl 14x—; | | |
| 92,890 | Wood | | 140 | 33 \| 7 | 520 | | | (Alaska [Alaska | Yukon Nav. | 1Bir;250IHP. | | |
| | 1D | | | | | | | | Commercial Co.) | Co. | | |
| 8963 | **Margaret** | Scw | Am | New York | 2125 | | 1916 | Sparrows Pt. | A. H. Bull | 3Cyl TE22,37½,60x42; | | BL |
| 213,988 | Steel | | 327.2 | 46.2 \| 22.9 | 3352 | | 4 | (Maryland (Md. | S.S. Co. | 2SB;WP190lbs;1500IHP. | | |
| LFVS | 1D;Web frms;Oil fuel; 5BH | | P35′ | B98′ F38′ | | | | Steel Co.) | | | | |
| | Long. frmg;SUB.SIG; | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 8964 | **Margaret** | StW | Am | Louisville | 200 | | '94 | Evansville, | Inland | 2-1Cyl 14½x60; | | |
| 92,599 | Wood | | 142 | 26 \| 4.6 | 328 | | | Ind. | Waterways Co. | 3Blrs;WP225lbs;460IHP. | | |
| | 1D | | | | | | | | | | | |
| 8965 | **Margaret A. Howard** | Scw | Am | New York | 218 | | 1919 | Savannah, | Thomas J. | 3Cyl TE17,25,43x30; | | |
| 218,099 | xDirector Wood | | 139.6 | 30.2 \| 15.7 | 475 | | | (Southland [Ga. | Howard | 2SB;WP180lbs;950IHP | | |
| LRFV | 1D;B 4BH | | | | | | | S.S. Co.) | | | | |
| 8966 | **Margaret A. Moran** | Scw | Am | New York | 45 | | 1919 | Stamford, | Moran | 1Cyl 18x22; | | |
| 222,535 | xU. S. N. No. 74 Wood | | 81.3 | 20.6 \| 9.9 | 106 | | | (Luders [Conn. | Towing & Transp. | 1Blr;WP150lbs;350IHP | | |
| MDTB | 1D | | | | | | | Marine Const. Co.) | Co. | | | |
| 8967 | **Margaret Dollar** | Scw | Am | San Fran. | 4351 | 10′ 3″ | 1921 | Shanghai, | Dollar S.S. | 3Cyl TE26½,44,74x48; | ✠A1Ⓔ With Freeboard. | |
| 221,479 | xCelestial Steel | | 429 | 55.2 \| 34.2 \| 37′ 11½″ | 7030 | 27′ 11″ | 5 | (Kiangnan [China | Line of Cal. | Kiangnan Dock & Eng. Wks; | ✠AMS | |
| MDBH | 3D;Wireless; 8BH | | | | 10000 | | | Dock & Eng. | | 3SB;Willamette I. & S. Wks; | S.S.No.1Balt6,26 | |
| | W. Bal; 7BH to Fbd dk | | | | | | | Wks.) | | 9174HS;WP210lbs;2600IHP; | B.S;n shft3,25;M.S.6,26; | |
| | SUB.SIG; 1BH to 3d dk | | | | | | | | | EAC;d rpd3,25;Dkd4,26;s rps10,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.....D.B.364′1489t. | | | | | | | | | | | |
| | F.O.—A.P.100t;D.B.320′1179t;D.T.31′7 66t; F. P.165t | | | | | | | | | | | |
| 8968 | **Margaret F. Sterling** | Sch | Am | Seattle | 860 | | 1919 | Victoria, | Ray M. | Fir;Gif | | BL |
| 225,335 | xVancouver | 4 M | 199 | 40 \| 16.7 | 969 | | | (Cholberg [B. C. | Sterling | | | |
| MFWD | 1D;B | | P26′ | F46′ | | | | Shipyard.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8969 166,582 | **Margaret K.** 1D | Brg | Am 112 | New York 29 \| 13.1 | 447 447 | | 1916 | Rondout, (R. Lenahan Co.) [N. Y. | DwyerBros. | Wd | | |
| 8970 150,411 | **Margaret K. Smith** 1D | Sch 2 M | Br 118.5 | Lunenb'rg 25.7 \| 10 | 112 133 | 1922 10 | Lunenburg, (Smith & Rhuland.) [N. S. | Benjamin C. Smith | Hw,Sp;Gif | — — Suspended9,25 | |
| 8971 219,596 LVPK | **Margaret L. Meseck** xBeagle O,Fir;Gif 1D | Scw Twin | Am 95.5 | New York 24.7 \| 12.2 | 29 176 | | 1920 3 | Manitowoc, (Burger Boat Co.) [Wis. | Meseck Towing & Transp. Co. | 2CylC18,38x26; 1SB;WP155lbs;450IHP. | ✠ — — ✠ — — Suspended10,24 | |
| 8972 134,917 | **Margaret Lake** xAlice 1D | Sch | Br 101 | St. John's 22.3 \| 10 | 62 100 | 1909 | Essex, (A. D. Story.) [Mass. | H. B. Clyde Lake | O,YP;IF | | |
| 8973 QLVM | **Margarete** xMargaret 1D;B;Wireless | Sch Aux Twin | Ger 229.4 | Bremen 44 \| 18.8 | 1192 1527 | | 1917 6 | Astoria, (McEachern Ship Co.) [Ore. | Schiffs. der Act. Ges. "Weser" G. m. b. H. | Fir;Gif(Sltd) 2-4Cyl-OilEng14x15¾ | | G |
| 8974 RBGF | **Margarethe** Steel 1D | Trn | Ger 96.8 | Hamburg 23.1 \| 9.5 | 129 156 | | 1921 4 | Kiel, (Deutsche Werke, A. G.) [Ger. | Ernest Simon | Stl;1BH | | G |
| 8975 KQCS | **Margarethe Witte** xMargarethe Gertrude xWeert xHenning 1D;Wireless | Sch Aux 4 M | Ger 150.2 P26′ | Bremen 28.9 \| 11.3 F17′ | 291 415 | | 1904 12 | Gothenburg, (Klippans Varfs, A. B.) [Swd. | Emil Witte | Stl;1BH; 4CylOilEng11x17¾ | | G |
| 8976 92,076 KGFM | **Margarett** 1D | Sch | Am 92.2 | N.Bedford 22.7 \| 8.8 | 107 138 | | '89 | Essex, Mass. | Alda Chantre | O,YP;Gif | | |
| 8977 HTCS | **Margari** xMaria xAgenoria Steel 1D;B;Web frms;W. Bal;Wireless 5BH | Scw | Sp 330.2 P27′ | Bilbao 46 \| 22.2 B166′ F35′ | 2919 3827 | | 1902 1 | Middlesboro (R. Craggs & Sons.) [Eng. | Cia. Nav. Amaya | 3CylTE24,38,64x42; 2SB;WP160lbs | | BL |
| 8978 | **Margarita Calafatis** xJean Steel 2D;Deep frmg;SUB.SIG; 5BH Wireless;W. Bal | Scw | Grk 311 P36′ | Syra 46.1 \| 21.8 B94′ F33′ | 2391 3126 | | 1909 8 | Newport News, Va. (Newport News S. B. & D. D. Co.) | A. Calafatis | 3CylTE22,37,60x42; 2SB;WP180lbs | | BL |
| 8979 92,499 | **Margate** xMauch Chunk Steel;Iron | Scw | Am 145 | Phila. 32 \| 14.4 | 406 642 | | '93 6 | Wilmington, (Harlan & Hollingsworth Corp.) [Del. | Delaware River Ferry Co. | 2-2CylC; 2Blrs;650IHP. | | |
| 8980 138,594 | **Margery Austin** 1D | Sch | Br 86.1 | St. John 27.8 \| 8 | 116 128 | 1918 | Harvey Bank, N. B. (C. E. Brewster.) | N. M. Ogilvie | Wd | | |
| 8981 MTJS | **Margit Skogland** xPandosia Steel 1D;Spar dk;Deep frmg; 5BH Wireless;W. Bal | Scw | Nor 330.6 P20′ | Hauges'nd 48.1 \| 15.9 B74′ F33′ | 2165 3326 | | 1900 4 | Pt. Glasgow, (Russell & Co.) [Scot. | A/S. Fagertum | 3CylTE24,40,65x42; 2SB;1AuxSB;WP180lbs | | BL |
| 8982 129,547 HSKG | **Marglen** xScotian xStatendam Steel 3D;SUB.SIG;Wireless;D.F;W. Bal 9BH | Scw Twin | Br 515.3 | Glasgow 59.8 \| 23.8 | 6201 10417 | | '98 8 | Belfast, (Harland & Wolff, Lim.) [Ire. | Allan Line S.S. Co. (Lim.) | 2-3CylTE27,45,75x54; 3DB;3SB;WP180lbs | | BL |
| 8983 LFVH | **Margret** xIngrid Horn Steel 2D;Well dk;W. Bal 4BH | Scw | Nor 261.7 P16′ | Bergen 37.7 \| 16.4 B114′ F29′ | 909 1568 | | 1922 11 | Lubeck, (Lubecker Naschb. Ges.) [Ger. | A/S D/S Thorunn | 3CylTE21,34,55x35; 2Blrs | | N |
| 8984 91,569 KBJV | **Marguerite** 1D | Sch | Am 88 | Machias 23.5 \| 8.4 | 96 113 | | '83 6 | Essex, Mass. | John V. Sawyer | O;Icf | | |
| 8985 111,894 | **Marguerite** 1D | Sch | Br 97 | Ch'tetown 24 \| 8 | 98 110 | 1904 10 | Grosses (T. Le Blanc.) [Coques, N. S. | Albert E. Graham | Bch,Sp;If | — Exp | |
| 8986 OUHT | **Marguerite Finaly** xSomerset Steel 2D;Web frms;Long. frmg; 13BH Wireless;Mchy aft;Oil in bulk; Oil fuel;SUB.SIG;W. Bal | Scw | Fr 385.2 P115′ | Rouen 52.5 \| 25.9 B22′ F37′ | 2781 4949 | | 1913 5 | Kiel, (Howaldts-werke.) [Ger. | Soc. Auxiliare de Transports | 4CylQE19½,28,41,59x41⅔; 2SB;DB;WP213lbs;1500IHP. | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8987 OMLY | **Marguerite Molinos** 1D;B | Bk | Fr 268 P56′ | Havre 39.5 \| 22.4 F39′ | 1775 1928 | | '97 | Havre, (F. & C. de la Medit.) [Fr | Potet | Stl;2BH | | V |
| 8988 219,244 LTRH | **Margus** Steel 1D;2d dk at ends;Wireless; 7BH sub.sig; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252′847t;D.T 20′394 F.O.—A.P.66t;D.B.214′643t;D.T 20′368 | Scw | Am 324 P41′ | Newark 46.2 \| 25 \| 28′ 6″ B90′ F35′ t:.... ..F.P.111t t;S.T.3 lt..... | 2174 3545 5075 | 5′ 9″ 22′ 11″ | 1919 12 | Newark, (Submarine Boat Corp.) [N. J. | Ford Motor Co. | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP.EAC; d rpd3,21;Dkd,s rps9,21 | ✠A1Ⓔ ✠AMS Cih BB;CL (Laid up) | |
| 8989 | **Marl** xUlversmead xRenfrew Steel 1D;Web frms;Wireless;W. Bal 6BH | Scw | Prvn 350 P32′ | Callao 50.1 \| 25.2 F31′ | 2443 3835 | | 1907 3 | Sunderland, (W. Doxford & Sons, Lim.) [Eng. | Cia. Nav. Amaya | 3CylTE24,41,68x45; 2SB;WP180lbs | | BL |
| 8990 JBQF | **Maria** Steel Sch 1D;B;Deep frmg;W. Bal 5BH | Scw | Grk 323.2 P41′ | Chios 47.1 \| 23.7 B93′ F32′ | 1974 3095 | | 1901 | So. Shields, (J. Readhead & Sons.) [Eng. | C. E. Lemos | 3CylTE24½,40,64x42; 2SB;WP160lbs | | BL |
| 8991 166,600 | **Maria** 1D | Brg | Am 111.8 | New York 33.6 \| 9.2 | 289 89 | | 1906 | Brooklyn, (M. N. Martin.) [N. Y. | Conklin & Foss Co. | Wd | | |
| 8992 | **Maria** xPetrel Steel 2D | Scw | Cuban 188 | Havana 31 \| 16.5 \| 16′ 6″ | 281 553 | 3′ 8″ 13′ 2″ | '89 | Baltimore, (Columbia Iron Wks.) [Md. | L. F. Cardenas | 2CylC25⅛,46x33; Columbia Iron Wks; 4SB;Columbia Iron Wks; 92GS;3100HS:WP100lbs;1100IHP; rps3,21;Dkd6,23 | A1 Gulf of Mexico & W. I. AMS 2d S.S.No.3,NO3,21; M.S;shft drn3,21;B.S.6,23; SBP;CL (Laid up) | |
| 8993 TPEN | **Maria** 1D | Sch | Hol 102.3 | Curacao 26.6 \| 9.8 | 141 149 | | 1907 | Curacao, (R. Hellmund.) [D. W. I. | J. R. Elsevier | Wd | | |
| 8994 614 NXIQ | **Maria** xPuseyjones No. 2 1D;Web frms;Mchy aft; W. Bal | Trn Aux | It 129.1 P31′ | Viareggio 28 \| 13.1 F26′ | 263 390 | | 1917 7 | Wilmington, (The Pusey & Jones Co.) [Del. | O. Pucci-nelli fu F. | Stl;3BH; 2CylOilEng15¼x16½ | | I |
| 8995 133,970 TPHW | **Maria A. Howes** 1D | Sch | Br 143 | Parrsboro 34.4 \| 13.4 | 395 477 | | 1919 6 | Meteghan River, N. S. (R. H. Howes Const. Co.) | R. B. Colwell | Wd;Gif | | BL |
| 8996 | **Maria Adele** xEnglestan xBermuda Steel 2D;B;Shel dk;Deep frmg; 6BH Wireless;W. Bal | Scw Twin | It 469.4 | Genoa 56.2 \| 31.2 | 4469 7077 | | '99 3 | Newcastle, (C. S. Swan & Hunter, Lim.) [Eng. | L. & G. B. Mortola & E. Bozzo | 2-3CylTE22,37,61x48; 3SB;WP180lbs | | BL |
| 8997 JFMC | **Maria Antonia** xRicardito xEthelreda Steel 1D;Well dk;Web frms; 7BH Wireless;W. Bal | Scw | Sp 266.1 P29′ | Bilbao 39.6 \| 19 B124′ F33′ | 1815 2479 | | '89 7 | Sunderland, (J. L. Thompson & Sons.) [Eng. | Mendialdua & Cia. (Lim.) | 3CylTE23,37½,61½x39; 2SB;WP160lbs;1300IHP | | V |
| 8998 | **Maria Christina** xUrd Steel 1D;Wireless;W. Bal 5BH | Scw | Ptg 334.2 P33′ | Lisbon 48 \| 22.7 F102′ F33′ | 1939 3265 | | 1920 7 | Middlesbro, (Smith's Dock Co., Lim.) [Eng. | Soc. Gen. de Commercio Industria e Transporte (Lim.) | 3CylTE24,39,65x42; 2SB;WP180lbs | | BL |
| 8999 MBLC | **Maria Dalme de R.** xJose Estruch xBorinquen Steel 2D;W. Bal;Wireless 4BH | Scw | Sp 247 P19′ | Barcelona 43.7 \| 29.3 B68′ F23′ | 1712 2549 | | 1911 11 | Ecorse, (Great Lakes Engr. Wks.) [Mich. | Hijo de Ramon A. Ramos | 3CylTE21½,35½,58x42; 2SB;WP180lbs;1350IHP | ✠ — — Cancelled4,22 | BL |
| 9000 109,439 QFPJ | **Maria de Larrinaga** Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw | Br 365 P48′ | Liverpool 47.1 \| 26.6 B98′ F42′ | 2578 4018 | | '98 6 | Glasgow, (C. Connell & Co.) [Scot. | Larrinaga & Co., Mgrs. | 3CylTE25,42,70x48; 2SB;WP200lbs | | BL |
| 9001 1,190 NXOG | **Maria Enrica** xQuerimba Steel 2D;B;Deep frmg; 7BH Wireless;W. Bal | Scw | It 455.3 P26′ | Genoa 58.2 \| 30.2 F28′ | 4909 7668 | | 1905 7 | Sunderland, (W. Doxford & Sons, Lim.) [Eng. | Bozzo & Mortola | 3CylTE27,45,75x54; 3SB;WP180lbs;504RHP; Dkd,d rpd8,24 | 2dS.S.No.3,Gen9,23;A.S.9,25; B.S;shft drn8,24;M.S.9,25 | C-I |
| 9002 | **Maria Ferreira** xMaria Helena xMinho xEarl of Aberdeen 1D | Trn | Ptg 154.7 | Lisbon 35.2 \| 12.6 | 416 457 | | '94 | Parrsboro, (D. S. Howard.) [N. S. | D. D. Ferreira | SP,Icf | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9003 HNTC | **Maria Luiza** xIbaizabal xPaysandu 1D;B;Wireless | Sch Aux Twin | Sp | L. Palmas 31.4 \| 19.1 | 669 843 | | '75 7 | Sunderland, (W. Doxford [Eng. & Sons.) | Juan Rodriguez Onegles | I;4BH; 2-2CylOilEng13x13⅜ | | |
| 9004 | **Maria M.** xGregorio xJuno 2D;B;Wireless;W. Bal Steel 6BH | Scw | Brz 340.9 P46′ | Sao Paulo 45.1 \| 27 B63′ F42′ | 2496 4069 | | 1901 1 | Leghorn, (Fratelli [It. Orlando & Co.) | Matarazzo Soc. Paulista de Nav. | 3CylTE22,37,61x39; 2SB;WP180lbs | 2dS.S.No.3,Gen1,22;A.S.3,24; B.S.3,24;M.S;shft drn7,24 | C-I |
| 9005 JFQK | **Maria M. Diacakis** xPort de la Pallice xBayford xBrantford 1D;Wireless;W. Bal Steel 6BH | Scw | Grk 365 P24′ | Syra 51.4 \| 25.9 B91′ F32′ | 2602 4362 | | 1910 4 | Newcastle, (Northum- [Eng. berland S. B. Co., Lim.) | M. D. Diacakis | 3CylTE25,40,67x45; 3SB;WP180lbs | | BL |
| 9006 JDSN | **Maria N. Roussos** xCaterino 1D;Deep frmg;Wireless; W. Bal Steel 6BH | Scw | Grk 346.5 P27′ | Piraeus 50.8 \| 23.1 B96′ F32′ | 2366 3729 | | 1909 6 | W. Hartle- pool, Eng. (W. Gray & Co., Lim.) | N. P. Roussos & Co. | 3CylTE25,40,65x42; 2SB;WP180lbs;280RHP. | S.S.No.3,Ldn6,21;A.S.12,25; shft drn3,25;B.S.7,25;M.S.12,25 | C |
| 9007 | **Maria Pinango** xH. M. Whitney 2D;SUB.SIG;W. Bal Iron 4BH | Scw Sch | Cuban 271.8 | Havana 43 \| 19.2 \| 31′ | 1642 2654 2980 | 8′ 3″ 23′ 6½″ | '90 5 | Philadelphia (Wm. Cramp [Pa. & Sons Co.) | Jose Ramon Villalon | 3CylTE29,45,74x48; Wm. Cramp & Sons S. & E. B. Co; 3SB; Wm. Cramp & Sons S. & E. B. Co; 210GS;6273HS;WP165lbs; 2800IHP;EAC;n Blrs10,05; Dkd,rps7,26 | ✠A1 With Freeboard. AMS 3dS.S.No.2,Hvna7,23; shft drn9,22;M.S.7,23;B.S.7,26 | |
| 9008 | **Maria Rosa** xHyson 2D;Deep frmg;Web frms; Wireless;W. Bal Steel 7BH | Scw | It 450 P35′ | Genoa 53.2 \| 31.1 B169′ F44′ | 4195 6686 | | '99 11 | Glasgow, (D. & W. [Scot. Henderson & Co.) | Bozzo & Mortola | 3CylTE28½,47,78x60; 2DB;WP180lbs | | BL |
| 9009 | **Maria Stathatos** xPlave xWar Norman 1D;Wireless;W. Bal Steel 7BH | Scw | Grk 400.8 P61′ | Ithaca 52.3 \| 28.5 B113′ F38′ | 3141 5229 | | 1919 4 | Glasgow, (Barclay, [Scot. Curle & Co., Lim.) | D. A. Stathatos S.S. Co. (Lim.) | 3CylTE27,44,73x48; 3SB;WP180lbs;Dkd,d rpd5,26 | S.S.No.1,Npls1,23;A.S.4,26; B.S;shft drn4,26;M.S.5,26 | C-I |
| 9010 HTKF | **Maria Victoria** xCraig xWar Down 1D;Wireless;W. Bal Steel 7BH | Scw | Sp 331.3 P33′ | Bilbao 46.9 \| 23.1 B100′ F27′ | 1853 3133 | | 1918 12 | Newcastle, (Wood, [Eng. Skinner & Co., Lim.) | Viuda de F. Astorgui | 3CylTE25,41,68x45; 3SB;WP180lbs | | BL |
| 9011 213,385 LFKT | **Mariana** 2D;Wireless;W. Bal Steel 5BH | Scw | Am 335 | New York 46.8 \| 22.7 | 1920 3109 | | 1915 7 | Newport News, Va. (Newport News S.B. & D.D. Co.) | N. Y. & Porto Rico S.S. Co. | 3CylTE21½,36,63x42; 3SB;WP190lbs;1500IHP. | | BL |
| 9012 HRPQ | **Mariano Cano** xJuliana 2D;Wireless;W. Bal Steel 5BH | Scw | Sp 310 P33′ | Valencia 44.7 \| 21.2 B76′ F39′ | 1481 2376 | | 1914 3 | Pt. Glasgow, (Russell [Scot & Co.) | Cia. Trasmediterranea | 3CylTE21,35,58x42; 2SB;WP180lbs | | BL |
| 9013 92,736 | **Maricopa** 1D;Mchy aft;SUB.SIG; Web frms;W. Bal Steel 3BH | Scw | Am 406 | Duluth 48.2 \| 23.4 | 2966 3979 | | '96 7 rb'23 | Chicago, (Chicago [Ill. S. B. Co.) | Pittsburg S.S. Co. | 3CylTE25,40,68x42; 2SB;WP180lbs;1600IHP. | | |
| 9014 168,862 | **Maricopa** 1D | Brg | Am 100 | New York 34 \| 9.2 | 281 281 | | 1924 1 | Kingston, (W. F. & [N. Y. R. Boat Builders, Inc.) | Southern Pacific Co. | YP | | |
| 9015 MKGC | **Maricopa** 2D;Web frms;Long. frms; Mchy aft;Wireless;Oil in bulk; Oil fuel;W. Bal Steel 15BH | Scw | Nor 425.2 P102′ | Tonsberg 57 \| 33.1 B28′ F41′ | 4417 6960 | | 1914 5 | Newcastle, (Palmers' [Eng. Co., Lim.) | W.Wilhelm- sen, Mgr. | 3CylTE28,46,76x51; 4SB;WP180lbs | | BL |
| 9016 5,126 JRVQ | **Marie** 1D;Well dk;Web frms; W. Bal;Wireless Iron 5BH | Scw | Swd 270 P27′ | Gothenb'g 36 \| 17.7 B110′ F31 | 1132 1894 | | '92 7 | W. Hartle- pool, Eng. (Furness, Withy & Co., Lim.) | Alex. Pedersen, Mgr. | 3CylTE21½,35,57x36; 1DB;WP160lbs | | BL |
| 9017 107,139 | **Marie** xArcher 1D;B;Wireless | Bkt Aux | Am 189.1 P64′ | Manila 32 \| 18.7 F24′ | 705 939 | | '76 7 | Sunderland, (R. [Eng. Thompson, Jr.) | Dee C. Chuan & Co., Inc. | I;4BH; 4CylGasEng16½x18½ | | |
| 9018 NRKH | **Marie** 1D | Sch | Dan 118.1 | Thuro 28.1 \| 11.9 | 207 237 | | 1910 | Troense (Z. T. Jacobsen.) | R. S. Hansen, Mgr. | Wd(Sltd) | | V |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9019 | **Marie Anne** | Scw | Fr | La Roch'le | 90 | | 1920 | Montreal, | Pecheries | 3Cyl TE $12\frac{1}{2}$,22,35x24; | | V |
| | xT. R. 43 Steel | | 126.5 | 23.7 \| 12.3 | 286 | | | (Anderson [Que. | & Arm. "La | 1SB;WP170lbs;500IHP. | | |
| OMPD | 1D;Mchy;aft;Wireless 4BH | | F21′ | | | | | S. B. Co.) | Rochelle-Ocean" | | | |
| 9020 | **Marie C. Beazley** | Brg | Am | Norfolk | 2356 | | 1918 | Portland, | Fred. W. | YP;Gif; | **A1** Towing Barge | |
| 216,833 | xDalana | Sch | 285 | 44.6 \| 23.9 | 2414 | | 10 | (Supple- [Ore. | Beazley | d rpd6,23;s rps,s b clkg1,24;Dkd6,24 | Coastwise & W. I. | |
| LMRJ | 1D | | | | | | | Ballin S. B. Corp.) | | | Biennial Survey S.S.No.2,Nflk6,23 | |
| 9021 | **Marie C. Hanley** | Brg | Am | Albany | 100 | | 1913 | Whitehall, | William | Wd | | |
| 165,498 | | | 96 | 17.5 \| 7.8 | 108 | | | (John [N. Y. | Hanley | | | |
| | 1D | | | | | | | Ryan.) | | | | |
| 9022 | **Marie Celeste** | Sch | Fr | StP're Miq | 93 | | 1907 | Essex, | Folquet | Wd; | | |
| | xTomoka xArethusa | Aux | 110.6 | 24.9 \| 10 | 142 | | | (James [Mass. | Bros. | 4CylOilEng10x12 | | |
| | 1D | | | | | | | & Son.) | | | | |
| 9023 | **Marie De Ronde** | Sch | Am | Rockland | 2181 | | 1918 | Aberdeen, | I. L. Snow | Wd;Gif;2BH | | |
| 216,188 | | | 266.7 | 48 \| 24 | 2376 | | 1 | (Gray's [Wash. | Co., Inc. | | | |
| LKNF | 2D | | P52′ | F44′ | | | | Harbor Motor Ship Co.) | | | | |
| 9024 | **Marie F. Cummins** | Sch | Am | Wilm'gton | 1085 | | 1920 | Beaumont, | Cummins | O,YP;Gif | ✠A1Ⓔ | |
| 220,195 | | 4 M | 189.5 | 41 \| 19.6 | 1167 | | 6 | (Beaumont [Tex. | Transportation | | (Laid up) | |
| LWRV | 2D | | | | | | | S. B. & D. D. Co.) | Co. | | | |
| 9025 | **Marie Gertrude** | Sch | Ger | Flensburg | 1185 | | 1919 | Hoquiam, | Ingermann | Fir;Gif(Sltd);2BH | | V |
| | xMount Hood | 4 M | 229.4 | 43 \| 18.5 | 1536 | | | (Mathews [Wash. | & Ohlweiler | 2-4CylOilEng14x$^3$/$_{16}$x15$\frac{5}{8}$;480IHP. | | |
| WMJV | 1D;B | Aux Twin | P46′ | F32′ | | | | Shipbuilding Co.) | | | | |
| 9026 | **Marie Hooper** | Brg | Am | Wilm'gton | 2094 | | 1920 | Mobile, | Eastern | Wd | | |
| 221,079 | xBacong | Sch | 267.3 | 46 \| 23.6 | 2190 | | | (Murnan [Ala. | Transportation | | | |
| MCLW | 1D | | | | | | | S. B. Co.) | Co. | | | |
| 9027 | **Marie J. Thompson** | Sch | Br | Nassau | 673 | | 1921 | Harbour | Bahamas | YP;Gif | | |
| 151,874 | | 4 M | 180.1 | 39.6 \| 12.9 | 695 | | | Island, Bahamas | Inter. Insular | | | |
| | 1D | | | | | | | (W. E. Roberts.) | Trading Co. (Lim.) | | | |
| 9028 | **Marie Leonhardt** Steel | Scw | Ger | Hamburg | 1522 | | 1922 | Stettin, | Leonhardt | 3Cyl TE $22\frac{1}{2}$,$35\frac{3}{4}$,57x39; | | G |
| RCQG | 1D;Shel dk;SUB.SIG;Wireless; 1BH | | 329 | 46.1 \| 18.7 | 2594 | | 6 | (Stettiner [Ger. | & Blumberg | 2Brs | | |
| | W. Bal | | | | | | | Oderwerke.) | | | | |
| 9029 | **Marie Louise Mackay** Steel | Scw | Br | London | 675 | | 1922 | Newcastle, | Commercial | 2-3Cyl TE12,20,33x24; | | BL |
| 146,654 | | Twin | 234 | 34.2 \| 22.2 | 1378 | | 10 | (Swan, [Eng. | Cable Co. | 2SB;WP180lbs | | |
| KNBF | 1D;Mchy aft;Oil fuel;SUB.SIG; 4BH | | | | | | | Hunter & Wigham | | | | |
| | Wireless;W. Bal | | | | | | | Richardson.) | | | | |
| 9030 | **MarieLouiseSchiaffino** Scw | | Fr | Algiers | 2192 | | 1909 | Fevig, | C. Schiaffino | 3Cyl TE24,40,66x45; | | BL |
| | xSchiaffino xNoruega Steel | Sch | 330.9 | 46.1 \| 15.2 | 3459 | | 1 | (Fevigs [Nor. | & Cie., Mgrs. | 2SB;1AuxSB;WP185lbs | | |
| OUXJ | 1D;B;Spar dk;Oil fuel; 6BH | | P74′ | B116′ F36′ | | | | Jernskibsbyg.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 9031 | **Marie Lydia** Wood | MV | Br | Quebec | 97 | | 1918 | Grandes | Mrs. L. S. | 4CylOilEng10$\frac{1}{2}$x12 | | |
| 141,002 | | Aux | 87 | 26.2 \| 8.3 | 126 | | | Bergeronnes, P. Q. | Dumont | | | |
| | 1D | | | | | | | (J. Dumont.) | | | | |
| 9032 | **Marie Maersk** Steel | Scw | Dan | Svendborg | 3037 | | 1920 | Danzig, | A. P. | 3Cyl TE25,43,70x47; | | BL |
| | | | 360 | 51.2 \| 31.5 | 4932 | | 6 | (F. Ger. | Moeller | 3SB;WP185lbs | | |
| NCBH | 1D;Oil fuel;Wireless;SUB.SIG; 6BH | | | | | | | Schichau.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 9033 | **Marie Nielsen** Steel | Scw | Nor | Hauges'nd | 875 | | 1920 | Larvik, | B. Stolt- | 3Cyl TE18,29,49x33; | | N |
| | | | 244.7 | 39.5 \| 17 | 1518 | | 11 | (Larviks Slip [Nor. | Nielsen & Co. | 2SB;WP180lbs | | |
| LBJN | 1D;Wireless;W. Bal 4BH | | P28′ | B67′ F31′ | | | | & Verksted.) | (Mgr.) | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9034 | **Marie Simone** | Scw | Fr | La Roch'le | 91 | | 1918 | Port Arthur, | Pecheries & | 3CylTE12,21,35x24; | | V |
| | xT. R. 41 Steel | | 126.5 | 23.4 \| 12.4 | 283 | | 4 | (Port [Ont. | Armament de La | 1SB;WP170lbs;400IHP. | | |
| OMRU | 1D;Wireless 5BH | | | | | | | Arthur S. B. Co.) | Rochelle Ocean | | | |
| 9035 | **Marietta** | Scw | Grk | Syra | 1973 | | 1900 | Stockton, | N. M. | 3CylTE23,39,64x42; | | BL |
| | xPenare Steel | Sch | 325 | 48.1 \| 21.9 | 3078 | | 11 | (Ropner [Eng. | Eustathiou & Co. | 2SB;WP160lbs | | |
| JFWL | 1D;B;Web frms;Wireless; 5BH | | P29′ | B166′ F36′ | | | | & Son.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 9036 | **Mariette** | MV | Am | Boston | 123 | | 1916 | Bristol, | J. Fred. | 8CylGasEng5½x6; | | |
| 214,009 | Steel | | 97.6 | 23.7 \| 16.2 | 128 | | | (Herreshoff [R. I. | Brown | 100IHP. | | |
| LFWD | 1D | | | | | | | Mfg. Co.) | | | | |
| 9037 | **Marigo** | Scw | Grk | Ithaca | 2443 | | '90 | Glasgow, | Spyridon | 3CylTE24,40,66x48; | | BL |
| | xMichael Bistis xBellagio Steel | | 360 | 46.1 \| 26.3 | 3835 | | 3 | (D. & W. [Scot | K. Syrmis | 3SB;WP180lbs | | |
| HTQC | 2D;Deep frmg;Wireless;W. Bal 6BH | | P36′ | B82′ F48′ | | | | Henderson & Co.) | | | | |
| 9038 | **Marigo L.** | Scw | Grk | Piraeus | 2679 | | 1902 | Sunderland, | N. G. Lyras | 3CylTE25,40,67x45; | | BL |
| | xLena Steel | Sch | 345 | 48.6 \| 25.9 | 4146 | | 7 | (J. L. [Eng. | | 2SB;WP160lbs | | |
| JFHK | 2D;Web frms;Wireless;W. Bal 6BH | | P37′ | B108′ F30′ | | | | Thompson & Sons.) | | | | |
| 9039 | **Marigot** | Scw | Fr | Bordeaux | 3048 | | 1900 | Vegesack, | Cie. | 3CylTE26,43,70x47; | | V |
| | xSlavonia xStrassburg Steel | | 402.3 | 47.1 \| 27.4 | 4985 | | | (Bremer [Ger. | Generale | 1SB;2DB;WP185lbs;2200IHP. | | |
| OMSQ | 2D;Wireless;W. Bal 12BH | | P250′ | F49′ | | | | Vulcan.) | Transatlantique | | | |
| 9040 | **Marija Petrinovic** | Scw | Jg-Sw. | Split | 3563 | | 1918 | Newcastle, | Jugoslav- | 3CylTE23,45,75x54; | | BL |
| | xEfstathios xWar Citadel Steel | | 399.6 | 53 \| 32.8 | 5684 | | 11 | (Northum- [Eng | enko-Amerikanska | 3SB;WP180lbs | | |
| | 1D;Shel dk;Wireless;W. Bal 7BH | | F39′ | | | | | berland S. B. Co., | Plovidba | | | |
| | | | | | | | | Lim.) | | | | |
| 9041 | **Marija Racic** | Scw | Jg-Sw. | Dubrovnik | 2618 | | 1911 | Newcastle, | Atlantska | 3CylTE26,42,68x48; | | BL |
| | xAtlantica Steel | | 378.1 | 52.3 \| 23.9 | 4200 | | 5 | (Armstrong, [Eng | Plovidba Ivo | 2SB;WP180lbs | | |
| JMNR | 1D;W. Bal 6BH | | P23′ | B201′ F34′ | | | | Whitworth & Co., | Racic A.D | | | |
| | | | | | | | | Lim.) | | | | |
| 9042 | **Marika** | Scw | Grk | Spetzai | 1986 | | '98 | Newcastle, | Th. Liar- | 3CylTE23,39,64x42; | | BL |
| | xMortlake xLovaine Steel | | 325.5 | 48.6 \| 21.7 | 3175 | | 6 | (Wood, [Eng. | ontzos | 2SB;WP160lbs | | |
| | 1D;B;Deep frmg;Wireless; 6BH | | P31′ | B104′ F36′ | | | | Skinner & Co., | | | | |
| | W. Bal | | | | | | | Lim.) | | | | |
| 9043 | **Marina** | Scw | Am | New York | 759 | | '87 | Philadel- | Miami S. S. | 2CylC30,50x36; | ✠ — — | |
| 213,863 | xDade xJosefita Iron | | 207.3 | 33 \| 18 | 1151 | | | phia, Pa. | Co. | 2SB;WP90lbs;750IHP. | — — | |
| LFRT | 2D;W. Bal;Wireless 6BH | | | | 900 | | rb'16 | (Neafie & Levy.) | | | Suspended11,23 | |
| 9044 | **Marina** | Sch | Am | San Juan | 103 | | 1918 | Catano, | Claudia | Wd | | |
| 216,323 | | | 94.7 | 24.9 \| 9.8 | 125 | | | (Guillermo [P. R. | Isabel Laborde | | | |
| | | | | | | | | Vaello.) | | | | |
| 9045 | **Marina Odero** | Scw | It | Genoa | 3357 | | 1918 | Sestri | N. Odero | Stm Tbns; | | C-I |
| 847 | xMarina O Steel | | 381.7 | 51.8 \| 27.6 | 5480 | | 6 | Ponenti, It. | fu A. & Co. | 2SB;WP180lbs;s rps8,24 | S.S.No.1,Gen6,22;A.S.4,26; | |
| NYFA | 1D;Wireless;Oil fuel;W. Bal 7BH | | P37′ | B112′ F37′ | | | | (N. Odero fu A. & Co.) | | | M.&B.S;shft drn4,26 | |
| 9046 | **Marine** | Trn | Br | Charlott'n | 340 | | 1919 | Weymouth, | E. Willigar | Hw,Gif | | |
| 138,768 | | | 147 | 34.8 \| 13 | 390 | | | (Beazley [N. S. | | | | |
| TPHN | 1D | | | | | | | Bros.) | | | | |
| 9047 | **Mariner** | MV | Am | Boston | 152 | | 1919 | Essex, | Massachu- | 1Cyl12x15; | | |
| 218,987 | Wood | | 141.1 | 24.8 \| 13 | 309 | | | (Arthur [Mass. | setts Trawling | 1Blr;WP160lbs;480IHP. | | |
| LTCR | 1D 2BH | | | | | | | D. Story.) | Co. | | | |
| 9048 | **Mariner** | Scw | Am | Galveston | 46 | | 1921 | Galveston, | Suderman | 2CylC16,30x22; | | |
| 221,044 | Wood | | 89.7 | 22.5 \| 8.4 | 101 | | 1 | (Bludworth.) [Tex. | & Young | 1SB;WP350lbs;350IHP. | | |
| | 1D | | | | | | | | Towing Co. | | | |
| 9049 | **Marinero** | MV | Mex | | 124 | | 1914 | Glasgow, | | 4CylOilEng14x14½ | | |
| | xSolarina xAnholt xInnisver Steel | | 115 | 21.6 \| 10.5 | 255 | | | (W. [Scot. | | | | |
| | 1D;Mchy aft;W. Bal | | F28′ | | | | | Chalmers & Co., | | | | |
| | | | | | | | | Lim.) | | | | |
| 9050 | **Mariners Harbor** | Scw | Am | New York | 1417 | 3′ 4″ | 1918 | Mariners | U. S. Ship- | 3CylTE18,30,51x36; | ✠A1Ⓔ | |
| 216,395 | Steel | | 264 | 42.2 \| 21.9 | 2431 | 20′ 10″ | 6 | Harbor, N. Y. | ping Board | Staten Island S. B. Co; | ✠AMS | |
| LKTF | 1D;B;W. Bal;Wireless 5BH | | | \| 24′ | 3500 | | | (Staten Island | | 2SB;Staten Island S. B. Co; | (Laid up) | |
| | | | P22′ | B65′ F29′ | | | | S. B. Co.) | | 8SGS;3660HS;WP190lbs;1200IHP. | | |
| | W.B.—A.P.49t;D.B.231′461t;F.P. 45t | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9051 | **Marinula** | MV | Br | London | 4069 | | 1916 | Barrow, | Anglo- | 2-8CylOilEng20⅞x33 | | BL |
| 137,509 | xSanta Margherita Steel | Twin | 440 | 54.3 \| 36.4 | 7513 | | | (Vickers, [Eng. | Saxon Petroleum | | | |
| JM8K | 2D;Web frms;Long. frmg; 19BH | | P120′ | F97′ | | | | Lim.) | Co. (Lim.) | | | |
| | Mchy aft;Oil in bulk;Wireless; W. Bal | | | | | | | | | | | |
| 9052 | **Marion** | Brg | Am | Phila. | 865 | | '99 | Noank, | Reading Co. | O,Ch,YP,Hk;Gif✕(Sltd) | ✠ — — | |
| 92,943 | | Trn | 193.6 | 35 \| 17.6 | 954 | | 6 | Conn. | | | Suspended 8,19 | |
| KPDN | 1D;B | | | | | | | (Robt. Palmer & Son S. & E. B. Co.) | | | | |
| 9053 | **Marion** | Brg | Am | New York | 684 | | '68 | Dundee, | Neptune | I;1BH | | |
| 200,647 | xAngela e Maria xGlenlyon | Sch | 175.1 | 28.6 \| 13.8 | 693 | | 7 | (Brown [Scot. | Line (Inc.) | | | |
| KSVW | 2D | xBk | | | | | | & Simpson.) | | | | |
| 9054 | **Marion** Steel | MV | Am | Wilm'gton | 99 | | 1915 | Wilmington, | Bethlehem | 2-4CylGasEng8x10; | | |
| 213,165 | | Twin | 107.8 | 21.5 \| 7.1 | 146 | | 5 | (Harlan & [Del. | Steel Co. | 150IHP. | | |
| | 1D;B 2BH | | | | | | | Hollingsworth Corp.) | | | | |
| 9055 | **Marion** | Brg | Am | New York | 322 | | 1915 | So. Rondout, | A. J. | Wd | | |
| 166,843 | | | 99 8 | 26.2 \| 11.6 | 322 | | | (C. [N. Y. | Dutche | | | |
| | 1D | | | | | | | Hiltebrandt Dry Dock Co.) | | | | |
| 9056 | **Marion** | Brg | Am | New York | 353 | | 1916 | Rockland | Conklin | Wd | | |
| 166,578 | | | 115.3 | 36.2 \| 9.2 | 353 | | | Lake, N. Y. | & Foss Co. | | | |
| | 1D | | | | | | | (Michael W. Martin.) | | | | |
| 9057 | **Marion Belle Wolfe** | Sch | Br | La Have | 116 | | 1920 | Shelburne, | F. Gray | Wd | | |
| 141,636 | | | 126.6 | 26.6 \| 10.5 | 170 | | | (McGill [N. S. | | | | |
| | 1D | | | | | | | S. B. & Trans. Co.) | | | | |
| 9058 | **Marion Chilcott** | S | Br | Trinidad | 1510 | | '82 | Pt. Glasgow, | British | I | | |
| 142,539 | xKilbrannan | | 256.4 | 38.2 \| 22.8 | 1737 | | 11 | (Russell [Scot. | Refineries (Lim.) | | | |
| | 1D;Oil in bulk | | P36′ | F34′ | | | | & Co.) | | | | |
| 9059 | **Marion G. Douglas** | Trn | Br | Parrsboro | 438 | | 1917 | Port Greville | Henry | P,Sp,Bch,Gif(Sltd) | ✠A1 | |
| | xCynthia J. Griffin | | 166 | 36. \| 12.3 | 487 | | 1 | (G. M. [N. S. | Smith | d rpd,s dk clkg3,21;clk t5,22; | S.S.No.2,Prsb7,24 | |
| | 1D | | | | | | 0′24 | Cochrane.) | | s clkg7,24;s rps,clk b10,25 | | |
| 9060 | **Marion L. Conrad** | Sch | Br | Bridgetwn | 155 | | 1920 | La Have, | Mrs. E. | Wd | | |
| 141,775 | | | 134.2 | 27.5 \| 11.2 | 204 | | | (Conrad [N. S. | Conrad & B. E. | | | |
| | 1D | | | | | | | & Reinhardt.) | Reinhardtt | | | |
| 9061 | **Marion L. Mason** | Sch | Br | Lunenb'rg | 81 | | 1918 | Chester | Marion L. | Wd | | |
| 138,560 | | | 110.4 | 26.2 \| 10.4 | 136 | | | Basin, N. S. | Mason Shipping | | | |
| | 1D | | | | | | | (Chester Basin S. B., Lim.) | Co. (Lim.) | | | |
| 9062 | **Marion Moran** | Scw | Am | New York | 71 | | '88 | Philadelphia | Moran | 2CylC20,36x26; | | |
| 135,980 | xChelsea Iron | | 104.5 | 21.5 \| 8.6 | 142 | | | (Neafie [Pa. | Towing & | 1Blr;550IHP. | | |
| | 1D 2BH | | | | | | | & Levy.) | Transp. Co. | | | |
| 9063 | **Marion N. Cobb** | Trn | Am | Mobile | 360 | | 1902 | Rockland, | Whitney & | O,Hw,YP;Icf(Sltd) | ✠ — — | |
| 92,239 | | | 150.7 | 34.9 \| 11.8 | 459 | | 2 | (Cobb, [Me. | Bodden Shipping | | Suspended1,26 | |
| KRMG | 1D | | | | | | | Butler & Co.) | Co. | | | |
| 9064 | **Marion W. Page** | Sch | Am | Duluth | 670 | | '76 | Milan, | O. W. Blod- | O | | |
| 90,986 | | | 193 | 34 \| 13.8 | 762 | | rb '81 | (T. [Ohio | gett | | | |
| | 1D | | | | | | | Raynor.) | | | | |
| 9065 | **Marionga D. Thermiotis** | Scw | Grk | Andros | 1877 | | '98 | Newcastle, | A. G. | 3CylTE24,38,64x42; | | BL |
| HFSL | xReresby Steel | Sch | 325.4 | 47.2 \| 21.5 | 2974 | | 4 | (C. S. Swan [Eng. | Loucas | 3SB;WP170lbs | | |
| | 1D;B;Deep frmg; 5BH | | P30′ | B60′ F33′ | | | | & Hunter, Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9066 | **MariongaJ.Goulandris**<br>xBen Nevis Steel<br>1D;Spar dk;Deep frmg; 6BH<br>Wireless;W. Bal | Scw<br>Sch | Grk<br>345<br>P26′ | Andros<br>49.9 \| 17.9<br>B91′ F42′ | 2533<br>3904 | | 1905<br>4 | Pt. Glasgow,<br>(Russell [Scot.<br>& Co.) | Goulandris Bros. | 3CylTE25,41,67x48;<br>2SB;WP180lbs | | BL |
| 9067 | **Marionga Mantaca**<br>xCarthage Steel<br>2D;Deep frmg;Wireless;W. Bal 6BH | Scw | Grk<br>350<br>P32′ | Andros<br>50.1 \| 22.4<br>F30′ | 2443<br>3854 | | 1907<br>1 | Sunderland,<br>(Wm. [Eng.<br>Doxford & Sons,<br>Lim.) | V. G. Mantacas | 3CylTE24,41,68x45;<br>2SB;WP180lbs;339RHP;DB | 3dS.S.No.1,Hbg2,24;<br>shft drn12,25;B.S.2,24;<br>M.S.3,26 | C |
| 9068<br>92,448 | **Mariposa**<br>Steel<br>2D;Mchy aft;SUB.SIG; 3BH<br>Web frms;W. Bal | Scw<br>Am<br>330.1<br>F36′ | Duluth<br>45.2 \| 20.3 | 1763<br>2898 | | '92<br>6 | Cleveland,<br>(Globe [Ohio<br>Iron Works Co.) | Pittsburg S.S. Co. | 3CylTE18½,32½,55x48;<br>2CRTB;WP200lbs;1400IHP. | | |
| 9069<br>TNYH | **Mariquita**<br>Steel<br>1D;Long. frmg;Mchy aft; 9BH<br>Oil in bulk;Oil fuel;Wireless | Scw<br>Twin<br>279.2 | Hol | Willmstad<br>46.6 \| 13.9<br>F24′ | 1081<br>2047 | | 1923<br>6 | Rotterdam,<br>(Rotterdam [Hol.<br>Droogd. Maat.) | Curacaosche Scheepv. Maats. | 2-3CylTE12¾,20½,33x24;<br>2SB;WP180lbs | | BL |
| 9070<br>147,905<br>KQVN | **Mariston**<br>Steel<br>2D;Wireless;W. Bal 6BH | Scw<br>Br<br>385<br>P33′ | Glasgow<br>52 \| 26.6<br>B112′ F45′ | 2884<br>4557 | | 1924<br>7 | Pt. Glasgow,<br>(Lithgows, [Scot.<br>Lim.) | Mariston S.S. Co. (Lim.) | 3CylTE26,42,70x48;<br>3SB;WP180lbs | | BL |
| 9071<br>MTVF | **Marita**<br>Steel<br>1D;Wireless;W. Bal 4BH | Scw<br>Nor<br>265<br>P23′ | Drammen<br>42.2 \| 17.9<br>B74′ F30′ | 1136<br>1931 | | 1919<br>6 | Shanghai,<br>(Shanghai [China<br>Dk. & E. Co.<br>Lim.) | A/S. Bruusgaard | 3CylTE18,29,50x36;<br>2SB;WP180lbs | | N |
| 9072<br>92,459 | **Maritana**<br>Steel<br>2D;Mchy aft;Web frms; 2BH<br>SUB.SIG;W. Bal | Scw<br>Am<br>330<br>F40′ | Duluth<br>45.2 \| 20.3 | 1770<br>2914 | | '92<br>5 | So. Chicago,<br>(Chicago [Ill.<br>S. B. Co.) | Pittsburg S.S. Co. | 3CylTE17¾,39,63x48;<br>2CRTB;WP200lbs;1400IHP. | | |
| 9073 | **Marjan**<br>xMichelangelo Steel<br>1D;W. Bal 6BH | Scw<br>Jg-Slv<br>300<br>P23′ | ----------<br>41 \| 18.1 | 1534<br>2456 | | '95 | Sunderland,<br>(J. [Eng.<br>Laing.) | Levant,<br>Soc. di Nav. a Vap. | 3CylTE22,37,61x39<br>2SB;949IHP. | | I |
| 9074<br>215,894<br>LJMW | **Marjorie**<br>xJessie C. Williams Wood<br>1D | Scw<br>Am<br>94.5 | New York<br>31 \| 8.5 | 106<br>157 | | 1917 | Tottenville,<br>N. Y. | Bayonne & New Haven Transp. Co. | ----------<br>225IHP. | | |
| 9075<br>141,410 | **Marjorie Hennigar**<br>1D | Sch<br>Br<br>116.1 | Lunenb'rg<br>27 \| 10.6 | 108<br>161 | | 1919 | Chester<br>Basin N. S.<br>(Chester Basin<br>S. B. Co. Lim.) | J. Gosling | Wd | | |
| 9076 | **Markakis**<br>xParattah xBerlin Steel<br>2D;B.Wireless;W. Bal 7BH | Scw<br>Grk<br>375.6<br>P & B | Syra<br>48.7 \| 27.3<br>306′ F46′ | 2605<br>4229 | | 1904<br>9 | Flensburg,<br>(Flensburger [Ger.<br>Schiffsb. Ges.) | E. Marcon | 3CylTE27¾,46¼,76x48;<br>3SB;WP180lbs | S.S.No.3,Nesl5,21;A.S.11,25;<br>shft drn2,25;M.&B.S.11,25 | C |
| 9077<br>PKJV | **Marken**<br>Steel<br>2D;B;Wireless;W. Bal 8BH | Scw<br>Hol<br>377.7<br>P27′ | Rotterd'm<br>51.7 \| 25.1<br>B223′ F34′ | 2746<br>4411 | | 1918 | Rotterdam,<br>(Rotter- [Hol<br>damsche<br>Droogdok Mij.) | Rotter-damsche Lloyd | 3CylTE25,41,67x45;<br>3SB;WP180lbs;1800IHP. | | V |
| 9078<br>121,216<br>HCFM | **Marloch**<br>xVictorian Steel<br>3D;Deep frmg;SUB.SIG; 7BH<br>Wireless;W. Bal | Scw<br>Br<br>520<br>P56′ | Glasgow<br>60.4 \| 38<br>B172′ F68′ | 6473<br>10687 | | 1905<br>3 | Belfast,<br>(Workman, [Ire.<br>Clark & Co., Lim.) | Allan Line S.S. Co. (Lim.) | Stm Tbns;<br>3SB;3DB;WP180lbs;8160SHP. | 2dS.S.No.1,Glas7,22;A.S.1,26;<br>shfts drn2,24;B.S.1,26;M.S.2,26 | C |
| 9079<br>102,622<br>NGHT | **Marmion**<br>Iron and Steel<br>1D;Mc y aft;Well dk;W. Bal | Scw<br>Br<br>140<br>B14′ | Vancouv'r<br>24 \| 10.5<br>F25′ | 124<br>324 | | '93 | Bowling,<br>(Scott [Scot.<br>& Sons.) | Coastwise S.S. & Barge Co. | 2CylC21,42x30;<br>1Blr;70RHP. | | |
| 9080<br>NBHK | **Marna**<br>xDuty<br>1D | Trn<br>Dan<br>97.2 | Marstal<br>25.7 \| 9.5 | 113<br>137 | | 1920 | Marstal,<br>(A/S. C. L. [Den.<br>Johansens<br>Traeskibsbygerrl.) | F. H. Ericksen | O,B;Gif(Sltd) | | V |
| 9081<br>217,490<br>LPQG | **Marne**<br>Steel<br>2D;SUB.SIG;Web frms; 7BH<br>Long. frmg;Wireless;W. Bal; C-36<br>Oil fuel F. P. above 150° F. | Scw<br>Am<br>395.5<br>P44′ | Newark<br>55 \| 31.4<br>34′11″<br>B108′ F37′ | 3821<br>6191<br>9683 | 8′ ½″<br>27′ | 1919<br>1 | Kearny,<br>(Federal [N. J.<br>S. B. Co.) | U. S. Shipping Board | Stm Tbn;<br>General Electric Co;<br>3SB;Federal S. B. Co;<br>8934HS;WP210lbs;2500SHP;EAC;<br>d rpd2,21;rps1,22;Dkd,s rps10,22 | ✠A1Ⓔ With Freeboard.<br>✠AMS<br>shft drn2,21;SBP;CL<br>(Laid up) | |
| | W.B.—A.P.175t;D.B.331′1518t. .....<br>F.O.—A.P.165t;D.B.289′1169t;S. T.77t; | | F.P.25 5t<br>F.P.23 8t | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9082 | **Marold II** | MV | Am | Green Bay | | | 1911 | Trenton, | Hill White | Oil Engs 7½x11; | | |
| 208,565 | Steel | | 129 | 19.1 \| 9.7 | 132 | | | (Dialogue [N. J. & Sons.) | Transit Co. | 600BHP. | | |
| | 1D | | | | | | | | | | | |
| 9083 | **Marore** | Scw | Am | New York | 4172 | 11′ 11½″ | 1922 | Sparrows Pt. | Ore S.S. | Stm Tbns; | ✠A1Ⓔ Ore Carrier. | |
| 222,197 | Steel | Twin | 550.3 | 72.2 \| 43.9 \| 44′ | 8215 | 32′ 4″ | 6 | (Bethlehem [Md. S. B. Corp.) | Corp., Mgrs. | Bethlehem S. B. Corp; | ✠AMS | |
| MDQC | 1D;Long. frmg;Mchy aft; 16BH | | P139′ | B22′ F50′ | 20900 | | | | | 3SB;Bethlehem S. B. Corp; | S.S.No.1,Balt8,26; | |
| | sub.sig; 7BH to Fbd dk | | | | | | | | | 1286IHS;WP220lbs;4500SHP;EAC; | M.&B.S:shifts drn8,26;SBP;CL | |
| | Wireless; 9BH in Wings | | | | | | | | | DB;d rpd7,25;Dkd,s rps8,26 | | |
| | Oil fuel F. P. above 150° F. C-46 | | | | | | | | | | | |
| | W.B.—A.P.322t;D.B.a73′252t | | W.T | .330′21149t | | D.T.f.27′ | 866t; | F.P.662t | | | | |
| | F.O. D.T. | 20′106 | St | D.T. | | f.28′16 | 09t | | | | | |
| 9084 | **Marques de Chavarri** | Scw | Sp | Bilbao | 2002 | | 1918 | Bilbao, | Soc. Anon. | Stm Tbns; | | BL |
| | Steel | | 312.1 | 47.9 \| 21.8 | | | 6 | (Soc. Anon. [Sp. Espanola de Const. Nav.) | Altos Hornos de Vizcaya | 2SB;WP200lbs | | |
| HTWP | 1D;Mchy aft;Wireless;W. Bal 5BH | | P76′ | F39′ | 3256 | | | | | | | |
| 9085 | **Marques de Urquijo** | Scw | Sp | Bilbao | 1634 | | ′94 | Sunderland, | Soc. Anon. | 3Cyl TE 20,37,61x42; | | |
| | xCarlos xBenhead xCyrano Steel | | 300.4 | 40.1 \| 18.9 | 2567 | | 1 | (Short [Eng. Bros.) | Altos Hornos de Vizcaya | 2SB;WP160lbs | | |
| HTVW | 1D;Web frms;Wireless;W. Bal 6BH | | | B120′ | | | | | | | | |
| 9086 | **Marques del Turia** | Scw | Sp | Valencia | 1045 | | ′92 | W. Hartle- | Cia. Trans- | 3Cyl TE 20,30½,51x36; | | V |
| | xValazquez-Duro Steel | | 259.7 | 36.6 \| 15.1 | 1754 | | 2 | pool, Eng. | Mediterranea | 2SB;WP150lbs;750IHP. | | |
| HTWJ | 2D;Well dk;Web frms; 6BH | | P27′ | | | | | (W. Gray & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 9087 | **Marquesa** | Scw | Br | Liverpool | 5604 | | 1918 | Pt. Glasgow, | Furness, | 2-3Cyl TE 26,42,70x45; | | BL |
| 140,586 | Steel | Twin | 430.2 | 61.1 \| 35.7 | 8979 | | 7 | (W. Ham- [Scot. | Houlder & | 5SB;WP200lbs | | |
| JTSN | 3D;Shel dk;Wireless;W. Bal 7BH | | | B257′ F41′ | | | | lton & Co., Lim.) | Argentine Lines (Lim.) | | | |
| 9088 | **Marquette** | Scw | Br | Midland | 3789 | | 1908 | Cleveland, | Steamships | 3Cyl TE 22½,36,60x42; | (★100(GL) | |
| 134,511 | xGlenshee Steel | | 480 | 54 \| 26 | 5667 | | | (American [Ohio S. B. Co.) | Limited | 2SB;WP180lbs;1600IHP. | P.S.4,26 | |
| | 1D;B;Wireless;W. Bal 4BH | | | | | | | | | | | |
| 9089 | **Marquette** | Scw | Am | Marquette | 3678 | | 1906 | Ecorse, | Cleveland | 3Cyl TE 20,33½,55x42; | 100(GL) | |
| 203,540 | xE. L. Wallace Steel | | 420 | 52.2 \| 29 | 4956 | | 9 | (Great [Mich. Lakes Eng. Co.) | Cliffs S.S. Co. | 2SB;WP185lbs;1338IHP. | P.S.4.25 | |
| | 1D;Mchy aft;W. Bal 3BH | | | | | | | | | | | |
| 9090 | **Marquette & Bessemer No. 1** | Scw | Am | Erie | 998 | | 1903 | Buffalo, | Marquette & | 3Cyl TE 17,27½,46x36; | | |
| 200,537 | Steel | | 241 | 43 \| 22.4 | 1732 | | 12 | (Buffalo [N. Y | Bessemer Dock | 1SB;WP170lbs;850IHP. | | |
| | 2D;Mchy aft;Wireless | | | | | | | S. B. Co.) | & Nav. Co. | | | |
| 9091 | **Marquette & Bessemer No. 2** | Scw | Am | Erie | 1516 | | 1910 | Cleveland, | Marquette | 2-3Cyl TE 19,31,52x36; | | |
| 208,021 | Steel | Twin | 338 | 56 \| 19.5 | 2583 | | | (American [Ohio | & Bessemer | 4SB;WP175lbs;2300IHP. | | |
| | 2D;Mchy aft;Wireless 5BH | | | | | | | S. B. Co.) | Dock & Nav. Co. | | | |
| 9092 | **Marquis Roen** | Scw | Am | Charlevoix | 66 | | 1921 | Charlevoix, | John Roen | 2CylC 12,36x17; | 95(GL) | |
| 221,243 | Wood | | 84 | 24 \| 7 | 98 | | | (Roy [Mich. Ranger.) | | 1FB;WP150lbs;200IHP. | P.S.8,26 | |
| | 1D | | | | | | | | | | | |
| 9093 | **Mars** | Scw | Swd | Helsnborg | 854 | | ′82 | So. Shields, | M. Wedlin, | 2CylC 26½,57x36; | | BL |
| 5,407 | xTorbjorn xWaterloo Iron | | 255 | 36 \| 17.5 | 1449 | | 8 | (J. Read- [Eng. | Mgr. | 2SB;WP80lbs | | |
| JTCR | 1D;B;Well dk;W. Bal 4BH | | B26′ | F32′ | | | | head & Co.) | | | | |
| 9094 | **Mars** | Scw | Nor | Fredrkstd | 399 | | 1909 | Hoboken, | T. Wil- | 3Cyl TE 14,23,38x27; | | N |
| | Steel | | 195.5 | 30.3 \| 11.2 | 715 | | 6 | (Chantiers [Hol. | helms, Mgr. | 1SB;WP180lbs | | |
| MFQV | 1D;W. Bal 4BH | | F25′ | B15′ | | | | Navale Anversois.) | | | | |
| 9095 | **Mars** | Scw | Am | Phila. | 139 | | ′90 | Camden, | Tug Boat | 2CylC 22,40x28; | | |
| 92,153 | Iron | | 117.2 | 23 \| 15.7 | 278 | | | N. J. | Mars Co. | 750IHP. | | |
| KGVD | 1D | | | | | | | | | | | |
| 9096 | **Marsala** | Brg | Am | Duluth | 4667 | | 1900 | Chicago, | Pittsburg | Stl;2BH | | |
| 93,021 | | Sch | 436 | 50.2 \| 24.2 | 5039 | | 4 | (Chicago [Ill. S. B. Co.) | S.S. Co. | | | |
| | 1D;B;W. Bal | | | | | | | | | | | |
| 9097 | **Marsala** | Bkt | Am | New York | 2173 | | 1919 | Pascagoula, | Fields S. | YP;Gif (Sltd) | | |
| 219,299 | | 5 M | 284.3 | 45.4 \| 22.4 | 2422 | | | (Inter- [Miss. | Pendleton | | | |
| LTWC | 1D | | | | | | | national S. B. Co.) | | | | |
| 9098 | **Marsella** | Scw | Hol | Willmstd. | 1486 | | 1924 | Rotterdam, | Curacao- | 2-3Cyl TE 12,20,33x24; | | BL |
| | Steel | Twin | 305 | 50.2 \| 15.1 | 2698 | | 6 | (Rotterdam [Hol. | sche Scheepv. | 2SB;WP180lbs | | |
| TNYJ | 1D;Long. frmg;Mchy aft; 8BH | | F29′ | | | | | Droogd. Maat.) | Maats. | | | |
| | Oil in bulk;Oil fuel;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9099 | **Marsodak** | Scw | Am | San Fran | 2175 | 5′ 9″ / 22′ 11″ | 1919 | Newark, | Charles | Stm Tbn; | ✠A1Ⓔ | |
| 218,943 | Steel | | 324 | 46.2 \| 25 / 28′ 6″ | 3545 | | 10 | (Submarine Boat Corp.) [N. J. | Nelson Co. | Westinghouse E. & M. Co; | ✠AMS | |
| LSWK | 1D;2d dk at ends; 7BH | | | | 5500 | | | | | 2WTB;Babcock & Wilcox Co; | | |
| | Wireless;SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | shft drn7,26;M.S.8,26; | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd,rps8,26;s rps9,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′394 | t..... | .F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t.... | ..... | S.T.31 | t..... | | | | | | | | |
| 9100 | **Marstenen** | Scw | Nor | Bergen | 1114 | | 1915 | Fredrikstad, | Vilhelm | 3CylTE20½,33,56x36; | | N |
| | Steel | | 265 | 42.1 \| 17.9 | 1832 | | 8 | (Fredrikstad [Nor. | Torkildsen | 2SB;WP180lbs | | |
| MLKC | 1D;Wireless;W. Bal 4BH | | P23′ | B71′ F29′ | | | | Mek. Verksted.) | | | | |
| 9101 | **Marta** | Scw | Swd | Helsngbrg | 1371 | | '89 | Whitby, | Anders | 3CylTE20,33,54x36; | | V |
| 5,651 | xEmma Mejakowa Steel | | 255.4 | 33.1 \| 18.1 | 1841 | | 2 | (T. Turnbull [Eng. | Nilsson, Mgr. | 2SB;WP160lbs;800IHP. | | |
| JVCH | 1D;B;Well dk;W. Bal;Wireless 5BH | | P28′ | B112′ F32′ | | | | & Son.) | | | | |
| 9102 | **Martaban** | Scw | Br | Glasgow | 3208 | | 1904 | Dumbarton, | British & | 3CylTE28,46,76x54; | | C |
| 119,165 | Steel | | 410.8 | 52.2 \| 28.2 | 5113 | | 9 | (Wm. [Scot. | Burmese S. N. | 3SB;WP180lbs;292RHP. | 2dS.S.No.2,Glsg9,25;A.S.6,26; | |
| HBJC | 2D;Deep frmg;Oil fuel; 6BH | | P38′ | B137′ F44′ | | | | Denny & Bros.) | Co. (Lim.) | | shft drn6,24;M.&B.S.6,26 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 9103 | **Marte** | Scw | It | Genoa | 3295 | | 1917 | Palermo, | Soc. Ligure | 3CylTE26,42,69x48; | | C-I |
| 819 | Steel | | 395 | 51.7 \| 27.6 | 5290 | | 5 | (Cant. Nav. [It. | de Armamento | 2SB;WP180lbs;357RHP. | | |
| NYIB | 1D;Deep frmg;Wireless;W. Bal 8BH | | P37′ | B118′ F37′ | | | | Riunitl.) | | | S.S.No.2,Gen10,25; | |
| | | | | | | | | | | | B.S.2.25;n shft10,25; | |
| | | | | | | | | | | | M.S;shft drn2,26 | |
| 9104 | **Marte** | Scw | Sp | Bilbao | 2399 | | 1900 | London- | J. M. Gar- | 3CylTE24,40,67x45; | | BL |
| | Steel | | 361 | 46.2 \| 17.9 | 3714 | | 3 | derry, Eng. | telz, Mgr. | 2SB;WP180lbs | | |
| HTWC | 1D;Deep frmg;Spar dk; 6BH | | | 25.8 | | | | (Londonderry S. B. | | | | |
| | W. Bal;Wireless | | P31′ | B108′ F32′ | | | | & E. Co., Lim.) | | | | |
| 9105 | **Marten** | Brg | Am | St. Mich'l | 416 | | 1905 | Winslow, | Northern | YF;Icf | | |
| 162,438 | | | 161 | 39.5 \| 7.6 | 416 | | | Wash. | Com'l Co. | | | |
| | 1D | | | | | | | | | | | |
| 9106 | **Martha** | Brg | Am | Duluth | 2633 | | '96 | Chicago, | Pittsburg | Stl;2BH | | |
| 92,697 | | Sch | 352 | 44.2 \| 22.3 | 2815 | | 3 | (Chicago [Ill | S.S. Co. | | | |
| | 1D;W. Bal | | | | | | rb'24 | S. B. Co.) | | | | |
| 9107 | **Martha** | Sch | Fr | Fecamp | 700 | | 1905 | Mystic, | Jerome | O,YP;Gif(Sltd) | ✠ — — | |
| | xClara Davis | 4 M | 178 6 | 38.6 \| 13.7 | 761 | | 10 | (W. J. [Conn | Malandrin | | Suspended6,19 | |
| OMWL | 1D | | | | | | | Baker.) | | | | |
| 9108 | **Martha Buehner** | Scw | Am | San Fran. | 465 | | 1911 | North Bend | Stout | 2CylC18,38x30; | | |
| 209,565 | xA. M. Simpson Wood | | 193 | 42.5 \| 13.6 | 774 | | 12 | Ore. | Lumber Co. | 2Blrs;WP150lbs;600IHP. | | |
| LCHK | 1D Oil fuel | | | | | | | | | | | |
| 9109 | **Martha C** | MV | Am | Duluth | 67 | | 1924 | Manitowoc, | Great Lakes | 6CylOilEng14x18; | | |
| 223,766 | Steel | Tug | 79.8 | 21 \| 9 | 99 | | | (Manitowoc [Wis. | Dredge & Dock | 300BHP. | | |
| | 1D 3BH | | | | | | | S. B. Corp.) | Co. | | | |
| 9110 | **Martha Foss** | Scw | Am | Seattle | 88 | | '86 | Astoria, | Alaska | ---------- | | |
| 157,183 | xDolphin Wood | | 87.5 | 22.4 \| 8.7 | 149 | | | Ore. | Fish Salting and | | | |
| | 1D | | | | | | | | By-Products Co. | | | |
| 9111 | **Martha Hemsoth** | Scw | Ger | Bremen | 2957 | | 1921 | Kiel, | Wilhelm | Stm Tbn; | | G |
| | Steel | | 407.6 | 54.4 \| 24.8 | 4971 | | 5 | (Deutsche [Ger | Hemsoth, A. G. | 3SB;WP192lbs | | |
| RCKV | 2D;Wireless;W. Bal 1BH | | P24′ | B18′ F35′ | | | | Werke A. G.) | | | | |
| 9112 | **Martha S. Chandler** | Brg | Am | New York | 302 | | 1914 | Kingston, | Jacob Rice | Wd | | |
| 165,871 | | | 112.7 | 33 \| 8.7 | 302 | | | (Jacob [N. Y. | | | | |
| | 1D | | | | | | | Rice.) | | | | |
| 9113 | **Martha Washington** | Scw | It | Trieste | 4920 | | 1908 | Pt. Glasgow, | Cosulich | 2-3CylTE27½,45,75¾x51; | — — | I |
| 476 | Steel | Twin | 459.5 | 55.8 \| 24 | 8347 | | 4 | (Russell [Scot. | Soc. Triestina | 3SB;WP180lbs;6500IHP. | — — | |
| NYLM | 3D;Deep frmg;SUB.SIG; 8BH | | | 26′ 9″ | | | | & Co.) | de Nav. | | Cancelled3,24 | |
| | Wireless;W. Bal | | P74′ | F89′ | | | | | | | | |
| 9114 | **Marthara** | Scw | Br | Glasgow | 3105 | | 1926 | Glasgow, | S.S. | 3CylTE25,41,68x51; | | BL |
| 148,886 | Steel | | 403 | 52.2 \| 27.3 | 4999 | | 1 | (D. & W. [Scot. | Magdale Co. | 3SB;WP180lbs | | |
| KTPR | 2D;Wireless;W. Bal 6BH | | P45′ | B125′ F46′ | | | | Henderson & Co., | (Lim.) | | | |
| | | | | | | | | Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9115 | **Marti**<br>xAdelheid Steel<br>1D;Super dk;Web frames 4BH | Scw | Cuban<br>291.6 | Havana<br>41.3 \| 25.9 | 1767<br>2746 | | 1903<br>6 | Flensburg,<br>(Flensburg, [Ger. Schiffsg Ges.) | Cuban Govt. | 3Cyl TE20$^{9}_{16}$,35$^{3}_{4}$,55x35;<br>Flensburg Schiffsg Ges;<br>1SB;Flensburg Schiffsg Ges;<br>6SGS;3473HS;WP170lbs;<br>850IHP;DB,EAC;Dkd,rps7,26 | A1 Coastwise & W. I.<br>AMS<br>2dS.S.No 3,Hvna7,26;<br>M.S.2,24;B.S;shft drn7,26;Scip | |
| 9116<br>131,057 | **Martian**<br>xMars Steel<br>1D;B;Mchy aft;W. Bal 3BH | Scw | Br<br>346 | Pt. Arthur<br>48.5 \| 28 | 2010<br>3396 | | 1901<br>rb '23 | Wyandotte,<br>Mich.<br>(Detroit S. B. Co.) | Canada<br>S.S. Lines (Lim.) | 3Cyl TE22,33,58x42;<br>2SB;WP188lbs;1480IHP. | 95(GL)<br>P.S.4.26 | |
| 9117<br>216,581<br>LMDR | **Martin**<br>1D | Sch<br>Aux | Am<br>109.4 | Reedville<br>19.9 \| 8.4 | 76<br>141 | | 1918 | Weems,<br>(Humphreys [Va. Railway, Inc.) | Bellows &<br>Squires Co., Inc. | Wd;<br>Oil Eng;100IHP. | | |
| 9118<br>209,605 | **Martin J. Gillen**<br>Wood<br>1D | Scw | Am<br>70 | Detroit<br>20 \| 8.2 | 44<br>81 | | 1912 | Green Bay,<br>(Thall.) [Wis. | Dunbar &<br>Sullivan Dredging Co. | 2CylC16,29x24;<br>1FB;WP130lbs;225IHP. | 90(GL)<br>P S 9,26 | |
| 9119<br>208,698<br>LBWC | **Martin J. Marran**<br>Wood<br>1D | Scw | Am<br>155.6 | N. London<br>23.1 \| 12.9 | 144<br>308 | | 1911 | Rockland,<br>Me. | Fisheries<br>Products Co. | 800IHP. | | |
| 9120<br>201,025 | **Martin Mullen**<br>Steel<br>1D;B;Mchy aft;W. Bal 3BH | Scw | Am<br>416 | Fairport<br>50 \| 24 | 2926<br>4093 | | 1904<br>6 | Cleveland,<br>Ohio<br>(Amer. S. B. Co.) | Pioneer<br>S.S. Co. | 3Cyl TE22,35,58x40;<br>2SB;WP170lbs;1500IHP. | | |
| 9121<br>OFUC | **Martiniere**<br>xDuala xArmanistan Steel<br>2D;Wireless;W. Bal 6BH | Scw | Fr<br>360<br>P25′ | Nantes<br>47.1 \| 22.8<br>B86′ F37′ | 2372<br>3871 | | 1911<br>2 | W. Hartle-<br>pool, Eng.<br>(W. Gray & Co., Lim.) | Cie. Nantaise de Nav. a Vap. | 3Cyl TE25,40,65x42;<br>2SB;WP180lbs;2300IHP. | | BL |
| 9122<br>219,939<br>LWJS | **Martinique**<br>xPulwico Steel<br>1D;Wireless;W. Bal; 4BH<br>Oil fuel F. P. above 150° F. C-29<br>W.B.—A.P.105t.....D.B 201′41<br>F.O.—A.P. 98t;D.T.a12′80t;D.B 158′29 | Scw | Am<br>251<br>P24′<br>lt.....<br>3t;W.T | New York<br>43.6 \| 25.8<br>28′ 2″<br>B64′ F19′<br>.....F.P.71t<br>.30′208t..... | 1586<br>2559<br>4050 | 4′ 2″<br>24′ 2″ | 1920<br>4 | Toledo,<br>(Toledo [Ohio S. B. Co.) | Colombian<br>S.S. Co. | 3Cyl TE22,36,59x42;<br>Toledo S. B. Co;<br>2SB;Toledo S. B. Co;<br>4640HS;WP180lbs;1500IHP;<br>Dkd,d rpd10,26 | ✠A1Ⓔ<br>✠AMS<br>S.S.No.1,NY5,24;<br>n shft6,22;M.S.5, 24;<br>shft drn6,25;B.S.6,26;SBP;CL | |
| 9123<br>OMXE | **Martinique**<br>xNorham Castle Iron<br>3O;Wireless;W. Bal 10BH | Scw | Fr<br>381.1<br>B100′ | Bordeaux<br>48 \| 31.3<br>F59′ | 2440<br>4362 | | '83 | Glasgow,<br>(J. Elder [Scot. & Co.) | Cie. Gen. Transatlantique | 3Cyl TE36,60½,96x60;<br>3DB;WP160lbs;4500IHP. | | V |
| 9124<br>92,191<br>LPJF | **Maruba**<br>Steel<br>2D;Mchy aft;Web frms; 8BH<br>SUB.SIG;W. Bal | Scw | Am<br>290.6 | Boston<br>40.3 \| 21.1 | 1487<br>2637<br>3800 | | '90<br>5 rb 9,19 | Cleveland,<br>(Globe [Ohio Iron Wks.)<br>Detroit, Mich.<br>(Imperial S. B. Co.) | Inter-Coast<br>S.S. Co., Inc. | 3Cyl TE24,38,61x42;<br>2SB;WP160lbs;1200IHP | | |
| 9125<br>216,739<br>LMKG | **Mary**<br>xLake Monroe Steel<br>1D;Oil fuel;SUB.SIG;Wireless; 6BH<br>W. Bal | Scw | Am<br>250.5<br>P25′ | New York<br>43.7 \| 20.4<br>B64′ F26′ | 1286<br>2150 | | 1918<br>8 | Manitowoc,<br>(Manitowoc [Wis. S. B. Co.) | A. H. Bull<br>S. S. Co. | 3Cyl TE21,35,59x42;<br>2SB;WP190lbs;1550IHP. | | BL |
| 9126<br>NTCV | **Mary**<br>xGrovehill Steel<br>1D;Deep frmg;Wireless;W. Bal 4BH | Scw | Dan<br>278.8<br>P25′ | Esbjerg<br>40.1 \| 18.2<br>B66′ F29′ | 1124<br>1824 | | 1908<br>7 | W. Hartle-<br>pool, Eng.<br>(Irvine's S. B. & D. D. Co., Lim.) | Chr. Andresen, Mgr. | 3Cyl TE20½,33,54x36;<br>2SB;WP180lbs | 2dS.S.No.1,Cphgn3,25;A.S.8,26<br>shft drn3,25;M.&B.S.8,26 | C |
| 9127<br>150,481 | **Mary A. Daryaw**<br>xKewaunee<br>1D | Sch | Br<br>123.8 | Kingston<br>27.4 \| 8.3 | 195<br>217 | | '66<br>rb '09 | Port Huron,<br>(Leighton.) [Mich. | Chauncey Daryaw | O | 80CF(GL)<br>P.S.4,26 | |
| 9128<br>91,458<br>JWDQ | **Mary A. Fisher**<br>1D | Sch<br>C B | Am<br>85.5 | Baltimore<br>26.9 \| 6.6 | 110<br>116 | | '82<br>6 | Sayreville,<br>N. J. | C. T. Beauchamp | WO,YP;Gif | | |
| 9129<br>162,450 | **Mary A. Hooper** | Brg | Am<br>195 | Wilm'gton | 282<br>313 | | 1905 | Pocomoke<br>City, Md.<br>(James Tull.) | Eastern Transportation Co. | YP;Gif | | |
| 9130<br>166,045 | **Mary A. Kennelly**<br>1D | Brg | Am<br>116 | New York<br>30.8 \| 13 | 480<br>480 | | 1914 | Athens,<br>(R. [N. Y. Lenahan.) | John P. Feeny | Wd | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9131 165,737 | **Mary B. Howard** xE. H. Raquet 1D | Brg | Am 128 | New York 3 \| 15 | 642 642 | | 1914 | Kingston, (Jacob Rice.) [N. Y. | Thomas J. Howard | Wd | | |
| 9132 218,920 LSVR | **Mary Bradford Peirce** 2D | Sch 4 M | Am 198.3 | Boston 39.2 \| 18.8 | 1029 1133 | | 1919 9 | Boothbay Harbor, Me. (Atlantic Coast Co.) | New England Maritime Co. | Hk,F,Hw;Gif | | V |
| 9133 91,579 | **Mary Buckley** 1D | Sch | Am 98.5 | Baltimore 28.5 \| 6.4 | 117 124 | | '83 7 | Tottenville, N. Y. | T. Dunn | O,Hw;Icf | | |
| 9134 223,767 | **Mary C** Steel 1D 3BH | MV | Am 79.8 | Duluth 21 1 \| 9 | 67 99 | | 1924 | Manitowoc, (Manitowoc S. B. Corp.) [Wis. | Great Lakes Dredge & Dock Co. | 6CylOilEng14x18; 300BHP. | | |
| 9135 207,707 LBPH | **Mary C. McNally** xMay Wood | Scw | Am 88.5 | Phila. 21 \| 9.5 | 82 121 | | 1910 | Milford, Del. | James J. McNally | 2CylC; 1SB;275IHP. | | |
| 9136 142,112 | **Mary C. Santos** 1D | Sch | Br 97.4 | St. Johns 24.5 \| 11.6 | 91 122 | | 1904 | Essex, Mass. | W. A. Cecil | ---------- | | |
| 9137 214,363 LGHF | **Mary Chilton** O,YP;If 1D;B 6BH | SW | Am 205.2 | Boston 32.6 \| 12.2 | 392 922 | | 1916 5 | Boston, (Wm. McKie) [Mass. | Nantasket Beach Steamboat Co. | VB51x120; 2FB;WP52lbs;1600IHP. | | |
| 9138 91,304 | **Mary D. Hume** Wood 1D | Scw | Am 98.2 | Pt. T'send 23 \| 10 | 105 155 | | '81 | Ellenburg, Ore. | American Tugboat Co. | 2CylC12,28x—; 1WTB;WP225lbs;318IHP. | | |
| 9139 221,994 MDLK | **Mary Dollar** xHans 2D | Bk | Am 335.5 | San Fran. 49.6 \| 26.5 | 2880 3102 | | 1904 | Pt. Glasgow, (W. Hamilton & Co.) [Scot. | The Robert Dollar Co. | Stl | | |
| 9140 | **Mary E. Foster** 1D | Sch | Am 202.2 | Honolulu 40.2 \| 15.9 | 839 950 | | '98 12 | Pt. Blakeley, Wash. (H. K. Hall.) | Allen & Robinson | YF;Gicf(Sltd) | | |
| 9141 91,247 | **Mary E. Gordon** Wood 2D | Scw | Am 89 | New York 22 \| 6.2 | 113 150 | | '80 | Rondout, N. Y. | Davis Transp. Lines | 1Cyl; 1Blr;WP80lbs;90IHP. | | |
| 9142 223,658 | **Mary E. Meseck** Wood 1D | Scw | Am 74.8 | New York 22 \| 9.4 | 70 103 | | 1924 | Tottenville, (A. C. Brown & Sons.) [N. Y. | Meseck Towing & Transp. Co. | 1Cyl18x24; 1Blr;WP150lbs;400IHP. | | |
| 9143 210,948 LCTG | **Mary E. Moore** xAgnes Dollar Steel 1D;Oil fuel;Wireless;W. Bal 4BH | Scw Twin | Am 221.5 | Marshfield 40 \| 22.5 | 1256 1783 | | 1913 2 | Long Beach, (Craig S. B. Co.) [Cal. | Moore Mill & Lumber Co. | 2-2CylC13,30x24; 2SB;WP160lbs;790IHP. | | V |
| 9144 225,894 MGFL | **Mary Elizabeth** 1D | Sch | Am 85.8 | N.Bedford 22.4 \| 10.2 | 114 114 | | '77 3 | Chester Basin, N. S. (Ferguson.) | Joseph J. Monte | Wd | | |
| 9145 138,657 | **Mary F. Anderson** 1D | Sch | Br 139.3 | Pictou 34 \| 11.5 | 375 443 | | 1920 | River John, (C. H. McLennan.) [N. S. | Anderson & McLennan | Wd | | |
| 9146 93,213 KRHQ | **Mary F. Barrett** 2D;B | Sch 5 M | Am 241.4 | Bath 43.3 \| 24.7 | 1564 1833 | | 1901 11 | Bath, (G. G. Deering.) [Me. | G. G. Deering & Co. | O,YP;Gicf(Sltd) | | |
| 9147 200,226 KSND | **Mary F. Curtis** 1D | Sch Aux | Am 101.3 | Gloucester 24 \| 11.2 | 65 121 | | 1903 9 | Essex, Mass. | Gorton-Pew Vessels Co. | Wd; Gas Eng;120BHP | | |
| 9148 141,406 TPJM | **Mary G. Duff** 1D | Trn | Fr 143 | ---------- 32.5 \| 11.6 | 349 393 | | 1919 11 | Chester Basin, N. S. (Chester Basin S. B. Co.) | ---------- | Bch,Sp,P;Gif | ✠ — — Suspended2,25 | |
| 9149 219,791 LWCP | **Mary G. Maynard** 1D C-26 | Sch 4M | Am 184.1 | Boston 36.6 \| 14.9 | 654 735 | | 1920 3 | Boothbay Harbor, Me. (East Coast Ship Co.) | Boston Maritime Corp. | Hw,O,Bch,F;Gif; d rpd12,21;clk dk7,23; clk,s dk clkg3,25;s rps11,26 | ✠A1 S.S.No.1,Bost3,25 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9150 | **Mary Groh** | Scw | Am | Pt. Huron | 69 | | '73 | Black River, | Toledo | 1Cyl18x20; | | |
| 90,489 | Oak | | 112.7 | 22.6 \| 8 | 139 | | Ohio | Plaster & Sand Co. | 1FB;WP90lbs;154IHP. | | |
| | 1D | | | | | | rb '02 | (H. D. Root.) | | | | |
| 9151 | **Mary H.** | Scw | Am | Sandusky | 165 | | '86 | Nicollet, | J. Home- | 1Cyl14x14; | | |
| 126,364 | xCity of Nicollet Oak | Drg | 116 | 29.5 \| 7.2 | 208 | | | Wis. | gardner | 1SB;WP120lbs;75IHP. | | |
| | 1D | | | | | | | | | | | |
| 9152 | **Mary H. Boyce** | Scw | Br | Toronto | 478 | | '88 | Grand | N. M. | 2CylC18,40x36; | | |
| 140,994 | Wood | | 181 | 34 \| 13.7 | 863 | | | Haven, Mich. | Patterson Co. | 1SB;WP120lbs;375IHP. | | |
| | 1D | | | | | | rb'24 | (D. Robertson.) | (Lim.) | | | |
| 9153 | **Mary H. Diebold** | Sch | Am | Boston | 1397 | | 1920 | Newcastle, | Boston | F,Sp,Hw;Gif(Sltd) | ✠A1 | |
| 220,894 | | 5 M | 223.5 | 42.8 \| 22.6 | 1516 | | 12 | (Richard [Me. | Maritime Co. | DB;s dk clkg4,23;clk t6,25; | S.S.No.1,Bost6,25 | |
| MCDV | 2D | | | | | | | Diebold.) | | d rpd,s b clkg4,26 | | |
| 9154 | **Mary H. Hirtle** | Sch | Br | Lunenb'rg | 110 | | 1920 | Lunenburg, | James | O,Sp,F,Bch;Gif | — — | |
| 141,411 | | | 124.2 | 26.8 \| 10.6 | 169 | | 8 | (Smith [N. S. | Hirtle | | Suspended11,25 | |
| | 1D | | | | | | | & Rhuland.) | | | | |
| 9155 | **Mary Jones** | Trn | Br | Bideford | 73 | | '63 | Flint, | W. H. Shaw | Wd(Sltd) | | |
| 44,050 | | Aux | 93 | 22.1 \| 10.7 | 118 | | 5 | (D. Jones.) [Wales | | 2CylOilEng11¾x12 | | |
| TRLN | 1D | | | | | | | | | | | |
| 9156 | **Mary Langdon** | Sch | Am | New York | 97 | | '45 | Thomaston, | Boston Ship | O,YP,Hw;Gif(Sltd) | — Exp | |
| 17,371 | | | 78.6 | 22.1 \| 8.5 | 116 | | | Rockland, Me. | Brokerage Co. | | | |
| | 1D | | | | | | rb '02 | (Cobb, Butler & Co.) | | | | |
| 9157 | **Mary Lee** | Sch | Am | Wash'gt'n | 104 | | '72 | Laurel, | J. H. Carter | O,YP;Gif(Resltd) | — Exp | |
| 75,430 | xJohn McGinnis | C B | 98.7 | 23.7 \| 8.2 | 130 | | 6 | Del. | | | | |
| JMHF | 1D | | | | | | | | | | | |
| 9158 | **Mary Luckenbach** | Scw | Am | New York | 3382 | 6′ | 1920 | East San | Luckenbach | 3CylTE24½,41½,72x48; | ✠A1Ⓔ Oil Carrier. | |
| 220,900 | Steel | | 410.5 | 54.3 \| 27.2 | 5607 | 24′ | 12 | Pedro, Cal. | S. S. Co., Inc. | Llewellyn Iron Wks; | ✠AMS | |
| MCFG | 2D;Mchy aft;W. Bal; 15BH | | | 29′ 9″ | 8400 | | | (Southwestern | | 3SB;Willamette Iron & Steel Wks; | S.S.No.1,NY1,25; | |
| | Wireless; 7BH to Fbd dk | | P109′ | B31′ F46′ | | | | S. B. Co.) | | 8112HS;WP210lbs;2800IHP;EAC; | M.&B.S.1,25;shft drn4,26; | |
| | SUB.SIG; 8BH to 2d dk | | | | | | | | | Dkd,d rpd4,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.280t;D.B.a68′124t | | | D. T. | f.38′49 | 5t;F.P.135t | | | | | | |
| | F.O. D.T | a11′34 | 8t;D.T | f.14′532t;D. T. | f.38′46 | 2t | | | | | | |
| 9159 | **Mary O'Boyle** | Brg | Am | New York | 383 | | 1906 | Rondout, | Anthony | Wd | | |
| 166,611 | | | 109.2 | 27.9 \| 11.9 | 383 | | | (Albert [N. Y. | O'Boyle | | | |
| | 1D | | | | | | | M. Cooper) | | | | |
| 9160 | **Mary Pauline** | Sch | Br | La Have | 122 | | 1920 | Shelburne, | D. Romkey | Wd | | |
| 141,772 | | | 124.3 | 26.6 \| 10.9 | 175 | | 1 | (W. C. [N. S. | | | | |
| | 1D | | | | | | | McKay & Sons, Lim.) | | | | |
| 9161 | **Mary R.** | Brg | Am | New York | 488 | | 1915 | Rondout, | Bouchard | Wd | | |
| 166,189 | | | 114.2 | 30.8 \| 13.4 | 488 | | | (Jacob Rice [N. Y | Transp. Co. | | | |
| | 1D | | | | | | | & Sons.) | | | | |
| 9162 | **Mary Ruth** | Sch | Br | La Have | 104 | | 1918 | Shelburne, | William | Wd | | |
| 138,649 | | | 101.2 | 26.3 \| 11 | | | [N. S. | Duff | | | |
| | 1D | | | | | | | | | | | |
| 9163 | **Mary Weems** | Scw | Am | Baltimore | 1903 | | 1918 | Elizabeth- | Baltimore & | 3CylTE21½,35,58x42; | ✠ — — | BL |
| 216,822 | xPlainfield Steel | | 299.4 | 45 \| 22.8 | 3133 | | 9 | port, N. J. | Carolina S.S. Co. | 2SB;WP190lbs;1500IHP. | ✠ — — | |
| LMQW | 1D;W. Bal;Wireless; 6BH | | | 25′ 3″ | 3500 | | | (Bethlehem | | | Suspended2,24 | |
| | SUB.SIG;Oil fuel | | P & B | 229′ 40′ | | | | S. B. Corp.) | | | | |
| 9164 | **Mary & Frank** | Brg | Am | New York | 390 | | '99 | Kingston, | Cleary Bros. | Wd | | |
| 166,624 | | | 113.5 | 27.3 \| 12.3 | 390 | | | (Jacob N. Y. | | | | |
| | 1D | | | | | | rb '10 | Rice.) | | | | |
| 9165 | **Maryland** | Scw | Am | Baltimore | 271 | | 1922 | Brooklyn, | Maryland | 2CylC18,38x26; | | |
| 221,984 | Steel | | 139.8 | 25 \| 13.3 | 398 | | | N. Y. | Pilots Assn. | 1SB;WP180lbs;650IHP. | | |
| MDLJ | 3BH | | | | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9166 214,687 LGQJ | **Maryland** 1D | Brg Sch | Am 228.7 | Baltimore 40 \| 16 | 1257 1371 | | 1917 1 | Wilmington, (American [Del. Car & Fdy. Co.) | The P. Dougherty Co | O,YP,Hk;Gif(Sltd) | ✠ — — Suspended9,19 | |
| 9167 204,242 KWDP | **Maryland** Steel 2D;B 6BH | Scw Twin | Am 249.5 | C. Charles 40.1 \| 14.1 | 827 1369 | | 1907 7 | Sparrows Point, Md. (Maryland Steel Co.) | N.Y., Phila. & Nfk R.R. Co | 2-3CylTE17,27½,44x46; 1900IHP. | | |
| 9168 MVRP | **Maryland** 1D | Sch Aux | Nor 103.4 | Bodo 24.6 \| 10.3 | 64 123 | | 1904 6 | Essex, Mass | Julius Jensen m. f. | O,YP;Icf; 2CylOilEng. | | |
| 9169 132,044 JDKC | **Maryland** Steel 3D;B;Shel dk;SUB.SIG; Wireless;W. Bal | Scw | Br 370 | Belfast 50.2 \| 31 | 2962 4731 | | 1913 | Glasgow, (Harland & Wolff, Lim. [Scot.) | Atlantic Transport Co. (Lim.) | 4CylQE24½,35,50,73x54 | | |
| 9170 161,227 KSLF | **Maryland** xKineo Steel 2D 4BH | MV Sch Twin | Am 259.5 | Pt. Arthur 45.3 \| 22.9 | 2068 2498 3200 | | 1903 5 | Bath, (Arthur Sewall & Co. [Me.) | Texas Co. | 2-6CylOilEng12x18; 600BHP;EAC;DB;clk dk12,06: d rpd8,21;Dkd,rps12,25;Exmd11,26 | ✠A1 AMS 2dS.S.No.2,NY12.25 M.&B.S;shfts drn12,25; Scip | |
| 9171 205,285 | **Maryland** xArthur E. Newbold Steel 1D;B;Mchy aft;W. Bal 4BH | Scw Sch | Am 530 | Cleveland 56.2 \| 31 | 5482 6971 | | 1908 8 | Ecorse, (Great Lakes Eng. Wks. [Mich.) | Bethlehem Transp. Corp. | 3CylTE23,37,63x42; 2SB;WP180lbs;1800IHP. | 100(GL) P.S.5,26 | |
| 9172 NDCJ | **aryland** Steel 2D;Oil fuel;Wireless;W. Bal 7BH | Scw | Dan 362.2 | Cop'hagen 50.2 \| 23.7 | 2283 3760 | | 1921 | Aberdeen, Scot (Hall, Russell & Co., Lim.) | Det Forenede Dampskibs Selsk | 3CylTE26,43,71x42; 3SB;WP200lbs;2100IHP. | | V |
| 9173 OMXR | **Maryland** xWar Noble Steel 2D;Wireless;W. Bal 6BH | Scw | Fr 410.5 P44′ | Havre 54.1 \| 27.5 B115′ F47′ | 3367 5446 | | 1919 3 | Vancouver, (J. Coughlan & Sons. [B. C.) | Cie. Gen. Transatlantique | Stm Tbn; 3SB;WP190lbs | | BL |
| 9174 93,287 | **Maryland** 1D | Brg Sch | Am 180 | Wilm'gton 34.2 \| 18 | 734 811 | | 1902 | Wilmington, Del. | Northern Barge Corp. | Stl | | |
| 9175 169,340 | **Marysville** 1D | Brg | Am 100 | New York 31.2 \| 9.2 | 268 268 | | 1925 | Boston, (Atlantic Works. [Mass.) | N. Y. Central R.R. Co. | Stl | | |
| 9176 130,655 | **Marysville** xNormandie Wood 1D | Scw | Am 160 | Detroit 35.3 \| 10.8 | 430 567 | | '94 rb '06 | Green Bay, (P. F. Thrall. [Wis.) | Lake Gravel Co. | 2CylC20,40x30; 1FB;WP125lbs;250IHP. | | |
| 9177 201 NYJI | **Masaniello** xItalia Steel 2D;Shel dk;Web frms 8BH | Scw | It 391.7 B70′ | Genoa 52.1 \| 33.4 | 3949 6366 | | 1904 | Palermo, (Cant. Nav. Siciliani [It.) | Tito Campanella Soc. di Nav. | 3CylTE27,43,73x51 | | I |
| 9178 217,924 LQTH | **Masca** Steel 1D;2d dk at ends 7BH SUB.SIG;Wireless; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252′847t;D.T. 20′394t F.O.—A.P.66t;D.B.214′643t;D.T. 20′368t | Scw | Am 324 | Newark 46.2 \| 25 \| 28′ F.P.111t S.T.31 t. | 2002 3286 5500 | 5′ 9″ 22′ 11″ | 1919 5 | Newark, (Submarine Boat Corp. [N. J.) | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd,s rpd4,21 | ✠A1Ⓔ ✠AMS Clb BB;CL (Laid up) | |
| 9179 RFGK | **Masconomo** xWinnebago Steel 2D;Mchy aft;Oil in bulk; 11BH Web frms;Wireless;W. Bal | Scw | Ger 360 P76′ | Hamburg 49.6 \| 28.9 B25′ F36′ | 2637 4512 | | 1901 11 | Newcastle. (Armstrong, Whitworth & Co. [Eng.) | Masconomo G. m. b. H. | 3CylTE24,40,66x48: 3SB;WP180lbs | | BL |
| 9180 91,818 KDGQ | **Mascotte** Iron 2D;Wireless 5BH | Scw Sch | Am 195.5 | Boston 30 \| 19.6 | 520 884 | | '85 12 | Phila., Pa. (W. Cramp & Sons S. & E. B. Co.) | Columbia Trust Co. | 3CylTE19,30,50x30; 2CRTB;WP160lbs;1250IHP. | — Exp | |
| 9181 219,802 LWDG | **Mascoutin** xPylos Steel 1D | Scw | Am 141.5 | 27.7 \| 14.8 | 91 429 | | 1920 | Green Bay, (Northwest Eng. Wks. [Wis.) | U. S. Govt. (Treasury Dept.) | 3CylTE; 2SB;800IHP. | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material. Detail of Decks, etc. | Rig. | Nation. | Hailing Port. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey, No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9182 | **Masilia** | Scw | Swd | Gothenb'g | 1292 | | 1917 | Oskarshamn | Rederiak- | 3Cyl TE 22½,35,58x36; | | BL |
| 5,917 | Steel | | 270.6 | 41.1 \| 24.1 | 2198 | | 8 | (Oskarshamn M. V. Aktieb.) | tieb Svenska Lloyd | 2SB;WP185lbs | | |
| KBDS | 1D;Shel dk;W. Bal;Wireless 4BH | | | | | | | | | | | |
| 9183 | **Masirah** | Scw | Br | Liverpool | 4313 | | 1919 | Glasgow, | T. & J. | 3Cyl TE 26,45,75x54; | | BL |
| 140,627 | Steel | Sch | 448 | 56 \| 31.8 | 6836 | | 6 | (C. Connell & Co., Lim.) [Scot. | Brocklebank (Lim.) | 2DB;WP200lbs | | |
| KBLF | 2D;Wireless;W. Bal 7BH | | P102′ | B163′ F49′ | | | | | | | | |
| 9184 | **Masquerader** | MV | Am | New York | 118 | | 1920 | College Pt., | Caleb S. | 2-6Cyl GasEng 6½x9; | | |
| 220,726 | Wood | Twin | 79.7 | 21.8 \| 7 | 135 | | | (College Point Boat Corp.) [N. Y. | Bragg | 160IHP. | | |
| | 1D | | | | | | | | | | | |
| 9185 | **Massasoit** | Scw | Ger | Hamburg | 2737 | | 1902 | Newcastle, | Deutsche | 3Cyl TE 26,44,72x48; | | BL |
| | xCuyahoga Steel | | 369.5 | 48.5 \| 28.9 | 4567 | | 8 | (Armstrong, Whitworth & Co., Lim.) [Eng. | Petroleum Akt. Ges. | 3SB;WP180lbs | | |
| RFGW | 2D;Mchy aft;Web frms; 11BH | | P92′ | B23′ F42′ | | | | | | | | |
| | Oil fuel;Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 9186 | **Massasoit** | Scw | Am | Boston | 268 | | '91 | Port Huron, | Maine | 2CylC 14,28x24; | | |
| 155,198 | xO. O. Carpenter Wood | | 127.6 | 30.6 \| 9.5 | 364 | | | (John Duncan.) [Mich. | Coast & Canada S.S. Co. | 1SB;WP125lbs;300IHP. | | |
| | 2D | | | | | | | | | | | |
| 9187 | **Massick** | Scw | Am | Newark | 2174 | 5′ 9″ | 1920 | Newark, | Ford Motor | Stm Tbn; | ✠A1Ⓔ | |
| 219,262 | Steel | | 324 | 46.2 \| 25 | 3545 | 22′ 11″ | 1 | (Submarine Boat Corp.) [N. J. | Co. | Westinghouse E. & M. Co; | ✠AMS | |
| LTSJ | 1D;2d dk at ends;Wireless; 7BH | | | 28′ 6″ | 5235 | | | | | 2WTB;Babcock & Wilcox Co; | Cih BB;CL | |
| | SUB.SIG; 6BH to Fbd dk | | P41, | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd8,21;s rps11,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′394 | t..... | ..F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T | 20′368 | t;S.T.3 | tt..... | | | | | | | | |
| 9188 | **Massilia** | Scw | Fr | Bordeaux | 6230 | | 1920 | La Seyne, | Cie. de | 2-3Cyl TE 42½,59½,82x47; | | V |
| | Steel | Quad | 577.1 | 64.2 \| 37 | 15147 | | | (Forge. & Chant. de la Medit.) [Fr. | Nav. Sud. Atlantique | 2LPStm Tbns; | | |
| OMYH | 3D;Wireless;W. Bal 12BH | | P315′ | | | | | | | 18SB;WP185lbs;24000IHP. | | |
| 9189 | **Massilia** | Scw | Br | Glasgow | 3281 | | 1902 | Glasgow, | Henderson | 3Cyl TE 26,43,71x48; | | C |
| 115,712 | Steel | | 400.5 | 49.2 \| 27.8 | 5156 | | 10 | (A. Stephen & Sons, Lim.) [Scot. | Bros. (Lim.) | 2DB;WP180lbs | 2dS.S.No.3,Glas8,25;A.S.7,26; | |
| TQKL | 2D;Deep frmg;Wireless;W. Bal 6BH | | P28′ | B133′ F53′ | | | | | | | shft drn8,25;M.&B.S.7,26 | |
| 9190 | **Massillon Bridge** | Scw | Am | Newark | 2174 | 5′ 9″ | 1919 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,245 | Steel | | 324 | 46.2 \| 25 | 3545 | 22′ 11″ | 12 | (Submarine Boat Corp.) [N. J. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LTRJ | 1D;2d dk at ends;SUB.SIG; 7BH | | | 28′ 6″ | 5500 | | | | | 2WTB;Babcock & Wilcox Co; | Cih BB;CL | |
| | Wireless; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd,s rps3,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′394 | t..... | ..F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T | .20′368 | t;S.T.3 | tt..... | | | | | | | | |
| 9191 | **Massis** | Scw | Fr | Dunkirk | 2769 | | 1914 | Newcastle, | Soc. Anon. | 3Cyl TE 25½,42,70x48; | | BL |
| | Steel | Sch | 385.2 | 50.3 \| 30.3 | 5022 | | 10 | (Armstrong, Whitworth & Co., Lim.) [Eng. | Les Petroles d'Outremer | 2SB;WP180lbs | | |
| OURN | 2D;Web frms;Long. frmg; 16BH | | P88′ | B28′ F41′ | | | | | | | | |
| | Mchy aft;Oil in bulk;Oil fuel; | | | | | | | | | | | |
| | Wireless; W. Bal | | | | | | | | | | | |
| 9192 | **Masuda** | Scw | Am | Tacoma | 3605 | 5′ 10½″ | 1918 | Tacoma, | U. S. Ship- | 3Cyl TE 24,40,70x48; | ✠A1Ⓔ | |
| 216,709 | Steel | | 380.6 | 53.1 \| 27 | 4844 | 23′ 8″ | 7 | (Todd D. D. & Const. Corp.) [Wash. | ping Board | Seattle Const. & D. D. Co; | ✠AMS | |
| LMJK | 2D;Long. frmg; 7BH | | | 29′ 4″ | 7500 | | | | | 3SB;Seattle Const. & D. D. Co; | S.S.Phila9,20; | |
| | Wireless;W. Bal C-35 | | P39′ | B102′ F42′ | | | | | | 169GS;683IHS;WP190lbs;2100IHP; | shft drn9,20;Cih BB;CL | |
| | | | | | | | | | | d rpd8,21;Dkd1,22,s rps6,22 | (Laid up) | |
| | W.B.—A.P.318t;D.B.334′1089t;D | .T.24′6 | 66t; F. | P.91t | | | | | | | | |
| 9193 | **Masula** | Scw | Br | Glasgow | 4454 | | 1919 | Glasgow, | British | 2-3Cyl TE 21,35,61x45; | | BL |
| 141,904 | Steel | Twin | 449.7 | 58.2 \| 32.7 | 7261 | | 6 | (Barclay Curle & Co., Lim.) [Scot. | India Stm. Nav. Co. (Lim.) | 4SB;1AuxSB;WP215lbs | | |
| KBJF | 2D;Oil fuel;Wireless;W. Bal 7BH | | P44′ | B149′ F41′ | | | | | | | | |
| 9194 | **Mataafa** | Scw | Am | Duluth | 3501 | | '99 | Lorain, | Pittsburg | 4Cyl QE 15¾,23¾,36½,56x40; | | |
| 150,810 | xPennsylvania Steel | | 429.6 | 50 \| 25 | 4319 | | 5 rb'26 | (Cleveland S. B. Co.) [Ohio | S.S. Co. | 2WTB;WP250lbs;1400IHP. | | |
| | 1D;B;Mchy aft;SUB.SIG;W. Bal 3BH | | | | | | | | | | | |
| 9195 | **Matador** | Scw | Br | Liverpool | 2950 | | 1912 | Sunderland, | Charente | 3Cyl TE 25½,42,69x48; | | BL |
| 131,407 | xSt. Veronica xAral Steel | | 395.7 | 51.5 \| 26.7 | 4761 | | 1 | (J. L. Thompson & Sons, Lim.) [Eng. | S.S. Co. (Lim.) | 2DB;WP180lbs | | |
| HVBP | 2D;Wireless;W. Bal;Oil fuel 6BH | | P38′ | B118′ F35′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9196 167.646 MCQJ | **Matagorda** 1D;B | Brg Sch | Am 228 | Phila. 37.2 \| 20.5 | 1210 1312 | | 1919 8 | Houston, (Midland Bridge S. B. Co.) [Tex. | Southern Trans. Co. | YP;Gif✕ | ✠ — — Suspended1,24 | |
| 9197 145,355 KJML | **Matakana** Steel 2D;Shel dk;Wireless;W. Bal 9BH | Scw Twin | Br 477.5 P28′ | Sthamptn 63 \| 31.3 B180′ F49′ | 5030 8048 | | 1921 6 | Glasgow, (A. Stephen & Sons, Lim.) [Scot. | Shaw, Savill & Albion Co. (Lim.) | Stm Tbns; 2DB;2SB;WP220lbs | | BL |
| 9198 220,715 MBRH | **Matanzas** 1D | Sch 2 M | Am 142 | Tampa 31 \| 10 | 342 367 | | 1920 | Tampa, Fla | Philip Shore & Co. | Wd | | |
| 9199 92,954 | **Matanzas** 1D;B | Sch | Am 324 | Duluth 45.5 \| 21.5 | 2525 2600 | | ’99 7 | West Bay (J. Davidson.) [City, Mich. | Jas. David-son | O | | |
| 9200 114,599 MJRG | **Matatua** Steel 2D;Shel dk;Deep frmg; Wireless;W. Bal 7BH | Scw Twin | Br 448 | Sthamptn 56.5 \| 30.6 | 4200 6518 | | 1904 2 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Shaw, Savill & Albion Co. (Lim.) | 2-3Cyl TE22,37,63x48; 2DB;2SB;WP205lbs | | BL |
| 9201 JDQR | **Matheos** xAkenside xGlyndwr Steel 1D;Spar dk;Deep frmg; Wireless;W. Bal 5BH | Scw | Grk 313.6 P29′ | Chios 43.8 \| 13.2 B82′ F30′ | 1574 2604 | | 1904 10 | Pt. Glasgow, (A. Rodger & Co.) [Scot. | P. M. Los | 3Cyl TE21,35,57x39; 2SB;WP180lbs | | BL |
| 9202 140,643 KCFH | **Matheran** Steel 2D;Oil fuel;Wireless;W. Bal 7BH | Scw Sch | Br 470.3 P47′ | Liverpool 58.2 \| 32.1 B126′ F47′ | 4652 7653 | | 1919 8 | Pt. Glasgow, (Lithgow’s, Lim.) [Scot. | Thos. & Jno. Brocklebank (Lim.) | 3Cyl TE28,47½,80x54; 2DB;1AuxSB;WP200lbs | | BL |
| 9203 120,024 | **Mathew Wilson** xFayette Oak 1D | Scw | Am 141.3 | Marqu’tte 27.9 \| 10.8 | 243 322 | | ’72 rb ’04 | Cleveland, Ohio (Martin.) | Kreetan Co. | 2CylC18,36x28; 1SB;WP130lbs;450IHP. | | |
| 9204 141,679 | **Mathewston** Steel 1D;Wireless 4BH | Scw | Br 530 | Toronto 58.3 \| 27.1 | 5918 7402 | | 1922 10 | Pt. Arthur, (Port Arthur [Ont. S. B. Co., Lim.) | Mathews S.S. Co. (Lim.) | 3Cyl TE25½,41,67x42; 3SB;WP185lbs;2200IHP. | (★100(GL) P.S.6,26 | |
| 9205 MVFK | **Mathilda** Steel 1D;Wireless;W. Bal 6BH | Scw | Nor 356.3 P41′ | Bergen 48.7 \| 23.9 B170′ F33′ | 2223 3650 | | 1920 3 | Sunderland, (J. Blumer & Co., Lim.) [Eng. | A/S. D/S. Mathilda | 3Cyl TE24,40,65x45; 2SB;WP180lbs | | BL |
| 9206 143,690 KHDV | **Mathura** Steel 2D;Oil fuel;Wireless;W. Bal 8BH | Scw | Br 518 P49′ | Liverpool 63.9 \| 35.6 B223′ F42′ | 6193 9743 | | 1920 12 | Glasgow, (C. Connell & Co., Lim.) [Scot. | Thos. & Jno. Brocklebank (Lim.) | Stm Tbns; 2DB;2SB;WP200lbs | | BL |
| 9207 HVBG | **Matilde** xAngela 1D | Sch | Sp 94.2 | Barcelona 25.8 \| 12.8 | 172 196 | | ’65 | Arenya de Mar, Spain | Hijos de Jose Taya | Wd | | |
| 9208 118,630 VPQW | **Matina** Steel 2D;Shel dk;Wireless;D. F; W. Bal 6BH | Scw | Br 350.4 F40′ | Newcastle 46.1 \| 29.4 | 2498 3870 | | 1904 3 | Newcastle, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | Elders & Fyffes (Lim.) | 3Cyl TE27,46,75x48; 4SB;WP180lbs;350RHP. | | BL |
| 9209 213,157 LFDJ | **Matinicock** xLeda Steel 2D;Shel dk;Web frms; Long. frmg;Wireless; 12BH to Fbd dk Mchy aft;W. Bal; 4BH to 2d dk Oil fuel F. P. above 150° F. 16BH C-39 | Scw | Am 459.1 | Wilmngtn 60 \| 28.8 \| 28′ 9″ | 4159 6769 11080 | 4′ 1¼″ 24′ 11½″ | 1914 1 | Kiel, (Howaldts-werke.) [Ger. | Matinicock S.S. Co. | 4Cyl QE25,36½,52⅛,74¾x48 3/10; 3SB;Howaldtswerke; 7275HS;WP200lbs;2800IHP;DB;EAC; d rpd8,24;Dkd,s rps11,26 | A1 With Freeboard. Oil Carrier. AMS S.S.No.2,NY4,22; shft drn8,24;M.&B.S.5,26; Clh BB;CL | |
| 9210 | **Matipid** Wood;1f 1D 2BH | Scw | Am 115 | Manila 25.5 \| 11 | 113 245 | | 1902 | Sandakan, Borneo (Borneo S. B. Co.) | Pujalte & Co. | 2CylC11¼,22½x15; 1Blr;WP90lbs;95IHP. | | |
| 9211 120,625 HDSK | **Matoppo** Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw Sch | Br 400.5 P34′ | London 52 \| 28.2 B131′ F39′ | 3420 5280 | | 1905 11 | Pt. Glasgow, (W. Hamilton & Co., Lim.) [Scot. | Ellerman & Bucknall S.S. Co. (Lim.) | 3Cyl TE26,44,73x48; 3SB;WP200lbs | | BL |
| 9212 HQKN | **Matronna** xIoannis xAttiki Steel 1D;B;Web frms;Wireless;W. Bal 5BH | Scw | Grk 330.1 P27′ | Andros 46.2 \| 22.2 B166′ F35′ | 1894 2846 | | 1902 4 | Middlesbro, (R. Craggs & Sons.) [Eng. | N. D. Boglazides & Co. | 3Cyl TE24,38,64x42; 2SB;WP160lbs | | BL |
| 9213 211,715 LDGV | **Matsonia** Steel 2D;Shel dk;Mchy aft;Oil fuel; sub.sig;Wireless;W. Bal;D.F. 7BH | Scw | Am 480 | San Fran. 58.1 \| 36.5 | 5901 9402 | | 1913 11 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Matson Nav. Co. | 4CylTE35,62,81,81x66; 3SB;6WTB;WP250lbs;8500IHP. | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9214 67,486 | **Mattapony** 1D | Brg | Am 164 | Phila. 23.6 \| 10.8 | 363 363 | | 1900 | Elkton, (H. [Md. Delbert B. B. Co.) | Southern Trans. Co. | Wd;Gif | | |
| 9215 121,854 | **Mattawa** 1D | Sch | Br 92 | Lunenb'rg 24.6 \| 9.8 | 96 | | 1906 4 | Lunenburg, (Smith & [N. S. Rhuland.) | Gault Murray | O,Bch;Gif | | |
| 9216 203,907 | **Matthew Andrews** Steel 1D;Mchy aft;sub.sig;W. Bal 3BH | Scw Sch | Am 532 | Fairport 56 \| 31 | 5497 7014 | | 1907 3 | Cleveland, Ohio (Am. S. B. Co.) | Kinsman Transit Co. | 3CylTE23,38,63x42; 2SB;WP180lbs;1760IHP. | | |
| 9217 208,131 LBRG | **Matthew S. Greer** 1D | Sch | Am 103 | N.Bedford 23.2 \| 11.4 | 70 112 | | 1910 11 | Essex, Mass. | Jose J. Periera | O,YP;Icf | | |
| 9218 LBST | **Matti** xSongelv Steel 1D;Wireless;W. Bal 4BH | Scw | Nor 295.7 P27′ | Tvedestnd 43.6 \| 20.6 B90′ F33′ | 1433 2496 | | 1921 4 | Alloa, (Forth [Scot. S & E. Co., Lim.) | Carl Bech & Co., Mgrs. | 3CylTE20,33,54x39; 2SB;WP180lbs | | N |
| 9219 91,570 KBLH | **Mattie J. Alles** 1D | Trn C B | Am 120.8 | Machias 30 \| 8.9 | 190 229 | | '83 6 | Yarmouth, (Hutchins [Me. & Stubbs.) | L. B. Wallace | Hw,Hk,YP;Icf | — Exp | |
| 9220 220,062 LWPC | **Mattole** Steel 2D;Long. frmg;Mchy aft; 15BH Oil fuel;Wireless; sub.sig;W. Bal | Scw | Am 430 P116′ | Phila. 58.2 \| 31.5 B36′ F49′ | 5395 7252 | | 1920 7 | Philadel- (Wm. [phia, Pa Cramp & Sons S. & E. B. Co.) | U. S. Govt. (Navy Dept.) | 3CylTE27,45½,76x51; 3SB;WP190lbs;2800IHP. | | |
| 9221 113,978 SQFN | **Matura** xAmarapoora Steel 2D;Deep frmg;Wireless; 6BH sub.sig;W. Bal | Scw | Br 376.3 P36′ | Bermuda 48.3 \| 27.3 B129′ F36′ | 2927 4556 | | 1901 9 | Dumbarton, (W. Denny [Scot. & Bros.) | Bermuda & West Indies S.S Co. (Lim.) | 3CylTE27,44,71x54; 2SB;WP170lbs;257RHP; Dkd,s rps12,25 | 2dS.S.No.3,NY5,24; M.S;shft drn12,25;B.S.9,26 | C |
| 9222 MDCJ | **Maud** Steel 1D;Deep frmg;W. Bal;Wireless 4BH | Scw Sch | Nor 289.1 P26′ | Tonsberg 42 \| 19.4 B76′ F28′ | 1350 2117 | | 1907 2 | Grimstad (Fevigs [Nor. Jernskibsbyg.) | Hjalmar Roed & Co., Mgrs | 3CylTE22,36,59x39; 2SB;WP180lbs | | N |
| 9223 134,176 | **Maud Thornhill** 1D | Sch | Br 100 5 | St. Johns 23.5 \| 10 | 79 111 | | 1915 11 | Shelbourne, (Estate of [N. S. Joseph McGill) | Samuel Harris (Lim.) | Wd | | |
| 9224 215,165 LHGF | **Maude M. Morey** 2D | Sch 4 M | Am 207.7 | Bath 40.1 \| 22.1 | 1245 1364 | | 1917 5 | Bath, (G. G. [Me Deering Co.) | G. G. Deering Co. | WO,YP;Gicf(Sltd) clk a7,20;d rpd5,24;s b clkg10,25; s t,dk clkg2,26 | ✠A1 | |
| 9225 LBDM | **Maudie** Steel 2D;Bulk carrier;Wireless; 11BH W. Bal | Scw | Nor 384.7 P39′ | Tonsberg 52 \| 26.7 B115′ F45′ | 2875 4818 | | 1920 9 | Pt.Glasgow, (Lithgows, [Scot. Lim.) | N. Bugge, Mgr. | 3CylTE26,43,70x48; 3SB;WP180lbs | | BL |
| 9226 214,861 LGTH | **Maui** Steel 2D;Shel dk;Mchy aft;Oil fuel; 7BH sub.sig;Wireless;W. Bal; D.F. | Scw Twin | Am 484 | San Fran. 58.1 \| 31.5 | 6004 9801 | | 1917 4 | San Fran- cisco, Cal. (Union Iron Works) | Matson Nav. Co | Stm Tbns; 8WTB;WP250lbs;10000SHP. | | BL |
| 9227 | **Maule** xCalera Iron 1D;Spar dk;Wireless;W. Bal 4BH | Scw | Chl 260.6 | Valparaiso 35.4 \| 21.2 B28 | 993 1598 | | '82 5 | Aberdeen, (Hall, [Scot. Russell & Co.) | Soc. Anon. Comercial Braun & Blanchard | 3CylTE21,33,56x42; 2SB;WP140lbs | | BL |
| 9228 216,864 LMSP | **Mauna Ala** xCanibas Steel 1D;Shel dk;Web frms; 8BH Long. frmg;Oil fuel;sub.sig; Wireless;D. F;W. Bal | Scw | Am 420.5 P42′ | San Fran. 54.2 \| 31.4 B130′ F39′ | 4312 6805 | | 1918 9 | Bath, (Texas [Me. S.S. Co.) | Matson Nav. Co. | 3CylTE26½,44,74x51; 3SB;WP190lbs;3000IHP. | | BL |
| 9229 204,923 KWMP | **Mauna Kea** Steel 2D;Oil fuel;Wireless;W. Bal 5BH | Scw Sch | Am 239.8 | Honolulu 36.2 \| 16.4 | 940 1566 | | 1908 2 | San Fran- cisco, Cal. (Union Iron Works.) | Inter Island Steam Nav. Co. | 3CylTE24,37½,62x39; 2SB;WP175lbs,2200IHP. | | |
| 9230 220,183 | **Mauna Loa** xDomingo Nazabel I Steel 2D;Mchy aft;Oil fuel;Wireless 5BH | Scw | Am 180.5 P42′ | Honolulu 34.2 \| 17.8 \| 20′ F21′ | 557 1050 | | 1920 4 | Long Beach, (Long [Cal. Beach S. B. Co.) | Inter Island Steam Nav. Co. | 3CylTE13½,22,36x24; 2WTB;WP120lbs;550IHP. | — — — — Cancelled8,24 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9231 | **Maunalei** | Scw | Am | San Fran. | 4385 | | 1921 | Chester, | Matson | Stm Tbns; | | BL |
| 221,226 | xMount Clinton Steel | | 440.3 | 57.2 \| 27 | 7159 | | 5 | (Merchant [Pa. | Nav. Co. | 4SB;1WTB;WP220lbs;4200SHP. | | |
| MCSD | 3D;SUB.SIG;Shel dk;Web frms; 7BH | | | | | | | S. B. Corp.) | | | | |
| | Oil fuel;Wireless;D.F;W. Bal | | | | | | | | | | | |
| 9232 | **Maunaloa** | Scw | Am | Duluth | 3239 | | '99 | Chicago, | Pittsburg | 4CylQE18,27,40,62x42; | | |
| 92,974 | Steel | | 430 | 50.2 \| 24 | 4322 | | | (Chicago, [Ill. | S.S. Co. | 2WTB;WP250lbs;1600IHP. | | |
| | 1D;B;Mchy aft;SUB.SIG;W. Bal 3BH | | | | | | rb'22 | S. B. Co.) | | | | |
| 9233 | **Maunawili** | Scw | Am | San Fran. | 4580 | | 1921 | Chester, | Watson | Stm Tbn; | | BL |
| 221,132 | xMount Carroll Steel | | 440.3 | 57.2 \| 27 | 7409 | | 1 | (Merchant [Pa. | Nav. Co. | 5SB;WP220lbs;4200SHP. | | |
| MCPJ | 3D;Shel dk;SUB.SIG;Oil fuel; 7BH | | | | | | | S. B. Co.) | | | | |
| | Wireless;D.F;W. Bal | | | | | | | | | | | |
| 9234 | **Maunganui** | Scw | Br | Wellingt'n | 4542 | | 1911 | Glasgow, | Union S.S. | 2-4CylQE24,35,50,73x45; | | BL |
| 127,810 | Steel | Twin | 430.8 | 55.7 \| 31.2 | 7527 | | 12 | (Fairfield [Scot | Co. of New | 2DB;2SB;WP220lbs | | |
| TVBJ | 3D;Web frms;Oil fuel; 7BH | | | | | | | Co., Lim.) | Zealand (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 9235 | **Mauno** | Sch | Br | Suva | 159 | | 1917 | Oakland, | Burns, | Wd(Sltd) | | |
| 150,196 | | Aux | 111 | 27.7 \| 10.6 | 256 | | 10 | (W. F [Cal. | Philp & Co. | 3CylParaffinMotor12x15 | | |
| | 1D | | | | | | | Stone.) | (Lim.) | | | |
| 9236 | **Mauretania** | Scw | Br | Liverpool | 12542 | | 1907 | Newcastle, | Cunard | Stm Tbns; | | BL |
| 124,093 | Steel | Quad | 762.2 | 88 \| 87.1 | 30696 | | 10 | (Swan Eng. | S.S. Co. (Lim.) | WP195lbs | | |
| HLTQ | 4D;Shel dk;Oil fuel;SUB.SIG; 11BH | Sch | F305′ | | | | | Hunter & Wigham | | | | |
| | Wireless;D. F;W. Bal | | | | | | | Richardson, Lim.) | | | | |
| 9237 | **Maurice E. Connelly** | Scw | Am | New York | 403 | | 1925 | Brooklyn, | City of | 2-2CylC12,26x18; | ✠A1Ⓔ Ferry Service. | |
| 224,986 | Steel | F. B. | 151 | 37.6 \| 13.5 | 593 | | 9 | (Todd [N. Y. | New York (Dept. | Todd Oil Burner & Eng. Corp; | ✠AMS | |
| | 1D;Oil fuel F. P. above 150° F. 6BH | | | | | | | Shipyards Corp.) | of Plant & | 2WTB;Babcock & Wilcox Co; | SSP;CL | |
| | | | | | | | | | Structures) | 3182HS;WP225lbs;8501HP;FAC | | |
| 9238 | **Maurice R. Thurlow** | Sch | Am | Boston | 1172 | | 1920 | Stockton | Boston | Fir | | V |
| 220,034 | | 4 M | 202.6 | 40.1 \| 22.2 | 1270 | | 5 | Springs, Me. | Maritime Co. | | | |
| LWNM | 2D | | | | | | | (Stockton Yard, Inc.) | | | | |
| 9239 | **Maurice Tracy** | Scw | Am | New York | 1509 | | 1916 | Ashtabula, | M. & J. | 3CylTE21,34½,57x42; | A1 | |
| 225,917 | xNorstrand Steel | | 253 | 43.6 \| 27.5 | 2468 | | 9 | (Great [Ohio | Tracy, Inc. | Great Lakes Eng. Wks; | AMS | |
| MGFN | 1D;Mchy aft;Wireless;W. Bal 4BH | | P97′ | F26′ | | | | Lakes Eng. Wks.) | | 2SB;Great Lakes Eng. Wks; | S.S.No.3,NY8,26; | |
| | 1BH to Super dk | | | | | | | | | 4160HS;WP175lbs;1300IHP; | shft drn7,26;M.&B.S.8,26; | |
| | 3BH to Fbd dk | | | | | | | | | Dkd8;26,s rps11,26 | Scip;CL | |
| | W.B.—A.P.52t;D.B.209′575t;T.T .164′46 | | 1t:F.P. | 130t | | | | | | | | |
| 9240 | **Mausang** | Scw | Br | HongK'ng | 2063 | | 1920 | Shanghai, | Indo-China | 3CylTE25,41,68x45; | | BL |
| 151,423 | xYannis Steel | | 331.2 | 46.8 \| 23 | 3372 | | 6 | (Shanghai [China | S. N. Co. (Lim.) | 3SB;WP180lbs | | |
| THPW | 1D;Oil fuel;Wireless;W. Bal 6BH | | P33′ | B100′ F29′ | | | | Dk. & Eng. Co.) | | | | |
| 9241 | **Maweema** | Sch | Am | San Fran. | 392 | | '95 | Fairhaven, | Alaska | YF;Icf | | |
| 92,684 | | | 156 | 36 \| 11.8 | 453 | | 7 | (H. D. [Cal | Codfish Co. | | | |
| KMLT | 1D;B | | | | | | | Bendixon) | | | | |
| 9242 | **Maximo Gomez** | Scw | Cuban | Havana | 1889 | | '90 | Glasgow, | Cuban | 3CylTE25½,38½,64½x48; | — — | |
| | xConstantia Steel | | 339.5 | 41.8 \| 26.4 | 3026 | | | (Barclay, [Scot. | Govt. | 2SB;WP160lbs;2500IHP. | — — | |
| | 2D;B;W. Bal 7BH | | | | 4600 | | | Curle & Co.) | | | Cancelled2,23 | |
| 9243 | **Maxwell R** | Sch | Br | St. Johns | 106 | | 1919 | Chester | Frank Le | Wd | | |
| 141,390 | | | 118.2 | 27.6 \| 10.4 | | | | Basin, N. S. | Feuvre | | | |
| 9244 | **May Archer** | Scw | Am | Rockland | 49 | | 1906 | Rockland, | Henry S. | 3CylTE10,13,20x14; | | |
| 203,190 | Wood | | 80.3 | 20 \| 7.8 | 125 | | | Me. | Wirsching | 1Blr;WP150lbs;150IHP. | | |
| | 1D 1BH | | | | | | | | | | | |
| 9245 | **Maya** | Scw | It | Genoa | 2198 | | '94 | Pt. Glasgow, | Gerolamo | 3CylTE27,43,70x51; | | C-I |
| 1,141 | xFiamma xSirius Steel | | 345 | 44.3 \| 23 | 3867 | | 2 | (David J. [Scot. | Massabo | 2DB;WP156lbs;2000IHP. | 2dS.S.No.3,Svna8,23;A.S.12,25; | |
| NYMJ | 2D;Web frms;Mchy aft; 15BH | | P96′ | B30′ F47′ | | | | Dunlop & Co.) | | | M&B.S;shft drn12,25 | |
| | Oil in bulk;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| 9246 144,247 KHWF | **Mayari** Steel 1D;Oil fuel;SUB.SIG;Wireless; 4BH W. Bal | Scw | Br 303 P83′ | Glasgow 47.2 \| 21.7 \| 24′ F38′ | 1518 2802 | | 1921 5 Belfast, (Workman, Clark & Co., Ltd.) [Ire. | Unifruitco S. S. Co | 3CylTE20½,34,57x45; 2SB,WP200lbs;323RHP;s rps9,25 Dkd10,26 | S S No 1,Bost7.25,A S.4.26; shft drn5,25;B.S.7.25;M.S.4,26 | C |
| 9247 111,294 RVFD | **Mayaro** xPegu Steel 2D;Deep frmg;Wireless; 6BH W. Bal;SUB.SIG. | Scw Sch | Br 359.9 P38′ | Bermuda 45 \| 26.4 B109′ F34′ | 2511 3896 | | 1900 10 Dumbarton, (W. Denny & Bros.) [Scot. | Bermuda & West Indies S.S. Co. (Ltm.) | 3CylTE26,42,66x51; 2SB;WP170lbs;229RHP d rpd12,25;Dkd11,26 | 2dS.S.No.3,NY9,24; shft drn9,24;M.&B.S.12,25 | C |
| 9248 28,124 SHVB | **Mayebashi Maru** Steel 2D;Oil fuel;Wireless:W. Bal 7BH | Scw Twin | Jap 445 P35′ | Tokyo 58 \| 34 B135′ F35′ | 4321 7005 | | 1921 8 Yokohama, (Yokohama Dock Co.) [Jap. | Nippon Yusen Kabushiki Kaisha | 2-3CylTE20,33,56x48; 4SB;WP200lbs | | BL |
| 9249 162,628 LHDF | **Mayfair** Wood 1D;Oil fuel | Scw | Am 173.9 | San Fran. 38 \| 12.3 | 420 670 | | 1905 12 Aberdeen, Wash. | Charles Nelson Co., Inc. | 2CylC14,32x24; 1SB;350IHP. | | |
| 9250 221,202 MCRJ | **Mayflower** 1D | Sch | Am 131.6 | Boston 25.8 \| 12 | 113 164 | 1921 Essex, (J. F. James & Son.) [Mass. | Schooner Mayflower Corp. | O,P,Gif | | |
| 9251 92,291 KJQL | **Mayflower** Wood 1D | SW | Am 202.5 | Boston 22.5 \| 10.7 | 528 728 | '91 Chelsea, Mass. | Nantasket Beach S. B. Co. | 1CylVB48x108; 1200IHP. | | |
| 9252 94.987 | **Mayflower** Steel 1D | SW | Br 140.2 | Toronto 28.2 \| 6.8 | 119 189 | '90 Toronto, (J. Doty.) [Ont. | Toronto Ferry Co. | 2CylI25x40; 1SB;WP65lbs;235IHP. | | |
| 9253 138,270 | **Mayita** Comp 1D | Scw Twin | Br 118.1 | Quebec 16.5 \| 9.9 | 63 112 | '99 Morris Hgts, (Seabury Co.) [N. Y. | Alex McKay Co. (Ltm.) | 2-3CylTE8½,14,23x12; 1WTB | | |
| 9254 221,370 MCVL | **Mayo** 1D;B | Brg Sch | Am 267.3 | Baltimore 46 \| 23.6 | 2132 2229 | 1921 Portsmouth, (L. H. Shattuck, Inc.) [N. H. | P. Dougherty Co. | YP;Gif✕;4BH | | |
| 9255 212,028 | **Mayor Gaynor** Steel 1D;B 5BH | Scw | Am 210 | New York 45.1 \| 17.5 | 747 1634 | 1914 2 Camden, (New York S. B. Co.) [N. J. | City of New York | 4CylTE21½,33,39,39x30; 3WTB;WP225lbs;1950IHP. | ✠ — — Cancelled | |
| 9256 166,669 | **Mayport** 1D | Brg | Am 100.2 | New York 34 \| 9 | 271 271 | 1917 Elizabeth- (New port, N. J. Jersey D. D. & T. Co.) | N. Y. & Cuba Mail S.S. Co. | Wd | | |
| 9257 3,463 | **Maywood** xBaltic 1D | Brg Sch | Am 202 | New York 34.7 \| 16.6 | 869 915 | '90 W. Bay City, (Jas. Davidson) [Mich. | Erie Land & Improvement Co. | O | | |
| 9258 216,955 LNBG | **Mazama** Fir;Gif ✕ 1D;B 4BH | Scw | Am 266.4 | Seattle 46.1 \| 23.9 | 1503 2542 3500 | 1918 10 Tacoma, (Seaborn Shipyards Co.) [Wash. | Mazama S.S. Co. | 3CylTE19,32,56x36; 2WTB;WP200lbs;1400IHP. | ✠ — — ✠ — — Suspended3,24 | |
| 9259 219,607 LVPT | **Mazatlan** Steel 2D;Wireless 6BH | MV Twin | Am 164.3 | Los Ang's 34.1 \| 17.1 | 589 988 | 1920 2 Long Beach, (Long Beach S. B. Co.) [Cal. | California-Mexico S. S. Co. | 2-6CylOilEng12 15/16x18; 700IHP. | | |
| 9260 | **Mazorca** xEkvator Iron 2D;Mchy aft;Oil in bulk; 12BH Wireless;W. Bal | MV Twin | Prv 292.5 B32′ | Callao 37.2 \| 18.4 | 1548 2466 | '89 rb'20 Stockton-on-Tees, Eng. (Craig, Taylor Co.) | Cia. Maritima Mazorca, Lda. | 2-4CylOilEng20½x29½; 1000BHP;DB | — — — — Cancelled5,25 | | BL |
| 9261 166,252 | **McAllister Bros. No. 16** 1D | Brg | Am 106 | New York 34 \| 8.8 | 279 279 | 1904 Brooklyn, (James P. McAllister.) [N. Y. | McAllister Bros. | Wd | | |
| 9262 166,253 | **McAllister Bros. No. 52** 1D | Brg | Am 115.7 | New York 36.3 \| 8.7 | 301 301 | 1910 Kingston, N. Y. | McAllister Bros. | YP;If | | |
| 9263 165,303 | **McAllister Bros. No. 63** 1D | Brg | Am 125 | New York 38 \| 11 | 415 415 | 1912 Kingston, N. Y. | McAllister Bros. | Wd | | |
| 9264 166,254 | **McAllister Bros. No. 78** 1D | Brg | Am 118.5 | New York 36.2 \| 9.6 | 363 363 | 1916 Port Richmond, N. Y. (James McAllister) | Jersey City Stock Yards Co. | Wd | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9265 | **McAndrew Bros.** | Brg | Am | Rouses Pt. | 107 | | 1901 | Whitehall, | Thomas J. | Wd | | |
| 166,089 | | | 96 | 17.6 \| 8 | 120 | | | (John Ryan.) [N. Y. | Moore | | | |
| | 1D | | | | | | | | | | | |
| 9266 | **McCreary County** | Scw | Am | New York | 1612 | 4′ 1½″ | 1920 | Wyandotte, | U. S. Ship- | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 219,301 | Steel | | 261 | 43.6 \| 26.1 \| 28′ 6″ | 2606 | 24′ 3″ | 6 | (Detroit S. B. Co.) [Mich. | ping Board | Detroit S. B. Co; | ✠AMS | |
| LTWD | 1D;B;W. Bal;Wireless; 4BH | | | | 4050 | | | | | 2SB;Detroit S. B. Co; | S.S.Mbl11,20;CL | |
| | Oil fuel F. P. above 150° F. C-30 | | P35′ | B64′ F25′ | | | | | | 5467HS;WP185lbs;1500IHP; | (Laid up) | |
| | | | | | | | | | | Dkd,s rps11,20;Exmd1,21 | | |
| | W.B.—A.P.96t;D.B.204′436t;D.T | a12′80 | t..... | .....F.P.72t | | | | | | | | |
| | F.O.—A.P.90t;D.B.158′288t;D.T | a12′75 | t;W.T. | 30′200t..... | | | | | | | | |
| 9267 | **McDougall** | Scw | Am | N. Orleans | 383 | | 1900 | St. Louis, | Standard | 2CylC16,34x26; | | |
| 93,088 | Steel | | 168 | 32 \| 9.3 | 562 | | 10 | (St. Louis Steel Brg. Co.) [Mo. | Oil Co. (La.) | 2SB;WP150lbs;850HP. | | |
| | 1D 5BH | | | | | | | | | | | |
| 9268 | **McKeesport** | Scw | Am | Kearny | 3828 | 8′ ½″ | 1919 | Kearny, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 217,770 | Steel | | 395.5 | 55 \| 31.4 \| 34′ 11″ | 6198 | 27′ | 4 | (Federal S. B. Co.) [N. J. | ping Board | General Electric Co; | ✠AMS | |
| LQKH | 2D;Shel dk;W. Bal; 7BH | | | | 9683 | | | | | 3SB;Federal S. B. Co; | S.S.No.1,N Y.7,23; | |
| | SUB.SIG;Web frms;Long. frmg; C-36 | | P44′ | B108′ F37′ | | | | | | 8934HS;WP210lbs;2500SHP;EAC; | M.S.7,23;n shft6,25;B.S.5,26; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | d rpd3,26;Dkd,s rps10,26 | Clh BB;CL | |
| | W.B.—A.P.175t;D.B.331′1518t | | F.P.25 | 5t | | | | | | | | |
| | F.O.—A.P.163t;D.B.289′1169t;S. | T.77t; | F.P.23 | 3t | | | | | | | | |
| 9269 | **McKeever Bros.** | Scw | Am | Reedville | 104 | | 1911 | Noank, | Seaboard | 2CylC15,30x24; | | |
| 208,613 | Wood | | 128 | 22.2 \| 10 | 223 | | | (R. Palmer & Son.) [Conn. | Oil & Guano Co., Inc. | 450IHP. | | |
| | 1D | | | | | | | | | | | |
| 9270 | **McKittrick** | Scw | Am | San Fran. | 1528 | | 1921 | Wilmington, | Associated | 3CylTE19,32,56x36; | ✠ — — | |
| 223,209 | xConcrete Tanker Number 1 Concrete | | 300.1 | 44 \| 25 \| 24′ 6″ | 2702 | | 12 | (Newport S. B. Co.) [N. C. | Oil Co. | 2WTB;WP200lbs;1400IHP. | — — | |
| MFGP | 1D;Mchy aft;Oil in bulk; 10BH | | | | | | | | | | Cancelled11,23 | |
| | Oil fuel | | P85′ | B19′ F30′ | | | | | | | | |
| 9271 | **McLaurin** | S | Am | San Fran. | 1312 | | '78 | Newb'yport, | Northern | O,YP;Icf | — Exp | |
| 91,116 | | | 200.6 | 39 \| 24 | 1374 | | | (Atkinson & Fillmore.) [Mass. | Fisheries, Inc. | | | |
| JTGD | 2D | | | | | | | | | | | |
| 9272 | **McLean Clan** | Trn | Br | Mhne Bay | 239 | | 1920 | Mahone Bay, N. S. | Adams & Knickle | Bch,Sp,OP;Gif | ✠ — — | |
| 141,697 | | | 125.2 | 27.6 \| 11.4 | 282 | | 10 | (McLean Const. Co., Lim.) | | | Suspended4,25 | |
| TQDK | 1D | | | | | | | | | | | |
| 9273 | **Meanticut** | Scw | Am | San Fran. | 3771 | 8′ 2″ | 1921 | Bay Point, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 221,117 | Steel | | 402.5 | 53 \| 32 \| 34′ 6″ | 6061 | 26′ 6″ | 3 | (Pacific Coast S. B. Co.) [Cal. | ping Board | Hallidie Co; | ✠AMS | |
| MCNV | 2D;Long. frmg; 7BH | | | | 9400 | | | | | 3SB;Moore S. B. Co; | S.S.No.1,NO4,25; | |
| | Wireless;SUB.SIG; 6BH to Fbd dk | | P34′ | F38′ | | | | | | 8748HS;WP210lbs;2800SHP;EAC; | M.&B.S.4,25;n shft2,26; | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd,d rpd2,26;s rps6,26;Exmd9,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.49t;D.B.344′1271t; D. | T.30′5 | 40t... | .....F.P.72t | | | | | | | | |
| | F.O.....D.B.327′1106t; D | T.30′5 | 04t; S. | T.41t..... | | | | | | | | |
| 9274 | **Mecanicien Principal Carvin** | Scw | Fr | Havre | 2648 | | 1922 | Havre, | Cie. | 3CylTE24,39,65x44⅛; | | V |
| | Steel | | 362.9 | 49.2 \| 24.4 | 4281 | | | (Ch. & Atel de La Gironde.) [Fr. | Commerciale de l'Afrique Equat | 3SB;WP185lbs;2000IHP. | | |
| ONBJ | 1D;Wireless;W. Bal 7BH | | P231′ | F28′ | | | | | | | | |
| 9275 | **Medan** | Scw | Hol | Rotterd'm | 3854 | | 1908 | Pt. Glasgow, | W. Ruys & | 3CylTE26½,43,72x48; | | V |
| | Steel | | 393.6 | 51.6 \| 26.1 | 5933 | | | (W. Hamilton & Co. Lim.) [Scot. | Zonen, Mgrs. | 3SB;WP180lbs;2600IHP. | | |
| PLSB | 3D;Wireless;W. Bal 7BH | | | | | | | | | | | |
| 9276 | **Medea** | Scw | Hol | Curacao | 735 | | 1916 | Rotterdam, | Koninkl. | 3CylTE20,31,51x35½; | | V |
| | Steel | | 266.5 | 39.2 \| 16.6 | 1311 | | | Rijkee & Co.) [Hol. | Nederl. Stoomb. Maats. | 2SB;WP180lbs;1000IHP. | | |
| TNYO | 2D;Oil fuel;W. Bal 5BH | | | | | | | | | | | |
| 9277 | **Media** | Scw | Br | Glasgow | 3359 | | 1911 | Glasgow, | T. & J. | 3CylTE28,46,77x51; | | C |
| 132,991 | Steel | | 410 | 53.2 \| 30 | 5437 | | 11 | (Alex. Stephen & Sons, Lim.) [Scot. | Brocklebank (Lim.) | 3DB;WP180lbs;590RHP. | S.S.No.3,Mdbro6,23;A.S.1,26; | |
| HTRV | 2D;Deep frmg;Wireless; 7BH | | P45′ | B141′ F37′ | | | | | | | B.S.9,25;M.S;shft drn2,26 | |
| | Oil fuel;W. Bal | | | | | | | | | | | |
| 9278 | **Median** | Scw | Br | Liverpool | 4067 | | 1908 | Belfast, | F. Leyland | 4CylQE23,34,49,70x51 | | |
| 124,114 | Steel | Sch | 400.3 | 52.3 \| 26.9 \| 34.9 | 6306 | | | (Harland & Wolff, Lim.) [Ire | & Co. (Lim.) | | | |
| HMFJ | 2D;SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9279 | **Medina** | Scw | Am | New York | 3470 | | 1914 | Newport | Mallory | 3Cyl TE29,49,84x54; | ✠A1 Coastwise & W. I. | |
| 212,561 | Steel | | 397.7 | 54.3 \| 24.4 | 5426 | | 8 | News, Va. | S.S. Co. | Newport News S. B. & D. D. Co; | AMS | |
| LDPH | 3D;sub.sig; 5BH | | | | 7175 | | | (Newport News S. B. & D. D. Co.) | | 4SESB;Newport News S.B.& D.D.Co; 294GS;11372HS;WP200lbs;4100IHP; EAC;Dkd,s rps5,26;Exmd8,26 | S.S.No.2,NY8,24; M.S.8,24;B.S;shft drn8,25; SBP | |
| | Wireless;W. Bal; 3BH to Fbd dk 2BH to Super dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| 9280 | **Mediterraneo** | Scw | It | Lusinpiclo | 2662 | | 1911 | Sunderland, | Soc. Anon. | 3Cyl TE25,41,68x45; | | BL |
| 5 | Steel | | 369.5 | 50 \| 26.3 | 4434 | | 1 | (W. Doxford [Eng. | di Nav. a Vap. | 2SB;1Aux SB;WP180lbs;2000IHP. | | |
| NYMX | 1D;W. Bal;Wireless 6BH | | P32′ | B115′ F32′ | | | | & Sons, Lim.) | "Lussing" | | | |
| 9281 | **Medjerda** | Scw | Br | Swansea | 2719 | | 1924 | W. Hartle- | La Tuni- | 3Cyl TE25,40,65x42; | | BL |
| 143,983 | Steel | | 370 | 52 \| 25.5 | 4380 | | 6 | (W. [pool, Eng. | sienne Stm. | 2SB;WP180lbs | | |
| KQWP | 1D;Wireless 6BH | | P28′ | B108′ F37′ | | | | Gray & Co., Lim.) | Nav. Co. (Lim.) | | | |
| 9282 | **Medjerda** | Scw | Fr | LaRoch'le | 2549 | | 1923 | Harfleur, | Cie. Delmas | 3Cyl TE24,39,65x44 | | V |
| | Steel | | 362.9 | 49.1 \| 24.4 | 4578 | | | (Ch. & Atel. | Freres & Vieljeux | | | |
| OEJF | 1D;Wireless | | P231′ | F28′ | | | | | de la Gironde.) | | | |
| 9283 | **Medmenham** | Scw | Br | London | 2183 | | 1904 | Sunderland, | Britain | 3Cyl TE24,40,66x45; | | BL |
| 113,735 | xBurnholme Steel | Sch | 345 | 47.1 \| 24.9 | 3474 | | 4 | (J. L. [Eng. | S.S. Co. (Lim.) | 2SB;WP180lbs | | |
| VQJD | 1D;Deep frmg;Wireless;W. Bal 6BH | | P31′ | B198′ F32′ | | | | Thompson & Sons, Lim.) | | | | |
| 9284 | **Medomsley** | Scw | Br | Newcastle | 2466 | | 1924 | Newcastle, | Medomsley | 3Cyl TE25,41,66x45; | | BL |
| 148,072 | Steel | | 360.2 | 51 \| 24.7 | 3997 | | 6 | (Palmers' [Eng. | Steam Shipping | 3SB;WP180lbs | | |
| KQTM | 1D;Wireless;W. Bal 6BH | | B37′ | P102′ F38′ | | | | Co., Lim.) | Co. (Lim.) | | | |
| 9285 | **Medon** | MV | Br | Liverpool | 3628 | | 1923 | Newcastle, | Ocean S.S. | 8CylOilEng29x59; | | C |
| 147,217 | Steel | | 406.5 | 52.2 \| 29.3 | 5915 | | 5 | (Palmers' [Eng. | Co. (Lim.) | Dkd1,25 | M.S.12,25 | |
| KPCF | 2D;Wireless;W. Bal 7BH | | P38′ | B128′ F42′ | | | | Co., Lim.) | | | | |
| 9286 | **Medric** | Scw | Am | Wilm'gton | 189 | | 1920 | Portland, | Consoli- | 3Cyl TE14,22,36x24; | | |
| 219,992 | Wood | | 150.4 | 25 \| 13.3 | 380 | | 2 | (Portland [Me. | dated Fisheries | 1SB;700IHP. | | |
| LWMG | 1D 2BH | | | | | | | S. B. Co.) | Co. (Del.) | | | |
| 9287 | **Meduana** | Scw | Fr | Bordeaux | 6259 | | 1922 | Wallsend, | Cia. de Nav. | Stm Tbns; | | V |
| | Steel | Twin | 484.2 | 59.4 \| 35 | 10123 | | | (Swan, [Eng. | Sud-Atlantique | 5SB;WP200lbs;5800IHP. | | |
| OVYB | 2D;Wireless;W. Bal 11BH | | | | | | | Hunter & Wigham Richardson.) | | | | |
| 9288 | **Meerkerk** | Scw | Hol | TheHague | 4885 | | 1916 | Vegesack, | Vereenigde | 3Cyl TE28,52,86x55; | | BL |
| | xTamora xNienburg Steel | | 476 | 60.7 \| 32.9 | 7838 | | 7 | (Bremer [Ger. | Nederl. Scheepv. | 4SB;WP205lbs | | |
| PLSQ | 2D;Wireless;W. Bal 8BH | | P28′ | B144′ F86′ | | | | Vulkan.) | Maats | | | |
| 9289 | **Megantic** | Scw | Br | Liverpool | 9183 | | 1909 | Belfast, | White Star | 2-4Cyl QE29,42,61,87x60; | | |
| 127,981 | Steel | Sch | 550.4 | 67.3 \| 41.2 | 14878 | | | (Harland [Ire. | Line | 11801HP. | | |
| HPCF | 3D;sub.sig;Wireless;D.F;W. Bal | Twin | | | | | | & Wolff, Lim.) | | | | |
| 9290 | **Megna** | Scw | Br | London | 3582 | | 1916 | Pt. Glasgow, | James | 3Cyl TE27,45,74x51; | | BL |
| 139,157 | Steel | | 423.5 | 56 \| 28.7 | 5603 | | 9 | (Russell [Scot. | Nourse (Lim.) | 3SB;WP180lbs | | |
| JNGQ | 2D;Wireless;W. Bal 6BH | | P38′ | B123′ F50′ | | | | & Co.) | | | | |
| 9291 | **Mei Hsia** | Scw | Am | | | | 1926 | Shanghai, | Standard | 2-3Cyl TE; | | |
| | Steel | Twin | 206 | 32 \| 10.5 | | | | (New [China | Oil Co. (N. Y.) | 2WTB | (Class Contemplated) | |
| | 2D | | | | | | | Engineering & S. B. Wks.) | | | | |
| 9292 | **Meigen Maru** | Scw | Jap | Tarumi | 3383 | | 1920 | Tsurumi, | Meiji Kaiun | 3Cyl TE26,43,72x48; | | BL |
| 27,897 | Steel | | 400 | 53.2 \| 29.4 | 5435 | | 7 | (Asano [Jap | Kabushiki Kaisha | 3SB;WP200lbs | | |
| SFNR | 2D;Wireless;W. Bal 6BH | | P33′ | B124′ F41′ | | | | S. B. Co., Lim.) | | | | |
| 9293 | **Meigs** | Scw | Am | | 4507 | 9′ 7½″ | 1921 | San Pedro, | U. S. Govt. | 3Cyl TE28½,47,78x48; | ✠A1Ⓔ | |
| 221,330 | xWest Lewark Steel | | 430.7 | 54.3 \| 26.2 | 7451 | 28′ 10½″ | 6 | (Los Angeles [Cal. | (War Dept.) | Los Angeles S. B. & D. D. Co; | ✠AMS | |
| MCTQ | 3D;sub.sig;Wireless;W. Bal; 8BH | | | \| 38′ 3″ | 11000 | | | S. B & D. D. Co.) | | 3SB;Moore S. B. Co; 9729HS;WP220lbs;3500IHP;EAC; Exmd11,21 | C1h BB;CL | |
| | 7BH to Fbd dk 1BH to 3d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.232t;D.B.378′1492t;D.T. 600 t;F.P.I 00t | | | | | | | | | | | |
| | F.O.....D.B.324′1152t;D.T. 560 t;S.T. 48t | | | | | | | | | | | |
| 9294 | **Meiko Maru** | Scw | Jap | Tarumi | 2759 | | 1918 | Innoshima, | Meiji Kaiun | 3Cyl TE24,41,67x48; | | BL |
| 22,017 | Steel | | 345 | 49.8 \| 28.1 | 4383 | | 3 | (Osaka [Jap. | Kabushiki Kaisha | 2SB;WP180lbs | | |
| NRVQ | 1D;Shel dk;Web frms; 6BH | | P30′ | B99′ F34′ | | | | Iron Works, Lim.) | | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9295 137,456 JLFN | **Meissonier** Steel 3D;Shel dk;Wireless;W. Bal 8BH | Scw Twin | Br 440 F48′ | Liverpool 56.2 \| 35.6 | 4432 7206 | | 1915 6 | Pt.Glasgow, (Russell & Co.) [Scot. | Lamport & Holt (Lim.), Mgrs. | 2-4Cyl(QE20,29,42,61x48; 3DB;1AuxSB;WP215lbs | | BL |
| 9296 78 QBJF | **Melten Maru** xKumi Maru Steel 1D;B;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Jap 345 P & B | Dairen 48.5 \| 19.7 \| 27.7 222′ F31′ | 2426 4323 | | 1902 7 | Middlesbro, (Sir Raylton Dixon & Co., Lim.) [Eng. | Meiji Kaiun Kabushiki Kaisha (Lim.), Mgrs. | 3Cyl(TE26,42,70x48; 3SB;WP180lbs | | BL |
| 9297 142 QBNK | **Meiwu Maru** Steel 2D;Shel dk;Wireless;W. Bal 6BH | Scw Twin | Jap 445 | Dairen 58 \| 40 | 5115 8230 | | 1918 9 | Uraga, (Uraga Dock Co., Lim.) [Jap. | Meiji Kaiun Kabushiki Kaisha, Mgrs. | 2-3Cyl(TE22,36,61x48; 4SB;WP200lbs | | BL |
| 9298 27,500 SDVG | **Meiyo Maru** Steel 2D;Oil fuel;Wireless;W. Bal 6BH | Scw | Jap 400 P33′ | Yokoh'ma 53.2 \| 29.4 B124′ F21′ | 3292 5435 | | 1920 9 | Tsurumi, (Asano S. B. Co.) [Jap. | Toyo Kisen Kabushiki Kaisha | 3Cyl(TE26,43,72x48; 3SB;WP200lbs | | BL |
| 9299 136,680 JFPD | **Melania** Steel 2D;Mchy aft;Web frms; 16BH Long. frmg;Oil in bulk;Wireless; W. Bal;Oil fuel | Scw | Br 412 P109′ | London 53.3 \| 31.1 B26′ F47′ | 3437 5624 | | 1914 5 | Stockton, (Craig, Taylor & Co., Lim.) [Eng. | Anglo-Saxon Petroleum Co. (Lim.) | 3Cyl(TE27,45,74x48; 3SB;WP180lbs | | BL |
| 9300 74,550 QFRD | **Melanope** 2D | Brg | Br 258.2 P54′ | Vancouver 40.2 \| 23.8 F40′ | 1561 1624 | | '76 6 | Liverpool, (W. H. Potter.) [N. S. | Canadian Pacific Ry. Co. | I;1BH | | |
| 9301 91,253 | **Melbourne** 1D | Brg | Am 168 | Detroit 31 \| 14 | 484 510 | | '80 | St. Clair, (Simon Langell.) [Mich. | Burns Bros. | O | | |
| 9302 143,712 KHQN | **Melford Hall** Steel 2D;Wireless;Oil fuel;W. Bal 7BH *(Now City of Johannesburg)* | Scw | Br 417.2 P107′ | Liverpool 54.8 \| 29 B & F287′ | 3583 5669 | | 1921 2 | Glasgow, (Barclay, Curle & Co., Lim.) [Scot. | Ellerman Lines (Lim.) | Stm Tbns; 2SB;WP220lbs | S.S.No.1,Antw5,25;A.S.5,25; shft drn6,24;B.S.5,25;M.S.10,25 | C |
| 9303 NHCR | **Melilla** Steel 2D;SUB.SIG;Wireless;W. Bal 4BH | Scw | Ger 279.3 P26′ | Oldenburg 40.9 \| 24.9 B39′ F30′ | 1642 2653 | | 1923 2 | Hamburg, (H. C. Stulcken Sohn.) [Ger. | Oldenburg-Portug. Dampfsch. Rhed. | 3Cyl(TE22,36,58x35; 2Blrs | | G |
| 9304 165,671 | **Melinda Reilly** 1D | Brg | Am 96 | Albany 17.4 \| 7.6 | 96 104 | | 1914 | Waterford, (John E. Matton.) [N. Y. | John E. Matton | Wd | | |
| 9305 LBDN | **Meline** Steel 2D;Web frms;Long. frmg; 16BH Mchy aft;Oil fuel;Oil in bulk; Wireless;W. Bal | Scw | Nor 425 P101′ | Tonsberg 57 \| 33.1 B28′ F42′ | 4399 7019 | | 1918 3 | Sunderland, (J. Laing & Sons, Lim.) [Eng. | Th. Berg, Mgr. | 3Cyl(TE27,45,74x54; 4SB;WP180lbs | | BL |
| 9306 PLTD | **Meliskerk** x Cesario xD. A. D. G. 76 Steel 2D;Well dk;Wireless;W. Bal 8BH | Scw | Hol 449.2 P & B | TheHague 58.2 \| 26.9 380′ F54′ | 3675 5919 | | 1919 9 | Hamburg, (Blohm & Voss.) [Ger. | N. V. Vereenigde Nederl. Scheepv. Maats. | 4Cyl(QE28,40,57,82x55; 4SB;WP225lbs | | BL |
| 9307 136,367 JRVC | **Melita** Steel 3D;SUB.SIG;Wireless;D. F; 10BH W. Bal | Scw Trp | Br 520 P46′ | Belfast 67.2 \| 50.3 B & F 413′ | 8873 15183 | | 1918 1 | Glasgow, (Barclay, Curle & Co., Lim.) [Scot. | Canadian Pacific Railway Co. | Stm Tbn; 2-4Cyl(TE26,41,47,47x51; 5DB;WP215lbs | | BL |
| 9308 | **Mello** xGraziella xHebburn Steel 1D;Wireless;W. Bal 8BH | Scw 4 M | Ptg 370 P30′ | Lisbon 51 \| 25 B89′ F30′ | 2413 3900 | | 1915 4 | Blyth, (Blyth S. B. & D.D. Co., Lim.) Eng. | Soc. Geral de Commercio Industria e Transportes (Lim.) | 3Cyl(TE25,40,68x48; 3SB;WP180lbs | | BL |
| 9309 142,478 JVGS | **Melmore Head** Steel 2D;Wireless;W. Bal 7BH | Scw | Br 390 P47′ | Belfast 51.8 \| 29.8 B117′ F78′ | 3329 5319 | | 1918 9 | Belfast, (Workman Clark & Co.) [Ire. | G. Heyn & Sons, Mgrs. | Stm Tbns; 3SB;WP210lbs | S.S.No.1,Blfst8,22;A.S.12,25; shft drn12,25;M.&B.S.2,26 | C |
| 9310 ONCV | **Melpomene** Steel 2D;Long. frmg;Mchy aft; 27BH Oil in bulk;Oil fuel;Wireless;W. Bal | Scw | Fr 426 P100′ | Havre 56.8 \| 32.8 B27′ F41′ | 3989 7011 | | 1923 | Bordeaux, (Ch. & Atel. de la Gironde.) [Fr. | Cie. Auxiliaire de Navigation | 3Cyl(TE28,46,76x52; 4SB;WP185lbs;3000IHP. | | V |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9311 | **Melrose** | Scw | Am | Boston | 3096 | | 1907 | Quincy, | Mystic S. S. | 3Cyl TE 28,44,73x48; | ✠A1 | C |
| 204,848 | Steel | Sch | 373.2 | 52.7 \| 29.8 | 5057 | | 11 | (Fore River [Mass. | Co. | Fore River S. B. Co; | AMS | |
| KWLV | 1D;Topside tanks;Mchy aft; 7BH | | P120' | B24' F38' | 8000 | | | S. B. Co.) | | 4SB;Lake Erie Blr. Wks; | 2d S.S.No.1,NY7,23; | |
| | SUB.SIG;Bulk carrier;Deep frmg; | | | | | | | | | WP180lbs;2700IHP;EAC; | M.S.7,23;B.S.9,26; | |
| | W. Bal | | | | | | | | | Dkd,d rpd10,26 | shft drn10,26;Cih BB;CL | |
| 9312 | **Melrose** | SW | Am | San Fran. | 1677 | | 1908 | Oakland, | Southern | 2CylC 22½,38¾x96; | | |
| 205,918 | Wood | | 273 | 43 \| 17.9 | 2662 | | 12 | Cal. | Pacific Co. | 4SB;WP162lbs;1340IHP. | | |
| | 1D | | | | | | | | | | | |
| 9313 | **Melrose** | Sch | Am | San Fran. | 542 | | 1902 | Hoquiam, | Joseph A. | O,YF;Gif | | |
| 93,272 | | 4 M | 175.4 | 37.9 \| 13.9 | 615 | | 6 | Wash. | Oliver | | | |
| KRSM | 1D | | | | | | | | | | | |
| 9314 | **Melrose** | Brg | Br | Montreal | 740 | | '95 | Kingston, | Sincennes- | O | 90(GL) | |
| 103,556 | | | 183.6 | 35.8 \| 14 | 768 | | | (Ainslie.) [Ont. | McNaughton Line | | Lake Erie & St. Lawrence. | |
| | 1D | | | | | | | | | | P.S.5,26 | |
| 9315 | **Meltonian** | Scw | Br | Liverpool | 4066 | | 1909 | Belfast, | F. Ley- | 4Cyl QE 23,34,49,70x51 | | |
| 127,991 | Steel | Sch | 400.8 | 52.3 \| 26.9 | 6306 | | | (Harland [Ire. | land & Co. (Lim.) | | | |
| HPNQ | 2D;Wireless;SUB.SIG;W. Bal | | | | | | | & Wolff.) | | | | |
| 9316 | **Melville Dollar** | Scw | Am | San Fran. | 4319 | 10′ 3″ | 1921 | Shanghai, | Dollar S.S. | 3Cyl TE 26½,44,74x48; | ✠A1Ⓔ With Freeboard. | |
| 221,728 | xOriental Steel | | 429 | 55.2 \| 34 | 7032 | 27′ 11″ | 9 | (Kiangnan [China | Line of Cal. | Kiangnan Dock & Eng. Wks; | ✠AMS | |
| MDGW | 3D;W. Bal; 8BH | | | 37′ 11½″ | 10000 | | | Dock & Eng. | | 3SB;Willamette I. & Stl. Wks; | S.S.No.1,SanF11,25; | |
| | Wireless; 7BH to Fbd dk | | | | | | | Wks.) | | 9174HS;WP200lbs;EAC; | shft drn9,24;M.&B.S.11,25; | |
| | 1BH to 3d dk | | | | | | | | | d rpd8,25;Dkd,s rps8,26 | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.....D.B.364′1489t... | | | | | | | | | | | |
| | F.O.—A.P.100t;D.B.320′1179t;D | T.31′7 | 66t; F | P.165t | | | | | | | | |
| 9317 | **Melvin S. Bacon** | Brg | Am | Duluth | 584 | | '74 | Vermilion, | Canada S.S. | Wd | | |
| 90,657 | | | 180 | 33 \| 14.5 | 614 | | | (J. [Ohio | Lines (Lim.) | | | |
| | 1D | | | | | | | Squire.) | | | | |
| 9318 | **Memas** | Scw | Grk | Argostoli | 2773 | | 1900 | Glasgow, | A. Vergottis | 3Cyl TE 27,43,72x48; | | BL |
| | xAchilles xLord Erne Steel | | 375.2 | 50 \| 25.9 | 4359 | | 11 | (Napier & [Scot. | | 2SB;WP200lbs | | |
| HWQM | 2D;Deep frmg; 6BH | | P39′ | B102′ F45′ | | | | Miller, Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 9319 | **Memel** | Scw | Ger | Memel | 1624 | | 1908 | Lubeck, | A. H. | 3Cyl TE 22,35,59x35; | | G |
| | xBorussia xJohn Sauber Steel | | 306.8 | 42.2 \| 17.9 | 2726 | | 3 | (Schiffaw. [Ger. | Schewdersky | 2Blrs | | |
| HBTK | 1D;SUB.SIG;Wireless;W. Bal 4BH | | | | | | | v. H. Koch A. G.) | Nachf | | | |
| 9320 | **Memnon** | Scw | Am | San Fran | 2012 | 4′ 10¼″ | 1921 | Oakland, | Columbia | 3Cyl TE 24,39,65x42; | ✠A1Ⓔ | |
| 221,043 | Steel | | 320.7 | 46 \| 24.4 | 3329 | 22′ 1″ | 2 | (Hanlon [Cal. | River Packers | Allis Chalmers Mfg. Co; | ✠AMS | |
| MCKT | 2D;W.Bal; 8BH | | P26′ | 26′ 9″ | 5130 | | | D. D. & S. B. Co.) | Assn. | 3WTB;Williams Bros; | S.S.No.1,PtdO9,26; | |
| | Wireless; 7BH to Fbd dk | | | B79′ F33′ | | | | | | 7200HS;WP200lbs;1800IHP;EAC; | B.S;shft drn10,25;M.S.9,26; | |
| | SUB.SIG; 1BH to 2d dk | | | | | | | | | Dkd,10,25;s rps9,26 | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.91t;D.B.263′658t..... | | | D.T.36′721t; F. | P.96t | | | | | | | |
| | F.O.—A.P.85t;D.B.218′477t;W.T | .189t;S | T.145t | F. | P.90t | | | | | | | |
| 9321 | **Memnon** | Scw | Br | Liverpool | 3019 | | 1906 | Greenock, | A. Holt & | 3Cyl TE 25,41,70x48 | | |
| 120,934 | Steel | Sch | 392.1 | 49.2 \| 28.7 | 4870 | | | (Scott's [Scot. | Co. | | | |
| HGBS | 2D;Oil fuel;Wireless | | P41′ | B115′ F43′ | | | | S. B. & E. Co., | | | | |
| | | | | | | | | Lim.) | | | | |
| 9322 | **Memphis** | Scw | Am | Norfolk | 121 | | '72 | Chester, | Southern | 1Cyl 22x22; | | |
| 125,002 | xCity of Chester O,YP | | 109 | 22.5 \| 8 | 177 | | rb '02 | (Miller [Pa. | R.R. Co | 1Blr;WP125lbs;360IHP. | | |
| | 1D 1BH | | | | | | | & Allen.) | | | | |
| 9323 | **Memphis** | Scw | Am | St. Louis | 410 | | 1921 | Pt. Pleasant, | U. S. Govt. | 2-2Cyl TE 15½,25,44x26; | | |
| 221,781 | Steel | Twin | 200 | 40 \| 10 | 757 | | | (Marietta [Va. | | 2WTB;1800IHP. | | |
| | 2D | | | | | | | Mfg. Co.) | | | | |
| 9324 | **Memphis City** | Scw | Am | New York | 3450 | 4′ 4″ | 1921 | Chickasaw, | U. S. Steel | Stm Tbn; | ✠A1Ⓔ | |
| 221,511 | Steel | | 425.2 | 56.2 \| 26.5 | 5686 | 25′ 10″ | 7 | (Chickasaw [Ala. | Products Co. | Federal S. B. Corp; | ✠AMS | |
| MDBQ | 2D;W. Bal;Wireless; 7BH | | | 30′ | 9380 | | | S. B. Co.) | | 3SB;Federal S. B. Corp; | S.S.No.1,NY5,25; | |
| | Oil fuel F. P. above 150° F. C-37 | | P57′ | B & F 349′ | | | | | | 7836HS;WP210lbs;3100SHP;EAC; | shft drn5,24;M.&B.S.5,25; | |
| | W.B.—A.P.63t;D.B.368′1432t... | | | F. | P.109t | | | | | Dkd,d rpd7,26 | SBP;CL | |
| | F.O.—A.P.59t;D.B.315′1081t;D. | T.22′1 | 34t; F. | P.102t | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9325 | **Menado** | Scw | Hol | Rotterd'm | 3814 | | 1908 | Rotterdam, | Ruys & | 3Cyl TE 26½,43,72x48; | | \ |
| | Steel | | 395.8 | 51.5 \| 34.4 | 5874 | | (Bonn & Mees.) | Zonen | 3SB;WP180lbs;2450IHP | | |
| PLVC | 3D;Wireless;W. Bal 7BH | | | | | | | | | | | |
| 9326 | **Menado Maru** | Scw | Jap | Osaka | 1284 | | 1922 | Innoshima, | Osaka | 3Cyl TE 21,35,58x39; | | C-J |
| 28,719 | Steel | | 270 | 43 \| 22.5 | 2165 | | 10 | (Osaka Iron Wks.) | Shosen Kabushiki Kaisha | 2SB;WP200lbs;168RHP. | S.S.No.1,Kobe6.26; M.&B.S.shft drn6.26 | |
| SLKC | 2D;Oil fuel;Wireless;W. Bal 5BH | | | B52′ F28′ | | | | | | | | |
| 9327 | **Menapier** | Scw | Blg | Antwerp | 3071 | | 1917 | Glasgow, | Lloyd Royal | 3Cyl TE 27,44,73x48; | | BL |
| | xWar Heather Steel | | 400.5 | 52.3 \| 28.5 | 5166 | | 12 | (D. & W. Henderson & Co.) | Belge Soc. Anon. | 3SB;WP180lbs | | |
| MNCP | 1D;Wireless;W. Bal;Oil fuel 7BH | | P49′ | B113′ F39′ | | | | [Scot. | | | | |
| 9328 | **Mendocino** | Scw | Nor | Tonsberg | 4412 | | 1917 | Sunderland, | Wilh. | 3Cyl TE 27,45,74x54; | | BL |
| | Steel | | 425 | 57 \| 33.1 | 7032 | | 7 | (J. Laing & Sons, Lim.) | Wilhelmsen, Mgr. | 4SB;WP180lbs | | |
| MTDP | 2D;Web frms;Long. frmg; Oil fuel;Oil in bulk; Mchy aft; Wireless;W. Bal 15BH | | P101′ | B28′ F40′ | | | | [Eng. | | | | |
| 9329 | **Mendoza** | Scw | Fr | Marseilles | 5000 | | 1920 | Wallsend, | Soc. Gen. | Stm Tbns; | | I |
| | Steel | Twin | 450.5 | 58.4 \| 31.5 | 8600 | | | (Swan, Hunter & Wigham Richardson, Lim.) | de Transp. Mar. a Vap | 6SB;WP200lbs;7400IHP. | | |
| ONCX | 2D;Oil fuel;W. Bal;Wireless 11BH | | P48′ | B249′ F83′ | | | | [Eng | | | | |
| 9330 | **Menelaus** | Scw | Br | Liverpool | 6295 | | 1923 | Dundee, | Ocean S.S. | Stm Tbns | | |
| 147,235 | Steel | Twin | 495.5 | 62.3 \| 39.6 | 10278 | | | (Caledon S.B.& E Co., Lim.) | Co. (Lim.) | | | |
| KPNW | 3D;Wireless;W. Bal | | P69′ | B174′ F55′ | | | | [Scot. | | | | |
| 9331 | **Menhir-Braz** | Scw | Fr | Alger | 2007 | | 1906 | Rostock, | Soc. des | 3Cyl TE 20½,36,56x37; | | V |
| | xEmmi Arp Steel | Sch | 292.1 | 44 \| 24.2 | 2787 | | 11 | (Akt. Ges. Neptun.) | Cargos Algeriens | 2SB;WP200lbs;1050IHP. | | |
| ONDC | 2D;Spar dk;W. Bal;Wireless 5BH | | | | | | | [Ger. | | | | |
| 9332 | **Menominee** | Brg | Br | Montreal | 576 | | '83 | Milwaukee, | Sincennes- | O | | |
| 138,238 | | | 167.3 | 33 \| 14.4 | 618 | | rb'17 | (Milwaukee Ship Yard Co.) | McNaughton Line (Lim.) | | | |
| | 1D | | | | | | | [Wis. | | | | |
| 9333 | **Menominee** | Scw | Am | New York | 118 | | 1919 | Green Bay, | Southern | 3Cyl TE 17,25,43x30; | | |
| 218,978 | Steel | | 141.5 | 27.7 \| 16 | 441 | | (Northwest Eng. Wks.) | Transp. Co. | 2SB.800IHP;Dkd12.25 | shft drn12.25 | |
| LTCG | 1D | | | | | | | [Wis | | | | |
| 9334 | **Menominee** | Scw | Br | Glasgow | 4441 | | '97 | Glasgow, | Atlantic | 3Cyl TE 32,54,90x66; | | BL |
| 108,688 | xAlexandra Steel | | 475 | 52.3 \| 31.3 | 6919 | | 10 | A. Stephen & Sons.) | Transport Co. (Lim.) | 2DB;2SB;WP190lbs | | |
| PVDH | 3D;SUB.SIG;Wireless;W. Bal 7BH | | P87′ | B220′ F106′ | | | | [Scot | | | | |
| 9335 | **Mentor** | Brg | Am | New York | 232 | | 1916 | Brooklyn, | N. Y. Cen- | Wd | | |
| 166,540 | | | 101.3 | 29.9 \| 8.7 | 232 | | | (Theo. A. Crane's Sons Co.) | tral R.R. Co. | | | |
| | 1D | | | | | | | [N. Y. | | | | |
| 9336 | **Mentor** | Scw | Grk | Ithaca | 1944 | | 1902 | Stockton, | G. C. Dra- | 3Cyl TE 23½,39,64x42; | | BL |
| | xAlva Steel | Sch | 325 | 48.1 \| 22.2 | 3050 | | 9 | Eng | coulis | 2SB;WP155lbs | | |
| HMQV | 1D;B;Web frms;Wireless; W. Bal 5BH | | P29′ | B166′ F34′ | | | | (Ropner & Son.) | | | | |
| 9337 | **Merak** | Scw | Hol | Rotterd'm | 1800 | | 1920 | Bolnes, | VanNievelt, | 3Cyl TE 22,37,60x39; | | BL |
| | Steel | | 325.8 | 47.3 \| 21.9 | 3014 | | 5 | (N. V. Boele's Schps. & Mchf.) | Goudriaan & Co.'s Stoom Maats | 3SB;WP180lbs | | |
| PLWG | 1D;W. Bal;Wireless 5BH | | P26′ | B206′ F29′ | | | | [Hol | | | | |
| 9338 | **Merano** | Scw | It | Trieste | 2227 | | 1909 | Trieste, | Lloyd | 3Cyl TE 23¼,39,66x48 | | I |
| 60 | xMeran Steel | | 344.5 | 45.5 \| 25.9 | 3754 | | | (Lloyd Austriaco.) | Triestino | 2SB;2200IHP. | | |
| DWHM | 1D;B;Wireless;W. Bal 6BH | | B160′ | | | | | [It | | | | V |
| 9339 | **Merauke** | Scw | Hol | Rotterd'm | 4294 | | 1912 | Flushing, | Ruys & | 3Cyl TE 28,47,81x52; | | |
| | Steel | | 431.1 | 54.3 \| 34.2 | 6674 | | | (Koninklijke Mij. de Schelde.) | Zonen, Mgrs. | 4SB;WP200lbs;35001HP. | | |
| PLWR | 3D;Shel dk;Wireless;W. Bal 8BH | | | | | | | [Hol | | | | |
| 9340 | **Mercator** | Scw | Fin | Hels'gfors | 2672 | | 1904 | W. Hartle- | A/B | 3Cyl TE 26,42,72x48; | | BL |
| | xManchester Mariner Steel | Sch | 360 | 48 \| 20.2 | 4106 | | 2 | pool, Eng. (Furness, Withy & Co.,Lim.) | Finland-Amerika Linjen O/Y | 3SB;WP180lbs | | |
| OJAV | 1D;Spar dk;Web frms; Wireless;W. Bal 6BH | | P30′ | B92′ F34′ | | | | | | | | |
| 9341 | **Mercedes** | Scw | Chl | Valparaiso | 506 | | '81 | So. Shields, | Beech y | 2CylC 22,42x30; | | |
| 929 | xPorteno xCachalote Iron | | 189.8 | 26.7 \| 15 | 684 | | 11 | (J. Read- head & Co.) | Cia. (Lim.) | 1SB;WP75lbs | | |
| HBCF | xDon Pedro 4BH | | | B40′ F22′ | | | | [Eng | | | | |
| | 1D;B;Well dk;W. Bal | | | | | | | | | | | |
| 9342 | **Mercedes** | Scw | Sp | Alicante | 383 | | '66 | Newcastle, | J. Sitges | 3Cyl TE 13,22,35x27; | | V |
| | xMaine xTour Iron | | 166.7 | 24.9 \| 15.4 | 524 | | | (C. Mitchell & Co.) | | 1SB;WP150lbs;490IHP. | | |
| HVDW | 2D;Wireless 5BH | | | | | | | [Eng. | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9343 | **Mercedes** | Scw | Chl | Valparaiso | 101 | | '74 | Hamburg, | Cia. | 2CylC19,34x24; | | |
| 1,161 | xBuey xEnak Iron | | 90.4 | 20 \| 11.4 | 141 | | | (Janssen & Schmilinsky.) [Ger. | Carbonifera y de Fundicion Schwager | 1Blr;WP90lbs;315IHP. | | |
| HBFD | 1D;W.Bal 5BH | | | | | | | | | | | |
| 9344 | **Mercedes de Larrinaga** | Scw | Br | Liverpool | 2700 | | 1902 | Pt. Glasgow, | Larrinaga | 3CylTE26,42,70x48; | | BL |
| 115,318 | Steel | Sch | 370.5 | 50.1 \| 25.3 | 4152 | | 9 | (Russell & Co.) Scot. | & Co., Mgrs. | 2SB;WP180lbs | | |
| TPWV | 2D;Shel dk;Deep frmg; 6BH Wireless;W. Bal | | | | | | | | | | | |
| 9345 | **Mercedes L.** | Brg | Br | Sorel | 163 | | 1913 | Sorel, | E. Charland | Wd | | |
| 134,369 | 1D | | 109.5 | 22.9 \| 8.1 | 180 | | | Que. | | | |
| 9346 | **Mercer** | Scw | Am | Newark | 3836 | 8′ ½″ | 1919 | Kearny, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 217,422 | Steel | | 395.5 | 55 \| 31.4 \| 34′ 11″ | 6219 | 27′ | 1 | (Federal S. B. Co.) [N. J. | ping Board | General Electric Co; 3SB;Federal S. B. Co; 8934HS;WP210lbs;2500SHP;EAC; Dkd,d rpd11,26 | ✠AMS shft drn5,25;M.&B.S.11,26; SBP;CL | |
| LPJN | 2D; 7BH Long. frmg;Web frms;W. Bal; C-36 Oil fuel F. P. above 150° F. | | P44′ | B108′ F37′ | 9683 | | | | | | | |
| | W.B.—A.P.175t;D.B.231′1518t. | ..... | F.P.25 | 5t | | | | | | | | |
| | F.O.—A.P.163t;D.B.289′1169t;S. | T.77t; | F.P.23 | 8t | | | | | | | | |
| 9347 | **Mercer** | Scw | Am | New York | 75 | | '88 | Camden, | Penna. | 2CylC20,36x26; | | |
| 91,969 | Iron | | 93.6 | 22 \| 10 | 150 | | N. J. | R.R. Co. | 1Blr;WP100lbs;350IHP. | | |
| | 1D 3BH | | | | | | | | | | | |
| 9348 | **Mercer Victory** | Scw | Am | Phila. | 3381 | 7′ 10½″ | 1919 | Bristol, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,754 | Steel | | 400.7 | 54.2 \| 30.4 \| 32′ 10″ | 5500 | 25′ 2″ | 9 | (Merchants S. B. Corp.) [Pa. | ping Board | Westinghouse E. & M. Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;3000SHP;EAC; Dkd4,21;s rps9,21 | ✠AMS n Eng6,21; Clh BB;CL (Laid up) | |
| LSKW | 2D;Deep frmg;SUB.SIG;Wireless; 7BH W. Bal; C-36 Oil fuel F. P. above 150° F. | | P35′ | B123′ F44′ | 8822 | | | | | | | |
| | W.B.—A.P.143t;D.B.335′1311t. | ..... | F.P.12 | 0t | | | | | | | | |
| | F.O.—A.P.133t;D.B.281′1092t;S. | T.63t; | F.P.11 | 2t | | | | | | | | |
| 9349 | **Merchant** | SW | Am | Savannah | 480 | | '78 | Wilmington, | C. E. Ball & | 1CylVB18x72; | | |
| 91,094 | Iron | | 147.7 | 29.6 \| 5.4 | 571 | | (The Pusey & Jones Co.) [Del. | C. J. Butler | 2Blrs;273IHP. | | |
| 9350 | **Merchant** | Scw | Br | Liverpool | 2303 | | 1908 | Glasgow, | Charente | 3CylTE21,35,58x48; | | BL |
| 127,930 | Steel | Sch | 349.3 | 46 \| 18.1 | 3588 | | 9 | (C. Connell & Co., Lim.) [Scot. | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| HNFJ | 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | | P31′ | B102′ F34′ | | | | | | | | |
| 9351 | **Merchant** | Scw | Am | Savannah | 238 | | 1904 | Philadel- | Merchants | 2-2CylC11,22x16; | | |
| 201,335 | xJohn P. Wilson Steel | Twin | 131 | 27 \| 6.5 | 350 | | | phia, Pa. | S.S. Line | 500IHP. | | |
| 9352 | **Merchant** | Scw | Am | Boston | 73 | | '82 | Boston, | Betts & | 1Cyl9x12; | | |
| 91,402 | Wood | | 87.3 | 26.5 \| 8.5 | 136 | | Mass. | Smith Lighterage Co. | 1Blr;WP100lbs;90IHP. | | |
| | 1D | | | | | | | | | | | |
| 9353 | **Merchant** | Scw | Am | Buffalo | 62 | | 1908 | Buffalo, | Cowles | 2CylC15,28x24; | — · — | |
| 205,063 | xWalter F. Mattick Steel | | 76 | 20.2 \| 8.2 | 91 | | | (B. J. Cowles.) [N. Y. | Shipyard Co. | 1Blr;WP130lbs;500IHP | — — | |
| | 1D 4BH | | | | | | | | | | Suspended10,25 | |
| 9354 | **Mercian** | Scw | Br | Liverpool | 4066 | | 1908 | Belfast, | F. Ley- | 4CylQE23,34,49,70x51 | | |
| 127,907 | Steel | Sch | 400.3 | 52.3 \| 26.9 | 6305 | | | (Harland & Wolff, Lim.) [Ire. | land & Co. (Lim.) | | | |
| HMPQ | 2D;SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 9355 | **Mercier** | Scw | Blg | Antwerp | 4845 | | 1915 | Vegesack, | Lloyd | 3CylTE32,52,86x55; | | C |
| | xErfurt Steel | | 476.2 | 60.7 \| 32.9 | 7816 | | 11 | (Bremer Vulcan.) [Ger. | Royal Belge Soc. Anon. | | | |
| MNER | 2D;W. Bal;Wireless;SUB.SIG 4BH | | P27′ | B130′ F84′ | | | | | | 4SB;WP200lbs | S.S.No.2,Antw7,22; M.&B.S;shft drn7,25 | |
| 9356 | **Mercury** | Scw | Am | Boston | 72 | | '90 | Boston, | Neptune | 2CylC16,30x24; | | |
| 92,198 | Wood | | 96.6 | 23 \| 12.9 | 150 | | | Mass. | Line, Inc. | 1SB;WP125lbs;400IHP. | | |
| | 1D | | | | | | | | | | | |
| 9357 | **Mericos H. Whittier** | Scw | Am | San Fran. | 4293 | 7′ 8½′ | 1919 | SparrowsPt. | Associated | 3CylTE27,47,78x48; | ✠A1Ⓔ Oil Carrier. | |
| 218,981 | xHulaco Steel | | 435.6 | 56.2 \| 31.7 \| 33′ 6″ | 6972 | 25′ 11½″ | 7 | Md. (Bethlehem S. B. Corp.) | Oil Co | Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 8235HS;WP220lbs;2600IHP;EAC; d rpd3,26;Dkd,s rps10,26 | ✠AMS S.S.No.1,SanF12,23; M.S.12,23;B.S.6,25; shft drn9,26;Clh BB;CL | |
| LTCK | 3D;Long. frmg;Mchy aft; 15BH Wireless; 9BH to Fbd dk W. Bal; 6BH to 2d dk Oil fuel F. P. above 150° F. C-38 | | P106′ | B47′ F42′ | 10100 | | | | | | | |
| | W.B.—A.P.74t;D.B.a64′203t. | ..... | D.T. | f.50′881t; | F.P.9 | 7t | | | | | | |
| | F.O. | D.T. | a19′91 | 9t;D.T. | f.50′824t. | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9358 208,451 LBTQ | **Merida** O,YP;Glef (Sltd) 1D;Wireless 4BH | Scw | Am 182 | Wilmngtn 34.2 \| 15.4 | 359 628 | | 1911 4 o'20 | Bath, (Kelley, [Me. Spear & Co.) | The Atlantic & Caribbean S. N. Co. | 2CylC20,34⅜x26; 1Blr;WP89lbs;450IHP;clk dk10,15; s rf,clk t10,20;s dk clkg4,22; rps,clk b,M4,26 | ✠A1 AMS H.T.Pto Cab10,20; M.S.10,20;n shft3,24;B.S.6,25 (Reclassing) | |
| 9359 148,272 KQRJ | **Merioneth** Steel 1D;Wireless;W. Bal 6BH | Scw | Br 400 P30′ | Cardiff 52 \| 25.6 B257′ F35′ | 2811 4600 | | 1924 5 | W. Hartlepool, Eng. (W. Gray & Co., Lim.) | Cardigan Shipping Co. (Lim.) | 3CylTE26,43,71x48; 3SB;WP180lbs | | BL |
| 9360 ONEG | **Merope** Steel 2D;B;Mchy aft;Oil fuel; Oil in bulk;Wireless;W. Bal 27BH | Scw | Fr 426 P102′ | Havre 56.9 \| 32.9 B27′ F40′ | 3989 7011 | | 1922 | La Ciotat, (Soc. [Fr. Provencale de Constructions Navales.) | Cie. Auxiliaire de Navig. | 3CylTE28,46,76x52; 4SB;WP185lbs;3000IHP. | | V |
| 9361 PMBR | **Merope** Steel 2D;W. Bal;Shel dk 5BH | Scw | Hol 256.2 | Amst'dam 36.8 \| 13.7 | 640 1158 | | 1918 | Krimpen a/d Ysel, Hol. (N. V. Giessen & Zonens Schps.) | Konikl. Nederl. Stoomb. Mij. | 3CylTE18,30,48x36; 2SB;WP180lbs;900IHP. | | V |
| 9362 145,707 KMCJ | **Meropi** xOlga xOppurg Steel 1D;B;Deep frmg;Web frms; Wireless;W. Bal 6BH | Scw | Br 346 P31′ | Cardiff 48.1 \| 23 B180′ F31′ | 2159 3445 | | 1908 12 | Hoboken, (Chant. [Belg. Nav. Anversois.) | Unity Shipping & Trading Co. (Lim.) | 3CylTE24,40,66x45; 3SB;WP180lbs | | BL |
| 9363 JDGC | **Meropi** xPolgowan xMacedonia Steel 1D;Spar dk;Deep frmg; Wireless;W. Bal 6BH | Scw | Grk 379.4 P42′ | Syra 46.3 \| 20.2 B96′ F44′ | 2780 4358 | | 1900 7 | Newcastle, (C. S. Swan [Eng. & Hunter, Lim.) | C. D. Calafatis | 3CylTE24,40,68x48; 3SB;WP180lbs | | BL |
| 9364 92,585 KMFV | **Merriam** 1D;B | Brg Sch | Am 193.1 | New York 34.6 \| 16 | 823 855 | | '94 6 | Noank, (R. [Conn. Palmer & Son.) | Thomas J. Howard | O,Ch,Hk,YP;Gif✕ | — Exp | |
| 9365 143,100 JWNT | **Merriwa** xGertrud xWilly Rickmers Steel 2D;Wireless;W. Bal 6BH | Scw | Br 402 P50′ | Sydney 53.3 \| 27.4 B134′ F44′ | 3490 5629 | | 1915 | Bremerhaven, Ger. (Rickmers Werft.) | Adelaide S.S. Co. (Lim.) | 3CylTE28,45,74x53; 3SB;WP200lbs | | BL |
| 9366 219,074 LTHK | **Merry Mount** Steel 2D;Long. frmg; 7BH Wireless;SUB.SIG; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.48t; D.B.340′1237t. F.O. D.B.304′ 995t; S. T.—t. | Scw | Am 409.6 P41′ F.P.14 | N. London 54.4 \| 27.4 \| 30′ B120′ F43′ 9t | 3476 5724 8800 | 6′ 1″ 24′ 1″ | 1919 10 | Groton, (Groton [Conn. Iron Wks.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 4WTB;Heine W. T. Blr. Co; 11132HS;WP200lbs;2500SHP;EAC; d rpd8,21;Dkd3,22; s rps5,22;Exmd8,22 | ✠A1Ⓔ ✠AMS shft drn8,21;Clh BB;CL (Laid up) | |
| 9367 5,748 JVLG | **Mertainen** xStrathlyon Steel 1D;Spar dk;Deep frmg; W. Bal;Wireless 6BH | Scw | Swd 376.2 P37′ | Stockholm 52.2 \| 17.4 B92′ F33′ | 2530 4530 | | 1907 11 | Pt. Glasgow, (W. Hamilton & Co., Lim.) [Scot. | G. Dillner, Mgr. | 3CylTE25,41,68x48; 3SB;WP180lbs | | BL |
| 9368 220,683 MBQJ | **Merton E. Farr** Steel 1D 4BH | Scw | Am 580 | Duluth 60 \| 32 | 6387 8349 | | 1920 9 | Wyandotte, (Detroit [Mich. S. B. Co.) | Zenith S.S. Co. | 3CylTE24½,41,65x42; 3SB;WP185lbs;2300IHP. | (★100(GL) P.S.10,25 | |
| 9369 143,097 JWLM | **Merton Hall** xSanta Cruz Steel 2D;SUB.SIG;Wireless;W. Bal 8BH | Scw | Br 392.7 P38′ | Liverpool 47.9 \| 28.3 B239′ F50′ | 3134 4988 | | 1905 6 | Newcastle, (Swan, [Eng. Hunter & Wigham Richardson, Lim.) | Hall Line (Lim.) | 3CylTE25,43,74x48; 3SB;WP200lbs | 2dS.S.No.1,Lvpl4,25;A.S.4,25; shft drn12,22;B.S.4,25;M.S.5,26 | C |
| 9370 117,399 HFGM | **Mesopotamia** xArgowan Steel 1D;Spar dk;Deep frmg; Wireless; W. Bal 6BH | Scw | Br 369.6 P36′ | Greenock 49.8 \| 19.1 B108′ F44′ | 2763 4363 | | 1906 1 | Pt. Glasgow, (Russell [Scot. & Co.) | British Invicta Shipping Co. (Lim.) | 3CylTE26,42,70x48; 2SB;WP180lbs | | BL |
| 9371 | **Messathouri** xMesathouri xOlimpo Steel 1D;Spar dk;Deep frmg; Wireless;W. Bal 5BH | Scw Sch | Grk 330 B84′ | Andros 45.3 \| 26.4 F38′ | 2185 3550 | | '98 11 | Newcastle, (C. S. Swan [Eng. & Hunter, Lim.) | L. G. Keranis | 3CylTE24,38,64x42; 2SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9372 | **Messicano** | Scw | It | Genoa | 2703 | | 1918 | Innoshima, | Pellegro | 3Cyl TE24,41,67x48; | | I |
| 897 | xMontecristo xWar Maid Steel | | 345 | 49.8 \| 28.2 | 4342 | | 7 | (Osaka [Jap. | Gennaro fu | 2SB;WP180lbs;2100IHP. | | |
| NYSO | 1D;Shel dk;Web frms; 6BH | | P30′ | B99′ F34′ | | | | Iron Wks.) | Agostino | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | | | | | |
| 9373 | **Metacomet** | Brg | Am | New York | 819 | | '80 | Detroit, | N. Y., On- | O,YP;If | | |
| 100,255 | xIron State | Sch | 176 | 34.1 \| 17.6 | 852 | | | (Detroit [Mich. | tario & Western | | | |
| | 1D | | | | | | | D. D. Co.) | Ry. Co. | | | |
| 9374 | **Metagama** | Scw | Br | London | 7484 | | 1915 | Glasgow, | Canadian | 2-4Cyl QE26,37,53,77x51; | | BL |
| 136,791 | Steel | Twin | 500.4 | 64.2 \| 37.9 | 12420 | | 3 | (Barclay, | Pacific Railway | 8SB;WP215lbs | | |
| JKDF | 2D;Shel dk;SUB.SIG; 11BH | | B240′ | | | | | (Curle [Scot. | Co. | | | |
| | Wireless;D. F;W. Bal | | | | | | | & Co., Lim.) | | | | |
| 9375 | **Metapan** | Scw | Am | New York | 2755 | | 1909 | Belfast, | United | 3Cyl TE27,45,75x54; | | C |
| 212,604 | Steel | Sch | 379.2 | 50.3 \| 31.9 | 4588 | | 12 | (Workman, [Ire. | Fruit S.S. | 5SB;WP190lbs;648RHP; | S.S.No.3,NY1,22;A.S.3,26; | |
| LDRB | 3D;SUB.SIG;Oil fuel;Wireless; 4BH | | | B160′ F45′ | | | | Clark & Co., Lim.) | Corp. | Dkd9,26;s rps10,26 | B.S;shft drn12,24;M.S.7,26 | |
| | W. Bal | | | | | | | | | | | |
| 9376 | **Metcalfe** | Scw | Br | Irvine | 1302 | | 1923 | Irvine, | Interlake | 3Cyl TE16,26½,44x33; | | C |
| 68,808 | Steel | | 252 | 43.1 \| 17.3 | 1851 | | 5 | (Ayrshire [Scot. | Nav. Co. (Lim.) | 2SB;WP180lbs;1114IHP. | Lake Survey4,25; | |
| KPCR | 1D;Mchy aft;W. Bal 3BH | | F37′ | | | | | Dkyd. Co., Lim.) | | | n shft6,24;M.S;shft drn10,25 | |
| 9377 | **Meteor** | Scw | Nor | Bergen | 1883 | | 1904 | Hamburg, | Det. | 2-3Cyl TE16,25,45x31; | | N |
| | Steel | Twin | 346.2 | 44.3 \| 18. | 3717 | | 3 | (Blohm [Ger. | Bergenske | 2SB;WP200lbs | | |
| LCQF | 2D;Spar dk;Wireless;W. Bal 6BH | | B202′ | | | | | & Voss.) | Dampskibs | | | |
| 9378 | **Metha Nelson** | Trn | Am | San Fran. | 399 | | '96 | Fairhaven, | Alaska | P;Icf(Sltd) | | |
| 92,726 | | | 156 | 36 \| 11.9 | 460 | | 7 | (H. D. [Cal. | Packers' Assn. | | | |
| KMSQ | 1D | | | | | | | Bendixen.) | | | | |
| 9379 | **Meton** | Scw | Am | San Fran. | 4526 | 7′ 7¼″ | 1920 | Oakland, | U. S. Ship- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ Oil Carrier. | |
| 220,386 | Steel | | 425 | 57 \| 31.2 | 7311 | 25′ 7″ | 7 | (Moore [Cal | ping Board | Llewellyn Iron Wks; | ✠AMS | |
| MBDH | 2D;Long. frmg; 16BH | | | 33′ | 10000 | | | S. B. Co.) | | 3SB;Moore S. B. Co.; | S.S.No.1,SanF11,24; | |
| | Mchy aft; 9BH to Fbd dk | | P105′ | B40′ F41′ | | | | | | 8745HS;WP210lbs;2800IHP; | M.S.11,24;shft drn12,25; | |
| | 7BH to 2d dk | | | | | | | | | Dkd,s rps8,26 | B.S.4,26;Cih BB;CL | |
| | W. Bal;Wireless;SUB.SIG; C-38 | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| | W.B.—A.P.29t;D.B.61′147t | | D.T.a4 | ′207t | D.T.f. | 43′541t;T.D | .36t | | | | | |
| | F.O. D.T.a | 11′532t | | D.T.f.9′404 | t. | | | | | | | |
| 9380 | **Mette Jensen** | Scw | Dan | Cop'hagen | 1959 | | 1901 | Alblasser- | T. C. | 3Cyl TE27,40,75x42; | | V |
| | xAusable xLaura Steel | | 327.8 | 48.7 \| 22.4 | 3160 | | | dam, Hol | Christensen, Mgr. | 2SB;WP160lbs;1150IHP. | | |
| NFLC | 2D;Wireless;W. Bal 6BH | Sch | P33′ | B102′ F36′ | | | | (L. Smit, Czn.) | | | | |
| 9381 | **Mevania** | Scw | Am | Wilm'gton | 4282 | 7′ 7¼″ | 1920 | Oakland, | Malston | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ Oil Carrier. | |
| 220,524 | Steel | | 425 | 57 \| 31.2 | 6947 | 25′ 8″ | 8 | (Moore [Cal. | Co., Inc. | Llewellyn Iron Wks; | ✠AMS | |
| MBHT | 2D;W. Bal;Mchy aft; 16BH | | | 33′ | 10000 | | | S. B. Co.) | | 3SB;Moore S. B. Co; | S.S.No.1,NY7,24; | |
| | Long. frmg; 9BH to Fbd dk | | P105′ | B40′ F41′ | | | | | | 8745HS;WP210lbs;2800IHP;EAC; | M.S.7,24;B.S;shft drn10,26; | |
| | Wireless;SUB.SIG; 7BH to 2d dk | | | | | | | | | Dkd,d rpd10,26 | SBP;CL | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.29t;D.B.61′147t | | D.T.a4 | ′207t | D.T.f. | 43′541t;T.D | .36t | | | | | |
| | F.O. D.T.a | 11′532t | | D.T.f.9′404 | t. | | | | | | | |
| 9382 | **Mexican** | Scw | Am | New York | 5404 | | 1907 | San Fran- | American- | 2-3Cyl TE24½,42,65x45; | | BL |
| 203,971 | Steel | Sch | 472.3 | 57.2 \| 32.3 | 8512 | | 4 | (Union [cisco, Cal. | Hawaiian S.S. Co. | 4SB;WP215lbs;4600IHP. | | |
| KWBC | 2D;Shel dk;Oil fuel;Deep frmg; 8BH | Twin | | | 13768 | | | Iron Works.) | | | | |
| | Wireless;W. Bal;D.F. | | | | | | | | | | | |
| 9383 | **Mexicano** | Scw | Am | Fall River | 1474 | | '93 | Middlesbro, | Mount | 3Cyl TE21½,36,59x39; | | BL |
| 213,022 | xHarry Wadsworth Steel | | 280 | 38.5 \| 18 | 2265 | | 1 | (R. Cragg [Eng. | Hope S.S. Co., | 2SB;WP160lbs | | |
| LFHD | 1D;Spar dk;Mchy aft; 13BH | | | 25 | | | | & Sons.) | Inc. | | | |
| | Web frms;Oil in bulk;Oil fuel; | | B20′ | F23′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 9384 | **Mexicano** | Scw | Nor | Tonsberg | 2312 | | 1912 | Sunderland, | Wilh. | 3Cyl TE24,40,66x45; | | N |
| | Steel | Sch | 346 | 46.8 \| 24.8 | 3694 | | 2 | (James Laing [Eng. | Wilhelmsen | 2SB;WP190lbs | | |
| MGVL | 2D;Wireless;W. Bal 6BH | | P49′ | B167′ F39′ | | | | & Sons, Lim.) | | | | |
| 9385 | **Mexico** | Scw | Am | New York | 3700 | | 1906 | Philadel- | N. Y. & | 2-3Cyl TE28,46,76x42; | ✠A1 Coastwise & W. I. | |
| 203,116 | Steel | Sch | 400 | 50.2 \| 17.5 | 6362 | | 5 | (Wm. [phia, Pa. | Cuba Mail | Wm. Cramp & Sons S. & E. B. Co; | AMS | |
| KVJR | 3D;B; W. Bal; 7BH | Twin | | 38 | 5145 | | | Cramp & Sons S. & | S.S. Co. | 2DB;2SB; | S.S.No.3,NY9.20;n shfts6,15; | |
| | 6BH to Fbd dk | | | | | | | E. B. Co.) | | Wm. Cramp & Sons S. & E. B. Co; | M.S.9,24;shfts drn;B.S.12,25; | |
| | 1BH to 2d dk | | | | | | | | | 409GS;14373HS;WP160lbs;6000IHP; | SBP;CL | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | EAC;Dkd,d rpd7,26;Exmd10,26 | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9386 | **Mexico** | MV | Dan | Cop'hagen | 1830 | | 1920 | Nakskov, | Det. | 2-6CylOilEng19x28 | | N |
| | Steel | Twin | 301 1 | 44.1 \| 26.5 | 3013 | | 6 | (Akt. [Den. | Ostasiatiske | | | |
| NBQT | 2D;Mchy aft; 14BH | | P71′ | B43′ F53′ | | | | Nakskov. Skibs.) | Kompagni | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 9387 | **Mexico** | Scw | Ger | Hamburg | 1691 | | 1922 | Lubeck, | A. G. Hugo | 3CylTE23,38,63x43; | | G |
| | xOrissa xFreifeld Steel | | 337.6 | 48.5 \| 19.9 | 2875 | | 2 | (Schiffs. u. [Ger. | Stinnes fur | 2SB;WP200lbs | | |
| RCGN | 2D;Shel dk;Wireless;W. Bal 1BH | | P17′ | B100′ F33′ | | | | Dockbauwerft | Seesch u. Uebers | | | |
| | | | | | | | | Flender, A. G.) | | | | |
| 9388 | **Mexico** | Scw | Nor | Sandefj'rd | 1389 | | 1918 | Victoria, | Hvalfange- | 3CylTE20,33,54x40; | | BL |
| | xRagnhild Bryde xRyckett Wood | | 242.2 | 43.4 \| 23.2 | 2288 | | 1 | (Cameron [B. C. | gevsekk. Mexico | 2WTB;WP185lbs | | |
| LCVR | xWar Yukon 5BH | | P & B | B138′ F32′ | | | | Genoa Mills, Lim.) | A/S. | | | |
| | 1D;B;Well dk;Wireless | | | | | | | | | | | |
| 9389 | **Mexico** | Scw | Mex | Vera Cruz | 1662 | | 1913 | Pt. Glasgow, | Mexican | 3CylTE22,36,59x39; | | BL |
| | Steel | | 310.5 | 43.2 \| 19.8 | 2548 | | 11 | (W. [Scot. | Govt. | 2SB;WP180lbs | | |
| | 2D;Oil fuel;Wireless;W. Bal 4BH | | P39′ | B104′ F36′ | | | | Hamilton & Co., Lim.) | | | | |
| 9390 | **Mexico Maru** | Scw | Jap | Osaka | 3560 | | 1910 | Nagasaki, | Osaka | 2-3CylTE19¼,32,54x48; | | BL |
| 13,662 | Steel | Sch | 407.9 | 49.7 \| 29.8 | 5767 | | 10 | (Mitsu [Japan | Shosen Kabushiki | 3SB;WP200lbs | | |
| LMKD | 2D;Deep frmg;Wireless; 7BH | Twin | P34′ | B152′ F44′ | | | | Bishi Dkyd. & E. Wks.) | Kaisha | | | |
| | W. Bal | | | | | | | | | | | |
| 9391 | **Mexoil** | Scw | Am | Los Ang's | 760 | | 1918 | Violet, | Huasteca | 2-2CylC16,32x24; | ✠A1Ⓔ Oil Carrier. | |
| 216,397 | Steel | Twin | 242.5 | 36.7 \| 19.6 | 1370 | | 7 | (Alabama & [La. | Petroleum Co. | 2SB;Staten Island S. B. Co; | Coastwise & W. I. | |
| LKTG | 1D;Mchy aft;Long. frmg; 9BH | | P65′ | F22′ | 2420 | | | New Orleans | | 3414HS;WP165lbs;900IHP;EAC; | ✠AMS | |
| | Oil fuel F. P. above 150° F. C.25 | | | | | | | Trans. Corp.) | | Dkd,d rpd4,26 | S.S.No.1,NY5,21; | |
| | W.B.—A.P.45t.....F.P.20 t | | | | | | | | | | n Engs;n Blrs;n shfts5,21; | |
| | F.O.....D.T.a6′105t..... | | | | | | | | | | Pt shft drn9,23; | |
| | | | | | | | | | | | B.S;n Stbd shft4,26;Scip;CL | |
| 9392 | **Mexpet** | Scw | Am | New York | 161 | | 1915 | Port Rich- | Mexican | 2CylC18,38x26; | | |
| 213,452 | Steel | | 100.1 | 24.4 \| 13.5 | 237 | | | mond, N. Y | Petroleum Co. | 1SB;WP165lbs;950IHP. | | |
| | 1D;Oil fuel 5BH | | | | | | | (Staten Island S. B. Co.) | | | | |
| 9393 | **Miami** | Scw | Br | London | 2929 | | 1914 | Geeste- | Elders & | 3CylTE28,45,74x53; | | C |
| 143,128 | xPioneer Steel | | 387.5 | 49.1 \| 22.6 | 4689 | | 12 | munde, Ger. | Fyffes (Lim.) | 5SB;WP200lbs | A.S.4,26; | |
| JWQL | 4D;Wireless;SUB.SIG;W. Bal 4BH | | B155′ | F53′ | | | | (J. C. Tecklenborg, A. G.) | | | B.S.7,25;M.S;shft drn6.26 | |
| 9394 | **Miami** | Drg | Am | Los Ang's | 486 | | 1913 | Los Angeles, | Los Angeles | Stl | | |
| 169,398 | xJ. E. Upson | | 140 | 40 \| 10 | 619 | | | (Craig [Cal. | Dredging Co. | | | |
| | 1D | | | | | | | S. B. Co.) | | | | |
| 9395 | **Miami** | Scw | Am | N. Haven | 1311 | | '97 | Philadel- | Peninsula | 2-3CylTE18,27,42x24; | ✠ — — | |
| 92,830 | Steel | Twin | 240 | 40.1 \| 21.8 | 1741 | | 12 | (Wm. [phia, Pa. | & Occidental | 4CRTB;WP165lbs;2000IHP. | Cancelled. | |
| KNGB | 3D;Oil fuel;Wireless 4BH | | | | | | | Cramp & Sons' S. & E. B. Co.) | S.S. Co. | | | |
| 9396 | **Miami** | Scw | Am | Saginaw | 191 | | '88 | Marine City, | C. E. Garey | 2CylC16,30x26; | | |
| 91,991 | Oak | | 131.7 | 27 \| 10.6 | 228 | | | Mich. | | 1FB;WP90lbs;280IHP. | | |
| | 1D | | | | | | | (M. P. Lester.) | | | | |
| 9397 | **Michael** | Scw | Grk | Andros | 1950 | | 1905 | Middlesbro, | D. M. | 3CylTE23,39,64x42; | | BL |
| | xKirnwood Steel | | 330.1 | 47 \| 22.2 | 3071 | | 7 | (R. Craggs [Eng. | Logothetis | 2SB;WP160lbs | | |
| JDVT | 1D;B;Deep frmg;Web frms; 5BH | | P30′ | B166′ F32′ | | | | & Sons, Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 9398 | **Michael E. Tricoglu** | Scw | Grk | Andros | 1949 | | '99 | W. Hartle- | E. Tricoglu | 3CylTE24,38,64x42; | | BL |
| | xAirdale Steel | | 330.4 | 47.1 \| 22.4 | 3044 | | 4 | (W. [pool, Eng. | | 2SB;WP170lbs | | |
| | 1D;B;Deep frmg;Wireless; 5BH | | P27′ | BS2′ F30′ | | | | Gray & Co., Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 9399 | **Michael Gallagher** | Scw | Am | Cleveland | 3818 | | 1907 | Wyandotte, | Becker S.S. | 3CylTE22,35,58x42½; | | |
| 204,630 | xEdwin N. Ohl Steel | Sch | 420 | 54 \| 29 | 5141 | | 10 | (Detroit [Mich. | Co. | 2SB;WP170lbs;1650IHP. | | |
| | 1D;B;Mchy aft;SUB.SIG;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 9400 | **Michael L. Embiricos** | Scw | Grk | Andros | 3158 | | 1918 | Greenock, | S. G. | 3CylTE27,44,73x48; | | BL |
| | xWar Malayan Steel | | 400.3 | 52.3 \| 28.5 | 5771 | | 6 | (Caird [Scot. | Embiricos | 3SB;WP180lbs | | |
| HTPV | 1D;Wireless;W. Bal 7BH | | P50′ | B113′ F39′ | | | | & Co., Lim.) | | | | |
| 9401 | **Michael N. Maris** | Scw | Grk | Andros | 2490 | | '99 | Pt. Glasgow, | N. Maris | 3CylTE25,41,67x45; | | BL |
| | xAdriatico Steel | | 344.7 | 49.8 \| 17.9 | 3926 | | 11 | (Russell [Scot. | | 2SB;WP180lbs | | |
| JDHC | 1D;Spar dk,Deep frmg; 6BH | | P21′ | B72′ F36′ | | | | & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9402 | **Michael Tracy** | Scw | Am | New York | 1433 | 4′ 2″ | 1918 | Ecorse, | M. & J. | 3CylTE21,34½,57x42; | ✠A1Ⓔ | |
| 217,269 | xCote Blanche Steel | | | 253.4 | 43.7 \| 25.1 \| 27′ 7″ | 2351 | 23′ 6½″ | 11 | (Great Lakes Eng. Wks.) [Mich. | Tracy, Inc. | Great Lakes Eng. Wks; | ✠AMS | |
| LNWG | 1D;Mchy aft;W. Bal; 4BH | | | | | 4200 | | | | | 2SB;John Brennan Co; | S.S.No.1,NY10,22; | |
| | Wireless 1BH to Super dk 3BH to Fbd dk C-29 | | | | | | | | | | 104GS;4160HS;WP175lbs;1350IHP; EAC;d rpd4,26;Dkd,s rps10,26 | M.S.10,22; shft drn10,25;B.S.10,26;"n s"; Scip;CL | |
| | W.B.—A.P.74t;D.B.209′576t;T.T. 124′33 | 0t;F.P. | 152t | | | | | | | | | | |
| 9403 | **Michael Tracy** | Scw | Am | New York | 93 | | 1919 | Brooklyn, | M. & J. | 3CylTE16,25,40x27; | ✠A1 | |
| 217,941 | xE. P. Morse Steel | | | 100.8 | 23.7 \| 13.1 | 204 | | 4 | (Morse [N. Y. | Tracy, Inc. | 1SB;Harlan & Hollingsworth; | AMS | |
| LQVH | 1D; 4BH | | | | | | | | D. D. & Repair Co.) | | 2188HS;WP160lbs;620IHP; | S.S.No.1,NY7,23; | |
| | Oil fuel F. P. above 150° F. C-35 | | | | | | | | | | EAC;Dkd,d rpd4,25 | M.&B.S.7,23;shft drn4,25; Scip;CL | |
| 9404 | **Michel Boisselier** | Trn | Fr | St. Servan | 239 | | 1918 | Kennebunk- | Alfred Jean | O,P;Ch;Gif | | V |
| | xMathilde | | | 132.1 | 30.5 \| 11.1 | 307 | | | port, Me. (Norton.) | | | | |
| ONGM | 1D | | | | | | | | | | | | |
| 9405 | **Michigan** | Scw | Am | Fairport | 5476 | | 1906 | Ecorse, | Cleveland | 3CylTE23,37,63x42; | (★100(GL) | |
| 203,206 | Steel | Sch | | 530 | 56 \| 31 | 6924 | | 6 | (Gt. Lakes [Mich. Eng. Works.) | Cliffs S.S. Co. | 2SB;WP175lbs;1665IHP. | P.S.4,25 | |
| | 1D;Mchy aft;SUB.SIG;Wireless; 3BH W. Bal | | | | | | | | | | | | |
| 9406 | **Michigan** | SW | Br | Pt. Arthur | 778 | | '90 | Bay | Newaygo | 2Cyl50x114; | | |
| 98,904 | Steel | | | 296.5 | 41.3 \| 15.6 | 1730 | | | (F.W. [City, Mich. Wheeler & Co.) | Co. (Lim.) | 4SB;WP80lbs;2000IHP. | | |
| | 1D | | | | | | | | | | | | |
| 9407 | **Michigan** | Scw | Fr | Havre | 4023 | | 1920 | Sunderland, | Cie. | 3CylTE27,45,75x54; | | BL |
| | Steel | | | 412.5 | 55.5 \| 34.4 | 6419 | | 4 | (J. L. [Eng. Thompson & Sons, Lim.) | Generale Transatlantique | 4SB;WP180lbs | | |
| ONGT | 1D;Shel dk;Wireless;W. Bal 7BH | | | F36′ | | | | | | | | | |
| 9408 | **Michigan Central** | SW | Am | Sandusky | 999 | | '84 | Wyandotte, | T. L. | 2-2Cyl28,28x48; | | |
| 91,652 | Iron | | | 263.3 | 45.6 \| 15.3 | 1522 | | | (Detroit [Mich. D. D. Co.) | Durocher | 4FB;WP75lbs;2500IHP. | | |
| | 1D 2BH | | | | | | | | | | | | |
| 9409 | **Middlebury** | Scw | Am | Wilm'gton | 1469 | 3′ 5½′ | 1918 | Wilmington, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,680 | Steel | | | 298.9 | 44 \| 19.7 \| 22′ 3″ | 2585 | 18′ 11½″ | 7 | (Pusey & [Del. Jones Co.) | ping Board | De Laval Steam Turbine Co; | ✠AMS | |
| LMHP | 1D;W. Bal;Wireless 5BH | | | | | 4000 | | | | | 2SB;Newport News S. B. & D. D. Co; | shft drn3,21;Scip | |
| | C-30 | | | P29′ | B75′ F29′ | | | | | | 84GS;4258HS;WP200lbs;1400SHP; EAC;Dkd,s rps3,21 | (Laid up) | |
| 9410 | **Middleham Castle** | Scw | Br | Liverpool | 2900 | | 1910 | Pt. Glasgow, | Lancashire | 3CylTE25,42,70x48; | | BL |
| 128,049 | Steel | Sch | | 380 | 50 \| 26.9 | 4584 | | 6 | (W. [Scot. Hamilton & Co., Lim.) | Shipping Co. (Lim.) | 2SB;WP180lbs | | |
| HRBS | 2D;Web frms;Long. frmg; 6BH | | | P35′ | B113′ F42′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | | |
| 9411 | **Middlemoor** | Scw | Br | London | 1848 | | 1915 | Sunderland, | Moor Line | 3CylTE25,42,68x45; | | BL |
| 136,798 | xArranmead xArranmoor Steel | | | 340 | 47.7 \| 20.5 | 2955 | | 3 | (J. Blumer [Eng. & Co.) | (Lim.) | 2SB;WP180lbs | | |
| JKGR | 1D;Shel dk;Wireless;W. Bal 5BH | | | | | | | | | | | | |
| 9412 | **Middlesex** | Scw | Am | Portland | 2780 | | 1912 | Camden, | Coastwise | 3CylTE24¼,38½,67x45; | ✠A1 | |
| 210,644 | Steel | | | 369 | 50.1 \| 28 | 4727 | | 10 | (New York [N. J. S. B. Co.) | Transp. Corp. | New York S. B. Co; | AMS | |
| LCQD | 1D;Mchy aft;SUB.SIG;Wireless; 8BH | | | P80′ | B18′ F34′ | 7900 | | | | | 2SB;New York S. B. Co;203GS; | S.S.No.3,NptN9,22; | |
| | Bulk carrier;W. Bal | | | | | | | | | | 5844HS;WP185lbs;2100IHP;EAC; | M.S.9,22;shft drn3,25;B.S.8,26; | |
| | | | | | | | | | | | l d rpd9,22;Dkd,d rpd3,25;s rps11,26 | Clh BB;CL | |
| | W.B.—A.P.86t;D.B.306′1638t;D. T.13′2 | 94t; F. | P.300t | | | | | | | | | | |
| 9413 | **Middlesex** | SW | Am | Baltimore | 754 | | 1902 | Philadel- | Baltimore & | 2CylC24,53x84; | | |
| 93,331 | Steel | | | 200 | 36 \| 11.5 | 1197 | | 11 | (Neafie [phia, Pa. & Levy) | Virginia Steamboat Co. | 2Blrs;WP130lbs;500IHP. | | |
| 9414 | **Middletown** | Scw | Am | Hartford | 1008 | | '96 | Philadel- | Hartford & | 2-2CylC20,40x28; | — Exp | |
| 92,699 | Steel | Twin | | 243.3 | 45.6 \| 14 | 1483 | | 3 | (Neafie [phia, Pa. & Levy.) | N. Y. Transp. Co. | 4RTB;1000IHP. | | |
| KMQF | 1D;Web frms;W. Bal. 4BH | | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9415 | **Midget** | Scw | Am | Manila | 292 | | 1902 | Lubeck, | Manuel F. | 2CylC15,27x19; | | |
| | xWiegand Steel | | | 24.6 \| 16.2 | | | 3 | (Schiffsw. [Ger. | | | | |
| | 2D;W. Bal 4BH | | | P44′ F16′ | 499 | | | v. Henry Koch.) | Delpan | 1SB;WP85lbs;250IHP. | | |
| 9416 | **Midland King** | Scw | Br | Midland | 2450 | | 1903 | Collingwood, | Canada | 3CylTE20,33,55x40; | (★100(GL) | |
| 116,661 | Steel | | 358 | 48 \| 28 | 3965 | | (Collingwood [Ont. | S.S. Lines (Lim.) | 2SB;WP177lbs;1000IHP. | P.S.4,25 | |
| | 1D;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 9417 | **Midland Prince** | Scw | Br | Midland | 4560 | | 1907 | Collingwood, | Canada | 3CylTE23,38,63x42; | (★100(GL) | |
| 116,669 | Steel | | 466 | 55 \| 31 | 6133 | | (Collingwood [Ont. | S.S. Lines (Lim.) | 2SB;WP180lbs;1600IHP. | P.S.5,26 | |
| | 1D 3BH | | | | | | | S. B. Co.) | | | | |
| 9418 | **Midsland** | Scw | Hol | Rotterd'm | 608 | | 1915 | Rotterdam, | Scheepv. | 3CylTE17½,29,46x36; | | BL |
| | Steel | | 224.8 | 33.2 \| 14.3 | 1089 | 10 | (Maats. [Hol. | en Steenkolen | 2SB;WP180lbs | | |
| PMDB | 1D;Well dk;W. Bal 4BH | | | B55′ F22′ | | | | Fyenoord.) | Maats. | | | |
| 9419 | **Midway** | Scw | Am | San Fran. | 586 | | 1920 | Baypoint, | Associated | 2CylC16,36x24; | | |
| 220,920 | Steel | | 193.5 | 38 \| 15 | 978 | | (Pacific [Cal. | Oil Co. | 1SB;WP175lbs;520IHP. | | |
| | 1D;Oil fuel;Mchy aft | | | | | | | Coast S. B. Co.) | | | | |
| 9420 | **Miguel de Larrinaga** | Scw | Br | Liverpool | 3197 | | 1924 | Danzig | Miguel de | 3CylTE25,43,70x47; | | C |
| 147,287 | Steel | | 388.4 | 53 \| 29.8 | 5231 | 10 | (F. Schichau) | Larrinaga S.S. | 3SB;WP185lbs | A.S.7,25; | |
| | 2D;Wireless;W Bal 4BH | | | P40′ F36′ | | | | | Co. (Lim.) | | M.S.7,25 | |
| 9421 | **Miguelito** | Scw | Cuban | Havana | 155 | | 1910 | Quincy, | Cia Cubana | 2CylC9,18x12; | | |
| | Steel | | 126.2 | 29.1 \| 7.5 | 276 | | (Fore [Mass. | de Transportes | 300IHP | | |
| | 1D | | | | | | | River S. B. Co.) | de Mieles | | | |
| 9422 | **Miho Maru** | Scw | Jap | Nish'miya | 3305 | | 1906 | Pt. Glasgow, | Matsuoka | 3CylTE25,41,68x48; | | BL |
| 29,710 | xAustralpool xStrathairly Steel | | 369.8 | 52.2 \| 17.5 | 4407 | 3 | (R. Duncan [Scot. | Kisen Kabushiki | 3SB;WP180lbs | | |
| SPGD | 1D;Spar dk;Deep frmg; 6BH | | | P27′ B92′ F43′ | | | | & Co., Lim.) | Kaisha | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 9423 | **Miikesan Maru** | Scw | Jap | Kobe | 1961 | | 1916 | Innoshima, | Mitsui | 3CylTE22,37,61x42; | | BL |
| 19,215 | Steel | | 305 | 43.7 \| 27.2 | 3179 | 6 | (Osaka [Jap. | Bussan | 2SB;WP180lbs | | |
| NBTP | 2D;Web frms; 5BH | | | P19′ B82′ F32′ | | | | Iron Wks., Lim.) | Kaisha (Lim.) | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | | | | | |
| 9424 | **Mijdrecht** | Scw | Hol | Rotterd'm | 2001 | | 1912 | Rotterdam, | Ph. Van | 3CylTE23,38,62x42; | | BL |
| | Steel | | 325.2 | 47.3 \| 22.6 | 3478 | 12 | (Rotterdam [Hol. | Ommeren, Mgr. | 2SB;WP180lbs | | |
| PMFH | 1D;Web frms;Oil in bulk; 15BH | | | F33′ | | | | Droogd Maat.) | | | | |
| | Wireless | | | | | | | | | | | |
| 9425 | **Mikado Maru** | Scw | Jap | Hamadera | 1142 | | '81 | Glasgow, | Kamaishi | 2CylC34,62x42 | | |
| 10,295 | xAllemania Iron | Sch | 288 | 33.3 \| 23.5 | 1850 | 5 | Scot. | | Kozan | | | |
| LBMD | 2D;B;W. Bal 5BH | | | B35′ F32′ | | | | (Dobie & Co.) | Kabushiki Kaisha | | | |
| 9426 | **Mikage Maru No. 5** | Scw | Jap | Mikage | 2190 | | 1904 | W. Hartle- | Muko | 3CylTE25,40,67x45; | | BL |
| 29,806 | xKratos Steel | | 340 | 49.1 \| 22.8 | 3532 | 9 | pool, Eng. | Kisen K. K. | 3SB;WP180lbs | | |
| SPNB | 1D;Deep frmg;Wireless;W. Bal 6BH | | | B100′ F32′ | | | | (W. Gray & Co., | | | | |
| | | | | | | | | Lim.) | | | | |
| 9427 | **Mikage Maru No. 8** | Scw | Jap | Mikage | 2567 | | 1912 | Sunderland, | Muko Kisen | 3CylTE24,40,65x42; | | BL |
| 31,738 | xShakespear Steel | | 342 | 49.1 \| 22.9 | 3371 | 3 | (J. L. [Eng. | K. K. | 2SB;WP180lbs | | |
| TDRS | 1D;Wireless;W. Bal 6BH | | | P39′ B94′ F34′ | | | | Thompson | | | | |
| | | | | | | | | & Sons, Lim.) | | | | |
| 9428 | **Mikahala** | Scw | Am | Honolulu | 354 | | '86 | Pt. Blake- | Inter-Island | 2CylC19,38x24; | | |
| 150,383 | Wood | Sch | 147.2 | 30 \| 12.5 | 444 | | | ley, Wash. | Steam Nav. Co. | 1SB;WP85lbs;300IHP | | |
| KQBW | 1D | | | | | | | (W. G. Hall.) | | | | |
| 9429 | **Mikawa Maru** | Scw | Jap | Kobe | 1820 | | '94 | Sunderland, | Abe Shokai | 3CylTE23½,38,62x42; | | |
| 8,978 | xKirkdale Steel | Sch | 310 | 41.1 \| 18.3 | 2884 | 2 | (Bartram, [Eng. | Kabushiki Kaisha | 2SB;WP160lbs;310RHP. | | | |
| JNGW | 1D;Spar dk; Deep frmg;W. Bal 5BH | | | B72′ F36′ | | | | Haswell & Co.) | | | | |
| 9430 | **Mikelis** | Scw | Grk | Argostoli | 1736 | | 1912 | Middlesbro, | E. M. | 3CylTE24,40,65x42; | | BL |
| | xAtlantis xFullerton Steel | | 325 | 46.9 \| 21.3 | 2811 | 10 | (Sir Raylton [Eng. | Michalitsianos | 3SB;WP180lbs | | |
| JFHW | 1D;Wireless;W. Bal 7BH | | | P29′ B196′ F33′ | | | | Dixon & Co., Lim.) | | | | |
| 9431 | **Mikula Seleaninovitch** | Scw | Br | | 2042 | | 1916 | Montreal, | Canadian | 2-3CylTE29,46,76x48; | | |
| | xJ. D. Hazen Steel | Twin | 275 | 57.8 \| 28.4 | 3575 | 11 | (Canadian [Can. | Govt. | 2DB;2SB;WP180lbs | | | |
| | xMikula Seleaninovitch 6BH | | F63′ | | | | | Vickers, Lim.) | | | | |
| | 2D;W. Bal | | | | | | | | | | | |
| 9432 | **Milan Maru** | Scw | Jap | Kobe | 3409 | | 1920 | Tsurumi, | Kokusai | 3CylTE26,43,72x48; | | BL |
| 27,178 | Steel | | 400 | 53.2 \| 29.4 | 5467 | 7 | (Asano [Jap. | Kisen Kabushiki | 3SB;WP200lbs | | |
| SCKR | 2D;Wireless;W. Bal 6BH | | | B124′ F41′ | | | | S. B. Co.) | Kaisha | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9433 | **Milcovul** | Scw | Rou | Braila | 2408 | | 1912 | Pt. Glasgow, | Roumania | 3Cyl TE 25,41,67x45; | | BL |
| 549 | xMarlston Steel | | 353.3 | 51.1 \| 23.8 | 3793 | | 5 | (R. [Scot. | Prima Societate | 2SB;WP180lbs | | |
| PHBN | 1D;W. Bal 6BH | | P21′ | B90′ F36′ | | | | Duncan & Co., Lim.) | Nationala de Nav. Maritima | | | |
| 9434 | **Mildred Adams** | Sch | Br | Lunenb'rg | 132 | | 1917 | Mahone | H. W. | Wd | | |
| 138,544 | 1D | | 114.2 | 27 \| 11 | 163 | | | (J. [Bay, N. S. McLean & Sons. Lim.) | Adams | | | |
| 9435 | **Mildred B** | Trn | Am | Gulfport | 363 | | 1910 | Pt. Greville, | G. B. & | Hw,Sp;Icf(Sltd) | ✠ — Exp 10,22 | |
| 222,987 | xW. S. M. Bentley | | 141.4 | 34.1 \| 11.9 | 403 | | 10 | (G. E. [N. S. | L. N. Dantziers | | | |
| MFCS | 1D | | | | | | | Bentley.) | | | | |
| 9436 | **Mildred McNally** | Brg | Am | Wilm'gton | 435 | | 1910 | Elkton, | Eastern | O,Hk,YP;Gif(Sltd) | ✠ — — | |
| 164,025 | | | 202.5 | 2.38 \| 11 | 494 | | 3 | (Henry [Md. Delbert Barge Building Co.) | Transp. Co. | | Suspended6,19 | |
| 9437 | **Mildred Robinson** | Sch | Am | Gloucester | 73 | | 1903 | Essex, | Gorton-Pew | Wd; | | |
| 200,011 | 1D | Aux | 98.4 | 24.2 \| 11.4 | 121 | | | Mass. | Vessels Co. | GasEng;75IHP. | | |
| 9438 | **Millais** | Scw | Br | Liverpool | 4457 | | 1917 | Glasgow, | Lamport & | 4Cyl QE 27,38,54,78x54; | | BL |
| 140,536 | Steel | | 434.9 | 55.3 \| 35.2 | 7300 | | 5 | (Harland [Scot. | Holt (Lim.), | 3DB;1AuxSB;WP215lbs | | |
| JRBG | 3D;Shel dk;Wireless;W. Bal 7BH | | | B115′ F25′ | | | | & Wolff, Lim.) | Mgrs. | | | |
| 9439 | **Miller County** | MV | Am | Phila. | 4339 | 8′ 1½″ | 1920 | Baltimore, | Sun S. B. & | 4Cyl opposed Piston | ✠A1Ⓔ Oil Carrier. | |
| 219,954 | Steel | | 431 | 59.2 \| 31.4 | 7050 | 25′ 3¾″ | 5 | (Baltimore [Md. | D. D. Co. | Oil Eng 22 1⅛ x45⅝; | ✠AMS | |
| LWKN | 2D;Long. frmg;Wireless; 17BH | | | 33′ 3″ | 10254 | | | D. D. & S. B. Co.) | | Sun S. B. & D. D. Co; | S.S.No.1,Ches6,23; | |
| | SUB.SIG;W. Bal; 13BH to Fbd dk | | P1Q5′ | B37′ F38′ | | | | | | 2600BHP;DB;EAC;d rpd5,26; | n Eng;B.S;n shft6,23; | |
| | Mchy aft; 4BH to 2d dk | | | | | | | | | Dkd,s rps8,26 | M.S.10,25;shft drn5,26; | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | Clh BB;CL | |
| | W.B.—A.P.60t;D.B.a54′132t..... | ..... | | ...D.T | f40′453t; F.P.1 | 20t | | | | | | |
| | F.O.....D.T. | a16′ 82 | | 0t;D.T | f40′423t..... | ... | | | | | | |
| 9440 | **Millinocket** | Scw | Am | New York | 2078 | | 1910 | Sparrows Pt. | A. H. Bull | 3Cyl TE 22,37½,60x42; | ✠ — — | BL |
| 207,579 | Steel | Sch | 311 | 44.2 \| 24.1 \| 34 | 3274 | | 6 | (Maryland [Md. | S.S. Co. | 2SB;WP180lbs;1500IHP. | Cancelled | |
| LBNM | 2D;SUB.SIG;Wireless; 5BH | | | | | | | Steel Co.) | | | | |
| | Long.frmg;Web frms;W. Bal | | P26′ | B93′ F36′ | | | | | | | | |
| 9441 | **Millpool** | Scw | Br | W.Hartlpl | 2707 | | 1906 | Stockton, | R. Ropner | 3Cyl TE 25,42,68x48; | | BL |
| 124,817 | Steel | Sch | 355 | 51 \| 26 | 4218 | | 10 | (Ropner [Eng. | & Co., Mgrs. | 2SB;WP180lbs | | |
| HJKD | 1D;B;Deep frmg;Web frms; 6BH | | F32′ | | | | | & Son.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 9442 | **Milluna** | Scw | Br | Sydney | 3495 | | 1914 | Bremer- | Adelaide | 3Cyl TE 28,45,74x53; | | BL |
| 143,146 | xFranzisca xMabel Steel | | 402 | 53.3 \| 27.4 | 5681 | | | haven, Ger. | S.S. Co. (Lim.) | 3SB;WP195lbs | | |
| JWQN | xMabel Rickmers 6BH | | P50′ | B134′ F35′ | | | | (Rickmers Werft.) | | | | |
| | 2D;Wireless;W. Bal | | | | | | | | | | | |
| 9443 | **Millville** | Scw | Am | Phila. | 541 | | 1922 | Chester, | Philadel- | 3Cyl C 18,26,26x22; | | |
| 222,111 | Steel | | 160.3 | 38 \| 13.1 | 796 | | | (Sun [Pa. | phia & Camden | 2WTB;WP225lbs;600IHP. | | |
| | 1D 6BH | | | | | | | S. B. Co.) | Ferry Co. | | | |
| 9444 | **Millville** | Brg | Am | Baltimore | 1093 | | 1920 | Millville, | T. J. | O,YP;Gif; | ✠A1 Towing Barge. | |
| 218,755 | | Sch | 229.7 | 37.2 \| 19.3 | 1213 | | 2 | (American [Fla. | Hooper | DB;s rps,clk a4,25 | Coastwise & W. I. | |
| LSTB | 1D;B | | | | | | | Lumber Co.) | | | S.S.No.1,Nflk4,25; | |
| | | | | | | | | | | | B.S.4,24 | |
| 9445 | **Milos** | Scw | Swd | Helsnborg | 1853 | | '98 | Blyth, | Rederi A/B | 3Cyl TE 24,40,65x42; | | BL |
| 6,796 | xBrynmead xIzaston Steel | | 325.1 | 47 \| 22.4 | 3068 | | 8 | (Blyth [Eng. | Helsingborg | 2SB;WP160lbs | | |
| KDQF | xWilliam Broadley 5BH | | P27′ | B74′ F34′ | | | | S. B. Co., Lim.) | | | | |
| | 1D;B;Deep frmg;Wireless;W. Bal | | | | | | | | | | | |
| 9446 | **Milton** | Scw | Br | London | 2322 | | 1905 | Glasgow, | Glover | 3Cyl TE 26,42,70x48; | | BL |
| 118,700 | xMontrose Steel | Sch | 365 | 47.3 \| 17.9 | 3760 | | 1 | (C. Connell [Scot. | Bros., Mgrs. | 2SB;WP190lbs | | |
| HBRJ | 1D;Spar dk;Deep frmg; 6BH | | P39′ | B210′ F48′ | | | | & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 9447 | **Milton S. Patrick** | MV | Am | Los Ang's | 72 | | 1926 | Wilmington, | Wilmington | 2-6Cyl Oil Eng 10x14; | | |
| 225,656 | OP | Tug | 87 | 22.5 \| 11.5 | 120 | | | (Wm. [Cal. | Transp. Co. | Electric Motor;430BHP | Class Contemplated | |
| | 1D | | | | | | | Muller.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9448 | **Miltonstar** | Scw | Br | London | 1876 | | 1914 | Pt. Glasgow, | Union Cold | 3CylTE23,37,61x42; | | C |
| 136,728 | xBroadhurst Steel | | 304.3 | 44.7 \| 27.2 | 3071 | | 12 | (Clyde [Scot. | Storage Co. | 2SB;WP180lbs;187RHP | S.S.No.2,Lndn4,22;A.S.12,25; | |
| JHLS | 1D;Deep frmg;Wireless;W. Bal 5BH | | | | | | | S. & E. Co., Lim.) | (Lim.) | | shft drn12,24;M.&B.S.12,25 | |
| 9449 | **Milwaukee** | Scw | Am | Milw'ukee | 1755 | | 1903 | Cleveland, | Grand | 2-3CylTE23,37,62x36; | | |
| 93,363 | xManistique Marquette & N1 Steel | Twin | 338 | 56 \| 19.5 | 2933 | | 4 | Ohio | Trunk Railway | 6SB;WP175lbs;3500IHP. | | |
| | 2D 7BH | | | | | | | (Amer. S. B. Co.) | System, Western Lines | | | |
| 9450 | **Milwaukee** | Scw | Am | Buffalo | 2424 | | 1902 | Chicago, | Great Lakes | 3CylTE23,38,64x40; | | |
| 93,265 | Steel | | 325 | 44 \| 28 | 3327 | | 6 | (Chicago [Ill. | Transit Co. | 3CRTB;WP180lbs;1600IHP. | | |
| | 2D;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 9451 | **Milwaukee** | Scw | Am | Seattle | 101 | | 1913 | Seattle, | Milwaukee | 3CylTE15,24,36x24; | | |
| 211,599 | Steel | | 107 | 24 \| 15.2 | 222 | | 8 | (Seattle, [Wash. | Terminal R.R. | 1SB;WP180lbs;1000IHP. | | |
| | 1D;Oil fuel;Wireless 4BH | | | | | | | Con. & D.D. Co.) | Co. | | | |
| 9452 | **Milwaukee** | StW | Am | San Fran. | 219 | | '98 | Ballard, | North | ---------- | | |
| 92,865 | Wood | | 135.5 | 30.5 \| 5.3 | 396 | | | Wash. | Alaska Salmon Co. | 300IHP. | | |
| | 1D | | | | | | | | | | | |
| 9453 | **Milwaukee Bridge** | Scw | Am | Newark | 1996 | 5′ 9″ | 1919 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,928 | Steel | | 324 | 46.2 \| 25 | 3275 | 22′ 11″ | 5 | (Submarine [N. J. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LQTN | 1D;2d dk at ends; 7BH | | | \| 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | CL | |
| | SUB.SIG;Wireless 6BH to Fbd dk | | P30′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | d rpd1,20;s rps3,21;Dkd,Exmd10,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T .20′394 | | t..... | ...F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T .20′368 | | t;S.T.3 | lt..... | | | | | | | | |
| 9454 | **Mimer** | Scw | Nor | Oslo | 681 | | 1906 | Bergen, | Dampsk | 3CylTE16½,26,44x30; | | N |
| | Steel | | 228.8 | 35.2 \| 15.8 | 1142 | | 1 | (Bergens [Nor. | A/S Mimer | 1SB;WP175lbs | | |
| MCNP | 1D;W. Bal 4BH | | P19′ | B60′ F25′ | | | | Mek. Vaerks.) | | | | |
| 9455 | **Mimi** | Scw | Ger | Hamburg | 2292 | | 1901 | Rostock, | H. H. | 3CylTE25,40,66x44; | | G |
| | xNauplia Steel | | 339.2 | 51.2 \| 24.2 | 3966 | | 6 | (A. G. [Ger. | Schmidt | 3SB;WP170lbs | | |
| RBVF | 2D;Deep frms;Wireless;W. Bal 6BH | | P33′ | B123′ F27′ | | | | "Neptun.") | | | | |
| | *(Now Nauplia)* | | | | | | | | | | | |
| 9456 | **Mimi Horn** | Scw | Ger | Flensburg | 1414 | | 1922 | Lubeck, | H. C. Horn | 3CylTE20,33,52x35; | | G |
| | Steel | | 295.9 | 42.7 \| 19.8 | 2415 | | 5 | (Schiffsw. von [Ger. | | 2SB;WP185lbs | | |
| LNRH | 1D;SUB.SIG;Wireless;W. Bal 4BH | | P13′ | F31′ | | | | Henry Koch,A.G.) | | | | |
| 9457 | **Mimi M** | Bk | Brz | Santos | 691 | | '92 | Genoa, | Soc. | Stl;2BH; | | |
| | xMascotte xGlo Batta Beverino | Aux | 224.6 | 33.6 \| 20 2 | 1120 | | 11 | (E. Cravero [It. | Paulista di Nav. | 2-6CylOilEng12$\frac{3}{16}$x14$\frac{3}{16}$ | | |
| | 1D;B | Twin | P38′ | F26′ | | | | & Co.) | Matarazzo (Lim.) | | | |
| 9458 | **Mimina** | Scw | Nic | ---------- | 102 | | 1919 | Savannah, | X. Rumeau, | 3CylTE12,21,35x24; | | |
| | xMontenotte Steel | | 150 | 25 \| 14.7 | 355 | | 8 | (Founda- [Ga. | Mgr. | 1SB;WP180lbs | | |
| | 1D 4BH | | F26′ | | | | | tion Co.) | | | | |
| 9459 | **Min** | Scw | Br | St. Ives | 2901 | | 1922 | So. Shields, | Hain S.S. | 3CylTE27,44,73x48; | | BL |
| 142,582 | Steel | | 400.4 | 53.1 \| 26.3 | 4694 | | 7 | (J. Read- [Eng. | Co. (Lim.) | 3SB;WP180lbs | | |
| KMND | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | head & Sons, Lim.) | | | | |
| 9460 | **Mina Brea** | Scw | Br | Sarnia | 2566 | | 1909 | Greenock, | Imperial | 3CylTE25½,42,69x48; | | BL |
| 125,773 | Steel | | 360.3 | 49.2 \| 26.5 | 4145 | | 4 | (Greenock [Scot. | Oil (Lim.) | 3SB;WP175lbs | | |
| HNSB | 2D;Web frms;Oil fuel;W. Bal; 16BH | | P32′ | B84′ F36′ | | | | & Grangemouth | | | | |
| | Oil in bulk;Wireless | | | | | | | Dockyard Co.) | | | | |
| 9461 | **Mina Nadeau** | Trn | Br | Parrsboro | 316 | | 1920 | Port Daniel, | W. Ogilvie | Bch,Sp,OP;Gif(Sltd) | ✠A1 | |
| 138,427 | | | 122.4 | 32.4 \| 11.8 | 335 | | 10 | (Charles [Que. | | d rpd,clk dk12,23; | S.S.No.2,Prsb8,26 | |
| TPVM | 1D | | | | | | o'26 | H. Nadeau.) | | s rps,clk,s dk clkg8,26 | | |
| 9462 | **Minas King** | Trn | Br | Parrsboro | 470 | | 1919 | Bass River, | H. Randall | Sp,Bch,YP;Gif(Sltd) | | V |
| 141,167 | | | 154.2 | 36 \| 12.9 | 550 | | | (J. S. [N. S. | | | | |
| TPBM | 1D | | | | | | | Creelman) | | | | |
| 9463 | **Minas Prince** | Trn | Br | Parrsboro | 456 | | 1919 | Spencers | Hugh | Bch,Sp,Gif(Sltd) | | V |
| 141,263 | | | 149.5 | 35.8 \| 13 | 504 | | | Island, N. S. | Gillespie & Co. | | | |
| TPFM | 1D | | | | | | | (J. E. Pettis.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9464 141,265 TPGF | **Minas Princess** 1D | Trn | Br 152 | Parrsboro 35.8 \| 12.7 | 465 503 | | 1919 4 | Spencers Island, N. S (Fowlerhead S. B. Co.) | J. Newton Pugsley | Bch,Sp,Gif(Sltd) | | V |
| 9465 1,042 NYZO | **Mincio** Steel 1D;Wireless;W. Bal 3BH | Scw | It 382.6 P51′ | Genoa 48.3 \| 27.6 B121′ F37′ | 3184 5404 | | 1921 6 | Volti, (Cantieri Cerusa.) [It. | Nav. Gen. Italiana | 3Cyl TE26,42,69x48; 2SB;WP180lbs;Dkd,d rpd11,26 | S.S.No.1,Genoa11,25;A S.5,26. n shft7,23;B.S.11,25; M.S.;shft drn5,26 | C-I |
| 9466 107,786 KRVL | **Mindanao** xAndy Mahoney 1D | Sch 4 M | Am 164.8 | Los Ang's 37.6 \| 13.L | 495 566 | | 1902 | Aberdeen, Wash. | Geo. R. Faucet | O,YP,Gicf;M | | |
| 9467 QLKJ | **Minden** Steel 2D;sub.sig;Wireless;W. Bal | Scw | Ger 360.7 P43′ | Bremen 51 \| 25.9 B109′ F41′ | 2548 4165 | | 1921 10 | Stettin, (Vulkan Werke.) [Ger. | Nordd. Lloyd | 3Cyl TE22,36,61x47; 3SB | | G |
| 9468 93,131 | **Mineola** O;YP;Icf 1D | Scw | Am 121 | Provide'ce 26 \| 9.6 | 194 367 | | 1901 3 | St. George, (Wm A. Moody.) [Me. | Peoples Excursion Line | 2CylC16,34x22; 450IHP. | | |
| 9469 166,549 | **Mineola** 1D | Brg | Am 90.7 | New York 32.3 \| 8.4 | 215 215 | | 1914 | Brooklyn, (John Larsen.) [N. Y. | Atlantic Lighterage Corp. | Wd | | |
| 9470 216,514 LMBK | **Mineola** Steel 2D;Oil fuel;sub.sig;Wireless; W. Bal 6BH | Scw | Am 298.6 P35′ | New York 40 \| 22.9 B75′ F28′ | 1456 2488 | | 1918 7 | Camden, (New York S. B. Co.) [N. J. | New Orleans & South American S.S. Co. | 3Cyl TE19¾,31½,54¼x36; 2SB;WP200lbs;1450IHP. | | BL |
| 9471 129,443 HQBN | **Mineric** Steel 2D;Shel dk;Deep frmg; Wireless;W. Bal 5BH | Scw Sch | Br 405 | Glasgow 52 \| 25.7 | 2988 4713 | | 1909 11 | Pt. Glasgow, (Russell & Co.) [Scot. | A. Weir & Co., Mgrs. | 3Cyl TE27,44,73x48; 2SB;WP180lbs | | BL |
| 9472 166,411 | **Minerva** 1D | Brg | Am 111.8 | New York 33.6 \| 9.2 | 307 307 | | 1906 | Brooklyn, (M. N. Martin) N. Y. | The Conklin & Foss Co. | Wd | | |
| 9473 75,537 JMWK | **Minerva** xJane Moseley Wood 1D | SW | Am 200 | Balt 32 \| 11.7 | 769 1049 | | '73 rb'11 | Brooklyn, (Elizabethport, N. J.) N. Y. | Wm. W. Tull | 1Cyl42x132; 2SB;400IHP. | | |
| 9474 85 NZCA | **Minerva** Steel 1D;Wireless 6BH | Scw | It 266.8 P15′ | Rome 38.3 \| 19.4 B55′ F21′ | 1093 1905 | | 1918 6 | Palermo, (Cant. Nav. Reunit.) [It. | Soc. Sbarchi Imbarchi & Trasporti | 3Cyl TE18,29,47x27; 2SB;WP185lbs | S.S.No.1,Pimo10,22;A.S.7,25; shft drn11,23;B.S.7,24;M.S.7,25 | C-I |
| 9475 PMDN | **Minerva** Steel 2D;Long. frmg;Wireless;W. Bal 6BH | Scw | Hol 327.6 | Amst'dam 44.2 \| 18.5 | 1794 2821 | | 1909 | Pt. Glasgow, (W. Hamilton & Co. Lim.) [Scot. | Koninklijke Nederlandsche Stoomboot Mij. | 3Cyl TE21,35,57x39: 3SB;WP180lbs;1400IHP | | V |
| 9476 201,200 KTGP | **Mingo** 1D;B | Brg Sch | Am 193.6 | Phila. 35 \| 17.6 | 865 954 | | 1904 8 | Noank, (R. Palmer & Son S. B. Co.) [Conn | Reading Co. | O,Hk,Ch,YP;Gif✕(Sltd) | — Exp | |
| 9477 92,508 | **Mingoe** 1D | Brg | Am 198.5 | Fairport 34 \| 12.8 | 682 713 | | '93 | Marine City, (M. P. Lester.) [Mich. | O. W. Blodgett | O;If✕ | 90(GL) P.S.10,26 | |
| 9478 166,201 | **Mining Products No. 1** 1D | Brg | Am 100.2 | New York 30 \| 8.3 | 219 219 | | 1916 | Milford, (Wm. G. Abbott.) [Del. | Mining Products Transportation Corp | Wd | | |
| 9479 166,202 | **Mining Products No. 2** 1D | Brg | Am 100.2 | New York 30 \| 8.3 | 219 219 | | 1916 | Milford, (Wm. G. Abbott.) [Del. | Mining Products Transportation Corp. | Wd | | |
| 9480 166,167 | **Mining Products No. 3** 1D | Brg | Am 104.9 | New York 30 \| 8.6 | 242 242 | | 1913 | Astoria, (Patrick Ward.) [N. Y. | Mining Products Transportation Corp. | Wd | | |
| 9481 | **Minna** xCerro Alegre 2D | Bk | Prvn 165.6 | Callao 31.3 \| 18.4 | 601 633 | | '73 6 | Bordeaux, (Rochet & Largeteau.) [Fr. | Ba. Vda de Persico | O;Icf | | |
| 9482 142,717 JVTF | **Minnedosa** Steel 4D;sub.sig;Wireless;D. F; W. Bal 10BH | Scw Trpl | Br 520 P46′ | London 67.2 \| 41.8 B & F 413′ | 8912 15186 | | 1918 8 | Glasgow, (Barclay, Curle & Co., Lim.) [Scot. | Canadian Pacific Ry. Co. | 2-4Cyl TE27½,41,47,47x51; 5DB;WP215lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9483 220,814 MBVP | **Minnekahda** Steel 4D;Shel dk;sub.sig;Wireless;W. Bal | Scw Trpl | Am 620 | New York 66.4 \| 31.3 51'9" | 10208 17281 14075 | | 1917 | Belfast, (Harland & Wolff.) [Ire. | Atlantic Transport Co. of W. Va. | 2-4CylTE30,47,54,54x54; StmTbn;12SB;31020HS; WP215lbs;11250HP. | | |
| 9484 218,741 LSKJ | **Minnequa** Steel 2D;Wireless;sub.sig;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.100t;D.B.284'1380t. ....D.T F.O. ....D.B.257'1162t;S. f.14'1 | Scw | Am 390 P50' D.T 29t | Phila. 54.2 \| 27.6 \| 32' B121' F40' .36'892t; F.P.14 .....F.P.13 | 3168 5165 7825 4t 4t | 7' 9½" 24' 5" | 1919 9 | Hog Island, (American Int. S. B. Corp.) [Pa. | U. S. Shipping Board | Stm Tbn; General Electric Co: 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; Dkd,d rpd5,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Chstn2,24; M.S.2,24;B.S;shft drn11,25; Cih BB;CL | |
| 9485 95,972 LPDC | **Minnesota** xHarlem Steel 1D;Shel dk;sub.sig;Wireless; W. Bal | Scw | Am 288 | Jcksnville 41 \| 22.7 | 2109 3320 | | '88 | Wyandotte, (Detroit D. D. Co.) [Mich. | Emmett E. Robinson | 3CylTE23,36,62x48; 2DECRTB;WP160lbs;1700IHP. | | |
| 9486 208,339 | **Minnesota** Steel 1D 2BH | Scw | Am 81 | Duluth 20 \| 11.6 | 60 111 | | 1910 | Cleveland, (Great Lakes Towing Co.) [Ohio | Great Lakes Towing Co. | 2CylC20,40x32; 1FB;WP125lbs;140IHP. | | |
| 9487 214,396 | **Minnesota** Steel 2D | StW | Am 115.9 | ..... 30.2 \| 5.2 | 211 211 | | 1916 | Jefferson-ville, Ind. (Howard Shipyard Co.) | U. S. Govt. | ..... 212IHP. | | |
| 9488 221,931 | **Minnesota** Steel 1D | StW | Am 230 | St. Louis 58 \| 8 | 1158 1411 | | 1921 | Stillwater, (U. S. Engineers, War Dept.) [Minn. | Inland Waterways Corp. | 2CylC24,48x96; 2WTB;WP250lbs;2000IHP. | | |
| 9489 210,531 LCNV | **Minnesotan** Steel 2D;Shel dk;Web frms;Oil fuel; 7BH Long. frmg;Wireless;D.F;W. Bal | Scw | Am 407.7 | New York 53.7 \| 28.1 | 4007 6506 | | 1912 9 | Sparrows Point, Md. (Maryland Stl.Co.) | American Hawaiian S.S. Co | 4CylQF25½,37,53½,78x54; 3SB;1AuxSB;WP215lbs;4000IHP. | | BL |
| 9490 145,438 KQMD | **Minnetonka** Steel 3D;Shel dk;Oil fuel;sub.sig; Wireless;D. F;W. Bal | Scw Twin | Br 600.8 B233' | Belfast 80.4 \| 49.4 F84' | 13526 21998 | | 1924 | Belfast, (Harland & Wolff, Lim.) [Ire. | Atlantic Transport Co. (Lim.) | Stm Tbns | | |
| 9491 145,433 KPLM | **Minnewaska** Steel 3D;Shel dk;Oil fuel; sub.sig;Wireless;D. F;W. Bal | Scw Twin | Br 600.8 | Belfast 80.4 \| 49.4 B233' F83' | 13418 21716 | | 1923 | Belfast, (Harland & Wolff, Lim.) [Ire. | Atlantic Transport Co (Lim.) | Stm Tbns | | |
| 9492 219,264 LTSK | **Minnewawa** Steel 1D;2d dk at ends;sub.sig; 7BH Wireless;W. Bal; 6BH to Fbd dk 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252'847t;D.T .20'394 F.O.—A.P.66t;D.B.214'643t;D.T .20'368 | Scw | Am 324 P41 t t;S.T.3 | Newark 46.2 \| 25 \| 28'6' B90' F35' ..F.P.111t 1t..... | 2000 3283 5500 | 5' 9" 22' 11" | 1919 12 | Newark, (Submarine Boat Corp.) [N. J. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; d rpd5,20;Dkd,s rps3,21 | ✠A1Ⓔ ✠AMS Cih BB;CL (Laid up) | |
| 9493 91,477 KRJM | **Minnie** Wood 1D | Scw | Am 106.5 | New York 23.5 \| 11 | 86 167 | | '82 | Mystic, Conn. | Conrad Mathiasen | 2CylC20,36x26; 450IHP. | | |
| 9494 93,086 KQJM | **Minnie A. Caine** 1D;B | Sch 4 M | Am 195.5 | San Fran. 41 \| 15.2 | 779 880 | | 1900 | Seattle, (Moran Co.) [Wash. | Charles Nelson Co | YP;Gif | | |
| 9495 166,553 | **Minnie D. Kennelly** 1D | Brg | Am 113.1 | New York 29.7 \| 12.3 | 411 411 | | 1916 | Athens, (Richard Lenahan.) [N. Y. | Martin P. Horan | Wd | | |
| 9496 137,396 JGFK | **Minnie de Larrinaga** Steel 2D;Shel dk;Wireless;W. Bal 5BH | Scw Sch | Br 420 | Liverpool 54 \| 25.8 | 3200 5046 | | 1914 9 | Pt. Glasgow, (Russell & Co.) [Scot. | Larrinaga & Co., Mgrs. | 3CylTE26,43,70x48; 2DB;WP180lbs | | BL |
| 9497 141,754 | **Minnie E. Orton** 1D | Brg | Br 172 | Montreal 31 \| 11.6 | 424 456 | | '84 | Marine City, (D. Lester.) [Mich. | Reid Towing & Wrecking Co. (Lim.) | O | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9498 85,255 JMBV | **Minnie T. Phillips** xF. P. Murphy 1D | Sch | Am 100 | Crisfield 27 \| 7 | 123 137 | | '73 3 | Baltimore, Md. | W. W. Phillips | O,YP;If | | |
| 9499 219,521 LVKQ | **Minooka** Steel 2D;Wireless; 7BH sub.sig; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.114t;D.B.252'902t; D. T.20'3 F.O.....D.B.214'692t..... | Scw | Am 324 P30' 86t..... ....S.T | Mobile 46.2 \| 27.8 B90' F33' .....F.P.148t .31t;F.P.138t | 2179 3545 5000 | 4' 10" 23' | 1920 2 | Mobile, (Mobile S. B. Co.) [Ala. | U. S. Shipping Board | 3Cyl TE22,37½,60x42; Ellicott Mach. Co; 2WTB;Chas. Ward Engr. Wks; 6000HS;WP200lbs;1600IHP;EAC; Dkd,d rpd2,21;s rps8,21 | ✠A1Ⓔ ✠AMS a shft2,21;Clh BB;CL (Laid up) | |
| 9500 NRPQ | **Minsk** Steel 1D;W. Bal;Well dk 6BH | Scw Sch | Dan 252.4 B & P | Cop'hagen 37.2 \| 15.1 156' F26' | 708 1229 | | 1911 | Copenhagen (Burmeister & Wain.) [Den. | Det. Forenede Dampskibs Selskab | 3Cyl Stumpf 25x36; 2SB;WP160lbs;1000IHP. | | V |
| 9501 142,059 TCPB | **Mintie** 1D | Sch | Br 93 | St. Johns 24 \| 9.6 | 100 125 | | 1918 | Trinity Bay, (Port Union S. B. Co.) [Nfld. | E. Collishaw | Wd | | |
| 9502 | **Minuet** Steel 1D;Oil fuel | Scw Twin | Mex 129.7 | Tampico 25.7 \| 6.7 | 251 337 | | 1920 | Southampton (Day Summers & Co.) [Eng. | Tampico Navigation Co., Mgrs. | 2-2CylC11,23x15; 1SB;WP160lbs;300IHP. | | |
| 9503 OVWH | **Miquelon** xDobbie 1D | Trn | Fr 118 | S.P're Miq. 28.4 \| 12.3 | 273 343 | | 1918 | Port Blandford, N. S (D. Pelley.) [ford, | Soc. La Morne Francaise & Sech. de Fecamp | P,Sp,B;Gif | | V |
| 9504 LNSF | **Mira** Steel 1D;sub.sig;Wireless;W. Bal 4BH | Scw | Ger 263.5 P25' | Flensburg 41.1 \| 16.9 B & F169' | 1317 2196 | | 1923 3 | Stettin, (Ostseewerft A. G.) [Ger. | Holm & Molzen | 3Cyl TE21,33,55x40 | | G |
| 9505 | **Mirabella** xEnare xB. G. Kromberg Steel 1D;W. Bal;Wireless 4BH | Scw | Swd 265 P23' | Stockholm 42.1 \| 17.9 B71' F29' | 1117 1848 | | 1915 9 | Grimstad, (Sarlandet Skibsb.) [Nor. | Rederi A/B Miranda | 3Cyl TE18,29,50x36; 2SB;WP180lbs | | N |
| 9506 PMFB | **Mirach** Steel 1D;B;W. Bal;Wireless 7BH | Scw | Hol 359 | Rotterd'm 49.9 \| 22 | 2139 3530 | | 1917 | Rotterdam, (Rotterdamsche Droogdah Mij.) [Hol. | Van Nievelt Goudriaan & Co. | 3Cyl TE25,41,67x45; 3SB;WP180lbs;1500IHP. | | V |
| 9507 145,445 KJCD | **Miraflores** Steel 1D;Shel dk;Oil fuel; Wireless;W. Bal 4BH | Scw | Br 270.7 | Kingston 39 \| 14.7 | 1201 2158 | | 1921 5 | Newcastle, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | Miraflores S.S. Co. (Lim.) | 4Cyl TE20,33,37,37x30; 2SB;WP190lbs | | BL |
| 9508 207,820 | **Miraflores** Steel 1D | Scw | Am 118.6 | Galveston 23 \| 12.6 | 20 206 | | 1909 | Wilmington, (Pusey & Jones.) [Del. | Bay Towing Co. | 3Cyl TE13½,21,36x24; 1SB;WP165lbs;750IHP;Exmd11,26 | | |
| 9509 207,387 LBKW | **Miramar** Steel 1D | MV Twin | Am 100.5 | New York 17.1 \| 8.5 | 72 106 | | 1910 | New York, (G. E. & P. & Seabury Co.) [N. Y. | W. B. Armstrong | 2-6CylGasEng8½x11; 200IHP. | | |
| 9510 203,183 KVLG | **Miramar** xGosnold Wood 1D | Scw | Am 103 | New York 24.3 \| 9.4 | 99 181 | | 1906 | Noank, Conn. | Charles Wagner | 300IHP | | |
| 9511 222,084 MDNS | **Miramar** Steel | MV Yct | Am 95.1 | New York 21.1 \| 12.5 | 131 230 | | 1922 | City Island, N. Y. | E. M. Statler | 240IHP | | |
| 9512 6,054 KBNT | **Miranda** xGothia xOtago xNador Steel 1D;Web frms;W. Bal;Wireless 4BH | Scw | Swd 265.5 P27' | Stockholm 37.1 \| 19 | 1208 2013 | | '93 3 | W. Hartlepool, Eng. (W. Gray & Co., Lim.) | Red. A/B. Miranda | 3Cyl TE20,31,53x36; 2SB;WP160lbs | | BL |
| 9513 | **Miranda** Steel 1D;Wireless;Mchy aft;W. Bal 5BH | Scw Twin | Brz 235.1 | Rio Jan'ro 36.1 \| 11.3 B62' F39' | 505 1108 | | 1907 8 | Alloa, (Mackay Bros.) [Scot. | Lloyd Brasileiro | 2-3Cyl TE11,18,30x18; 1SB;WP180lbs | | |
| 9514 HFVE | **Mirandela** xFernao Veloso xKhalif Steel 2D;Wireless;W. Bal 7BH | Scw | Ptg 409.3 P260' | Lisbon 52.7 \| 28 F48' | 3244 5105 | | 1906 9 | Vegesack, (Bremer Vulcan.) [Ger. | Soc. Geral de Commercio e Transporte, Ltda. | 4Cyl QE24,34,50,72x53; 4SB | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9515 | **Mirita** | Scw | Nor | Tonsberg | 3655 | | 1916 | Sunderland, | W. Wil- | 3Cyl TE26,44,73x48; | | BL |
| | Steel | | 407 | 52.4 \| 31.5 | 5845 | | 7 | (Sir [Eng. | helmsen, Mgr. | 3SB;WP180lbs | | |
| MTDR | 2D;Wireless;Mchy aft; 15BH | | P99′ | B28′ F40′ | | | | J. Laing & Sons, Lim.) | | | | |
| | Long. frmg;Web frms;Oil fuel; Oil in bulk;W. Bal | | | | | | | | | | | |
| 9516 | **Mirlo** | Scw | Nor | Tonsberg | 4415 | | 1922 | Newcastle, | A/S. | 3Cyl TE28,46,77x51; | | BL |
| | Steel | | 441 | 57.5 \| 34.1 | 7455 | | 1 | (Armstrong, [Eng. | Tankfart | 3SB;WP180lbs | | |
| LCMJ | 2D;Web frms;Long. frmg; 18BH | | P95′ | B32′ F45′ | | | | Whitworth & Co., Lim.) | | | | |
| | Oil fuel;Oil in bulk;Mchy aft; Wireless;W. Bal | | | | | | | | | | | |
| 9517 | **Mirtil** | ½ B | Brz | Prnmbco | 162 | | '76 | Barth, | A. Om- | O,B;Icf | | |
| | xJ. M. Buuck | | 93.5 | 23.1 \| 12.1 | 187 | | | (R. C. [Ger. | mundsen | | | |
| | 1D | | | | | | | Schloer.) | | | | |
| 9518 | **Misaki Maru** | Scw | Jap | Nshnm'ya | 3271 | | 1907 | Pt. Glasgow, | Matsuoka | 3Cyl TE25,41,68x48; | | BL |
| 29,706 | xAustralcrag xStrathleven Steel | | 376.3 | 52.4 \| 28.4 | 4414 | | 10 | (W. Hamil- [Scot. | Kisen Kabushiki | 3SB;WP180lbs | | |
| SPFW | 1D;Spar dk;Deep frmg; 6BH | | P27′ | B92′ F40′ | | | | ton & Co., Lim.) | Kaisha | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 9519 | **Mishima Maru** | Scw | Jap | Fuchu | 3111 | | 1919 | Hong Kong, | Matsuoka | 3Cyl TE27,44,73x48; | | BL |
| 31,54€ | xOrthrys Steel | | 400.6 | 52.4 \| 28.4 | 5066 | | 12 | (Taikoo [China | Kisen K. K. | 3SB;WP180lbs | | |
| TDBN | 2D;Wireless;W. Bal 7BH | | P47′ | B113′ F40′ | | | | Dkyd. & Eng. Co.) | | | | |
| 9520 | **Mishima Maru** | Scw | Jap | Tokio | 4915 | | 1908 | Kobe, | Nippon | 2-3Cyl TE25,41½,69x48; | | BL |
| 11,593 | Steel | Twin | 474.3 | 54.3 \| 31.3 | 7905 | | 10 | (Kawasaki [Jap. | Yusen Kabushiki | 6SB;WP200lbs | | |
| LHCR | 2D;Deep frmg;Web frms; 7BH | | P62′ | B176′ F54′ | | | | Dockyard Co., Lim.) | Kaisha | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 9521 | **Mississippi** | Scw | Fr | Havre | 4198 | | 1913 | Rouen, | Cie. Gen- | 3Cyl TE27,44,75x51; | | V |
| | Steel | | 410.1 | 52.5 \| 35.4 | 6713 | | | Fr. | erale Trans- | 3SB;WP178lbs;3450IHP | | |
| ONIX | 3D;Spar dk;W. Bal;Wireless 8BH | | | | | | | (Ch. de Normandie) | | atlantique | | |
| 9522 | **Mississippi** | MV | Br | Belfast | 2936 | | 1914 | Govan, | Atlantic | 2-6CylOilEng26¾x39¾ | | |
| 136,343 | Steel | Twin | 370.3 | 50.1 \| 30.8 | 4738 | | | (Harland [Scot. | Transport Co. | | | |
| JHDI | 3D;Shel dk;Wireless;SUB.SIG;W. Bal | | B84′ | | | | | & Wolff, Lim.) | (Lim.) | | | |
| 9523 | **Missoula** | Scw | Am | San Fran. | 2721 | | 1918 | Camden, | Hammond | 3Cyl TE24¼,38½,67x45; | ✠A1Ⓔ | |
| 216,821 | xM. J. Scanlon Steel | | 362.3 | 51.2 \| 30′ | 4553 | | 9 | (New [N. J. | Lumber Co., Inc. | New York S. B. Co; | ✠AMS | |
| LMQV | 1D,Mchy aft;Wireless;SUB.SIG; 6BH | | | | | | | York S. B. Co.) | | 3SB;New York S. B. Co; | S.S.No.1,Ches2,25; | |
| | Oil fuel F. P. above 150° F. C-34 | | | | | | | | | 6397HS;WP180lbs;1822IHP; | shft drn;M.S.2,25;B.S.3,26; | |
| | | | | | | | | | | EAC;DB;Dkd,d rpd5,26 | Cih BB;CL | |
| | W.B.—A.P.175t;D.B.278′819t;F. | P.202t | | | | | | | | | | |
| | F.O.—.....D.B.256′728t;F. | P.189t | | | | | | | | | | |
| 9524 | **Missouri** | Scw | Am | Duluth | 1484 | | 1904 | Chicago, | Michigan | 3Cyl TE20,33,54x36; | | |
| 200,861 | Steel | | 225 | 40.1 \| 24.5 | 2434 | | 4 | (Chicago [Ill. | Transportation | 2SB;WP180lbs;1250IHP. | | |
| | 3D;Mchy aft;Wireless 3BH | | | | | | | S. B. Co.) | Co. | | | |
| 9525 | **Missouri** | Scw | Br | Belfast | 2949 | | 1914 | Govan, | Atlantic | 4Cyl QE24½,35,50,73x54 | | |
| 132,048 | Steel | | 370.3 | 50.2 \| 31 | 4697 | | | (Harland [Scot. | Transport Co. | | | |
| JFBQ | 3D;Shel dk;SUB.SIG;Wireless;W. Bal | | B86′ | | | | | & Wolff, Lim.) | (Lim.) | | | |
| 9526 | **Missouri** | Scw | Fr | Havre | 4039 | | 1920 | Rouen, | Cie. Gen- | 3Cyl TE27,44,75x51; | | V |
| | Steel | | 402.6 | 53.8 \| 27.5 | 6772 | | | (Chantiers [Fr. | erale Trans- | 3SB;WP178lbs;3000IHP | | |
| ONIY | 3D;Wireless;W. Bal 8BH | | F43′ | | | | | de Normandie.) | atlantique | | | |
| 9527 | **Missouri** | StW | Am | St. Louis | 1158 | | 1921 | Stillwater, | U. S. Govt. | 2CylC24,48x96; | | |
| 221,932 | Steel | | 230 | 58 \| 8 | 1411 | | | (U. S. [Minn. | (War Dept.) | 2WTB;WP250lbs;2000IHP | | |
| | 1D | | | | | | | Engineers, War Dept.) | | | | |
| 9528 | **Missourian** | MV | Am | New York | 4927 | 10′ 7¾″ | 1922 | Chester, | American- | 2-6CylOilEng29⅛x45¼; | A1Ⓔ With Freeboard. | |
| 222,236 | Steel | Twin | 445.1 | 59.8 \| 27.1 39′ | 7899 | 28′ 8″ | 7 | (Merchant [Pa. | Hawaiian S.S. | Wm. Cramp & Sons S. & E. B. Co; | AMS | |
| MDQP | 2D;3d dk Ford; 8BH | | | | 11000 | | | S. B. Corp.) | Co. | 3400BHP;DB;EAC;d rpd7,25; | shfts drn6,24;M.S.7,25; | |
| | W. Bal; 6BH to Fbd dk | | | | | | | | | Dkd,s rps9,26;s rps11,26 | Stbd shft drn9,26;SP;CL | |
| | Wireless; 1BH to 2d dk | | | | | | | | | | | |
| | SUB.SIG;D.F. 1BH to 3d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-39 | | | | | | | | | | | |
| | W.B.—A.P.190t;D.B.380′1378t;D | .T.28′8 | 75t; F. | P.232t | | | | | | | | |
| | F.O.....D.B.380′1287t.. | ..... | ..... | ..... | | | | | | | | |
| 9529 | **Mistley Hall** | Scw | Br | Liverpool | 3164 | | 1917 | Glasgow, | C. G. Dunn | 3Cyl TE27,44,73x48; | | BL |
| 140,443 | xAldersgate xMilazzo Steel | | 400.7 | 52.3 \| 28.5 | 5284 | | 12 | (Harland [Scot. | Shipping Co. | 3SB;WP180lbs | | |
| KQHP | 1D;Wireless;W Bal 7BH | | P49′ | B112′ F38′ | | | | & Wolff, Lim.) | (Lim.) | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9530 | **Mistral** | Scw | Nor | Fredrkstd | 1378 | | '89 | Stockton, | T. Wilhelms | 3CylTE21,35,59x39; | | BL |
| | xDovrefjell xNumedal Steel | | 272.3 | 38.8 \| 18.6 | 2219 | | 11 | (Ropner [Eng. | & A. W. Wilhelms, | 2SB;WP160lbs | | |
| MNRD | 1D;Web frms;Well dk; 4BH | | P27′ | B106′ F29′ | | | | & Son.) | Mgrs. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 9531 | **Misty Law** | Scw | Br | Glasgow | 3260 | | 1912 | W. Hartle- | T. Law & | 3CylTE28,46,77x48; | | BL |
| 128,934 | xZuiderdijk xSharistan Steel | | 400 | 53.5 \| 27.1 | 5211 | | 7 | (W. [pool, Eng. | Co., Mgrs. | 3SB;WP180lbs | | |
| KNJQ | 2D;Wireless;W. Bal 6BH | | P30′ | B124′ F49′ | | | | Gray & Co., Lim.) | | | | |
| 9532 | **Misurata** | Scw | It | Tripoli | 2137 | | '95 | W. Hartle- | Domenico | 3CylTE24,38,64x45; | | V |
| | xDnieper xMathilda Steel | | 336.8 | 47 \| 23.1 | 3434 | | | (W. [pool, Eng. | | 2SB;WP148lbs;1255IHP. | | |
| NZDE | 2D;Wireless;W. Bal 7BH | | B72′ | F32′ | | | | Gray & Co., Lim.) | Saglimbene | | | |
| 9533 | **Mitchell** | Scw | Am | Phila. | 3387 | 7′ 10½″ | 1919 | Bristol, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,420 | Steel | | 400.7 | 54.2 \| 30.4 | 5510 | 25′ 2″ | 12 | (Merchants [Pa. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LVFC | 2D;Deep frmg;SUB.SIG; 7BH | | | 32′ 10½″ | 8822 | | | S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | Wireless;W. Bal; C-36 | | P35′ | B123′ F44′ | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | d rpd1,20;n Eng,d rpd5,20;Dkd3,21; | | |
| | | | | | | | | | | s rps3,21 | | |
| | W.B.—A.P.143t;D.B.335′1311t;D | T.27′8 | 46t. | F.P.120t | | | | | | | | |
| | F.O.....D.B.281′1092t;D | T.27′7 | 90t; S. | T.63t. | | | | | | | | |
| 9534 | **Mitidja** | Scw | Fr | Dunkirk | 2098 | | 1906 | Pt. Glasgow | Les Cargo | 3CylTE25,40½,66½x44½; | | V |
| | xMundale xLuristan Steel | | 357.1 | 45.3 \| 16.3 | 3351 | | 7 | (W. [Scot. | | 2SB;WP178lbs;1800IHP. | | |
| OVAT | 2D;Deep frmg;Wireless;W. Bal 7BH | | | 24.3 | | | | Hamilton & Co., | | | | |
| | | | P25′ | B86′ F41′ | | | | Lim.) | | | | |
| 9535 | **Mitra** | Scw | Br | London | 3381 | | 1912 | Newcastle, | Anglo-Saxon | 3CylTE26½,43,72x48; | | BL |
| 132,749 | Steel | Sch | 406.5 | 51.3 \| 28.9 | 5592 | | 7 | (Swan, [Eng. | Petroleum Co. | 3SB;WP180lbs | | |
| HWKD | 2D;Mchy aft;Web frms; 15BH | | P110′ | B33′ F38′ | | | | Hunter & Wigham | (Lim.) | | | |
| | Oil in bulk;Oil fuel;Wireless;W. Bal | | | | | | | Richardson.) | | | | |
| 9536 | **Mitschfibre** | Brg | Am | Detroit | 2132 | | '95 | So. Chicago, | Detroit | Stl;2BH | 90(GL) | |
| 92,638 | xMarcia | Sch | 302 | 40 \| 24 | 2237 | | 1 | (Chicago [Ill. | Sulphite Transp. | | P.S.4,26 | |
| | 1D;Web frms | | | | | | | S. B. Co.) | Co | | | |
| 9537 | **Mitsuki Maru** | Scw | Jap | Nishin'ya | 2282 | | '99 | Sunderland, | Itaya | 3CylTE24,39,66x45; | | C-J |
| 14,179 | xSaint Bede Steel | Sch | 350 | 46.2 \| 28.2 | 3651 | | 5 | (W. Pickers- [Eng. | Shosen Kabushiki | 2SB;WP170lbs;215RHP | 2dS.S.No.1.Kobe5,26;A.S.5,26; | |
| LQVC | 2D;Deep frmg;Wireless;W. Bal 6BH | | P31′ | B100′ F33′ | | | | gill & Sons.) | Kaisha | | shft drn5,24;M.&B.S.5,26 | |
| 9538 | **Miye Maru** | Scw | Jap | Tokio | 2043 | | 1920 | Toba, | Kinkai | 3CylTE23,38,64x48; | | |
| 27,312 | Steel | | 305 | 43.7 \| 27.2 | 2897 | | 7 | (Toba [Jap. | Yusen Kabushiki | 2SB;WP200lbs | | |
| SCGM | 2D;W. Bal;Wireless 5BH | | P23′ | B92′ F33′ | | | | Shipyard.) | Kaisha | | | |
| 9539 | **Miyoshino Maru** | Scw | Jap | Kobe | 2153 | | '86 | Glasgow, | Hiromi | 3CylTE34,53,87x54; | | |
| 7,665 | xGlengyle Steel | Sch | 370 | 45.1 \| 26.6 | 3478 | | 8 | Scot. | Shoji Kabushiki | 3DB | | |
| JRDB | 2D;B;W. Bal 6BH | | P76′ | B69′ F53′ | | | | (London & Glas- | Kaisha | | | |
| | | | | | | | | gow Co., Lim.) | | | | |
| 9540 | **Moacyr** | Scw | Brz | Para | 393 | | 1911 | Pt. Glasgow, | Banco du | 2-3CylTE10½,16½,27x21; | | |
| | Steel | Sch | 155 | 33 \| 9 | 578 | | 5 | (Murdoch [Scot. | Brazil | 1SB | | |
| | 1D 6BH | Twin | F30′ | | | | | & Murray.) | | | | |
| 9541 | **Moana** | Sch | Fr | Papeete | 130 | | 1911 | San Fran- | Soc. Com. | Wd | | |
| | | | 114.1 | 28.8 \| 9.1 | 200 | | | cisco, Cal. | del Oceanie | | | |
| OUSM | 1D | | | | | | | (Stone & van | | | | |
| | | | | | | | | Bergen) | | | | |
| 9542 | **Moana** | Scw | Br | London | 2414 | | '97 | Dumbarton, | Union S.S. | 3CylTE33,53½,85x54; | | C |
| 101,479 | Steel | | 350.4 | 44.1 \| 32.6 | 3915 | | 4 | (W. Denny [Scot. | Co. of New | 2DB;WP170lbs;372RHP | 2dS.S.No.2,Pt.Chlms11,17; | |
| PRSM | 3D;B;Wireless;W. Bal 7BH | | B83′ | F45′ | | | | & Bros.) | Zealand (Lim.) | | n shft11,17;shft drn1,20; | |
| | | | | | | | | | | | M.&B.S.8,20 | |
| 9543 | **Mobile** | Scw | Am | N. Orleans | 1436 | | 1921 | St. Louis, | U. S. Govt. | 2-3CylTE10¾,17,27x18; | | |
| 221,490 | Steel | Twin | 280.1 | 49.1 \| 10 | 1537 | | 7 | (St. Louis [Mo. | (Mississippi | 2WTB;WP225lbs;800IHP. | | |
| | 2D 6BH | | | | | | | Boat & Engr. Co.) | Warrior Service) | | | |
| 9544 | **Mobile** | Brg | Am | N. London | 746 | | 1917 | Elkton, | Thames | YP,WO;Gif(Sltd) | ✠ — — | |
| 166,944 | | | 205.5 | 32 \| 12.7 | 766 | | 7 | (E. Diebert [Md. | Towboat Co. | | Suspended4,22 | |
| | 1D | | | | | | | & Co.) | | | | |
| 9545 | **Mobile City** | Scw | Am | New York | 3801 | | 1920 | Chickasaw | U. S. Steel | 3CylTE24½,41½,72x48; | | BI |
| 220,436 | Steel | | 395.5 | 55 \| 31.4 | 6157 | | 9 | City, Ala. | Products Co. | 3SB;WP210lbs;2800IHP. | | |
| MBFP | 2D;Shel dk;Web frms; 6BH | | P45′ | B110′ F38′ | 9680 | | | (Chickasaw S. B. | | | | |
| | Long. frmg; Oil fuel; Wireless;W. Bal | | | | | | | Co.) | | | | |
| 9546 | **Mobjack** | SW | Am | New York | 352 | | '99 | Newburgh, | Eastern | 1CylVB42x108; | | |
| 92,955 | Steel | | 180.2 | 28.7 \| 10.1 | 610 | | | (T. S. [N. Y. | S.S. Lines | 2CRTB;WP60lbs;600IHP. | | |
| KPFQ | 1D;B | | | | | | | Marvel & Co.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship-Class-Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers-Class-Dates. Tail Shaft Drawn-Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9547 | **Mobjack** | Brg | Am | Phila. | 426 | | 1905 | Elkton, | Southern | WO,Hk,YP;Gif | ✠ — — | |
| 162,624 | xTioga | | 183.5 | 23.8 \| 11.1 | 426 | | 12 | (E. [Md. | Transportation | | Suspended6,19 | |
| | 1D | | | | | | | Diebert & Bros.) | Co. | | | |
| 9548 | **Mocambique** | Scw | Ptg | Lisbon | 4160 | | 1908 | Glasgow, | Cia. | 2-3CylTE22,36,60x48 | | |
| | xBruxellesville Steel | Twin | 400 | 52.2 \| 24.4 | 6536 | | | (A. Stephen [Scot. | Nacionalde | 5SB;WP190lbs | | |
| HBWF | 3D;Shel dk;SUB.SIG;Wireless; 6BH | | P50′ | F52′ | | | | & Sons, Lim.) | Nave gacao | | | |
| | W. Bal | | | | | | | | | | | |
| 9549 | **Moccasin** | Brg | Am | Phila. | 473 | | 1913 | Elkton, | Southern | O,YP,Hk;Gif(Sltd) | ✠ — — | |
| 165,512 | | | 201.3 | 23.8 \| 11 | 473 | | 11 | (E. Diebert [Md. | Transportation | | Suspended6,19 | |
| | 1D | | | | | | | & Bros.) | Co. | | | |
| 9550 | **Moctezuma** | Scw | Mex | Vera Cruz | 1679 | | 1919 | Superior, | Cia.Naviera | 3CylTE21,35,59x42; | ✠ — — | |
| | xLake Fisher Steel | | 253.4 | 43.6 \| 26.9 | 2713 | | 10 | (Globe [Wis. | Mexicana S. A | 2SB;WP190lbs;1500IHP | ✠ — — | |
| | 1D;B;Wireless;SUB.SIG;W. Bal; 4BH | | | 28′ 4″ | 4050 | | | S. B. Co.) | | | Cancelled7,25 | |
| | Oil fuel | | P29 | B64′ F23′ | | | | | | | | |
| 9551 | **Mode** | Scw | Swd | Stockholm | 749 | | 1912 | Elsinore, | Stockholms | 3CylTE19,32,53x36; | | V |
| | Steel | | 246.1 | 37.2 \| 14 | 1138 | | | Rederi A/B Svea | 2SB;WP180lbs;900IHP. | | |
| JSTM | 2D;SUB.SIG;W. Bal 5BH | | | | | | | (Helsingors, [Den. Jernskibs & Maskynbyggeri.) | | | | |
| 9552 | **Modesta** | Scw | Br | London | 2409 | | 1917 | Sunderland, | Leeston | 3CylTE24,40,67x45; | | N |
| | Steel | | 346.5 | 50.8 \| 23.5 | 3867 | | 1 | (J. Priest- [Eng. | Shipping Co. | 2SB;WP180lbs | | |
| | 1D;Wireless; W. Bal 5BH | | P29′ | B100′ F34′ | | | | man & Co.) | (Lim.) | | | |
| 9553 | **Modica** | Scw | Nor | Oslo | 2648 | | 1920 | Fredrikstad, | Ivar An. | Stm Tbns;Elect Motors; | | N |
| | Steel | | 371.1 | 52.1 \| 25.9 | 4367 | | 10 | (Fredrikstad [Nor. | Christensen, Mgr. | 2SB;WP200lbs | | |
| MVRK | 1D;W. Bal;Wireless 6BH | | P37′ | B167′ F29′ | | | | Mek. Vaerks.) | | | | |
| 9554 | **Modig** | Scw | Nor | Oslo | 3705 | | 1917 | Sunderland, | Ivar An. | 3CylTE25,41,67x45; | | BL |
| | xEastcliff xCliffside Steel | | 350 | 50.9 \| 31.5 | 4974 | | 4 ( | J. Priest- [Eng | .Christensen, Mgr. | 3SB;WP180lbs | | |
| LCFM | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | man & Co.) | | | | |
| 9555 | **Modjeska** | Scw | Br | Hamilton | 461 | | '89 | Glasgow, | Owen | 2-3CylTE15,24,40x27; | | |
| 96,058 | Steel | Twin | 178 | 31.1 \| 12.3 | 678 | | | (Napier, [Scot. | Sound Tran s. Co. | 4SB;WP160lbs;1600IHP. | | |
| | 2D;Wireless 5BH | | | | | | | Shanks & Bell) | | | | |
| 9556 | **Modoc** | StW | Am | San Fran. | 779 | | '80 | Oakland, | Southern | 2-1Cyl22x96; | | |
| 91,263 | Wood | | 204 | 42.3 \| 8 | 929 | | rb'10 | Cal. | Pacific Co. | 2SB;WP150lbs;566IHP. | | |
| | 1D | | | | | | | | | | | |
| 9557 | **Modoc** | Scw | Am | Seattle | 69 | | 1916 | Bellingham, | Pacific | 2CylC10,21x16; | | |
| 214,030 | Wood | | 79.2 | 21 \| 8.1 | 119 | | | (Pacific [Wash. | Amer. Fisheries | 1Blr;WP200lbs;250IHP. | | |
| | 1D | | | | | | | American Fisheries.) | Co. | | | |
| 9558 | **Moena** | Scw | Hol | Amst'dam | 5788 | | 1923 | Sunderland, | Stoomv. | 3CylTE32,52,88x54; | | BL |
| | Steel | | 480.5 | 60.3 \| 37.4 | 9373 | | 5 | (Sir. J. [Eng. | Maats Nederland | 5WTB;WP180lbs | | |
| PMFS | 3D;Wireless;W. Bal 8BH | | P48′ | B31′ F49′ | | | | Laing & Sons,Lim.) | | | | |
| 9559 | **Moerdijk** | Scw | Hol | Rotterd'm | 4495 | | 1914 | Weser- | Holland- | 3CylTE29,48,80x55; | | BL |
| | xDenderah Steel | | 472.8 | 61 \| 36.4 | 7310 | | 6 | munde, Ger. | American Line | 4SB;WP206lbs | | |
| PMFT | 2D;Shel dk;SUB.SIG;W. Bal; 9BH | | F52′ | | | | | (J. C. Tecklenborg, A. G.) | | | | |
| | Wireless | | | | | | | | | | | |
| 9560 | **Moffitt** | Scw | Am | Jcksnville | 3696 | | 1921 | Jacksonville, | U. S. Govt. | 3CylTE24½,41½,72x48; | ✠ — — | |
| 220,919 | Concrete | | 420 | 54 \| 35 | 6144 | | | (A. Bentley [Fla. | (War Dept.) | 3WTB;WP225lbs;2800IHP. | ✠ — — | |
| MCFQ | 1D;Wireless;Oil in bulk; 15BH | | | 36′ | 7500 | | | & Son.) | | | Suspended12,24 | |
| | Oil fuel | | B72′ | F39′ | | | | | | | | |
| 9561 | **Moghreb Acsa** | Scw | Fr | Dunkirk | 1979 | | 1911 | Vegesack, | Soc. Anon. | 3CylTE23½,38,61½x41½; | | N |
| | xGurth xHunsgate xAltair Steel | | 367.1 | 49.9 \| 19.1 | 3283 | | | (Bremer [Ger. | Les Cargoes | 2SB;WP192lbs;1727IHP. | | |
| OURL | 2D;Wireless;W. Bal 7BH | | F37′ | | | | | Vulkan.) | Algerines | | | |
| 9562 | **Mogul** | Scw | Br | Victoria | 1828 | | '96 | Stockton, | Coastwise | 3CylTE22,37,61x42; | | |
| 105,797 | xCaesar xKingtor Steel | | 310 | 44 \| 20.5 | 2935 | | 2 | (Ropner [Eng. | S.S. & Barge | 2WTB;WP180lbs;1500IHP. | | |
| | 1D;B;Web frms;Wireless;W. Bal 6BH | | | | | | | & Son.) | Co. (Lim.) | | | |
| 9563 | **Mohave** | Scw | Am | | 44 | | 1914 | Seattle, | U. S. Gov- | 3CylTE15,24,38x24; | | |
| | Steel | | 109.3 | 24.1 \| 15 | 308 | | 10 | (Seattle [Wash. | ernment (Navy | 2WTB;WP200lbs;800IHP. | | |
| | 1D;Oil fuel 5BH | | | | | | | Const. & D.D. Co.) | Dept.) | | | |
| 9564 | **Mohawk** | Scw | Am | N. London | 2150 | | '96 | Chester, | New Eng- | 3CylTE21,34,56x42; | | |
| 92,098 | Steel | | 265 | 43 \| 16.8 | 2783 | | 4 | (Del. River [Pa. | land S.S. Co. | 3SB;WP165lbs;1800IHP. | | |
| KMQC | 1D,B;Wireless 5BH | | | | | | | I. S. B. & E. Wks.) | | | | |
| 9565 | **Mohawk** | Brg | Am | Phila. | 466 | | 1911 | Elkton, | Southern | O,Hk,YP;Gif(Sltd) | ✠ — — | |
| 164,640 | | | 200.4 | 23.8 \| 10.8 | 466 | | 10 | (E. Deibert [Md. | Trans. Co. | | Suspended6,19 | |
| | 1D | | | | | | | & Bro.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9566 | **Mohawk** | Scw | Am | New York | 3514 | 5′ 6½″ | 1926 | Newport | Clyde S.S. | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 225,247 | Steel | | 387.5 | 54.3 \| 20 | 5897 | 18′ 1½″ | 2 | News, Va. | Co. | Newport News S. B. & D. D. Co; | ✠AMS | |
| MVFR | 2D;Super dk;Wireless;SUB.SIG; 6BH | | | \| 31′ 6″ | 2900 | | | (Newport News | | 4SB;Newport News S. B. & D. D. Co; | SBP;CL | |
| | 3BH to Super dk | | B280′ | F48′ | | | | S. B. & D. D. Co.) | | 13680HS;WP2101bs;4200SHP;EAC; | | |
| | 3BH to Fbd dk | | | | | | | | | Dkd7,26 | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.132t;D.B.112′335t;W. | T.12′ 2 | 54t; F. | P.58t | | | | | | | | |
| | F.O. D.B.288′774t;W. | T.34′ 2 | 56t. | | | | | | | | | |
| 9567 | **Mohegan** | Scw | Am | N. London | 2150 | | '96 | Chester, | New Eng- | 3CylTE21,34,56x42; | | |
| 92,705 | Steel | | 265 | 43 \| 16.8 | 2783 | | 5 | (Del. River [Pa. | land S.S. Co. | 3SB;WP165lbs;1800IHP | | |
| KMRC | 1D;B;Wireless 5BH | | | | | | | I. S. B. & E. Wks.) | | | | |
| 9568 | **Mohican** | Scw | Fr | Brest | 249 | | 1912 | Port Rich- | French | 2-2CylC11,24x15; | | |
| | xElm City Steel | Twin | 118.2 | 27 \| 12 | 379 | | rb'17 | mond, S. I. | Govt. | 1SB;WP160lbs;600IHP. | | |
| ONLC | 1D;B;Wireless 6BH | | | | | | | (Staten Island | | | | |
| | | | | | | | | S. B. Co.) | | | | |
| 9569 | **Mohinkis** | Scw | Am | San Fran. | 3758 | 8′ 2″ | 1920 | Bay Point, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 219,770 | Steel | | 402.4 | 53 \| 32 | 6049 | 26′ 6″ | 4 | (Pacific [Cal. | ping Board | Kerr Turbine Co; | ✠AMS | |
| LWBV | 2D;Wireless; 7BH | | | \| 34′ 6″ | 9600 | | | Coast S. B. Co.) | | 3SB;Moore S. B. Co; | BSP;CL | |
| | SUB.SIG; 6BH to Fbd dk | | P48′ | B80′ F38′ | | | | | | 8745HS;WP210lbs;2800SHP;EAC | (Laid up) | |
| | Long. frmg; 1BH to 2d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.49t;D.B.344′1271t; D. | T.30′5 | 40t. | F.P.72t | | | | | | | | |
| | F.O. D.B.327′1106t; D. | T.30′5 | 04t; S. | T.41t. | | | | | | | | |
| 9570 | **Mojave** | Scw | Am | New York | 4255 | 7′ 10¾″ | 1921 | Alameda, | Standard | 3CylTE27,47,78x48; | ✠A1Ⓔ Oil Carrier. | |
| 221,302 | xHambro Steel | | 435 | 56.2 \| 33.5 | 6900 | 25′ 9½″ | 5 | (Bethlehem [Cal. | Transp. Co. | Bethlehem S. B. Corp., Lim; | ✠AMS | |
| MCTH | 2D;Mchy aft;Long. frmg; 15BH | | | \| 33′ 6″ | 10000 | | | S. B. Corp., Lim.) | | 3SB;Bethlehem S. B. Corp., Lim; | S.S.No.1,SPed5,25; | |
| | Wireless;D.F; 9BH to Fbd dk | | P106′ | B47′ F42′ | | | | | | 8235HS;WP220lbs;2800IHP;EAC; | shft drn9,24;M.S.5,25; | |
| | SUB.SIG; 6BH to 2d dk | | | | | | | | | d rpd11,24;Dkd,s rps6,26 | B.S.11,25;Cih BB;CL | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| | W.B.—A.P.74t;D.B.a64′203t. | | D.T | f.50′881t; F.P.9 | 7ft | | | | | | | |
| | F.O. D.T | a19′91 | 9t;D.T | f.50′824t. | | | | | | | | |
| 9571 | **Moji Maru** | Scw | Jap | Tokio | 2201 | | 1922 | Yokohama, | Nippon | 3CylTE23,40,67x48; | | C-J |
| 28,982 | Steel | | 345 | 50 \| 29.1 | 3757 | | 9 | (Yokohama [Jap. | Yusen Kabushiki | 2SB;WP200lbs | A.S.9,25; | |
| SLDP | 2D;W. Bal;Wireless 6BH | | P33′ | B83′ F41′ | | | | Dk. Co., Lim.) | Kaisha | | M.&B.S;shft d:n9,25 | |
| 9572 | **Mokoia** | Scw | Br | London | 2112 | | '98 | Dumbarton, | Union S.S. | 3CylTE28,44,70x54; | | C |
| 101,483 | Steel | | 330 | 43.1 \| 30.9 | 3502 | | 10 | (W. Denny [Scot. | Co. of New | 3SB;WP170lbs;255RHP. | 2dS.S.No.2,Pt.Chims5,19; | |
| PRSV | 3D;Web frms;Wireless; 5BH | | B88′ | F40′ | | | | & Bros.) | Zealand (Lim.) | | shft drn5,19;B.S.5,20;M.S.5,21 | |
| | W. Bal | | | | | | | | | | | |
| 9573 | **Mokta** | Scw | Br | Swansea | 2475 | | 1912 | W. Hartle- | F. C. Strick | 3CylTE24,38,64x42; | | BL |
| 128,937 | Steel | | 350 | 50 \| 25.3 | 3934 | | 11 | pool, Eng. | & Co. (Lim.), | 2SB;WP180lbs | | |
| JBGH | 1D;Wireless;W. Bal 6BH | | P30′ | B67′ F34′ | | | | (W. Gray & Co., | Mgrs. | | | |
| | | | | | | | | Lim.) | | | | |
| 9574 | **Molesey** | Scw | Br | London | 2393 | | '99 | Stockton, | Watts, | 3CylTE25,41,67x45; | | BL |
| 112,405 | xRokeby Steel | | 347.8 | 49.5 \| 25.5 | 3809 | | 9 | (Ropner [Eng. | Watts & Co. | 2SB;WP180lbs | | |
| RHVB | 1D;B;Deep frmg;Web frms; 6BH | | P30′ | B75′ F39′ | | | | & Son.) | (Lim.), Mgrs. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 9575 | **Molfetta** | Brg | Am | New York | 2229 | | 1920 | Pascagoula, | Joseph F. | Wd | | |
| 220,344 | Wood | Sch | 284 | 46.3 \| 22.5 | 2462 | | | (Inter- [Miss. | O'Boyle | | | |
| MBCG | 1D | 5 M | | | | | | national S. B. Co.) | | | | |
| 9576 | **Moliere** | Bk | Fr | Nantes | 1956 | | 1900 | Nantes, | G. Belot, | Stl;2BH | | |
| | | | 176.1 | 60.1 \| 22.4 | 2198 | | | (Atel. & [Fr. | Mgr. | | | |
| ONLV | 1D;B | | | | | | | Chant. Loire.) | | | | |
| 9577 | **Moliere** | Scw | Br | Liverpool | 4427 | | 1916 | Pt. Glasgow, | Lamport & | 2-4CylQE20,29,42,61x48; | | BL |
| 137,510 | Steel | Twin | 440 | 56.2 \| 35.6 | 7206 | | 3 | (Russell [Scot. | Holt (Lim.) | 3DB;1AuxB;WP215lbs | | |
| JMSH | 3D;Shel dk;Wireless;W. Ba 8BH | | F48′ | | | | | & Co.) | | | | |
| 9578 | **Molino** | Brg | Am | Phila. | 865 | | 1904 | Noank, | Reading Co. | O,Hk,Ch,YP;Gif(Sltd) | ✠ — — | |
| 201,603 | | Trn | 193.6 | 35 \| 17.6 | 954 | | 12 | (The R. [Conn. | | | Suspended6,19 | |
| KTNG | 1D;B | | | | | | | Palmer & Son | | | | |
| | | | | | | | | S. B. & M. Ry. Co.) | | | | |
| 9579 | **Molly D. Robert** | Brg | Am | Albany | 98 | | 1915 | Waterford, | John E. | Wd | | |
| 165,972 | | | 95 | 17.4 \| 7.6 | 104 | | | (John [N. Y. | Matton | | | |
| | 1D | | | | | | | E. Matton.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9580 | **Molokai** | MV | Am | Honolulu | 152 | | 1907 | Eureka, | Inter- | 4CylOilEng14x14; | | |
| 203,808 | xFlaurance Ward Wood | | | 105.9 \| 24.4 \| 14.2 | 266 | | 1 | (Bendixsen [Cal. | Island Steam | 200BHP | | |
| KVTC | 1D | | | | | | | S. B. Co.) | Nav. Co. (Lim.) | | | |
| 9581 | **Molosse** | Scw | Am | New York | ..... | | 1908 | Bethlehem, | J. W. | 2CylC20,47x30; | | |
| | xTigre Steel | | | 117.4 \| 26.3 \| 12.10 | 334 | | | (Bethlehem [Pa. | Sullivan Co. | 1SB;WP128lbs;780IHP. | | |
| | 1D;Wireless 7BH | | | | | | | S. B. Corp., Lim.) | | | | |
| 9582 | **Molton** | Scw | Br | London | 1873 | | 1919 | Stockton, | W. J. Tatem | 3CylTE25,41,68x45; | | BL |
| 143,449 | Steel | | | 331.5 \| 50.1 \| 26.1 | 3091 | | 10 | (Ropner [Eng. | (Lim.) | 3SB;WP180lbs | | |
| KCQM | 1D;Wireless;W. Bal 5BH | | | P33′ \| B98′ F29′ | | | | S. B. & Repairing Co., Lim.) | | | | |
| 9583 | **Mombassa** | Scw | Br | Glasgow | 2787 | | 1905 | Glasgow, | Maclay & | 3CylTE24,41,67x48; | | BL |
| 121,269 | Steel | | | 385 \| 50.1 \| 26.1 | 4327 | | 11 | (D. & W. [Scot. | McIntyre, Mgrs. | 2SB;WP175lbs | | |
| HDTW | 2D;Deep frmg;Wireless;W. Bal 6BH | | | P44′ \| B110′ F40′ | | | | Henderson & Co., Lim.) | | | | |
| 9584 | **Momus** | Scw | Am | New York | 3893 | | 1906 | Phila., | Southern | 3CylTE34,57,104x63; | | |
| 203,681 | Steel | Sch | | 410 \| 53.2 \| 25.6 | 6413 | | 11 | (Wm. [Pa. | Pacific Co. | 3DB;4SB;WP230lbs;5000IHP. | | |
| KVRL | 4D;B;SUB.SIG;Wireless; 8BH | | | | | | | Cramp & Sons' S. & E. B. Co.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 9585 | **Mona** | Bk | Nor | Horten | 965 | | '78 | Sunderland, | A. Norman- | I;1BH | | BL |
| | | | 205 | 34.5 \| 21.2 | 1063 | | 1 | (Osbourne, [Eng. | Larsen | | | |
| KDFB | 1D | | | F24′ | | | | Graham & Co.) | | | | |
| 9586 | **Mona Marie** | Sch | Br | La Have | 144 | | 1920 | Shelburne, | L. Ritcey | Wd | | |
| 141,389 | | | 126.6 | 26.6 \| 10.5 | 170 | | | (J. McGill [N. S. S. B. & Trans. Co., Lim.) | | | | |
| | 1D | | | | | | | | | | | |
| 9587 | **Monafric** | Scw | Fr | Dunkirk | 2792 | | 1902 | Newcastle, | Cie. Venture | 3CylTE25,42,68x48; | | BL |
| | xMonadnock Steel | Sch | | 373.5 \| 51.3 \| 25.8 | 4275 | | 4 | (C. S. [Eng. | Weir, S. A. | 3SB;WP180lbs | | |
| OUNL | 2D;Shel dk;Deep frmg; 6BH | | | | | | | Swan & Hunter, Lim.) | | | | |
| | Wireless; W. Bal | | | | | | | | | | | |
| 9588 | **Monana** | Scw | Am | Newark | 2179 | 5′ 9″ | 1919 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,621 | Steel | | 324 | 46.2 \| 25 \| 28′ 6″ | 3545 | 22′ 11″ | 8 | (Submarine [N. J. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LQBN | 1D;2d dk at ends; 7BH | | | | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | Wireless;SUB.SIG; 6BH to Fbd dk | | | P41′ \| B90′ F35′ | | | | | | 3800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | d rpd9,20;Dkd,s rps1,22 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T .20′394 | | t..... | ...F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T .20′368 | | t;S.T.3 | 1t..... | | | | | | | | |
| 9589 | **Monarch** | Scw | Br | Liverpool | 4824 | | '97 | Newcastle, | Elder, | 3CylTE28½,46½,80x54; | | BL |
| 106,880 | Steel | Sch | 470 | 56 \| 31.9 | 7466 | | 10 | (C. S. Swan [Eng. | Dempster | 3SB;WP180lbs | | |
| PVFS | 2D;B;Shel dk;Deep frmg; 6BH | | | | | | | & Hunter, Lim.) | Co., Mgrs. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 9590 | **Monasses** | Scw | Am | San Fran. | 3695 | 8′ 3¼″ | 1919 | Oakland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 218,508 | Steel | | 402.5 | 53 \| 32 \| 34′ 6″ | 5983 | 26′ 5½″ | 7 | (Moore [Cal. | ping Board | Midwest Engine Co; | ✠AMS | |
| LRWV | 2D;Shel dk;Long. frmg; 7BH | | | | 9400 | | | S. B. Co.) | | 3SB;Moore S. B. Co; | (Laid up) | |
| | Wireless; 6BH to Fbd dk | | | P34′ \| B81′ F37′ | | | | | | 8745HS;WP210lbs;2800SHP. | | |
| | SUB.SIG; 1BH to 2d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| | W.B.—A.P.49t;D.B.345′1295t;D. T.30′5 | | 46t... | .....F.P.73t | | | | | | | | |
| | F.O.—A.P.46t;D.B.327′1132t;D. T.30′5 | | 09t; S. | T.43t;F.P.68t | | | | | | | | |
| 9591 | **Monbaldo** | Scw | It | Genoa | 4043 | | 1918 | Riva Trigoso | Nav. Alta | 3CylTE26,42,69x48; | | C-I |
| 841 | xSori Steel | | | 389.5 \| 51.5 \| 26.6 | 6214 | | 3 | (Soc. [It. | Italia Soc. Anon. | 2SB;WP180lbs;Dkd,d rpd4,24 | S.S.No.1,Gen6,22;A.S.3,26; | |
| NZDX | 3D;Wireless;W. Bal 6BH | | | | | | | Esercizio Bacini.) | | | shft drn4,24;B.S.4,25;M.S.3,26 | |
| 9592 | **Moncalieri** | Scw | It | Genoa | 3191 | | 1918 | Stockton, | Lloyd | 3CylTE27,44,73x48; | | C-I |
| 878 | xWar Linnet Steel | | 400.1 | 52.3 \| 28.4 | 5267 | | 12 | (Craig, [Eng. | Sabaudo Soc. | 3SB;WP180lbs;2500IHP. | | |
| NZEA | 2D;W. Bal;Wireless 7BH | | P49′ | B113′ F40′ | | | | Taylor & Co., Lim.) | Anon. | | S.S.No.1,Gen7,23;A.S.8,25; | |
| | | | | | | | | | | | shft drn11,24;M.&B.S.9,25 | |
| 9593 | **Moncenisio** | Scw | It | Genoa | 3531 | | 1900 | Newcastle, | Nav. Alta | 3CylTE30,48,78x54; | | BL |
| 1,242 | xWhakatane Steel | Sch | 420 | 54 \| 28.7 | 5745 | | 1 | (Hawthorn, [Eng. | Italia | 3SB;WP160lbs | | |
| NZEM | 2D;Shel dk;Deep frmg; 7BH | | | | | | | Leslie & Co., Lim.) | | | | |
| | SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 9594 | **Mondego** | Scw | Nor | Oslo | 874 | | 1906 | Sandefjord, | E. B. | 3CylTE18,29,48x33; | | N |
| | xStandard Steel | | 231.5 | 35.5 \| 19.4 | 1483 | | 1 | (Framnes [Nor | Aaby | 2SB;WP180lbs | | |
| LDBW | 1D;Spar dk;W. Bal 4BH | | F25′ | | | | | Mek. Vaerks.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9595 219,468 LVHB | **Monfalcone** 1D;B | Bkt 5 M | Am 282.4 | Los Ang's 45.8 \| 23 2418 | 2270 2418 | | 1919 | Orange, (Inter- [Tex. national S. B. Co.) | Curtis Corp. | YP,O;Gif✕;StlTrs; | — — Suspended11,23 | |
| 9596 | **Monfiore** xGrazia Steel 2D;sub.sig;Wireless;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.39t;D.B.355'1259t;D T.29'7 F.O.—.....D.B.310' 990t;D. T.29'6 | Scw | It 410.3 | Genoa 54.2 \| 27.7 \| 30' 2½" 43t.... .... F.P.148t 94t; S. T.87t..... | 3466 5588 9600 | 6' 4½" 24' | 1920 1 | Seattle, (J. F. Duthie & Co.) [Wash. | Industrie Navali Societa Anonina | 3Cyl TE24½,41½,72x48; O'Neil Iron Wks; 3SB;Willamette I. & S. Wks; 8112HS;WP210lbs;2800IHP; Dkd,l d rpd9,26 | ✠A1Ⓔ ✠AMS S,S.No.3,Gen9,26; M.&B.S;shft drn9,26; Clh BB;CL | |
| 9597 668 QSJL | **Monginevro** xDelphine Steel 2D;Shel dk;Deep frmg;W. Bal 7BH | Scw | It 365 | Genoa 50.7 \| 23.8 5271 | 3334 | | 1906 3 | Spezia, (Cant. Nav. di Muggiano.) [It. | Soc. di Nav. a Vap. Alta Italia | 3Cyl TE25,41,67x48; 2SB;WP180lbs;s rps9,26 | | I |
| 9598 1,355 NZCJ | **Mongioia** xKaramea Steel 2D;Shel dk;Deep frmg; 7BH Wireless;W. Bal | Scw Sch | It 420 | Genoa 54 \| 23.6 5731 | 3381 | | '99 11 | Newcastle, (Hawthorn, Leslie & Co., Lim.) [Eng. | Soc. Anon. Nav. Alta Italia | 3Cyl TE30,48,78x54; 3SB;WP160lbs | | BL |
| 9599 5,871 JVTN | **Mongolfa** xAnten Steel 1D;Wireless;W. Bal 4BH | Scw | Swd 262 P24' | Gothenb'g 42.7 \| 18.1 B65' F28' | 1089 1822 | | 1917 3 | Gothenburg, (Lind- holmens M. V.) [Swd. | H. Metcalfe, Mgr. | 3Cyl TE20,33,55x36; 2SB;WP185lbs | | BL |
| 9600 200,493 KSTH | **Mongolia** 4D;Super dk;sub.sig; Steel 10BH W. Bal;Wireless; Oil fuel F. P. above 150° F. W.B.—A.P.89t;D.B.494'2248t; D. T.60'1 F.O.....D.B.312'1298t; D. T.60'1 | Scw Sch Twin | Am 600 | New York 65.3 \| 23.1 \| 43'3" 120t;D 046t;D | 9308 15442 13235 | | 1904 2 | Camden, (N. Y. S. B. Co.) [N. J. | Atlantic Transport Co. of W. Va. | 2-4Cyl QE30,43,63,89x60; New York S. B. Corp; 4DB;4SB;New York S. B. Corp; 28056HS;WP215lbs;10000IHP; DB;EAC;d rpd10,25;Dkd,s rps7,26; Exmd11,26 .T.35'1035t;F.P .123t .T.35' 960t;F.P .115t | ✠A1 AMS 2dS.S.No.2,NY5,24; n Stbd shft12,19;n Pt shft11,20; M.S.5,24;B.S.2,26; shfts drn7,26;Clh BB;CL | |
| 9601 133,113 JCBW | **Mongolian Prince** xVerdala Steel 2D;Wireless;sub.sig;W. Bal 6BH | Scw | Br 423.5 P44' | Newcastle 56 \| 28.7 B123' F43' | 3725 5880 | | 1913 4 | Pt. Glasgow, (Russell & Co.) [Scot | Prince Line (Lim.) | 3Cyl TE27,45,75x48; 3SB;WP180lbs | | BL |
| 9602 93,395 KSMW | **Monhegan** O,YP 1D;B 3BH | Scw | Am 128 | Boston 26.7 \| 11.2 387 | 212 387 | | 1903 6 | Rockland, (Cobb, Butler & Co.) [Me. | Massachusetts Bay S.S. Corp. | 3Cyl TE13½,22¾,36x24; 2Blrs;WP250lbs;900IHP. | | |
| 9603 4,779 JQPV | **Monika** xFagern xTord Steel 1D;Deep frmg;W. Bal 4BH | Scw | Swd 246 P21' | Stockholm 38 \| 15.7 B136' F29' | 745 1313 | | 1907 8 | Middlesbro, (W. Harkness & Sons, Lim.) [Eng. | John E. Sandstrom, Mgr. | 3Cyl TE18,30,49x33; 2SB;WP180lbs | | BL |
| 9604 ONMP | **Monique** Steel 2D;Mchy aft;Oil fuel; 27BH Oil in bulk;Long. frmg; Wireless;W. Bal | Scw | Fr 426 P100' | Havre 56.7 \| 32.8 B27' F41' | 3989 7011 | | 1922 | Bordeaux, (Chant. & Atel. de la Gironde.) [Fr. | Cie. Auxiliaire de Navagation | 3Cyl TE28,46,76x52; 4SB;WP185lbs;3000IHP. | | V |
| 9605 92,930 KPBL | **Monitor** 1D;B | Brg Tra | Am 194.4 | New York 34.8 \| 17 955 | 866 955 | | '99 5 | Noank, (R. Palmer & Sons S. & E. B. Co.) [Ct. | Thomas J. Howard | O,Hk,YP;Gif✕(Sltd) | ✠ — — Suspended6,19 | |
| 9606 220,274 LWTV | **Monitor** 1D;B | Bkt 5 M | Am 264.4 | San Fran. 46 \| 24 \| 26' 2" | 2102 2247 | 5' 4" 26' 2" | 1920 11 | Benecia, (Benecia S. B. Co.) [Cal. | Charles Nelson Co. | Fir;Gif✕;2BH; DB;s rps7,22;s b clkg8,23 | ✠A1 (Laid up) | |
| 9607 81,754 | **Monitor** xW. H. Flint Wood 1D | StW | Am 150 | Pittsbu'gh 28 \| 4.4 221 | 140 221 | | 1901 | Brownsville, (W. H. Flint.) [Pa. | Carnegie Steel Co. | 2-1Cyl 17¼x90; 2Blrs;WP200lbs;600IHP. | | |
| 9608 105,321 NWGM | **Monkbarns** 1D;B | S | Br 267 P38' | Liverpool 40.1 \| 23.6 F29' | 1771 1911 | | '95 7 | Dumbarton, (A. Mc- Millan & Sons.) [Scot. | L. H. Wilson | Stl;1BH | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9609 | **Monkton** | Scw | Br | London | 1874 | | 1920 | Stockton, | W. J. | 3CylTE25,41,68x45; | | BL |
| 144,318 | Steel | | 331.2 | 46.7 \| 23.2 | 3088 | | 1 | (Ropner [Eng. S. B. & Repairing Co., Lim.) | Tatem (Lim.) | 3SB;WP180lbs | | |
| KDLQ | 1D;Wireless;W. Bal 5BH | | P33′ | B98′ F29′ | | | | | | | | |
| 9610 | **Monmouth** | Scw | Am | New York | 931 | | '88 | Philadel- | Central | 2-3CylTE19,30,50x30; | | |
| 92,022 | Steel | Twin | 260.5 | 35.1 \| 14 | 1440 | | | phia, Pa. | R.R. of N. J. | 4CRTB;WP160lbs;2500IHP. | | |
| KFGR | 2D | | | | | | | | | | | |
| 9611 | **Monmouth** | Scw | Am | New York | 2963 | 5′ 5½″ | 1918 | Shooters | U. S. Ship- | 3CylTE24,40,70x48; | ✠A1Ⓔ | |
| 217,318 | Steel | | 377 | 52 \| 26.6 \| 29′ | 4756 | 23′ 8½″ | 12 | Island, N. Y. (Standard S. B. Corp.) | ping Board | Standard S. B. Corp; 3SB;Standard S. B. Corp; 181GS:6960HS;WP190lbs; 2500IHP;EAC;d rpd2,23;s rps8,23; Dkd12,23 | ✠AMS S.S.Balt6,21; M.&B.S.2,23;shft drn12,23; SBP;CL (Laid up) | |
| LPCR | 2D;W. Bal;Wireless; 7BH | | P25′ | B106′ F34′ | 7323 | | | | | | | |
| | SUB.SIG. C-34 | | | | | | | | | | | |
| 9612 | **Monnette** | Scw | Br | London | 2319 | | '98 | Pt. Glasgow, | London | 3CylTE24,40,65x45; | | BL |
| 109,462 | xHoratius Steel | | 339.2 | 45.9 \| 17.8 | 3611 | | 9 | (Russell [Scot. & Co.) | Transport Co. (Lim.) | 2SB;WP180lbs | | |
| QMJF | 1D;Spar dk;Deep frmg;W. Bal 6BH | | P20′ | B72′ F36′ | | | | | | | | |
| 9613 | **Monocacy** | Brg | Am | Baltimore | 904 | | 1911 | Elkton, | P. | WO,YP;Gif(Sltd) | ✠ — — | |
| 208,289 | | Sch | 202.2 | 40.1 \| 14.4 | 973 | | 1 | (Henry [Md. Delbert Barge Building Co.) | Dougherty Co. | | Suspended1,21 | |
| LBSQ | 1D | | | | | | | | | | | |
| 9614 | **Monocacy** | Brg | Am | Phila. | 466 | | 1913 | Chesapeake | Southern | O,Hk,YP;Gif(Sltd) | ✠ — — | |
| 165,206 | | | 200.3 | 23.7 \| 11 | | | 3 | City, Md. (Southern Trans. Co.) | Trans. Co. | | Suspended7,19 | |
| | 1D | | | | | | | | | | | |
| 9615 | **Monomac** | Scw | Am | Newark | 1996 | 5′ 9″ | 1920 | Newark, | Ford Motor | Stm Tbn; | ✠A1Ⓔ | |
| 219,336 | Steel | | 324 | 46.2 \| 25 \| 28′ 6″ | 3283 | 22′ 11″ | 1 | (Submarine [N. J. Boat Corp.) | Co. | Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd12,20;s rps7,21 | ✠AMS Cih BB;CL (Laid up) | |
| LVBN | 1D;2d dk at ends;Wireless; 7BH | | P41′ | B90′ F35′ | 5500 | | | | | | | |
| | SUB.SIG; 6BH to Fbd dk | | | | | | | | | | | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T. | .20′394 | t..... | ...F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t.... | ..... | .S.T.3 | it..... | | | | | | | | |
| 9616 | **Monomet** | Scw | Am | Boston | 63 | | '90 | Buffalo, | U. S. Ship- | 2CylC20,40x30; | | |
| 116,358 | xS. C. Schenck Steel | | 90.6 | 21 \| 10.9 | 127 | | | (Union [N. Y. D. D. Co.) | ping Board | 1RTB;WP125lbs;700IHP. | | |
| | 1D | | | | | | | | | | | |
| 9617 | **Monongahela** | Brg | Am | Pt. Arthur | 1560 | | 1918 | Baltimore, | Gulf | Stl | | |
| 215,916 | | Sch | 224.4 | 38.7 \| 21.9 | 1677 | | 4 | (Union [Md. S.B. Co.) | Refining Co. | | | |
| LJNT | 1D;Oil in bulk | | | | | | | | | | | |
| 9618 | **Monongahela** | Bk | Am | San Fran. | 2546 | | '92 | Glasgow, | Chas. | Stl;1BH | — — | |
| 215,219 | xRed Jacket xDalbek | | 311 | 43.6 \| 24.5 | 2782 | | 7 | (Barclay, [Scot. Curle & Co.) | Nelson Co. | | Cancelled5,24 | |
| LHJK | 2D | | P44′ | F30′ | | | | | | | | |
| 9619 | **Monroe** | Scw | Am | New York | 164 | | 1920 | Hunters Pt., | New York | 2CylC10,24x14; | | |
| 219,561 | Steel | | 146.3 | 20.2 \| 10.9 | 294 | | | (Terry [N. Y. & Tench Co., Inc.) | Canal & Gt. Lakes Corp. | 1WTB;WP225lbs;500IHP. | | |
| | 1D;Oil fuel 6BH | | | | | | | | | | | |
| 9620 | **Monroe** | Scw | Am | New York | 3477 | 7′ 10½″ | 1920 | Newburgh, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,388 | Steel | | 400.5 | 54.2 \| 30.4 \| 32′ 10″ | 5628 | 25′ 2½″ | 4 | (Newburgh [N. Y. Shipyards, Inc.) | ping Board | Westinghouse E. & M. Co; 3WTB;Samuel Smith & Sons Co; 8745HS;WP200lbs;3000SHP;EAC; Dkd,5,21;s rps10,21 | ✠AMS Cih BB;CL (Laid up) | |
| LVCJ | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | P35′ | B123′ F43′ | 8822 | | | | | | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.144t;D.B.338′1311t.. | .....F | .P.120t | | | | | | | | | |
| | F.O.....D.B.284′1092t;S. | T.62t. | ..... | | | | | | | | | |
| 9621 | **Monroe C. Smith** | Scw | Am | Oswego | 3016 | | 1903 | Lorain, | Great Lakes | 3CylTE22,35,58x40; | | |
| 93,382 | Steel | | 380 | 50 \| 28 | 4281 | | rb'14 | Ohio (Amer. S B. Co.) | S.S. Co. | 2SB;WP170lbs;1300IHP. | | |
| | 1D;B;Mchy aft;W. Bal 3BH | | | | | | | | | | | |
| 9622 | **Monroe Doctrine** | Brg | Am | Buffalo | 446 | | '97 | Buffalo, | Dunbar | Stl | | |
| 162,759 | | | 175 | 25 \| 12 | 446 | | | (Union [N. Y. D. D. Co.) | & Sullivan Dredging Co. | | | |
| | 1D | | | | | | | | | | | |
| 9623 | **Monrosa** | Scw | It | Genoa | 4190 | | 1920 | Vancouver, | Soc. di Nav. | 3CylTE27,44,73x48; | | I |
| 1,168 | xIndiano xIndus Steel | | 410.5 | 54.1 \| 27.5 | 6485 | | 7 | (J. Coughlan & Sons Co., Lim.) [B. C. | a Vap. "Alta Italia" | 3SB;WP185lbs;2500IHP. | | |
| NZGM | 2D;Oil fuel;Wireless;W. Bal 7BH | | P44′ | B241′ F47′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9624 | **Mons Meg** | Brg | Br | Kingston | | | '76 | Ogdensburg, (A. [N. Y. Woods.) | Robert Waddell | O | | |
| 107,688 | xWilliam Armstrong 1D | | 105 | 31 \| 9.4 | 291 | | | | | | | |
| 9625 | **Monstella** | Scw | It | Genoa | 3153 | | 1918 | Sunderland, | Nav. Alta. | 3Cyl TE 27,44,73x48; | | C-I |
| 879 | xFert xWar Gazelle Steel | | 400 | 52.3 \| 28.5 | 5311 | | 4 | (W. Doxford [Eng. & Sons, Lim.) | Italia Soc. Anon. | 3SB;WP180lbs;d rpd3,26; | S.S.No.1,Gen8,24; | |
| NZHA | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | | | 2800IHP. | shft drn4,24;B.S.6,25;M.S.3,26 | |
| 9626 | **Mont Agel** | Scw | Fr | Marseilles | 2887 | | 1920 | Greenock, | Soc. Gen. | 3Cyl TE 25,41,68x48; | | BL |
| | Steel | | 377 | 52.2 \| 26 | 4572 | 6 | (Greenock [Scot. | de Trans. Mar. | 3SB;WP180lbs | | |
| ONML | 2D;Oil fuel;Long. frmg; 6BH | | P37′ | B105′ F41′ | | | | Dkyd. Co., Lim.) | a Vap. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 9627 | **Mont Aigoual** | Scw | Fr | Marseilles | 1748 | | 1920 | Emden, | Soc. Gen. de | 3Cyl TE 23,38,62x41; | | BL |
| | xSunhaven xDanzig Steel | | 338.7 | 48.2 \| 29.1 | 2954 | | | (Nordsee- [Ger. | Transports | 2SB;WP192lbs | | |
| OVYA | 1D;Shel dk;Wireless;W. Bal 6BH | | F36′ | | | | | werke, A. G.) | Marit. a Vap. | | | |
| 9628 | **Mont Blanc** | Scw | Hol | Rotterd'm | 1196 | | 1916 | Ambracht | N. V. | 3Cyl TE 19,32,52x34; | | BL |
| | xMaria Steel | | 275 | 40.2 \| 17.9 | 2031 | 7 | (Jonker & | Scheepv. Maats. | 2SB;WP180lbs | | |
| PMGB | 1D;Well dk;Mchy aft;Wireless; 4BH | | | | | | | Stans Hendrik Ido) | Houtvervoer | | | |
| | W. Bal | | | | | | | | | | | |
| 9629 | **Mont Cenis** | Scw | Fr | Marseilles | 3436 | | 1911 | Glasgow, | Soc. Gen. | 3Cyl TE 24,40,65x45; | | V |
| | Steel | | 365.7 | 49.1 \| 24.5 | 4617 | | (Napier [Scot. | de Transp. | 2SB;WP180lbs;1600IHP. | | |
| ONMY | 2D;Wireless;W. Bal 7BH | | | | | | | & Miller, Lim.) | Marit. a Vap. | | | |
| 9630 | **Mont Cervin** | Scw | Fr | Marseilles | 2293 | | 1905 | Hull, | Soc. Gen. | 3Cyl TE 24,35,65x45; | | V |
| | xPhoenix Steel | Sch | 340.1 | 50 \| 24.5 | 3563 | | 8 | (Earle's [Eng. | de Transp. | 2SB;WP180lbs;1770IHP | | |
| ONMZ | 2D;Deep frmg;W. Bal;Wireless 7BH | | P31′ | B110′ F32′ | | | | S. B. & E. Co., Lim.) | Marit. a Vap. | | | |
| 9631 | **Mont Dore** | Scw | Fr | Marseilles | 2790 | | 1903 | Newcastle, | Soc. Gen. de | 3Cyl TE 26,42,72x48; | | BL |
| | xFreshwater xTina Steel | | 360.6 | 48 \| 20.2 | 4238 | | 11 | (Northum- [Eng. | Transp. Mar. a | 3SB;WP180lbs | | |
| OUEF | 1D;Spar dk;Web frms; 6BH | | P30′ | B92′ F32′ | | | | berland S. B. | Vap. | | | |
| | Wireless;W. Bal | | | | | | | Co., Lim.) | | | | |
| 9632 | **Mont Everest** | Scw | Fr | Marseilles | 3160 | | 1918 | Glasgow, | Soc. | 3Cyl TE 27,44,73x48; | | BL |
| | xMount Everest xWar Drake Steel | | 400.6 | 52.3 \| 28.5 | 5183 | | 8 | (D. & W. [Scot | Generale de | 3SB;WP180lbs | | |
| OVGT | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | Henderson & Co., Lim.) | Transports Marit. a Vap. | | | |
| 9633 | **Mont Genevere** | Scw | Fr | Marseilles | 3220 | | 1918 | Newcastle, | Soc. Gen. de | 3Cyl TE 27,44,73x48; | | V |
| | xMount Berwyn xWar Puma Steel | | 400 | 52 \| 28.4 | 5241 | | | (Swan, [Eng. | Transports | 3SB;WP180lbs;3000IHP. | | |
| | 2D;Wireless;W. Bal 8BH | | P49′ | B113′ F39′ | | | | Hunter & Wigham Richardson.) | Marit. a Vap. | | | |
| 9634 | **Mont Kemmel** | Scw | Fr | Marseilles | 2892 | | 1910 | Flensburg, | Soc. Gen. | 3Cyl TE 28,47,78x54; | | BL |
| | xRendsburg Steel | | 395.9 | 54 \| 25.3 | 4643 | | 6 | (Flensburger [Ger. | de Transp. | 3SB;WP185lbs | | |
| ONQB | 2D;Deep frmg;Well dk; 7BH | | P & B | 320′ F47′ | | | | Schiffsb. Ges.) | Marit. a Vap. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 9635 | **Mont Pelvoux** | Scw | Fr | Marseilles | 3131 | | 1907 | La Seyne, | Soc. Gen. | 3Cyl TE 26½,41,65x43½; | | V |
| | Steel | | 358.5 | 48.3 \| 26.9 | 4206 | | (Forges et [Fr. | de Transp. | 2SB;WP160lbs;1900IHP. | | |
| ONQF | 2D;Spar dk;Wireless;W. Bal 7BH | | | | | | | Chantiers de la Mediterranee.) | Marit. a Vap | | | |
| 9636 | **Mont Ventoux** | Scw | Fr | Havre | 2089 | | 1904 | Newcastle, | CieGenerale | 3Cyl TE 22,37,62x42; | | V |
| | xDurndale Steel | | 344 | 45.6 \| | 3233 | | | (Swan, [Eng. | Transatlantique | 2SB;WP180lbs;1700IHP. | | |
| ONQP | 2D;Wireless;W. Bal 6BH | | | | | | | Hunter & Wigham Richardson.) | | | | |
| 9637 | **Mont Viso** | Scw | Fr | Marseilles | 2828 | | 1921 | Middlesbro, | Soc. Gen. | 3Cyl TE 25,41,68x45; | | BL |
| | Steel | | 369.9 | 53.3 \| 26 | 4531 | 7 | (Raylton, [Eng. | de Transp. | 3SB;WP180lbs | | |
| ONQS | 2D;Well dk;Oil fuel;Wireless; 6BH | | P & B | 240′ F40′ | | | | Dixon & Co., Lim.) | Marit. a Vap. | | | |
| | W. Bal | | | | | | | | | | | |
| 9638 | **Montague** | Scw | Am | Portland | 3729 | 8′ 2″ | 1919 | Vancouver, | U. S. Ship- | 3Cyl TE 24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 219,236 | Steel | | 401.4 | 53.2 \| 31.9 | 6076 | 26′ 5½″ | 12 | (G. M. [Wash. | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LTQS | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | \| 34′ 6″ | 9425 | | | Standifer Const. Corp.) | | 3SB;Willamette I. & S. Wks; | S.S.No.1,SanF6,24; | |
| | Long. frmg; C-36 | | P48′ | B81′ F37′ | | | | | | 8112HS;WP210lbs;2800SHP;EAC; | shft drn1,24;M.S.6,24;B.S.2,26; | |
| | Oil fuel F. P. above 150° F | | | | | | | | | d rpd1,24;Dkd2,26;s rps8,26 | Cln BB;CL | |
| | W.B —A.P.147t;D.B.343′1288t;D | T. 30′ | 550t. | .....F. P.85t | | | | | | | | |
| | F.O.—A.P.137t;D.B.303′1016t;D | T. 30′ | 512t;S. | T. 39t; .F.P.79t | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9639 | **Montana** | Scw | Am | New York | 4829 | 10′ 6″ | 1919 | Camden, | Atlantic | 4CylQE24,36,51,75x51; | ✠A1Ⓔ With Freeboard. | |
| 219,080 | xDefender Steel | | 419.5 | 56.5 \| 30.1 \| 41′ 4″ | 7771 | 31′ 3/4″ | 11 | (New York [N. J. S. B. Corp.) | Transport Co. of W. Va. | New York S. B. Corp; | ✠AMS | |
| LTHQ | 3D;4th dk in No. 1 Hold; 8BH Wireless;W. Bal; 7BH to Fbd dk Deep frmg; 1BH to 3d dk SUB.SIG; C-38 Oil fuel F.P. above 150° F. | | | | 12162 | | | | | 3SB;New York S. B. Corp; 7999HS;WP220lbs;3640IHP;EAC; Dkd,d rpd2,26;s rps3,26 | S.S.No.1,Balt12,23; M.S.12,23;shft drn5,25; B.S.2,26;Cih BB;CL | |
| | W.B.—A.P.138t;D.B.356′1725t;D F.O.—A.P.129t;D.B.338′1523t. | T.32′9 | 64t; D. | T.16′50t; F.P.36 F.P.33 | 0t 6t | | | | | | | |
| 9640 | **Montana** Steel | Scw | Nor | Tonsberg | 4411 | | 1918 | Sunderland, | W. Wil- | 3CylTE27,45,74x54; | | BL |
| LBHR | 2D;Web frms;Long. frmg; 16BH Mchy aft;Oil fuel;Oil in bulk; Wireless;W. Bal | | 425 P101′ | 57 \| 33.1 B28′ F45′ | 7031 | | 11 | (J. Laing & Sons, Lim.) [Eng. | helmsen, Mgr. | 4SB;WP180lbs | | |
| 9641 | **Montana** Steel | Scw | Fr | Bordeaux | 3339 | | 1903 | Hamburg, | Cie. Gen- | 3CylTE25,42,72x54; | | V |
| ONMP | xUsambara xEdfu 2D;Wireless;W. Bal 8BH | | 412.1 P & B | 51 \| 28 267′ F53′ | 5351 | | 9 | (Blohm & Voss.) [Ger. | erale Trans-atlantique | 3SB;WP200lbs;2800IHP. | | |
| 9642 | **Montanan** Steel | Scw | Am | New York | 3833 | | 1917 | Philadelphia | American- | 4CylQE25½,37,52½,76x54; | | BL |
| 214,901 | xSanta Paula 2D;B;Oil fuel;Long. frmg; 6BH | | 404.6 F31′ | 53.9 \| 26.2 | 6275 | | 4 | (Wm. Cramp & Sons S. & E. B. Co.) [Pa. | Hawaiian S.S. Co. | 3SB;WP223lbs;3000IHP. | | |
| LGVF | Shel dk;Wireless;D.F;W. Bal | | | | | | | | | | | |
| 9643 | **Montanes** Steel | Scw | Am | Manila | 210 | | '89 | Liverpool, | Gutierrez | 3CylTE14,22,36x24; | | |
| | 1D;W. Bal 3BH | | 149.5 | 25 \| 11.5 | 385 | | | (Jones & Son.) [Eng. | Hermanos | 1Bir | | |
| 9644 | **Montauban** Steel | Scw | Fr | Nantes | 2545 | | 1920 | Alloa, | Paris- | 3CylTE23,38,64x42; | | V |
| ONMR | 1D;Well dk;Wireless;W. Bal 7BH | | 363 P18′ | 52.1 \| 23.1 B68′ | 4191 | | 9 | (Forth S. B. & Eng. Co., Lim.) [Scot. | Orleans Rlwy. Co. | 3SB;WP180lbs;1600IHP. | | |
| 9645 | **Montauk** Steel | Scw | Am | | 295 | | '99 | Philadel- | U. S. Govt. | 3CylTE16,24,41x30; | | |
| 81,642 | xLuckenback No. 3 1D;SUB.SIG. 4BH | | 134.5 | 26 \| 16.2 | 434 | | | (Neafie & Levy Co.) [phia, Pa. | (Navy Dept.) | 800IHP. | | |
| 9646 | **Montauk** | Scw | Am | New York | 4829 | 10′ 6″ | 1919 | Camden, | Atlantic | 4CylQE24,36,51,75x51; | ✠A1Ⓔ With Freeboard | |
| 218,808 | xChampion Steel | | 419.5 | 56.5 \| 30.1 \| 41′ 4″ | 7771 | 31′ 3/4″ | 10 | (New York [N. J S. B. Corp.) | Transport Co. of W. Va. | New York S. B. Corp; | ✠AMS | |
| LSPJ | 3D;4th dk in No. 1 Hold; 8BH Deep frmg; 7BH to Fbd dk Wireless;W. Bal; 1BH to 3d dk SUB.SIG; C-38 Oil fuel F.P. above 150° F. | | | | 12162 | | | | | 3SB;New York S. B. Corp; 7998HS;WP220lbs;3640IHP; EAC;d rpd2,25;Dkd2,26 | S.S.No.1,Phila1,24; n shft2,22;M.&B.S.1,24; shft drn4,24;Cih BB;CL | |
| | W.B.—A.P.138t;D.B.356′1725t;D F.O.—A.P.129t;D.B.338′1523t. | T.32′9 | 64t; D. | T.16′50t; F.P.36 F.P.33 | 0t 6t | | | | | | | |
| 9647 | **Montauk** Wood | Scw | Am | New York | 51 | | '95 | Wilmington, | Long Island | 2CylC17,36x26; | | |
| 92,645 | 1D | | 96.6 | 22 \| 10 | 121 | | | Del. | R.R. Co. | 2WTB;WP150lbs;400IHP. | | |
| 9648 | **Montauk** | Brg Sch | Am | Baltimore | 1257 | | 1915 | Wilmington, | P. Dough- | O,YP,Hk;Gif(Sltd) | ✠ — — | |
| 213,744 | | | 228.5 | 40 \| 16 | 1371 | | 10 | (American Car & Fndry. Co.) [Del. | erty Co. | | Suspended9,19 | |
| LFQJ | 1D | | | | | | | | | | | |
| 9649 | **Montauk** Iron | SW | Am | Duluth | 241 | | '91 | Wilmington, | Clow & | 1Cyl38x108; | | |
| 92,294 | D 4BH | | 175 | 31 \| 10.2 | 418 | | rb'24 | (Harlan & Hollingsworth.) [Del. | Nicholson Transp. Co. | 2SB;WP60lbs;700IHP. | | |
| 9650 | **Montcalm** Steel | Scw Twin | Br | Liverpool | 9789 | | 1921 | Glasgow, | Canadian- | StmTbns; | | BL |
| 145,903 | | | 549.5 | 70.2 \| 40.2 | 16418 | | 12 | (J. Brown & Co., Lim.) [Scot. | Pacific Railway Co. | 10SB;WP215lbs | | |
| KLGN | 2D;Shel dk;Oil fuel;Wireless; 12BH D. F;SUB.SIG;W.Bal | | B & F | 490′ | | | | | | | | |
| 9651 | **Montclair** | Trn | Br | Parrsboro | 371 | | 1918 | Yarmouth, | Ottawa | Bch,Sp,P;Gif(Sltd) | | V |
| 138,747 | | | 143.7 | 34 \| 12.3 | 413 | | | (Yarmouth (N. S. S. B. Co.) | House (Lim.) | | | |
| TNWQ | 1D | | | | | | | | | | | |
| 9652 | **Montclair** Steel | Scw | Am | New York | 2907 | 5′ 5½″ | 1918 | Shooters Island, N. Y. (Standard S. B. Corp.) | U. S. Ship- | 3CylTE24,40,70x48; | ✠A1Ⓔ | |
| 216,607 | | | 377 | 52 \| 26.8 | 4773 | 23′ 8½″ | 7 | | ping Board | Standard S. B. Corp; | ✠AMS | |
| LMFP | 1D;Wireless 7BH C-34 | | P25′ | B106′ F34′ | 6103 | | | | | 3SB;Standard S. B. Corp; 181GS;6960HS;WP190lbs;2500IHP; s rps6,21;Dkd8,21 | ✠RMC6,21 S.S.NY12,20; shft drn12,20;SBP;CL (Laid up) | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9653 93,378 KSMB | **Montclair** Steel 1D;B | Scw | Am 80 | New York 21.6 \| 11.4 | 88 130 | | 1903 5 | Camden, (John H. Dialogue & Son.) [N. J. | Delaware, Lackawanna & West. R.R. Co. | 2CylC15,30x22; 1SB;WP140lbs;250IHP. | | |
| 9654 91,903 | **Montclair** Steel 2BH | SW | Am 218.5 | New York 35.4 \| 13.8 | 901 1096 | | '86 | Newburgh, N. Y. | Delaware, Lackawanna & West. R.R. Co. | 1CylVB46x120; 1Btr;WP45lbs;600IHP. | | |
| 9655 145,964 KMQF | **Montclare** Steel 2D;Shel dk;Oil fuel; 12BH Wireless:D.F;SUB.SIG;W. Bal | Scw Twin | Br 549.5 B & F | Liverpool 70.2 \| 40.2 490′ | 9724 16314 | | 1922 8 | Glasgow, (J. Brown & Co., Lim.) [Scot. | Canadian Pacific Railway Co. | StmTbns; 10SB;WP215lbs | | BL |
| 9656 ONPB | **Monte Bianco** xTheoline 2D | Sch 4 M | Fr 197.6 | Marseilles 39.4 \| 17.1 | 905 988 | | 1905 9 | Belfast, (Geo. A. Gilchrist.) [Me. | Cie. Maritime des Iles Francaises | WO,Hw,Hk,YP;Icf | ✠ — — Suspended8,19 | |
| 9657 557 NZHO | **Monte Bianco** xNimrod Steel 2D;W. Bal;Wireless 7BH | Scw | It 459 P38′ | Trieste 52.6 \| 27.6 B279′ F44′ | 4274 6904 | | 1913 10 | Trieste, (Stabilimento Tecnico.) [It. | Nav. Gen. Gerolimich & Comp | 3CylTE27,45,75x48; 3SB;WP180lbs | | I |
| 9658 ONPF | **Monte Cani** xBayard Barnes 2D | Sch 4 M | Fr 199.4 | Havre 38.1 \| 18 | 895 982 | | '91 6 | New London, Conn (Macdonald & Andersen.) | Soc. d'Arm. R. Van Hemelryck & Cie. | O,Ch,Hk,YP;Gif(Sltd) | | |
| 9659 20 NZJP | **Monte Maggiore** xChiumecky Steel 1D;Spar dk;Deep frmg;W. Bal 6BH | Scw | It 339.2 P20′ | Trieste 46 \| 17.9 B76′ F36′ | 2195 3595 | | 1902 6 | Glasgow, (Russell & Co.) [Scot. | Nav. Gen. Gerolimich & Co. | 3CylTE24,40,65x45; 2SB;WP180lbs | | I |
| 9660 1,061 NZKG | **Monte Nero** Steel 1D;Wireless;W. Bal 9BH | Scw | It 385.9 P46′ | Genoa 51.6 \| 26.6 B123′ F37′ | 3232 5222 | | 1921 5 | Pietra Ligure (Cantieri Federale.) [It | Societa Armatori Riuniti | Stm Tbns; 2WTB;WP200lbs;d rpd4,26 | A.S.6,25; shft drn2,24;B.S.6,25;M.S.9,25 | C-I |
| 9661 154 NZKU | **Monte Nevoso** Steel 1D;Shel dk;W. Bal 6BH | Scw | It 399.9 F38′ | Venice 52.9 \| 32.8 | 3663 5841 | | 1920 12 | Howdon-on-Tyne, Eng. (Northumberland S. B. Co., Lim.) | Lloyd Adriatico Soc. di Nav. | 3CylTE27,45,75x51; 3SB;WP180lbs | | I |
| 9662 466 NZLA | **Monte Ossero** xTrebizonde Steel 1D;Spar dk;Deep frmg;W. Bal 6BH | Scw | It 370.3 P36′ | Trieste 49.8 \| 19.2 B108′ F40′ | 2993 4785 | | 1907 5 | Pt. Glasgow, (Russell & Co.) [Scot. | Nav. Gen. Gerolimich & Co. | 3CylTE26,42,70x48; 2DB;WP180lbs | | I |
| 9663 258 | **Monte Piana** Steel 2D;B;Wireless 8BH | MV | It 400 P34′ | Trieste 53 \| 27.8 B261′ F47′ | 3715 5889 | | 1926 | Monfalcone, (Cant. Nav. Triestino.) [It. | Nav. Gen. Gerolimich Comp. | 6CylOilEng29⅛x59 1/16 | | I |
| 9664 149 NZMG | **Monte Santo** Steel 1D;Shel dk;W. Bal 7BH | Scw | It 399.7 F38′ | Venice 52.9 \| 32.8 | 3699 5850 | | 1920 8 | Howdon-on-Tyne, Eng. (Northumberland S. B. Co., Lim.) | Lloyd Adriatico Soc. di Nav. | 3CylTE27,45,75x51; 3SB;WP180lbs;2945IHP. | | I |
| 9665 RFHS | **Monte Sarmiento** Steel 4D;SUB.SIG;Wireless;W. Bal 1BH | MV Twin | Ger 500 P60′ | Hamburg 65.4 \| 37.9 B277′ F173′ | 8018 13625 | | 1924 7 | Hamburg, (Blohm & Voss.) [Ger. | Hamburg-Sud-Amerik. Dampfs. Ges. | 2-4CylOilEng23⅝x27 9/16 | | G |
| 9666 221,100 MCNH | **Montebello** Steel 3D;Mchy aft; 14BH Long. frmg; 3BH to Fbd dk Wireless; 6BH to 2d dk SUB.SIG; 5BH to 3d dk Oil fuel F. P. above 150° F. C-39 | Scw | Am 440.4 B38′ | Los Ang's 58.2 \| 32.8 \| 41′ | 5107 8272 12000 | 12′ 29′ 3″ | 1921 3 | East San Pedro, Cal. (Southwestern S. B. Co.) | Union Oil Co. of Cal. | 4CylQE24,34,51,74x54; Llewellyn Iron Wks; 3SB;Willamette Iron & Steel Wks; 10284HS;WP220lbs;3300IHP;EAC; Dkd,s rps10,26 | ✠A1Ⓔ With Freeboard. Oil Carrier. ✠AMS S.S.No.1,SanP5,26; B.S.10,25;M.S.5,26; n shft10,26;Cih BB;CL | |
| | W.B.—A.P.56t;D.B.a71′277t F.O. T.T. | | a24′13 | 8t;D.T | D.T.f. a19′876t;D.T.f. | 29′471t 29′440t | F.P.74t | | | | | |
| 9667 | **Montenegro** Steel 1D 5BH | Scw Sch | Brz 150 F31′ | Sao Paulo 32.1 \| 9.7 | 293 430 | | 1911 4 | Birkenhead, (Cammell, Laird & Co , Lim.) [Scot. | Soc. Paulista de Nav. Matarazzo (Lim.) | 3CylTE13½,23,35x24 | | |
| 9668 93,132 KQVM | **Monterey** Steel 2D;B;Hur dk;Wireless; 7BH W. Bal; Oil fuel F. P. above 150° F. | Scw Twin | Am 341 | New York 47.7 \| 16.9 \| 36 | 2877 4729 4250 | | 1901 6 | Phila., (Wm. Cramp & Sons S. & E. B. Co.) [Pa. | New York & Cuba Mail S.S. Co. | 2-3CylTE23½,39,65x42; Wm. Cramp & Sons S. & E. B. Co; 4SB;Wm. Cramp & Sons S. & E. B. Co; 244GS;8784HS;WP160lbs;4000IHP; EAC;DB;nBlrs10,15;Dkd,d rpd9,26; s rps11,26 | ✠A1 ✠AMS 2dS.S.No.3,NY1,21; n shfts12,13;Stbd shft drn12,23; M.S.12,24;Pt shft drn12,25; B.S.4,26;SBP;CL | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9669 201,638 KTNS | **Monterey** xCypromene 2D;Oil in bulk | Bkt 4 M | Am 260 | San Fran. 39.5 \| 24 | 1694 1854 | | '78 | Southampton, Eng. | Chas. Nelson Co. | I;1BH | | |
| 9670 165,396 | **Monterey** 1D | Brg | Am 95 | New York 34 \| 9.6 | 229 229 | | 1913 7 | Brooklyn, (Ira S. Bushey & Sons) [N. Y. | Southern Pacific Co. | YP;Gif | | |
| 9671 | **Monterey** xAdrien Badin Wood;Gif(Sltd) 1D;B;Mchy aft | Sch 4 M Aux Twin | Pan 235.8 | Panama 44.1 \| 19.2 P30′ F46′ | 1143 1626 | | 1917 7 | Portland, (Peninsula S. B. Co.) [Ore. | J. E. Davenport | 2-6CylOilEng12$\frac{15}{16}$x18; DB | | |
| 9672 MNIB | **Montes** xSierra Belgrano Steel 1D;Shel dk;Oil fuel: 7BH W. Bal;Wireless | Scw | Blg 399.6 F37′ | Antwerp 53 \| 32.8 | 3511 5587 | | 1920 6 | Newcastle, (Northum-berland S.S. Co., Lim.) [Eng. | Armament Deppe, Mgrs. | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 9673 HVMK | **Montevideo** Steel 2D;B;SUB.SIG;Wireless; 6BH D.F;W. Bal | Scw | Sp 410.5 P42′ | Barcelona 48.2 \| 29.4 B164′ F48′ | 3226 5205 | | '89 8 | Dumbarton, (W. Denny & Bros.) [Scot. | Cia. Transatlantica | 4CylQE32,46½,64½,92x60; 3DB;WP180lbs | | BL |
| 9674 31,553 TDCB | **Montevideo Maru** Steel 3D;Wireless;W. Bal 7BH | MV Twin | Jap 430 B63′ | Osaka 56 \| 36 F47′ | 4367 7267 | | 1926 8 | Nagasaki, (Mitsubishi Zosen Kaisha.) [Jap. | Osaka Shosen K.K. | 2-6CylOilEngs23$\frac{5}{8}$x41$\frac{3}{4}$; DB | | BL |
| 9675 93,397 | **Montezuma** 1D;B | Brg | Am 342 | Duluth 46 \| 26 | 2710 2722 | | 1903 6 cb '20 | W. Bay City, (James Davidson.) [Mich. | James Davidson | O,P | | |
| 9676 166,505 | **Montezuma No. 1** xG. S. Baxter & Co. No. 3 1D | Brg | Am 115 | New York 32 \| 10 | 310 310 | | 1916 10 | Jacksonville (G. S. Baxter & Co.) [Fla. | Barge Transpt. Co. | O,YP;Gif | ✠ — — Suspended2,22 | |
| 9677 219,952 LWKJ | **Montfaucon** Steel 1D;Wireless;Oil fuel;W. Bal 4BH | Scw | Am 251 P27′ | Detroit 43.6 \| 24.2 B64′ F26′ | 1440 2309 | | 1920 8 | Wyandotte, (Detroit S. B. Co.) [Mich. | Independent S.S. Co. | 3CylTE20,33,54x42; 2SB;WP185lbs;1300IHP. | | BL |
| 9678 PMGF | **Montferland** Steel 2D;Shel dk;Oil fuel;Wireless; 7BH W. Bal | Scw | Hol 459.8 | Amst'dam 60.4 \| 27.6 | 4099 6790 | | 1921 8 | Newcastle, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | Koninkl. Hollandsche Lloyd | Stm Tbns; 5SB;WP200lbs | | BL |
| 9679 221,678 MDGH | **Montgomery** xAlbrook 1D | Brg Sch | Am 267.3 | Baltimore 46 \| 23.6 | 2192 2307 | | 1921 | Sandypoint, (Sandy Point S. B. Corp.) [Me. | P. Dougherty Co. | YP;Gif✕;4BH | | |
| 9680 219,559 | **Montgomery** Steel 1D;Oil fuel 6BH | Scw | Am 146.3 | New York 20.2 \| 10.9 | 164 294 | | 1920 | Hunters Pt., (Terry & Tench Co., Inc.) [N. Y. | N. Y. Canal & Great Lakes Corp. | 2CylC10,24x14; 1WTB;WP225lbs;400IHP. | | |
| 9681 220,333 | **Montgomery** Steel 1D | Scw Twin | Am 140 | N. Orleans 24 \| 8 | 181 267 | | 1920 | Jeffersonv'e (Howard Shipyard & Dock Co.) [Ind. | Inland Waterways Corp. | 2-3CylTE10$\frac{3}{4}$,17,27x18; 2WTB;WP225lbs;800IHP. | | |
| 9682 218,208 LRKG | **Montgomery** Steel 1D;2d dk at ends;SUB.SIG; 7BH W. Bal; 6BH to Fbd dk 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 | Scw | Am 324 P30′ | Newark 46.2 \| 25 \| 28′6″ B90′ F35′ | 2001 3283 5500 | 5′ 9″ 22′ 11″ | 1919 6 | Newark, (Submarine Boat Corp.) [N. J. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd6,20;s rps1,21 | ✠A1Ⓔ ✠AMS Scip;CL | |
| 9683 220,795 MBTV | **Montgomery City** Steel 2D;W. Bal;Wireless; 7BH Oil fuel F. P. above 150° F. C-37 W.B.—A.P.63t;D.B.368′1432t... F.O.—A.P.59t;D.B.315′1081t; D. | Scw T.22′i | Am 424.2 P57′ ....F. 34t; F. | New York 56.2 \| 26.5 \| 30′ B & F 349′ P.109t P.102t | 3450 5686 9380 | 4′ 4″ 25′ 10″ | 1920 11 | Chickasaw, (Chickasaw S. B. Co.) [Ala. | U. S. Steel Products Co. | Stm Tbn; W. & A. Fletcher Co; 3SB;Federal S. B. Co; 7836HS;WP210lbs;3100SHP;EAC; Dkd,d rpd8,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY10.24; M.&B.S;n shft10,24; SBP;CL | |
| 9684 145,246 KJGB | **Montgomeryshire** Steel 1D;Shel dk;Web frms; 8BH Long. frmg;Oil fuel;SUB.SIG; Wireless;W. Bal | Scw | Br 412.3 P42′ | London 55.8 \| 34.7 F45′ | 4097 6650 | | 1921 4 | Newcastle, (Armstrong, Whitworth & Co., Lim.) [Eng. | Royal Mail Steam Packet Co. | Stm Tbns; 3WTB;WP200lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9685 | **Monticello** Wood 1D | Scw | Am 125.5 | Seattle 21 \| 6.3 | 133 196 | | 1906 | Tacoma, (Crawford & Reid.) [Wash. | Otto Lorenz | 3Cyl TE 12⅛, 19¼, 33x16; 1WTB; WP250lbs; 400IHP. | | |
| 9686 **215,544 LHSQ** | **Monticello** xO. J. D. Ahlers Steel 2D; W. Bal; Wireless; 6BH Oil fuel F. P. above 150° F. | Scw | Am 468.5 | New York 58.5 \| 32 2 \| 34'9" | 4321 6872 12500 | 7′ 10½″ 27′ 1½″ | 1911 11 | Bremen, (A. G. Weser.) [Ger. | American Ship & Commerce Nav. Corp | 4Cyl QE 29,39,56,80x54; Geo. Hausa P. T. Co; 3SB; A. G. Weser; 8073HS; WP190lbs; 4690IHP; EAC; ps; Dkd, d rpd 11,26 | **A1 AMS** S.S.No.3, Balt 12,23; M.S.12,23; B.S.1,26; shft drn 11,26; Clh BB; CL | |
| 9687 **144,402 KDTM** | **Montnairn** xMontlaurier xEmpress of India Steel 3D; SUB.SIG; Wireless; D.F; W. Bal | Scw Twin | Br 590.1 P98′ | London 68.3 \| 38.6 B130′ F123′ | 9858 17282 | | 1908 | Weser- munde, Ger. (J. C. Tecklenborg A. G.) | Canadian Pacific Railway Co. | 2-4Cyl QE 32,48,66,98x61 | | |
| 9688 **208,367 LBTC** | **Montoso** Steel 2D; W. Bal; Wireless 5BH | Scw Sch | Am 335 | New York 46.8 \| 22.7 | 1920 3109 | | 1911 3 | Newport News, Va. (Newport News S. B. & D. D. Co.) | New York & Porto Rico S.S. Co., Inc. | 3Cyl TE 21,36,63x42; 3SB, WP190lbs; 1500IHP | | BL |
| 9689 **215,545 LHSR** | **Montpelier** xBochum Steel 3D; Oil fuel; SUB.SIG; Wireless; W. Bal 9BH | Scw | Am 460.3 P & B | New York 58 \| 27 382′ F57′ | 2813 4711 9675 | | 1912 4 | Rostock, (Neptun Iron Wks.) [Ger. | American Ship & Commerce Nav. Corp. | 3Cyl TE 28,47,77x54; 1SB, WP210lbs, 3600IHP | — — Cancelled 10,21 | BL |
| 9690 **143,162 JWPV** | **Montreal** xKonig Fredrich August Steel 2D; Web frms; Wireless; D.F; SUB.SIG; W. Bal 8BH | Scw Twin | Br 475.7 P & B | London 55.3 \| 30.9 376′ F80′ | 5634 9749 | | 1906 7 | Hamburg, (Blohm & Voss.) [Ger | Canadian Pacific Railway Co. | 2-4Cyl QE 24,35,50,74x54; 3DB; 1SB; WP210lbs | | BL |
| 9691 **151,873** | **Montreal** 1D | Brg | Br 143 | Montreal 26 \| 10.1 | 337 | | '73 rb '06 | Montreal, (Montreal Transp. Co.) [Que. | Robert G. Weddell | O; 1BH | 90(GL) Lake Erie & St. Lawrence River P.S.8,26 | |
| 9692 **116,600** | **Montreal** Steel 1D; Wireless | SW | Br 332.4 | Montreal 43.5 \| 14.8 | 2299 1282 | | 1904 | Sorel, (Richelieu & Ont. Nav. Co.) [Que | Canada S.S. Lines (Lim.) | 3Cyl TE 32,53,88x77; 6SB; WP167lbs; 3550IHP. | | |
| 9693 **28,910 SKTG** | **Montreal Maru** Steel 2D; Oil fuel; Wireless; W. Bal 6BH | Scw | Jap 405 F33′ | Kobe 53 \| 37 | 4044 6577 | | 1922 12 | Kobe, (Kawasaki Dkyd. Co., Lim.) [Jap. | Kawasaki Dkyd. Co. (Lim.) | 3Cyl TE 28,46,78x54; 3SB; WP200lbs | | BL |
| 9694 **219,176 LTNB** | **Montrose** xKolda Steel 1D; Wireless 3BH | Scw | Am 142 | Wilm'gton 27.5 \| 14.6 | 187 427 | | 1919 | Superior, (Whitney Bros. Co.) [Wis. | Eastern Transportation Co. | 3Cyl TE 17,25,43x30; 2SB; WP180lbs; 850IHP. | | |
| 9695 **145,919 KLTJ** | **Montrose** Steel 2D; Shel dk; SUB.SIG; 12BH Oil fuel; D.F; Wireless; W. Bal | Scw Twin | Br 548.7 B & F | Liverpool 70.2 \| 40.3 489′ | 9824 16402 | | 1922 3 | Glasgow, (Fairfield Co., Lim.) [Scot. | Canadian Pacific Ry. Co. | Stm Tbns; 10SB; WP215lbs | | BL |
| 9696 **106,259** | **Montrose** xAnnie Laurie Wood 1D | Scw | Am 97.2 | New York 29.4 \| 8.2 | 316 352 | | '84 | Communi- paw, N. J. | Delaware, Lackawanna & West. R.R. Co. | 1Cyl 20x—; 1Blr; WP130lbs; 175IHP. | | |
| 9697 **120,940 HGCJ** | **Montroyal** xEmpress of Britain Steel 4D; Shel dk; Web frms; Oil fuel; 10BH SUB.SIG; Wireless; D.F; W. Bal | Scw Sch Twin | Br 548.8 F95′ | Liverpool 65.7 \| 36.7 | 8651 15646 | | 1906 4 | Glasgow, (Fairfield Co., Lim.) [Scot | Canadian- Pacific Railway Co. | 2-4Cyl QE 36,52,75,108x69; 6DB; 3SB; WP220lbs | | BL |
| 9698 **HVMC** | **Montserrat** xDania Steel 3D; B; Spar dk; SUB.SIG; 9BH Wireless; W. Bal | Scw Sch | Sp 373.4 P46′ | Barcelona 44 \| 29.1 F60′ | 2298 3993 | | '89 11 | Stettin, (C. Vulcan.) [Ger. | Compania Transatlantica | 3Cyl TE 33,53,84½x55; 3DB; WP150lbs; 3100IHP | | V |
| 9699 **1,292 NZPE** | **Monviso** xChinese Prince Steel 2D; Shel dk; Wireless; 6BH SUB.SIG; W. Bal | Scw Sch | It 396 | Genoa 54.4 \| 26.8 | 2968 4809 | | 1911 7 | Sunderland, (Short Bros., Lim.) [Eng. | Soc. Anon. Nav. Alta Italia | 3Cyl TE 27,45,74x51; 3SB; WP180lbs | | BL |
| 9700 **16,886 HNGQ** | **Moonlight** 1D | Sch | Am 107.9 | Boston 30.3 \| 9.3 | 160 198 | | '55 8 | Belleville, N. J. | G. W. Newcomb | O, Ch; Gif | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9701 135,094 JDQV | **Moorfoot** Steel 1D;Well dk;W. Bal;Wireless 4BH | Scw | Br | Leith 272.2 \| 42.7 \| 17.6 F28′ | 1077 2057 | | 1913 12 | Grange-mouth, Eng. (Greenock & Grangemouth Dkyd. Co., Lim.) | G. Gibson & Co. | 3CylTE21,35,57x39; 2SB;WP180lbs | | BL |
| 9702 133,556 JFNB | **Moorish Prince** Steel 2D;Shel dk;Wireless;SUB.SIG; W. Bal 7BH | Scw | Br | Newcastle 425.5 \| 56.4 \| 29.3 | 3766 5943 | | 1914 5 | Sunderland, (Short Bros., Lim.) [Eng. | Prince Line (Lim.) | 4CylQE25,36,52,76x54; 3SB;WP220lbs | | BL |
| 9703 163,152 | **Moose** 1D | Brg | Am | St.Mich'el 159.3 \| 38 \| 8 | 407 407 | | 1907 | Winslow, Wash. | Northern Nav. Co. | Wd | | |
| 9704 208,616 LBVP | **Moosehead** Steel 1D;B 4BH | Scw Twin | Am | Portland 185.8 \| 35.8 \| 13.9 | 324 677 | | 1911 5 | Bath, (Bath Iron Works.) [Me. | U. S. Shipping Board | 2-4CylTE16,26,30,30x24; 2SB;WP175lbs;2350IHP. | ✠ — — Cancelled. | |
| 9705 208,756 LBWN | **Moran** Steel 1D;Oil fuel;W. Bal | Scw | Am | Seattle 37.3 \| 18 \| 11.4 | 77 120 | | 1911 | Seattle, (Moran Co.) [Wash. | American Pacific Whaling Co. | 3CylTE11,18,29x18; 325IHP. | | |
| 9706 JZBH | **Morawitz** xMount Sherill xKermoor Steel 1D;B;Deep frmg;Web frms; W. Bal ;Wireless 6BH | Scw | Hng | Budapest 378 \| 52.3 \| 24.4 P23′ B119′ F30′ | 2829 4406 | | 1907 7 | Sunderland, (J. L. Thompson & Sons, Lim.) [Eng. | Oceana Sea Nav. Co. (Lim.) | 3CylTE26,42,68x48; 2SB;WP180lbs | | BL |
| 9707 HNJF | **Morazan** xManco Steel 1D;B;Oil fuel;Deep frmg; Wireless;W. Bal 7BH | Scw | Hon | La Ceiba 300.3 \| 45.2 \| 21.1 P & B 191′ F40′ | 1835 2984 | | 1908 2 | Greenock, (Scott's S. B. & Eng. Co., Lim.) [Scot. | Mexican American Fruit & S.S. Corp. | 3CylTE23,38,64x42; 2SB;WP180lbs | | BL |
| 9708 128,235 HNJF | **Morea** Steel 2D;Spar dk;Wireless;D.F; W. Bal Sch Twin 10BH | Scw | Br | Glasgow 540 \| 61.2 \| 24.7 P108′ B277′ F92′ | 5976 10954 | | 1908 11 | Glasgow, (Barclay, Curle & Co., Lim.) [Scot. | P. & O. Steam Nav. Co. | 2-4CylQE30½,44,61,87x54; 4DB;4SB | | |
| 9709 115,682 TJQK | **Moreas** xColumbia Steel 3D;Deep frmg;Oil fuel; W. Bal;Wireless; Twin 8BH | Scw | Br | Glasgow 485.5 \| 56.2 \| 33.4 P67′ B229′ F83′ | 4222 8497 | | 1902 5 | Glasgow, (D. & W. Henderson & Co.) [Scot. | Byron S.S. Co. (Lim.) | 2-3CylTE31,51,85x54; 6DB;18B;WP180lbs;1480RHP; Dkd,s rps9,26 | 3dS.S.No.1,Glas4,22;A.S.2,26; Stbd shft drn1,25; B.S;Pt shft drn2,26;M.S.5,26 | C |
| 9710 220,596 | **Morena** Wood 2D 4BH | StW | Am | San Diego 156 \| 58 \| 11.8 | 232 381 | | 1920 | Los Angeles, (San Diego & Coronado Ferry Co.) [Cal. | San Diego & Coronado Ferry Co. | 2CylC20,40x72; 3FB;WP200lbs;650IHP. | | |
| 9711 27,691 SDRC | **Morioka Maru** Steel 2D;W. Bal;Wireless 6BH | Scw | Jap | Tokio 360 \| 51.2 \| 28.5 P20′ B94′ F42′ | 3096 4469 | | 1920 9 | Uraga, (Uraga Dock Co., Lim.) [Jap. | Nippon Yusen Kabushiki Kaisha | 3CylTE22,36,61x48; 2SB;WP200lbs | | BL |
| 9712 216,703 | **Moritz** Fir;Gif 2D Twin | Scw | Am | New York 272.9 \| 46.1 \| 24.1 | 1752 3019 | | 1918 | Portland, (Grant, Smith, Porter Ship Co.) [Ore. | Joseph Constantine | 2-3CylTE15½,26,44x26; 2WTB;WP200lbs;1400IHP. | | |
| 9713 116,942 KPQV | **Morning Star** xSunbeam O,YP(Sltd);Gif 1D | Scw | Am | Seattle 132.6 \| 30 \| 10.8 | 112 262 | | 1900 5 | Essex, (James & Tarr.) Mass. | Puget Sound Nav. Co. | 2CylC16,36x22; 1CRTB;WP140lbs;550IHP. | — Exp | |
| 9714 113,576 RWQV | **Morocco** Steel 1D;B;Spar dk; Web frms;Wireless;W. Bal Sch 6BH | Scw | Br | Hull 340 \| 47.2 \| 19.5 P31′ B107′ F31′ | 2482 3843 | | 1900 10 | W. Hartlpl, (Furness, Withy & Co.) [Eng. | Ellerman's Wilson Line (Lim.) | 3CylTE25,40,66x45; 2SB;WP165lbs; | | BL |
| 9715 93,151 | **Morris S. Tremaine** xMary C. Elphicke Steel 1D;B;Mchy aft;W. Bal Sch 3BH | Scw | Am | Buffalo 430 \| 50 \| 28.6 | 3879 4904 | | 1901 | Chicago, (Chicago S. B. Co.) [Ill. | Eastern S.S. Corp. | 3CylTE23,38,64x42; 2SB;WP180lbs;1600IHP. | | |
| 9716 202,809 | **Morristown** Steel 1D | Scw | Am | New York 93.7 \| 24 \| 11.1 | 123 181 | | 1906 | Port Richmond, N. Y. (Burlee D. D. Co.) | Delaware, Lackawanna & West. R.R. Co. | 2CylC20,42x—; 1SB;WP155lbs;840IHP. | | |
| 9717 216,777 LMNR | **Morristown** Steel 2D;Wireless;W. Bal;SUB.SIG. 7BH C-34 | Scw | Am | New York 377 \| 52 \| 26.8 \| 29′ P25′ B106′ F34′ | 2983 4746 7323 | 5′ 5½″ 23′ 8½″ | 1918 7 | Shooters Island, N. Y. (Standard S. B. Corp.) | U. S. Shipping Board | 3CylTE24,40,70x48; Standard S. B. Corp; 3SB;Standard S. B. Corp; 182GS;6960HS;WP175lbs;2500IHP; d rpd11,21;Dkd,s rps8,23;Exmd11,23 | ✠A1Ⓔ ✠AMS S.S.No.1,Phila.7,22 M.&B.S.7,22;n shft12,22; Cth BB;CL (Laid up) | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9718 | **Morso** | Sch | Br | Lunenb'rg | 217 | | 1921 | Glyngare, | M. M. | Wd.Gif(Sltd); | | V |
| 152,473 | | Aux | 114.1 | 26.9 \| 13.4 | 278 | | | (A/S. Morso Skibsvaerft.) | Gardner | 4CylOilEng12¾x13¾;140IHP | | |
| | 1D | | | | | | | | | | | |
| 9719 | **Mortlake** | Scw | Br | London | 1904 | | 1904 | Sunderland, | Britain | 3CylTE24,38,64x42; | | BL |
| 118,382 | xAntiope xCrageide Steel | Sch | 339 | 48.1 \| 22 | 3037 | | 2 | (Bartram [Eng. | S.S. Co. (Lim.) | 2SB;WP180lbs | | |
| VNHK | 1D;Deep frmg;Wireless;W. Bal 6BH | | P30′ | B189′ F33′ | | | | & Sons.) | | | | |
| 9720 | **Moselem** | Brg | Am | Phila. | 876 | | 1913 | Noank, | Reading Co. | O,Ch,YP;If(Sltd) | | |
| 211,492 | | Sch | 195 | 35 \| 17.6 | 963 | | 7 | (R. Palmer [Conn. | | | | |
| LDCS | 1D;B | | | | | | | & Sons' Co.) | | | | |
| 9721 | **Mosella** | Scw | Am | San Fran. | 4425 | 8′ 3″ | 1920 | Oakland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 220,594 | Steel | | 402.6 | 53 \| 32.2 \| 34′ 6″ | 6034 | 26′ 5″ | 8 | (Moore [Cal. | ping Board | W. & A. Fletcher Co; | ✠AMS | |
| MBKQ | 2D;Long. frmg; 7BH | | P34′ | B80′ F38′ | 9400 | | | S. B. Co.) | | 3SB;Moore S. B. Co; | S.S.No.1,Pncls6,25; | |
| | Wireless; 6BH to Fbd dk | | | | | | | | | 8745HS;WP210lbs;2800SHP;EAC; | shft drn11,24;M.S.6,25; | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | rps6,25;Dkd8,26;s rps10,26 | B.S.8,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.50t;D.B.344′1296t;D. | T. 30′5 | 58t | F.P.73t | | | | | | | | |
| | F.O.....D.B.299′1009t;D. | T.30′5 | 42t;S.T | .48t;F.P.68t | | | | | | | | |
| 9722 | **Mosella** | Scw | Fr | Bordeaux | 6259 | | 1921 | Newcastle, | Cie. de Nav. | Stm Tbns; | | V |
| | Steel | | 481.5 | 59.2 \| 35.2 | 10123 | | | (Swan, [Eng. | Sud Atlantique | 5SB;WP200lbs;5800IHP | | |
| OVWQ | 2D;Wireless;W. Bal | | B273′ | F52′ | | | | Hunter & Wigham Richardson.) | | | | |
| 9723 | **Moses Taylor** | Scw | Am | Fairport | 3401 | | 1902 | Lorain, | Interlake | 3CylTE22,35,58x40; | | |
| 93,321 | Steel | | 416 | 50 \| 28 | 4772 | | 10 | (Amer. [Ohio | S.S. Co. | 2SB;WP170lbs;1480IHP. | | |
| | 1D;B;Mchy aft;W. Bal; 3BH | | | | | | | S. B. Co.) | | | | |
| | SUB.SIG | | | | | | | | | | | |
| 9724 | **Moshico** | Scw | Am | Mobile | 2256 | 4′ 10″ | 1919 | Mobile, | U. S. Ship- | 3CylTE22,37½,60x42; | ✠A1Ⓔ | |
| 218,916 | Steel | | 344 | 46.2 \| 25 \| 27′ 8″ | 3658 | 23′ | 12 | (Mobile [Ala. | ping Board | Ellicott Machine Corp; | ✠AMS | |
| LSVQ | 2D;SUB.SIG;Wireless;W. Bal; 6BH | | P30′ | B90′ F33′ | 5000 | | | S. B. Co.) | | 2WTB;Chas. Ward Eng. Co;5994HS; | shft drn1,21;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | WP200lbs;1600IHP;EAC; | (Laid up) | |
| | | | | | | | | | | Dkd1,21;s rps6,21 | | |
| | W.B.—A.P.114t;D.B.252′902t; D. | T.20′3 | 86t | F.P.148t | | | | | | | | |
| | F.O.....D.B.214′692t | | S.T | .31t;F.P.138t | | | | | | | | |
| 9725 | **Moshulu** | Bk | Am | San Fran. | 2911 | | 1904 | Pt. Glasgow, | Chas. | Stl;1BH; | A1 | |
| 215,217 | xDreadnaught xKurt | | 335.3 | 46.9 \| 26.6 | 3116 | | 4 | (W. [Scot. | Nelson Co. | Dkd,s rps,n DB5,22 | 2dS.S.No.1,SanF5,22 | |
| LHJF | 2D | | P30′ | F32′ | | | | Hamilton & Co.) | | | (Laid up) | |
| 9726 | **Most** | Scw | Blg | Antwerp | 1223 | | 1903 | Rostock, | Mess. Mar. | 3CylTE19,35,55x35; | | V |
| | xJulius Zelck xElsa Menzell Steel | | 291.3 | 41.2 \| 18.8 | 2041 | | 9 | (Akt. Ges. [Ger. | Belg. | 1Blr | | |
| MNIO | 1D;Deep frmg;SUB.SIG; 4BH | | P28′ | B125′ F34′ | | | | Neptun.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 9727 | **Motagua** | Scw | Br | Bristol | 3553 | | 1912 | Newcastle, | Elders & | 2-3CylTE23½,39,66x45; | | BL |
| 134,702 | xEmil L. Boas Steel | Twin | 410.8 | 51.1 \| 30.4 | 5977 | | 12 | (Swan, [Eng. | Fyffes (Lim.) | 2SB;2DB;WP200lbs | | |
| JFMB | 3D;Shel dk;Wireless;D.F; 7BH | | P40′ | B206′ F53′ | | | | Hunter & Wigham Richardson, Lim.) | | | | |
| | SUB.SIG;W. Bal | | | | | | | | | | | |
| 9728 | **Motau** | Sch | Br | Sydney | 222 | | 1917 | Oakland, | Burns, | Wd(Sltd) | | BL |
| 150,163 | | Aux | 111 | 27.7 \| 11 | 253 | | 10 | (W. F. [Cal. | Philp & Co. (Lim.) | 3CylParaffin Motor 12x15 | | |
| | 1D;Mchy aft | | | | | | | Stone.) | | | | |
| 9729 | **Motor Mates** | MV | Am | San Fran. | 231 | | 1925 | Oakland, | Associated | GasEngs; | | |
| 224,661 | Steel | Brg | 114.3 | 32.1 \| 8.3 | 273 | | 5 | (Hanlon [Cal. | Oil Co. | 160BHP. | | |
| | 1D | | | | | | | D. D. Co.) | | | | |
| 9730 | **Motrico** | Scw | Sp | SanSebstn | 2176 | | '96 | Newcastle, | Soc. Nav. | 3CylTE24,40,64x42; | | BL |
| | xAdolfo xNeptune Steel | | 330.5 | 45.2 \| 18.3 | 3412 | | 7 | (C. S. Swan [Eng. | Elcano | 2SB;WP160lbs | | |
| HVNG | 1D;Spar dk;Deep frmg; 5BH | | B38′ | F38′ | | | | & Hunter, Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 9731 | **Motrix** | Scw | Fr | Marseilles | 3641 | | 1922 | Grand | Mazout | 3CylTE27,44,75x51; | | V |
| | Steel | | 422.6 | 57.7 \| 30.1 | 6587 | | | Quevilly, Fr. | Transport | 4SB;WP170lbs;3000IHP. | | |
| ONRT | 2D;Mchy aft;Oil fuel; 32BH | | | | | | | (Chant. & Atel. de St. Nazaire-Penhoet.) | | | | |
| | Oil in bulk;Wireless;D.F;W. Bal | | | | | | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. Lth. / Bth. / Dth. Deck Erections / Mid. | Tons Net / Gross / D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9732 | **Mount Baker** | MV | Am | San Fran. | 2429 | 4′ 2″ | 1918 | Portland, | Red Salmon | 2-8Cyl OilEng 12 1/16 5/16 x18; | ✠A1Ⓔ | |
| 216,217 | xMount Shasta Fir;Gif | Twin | 285.5 | 44.8 \| 24.1 \| 26′ | 2904 | 23′ 2″ | 3 | (Supple- [Ore. | Canning Co. | Winton Engine Co; | AMS | |
| LKPB | 2D 3BH | | | | 4600 | | | Ballin S. B. Corp.) | | 900BHP;EAC;clk dk6,19; | S.S.No.2,SanF5,26; | |
| | | | | | | | | | | d rpd10,19;clk b9,20; | n shfts4,23;Pt shft drn4,25; | |
| | | | | | | | | | | clk t,s dk clkg,n d Blrs4,23; | n Stbd shft;M.&B.S.5,26;Scip | |
| | | | | | | | | | | s rps4,25;Dkd,Exmd5,26 | | |
| 9733 | **Mount Clay** | Scw | Am | New York | 4706 | 8′ 1″ | 1904 | Stettin, | American | 2-4Cyl QE 24 4/5, 36 1/2, 51 1/2, 74 4/5 x55; | A1 | |
| 220,422 | xDe Kalb xPrinz Eitel Friedrich Steel | Twin | 488.3 | 55.7 \| 32.1 \| 35′ 4″ | 8170 | 27′ 8″ | 6 | (Akt. Ges. [Ger. | Ship & Com. | Vulcan Co; | AMS | |
| MBFH | 3D;W. Bal;Wireless;SUB.SIG. 10BH | | P136′ | B194′ F94′ | 8200 | | | Vulcan.) | Nav. Corp. | 2DB;3SB;Vulcan Co; | 2dS.S.No.2,NY4,24; | |
| | | | | | | | | | | 507GS;19383HS;WP210lbs; | M.S;n Stbd shft4,24;B.S.4,25; | |
| | | | | | | | | | | 7000IHP;Dkd,d rpd12,25;Exmd11,26 | shfts drn12,25;Clh BB | |
| 9734 | **Mount Etna** | Scw | Br | Liverpool | 2760 | | 1910 | Newcastle, | H. E. Moss | 3Cyl TE 25,41,69x48; | | BL |
| 131,284 | xDalecrest Steel | | 380 | 49 \| 26.4 | 4277 | | 9 | (North- [Eng. | & Co., Mgrs. | 3SB;WP180lbs | | |
| HRNK | 2D;Wireless;W. Bal 6BH | | P31′ | B94′ F33′ | | | | umberland S. B. Co., Lim.) | | | | |
| 9735 | **Mount Evans** | Scw | Am | Portland | 3903 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,391 | Steel | | 410 | 54.2 \| 27.6 \| 30′ 2″ | 6267 | 23′ 10 1/2″ | 7 | (Columbia [Ore. | ping Board | General Electric Co: | ✠AMS | |
| LRSP | 2D;Well dk;Wireless;SUB.SIG; 7BH | | | | 8700 | | | River S. B. Corp.) | | 3SB;Columbia River S. B. Corp; | S.S.No.1,Gvstn7,23; | |
| | W. Bal; C-39 | | | | | | | | | 7542HS;WP210lbs;2500SHP;EAC; | M.S.7?23;n shft 12,23; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd3,26;d rpd8,26 | B.S.8,26;Clh BB;CL | |
| | W.B.—A.P.152t;D.B.356′1170t;D. | T.30′7 | 64t. | F.P.137t | | | | | | | | |
| | F.O.—A.P.142t;D.B.311′ 911t;D. | T.30′7 | 13t; S. | T.81t;F.P.128t | | | | | | | | |
| 9736 | **Mount Hope** | SW | Am | Provide'ce | 440 | | '88 | Chelsea, | D. C. Law- | | | |
| 92,004 | Wood | | 193.1 | 58.8 \| 11.5 | 880 | | Mass. | ton | 1200IHP. | | |
| KFGD | 1D;Wireless | | | | | | | | | | | |
| 9737 | **Mount Hope** | Brg | Am | Fall River | 1584 | | 1912 | Bath, | Staples | WO,Hw,Sp;Gif | | |
| 209,721 | | Sch | 264.7 | 44.1 \| 19.6 | 1801 | | 4 | (Kelley- [Me. | Transp. Co. | | | |
| LCHW | 1D;B | | | | | | | Spear Co.) | | | | |
| 9738 | **Mount Shasta** | Scw | Am | San Fran. | 2919 | | 1917 | Oakland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 215,836 | xSagaland Steel | | 376 | 52 \| 25.5 | 4729 | | 12 | (Moore & [Cal. | ping Board | General Electric Co; | ✠AMS | |
| LJHW | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | P33′ | B68′ F40′ | 7100 | | | Scott Iron Wks.) | | 3WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | 6BH to Fbd dk | | | | | | | | | 8700HS;WP225lbs;2400SHP;EAC | (Laid up) | |
| | 1BH to 2d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-34 | | | | | | | | | | | |
| | W.B.—A.P.134t;D.B.321′1075t;D. | T.21′5 | 23t. | F.P.96t | | | | | | | | |
| | F.O.—A.P.125t;D.B.298′ 912t;D. | T.21′4 | 88t; S. | T.91t;F.P.90t | | | | | | | | |
| 9739 | **Mount Vernon** | Scw | Am | New York | 7564 | | 1906 | Stettin, | U. S. Ship- | 4-4Cyl QE 37,49,74,112x70; | | |
| 215,449 | xKronprinzessin Cecilie Steel | Twin | 685.2 | 72.2 \| 40.4 | 18372 | | | (Akt. [Ger. | ping Board | 12DB;7SB;WP213lbs;45000IHP. | | |
| LHQJ | 5D;Shade dk;Wireless;SUB.SIG. | | | | | | | Ges. Vulcan.) | | | | |
| 9740 | **Mount Vernon** | MV | Am | Seattle | 114 | | 1916 | Seattle, | Puget | 4Cyl OilEng 14x18; | | |
| 214,903 | xRobert Bridges Wood | F. B. | 101.5 | 31 \| 10.5 | 168 | | rb'23 | (J. F. [Wash. | Sound Nav. Co. | 200BHP. | | |
| | 1D;Deep frmg 3BH | | | | | | | Duthie.) | | | | |
| 9741 | **Mount Vernon Bridge** | Scw | Am | Newark | 2179 | 5′ 9″ | 1919 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,594 | Steel | | 324 | 42 \| 25 \| 28′ 6″ | 3545 | 22′ 11″ | 4 | (Submarine [N. J. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LPWB | 1D;2d dk at ends; 7BH | | | | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | shft drn4,20;Clh BB;CL | |
| | SUB.SIG;W. Bal; 6BH to Fbd dk | | | | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | 1BH to 2d dk | | | | | | | | | Dkd,d rpd2,21;s rps8,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T. | .20′394 | t. | F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t. | | S.T.3 | 1t. | | | | | | | | |
| 9742 | **Mountpark** | Scw | Br | Greenock | 1617 | | 1921 | Bristol, | Denholm | 3Cyl TE 21,34,56x36; | | BL |
| 145,583 | Steel | | 310 | 44.2 \| 21.6 | 2699 | | 3 | (C. Hill [Eng. | Line Steamers | 2SB;WP180lbs | | |
| KHSR | 1D;Wireless;W. Bal 5BH | | P28′ | B86′ F32′ | | | | & Sons, Lim.) | (Lim.) | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9743 | **Mouro** | Scw | Sp | Bilbao | 1639 | | 1916 | Bilbao, | U. de la | 3CylTE23,36½,62x42; | | BL |
| | Steel | | 306 | 44.2 \| 21.6 | 2905 | | 8 | (Cia [Sp. | Torre, Mgr. | 2SB;WP180lbs | | |
| HVNC | 1D;Wireless;W. Bal 5BH | | P33′ | B70′ F35′ | | | | Euskalduna de Const.) | | | | |
| 9744 | **Moveria** | MV | Br | Glasgow | 2873 | | 1925 | Barrow, | Donaldson | 8CylOilEng30x45 | | BL |
| 147,941 | Steel | | 385.6 | 51.6 \| 28.6 | 4867 | | 1 | (Vickers, [Eng. | Line (Lim.) | | | |
| KRWQ | 3D;Wireless;D.F;W. Bal 7BH | | B73′ | | | | | Lim.) | | | | |
| 9745 | **Mozart** | Bk | Fin | Mariehmn | 1749 | | 1904 | Greenock, | H. Lund- | Stl;1BH | | BL |
| | | | 262.9 | 40.1 \| 24.2 | 1987 | | 2 | (Grange- [Scot. | quist | | | |
| | 1D;B;W. Bal. | | P43′ | F29′ | | | | mouth & Greenock Dkyd. Co.) | | | | |
| 9746 | **Mrav** | Scw | Jg-Slv | Susak | 2406 | | 1905 | Newcastle, | Brodarsko | 3CylTE25,41,67x45; | | BL |
| | xLydford Steel | | 340.8 | 47.2 \| 20 | 3786 | | 4 | (R. Stephen- [Eng. | Acklonarsko | 2SB;WP165lbs | | |
| | 1D;B;Spar dk;Deep frmg; 6BH | | P26′ | B93′ F33′ | | | | son & Co., Lim.) | Drustvo "Oceania" | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 9747 | **Muansa** | Scw | Ger | Hamburg | 3387 | | 1911 | Vegesack, | Deutsche | 4CylQE27,34,50,72x53 | | G |
| | Steel | | 419.8 | 54.5 \| 28.2 | 5472 | | 8 | (Bremer [Ger. | Ost. Afrika Linie | | | |
| RBSV | 2D;Wireless;W. Bal 6BH | | P & B | 334′ F58′ | | | | Vulcan.) | | | | |
| 9748 | **Mucury** | Scw | Brz | R. Janeiro | 1402 | | '88 | Sunderland, | Cia. Com- | 3CylTE22,36,59x42; | | |
| | xBritish Prince Steel | | 292 | 39.1 \| 18.9 | 2217 | | 11 | (Short [Eng. | mercio e Nav. | 2SB | | |
| | 1D;Well dk;Web frms; 6BH | | P32′ | B114′ F30′ | | | | Bros.) | | | | |
| | Wireless;W Bal | | | | | | | | | | | |
| 9749 | **Mueller** | Scw | Am | Gary | 383 | | '87 | Manitowoc, | Central | 2CylC19½,38x36; | | |
| 135,954 | xEdwin S. Tice Oak | | 172 | 30.1 \| 12.5 | 567 | | rb'12 | (Burger [Mich. | Trans. Co. | 1FB;WP120lbs;400IHP. | | |
| | 1D | | | | | | | & Burger.) | | | | |
| 9750 | **Muirton** | Scw | Fr | Marseilles | 3112 | | 1920 | Newcastle, | Cie Mar- | 3CylTE26,43,71x48; | | BL |
| | xSilene Steel | | 386.5 | 52.6 \| 25.1 | 4974 | | 11 | (Palmers' [Eng. | seillaise de Nav. a | 3SB;WP180lbs | | |
| OTYH | 2D;Oil fuel;Wireless;W. Bal 6BH | | P36′ | B113′ F42′ | | | | Co., Lim.) | Vap. Fraissinet | | | |
| 9751 | **Mukilteo** | Scw | Am | San Fran. | 690 | | 1915 | Raymond, | Charles | 3CylTE15,24,42x30; | | |
| 213,571 | Wood | | 204.7 | 41.8 \| 14.8 | 1230 | | 8 | (Andrew [Wash. | Nelson Co. | 2WTB;WP195lbs;850IHP. | | |
| LFNP | 1D;Oil fuel 1BH | | | | | | | Peterson.) | | | | |
| 9752 | **Mulhouse** | Scw | Fr | Marseille | 891 | | 1919 | Osaka, | La Morue | 3CylTE14,24,40x30; | | V |
| | xKibi Maru No. 10 Steel | | 219.5 | 32.6 \| 21 | 1277 | | | (Kibi [Jap. | Francaise | 2SB;WP180lbs;624IHP. | | |
| ONUJ | 1D;Wireless;W. Bal 3BH | | | 18.8 | | | | S. B. Co.) | & Secheries de Fecamp | | | |
| 9753 | **Mulpua** | Scw | Am | San Fran. | 4604 | 8′ 3¼″ | 1919 | Oakland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 218,260 | Steel | | 402.6 | 53 \| 32 | 6139 | 26′ 5″ | 6 | (Moore [Cal. | ping Board | W. & A. Fletcher Co; | ✠AMS | |
| LRNH | 1D;Shel dk;Long. frmg; 7BH | | | \| 34′ 6″ | 9400 | | | S. B. Co.) | | 4WTB;Heine Boiler Co; | S.S.Bostl,21; | |
| | W. Bal;Wireless;SUB.SIG; C-36 | | P34′ | F38′ | | | | | | 11132HS;WP225lbs;2800SHP; | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd1,21;s rps2,21 | (Laid up) | |
| | W.B.—A.P.49t;D.B.345′1295t; D. T.30′5 | 46t . . . . . F.P.73t | | | | | | | | | | |
| | F.O.—A.P.46t;D.B.327′1132t; D. T.30′5 | 09t; S. T.43t;F.P.68t | | | | | | | | | | |
| 9754 | **Multnomah** | Scw | Am | San Fran. | 583 | | 1913 | Sanvies | Chas. R. | 3CylTE13½,23,40x30; | | |
| 210,854 | Wood | | 206 | 41.6 \| 15.9 | 969 | | 1 | (St. [Island, Ore. | McCormack | 2Blrs;WP225lbs;825IHP. | | |
| LCSD | 1D;Oil fuel;Wireless 3BH | | | | | | | Helens S. B. Co.) | S.S. Corp. | | | |
| 9755 | **Munaires** | Scw | Am | New York | 2866 | | 1918 | Newport | Munaires | 3CylTE24½,41½,72x48; | | BL |
| 215,853 | Steel | | 370 | 53 \| 27 | 4620 | | 1 | News, Va. | S.S. Corp. | 2SB;WP190lbs | | |
| LJKV | 2D;Oil fuel;Wireless;W. Bal 6BH | | P27′ | B104′ F22′ | | | | (Newport News S. B. & D. D. Co.) | | | | |
| 9756 | **Munalbro** | Scw | Am | New York | 3185 | | 1916 | Newport | Munson S.S. | 3CylTE23,39,66x45; | | BL |
| 214,074 | Steel | Sch | 359.7 | 49.2 \| 26.9 | 4281 | | 5 | News, Va. | Line | 2SB;WP180lbs;1700IHP | | |
| LGBJ | 1D;B;Bulk carrier;Mchy aft; 6BH | | P92′ | B19′ F30′ | | | | (Newport News S. B. & D.D. Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 9757 | **Munamar** | Scw | Am | New York | 2120 | | 1915 | Sparrows Pt. | Munamar | 3CylTE27¼,46,78x51; | | BL |
| 213,814 | Steel | Sch | 353 | 47.5 \| 24.9 | 3440 | | 12 | (Maryland [Md. | S.S. Corp. | 3SB;WP200lbs;3500IHP;s rps10,26 | | |
| LFRH | 2D;B;Web frms;Long. frmg; 6BH | | P48′ | B128′ F39′ | | | | Steel Co.) | | | | |
| | Wireless;Oil fuel;SUB.SIG; | | | | | | | | | | | |
| | W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9758 | **Munami** | Scw | Am | New York | 1610 | 4′ 2″ | 1919 | Buffalo, | Munson | 3Cyl TE 21,35,59x42; | ✠A1Ⓔ | |
| 218,954 | xLake Fernando Steel | | 251 | 43.6 \| 26.1 | 2594 | 24′ 3″ | 9 | (American [N. Y. | S.S. Line | American S. B. Co; | ✠AMS | |
| LTBC | 1D;B;Wireless;SUB.SIG;W. Bal; 4BH | | | 28′ 3″ | 4050 | | | S. B. Co.) | | 2SB;American S. B. Co; | S.S.No.1,NY12,25; | |
| | Oil fuel F. P. above 150° F. C-30 | | P25′ | B64′ F23′ | | | | | | 5467HS;WP180lbs;1500IHP; | shft drn11,25;M.&B.S.12,25; | |
| | | | | | | | | | | Dkd,s rps11,25;Exmd3,26 | Scip;CL | |
| | W.B.—A.P.96t;D.B.204′436t;D.T | a12′80 | t..... | .....F.P.72t | | | | | | | | |
| | F.O.—A.P.90t;D.B.158′288t;D.T | a12′75 | t;W.T. | 30′200t..... | | | | | | | | |
| 9759 | **Munardan** | Scw | Br | Glasgow | 2419 | | 1917 | Belfast, | Crossburn | 3Cyl TE 26,43,71x48; | | C |
| 141,871 | Steel | | 370 | 50.3 \| 25.1 | 3813 | | 12 | (Workman, [Ire. | S.S. Co. (Lim.) | 3SB;WP180lbs;Dkd12,25;d rpd7,26 | S.S.No.1,NY11,21;A.S.12,25; | |
| JSBL | 2D;Wireless;W. Bal 5BH | | P35′ | B108′ F45′ | | | | Clark & Co., Lim.) | | | shft drn6,25;B.S.12,25;M.S.6,26 | |
| 9760 | **Munargo** | Scw | Am | New York | 3970 | 11′ 1″ | 1921 | Camden, | Munargo | Stm Tbn; | | |
| 221,839 | Steel | | 413.8 | 57.8 \| 22.8 | 6484 | 23′ 8″ | 12 | (New York [N. J | S.S. Corp. | New York S. B. Corp; | ✠A1Ⓔ With Freeboard. | |
| MDHW | 3D;Wireless; 8BH | | | 34′ 6″ | 5200 | | | S. B. Corp.) | | 5SB;New York S. B. Corp; | ✠AMS | |
| | 3BH to Fbd dk | | P43′ | B162′ F49′ | | | | | | 17575HS;WP200lbs;5800SHP; | ✠RMC12,21 | |
| | 5BH to 2d dk | | | | | | | | | EAC;DB;d rpd11,24;Dkd,s rps6,26; | B.S.8,25;shft drn12,25; | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | Exmd10,26 | SBP;CL | |
| | W.B.—A.P.66t;D.B.340′1268t | | | | | F.P.141t | | | | | | |
| | F.O.—A.P.62t;D.B.290′1013t;W. | T.25′2 | 36t;W. | T.18′160t;D.T.1 | 6′470t. | F.P.132t | | | | | | |
| 9761 | **München** | Scw | Ger | Bremen | 7771 | | 1923 | Stettin, | Nordd. | 2-3Cyl TE 31,51,59x55; | | G |
| | Steel | Twin | 525 | 64 \| 34.7 | 13411 | | 5 | (Vulcan [Ger. | Lloyd | 4Blrs | | |
| QLSR | 4D;SUB.SIG;Wireless;W. Bal 1BH | | B234′ | | | | | Werke, A./G.) | | | | |
| 9762 | **Muncove** | MV | Am | New York | 1480 | 4′ 2″ | 1919 | Ecorse, | Muncove | 6Cyl OilEng 22x32; | ✠A1Ⓔ | |
| 218,006 | xCovedale Steel | | 253.4 | 43 7 \| 24.5 | 2437 | 23′ 6½″ | 5 | (Great [Mich. | S.S. Corp. | McIntosh & Seymour Corp; | ✠AMS | |
| LRBH | 1D;Super dk;Mchy aft: 4BH | | | 27′ 7″ | 4200 | | | Lakes Eng. Wks.) | | 900BHP;EAC;Dkd,d rpd11,26 | S.S.No.1,NY8,24; | |
| | SUB.SIG; Wireless 1BH to Super dk | | | | | | | | | | n Eng;n DB3,23;M.S.4,24; | |
| | W. Bal; 3BH to Fbd dk | | | | | | | | | | shft drn8,25;SBP;CL | |
| | Oil fuel F. P. above 150° F. C-29 | | | | | | | | | | | |
| | W.B.—A.P.74t;D.B.209′576t | T. | T.124′ | 330t;F.P.152t | | | | | | | | |
| | F.O.....D.B. 41′ 70t;D.T | .50t... | ..... | ..... | | | | | | | | |
| 9763 | **Muncy** | Scw | Am | Buffalo | 2946 | | 1902 | Wyandotte, | Great Lakes | 4Cyl QE 19,27½,40,58x42; | | |
| 93,322 | Steel | | 350 | 46 \| 30 | 3863 | | 10 | (Detroit [Mich. | Trans. Co. | 3SB;WP210lbs;1700IHP. | | |
| | 1D;B;Mchy aft;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 9764 | **Mundelta** | Scw | Am | New York | 2955 | | 1917 | Newport | MunsonS.S. | 3Cyl TE 24½,41½,72x48; | | BL |
| 214,916 | Steel | | 370 | 53.2 \| 27 | 4746 | | 4 | News, Va. | Line | 2SB;WP190lbs;2200IHP. | | |
| LGVM | 2D;Oil fuel;Wireless;W. Bal 6BH | | P27′ | B104′ F22′ | | | | (Newport News S. B. Co.) | | | | |
| 9765 | **Mundra** | Scw | Br | Glasgow | 4461 | | 1920 | Glasgow, | British | 2-3Cyl TE 21,35½,61x45; | | BL |
| 144,220 | Steel | Twin | 450.2 | 58.1 \| 32.8 | 7275 | | 9 | (Barclay, [Scot. | India Stm. Nav. | 4SB;WP215lbs | | |
| KGTQ | 2D;Oil fuel;SUB.SIG; 7BH | | P44′ | B149′ F41′ | | | | Curle & Co., | Co. (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | Lim.) | | | | |
| 9766 | **Muneastern** | Scw | Am | New York | 1876 | | '82 | Wilmington, | Munson | 2Cyl C 38,76x54; | — Exp | |
| 135,626 | xExcelsior Iron | | 340 | 42.6 \| 23.5 | 3542 | | 11 | (Harlan & [Del. | S.S. Line | 4SB;WP101lbs;1900IHP. | | |
| JWNR | 3D;Wireless;W. Bal 5BH | | | | | | | Hollingsworth.) | | | | |
| 9767 | **Muneric** | Scw | Br | Glasgow | 3209 | | 1919 | Belfast, | Crossburn | 3Cyl TE 27,44,73x48; | | BL |
| 141,905 | Steel | | 400.4 | 52.3 \| 28.4 | 5146 | | 6 | (Workman, [Ire. | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| KBLG | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | Clark & Co., Lim.) | | | | |
| 9768 | **Munindies** | Scw | Am | New York | 2845 | | 1917 | Newport | Munindies | 3Cyl TE 24½,41½,72x48; | | BL |
| 215,748 | Steel | | 370 | 53.1 \| 27 | 4576 | | 12 | News, Va. | S.S. Corp. | 2SB;WP190lbs;2200IHP. | | |
| LJFG | 2D;W. Bal;Wireless;Oil fuel 6BH | | P27′ | B104′ F22′ | | | | (Newport News D. D. & S. B. Co.) | | | | |
| 9769 | **Munising** | Scw | Am | Fairport | 2970 | | 1902 | Lorain, | Cleveland | 3Cyl TE 22,35,58x40; | 100(GL) | |
| 121,218 | xF. M. Osborne Steel | Sch | 380 | 50 \| 28 | 3838 | | 3 | (American [Ohio | Cliffs S.S. Co. | 2SB;WP170lbs;1480IHP. | P.S.6,25 | |
| | 1D;B;Mchy aft;SUB.SIG;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 9770 | **Munisla** | Scw | Am | New York | 1330 | 2′ 7″ | 1919 | Portland, | MunsonS.S. | 3Cyl TE 22,36½,60x42; | ✠A1Ⓔ | |
| 217,829 | xGlorieta Steel | | 289 | 44.1 \| 19.2 | 2220 | 19′ ½″ | 5 | (Albina [Ore. | Line | Albina Eng. & Mach. Wks; | ✠AMS | |
| LQNT | 1D;Wireless; 6BH | | | 21′6″ | 3700 | | | Eng. & Machine | | 2SB;Willamette I. & S. Wks; | S.S.No.1,Mbl7,23; | |
| | Oil fuel F. P. above 150° F. C-30 | | | | | | | Wks.) | | 4722HS;WP180lbs;1400IHP;EAC; | M.&B.S.7,23;shft drn12,24; | |
| | | | | | | | | | | d rpd2,24;Dkd6,26;s rps11,26 | SBP;CL | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9771 HVNW | **Munizalba** xImperator 1D | Sch | Sp 145 | Valencia 32 \| 14 | 382 417 | | 1900 | Gudmans- bach (Mangius.) | Muniz y H. de Alba | Wd | | |
| 9772 218,439 LRVC | **Munleon** xLake Fabyan Steel 1D;B;SUB.SIG;Wireless;W. Bal; 4BH Oil fuel F. P. above 150° F. C-30 P25′ | Scw | Am 251 | New York 43.6 \| 26.1 \| 28′ 2″ B64′ F23′ | 1612 2606 4050 | 4′ 1½″ 24′ 3″ | 1919 10 | Wyandotte, (Detroit [Mich. S. B. Co.) | Munson S.S. Line, Inc | 3CylTE21,35,59x42; Detroit S. B. Co; 2SB;Detroit S. B. Co; 5467HS;WP185lbs;1500IHP; Dkd,d rpd11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY12,25; M.S.12,25;B.S.5,26; shft drn11,26; Scip | |
| | W.B.—A.P.96t;D.B.204′436t;D.T .a12′80 t.....F.P.72t F.O.—A.P.90t;D.B.158′288t;D.T .a12′75 t;W.T. 30′200t..... | | | | | | | | | | | |
| 9773 219,355 LVCB | **Munlisto** xHancock County Steel 1D;B;W. Bal;Wireless;SUB.SIG; 4BH Oil fuel F. P. above 150° F. C-30 P25′ | Scw | Am 251 | New York 43.6 \| 26 \| 28′ 2″ B64′ F23′ | 1612 2606 4050 | 4′ 1½″ 24′ 3″ | 1920 2 | Wyandotte, (Detroit [Mich. S. B. Co.) | Munson S.S. Co., Inc. | 3CylTE21,35,59x42; American S. B. Co; 2SB;American S. B. Co; 5467HS;WP185lbs;1500IHP; rps1,26;Dkd,11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Mbl1,26; n shft;M.&B.S.1,26;SBP;CL | |
| | W.B.—A.P.96t;D.B.204′436t;D.T .a12′80 t.....F.P.72t F.O.—A.P.90t;D.B.158′288t;D.T .a12′75 t;W.T. 30′200t..... | | | | | | | | | | | |
| 9774 219,031 LTFH | **Munloyal** xLake Ellsburg Steel 1D;B;SUB.SIG;Wireless;W. Bal; 4BH Oil fuel F. P. above 150° F. C-29 P25′ | Scw | Am 253.4 | New York 43.6 \| 26 \| 28′ 4″ B65′ F24′ | 1658 2674 4000 | 4′ 2½″ 24′ 3½″ | 1919 11 | Ecorse, (Great [Mich. Lakes Eng. Wks.) | Munson S.S. Line | 3CylTE21,35,59x42; Great Lakes Eng. Wks; 2SB;John Brennan & Co; 4720HS;WP190lbs;1350IHP;EAC; d rpd7,23;Dkd,s rps12,25;s rps7,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Phila12,25; M.&B.S;shft drn12,25;SBP; CL | |
| | W.B.—A.P.98t.....D.B .203′41 8t.....F.P. 51t F.O.—A.P.92t;D.T.a14′110t;D.B .164′29 8t; W. T.m38′173t..... | | | | | | | | | | | |
| 9775 217,604 LPWQ | **Munmotor** xCourtois Steel 1D;Mchy aft; 4BH SUB.SIG;W. Bal; 1BH to Super dk 3BH to Fbd dk Oil fuel F. P. above 150° F. | MV | Am 253.4 | New York 43.7 \| 24.5 \| 27′ 7″ | 1485 2450 4200 | 4′ 2″ 23′ 6½″ | 1919 3 | Ecorse, (Gt. Lakes Eng. Wks.) [Mich. | Munmotor S.S. Corp. | 6CylOilEng22x32; McIntosh & Seymour Corp; 900BHP;EAC;DB;d rpd5,26; Dkd,s rps11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Ches10,22; n Eng10,22; M.S.9,25;B.S.5,26; shft drn10,26;SBP;CL | |
| | W.B.—A.P.74t;D.B.209′576t;T.T .124′33 0t;F.P. 152t F.O..... | | | | | | | | | | | |
| 9776 215,106 LHDT | **Munorleans** xGeneral G. W. Goethals Steel 2D;Wireless;W. Bal 6BH | Scw | Am 353.1 P & B | New York 48.7 \| 25 276′ F45′ | 2607 4418 | | 1911 | Vegesack, (Bremer [Ger. Vulcan.) | Munson S.S. Line | 4CylQE24,34,50,74x53; 3SB;WP220lbs;3200IHP. | | |
| 9777 MHKP | **Munorway** xProgress III Steel 1D;Wireless;W. Bal 5BH | Scw | Nor 348 P29′ | Oslo 49.9 \| 23.4 B90′ F36′ | 2224 3514 | | 1912 5 | Campbel- town, Scot. (Campbeltown S. B. Co.) | Conrad Boe Mgr. | 3CylTE24,40,65x45; 3SB;WP180lbs | | BL |
| 9778 214,042 LFWR | **Munplace** Steel 2D;Web frms;Long. frmg; 5BH Wireless;Oil fuel;W. Bal | Scw Sch | Am 327.2 P35′ | New York 46.2 \| 22.9 B98′ F38′ | 1856 2949 | | 1916 5 | Sparrows Pt. (Maryland Steel Co.) [Md. | Munson S.S. Line | 3CylTE24¼,41,68x48; 2SB;WP200lbs;2100IHP. | | BL |
| 9779 214,467 LGJT | **Munrio** Steel 1D;B;Web frms;Long. frmg; 5BH Oil fuel;Wireless;W. Bal | Scw Sch | Am 333.6 P37′ | New York 48.2 \| 25.1 B101′ F38′ | 2106 3378 | | 1916 10 | Sparrows Pt. (Bethlehem Steel Co.) [Md. | Munson S.S. Line | 3CylTE24¼,41,68x48; 2SB;WP200lbs;1700IHP. | | BL |
| 9780 169,121 | **Munroe** 1D;B | Drg | Am 110 | Baltimore 34.1 \| 7.3 | 236 238 | | 1924 12 | Baltimore, (Charles [Md. L. Rohde & Sons.) | Ellicott Machine Corp. | Wd | | |
| 9781 130,733 | **Munroe** xMuriel E. Winters 1D | Sch Aux Twin | Br 106.8 | Nassau 26.3 \| 10.4 | 80 129 | | 1911 | Lunenburg, (Smith & Rhuland.) [N. S. | Munro Transptn. Co. (Lim.) | Wd; 2-4CylOilEng11½x11¼ | | |
| 9782 214,087 LGBN | **Munsomo** Steel 2D;Long. frmg;Web frms; 5BH Wireless;Oil fuel;W. Bal | Scw Sch | Am 327.2 P35′ | New York 46.2 \| 22.9 B98′ F39′ | 1855 2949 | | 1916 4 | Sparrows Pt. (Maryland Steel Co.) [Md. | Munson S.S. Line | 3CylTE24¼,41,68x48; 2SB;WP200lbs;2100IHP. | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9783 | **Munsterland** | MV | Ger | Hamburg | 3864 | | 1921 | Hamburg, | Hamburg-American Line | 2-5CylOilEng20⅞x20⅞ | | G |
| | Steel | Twin | 449 | 58.3 \| 26.9 | 6408 | | 8 | (Blohm & Voss.) [Ger | | | | |
| RCDT | 2D;Wireless;SUB.SIG;W. Bal 8BH | | P & B | 365′ F57′ | | | | | | | | |
| 9784 | **Munwood** | Scw | Am | New York | 2121 | | 1914 | Greenock, | Munwood S.S. Corp. | 3CylTE25½,41½,68x48; | | C |
| 212,924 | | Sch | 345 | 48 \| 24.2 | 3382 | | 6 | (Scott's S. B. & Eng. Co.) [Scot. | | 3SB,WP180lbs;233RHP; | S S.No.2,NY5,22,A S 5,26; | |
| LFDM | 2D;Deep frmg;Wireless; W. Bal 5BH | | P31′ | B102′ F39′ | | | | | | Dkd,s rps5,26 | shft drn1,25;B.S S,25,M.S 5,26 | |
| 9785 | **Murex** | Scw | Br | London | 3400 | | 1922 | Portsmouth, | Anglo-Saxon Petroleum Co. (Lim.) | 3CylTE27,45,74x48; | | BL |
| 146,628 | | Steel | 412.2 | 53.3 \| 31.1 | 5830 | | 9 | (H. M. Dockyard.) [Eng. | | 3SB;WP180lbs | | |
| KMSG | 2D;Web frms;Long. frmg; Oil fuel;Oil in bulk;Mchy aft; Wireless;W. Bal 16BH | | P110′ | B32′ F57′ | | | | | | | | |
| 9786 | **Muriel** | Brg | Am | Los Ang's | 483 | | '95 | Alameda, Cal | Frank Lloyd Productions | YP;Gif | | |
| 92,681 | | Sch | 162 | 36.3 \| 11.3 | 536 | | | (Hays & Wright.) | | | | |
| KMLQ | 1D | | | | | | | | | | | |
| 9787 | **Muriel** | MV | Am | Seattle | 1596 | | 1920 | Seattle, | Scandi-navian American Bank | 2-6CylOilEng16x19; | | |
| 220,949 | | Twin | 215.8 | 46.7 \| 23.9 | 2220 | | 6 | (J. H. Price S. B. Co.) [Wash. | | 1280IHP. | | |
| MCGP | 2D;Mchy aft;Wireless | Wood | P57′ | F37′ | | | | | | | | |
| 9788 | **Muriel M. Young** | Sch | Br | St. John's | 100 | | 1906 | Lunenburg, | R. T. Hounsell | Wd | | |
| 122,007 | | | 103.8 | 26.1 \| 10.2 | 121 | | | (J. B. Young.) [N. S. | | | | |
| | 1D | | | | | | | | | | | |
| 9789 | **Murillo** | Scw | Br | Liverpool | 4432 | | 1915 | Pt. Glasgow, | Lamport & Holt (Lim.) Mgrs. | 2-4CylQE20,29,42,61x48; | | BL |
| 137,478 | | Steel | 440 | 56.2 \| 35.6 | 7206 | | 9 | (Russell & Co.) [Scot. | | 3DB;1AuxSB,WP215lbs | | |
| JLVG | 3D;Shel dk;Wireless;W. Bal 8BH | Twin | F48′ | | | | | | | | | |
| 9790 | **Murjek** | MV | Swd | Stockholm | 2870 | | 1925 | Gothenburg, | Trafikaktieb Grangesberg-Oxelosund | 6CylOilEng29⅛x59 1/16 | | BL |
| 7,231 | | Steel | 392.2 | 52.6 \| 26.6 | 5070 | | 10 | (A. B. Gotaverken.) [Swd. | | | | |
| KFVC | 2D;Wireless;W. Bal 7BH | | P39′ | B115′ F41′ | | | | | | | | |
| 9791 | **Murla** | Scw | Ger | Bremen | 3658 | | 1918 | Flensburg, | Nord-deutscher Lloyd | 4CylQE28,48,57,82x54; | | |
| | xBaron Ogilvy xForst | Steel | 451.4 | 58.2 \| 30.9 | 5931 | | | (Flensburger Schiffsb. Ges.) [Ger. | | 4SB;WP213lbs 500RHP. | | |
| | 2D;Wireless;W. Bal 9BH | | P & B | 377′ F53′ | | | | | | | | |
| 9792 | **Muroran Maru** | Scw | Jap | Tokio | 3251 | | 1919 | Nagasaki, | Nippon Yusen Kabushiki Kaisha | 3CylTE26,44,75x48; | | BL |
| 26,035 | | Steel | 400 | 54.5 \| 30 | 5374 | | 11 | (Mitsubishi Zosen Kaisha,Lim.) [Jap. | | 3SB;WP200lbs | | |
| RTLN | 2D;W. Bal;Wireless 6BH | | P39′ | B121′ F43′ | | | | | | | | |
| 9793 | **Muroran Maru** | Scw | Jap | Shin'gawa | 1260 | | 1919 | Shanghai, | Kuribayashi Shosen Kabushiki Kaisha | 3CylTE19,31,51x39; | | |
| 29,641 | xGweneth | Steel | 250.3 | 40.3 \| 24 | 2128 | | | (Nicolas Tsu Eng. Wks.) [China | | 2SB,WP190lbs,1400IHP | | |
| SNCQ | 2D 5BH | | | | | | | | | | | |
| 9794 | **Muroran Maru No. 6** | Scw | Jap | Shin'gawa | 1807 | | '99 | Glasgow, | Kuribayashi Shosen Kabushiki Kaisha | 3CylTE23,38,63x42; | | C-J |
| 29,914 | xClan Maclaren | Steel | 326 | 40.2 \| 26.2 | 2964 | | 5 | (A. Stephen & Sons.) [Scot. | | 2SB;WP200lbs,1100RHP | 2dS.S.No.3,Insha3,25;A.S.3,26; | |
| SPBV | 2D;Web frms;Wireless;W. Bal 6BH | | P35′ | B100′ F34′ | | | | | | | shft drn3,25;M.&B.S.3,26 | |
| 9795 | **Murray** | Brg | Am | New York | 226 | | 1916 | Brooklyn, | L. Boyer's Sons Co | Wd | | |
| 166,389 | | | 94.7 | 32.3 \| 8.4 | 226 | | | (Olsen & Jensen) [N. Y. | | | | |
| | 1D | | | | | | | | | | | |
| 9796 | **Murray Hulbert** | Scw | Am | New York | 403 | | 1925 | Brooklyn, | City of New York (Dept. of Plant and Structures) | 2-2CylC12,26x18; | ✠A1Ⓔ Ferry Service. | |
| 224,506 | | Steel | 151 | 37.5 \| 14.3 | 593 | | 7 | (Todd Shipyard Corp.) [N. Y. | | Todd Oil Burner & Eng. Corp; 2WTB;Babcock & Wilcox Co; 3182HS;WP225lbs;850IHP;EAC | ✠AMS | |
| | 1D; 6BH | F. B. | | | | | | | | | SSP;CL | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| 9797 | **Murray Stewart** | Scw | Br | Pt. Arthur | 92 | | 1918 | Port Arthur, | Dept. of Marine & Fisheries | 3CylTE15,29,47x36; | | |
| 138,848 | | Steel | 119 | 26 \| 15.7 | 234 | | 11 | (Pt. Arthur S. B. Co.) [Ont. | | 2SB;WP175lbs | | |
| | 1D;W. Bal 3BH | | | | | | | | | | | |
| 9798 | **Murrell** | Scw | Am | Boston | 156 | | '90 | Camden, | Mystic S. S. Co. | 3CylTE16,24,40x28; | | |
| 130,500 | | Iron | 125 | 25 \| 14.6 | 311 | | | (J. H. Dialogue & Son.) [N. J. | | 1WTB;650IHP. | | |
| KHMV | 1D;SUB.SIG. 4BH | | | | | | | | | | | |
| 9799 | **Mursa** | Scw | Am | San Fran. | 4386 | 8′ 3″ | 1920 | Oakland, | U. S. Shipping Board | Stm Tbn; | ✠A1Ⓔ With Freeboard | |
| 220,740 | | Steel | 402.6 | 53 \| 32.2 | 6085 | 26′ 5″ | 10 | (Moore S. B. Co.) [Cal. | | Vulcan Iron Wks; 3SB;Moore S. B. Co; 8745HS;WP210lbs;2800SHP;EAC; Dkd1,24 | ✠AMS | |
| MBSC | 2D;Long. frmg;W. Bal; 7BH | | | 34′ 6″ | 9400 | | | | | | BBP.CL | |
| | Wireless; 6BH to Fbd dk | | P34′ | B80′ F38′ | | | | | | | (Laid up) | |
| | SUB.SIG; 1BH to 2d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.50t;D.B.344′1296t; D. F.O.....D.B.299′1009t; D. | T.30′5 T.30′5 | 58t... 42t; S. | .....F.P.73t T.48t;F.P.68t | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9800 | **Murtinho** Steel | Scw Twin | Brz | Rio Jan'ro | 511 | | 1907 | Alloa, | Lloyd | 2-3CylTE11,18,30x18; | | |
| | 1D;Mchy aft;W. Bal 5BH | | 235.1 | 36.1 \| 11.3 B62' F38' | 1106 | | 11 | (Mackay [Scot. Bros.) | Brasileiro | 1SB;WP180lbs | | |
| 9801 | **Muscatine** Steel | Scw | Am | New York | 2850 | 5′ 5½″ | 1918 | Shooters | U. S. Ship- | 3CylTE24,40,70x48; | ✠A1Ⓔ | |
| 216,220 LKPH | 1D;W. Bal;Wireless;SUB.SIG. 7BH C-34 | | 377 P25′ | 52 \| 26.8 \| 29′ B106′ F37′ | 4708 6500 | 23′ 8½″ | 3 | Island, N. Y. (Standard S. B. Corp.) | ping Board | Standard S. B. Corp; 3SB;Standard S. B. Corp; 170GS;712SHS;WP190lbs;2500IHP; Dkd10,20;s rps4,21 | ✠AMS RMC3,21 S.S.NY10,20; BBP;CL (Laid up) | |
| 9802 | **Musconetcong** Iron | SW | Am | New York | 618 | | '85 | Newburgh, | West- | 1CylVB44x120; | | |
| 91,813 | 1D 2BH | FB | 197.6 | 35.3 \| 13.1 | 846 | | | N. Y. | chester Ferry Corp | WP30lbs;450IHP. | | |
| 9803 | **Musconetcong** | Brg | Am | New York | 804 | | '90 | Noank, | Morecraft | Wd | | |
| 92,419 | | Sch | 192.1 | 35.3 \| 15.3 | 843 | | | Conn. | Trans. Corp. | | | |
| 9804 | **Musician** Steel | Scw | Br | Liverpool | 2886 | | 1919 | Pt. Glasgow, | Charente | 3CylTE27,44,73x48; | | BL |
| 140,637 KBSG | St. Bede 2D;Wireless;W. Bal 7BH | | 384.9 P49′ | 52 \| 26.7 B113′ F38′ | 4663 | | 7 | (Lithgows, [Scot. Lim.) | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| 9805 | **Muskogee** Steel | Scw | Am | Wilm'ngtn | 4435 | | 1913 | Elbing, | Muskogee | 3CylTE25 9/16,43 5/8,70 7/8x47¼; | A1 Oil Carrier. | |
| 212,984 LFGS | xTriton 1D;B;Mchy aft;W. Bal; Oil fuel F. P. above 150° F. 16BH | | 450.9 P103′ | 57.9 \| 31 B30′ F36′ | 7034 10250 | | 4 | (F. Schichau.) [Ger | S.S. Co., Inc. | F. Schichau; 3SB;F. Schichau; 7113HS;WP213lbs;2800IHP;DB; EAC;d rpd9,25;Dkd,rps5,26; Exmd10;26 | AMS S.S.No.2,NY3,21; M.S.3,21;shft drn7,25;B.S.5,26; Clh BB;CL | |
| 9806 | **Myles Standish** Wood | SW | Am | New York | 340 | | '95 | Chelsea, | William M. | 2CylC31,56x96 | | |
| 92,656 KMHG | 1D | | 197.8 | 33.6 \| 10.9 | 700 | | | Mass. | Mills | | | |
| 9807 | **Myogisan Maru** Steel | Scw | Jap | Otura | 1797 | | '99 | Glasgow, | Fujiyama | 3CylTE22½,36½,60x39; | | |
| 16,930 MLDF | xNyassa 1D;B;Deep frmg;Wireless; W. Bal 5BH | | 320 P28′ | 46 \| 21.3 B98′ F34′ | 2929 | | 2 | (J. Reid [Scot. & Co., Lim.) | Yakichi | 2SB;WP160lbs | | |
| 9808 | **Myr Shell** Steel | MV | Br | London | 1661 | | 1902 | Dumbarton, | Anglo- | 2-8CylOilEng14½x15 | | |
| 129,109 HRJD | xMedway 1D;Web frms;Oil in bulk; Wireless;W. Bal 8BH | Twin | 300 P42′ | 43.2 \| 24.8 F31′ | 2636 | | 7 | (A.McMillan [Scot. & Son, Lim.) | Saxon Petroleum Co. (Lim.) | | | |
| 9809 | **Myriam** Steel | Scw | Fr | Havre | 4094 | | 1921 | Sunderland, | Compagnie | 3CylTE27,45,74x54; | | BL |
| ONX1 | 2D;Web frms;Long. frmg; Mchy aft;Oil fuel;Oil in bulk; Wireless;W. Bal 15BH | | 425 P101′ | 57 \| 33.1 B28′ F41′ | 6795 | | 2 | (Sir J. [Eng Laing & Sons, Lim.) | Auxiliaire de Nav | 4SB;WP180lbs | | |
| 9810 | **Myrmidon** Steel | Scw | Br | Liverpool | 3063 | | 1905 | Newcastle, | A. Holt & | 3CylTE25,41,70x48 | | |
| 120,925 HFRJ | 2D;Wireless;W. Bal | | 391.5 P41′ | 49.2 \| 28.8 B110′ F43′ | 4965 | | | (Armstrong, [Eng. Whitworth & Co., Lim.) | Co., Mgrs. | | | |
| 9811 | **Myron Butman** | Brg | Am | Milw'ukee | 403 | | '85 | Gibraltar, Mich. | The Milwaukee Electric Ry. & Light Co. | O | | |
| 91,758 | 1D | | 164.3 | 31 \| 12 | 424 | | (Le Clare.) | | | | |
| 9812 | **Myron L. Hyman** Steel | Scw | Am | Buffalo | 229 | | 1907 | Buffalo, | Buffalo | 2-1Cyl14x15; | | |
| 204,352 | 1D;Mchy aft 4BH | Twin | 136.6 | 33 \| 9 | 404 | | | (Empire [N. Y. S. B. Co.) | Gravel Corp. | 1Blr;WP140lbs;90IHP. | | |
| 9813 | **Myrtle** Steel | Scw | Am | Portland | 3633 | 6′ 6″ | 1919 | Seattle, | Forest | 3CylTE26,43,73x48; | ✠A1Ⓔ | |
| 219,423 LVFG | xWest Jena 2D;Wireless; Oil fuel F. P. above 150° F. 7BH C-36 | | 410.5 P44′ | 54.2 \| 29.2 31′ 10½″ B119′ F47′ | 5866 9600 | 25′ 7″ | 12 | (Ames [Wash. S. B. & D. D. Co.) | Transport Corp. | Seattle Mach. Wks; 3SB;Puget Sound Mchy Depot; 8571HS;WP200lbs;3000IHP;EAC; rps11,25;d rpd6,26;Dkd,s rps11,26 | ✠AMS S.S.No.1,PtdO11,23; M.S.11,23;n shft8,24;B.S.2,26; Clh BB;CL | |
| | W.B.—A.P.273t;D.B.353'838t;D. T.34′ 1 F.O.—A.P.255t;D.B.331'690t;D. T.34′ | | 000t... 934t;S. | .....F.P.110t T.58t;F.P.103t | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9814 | **Myrtlebank** | MV | Br | Glasgow | 3150 | | 1925 | Glasgow, | Bank Line | 2-6CylOilEng24x37 | | BL |
| 148,885 | Steel | Twin | 420.2 | 53.9 \| 26.5 | 5150 | | 12 | (Harland [Scot. | (Lim.) | | | |
| KTNJ | 1D;Shel dk;Wireless;W. Bal 7BH | | | | | | | & Wolff, Lim.) | | | | |
| 9815 | **Mystery** | MV | Br | | 78 | | 1904 | Gloucester, | | Gas Eng; | | |
| | | | 98.5 | 23.8 \| 11.2 | 115 | | 10 | Mass | | 400BHP. | | |
| | 1D | | | | | | | | | | | |
| 9816 | **Mystic** | Scw | Am | New York | 3413 | | 1919 | Chester, | American | Stm Tbns; | | BL |
| 217,725 | Steel | | 400.7 | 54.2 \| 30.1 | 5685 | | 4 | (Chester [Pa. | Ship & Com. | 3WTB;WP200lbs;2500IHP | | |
| LQHJ | 2D;sub.sig;Oil fuel; 6BH | | P36′ | B123′ F43′ | | | | S. B. Co., Lim.) | Nav. Corp. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 9817 | **Mytilus** | Scw | Br | London | 3354 | | 1916 | Newcastle, | Anglo- | 3CylTE27,45,74x48; | | BL |
| 139,148 | Steel | | 412.3 | 53.4 \| 31.1 | 5716 | | 8 | (Swan, [Eng. | Saxon Petroleum | 3SB:WP180lbs | | |
| JNCD | 2D;Web frms;Mchy aft; 16BH | | P109′ | B26′F46′ | | | | Hunter & Wigham | Co., Lim | | | |
| | Long. frmg;Oil in bulk; | | | | | | | Richardson, Lim.) | | | | |
| | Oil fuel:Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9818 | **N. E. Turner** | Sch | Br | Hamilton | 620 | | 1917 | Westlake, | W. E. | LO,YP;Gif(Sltd) | — — | |
| | 1D | Aux | 186 | 37.1 \| 12.1 | 725 | | 2 | (Clooney [La. Const. & Towing Co.) | Meyer & Co | 2OilEng;400IHP | Suspended5,19 | |
| 9819 | **N. F. Hoffding** | Scw | Dan | Cop'hagen | 1046 | | 1903 | Elsinore, | Svendsen & | 3CylTE19,32,53x36; | | V |
| NMHJ | Steel 1D;Wireless;W. Bal;Well dk 5BH | | 249 | 37.1 \| 15.9 | 1716 | | | (Helsingors [Den. Jernskibsbygerri.) | Christensen, Mgrs. | 2SB;WP180lbs;750IHP | | |
| 9820 | **N. F. Leopold** | Scw | Am | Chicago | 5245 | | 1908 | W. Bay City, | Inland S.S. | 3CylTE23½,38,63x42; | | |
| 205,250 | xW. R. Woodford Steel 1D;Mchy aft;W. Bal 3BH | | 532 | 56 \| 27 | 6929 | | | (West Bay [Mich. City S. B. Co.) | Hutchinson & Co Co., Mgrs. | 2SB;WP180lbs;1800IHP. | | |
| 9821 | **N. H. Botsford** | Scw | Br | Montreal | 1219 | | 1922 | Three Rivers | Geo. Hall | 3CylTE19,32,56x36; | | C |
| 150,709 | Steel 1D;Long. frmg;Mchy aft;W.Bal 3BH | | 251.2 | 43 \| 18.1 F34′ | 2068 | | 8 | (Fraser [Que. Brace, Lim.) | Coal & Shipping Corp | 2SB;WP180lbs;1200IHP. | Lake Survey4,25; M.S.4,25 | |
| 9822 | **N. J. Nessen** | Scw | Am | Detroit | 368 | | '80 | Lorain, | Superior | 2CylC19,36x30; | | |
| 95,603 | xH. Luella Worthington Oak 1D | | 148.6 | 37 \| 13 | 440 | | rb'03 | Ohio D. Root.) | Transit Co. | 1SB;WP150lbs;325IHP. | | |
| 9823 | **N. John Barrett** | Scw | Am | New York | 81 | | '96 | Noank, | Barrett | | | |
| 77,224 | xJohn A. Bouker Wood 1D | | 84.3 | 21.8 \| 10.6 | 119 | | | (R. [Conn. Palmer & Son.) | Towing Co.(Lim.) | 415IHP. | | |
| 9824 | **N. R. Lang** | StW | Am | Portland | 381 | | 1900 | Portland, | Western | 1Cyl14x60; | | |
| 130,884 | Wood 1D 5BH | | 152 | 30.7 \| 6.2 | 528 | | 10 | (Portland [Ore. S. B. Co.) | Transp. Co. | 1Blr;WP215lbs;580IHP. | | |
| 9825 | **N. T. Nielson-Alonso** | Scw | Nor | Larvik | 5675 | | 1900 | Glasgow, | Melsom | 2-3CylTE21,35,58x48; | | BL |
| WPND | xPolcevera xCustodian Steel 3D;Deep frmg;Web frms; 16BH Wireless;W. Bal | Sch Twin | 482 | 57.2 \| 31.9 \| 39.4 | 9516 | | 2 | (C. Connell [Scot. & Co.) | & Melsom, Mgr. | 2DB.1SB;WP150lbs | | |
| 9826 | **Naamhok** | Scw | Am | Phila. | 3700 | 7′ 10½″ | 1921 | Harriman, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 220,989 | Steel | | 400.7 | 54.3 \| 30.3 \| 32′10″ | 5976 | 25′ 2″ | 1 | (Merchant [Pa. S. B. Corp.) | ping Board | Westinghouse E. & Mfg. Co; | ✠AMS | |
| MCJD | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | | | 8822 | | | | | 3WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P35′ | B123′ F44′ | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | W.B.—A.P.143t;D.B.335′1311t;D | T.27′8 | 46t | F.P.120t | | | | | | Dkd,d rpd4,21 | | |
| | F.O. D.B.281′1092t;D | T.27′7 | 90t; S. | T.63t | | | | | | | | |
| 9827 | **Nabesna** | Scw | Am | New York | 1513 | | 1919 | Toledo, | Alaska S.S. | 3CylTE22,36,59x42; | ✠A1Ⓔ | |
| 219,257 | xLake Filbert Steel | | 251 | 43.5 \| 23.6 | 2451 | | 11 | (Toledo [Ohio S. B. Co.) | Co. | Toledo S. B. Co; | ✠AMS | |
| LTSB | 1D;B;Wireless;SUB.SIG;W. Bal; 4BH | | | | 4050 | | | | | 2SB;Toledo S. B. Co; | S.S.No.1,Seat11,23; | |
| | Oil fuel F. P. above 150° F. C-29 | | P25′ | B64′ F23′ | | | | | | 4640HS;WP180lbs;1500IHP; | M.S;n shft11,23;B.S.4,26; | |
| | W.B.—A.P.105t D.B | 204′44 | 1t | F.P.71 | t | | | | | Dkd,d rpd6,26 | SBP;CL | |
| | F.O.—A.P. 98t;D.T.a12′80t;D.B | 158′29 | 3t; W. | T.30′208t | | | | | | | | |
| 9828 | **Nacata** | Scw | Am | Phila. | 3700 | 7′ 10½″ | 1921 | Harriman, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 220,945 | Steel | | 400.7 | 54.4 \| 30.4 \| 32′10″ | 5976 | 25′ 2″ | 1 | (Merchant [Pa. S. B. Corp.) | ping Board | Westinghouse E. & Mfg. Co; | ✠AMS | |
| MCGL | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | | | 8822 | | | | | 3WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P35′ | B123′ F44′ | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | W.B.—A.P.140t;D.B.335′1311t;D | T.27′8 | 46t | F.P.120t | | | | | | Dkd,d rpd3,22;s rps10,22 | | |
| | F.O. D.B.281′1092t;D | T.27′7 | 90t; S. | T.63t | | | | | | | | |
| 9829 | **Naconca** | Scw | Am | New York | 162 | | 1908 | West New | N. Y. & | 2CylC15,30x20; | | |
| 205,609 | xThe Lowell O,Ch,YP;Gief | | 119.4 | 29 \| 10 | 238 | | 9 | Brighton, N. Y. | Hastings Stmbt. | 1Blr;WP150lbs 50OIHP. | | |
| LHKM | 1D | | | | | | | (F. A. Verdon.) | Co. (Inc.) | | | |
| 9830 | **Nadine** | Brg | Br | Montreal | 484 | | '98 | Toronto, | Robert G. | 1BH; | | |
| 107,681 | | | 160 | 29.8 \| 12.6 | 525 | | rb'18 | (Polson [Ont. Iron Wks.) | Weddell | Comp | 90(GL) | |
| | 1D | | | | | | | | | | Lake Erie & St. Lawrence. P.S.4,26 | |
| 9831 | **Naftilos** | Scw | Grk | Andros | 2271 | | 1904 | Sunderland, | D. J. | 3CylTE24,40,65x42; | | BL |
| | xLeamington xTynemede Steel 1D;B;Deep frmg; 6BH Web frms;Wireless;W. Bal | | 336 P38′ | 49.2 , 24.2 B100′ F35′ | 3531 | | 8 | (J. L. [Eng. Thompson & Sons, Lim.) | Goulandris | 2SB;WP180lbs | | |
| 9832 | **Nagano Maru** | Scw | Jap | Tokio | 2307 | | 1917 | Nagasaki, | Nippon | 3CylTE23,38,64x48; | | C-J |
| 19,305 | Steel | | 345 | 50 \| 29 | 3824 | | 5 | (Mitsu [Jap. Bishi Dkyd. & E. Wks.) | Yusen Kabushiki Kaisha | 2SB;WP200lbs | S.S.No.2,Kobe11,25; | |
| NHWD | 2D;Wireless;W. Bal 6BH | | P33′ | B74′ F40′ | | | | | | | shft drn10,24;M.&B.S.11,25 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9833 135,708 KBLW | **Nagara** Steel 2D;Wireless;SUB.SIG;W. Bal 6BH | Scw Twin | Br 430 B211′ | Sthamptn 61.3 \| 27.8 F44′ | 5455 8803 | | 1919 6 | Newcastle, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | Royal Mail Stm. Packet Meat Transports (Lim.) | 2-4CylQE24.33,47,68x48; 5SB;WP215lbs | | BL |
| 9834 22,878 NWLT | **Nagato Maru** Steel 2D;Wireless;W. Bal 5BH | Scw | Jap 385 | Tokio 51 \| 36 | 4325 5900 | | 1918 7 | Kobe, (Kawasaki Dkyd. Co., Lim.) [Jap. | Nippon Yusen Kabushiki Kaisha | 3CylTE26,43,72x48; 2SB;WP200lbs | | BL |
| 9835 144,267 KJNT | **Nagina** Steel 2D,Shel dk;Oil fuel Wireless; W. Bal 7BH | Scw | Br 433 | Glasgow 57.4 \| 30.2 | 4090 6551 | | 1921 4 | Sunderland, (W. Gray & Co., Lim.) [Eng. | British India Steam Nav. Co. (Lim.) | StmTbns; 4SB;WP225lbs | | BL |
| 9836 218,308 LRPK | **Nahant** 1D | Brg Sch | Am 226.6 | Baltimore 37 \| 19.2 | 1181 1289 | | 1919 7 | Chelsea, (R. T. Green Co.) [Mass. | T. J. Hooper | YP,Fir;Gif; DB;clk a4.25 | ✠A1Ⓔ Towing Barge Coastwise & W. I. S.S.No.1,NptN4,25 | |
| 9837 126,971 | **Nahant** xCatherine Wood 1D | Scw | Am 100.4 | Boston 18.1 \| 8.1 | 112 161 | | '93 | Bath, (C. B. Harrington.) [Me. | Dixon S.S. Co | 2CylC13,24x16; 130IHP. | | |
| 9838 210,901 LCSR | **Nahant** xLuckenbach No. 4 Steel 1D;SUB.SIG. 4BH | Scw | Am 134.7 | 26 \| 15.5 | 275 405 | | 1913 2 | Camden, (John H. Dialogue.) [N. J. | U. S. Govt. (Navy Dept.) | 3CylTE15,24,40x30; 1Blr;WP190lbs;950IHP. | | |
| 9839 130,793 | **Nahcotta** 1D | Scw | Am 96 | Astoria 21.1 \| 6.5 | 112 149 | | '98 | Portland, Ore. | Oregon Washington R. R. & Nav. Co. | 150IHP | | |
| 9840 | **Nahma** Steel 2D;W. Bal 7BH | Scw Twin | Am 319 | New York 36.9 \| 17.9 | 969 1739 | | '97 2 | Glasgow, (Clydebank E. & S. B. Co.) [Scot. | Robert Goelet | 2-3CylTE22½,38,40x27; 2Blrs;WP160lbs | | LY |
| 9841 217,066 LNHP | **Naiwa** Steel 2D;W. Bal;Long. frmg; 8BH Wireless; 6BH to Fbd dk SUB.SIG; 2BH to 2d dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.45t;D.B.340′1186t....F. P.199t F.O.....D.B.304′ 955t;S.T .79t..... | Scw | Am 409.6 P53′ | Baltimore 54.4 \| 27.4 \| 30′ B120′ F43′ | 4704 6240 8800 | 6′ 1¾″ 24′ | 1918 10 | Baltimore, (Baltimore D. D. & S. B. Co.) [Md. | U. S. Shipping Board | Stm Tbn; General Electric Co; 4WTB;Heine Boiler Co; 11120HS;WP225lbs;2500SHP;EAC; Dkd,l d rpd7,21 | ✠A1Ⓔ ✠AMS S.S.Phila7,21; shft drn7,21; Scip;CL (Laid up) | |
| 9842 146,303 KMNT | **Nalgora** Steel 2D;Shel dk;Wireless;W. Bal 7BH | Scw | Br 433 | Glasgow 57.4 \| 30.2 | 4101 6579 | | 1922 5 | Sunderland, (W. Gray & Co., Lim.) [Eng | British India Steam Nav. Co. (Lim.) | Stm Tbns; 4SB;WP225lbs | | BL |
| 9843 220,992 MCJG | **Namasket** Steel 2D;Long. frmg; 7BH Wireless;SUB.SIG; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.49t;D.B.344′1271t; D. T.30′5 40t.....F.P.72t F.O.....D.B.327′1106t; D T.30′5 04t; S. T.41t..... | Scw | Am 402.5 P48′ | San Fran. 53 \| 32 \| 34′ 6″ B80′ F34′ | 3772 6062 9600 | 8′ 2″ 26′ 6″ | 1921 1 | Bay Point, (Pacific Coast S. B. Co.) [Cal. | U. S. Shipping Board | Stm Tbn; Hallidie Co; 3SB;Moore S. B. Co; 8745HS;WP210lbs;2800SHP;EAC; s rps8,21;Dkd8,22 | ✠A1Ⓔ With Freeboard. ✠AMS Clh BB;CL (Laid up) | |
| 9844 218,715 LSJD | **Nameaug** Steel 2D;Long. frmg;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.48t;D.B.340′1237t....F. P.149t F.O.—A.P.45t;D.B.304′ 995t;S.T ....t..... | Scw | Am 410.4 P41′ | N. London 54 \| 26 \| 30′ B120′ F43′ | 3894 6338 8800 | 6′ 1″ 24′ 1″ | 1919 8 | Groton, (Groton Iron Wks.) [Conn. | U. S. Shipping Board | Stm Tbn; General Electric Co; 4WTB;Heine Safety W. T. Blr. Co; 11132HS;WP200lbs;2500SHP;EAC; s rps8,20;Dkd,d rpd1,21 | ✠A1Ⓔ ✠AMS B.S.8,20; Scip;CL (Laid up) | |
| 9845 ONYT | **Nanceen** xChristian Horn Steel 1D;Spar dk;Wireless;W. Bal 5BH | Scw | Fr 291.2 P12′ | Dunkirk 44 \| 23.4 H27′ | 1946 2716 | | 1905 | Rostock, (Akt. Ges. "Neptun".) [Ger. | Cie. des Bateaux a Vap. du Nord | 3CylTE20,35,56x37; 2SB;WP171lbs;1000IHP. | | V |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9846 224,628 MFJK | **Nancy** 1D;B;Wireless | Sch 5 M | Am 259.2 | Phila. 44.9 \| 22.3 | 1678 2117 | | 1918 | Portland, (Foundation Co.) [Ore. | Miss Clema Collins | Fir;Gif(Sltd);1BH | | |
| 9847 215,129 LHFK | **Nancy Hanks** 2D | Sch 4 M | Am 204 | New York 41 \| 19.2 | 1030 1162 | | 1917 6 | Thomaston, (Geo. A. Gilchrist.) [Me. | Amos D. Carver | O,P,Hk;Icf(Sltd) | ✠ — — Suspended5,25 | |
| 9848 218,058 LRCW | **Nancy Weems** xCorcoran Steel 1D;sub.sig;Wireless;W. Bal 4BH | Scw | Am 250.5 P27′ | Baltimore 43.7 \| 20.1 \| 23′ 1″ B64′ F26′ | 1280 2153 3330 | | 1919 5 | Manitowoc, (Manitowoc Shipbuilding Co.) [Wis. | Baltimore & Carolina S.S. Co. | 3CylTE20,33,54x40; 2SB;WP190lbs;1250IHP. | ✠ — — ✠ — — Cancelled9,22 | BL |
| 9849 51,271 | **Nanjemoy** xMarjorie 1D | Brg | Am 136.2 | Phila. 23.4 \| 10.2 | 300 300 | | '95 rb '09 | Elkton, (E. Deibert & Bros.) [Md. | Southern Trans. Co. | Wd;Gif | | |
| 9850 14,996 LVNT | **Nankai Maru** xIndravelli Steel Sch 2D;Shel dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Jap 400 | Dairen 49.2 \| 28.3 | 3499 4930 | | '97 12 | Glasgow, (C. Connell & Co.) [Scot | Mikami K. K. | 3CylTE26,44,73x48; 3SB;WP185lbs | 3dS.S.No.1,Kobe5,26; M.&B.S;shft drn5,26 | C-J |
| 9851 17,083 MNKD | **Nanking Maru** Steel 2D;Web frms;Long. frmg; 5BH Wireless;W. Bal | Scw | Jap 305.3 P19′ | Osaka 43.8 \| 27.3 B82′ F32′ | 2154 3001 | | 1914 8 | Osaka, (Osaka Iron Works.) [Jap. | Osaka Shosen Kabushiki Kaisha | 3CylTE22,37,61x42; 2SB;WP180lbs;183RHP. | S.S.No.2,Osaka10,22;A.S.12,25; shft drn11,24;M.&B.S.12,25 | C-J |
| 9852 168 QBPW | **Nankoh Maru** xWigmore xArdgrange Steel 2D;Wireless;W. Bal 6BH | Scw | Jap 385 P34′ | Dairen 52 \| 26.5 B111′ F47′ | 2950 4714 | | 1916 11 | Pt. Glasgow, (Russell & Co.) [Scot. | Yamashita Kisen Kabushiki Kaisha, Mgr. | 3CylTE26,42,70x48; 3SB;WP180lbs | | BL |
| 9853 29,703 SPFG | **Nankwa Maru** xVisigoth Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Jap 360.8 P11′ | Kobe 50 \| 16.9 B112′ F32′ | 2547 4065 | | 1906 4 | Dumbarton, (A. McMillan & Son, Lim.) [Scot. | Yanamoto Kisen Kabushiki Kaisha | 3CylTE23,38,64x45; 2SB;WP180lbs | | BL |
| 9854 | **Nanna** 1D | Sch | Swd 105.2 | Visby 25.2 \| 11.4 | 157 182 | | 1902 | Svendborg, (Chr. Andersen.) [Den. | Nils Friberg | Wd | | V |
| 9855 122,397 | **Nanoose** Steel 1D | Scw | Br 116 | Victoria 24.6 \| 14 | 165 305 | | 1908 | Victoria, (British Columbia Mar. Rlwy. Co., Lim.) [B. C. | Canadian Pacific Railway Co. | 2CylC17,40x27 | | |
| 9856 48,627 | **Nansemond** xLouis B. Tucker 1D | Brg | Am 154.9 | Phila. 23.5 \| 11 | 360 361 | | '95 rb '07 | Elkton, (E. Deibert & Bro.) [Md. | Southern Trans. Co. | Wd;Gif | | |
| 9857 217,209 LNSF | **Nantahala** Steel 2D;Wireless;sub.sig;W. Bal; 6BH Oil fuel F. P.above 150° F. C-36 W.B.—A.P.274t;D.B.353′1278t F.O.—A.P.256t;D.B.308′1008t;S | Scw | Am 410.5 F.P.12 T.88t. F.P.11 | San Fran. 54 \| 27 \| 29′ 9″ 4t 6t | 4045 5714 8800 | 5′ 9½″ 24′ 2″ | 1918 9 | San Francisco, Cal. (Schaw Batcher Co.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 4WTB;Heine Safety W. T. Bir. Co; 11132HS;WP225lbs;2500SHP;EAC; d rpd9,19;Dkd4,21;s rps5,21 | ✠A1Ⓔ ✠AMS Bclp;CL (Laid up) | |
| 9858 216,977 LNBW | **Nantasket** Steel 2D;W. Bal;Wireless;sub.sig; 10BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.114t;D.B.323′1101t F.O.....D.B.299′ 931t;D | Scw | Am 389.7 P34′ ...F.P. T.12′3 | Boston 54.8 \| 30.4 \| 32′ 6″ B114′ F41′ 112t 54t | 3268 5268 8500 | 7′ 2¾″ 25′ 5½″ | 1918 10 | Quincy, (Bethlehem S. B. Corp., Lim.) [Mass | U. S. Shipping Board | Stm Tbn; Bethlehem S. B. Corp, Lim; 3SB;Bethlehem S. B. Corp, Lim; 6546HS;WP190lbs;2000SHP; EAC;Dkd,s rps1,23 | ✠A1Ⓔ ✠AMS shft drn1,23;Clh BB;CL (Laid up) | |
| 9859 130,966 KRPN | **Nantasket** Wood | SW | Am 188.9 | Boston 34 \| 10.7 | 436 739 | | 1902 | Chelsea, Mass. | Nantasket Beach S. S. Co. | 1Cyl52x108; 2Blrs;WP53lbs;1400IHP. | | |
| 9860 ONYZ | **Nantes** xPortos Herculis Steel 1D;W. Bal;Wireless 5BH | Scw | Fr 305 P24′ | Nantes 42.5 \| 21.4 B85′ F32′ | 1724 2719 | | 1917 10 | Alloa, (Forth S. B. & E. Co., Lim.) [Scot. | Chemin de fer Paris-Orleans | 3CylTE22,34,56x36; 2SB;WP180lbs;1500IHP. | | V |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9861 205,800 KWRQ | **Nanticoke** Scb | Brg | Am 203.6 | Baltimore 35.4 \| 13 | 735 771 | | 1908 10 | Sharptown, (Sharptown M. R Co.) [Md. | P. Dougherty Co. | O,YP;Gif(Sltd) | — — Suspended 9,19 | |
| 9862 135,805 KDFH | **Nantisco** xEmily S. Baymore 1D | Trn | Am 124 | Vin. Havn 27 \| 9 | 231 256 | | '84 9 | Dennisville, (J. H. Derverty.) [N. J. | W. T. Ashe | O,YP;Icf | | |
| 9863 130,815 KPBJ | **Nantucket** Steel 4D;sub.sig;Wireless 7BH | Scw Sch | Am 274 | Baltimore 42 \| 16.2 | 1767 2599 | | '99 5 | Wilmington, (Harlan & Hollingsworth Co.) [Del. | Merchants & Miners Trans. Co. | 3Cyl TE 28,45,72x54; 4SB;WP170lbs;3100IHP | | V |
| 9864 200,930 KTDB | **Nanuet** Steel 1D | Scw | Am 102.2 | New York 24.4 \| 12.3 | 148 217 | | 1904 5 | Pt. Richmond, N. Y. | Erie R.R. Co. | 2CylC 20,42x28; 900IHP | | |
| 9865 155,232 KLJQ | **Nanuk** xOttillie Fjord O,YF;Icf | MV | Am 130 | San Fran. 31.6 \| 9.6 | 160 201 | | '92 | Fairhaven, Cal. | Northern Whaling & Trading Co. | 6Cyl Oil Eng 11½x15; 300BHP. | | |
| 9866 130,562 | **Napa City** Wood 1D | St W | Am 106 | San Fran. 26.8 \| 6 | 162 173 | | '91 | Benicia, Cal | Larkin Trans. Co. | 1Cyl 12x60 1Blr;WP160lbs;120IHP. | | |
| 9867 207,420 | **Napa Valley** Steel 2D;B 6BH | Scw Sch | Am 231.2 | San Fran. 48.7 \| 15.3 | 814 1490 | | 1910 5 | San Fran., (Union Iron Works.) [Cal. | Monticello S.S. Co. | 4Cyl TE 25,41,48,48x24; 2600IHP. | | |
| 9868 135,550 JDWB | **Napierian** Steel 2D;Shel dk;Wireless;sub.sig; W. Bal 7BH | Scw | Br 400.8 | Liverpool 52.4 \| 35 | 4101 6410 | | 1914 2 | Glasgow, (Napier & Miller, Lim.) [Scot. | F. Leyland & Co. (Lim.) | 4Cyl QE 23½,34,49,70x51; 2DB;1AuxSB;WP215lbs | | BL |
| 9869 167,689 | **Naples** 1D | Brg | Am 295 | N. Orleans 37 \| 7 | 715 715 | | 1909 | Ambridge, (American Bridge Co.) [Pa. | Angola Transfer Co. | Stl | | |
| 9870 25,473 RNPD | **Naples Maru** Steel 2D;Oil fuel;Wireless;W. Bal 5BH | Scw | Jap 385 | Kobe 51 \| 36 | 4225 5824 | | 1919 7 | Kobe, (Kawasaki Dkyd. Co., Lim.) [Jap. | Kokusai Kisen Kabushiki Kaisha | 3Cyl TE 26,43,72x48; 2SB;1AuxSB;WP200lbs | | BL |
| 9871 67,452 | **Napoleon** | Brg | Am 133 | Duluth 41 \| 12 | 423 423 | | 1901 | Duluth, Minn. | Great Lakes D. & D. Co. | O | | |
| 9872 138,460 TQGF | **Napoleon L** Steel 1D | Scw | Br 125 F21′ | Quebec 23.7 \| 12.8 | 96 285 | | 1919 | Sorel, (Le Claire S. B. Co.) [Que. | The Transportation & Shipping Co. (Lim.) | 3Cyl TE 12,21,35x24; 1SB;WP180lbs;500IHP. | | |
| 9873 147 NZTH | **Napoli** xSan Giorgio Steel 2D;Shel dk;Wireless;W. Bal 9BH | Scw Twin | It 406 | Naples 51.7 \| 26.6 | 3483 6161 | | 1907 7 | Sunderland, (Sir J. Laing & Sons, Lim.) [Eng. | Nav. Gen. Italiana | 2-3Cyl TE 22,37,60x45; 4SB;WP180lbs;4700IHP | | I |
| 9874 | **Napredak** xAnchorton xVelikorossia Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Jg-Slv 350 P38′ | Split 47 \| 17.2 B103′ F36′ | 2295 3579 | | '97 11 | Newcastle, (Tyne Iron S. B. Co., Lim.) [Eng. | Parabrodorska Akcionarsko Drustvo "Progres" | 3Cyl TE 26,41,68x48; 3SB;WP160lbs | | BL |
| 9875 206,943 KTPS | **Narada** xMargarita xSemiramis Steel 1D 4BH | Scw | Am 201.3 | Baltimore 27.2 \| 13.4 | 259 505 | | '89 8 | Leith, (Ramage & Ferguson.) [Scot. | Henry Walters | 3Cyl TE 18,29,47x33; 1Blr;WP150lbs;700IHP. | | LY |
| 9876 134,271 | **Naramata** Steel 1D | Scw | Br 89.8 | Victoria 19.5 \| 8 | 74 150 | | 1913 | Pt. Arthur, (Western D. D. & S. B. Co., Lim.) [Ont. | Canadian Pacific Railway Co. | 2CylC 12,26x18 | | |
| 9877 220,890 MCDR | **Narbo** Steel 2D;Long. frmg;sub.sig; 7BH Wireless; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-36 | Scw | Am 402.6 P34′ | San Fran. 53 \| 32.2 \| 34′ 6″ B80′ F30′ | 4390 6085 9400 | 8′ 3″ 26′ 5″ | 1920 12 | Oakland, (Moore S. B. Co.) [Cal. | U. S. Shipping Board | Stm Tbn; W. & A. Fletcher Co; 3SB;Moore S. B. Co; 8745HS;WP210lbs;2800SHP;EAC; Dkd,s rps11,26 | ✠A1Ⓔ With Freeboard. ✠AMS shft drn10,26;B.S.11,26; Clh BB;CL | |
| | W.B.—A.P.50t;D.B.344′1296t; D. T.30′5 58t. . . . . F.P.73t<br>F.O. . . . . D.B.299′1009t; D. T.30′5 42t; S. T.48t;F.P.68t | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9878 | **Narcissus** | Scw | Am | San Fran. | 4390 | 8′ 3″ | 1920 | Oakland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 220,954 | Steel | | 402.6 | 53 \| 32.2 | 6085 | 26′ 5″ | 12 | (Moore [Cal. | ping Board | W. & A. Fletcher Co; | ✠AMS | |
| MCGT | 2D;Long. frmg;SUB.SIG; 7BH | | | 34′ 8″ | 9400 | | | S. B. Co.) | | 3SB;Moore S. B. Co; | shft drn1,24;Clh BB:CL | |
| | Wireless; 6BH to Fbd dk | | P34′ | B80′ F38′ | | | | | | 8745HS;WP210lbs;2800SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd1,24;d rpd4,24 | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.50t;D.B.344′1296t; D. | T.30′5 | 58t. . | .....F P.73t | | | | | | | | |
| | F.O.....D.B.299′1009t; D. | T.30′5 | 12t; S | T.48t;F.P.68t | | | | | | | | |
| 9879 | **Nardana** | Scw | Br | Glasgow | 4968 | | 1919 | Glasgow, | British | 2-3CylTE26,44,73x48; | | BL |
| 141,920 | Steel | Twin | 419.5 | 58.2 \| 37.1 | 7951 | | 9 | (Barclay, [Scot. | India Stm. Nav. | 3DB;WP200lbs | | |
| KCMW | 2D;Shel dk;Wireless;W. Bal 8BH | | P31′ | F43′ | | | | Curle & Co., Lim.) | Co. (Lim.) | | | |
| 9880 | **Narenta** | Scw | Br | London | 5170 | | 1920 | Belfast, | Royal Mail | Stm Tbns; | | C |
| 144,349 | Steel | | 450.2 | 58.3 \| 37.1 | 8266 | | 3 | (Workman, [Ire. | Steam Packet Co. | 4SB;WP210lbs;850RHP; | S.S.No.1,Nwc9,24; | |
| KDWR | 3D;SUB.SIG;Wireless;Oil fuel: 7BH | | P35′ | F44′ | | | | Clark & Co., Lim.) | | d rpd10,24 | B.S.3,24;shft drn9,24;M.S.4,26 | |
| | W. Bal | | | | | | | | | | | |
| 9881 | **Nariva** | Scw | Br | Sthamptn | 5427 | | 1920 | Glasgow, | R. M. S. P. | 2-4CylQE23,33,47,67x51; | | BL |
| 143,562 | Steel | Twin | 430.4 | 61.3 \| 36.1 | 8723 | | 5 | (A. [Scot. | Meats Transports | 5SB;WP215lbs | | |
| KFLB | 3D;Shel dk;SUB.SIG;Wireless; 7BH | | P227′ | F37′ | | | | Stephens & Sons, Lim.) | (Lim.) | | | |
| | W. Bal | | | | | | | | | | | |
| 9882 | **Narragansett** | Scw | Am | Fall River | 95 | | 1912 | E. Boston, | Staples | 2CylC; | | |
| 210,653 | O,YP;1cf | | 87.1 | 25.7 \| 12.2 | 164 | | 12 | (Atlantic [Mass. | Transp. Co. | 1SB;450IHP. | | |
| LCQF | 1D 1BH | | | | | | | Works.) | | | | |
| 9883 | **Narragansett** | MV | Br | Barrow | 4906 | | 1920 | Barrow, | Anglo- | 2-6CylOilEng24½x39; | | BL |
| 125,909 | Steel | Twin | 425 | 57 \| 33.2 | 6889 | | 5 | (Vickers, Eng. | American Oil | 2DB | | |
| KFJW | 2D;Web frms;Long. frmg; 16BH | | P92′ | B34′ F51′ | | | | Lim.) | Co. (Lim.) | | | |
| | Oil in bulk;Mchy aft; | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 9884 | **Narva** | Scw | It | Catania | 1234 | | '83 | Hull, | A. Alfino & | 2CylC32,60x42; | | BL |
| | Iron | ½ B | 275.2 | 35.4 \| 19.1 | 1889 | | 11 | (Earle's [Eng. | Sons | 2SB | | |
| | 1D;B;Well dk;Wireless;W. Bal 4BH | | | | | | | Co.) | | | | |
| 9885 | **Narvik** | Scw | Swd | St'ckholm | 1971 | | 1914 | Sunderland, | Trafik A/B. | 3CylTE26½,43,72x48; | | BL |
| 5,615 | Steel | | 385 | 53.7 \| 23.6 | 4224 | | 6 | (J. L. [Eng. | Grangesberg- | 3SB;WP180lbs | | |
| JTVH | 1D;Wireless;Shel dk;W. Bal 7BH | | | | | | | Thompson & Sons, Lim.) | Oxelsund | | | |
| 9886 | **Narwhal** | MV | Am | Tampa | 160 | | '94 | Boston, | Philip Shore | OilEng; | | |
| 120,971 | xFormosa Steel | Yct | 138 8 | 22 \| 11.2 | 238 | | 4 | (Atlantic [Mass. | | 200IHP. | | |
| KLWS | 1D;Wireless 5BH | | | | | | | Works) | | | | |
| 9887 | **Narwhal** | Bk | Am | San Fran. | 389 | | '83 | San Fran- | Warner | Wd | | |
| 130,259 | | | 149.5 | 32 \| 17 | 523 | | | cisco, Cal. | Bros. Pictures Inc. | | | |
| KBHN | 2D | | | | | | | | | | | |
| 9888 | **Nasco** | Scw | It | Genoa | 3781 | | '99 | Sunderland, | Villain & | 3CylTE27½,45½,75x60; | | C-I |
| 1,288 | xClan Colquhoun Steel | Sch | 440 | 51.6 \| 28.9 | 5843 | | 5 | (W. Doxford [Eng. | Fassio | 3SB;WP180lbs;477RHP;s rps12,25 | 2dS.S.No.3,Spezia7,25; | |
| PZUB | 3D;B;Deep frmg;Wireless; 7BH | | F57′ | | | | | & Sons, Lim.) | | | shft drn2,25;M.&B.S.7,25 | |
| | W. Bal | | | | | | | | | | | BL |
| 9889 | **Nascopie** | Scw | Br | London | 1488 | | 1912 | Newcastle, | Hudson Bay | 3CylTE21,35,58x42; | | |
| 129,922 | Steel | | 285.5 | 43.8 \| 20.2 | 2512 | | 1 | (Swan, [Eng. | Co. | 2SB;WP180lbs | | |
| TWLE | 1D;Shel dk;Wireless;W. Bal 5BB | | | | | | | Hunter & Wigham Richardson, Lim.) | | | | |
| 9890 | **Nashaba** | Scw | Am | San Fran. | 3776 | 8′ 2″ | 1921 | Bay Point, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 221,319 | Steel | | 402.5 | 53 \| 32 | 6062 | 26′ 6″ | 5 | (Pacific [Cal. | ping Board | Hallidie Co; | ✠AMS | |
| MCTN | 2D;W. Bal; 7BH | | | 34′ 6″ | 9400 | | | Coast S. B. Co.) | | 3SB;Moore S. B. Co; | Clh BB;CL | |
| | Long. frmg; 6BH to Fbd dk | | P48′ | B80′ F38′ | | | | | | 8748HS;WP210lbs;2800SHP;EAC; | (Laid up) | |
| | Wireless;SUB.SIG; 1BH to 2d dk | | | | | | | | | s rps10,21 | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.49t;D.B.344′1271t;D. | T.30′5 | 40t. . | .....F.P.72t | | | | | | | | |
| | F.O.....D.B.327′1106t.D. | T.30′5 | 04t; S. | T.41t..... | | | | | | | | |
| 9891 | **Nasmyth** | Scw | Br | Liverpool | 4015 | | 1919 | Belfast, | Lamport & | 3CylTE27,44,73x48; | | BI |
| 140,619 | Steel | | 412.6 | 55.8 \| 34.4 | 6509 | | 5 | (Harland [Ire. | Holt (Lim.) | 3SB;WP180lbs | | |
| KBGF | 1D;Shel dk;Wireless;W. Bal 8BH | | | F40′ | | | | & Wolff, Lim.) | Mgrs. | | | |
| 9892 | **Nasookin** | Scw | Br | Vancouv'r | 1035 | | 1913 | Nelson | Canadian | 2-2CylC16⅜,35⅜x96; | | |
| 133,885 | Steel | Twin | 200.2 | 40 \| 8 | 1869 | | | (Western [B. C. | Pacific R.R. Co. | 1FB;WP200lbs;1000IHP. | | |
| | 1D 5BH | | | | | | | D. D. & S. B. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9893 146,595 KMJR | **Nassa** Steel 2D,Web frms;Long. frmg; 16BH Mchy aft;Oil fuel;Oil in bulk; Wireless:W. Bal | Scw | Br 412.2 P110′ | London 53.3 \| 31.1 B32′ F57′ | 3342 5825 | | 1922 7 | Devonport, (H. M. [Eng. Dockyard.) | Anglo- Saxon Petroleum Co. (Lim.) | 3Cyl TE 27,45,74x48; 3SB;WP180lbs | | BL |
| 9894 86,267 | **Nassau** xGlencairn Steel xGranville A. Richardson 6BH 2D;Mchy aft;W. Bal | Scw | Am 266 | Mich.City 41 \| 25.6 | 1265 2098 | | '93 9 | Buffalo, (Union [N. Y. D. D. Co.) | Nassau Ship & Dredge Co. | 3Cyl TE 18,30,48x42; 2SB;WP180lbs;800IHP. | 95(GL) P.S.7,26 | |
| 9895 219,801 LWDF | **Nassau** xGypsum Queen xToopi Steel 1D 3BH | Scw | Am 141.5 | Phila. 27.7 \| 11.8 | 91 429 | | 1920 4 | Green Bay, (Northwest [Wis. Eng. Wks.) | Southern Transp. Co. | 3Cyl TE 17,25,43x30; Murray Iron Wks; 2SB;Engineering & Machine Wks of Canada;100GS;3050HS;WP180lbs; 850IHP;Dkd,s rps11,25 | **A1** Towing Service. Coastwise & W. I. AMS S.S.No.1,NY4,24; shft drn;M.&B.S.4,24;Scip | |
| 9896 204,561 | **Nassau** Steel 5BH | Scw Twin | Am 182.3 | New York 45 \| 16.6 | 586 862 | | 1907 9 | Wilmington, (Harlan & [Del. Hollingsworth Corporation.) | City of New York | 2-2CylC 18,38x28; 4SB;WP150lbs;1900IHP. | ✠ — — Cancelled. | |
| 9897 164,974 | **Nassau** 1D | Brg | Am 201.3 | Phila. 23.8 \| 10.8 | 477 477 | | 1912 7 | Elkton, (E. Delbert [Md. & Bro.) | Southern Trans. Co | O,Hk,YP;Gif(Sltd) | ✠ — — Suspended7,19 | |
| 9898 151,895 | **Nassauvian** xJ. W. Somerville Aux 2D Twin | Sch | Br 160.2 | Nassau 35.2 \| 12.7 | 347 632 | | 1919 | Pocomoke City, Md. | A. U. Johnson | Wd; 2-4 Cyl.Oil Eng 14x18 | | |
| 9899 142,535 | **Nat. L. Gorton** 1D | Trn | Br 130.8 | Trinidad 27.2 \| 12 | 187 225 | | 1916 8 | Essex, (C. D. [Mass. Story) | Trinidad Leaseholds (Lim.) | O,P;Gif | ✠ — — Suspended11,20 | |
| 9900 130,173 | **Nat Strong** Wood 1D | Scw | Am 130.8 | Pt. Arthur 19.5 \| 10.3 | 126 176 | | '80 | Kennebunk, Me. (rb Orange, Tex.) | Sabine Fish Oil & Fertilizing Co. | 1Cyl 18¼x20; 1Blr;WP100lbs;200IHP. | | |
| 9901 NSVB | **Natal** Steel 1D;W. Bal;Wireless 6BH | Scw | Dan 360 P27′ | Cop'hagen 51.3 \| 27.7 B97′ F34′ | 2674 4171 | | 1914 6 | Newcastle, (Northum- [Eng. berland S. B. Co.) | Dmpsk. Akties Orient | 3Cyl TE 21½,36½,62x42; 3SB;WP200lbs | | BL |
| 9902 7 QSTM | **Natale L.** xMavisbrook Steel 1D;Deep frmg;W. Bal;Wireless 5BH | Scw Sch | It 290.7 P27′ | Spezia 42.2 \| 19.3 B74′ F29′ | 1330 2134 | | '99 7 | W. Hartlpl, (W. Gray [Eng. & Co., Lim.) | G. Lavarello fu P | 3Cyl TE 21½,35,58x39; 2SB;WP160lbs | | I |
| 9903 5,898 KBCR | **Natalia** 1D | Sch | Swd 106.4 | Halmstad 26.5 \| 11.3 | 182 217 | | 1917 | Landskrona, (Landskrona [Swd. Nya Varfsaktieb.) | M. Ofverberg | Wd | | V |
| 9904 220,773 | **Natchez** Steel 1D;Oil fuel;Wireless | Scw Twin | Am 200 | N. Orleans 40 \| 7.9 | 410 757 | | 1920 | Charleston, (Chas. [S. C. Ward Eng. Wks.) | U. S. Govt. (Federal Barge Line) | 2-3Cyl TE 15½,25,44x26; 2WTB;1800IHP. | | |
| 9905 130,248 | **Nathan Lawrence** 1D | Brg xSch | Am 168.4 | Norfolk 35.2 \| 15 | 615 652 | | '83 1 rb '05 | Bath, Me. (Goss & Sawyer.) | Hudson Trans. Co. | O,YP;Icf | | |
| 9906 145,330 KHGV | **Natia** Steel 3D;Shel dk;SUB.SIG;Wireless; 7BH W. Bal | Scw Twin | Br 430.4 B227′ | Sthamptn. 61.3 \| 38.6 F37′ | 5427 8723 | | 1920 12 | Glasgow, (A. Stephen [Scot. & Sons, Lim.) | Royal Mail Steam Packet Meat Trans. Co. | 2-4Cyl QE 23,33,47,67x51; 5SB;WP215lbs | | BL |
| 9907 135,148 HWVC | **Natica** Steel 2D;Mchy aft;Web frms; 15BH Oil in bulk;Oil fuel;Wireless; W. Bal | Scw Sch | Br 406.5 P110′ | London 51.3 \| 28.9 B33′ F38′ | 3399 5589 | | 1912 10 | Newcastle, (Swan, [Eng. Hunter & Wigham Richardson, Lim.) | Anglo- Saxon-Petroleum Co. | 3Cyl TE 26½,43,72x48; 3SB;WP180lbs | | BL |
| 9908 217,927 LQTM | **National Bridge** Steel 1D;2d dk at ends; 7BH Web frms;SUB.SIG; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 | Scw | Am 324 P30′ | Newark 46.2 \| 25 \| 28′ 6″ B90′ F33′ | 2179 3545 5500 | 5′ 9″ 22′ 11″ | 1919 5 | Newark, (Submarine [N. J. Boat Corp.) | U. S. Ship- ping Board | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd,s rps1,21 | ✠A1Ⓔ ✠AMS shft drn1,21;BBP;CL (Laid up) | |
| | W.B.—A.P.71t;D.B.252′847t;D.T 20′394 t.....F.P.111t F.O.—A.P.66t;D.B.214′643t;D.T 20′368 t;S.T.3 1t..... | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9909 | **National 34** | Brg | Am | Pt. Arthur | 752 | | 1920 | Bath | | Fir,P;Gif | | |
| 167,902 | | | 200 | 40 \| 10 | 755 | | 5 | (National [Me. S. B. Co.) | | | | |
| 9910 | **Natirar** | Scw | Am | Wilm'gton | 2871 | 5′ 9″ | 1920 | Wilmington, | U. S. Ship- | 3CylTE24,41,68x48; | ✠A1Ⓔ | |
| 220,819 | Steel | | 376.3 | 52.3 \| 27 | 4659 | 23′ 11″ | 12 | (Bethlehem [Del. | ping Board | Bethlehem S. B. Corp; | ✠AMS | |
| MBVT | 2D;W. Bal;Long. frmg; 7BH | | | \| 29′ 6″ | 7400 | | | S. B. Corp.) | | 3SB;Bethlehem S. B. Corp; | shft drn6,24;M.&B.S.4,25; | |
| | Wireless;SUB.SIG; C-34 | | P40′ | B93′ F39′ | | | | | | 7237HS;WP200lbs;2500IHP; | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | 1 d rpd5,23;Dkd,d rpd5,26;s rps10,26 | | |
| | W.B.—A.P.206t;D.B.317′1139t;D | T.21′4 | 23t; F. | P.116t | | | | | | | | |
| | F.O.—A.P.193t;D.B.280′ 847t. | ..... | ....F. | P.109t | | | | | | | | |
| 9911 | **Naugatuck** | Scw | Am | N. London | 655 | | '98 | Chester, | New Eng- | 3CylTE19,32,50x28; | ✠ — — | |
| 127,281 | xAllan Joy xCape Charles Steel | | 220.7 | 37.2 \| 14 | 1113 | | 9 | (Delaware [Pa. | land S.S. Co. | 2CRTB;WP160lbs | Cancelled. | |
| KNQL | 1D 6BH | | | | | | | River I. S. B. & E. Works.) | | | | |
| 9912 | **Naugus** | Scw | Am | San Fran. | 4446 | 8′ 3″ | 1920 | Oakland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 219,917 | Steel | | 402.5 | 53 \| 32 | 6037 | 26′ 5″ | 4 | (Moore [Cal. | ping Board | W. & A. Fletcher Co; | ✠AMS | |
| LWJC | 2D;Long. frmg; 7BH | | | \| 34′ 6″ | 9400 | | | S. B. Co.) | | 4WTB;Heine Blr. Wks; | S.S.NYS.20;CL | |
| | Wireless; 6BH to Fbd dk | | P34′ | F39′ | | | | | | WP225lbs;2800SHP;Dkd8,20; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | s rps12,20;d rpd8,21 | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.49t;D.B.345′1295t;D. | T.30′5 | 46t. . . | .....F.P.73t | | | | | | | | |
| | F.O.—A.P.46t;D.B.327′1132t;D. | T.30′5 | 09t; S. | T.43t;F.P.68t | | | | | | | | |
| 9913 | **Nauru Chief** | Scw | Br | London | 2047 | | 1921 | Oslo, | British | 3CylTE21,34,60x39; | | C |
| 146,565 | Steel | | 289.5 | 44.1 \| 26.9 | 2934 | | | (Nylands [Nor. | Phosphate | 2SB;WP180lbs | S.S.No.1,Syd7,25; | |
| KMDW | 2D;Wireless;W. Bal 4BH | | | | | | | Vaerksted.) | Commissioners | | n shft7,24;B.S.7,25;M.S.9,25 | |
| 9914 | **Nausicaa** | Scw | Fr | Havre | 2886 | | 1922 | London- | Cie. | 3CylTE26,43,72x48; | | BL |
| | Steel | | 388 | 52.7 \| 29 | 5005 | | 5 | derry, Ire. | Auxiliaire de | | | |
| ONZT | 2D;Web frms;Long. frmg; 14BH | | P106′ | B27′ F61′ | | | | (North of Ireland | Nav. | 3SB;WP180lbs | | |
| | Mchy aft;Oil in bulk;Oil fuel; | | | | | | | S. B. Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 9915 | **Nauta** | Trn | Dan | Marstal | 99 | | 1904 | Marstal, | F. H. | O,B;Gif(Sltd) | | V |
| | xKlara | | 97.7 | 23.2 \| 9.4 | 119 | | | (N. [Den. | Eriksen | | | |
| NMQL | 1D | | | | | | | Hansen) | | | | |
| 9916 | **Nautilus** | Scw | Am | New York | 71 | | 1903 | Tomkins | N.Y.&Cuba | 2CylC15,30x24; | | |
| 200,597 | Wood | | 74.5 | 22.6 \| 9.2 | 105 | | | Cove, N. Y. | Mail S.S. Co. | 200IHP. | | |
| | 1D | | | | | | | (Roderman Bros.) | | | | |
| 9917 | **Navahoe** | Brg | Br | Belfast | 6970 | | 1908 | Belfast, | Anglo- | Stl;18BH | | V |
| 124,670 | | Sch | 450.2 | 58.3 \| 31.3 | 7718 | | | (Harland [Ire | American Oil Co. | | | |
| HMDW | 2D;Oil in bulk;Wireless;W. Bal | | P80′ | F75′ | | | | & Wolff, Lim.) | | | | |
| 9918 | **Navajo** | Scw | Am | ..... | 280 | | 1907 | Philadel- | U. S. Govt. | 3CylTE16½,24,41x30; | | |
| 204,193 | xGeneral Hubbard Steel | | 130 | 27.5 \| 15.9 | 412 | | 6 | phia, Pa. | (Navy Dept.) | 900IHP. | | |
| KWDH | 1D 4BH | | | | | | | (Neafie & Levy S. & E. B. Co.) | | | | |
| 9919 | **Navajo** | StW | Am | San Fran. | 714 | | 1909 | Oakland, | Southern | 2CylC22½,38¾x96; | | |
| 206,685 | | | 219.8 | 42 \| 8.9 | 975 | | | Cal. | Pacific Co. | 1Blr;WP175lbs;1340IHP. | | |
| | 1D | | | | | | | | | | | |
| 9920 | **Navarchos G. Sachtouris** | Scw | Grk | Hydra | 1218 | | 1902 | Rostock, | P. Th. | 3CylTE20,35,55x35; | | BL |
| | xLord Broughton xPatmos Steel | | 281.7 | 40.5 \| 18.5 | 1954 | | | (Akt. Ges. [Ger. | Sachtouris & Co. | | | |
| JDVF | 1D;Wireless;W. Bal 6BH | | P25′ | B166′ F31′ | | | | "Neptun.") | | 2SB;WP175lbs | | |
| 9921 | **Navarino** | Scw | Br | Glasgow | 3300 | | 1907 | Pt. Glasgow, | Glen & Co., | 3CylTE26,44,73x48; | | BL |
| 124,161 | Steel | Sch | 400.1 | 52 \| 28.2 | 5103 | | 2 | (W. Hamil- [Scot. | Mgrs. | | | |
| HKBQ | 2D;Deep frmg;Wireless;W. Bal 6BH | | P34′ | B121′ F35′ | | | | ton & Co., Lim.) | | 3SB;WP200lbs | | |
| 9922 | **Navarra** | Scw | Sp | S.Sebast'n | 1991 | | '90 | Sunderland, | Comp. | 3CylTE24,40,66x45; | | V |
| | x Ida xPerov Iron & Steel | | 335.4 | 41.1 \| 25.9 | 3083 | | | (J. Laing.) [Eng. | Naviera Mundaca | | | |
| HVRQ | 3D;Spar dk;Wireless;W. Bal 6BH | | B78′ | F34′ | | | | | | 2SB;WP165lbs;1250IHP. | | |
| 9923 | **Navarra** | Scw | Nor | Oslo | 1250 | | 1921 | Sunderland, | Damps- | 3CylTE21,35,58x39; | | N |
| | Steel | | 285 | 43.5 \| 19.1 | 2118 | | 1 | (Osbourne, [Eng. | katinsk. Garonne | | | |
| LBNK | 1D;Wireless;W. Bal 4BH | | P34′ | B83′ F32′ | | | | Graham & Co., Lim.) | | 2SB;WP180lbs | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9924 135,702 JSKN | **Navasota** Steel 3D;sub.sig;Wireless;W. Bal 7BH | Scw Twin | Br 430 | Sthamptn 61.3 \| 35.9 | | 5523 8799 | | 1917 12 | Newcastle, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | Royal Mail Stm Packet Meat Transports (Lim.) | 2-4CylQE24,33,47,68x48; 5SB;WP215lbs | | BL |
| 9925 | **Navegadora No. 72** 1D | Brg | Cuban 165 | 38 \| 7.3 | | 419 419 | | 1916 | Newburgh, (Tank Ship Bldg. Corp.) [N. Y. | Old Time Molasses Co. | Stl | | |
| 9926 166,503 | **Navegadora No. 73** 1D | Brg | Am 165 | New York 38 \| 7.3 | | 419 419 | | 1916 | Newburgh, (Tank Ship Bldg. Corp.) [N. Y. | Manhattan Barge Co., Inc. | Stl | | |
| 9927 166,504 | **Navegadora No. 74** 1D | Brg | Am 165 | New York 38 \| 7.3 | | 419 419 | | 1916 | Newburgh, (Tank Ship Bldg. Corp.) [N. Y. | Manhattan Barge Co., Inc. | Stl | | |
| 9928 | **Navegadora No. 75** 1D;Web frms; Long. frmg;Oil in bulk | Brg | Mex 166.3 | Tampico 38.8 \| 8.9 | | 436 437 | | 1917 5 | Newburgh, (Tank S. B. Corp.) [N. Y. | Tampico Navigation Co. Mgrs. | Stl;3BH | | BL |
| 9929 | **Navegadora No. 76** 1D;Web frms; Long. frmg;Oil in bulk | Brg | Mex 166.1 | Tampico 38.7 \| 8.5 | | 436 437 | | 1917 5 | Newburgh, (Tank S. B. Corp.) [N. Y. | Tampico Navigation Co. Mgrs. | Stl;3BH | | BL |
| 9930 | **Navegadora No. 77** 1D;Long. frmg;Web frms;Oil in bulk | Brg | Mex 165 | Tampico 38 \| 7.8 | | 437 437 | | 1917 8 | Newburgh, (Tank S. B. Corp.) [N. Y. | Tampico Navigation Co. Mgrs. | Stl;3BH | | BL |
| 9931 | **Navegadora No. 78** 1D;Long. frmg;Web frms;Oil in bulk | Brg | Mex 165 | Tampico 38 \| 7.8 | | 437 437 | | 1917 10 | Newburgh, (Tank S. B. Corp.) [N. Y. | Tampico Navigation Co. Mgrs. | Stl;3BH | | |
| 9932 | **Navegadora No. 100** 1D;Oil in bulk | Brg | Mex 182.6 | Tampico 49.3 \| 10.2 | | 754 754 | | 1920 4 | Newburgh, (Tank S. B. Co.) [N. Y. | Tampico Navigation Co., Mgrs | Stl;3BH | | |
| 9933 | **Navegadora No. 101** 1D;Oil in bulk | Brg | Mex 182.6 | Tampico 49.3 \| 10.2 | | 754 754 | | 1920 | Newburgh, (Tank S. B. Corp.) [N. Y. | Tampico Navigation Co., Mgrs. | Stl;3BH | | |
| 9934 | **Navegadora No. 102** 1D;Oil in bulk | Brg | Mex 182.5 | Tampico 49.2 \| 10.1 | | 754 754 | | 1920 7 | Newburgh, (Tank S. B. Corp.) [N. Y. | Tampico Navigation Co., Mgrs | Stl;3BH | | |
| 9935 | **Navegadora No. 103** 1D;Oil in bulk | Brg | Mex 182 5 | Tampico 49.2 \| 10.1 | | 754 754 | | 1920 8 | Newburgh, (Tank S. B. Corp.) [N. Y. | Tampico Navigation Co., Mgrs. | Stl;3BH | | BL |
| 9936 | **Navegadora No. 104** 1D;Oil in bulk | Brg | Mex 182.5 | Tampico 49.3 \| 9.8 | | 754 754 | | 1920 12 | Newburgh, (Tank S. B. Corp.) [N. Y. | Tampico Navigation Co., Mgrs. | Stl;3BH | | BL |
| 9937 135,575 JFLS | **Navigator** Steel 2D;Wireless;W. Bal 6BH | Scw Sch | Br 365.2 P33′ | Liverpool 47.1 \| 27.3 B109′ F37′ | | 2404 3803 | | 1914 5 | Glasgow, (C. Connell & Co., Lim.) [Scot. | Charente S.S. Co. (Lim.) | 3CylTE23,38,64x48; 3SB;WP215lbs | | BL |
| 9938 130,792 KNRT | **Navigator** Steel 1D;Oil fuel | Scw | Am 134.3 | San Fran. 26 \| 16 | | 282 414 | | '98 | Camden, (J. H. Dialogue & Son.) [N. J. | U. S. Govt. (Navy Dept.) | 3CylTE18,27,45x32; 2CRTB;1000IHP. | | |
| 9939 JHFM | **Navigator** Steel 1D;B;W. Bal 4BH | Scw | Nor 233.9 | Tvedestnd 35.1 \| 18.5 B44′ F27′ | | 797 1273 | | 1901 3 | Grimstad, (Ferigs Jernskibsbyg.) [Nor. | E. M. Mathisen, Mgr. | 3CylTE17,27,45x33; 1SB;WP175lbs | | N |
| 9940 381 SRFN | **Navigator** xConde Asdrubal Steel 1D;B;Deep frmg;W. Bal; Wireless 6BH | Scw | Fin 328.3 P32′ | Helsingfrs 47 \| 23.5 B110′ F36′ | | 2274 3700 | | 1905 8 | Stockton, (Richardson, Duck & Co.) [Eng. | Finland-America Linjen | 3CylTE24½,40½,66½x42: 2SB;WP180lbs | | BL |
| 9941 117,583 WPHC | **Navua** Steel 2D;Deep frmg;Wireless;W. Bal 8BH | Scw Twin | Br 300 B122′ | London 42.2 \| 25.8 F35′ | | 1773 2930 | | 1904 7 | Glasgow, (David J. Dunlop & Co.) [Scot. | Union S.S. Co. of New Zealand | 2-3CylTE17,28½,47x33; 3SB;WP180lbs;220RHP | | |
| 9942 137,429 JKCP | **Nawab** Steel 2D;Wireless;W. Bal 7BH | Scw | Br 404.4 P41′ | Liverpool 52.8 \| 28.7 B137′ F45′ | | 3424 5430 | | 1915 3 | Glasgow, (C. Connell & Co., Lim.) [Scot. | Asiatic Steam Nav. Co. (Lim.) | 3CylTE25,42,70x48; 2SB;WP200lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9943 | **Naxos** | Scw | Fin | Helsingfrs | 376.9 \| 49.5 \| 26.3 | 3329 | | 1905 | Glasgow, | R. Mattsson | 3CylTE25,42,68x48; | | BL |
| | xSaxon Prince xGlenaffric Steel | | | | P39′ \| B112′ F46′ | 4645 | | 3 | (C. Connell [Scot. | Mgr. | 2SB;WP180lbs | | |
| SRNW | 2D;Deep frmg;Oil fuel; 6BH | | | | | | | | & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | | |
| 9944 | **Nay Aug** | Brg | Am | New York | 35.3 \| 15.3 | 804 | | '90 | Noank, | Morecraft | Wd | | |
| 130,586 | | Sch | 192 | | | 843 | | | Conn. | Transp. Corp. | | | |
| 9945 | **Nayarit** | Scw | Br | Montreal | 255.2 \| 35 \| 16.2 | 850 | | 1918 | Blyth, | Cayser | 4CylTE22,35,40,40x30; | | BL |
| 146,296 | xSinaloa xIvy Steel | | P & B | | 197′ F33′ | 1461 | | 4 | (Blyth [Scot. | Irvine & Co. | 1SB;WP180lbs | | |
| | 1D;Well dk;Oil fuel;Wireless; 8BH | | | | | | | | S. B. & D. D. | (Lim.) | | | |
| | W. Bal | | | | | | | | Co., Lim.) | | | | |
| 9946 | **Nazarenus** | Scw | It | Genoa | 37.5 \| 18.5 | 1351 | | '90 | Stockton, | Soc. | 3CylTE21,35,57x39; | | I |
| | xHesperus xMons Iron | | 277 | | | 2149 | | 3 | (Richardson, [Eng. | Anonima di | 2SB;WP160lbs | | |
| | 1D;Web frms;W. Bal;Wireless 4BH | | P26′ | | | | | | Duck & Co.) | Nav. Asteria | | | |
| 9947 | **Nazario Sauro** | Scw | It | Genoa | 52.6 \| 27.7 | 4491 | | 1924 | Sestri | Soc. de | Stm Tbns; | | C-I |
| 1,211 | Steel | Twin | 435 | | | 8150 | | 2 | Ponente, It. | Nav. Transatlan- | 7SB;WP180lbs | A.S.2,26; | |
| NZVU | 5D;Wireless;D. F;W. Bal 10BH | | | | | | | | (Gio. Ansaldo | tica Italiana | | M.&B.S.2,26 | |
| | | | | | | | | | & Co.) | | | | |
| 9948 | **Nea Tychi** | Bk | Grk | Skiathos | 27 \| 16.4 | 427 | | '68 | Nantes, | J. Damascos | I;3BH | | |
| | xFrancesco Gotusso xFrederic | | 140.5 | | | 440 | | | Fr. | | | | |
| HNVL | 1D;B | | | | | | | | (Goulin.) | | | | |
| 9949 | **Neaira** | Scw | Am | New York | 23.6 \| 12.6 | 212 | | '93 | Wilmington, | Chas A. | 3CylTE16,26,40x22; | | |
| 107,010 | xAu Revoir Steel | | 145.6 | | | 342 | | 4 | (Harlan [Del. | Gould | 1CRTB;WP160lbs;850IHP. | | |
| KLQN | 1D | | | | | | | | & Hollingsworth.) | | | | |
| 9950 | **Neal O'Boyle** | Brg | Am | New York | 46 \| 26 | 2200 | | 1919 | Brunswick, | O'Boyle | Wd | | |
| 168,543 | xWeequahic | | 268 | | | 2200 | | | (U. S. [Ga. | Lighterage Co. | | | |
| | 1D | | | | | | | | Maritime S. B. | | | | |
| | | | | | | | | | Corp.) | | | | |
| 9951 | **Nebraska** | Scw | Br | London | 58.3 \| 37.1 | 5163 | | 1920 | Belfast, | Royal Mail | Stm Tbns; | | C |
| 144,628 | Steel | | 450.2 | | | 8263 | | 8 | (Workman, [Ire. | Stm. Packet Co. | 4SB;WP210lbs | | |
| KGHF | 3D;Shel dk;Oil fuel;SUB.SIG; 7BH | | P35′ | | F43′ | | | | Clark & Co., Lim.) | | | S.S.No.1,Ncsl7,24;A.S.7,25; | |
| | Wireless;W. Bal | | | | | | | | | | | shft drn2,24;B.S.7,24; | |
| | | | | | | | | | | | | M.S.1,26 | |
| 9952 | **Nebraskan** | Scw | Am | New York | 55.2 \| 30.5 | 3349 | | 1918 | Camden, | North | 3CylTE25,41½,70x46; | | BL |
| 215,957 | xFairmont Steel | | 368.6 | | | 5332 | | 3 | (New [N. J. | American Coal | 3SB;WP195lbs;2500IHP. | | |
| LJPS | 1D;Web frms;Wireless; 7BH | | P27′ | | B72′ F31′ | | | | York S. B. Corp.) | Corp. | | | |
| | Oil fuel;W. Bal;D.F. | | | | | | | | | | | | |
| 9953 | **Necanicum** | Scw | Am | San Fran. | 39 \| 13.3 | 565 | | 1912 | Fairhaven, | California & | 2CylC14,32x24; | | |
| 210,392 | Wood | Sch | 178.5 | | | 752 | | 8 | (Hammond [Cal. | Oregon Lumber | 2SB;450IHP. | | |
| LCNH | 1D;Oil fuel | | | | | | | | Lumber Co.) | Co. | | | |
| 9954 | **Neches** | Scw | Am | New York | 43.6 \| 25.6 | 1610 | | 1919 | Duluth, | Mallory | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 219,069 | xLake Flanders Steel | | 251 | | | 2609 | | 10 | (McDougall [Minn. | S.S. Lines | McDougall Duluth Co; | ✠AMS | |
| LTHC | 2D;Wireless;W. Bal 4BH | | P25′ | | B64′ F20′ | 4100 | | | Duluth Co.) | | 2SB;Midvale Ordnance Co; | S.S.No.1,NY6,25; | |
| | Oil fuel F. P. above 150° F. C-29 | | | | | | | | | | 5467HS;WP185lbs;1500IHP; | shft drn;M.&B.S.6,25;CL | |
| | | | | | | | | | | | Dkd4,26;d rpd10,26 | | |
| | W.B.—103t.....D.B.204′ | 447t... | ..... | .....F.P.72t | | | | | | | | | |
| | F.O.— 96t;D.T.a12′81t;D.B.158′ | 298t; | W.T.m | 30′220t | | | | | | | | | |
| 9955 | **Nedenes** | Scw | Nor | Arendal | 36.8 \| 18.1 | 931 | | '99 | Sunderland, | C. T. Boe, | 3CylTE19,31,51x36; | | N |
| | Steel | Sch | 255.8 | | | 1555 | | 10 | (Short Bros.) [Eng. | Mgr. | 1SB;WP160lbs | | |
| JVPG | 1D;W. Bal 4BH | | P20′ | | B62′ F26′ | | | | | | | | |
| 9956 | **Neerlandia** | Sch | Hol | Groningen | 19.2 \| 7.3 | 87 | | 1908 | Stadskanaal, | E. Hijlkema | Stl;4BH; | | V |
| | | Aux | 97.7 | | | 127 | | | (W. Mulder.) | | 2-2CylOilEng11⅛x13¾ | | |
| PMLN | 1D | | | | | | | | | | | | |
| 9957 | **Negada** | Scw | Ger | Hamburg | 50.7 \| 28.6 | 3918 | | 1905 | Hamburg, | Deutsche | 2-3CylTE20,34,60x49; | | G |
| | Steel | Twin | 410.9 | | | 6156 | | 11 | (Blohm [Ger. | Dampfs. Ges. | 3Blrs | | |
| RCND | 2D;Web frms;Wireless;W. Bal 8BH | | P220′ | | F60′ | | | | & Voss.) | Kosmos | | | |
| 9958 | **Negaunee** | Scw | Am | Marqu'tte | 50 \| 28 | 2828 | | 1902 | Lorain, | Cleveland | 3CylTE22,35,58x40; | 100(GL) | |
| 136,976 | xE. N. Saunders Steel | | 380 | | | 3644 | | 3 | (American [Ohio | Cliffs S.S. Co. | 2SB;WP170lbs;1480IHP. | P.S.5,26 | |
| | 1D;B;Mchy aft;W. Bal 3BH | | | | | | | rb'22 | S. B. Co.) | | | | |
| 9959 | **Nehalem** | Scw | Am | Seattle | 39 \| 13.6 | 447 | | 1910 | Fairhaven, | Crosby | 2CylC14,32x24; | | |
| 207,603 | Wood;Icf | | 173 | | | 685 | | 6 | (H. J. Price.) [Cal. | Fisheries Co. | 1SB;400IHP. | | |
| LBNS | 1D;Oil fuel | | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9960 | **Neidenfels** Steel | Scw | Ger | Bremen 48.2 \| 21.1 | 1745 3018 | | 1923 7 | Lubeck, (Schiffs. u. Dockbauwerft Flender A. G.) [Ger. | Deutsche Dampfs. Ges. "Hansa" | 3Cyl TE 23,38,61x41; 2Birs | | G |
| QLTG | 2D;sub.sig;Wireless;W. Bal 2BH | | | 337.7 F36′ | | | | | | | | |
| 9961 | **Neleus** Steel | Scw | Br | Liverpool 52.7 \| 32 | 4260 6685 | | 1911 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Holt & Co., Mgrs. | 3Cyl TE 30,50,83x60; Dkd 5,26 | | |
| 131,326 HSKJ | xMaclean, D. 2D;W. Bal;Wireless | | | 443 P50′ B162′ F54′ | | | | | | | | |
| 9962 | **Nellie** | Sch | Am | Wilm'gton 26 \| 7.1 | 135 142 | | '73 12 | Church Creek, Md. | George W. Green | O,YP;Icf | | |
| 18,782 JNSB | 1D | | | 108 | | | | | | | | |
| 9963 | **Nellie** | Brg | Am | Baltimore 30.2 \| 9.7 | 206 206 | | 1905 | Baltimore, (Chas. L. Rhode & Sons Co.) [Md. | Louis E. Broom, Jr. | Wd | | |
| 165,936 | 1D | | | 87.2 | | | | | | | | |
| 9964 | **Nellie B. Dey** Wood | MV | Am | Apalach'la 17.5 \| 75 | 79 122 | | '84 | Lenoxville, N. C. | Ocean Fisheries Co. | Gas Eng. 125IHP | | |
| 130,296 | | | | 102 | | | | | | | | |
| 9965 | **Nellie Dixon** | Sch | Br | St.Andr's 23.4 \| 9.6 | 72 111 | | '89 5 | E. Boston, Mass. | Robert James Cooper | O,YP;Icf | | |
| 133,789 | 1D | | | 101.9 | | | | | | | | |
| 9966 | **Nellie J. King** | Sch | Br | Shelburne 23.3 \| 9.2 | 99 108 | | 1900 | Shelburne, N. S. | Wm. L. Murray | Wd | | |
| 103,800 | 1D | | | 90 | | | | | | | | |
| 9967 | **Nellie Louise** | Trn | Br | Bridgetwn 29.3 \| 11 | 239 282 | | 1901 12 | La Have, (J. N. Rafuse.) [N. S. | Emma D. Croney | Bch,Sp,O;Icf (Sltd) | | |
| 111,722 | 1D | | | 115.4 | | | | | | | | |
| 9968 | **Nellie M.** | Trn | Br | St. John's 29.1 \| 11.4 | 231 216 | | 1900 12 | Burnt Bay, (Thos. French.) [Nfld. | W. S. Monroe | O,YP,Bch;Gicf (Sltd) | ✠ — — Cancelled. | |
| 113,047 NTJL | 1D | | | 114.9 | | | | | | | | |
| 9969 | **Nellie O'Boyle** | Brg | Am | New York 46 \| 26 | 2200 2200 | | 1918 | Kearny, (Foundation Co.) [N. J. | O'Boyle Lighterage Co. | Wd | | |
| 168,544 | xTolo 1D | | | 268 | | | | | | | | |
| 9970 | **Nellie Redington** | Brg | Br | Montreal 33.8 \| 16 | 787 827 | | '72 | Cleveland, (Quayle & Martin.) [Ohio | Sincennes, McNaughton Line (Lim.) | Wd | 90(GL) Lake Erie & St. Law. River. P.S.6,26 | |
| 141,594 | 1D | | | 205.9 | | | | | | | | |
| 9971 | **Nellie T. Walters** | Sch | Br | Shelburne 26 \| 10.6 | 139 175 | | 1920 | Shelburne, (Shelburne S. B. Co., Lim.) [N. S. | R. T. Sainthill | Wd | | V |
| 141,463 | 1D | | | 113.4 | | | | | | | | |
| 9972 | **Nellore** Steel | Scw Twin | Br | Greenock 52.2 \| 30.6 | 4250 6853 | | 1913 6 | Greenock, (Caird & Co., Lim.) [Scot. | P. & O. Stm. Nav. Co. | 2-4Cyl QE 19,27,38,54x48; 2DB | | |
| 135,325 JCMS | 3D;sub.sig;Wireless;W. Bal 7BH | | | 450 P84′ B149′ F84′ | | | | | | | | |
| 9973 | **Nelseco II** P,O | MV | Am | N. London 29 \| 8.2 | 147 237 | | 1917 | Boothbay, (I. W. Reed.) [Me. | New London Ship & Engine Co. | Oil Eng; 240IHP. | | |
| 215,592 LHVC | 3D 3BH | | | 100.5 | | | | | | | | |
| 9974 | **Nelson** Steel | Scw | Am | New York 52.1 \| 27 | 2797 4746 | | 1912 9 | Quincy, (Fore River S. B. Co.) [Mass. | Cuba Distilling Co. | 3Cyl TE 23½,41,68x48; 3SB;WP190lbs;2100IHP. | | BL |
| 9975 | **Nelson** | Bk | Chl | Valparaiso 36 \| 20.7 | 1257 1323 | | '74 8 | Pt. Glasgow, (R. Duncan & Co.) [Scot. | Oelckers Hermonos | I;1BH | | |
| 210,617 LCPS | 1D;sub.sig;Mchy aft; 12BH Oil fuel;Oil in bulk;Web frms; Wireless;W. Bal | | | 370 P98′ B26′ F30′ | | | | | | | | |
| 746 HCDG | 2D | | | 239.3 P70′ F35′ | | | | | | | | |
| 9976 | **Nelson Bloom** | Brg | Am | Toledo 31.2 \| 11.3 | 521 549 | | '63 rb '19 | Cleveland, Ohio | C. W. Harrah | O | | |
| 17,570 | xMeteor 1D | Sch | | 197.7 | | | | | | | | |
| 9977 | **Nelson C. Holland** | Brg | Am | Pt. Huron 31.8 \| 13 | 536 564 | | '81 | Marine City, (D. Lester.) [Mich. | O. W. Blodgett | O | 90(GL) P.S.4,26 | |
| 130,211 | 1D | Sch | | 187.6 | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9978 220,053 LWNT | **Nemaha** Steel 2D;Long. frmg;W. Bal; 7BH Wireless;SUB.SIG; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.142t;D.B.331'1536t F.O.—A.P.133t;D.B.289'1186t;S. | Scw | Am | Wilm'gton 395.5 \| 55.1 \| 31.4 / 34'11" P45' B109' F38' F.P.19 4t T.63t; F.P.18 1t | 4016 6501 9600 | 8' 1/2" 27' | 1920 6 | Wilmington, (George [N. C. A. Fuller Co.) | U. S. Shipping Board | 3CylTE24½,41½,72x48; Hoovens, Owens, Rentschler; 3WTB;O'Neil Iron Wks; 9150IHS;WP200lbs;2800IHP; s rps6,21;Dkd8,22 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.NY3,21; shft drn3,21;Cih BB;CL (Laid up) | |
| 9979 xHoosac Steel 2D;Wireless;SUB.SIG;W. Bal 7BH | **Nemanja** | Scw | Jg Sl | Dubr'vnik 400 \| 52.2 \| 28.5 P49' B112' F39' | 3179 5226 | | 1918 | Sunderland, (Bartram [Eng. & Sons, Lim.) | Atlantska Plovidba Ivo Racic A. D. | 3CylTE27,44,73x48; 3SB;WP180lbs | S.S.No.1,Drtmth3,22;A.S.5,25; n shft4,20;B.S.12,25; M.S;shft drn4,26 | C |
| 9980 82,318 JFLK | **Nemesis** Iron xSea Queen 2D;Wireless 5BH | Scw | Br | Sthamptn 194.2 \| 25.2 \| 12.4 | 262 385 | | '80 5 | Pt. Glasgow, (Duncan [Scot. & Co.) | Lindsay, Swan, Hunter (Lim.) | 2CylC24,46x26 | | |
| 9981 224,365 | **Nenemoosha** Steel 1D 5BH | Scw Yct Twin | Am | Wilm'gton | 125 180 | | 1924 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Alfred I. du Pont | 2-6CylOilEng9x12½; 360SHP. | | |
| 9982 132,880 JBTF | **Neotsfield** Steel xDartwen 1D;Wireless;W. Bal 6BH | Scw | Br | Hull 380.2 \| 50.9 \| 28 P34' B111' F31' | 3022 4793 | | 1913 3 | Stockton, (Richardson, [Eng. Duck & Co., Lim.) | J. Bell & Co. (Lim.), Mgrs. | 3CylTE26,42,70x48; 3SB;WP180lbs | | BL |
| 9983 217,019 LNFM | **Neponset** Steel 2D;Super dk; 7BH Wireless; 1BH to Super dk SUB.SIG; 5BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-38 W.B.—A.P.76t;D.B.370'1325t; D. F.O.....D.B.322'1029t; D. | Scw | Am | Phila. 434.3 \| 57.7 \| 27.1 / 38' T.30'88 2t;F.P. T.30'82 0t; ... | 4565 7435 11437 | 10' 1¾" 28' 1" | 1918 10 | Chester, (Sun [Pa S. B. Co.) | U. S. Shipping Board | 3CylTE27,45½,76x51; Sun S. B. Co; 4SB;Sun S. B. Co; 11108HS;WP190lbs;3000IHP;EAC; d rpd4,24;Dkd,s rps9,24 | ✠A1Ⓔ With Freeboard. ✠AMS ✠RMC4,24 S.S.No.1,NY11,22; M.&B.S.11,22;shft drn4,24; Cih BB;CL (Laid up) | |
| 9984 NCBF | **Neptun** 1D | Trn | Dan | Marstal 96.2 \| 24 \| 9.9 | 127 149 | | 1920 | Svedborg, (J. Ring [Den. Andersen.) | K. Albertsen | Wd | | V |
| 9985 130,901 | **Neptune** Steel 1D;B;Mchy aft;W. Bal; 3BH SUB.SIG. | Scw | Am | Cleveland 246 \| 48 \| 28 | 2773 3717 | | 1901 | Lorain, (Ameri- [Ohio can S. B. Co.) | Interlake S.S. Co. | 3CylTE22,35,58x40; 2SB;WP170lbs;1450IHP. | | |
| 9986 130,801 | **Neptune** Steel 1D | Scw | Am | Tampa 94 \| 20.1 \| 10.5 | 80 117 | | '98 | Baltimore, (R. M. [Md. Spedden Co.) | Atlantic Land & Improvement Co. | 2CylC15,30x20; 325IHP;Exmd9,25 | | |
| 9987 208,803 | **Neptune** Steel 1D;B;W. Bal 12BH | Scw | Am | 520 \| 65 \| 39 | 5849 10774 | | 1911 7 | Sparrows Point, Md. (Maryland Steel Co.) | U. S. Government (Navy Dept.) | Stm Tbns; 3WTB;WP200lbs;7000IHP. | | |
| 9988 217,338 LPDN | **Neptune** Wood 2D;Wireless | Scw | Am | New York 154.7 \| 30.6 \| 16.7 | 373 548 | | 1918 | Brooklyn, (James [N. Y. Shewan & Sons, Inc.) | Neptune Line | 3CylTE17,27,45x36; 2SB;1400IHP. | | |
| 9989 66,753 MJQC | **Neptune** Wood 1D;Wireless | Scw | Br | St. Johns 190.5 \| 29.8 \| 18.4 F33' | 465 684 | | '72 12 | Dundee, (A. Stephen [Scot. & Sons.) | Job's Seal-fishery Co. (Lim.) | 2CylC28,50x30; 1Blr | | |
| 9990 210,625 | **Neptune** Wood 1D 1BH | Scw | Am | Boston 79.9 \| 23.3 \| 10.3 | 51 117 | | 1912 | Boston, (R. L. [Mass. Green Co.) | Mystic S.S. Co. | 2CylC14,28x26; 1SB;WP140lbs;425IHP. | | |
| 9991 167,345 | **Neptune Line No. 11** xTim-Buc-Tu 1D | Brg | Am | New York 115.6 \| 31.1 \| 13.5 | 496 496 | | 1918 | Kingston, N. Y. | Neptune Line | YP;Gif | | |
| 9992 1,356 NZXM | **Neptunia** Steel xPeer Gynt xAvare 3D;SUB.SIG;Wireless;W. Bal 7BH | Scw Twin | It | Genoa 457 \| 56 \| 34.5 B210' F103' | 4883 8536 | | 1913 12 | Vegesack, (Bremer [Ger. Vulkan.) | Soc. Ital. di Servizi Marittimi | 2-3CylTE24,40,66x47; 4Blrs | | I |
| 9993 HDKW | **Neptuno** xMarianna I. xVictor 1D | ½ B | Ptg | Lisbon 108.9 \| 23 \| 9.2 | 173 182 | | '97 | Villa do Conde, Port. (Rodrigues.) | Parceria Geral de Pescarias | O,P;Icf | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9994 130,996 | **Neptuno** Wood 1D | Scw | Am 85.1 | New York 23.3 \| 11.2 | 92 131 | | 1902 | Tompkins Cove, N. Y. (Rodermon&Sons.) | New York & Cuba Mail S.S. Co. | 2CylC16,30x24; Dkd7,26 | B.S.7,26 | |
| 9995 PMNJ | **Neptunus** Steel 2D;W. Bal 6BH | Scw | Hol 251.1 | Amst'dam 34.8 \| 18.6 | 976 1580 | | 1906 | Rotterdam, (Rijkee & Co.) [Hol. | Koninklijke Nederl. Stoomb. Maats. | 3CylTE19,32,51x36; 2SB;WP160lbs;850IHP | | V |
| 9996 141,898 JWSL | **Nerbudda** Steel 2D;Shel dk;Wireless;W. Bal Twin 8BH | Scw | Br 449 P31′ | Glasgow 58.2 \| 37.1 F43′ | 4928 7911 | | 1919 4 | Glasgow, (Barclay, Curle & Co., Lim.) [Scot. | British India Stm. Nav. Co. (Lim.) | 2-3CylTE26½,44,73x48; 3DB;WP200lbs | | BL |
| 9997 OPCK | **Neree** xMae Steel 2D;W. Bal 5BH | Scw | Fr 252 B58′ | Rouen 42 \| 21.8 F30′ | 1229 2041 | | '99 | Toledo, (Craig S. B. Co.) [Ohio | Cie. des Affreteurs Francais | 3CylTE22½,39,61x36; 2SB;WP178lbs;1500IHP. | | |
| 9998 1,324 NZXS | **Nereide** xMaras xShantung Steel 1D;Spar dk;Deep frmg;W. Bal 4BH | Scw | It 254.1 B64′ | Genoa 37.4 \| 19.5 F27′ | 978 1701 | | 1900 2 | Bremer-haven, Ger. (Rickmers Akt. Ges.) | Soc. Anon. di Nav. Neptunia | 3CylTE18,30,49½x31½; 2SB;WP185lbs;500IHP | | I |
| 9999 MNUR | **Nervier** xWar Aryan Steel 1D;Wireless;W. Bal 11BH | Scw | Blg 400.5 P49′ | Antwerp 52.3 \| 28.5 B113′ F39′ | 3228 5204 | | 1918 11 | Glasgow, (Harland & Wolff, Lim.) [Scot. | Lloyd Royal Belge Soc. Anon. | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 10000 217,601 LPWK | **Nesco** Steel 1D;2d dk at ends 7BH Web frms; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252′847t;D.T 20′394 F.O.—A.P.66t;D.B.214′643t;D.T 20′368 | Scw | Am 324 P30′ t.....S.T.3 | Newark 46.2 \| 25 \| 28′ 6″ B90′ F35′ ..F.P.111t lt..... | 2000 3283 5500 | 5′ 9″ 22′ 11″ | 1919 6 | Newark, (Submarine Boat Corp.) [N. J. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd6,21;s rps9,21 | ✠A1Ⓔ ✠AMS shft drn8,20: Clh BB;CL (Laid up) | |
| 10001 218,281 LRNT | **Neshaminy** Steel 2D;Deep frmg;Wireless; 7BH SUB.SIG;W. Bal; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.143t;D.B.335′1311t F.O.....D.B.281′1092t;S. | Scw | Am 400.7 P35′ .....F T.63t | 54.2 \| 30.4 \| 32′ 10″ B123′ F44′ P.120t ..... | 3800 6126 8822 | 7′ 10½″ 25′ 2″ | 1919 7 | Bristol, (Merchant S. B. Co.) [Pa. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;3000SHP;EAC; Dkd,d rpd5,20;s rps4,21;Exmd5,21 | ✠A1Ⓔ ✠AMS Scip;CL (Laid up) | |
| 10002 203,304 KVNF | **Neshaminy** 1D;B | Brg Sch | Am 177 | Phila. 35 \| 14.2 | 623 721 | | 1906 7 | Noank, (R. Palmer & Son Co.) [Conn. | Reading Co. | O,Ch,YP;Icf (Sltd) | | V |
| 10003 36,760 | **Neshanic** xEtta Moore xNictaux Wood 1D | Scw | Am 134 | New York 30 \| 9.8 | 184 271 | | '70 rb'81 | Cornwallis, N. S. | Bee Line Transp. Co. | 2CylC17,29x24 | | |
| 10004 67,493 | **Neshannock** 1D;Oil in bulk | Brg | Am 130 | Pt. Arthur 23.1 \| 8.4 | 229 229 | | 1903 6 | Camden, N. J. (N. Y. S. B. Co.) | Gulf Refining Co. | Stl | | |
| 10005 219,359 LWGK | **Neshobee** Steel 1D;2d dk at ends; 7BH Wireless; SUB.SIG; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252′847t;D.T 20′394 F.O.—A.P.66t;D.B.214′643t;D.T 20′368 | Scw | Am 324 P41′ t.....S.T.3 | Newark 46.2 \| 25 \| 28′ 6″ B90′ F35′ ..F.P.111t lt..... | 1996 3283 5500 | 5′ 9″ 22′ 11″ | 1920 6 | Newark, (Submarine Boat Corp.) [N. J. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd5,21;s rps8,21 | ✠A1Ⓔ ✠AMS Scip;CL (Laid up) | |
| 10006 205,480 KWQS | **Nesquehoning** 1D;B | Brg Sch | Am 195.6 | New York 35 \| 17.6 | 880 967 | | 1908 7 | Noank, (R. Palmer & Sons.) [Conn. | Lehigh Coal & Nav. Co. | O,Ch,YP;Icf | | |
| 10007 131,467 JBDH | **Nessian** Steel 2D;Shel dk;Wireless;SUB.SIG; 7BH W. Bal | Scw | Br 400 | Liverpool 52.4 \| 35 B52′ F35′ | 4012 6276 | | 1912 11 | Greenock, (Scotts' S. B. & E. Co., Lim.) [Scot. | F. Leyland & Co. (Lim.) | 4CylQE23½,34,49,70x51; 2DB;1AuxSB;WP215lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10008 145,450 KJHF | **Nestlea** Steel 1D;Shel dk;Wireless;Oil fuel; W. Bal 6BH | Scw | Br 365 | Newcastle 51.5 \| 25.2 | 2473 4274 | | 1921 5 | Sunderland, (J. [Eng. Priestman & Co.) | John Priestman | 3Cyl TE25,41,69x48; 3SB;WP180lbs | | N |
| 10009 MTPS | **Nesttun** Steel 1D;W. Bal 4BH | Scw | Nor 237.9 P20′ | Bergen 36.6 \| 15.9 B59′ F23′ | 736 1271 | | 1917 12 | Dordrecht, (Huiskens & Van Duisk) [Hol. | Laur. Christiansen, Mgr. | 3Cyl TE17,29,46x36; 2SB;WP180lbs | | N |
| 10010 139,042 JLFW | **Nethergate** xWarturm Steel 1D;Spar dk;Deep frmg; Wireless;W. Bal 6BH | Scw | Br 402.4 P50′ | London 52.7 \| 20.2 B123′ F52′ | 3197 5096 | | 1908 6 | Weser- munde, Ger. (J. C. Tecklenborg, A. G.) | Turnbull, Scott Shipping Co. (Lim.) | 4Cyl QE22,31,40,70x51; 3SB;WP213lbs | | BL |
| 10011 130,644 | **Netherlands** Steel 1D 3BH | Scw Twin | Am 190.6 | New York 43 \| 16.5 | 689 1129 | | '93 4 | Newburgh, (T. S. Marvel & Co.) [N. Y. | Delaware, Lackawanna & West R.R. Co. | 2-2Cyl C 18,38x28; 2Blrs;WP125lbs;740IHP. | | |
| 10012 142,992 TCSM | **Netherton** 1D | Trn | Br 134 | St. John's 28 \| 9.4 | 269 318 | | 1921 1 | Machias, (Job Shipyard Corp.) [Me. | Job Bros. & Co. (Lim.) | O,Hw,Sp,F,YP;Gif(Sltd) clk dk7,22;clkb,Z 12,22;s clkg a5,24; tr clkg a4,25; Dkd,s rps,clk t 11,26 | ✠A1 Biennial Survey. S.S.No.1,Drtmuth4,25 | |
| 10013 141,227 TPKN | **Nettie C.** 1D | Trn | Br 150 | Weymo'th 33.3 \| 13.1 | 386 461 | | 1919 | Saulnier- ville, N. S. (F. P. Comeau.) | Christopher Splane | Bch,Sp;Gif(Sltd) | | V |
| 10014 92 QSWX | **Nettuno** Steel Long. frmg;Oil in bulk | Scw | It 416.7 | Palermo 51.3 \| 28.3 | 2614 5088 | | 1916 | Palermo, (Cantieri Navali Riuntl) [It. | R. Marina Italiana | 3Cyl TE23⅜,38⅜,63¼x35⅔ | | |
| 10015 | **Neuse** 1D | Brg | Cuban 196.5 | Mariel 23.8 \| 10.9 | 464 464 | | 1909 5 | Elkton, (Henry Deibert S. B. Co.) [Md | La Cia. Cubana de Cemento Portland | O,YP;Gif | ✠ — — Suspended 4,21 | |
| 10016 LDGS | **Neuwerk** xValtamerl xHermonthis Steel 2D;B;Well dk;SUB.SIG; 5BH Wireless;W. Bal | Scw | Ger 380.7 P & B | Altona 48 \| 26.1 230′ F43′ | 2980 4783 | | '96 12 | Sunderland, (J. L. Thompson & Sons, Lim.) [Eng | "Cimbria" Reederei G. m. b. H. | 3Cyl TE27,44,72x48; 3SB | | G |
| 10017 69,145 | **Neva** 1D | Sch | Br 97.5 | Afton 27.9 \| 10.4 | 142 157 | | '75 rb '01 | Pomquet, N. S. (Clark Bros.) | Digby Pulp & Power Co. (Lim.) | Hw,Sp;Gicf(Sltd) | — Exp | |
| 10018 95,225 LVGT | **Nevada** 2D;W. Bal | Sch xScw | Br 230 | Montreal 34.1 \| 13 \| 19.5 | 1080 1241 | | '90 9 | Leith, (Ramage & Ferguson.) [Scot. | Dominion Iron & Steel Co. (Lim.) | Stl;6BH | | |
| 10019 NVMP | **Nevada** Steel 2D;Wireless;W Bal 7BH | Scw | Dan 361.9 | Cop'hagen 50.2 \| 23.7 | 2302 3766 | | 1917 7 | Elsinore, (Helsingors Jernsk. & Msk.) [Den. | Det Forenede Dampskibs Selskab | 3Cyl TE26,43,71x42; 3SB;WP200lbs;2143IHP | | V |
| 10020 166,464 | **Nevada** 1D | Brg | Am 95.7 | New York 34 \| 8.4 | 486 486 | | 1916 | Rondout, (Jacob Rice & Sons) [N. Y. | Southern Pacific Co. | Wd | | |
| 10021 OPCU | **Nevada** xRovuma Steel 2D;W. Bal;Wireless 7BH | Scw | Fr 420.1 | Havre 56.4 \| 28.1 | 3499 5693 | | 1915 | Vegesack, (Bremer Vulkan.) [Ger. | Compagnie Generale Transatlantique | 4Cyl QE24,35,50,73x53; 4SB;WP230lbs;3300IHP. | | V |
| 10022 213,782 | **Nevada** Steel 3D 6BH | Scw | Am 221.2 | Manistee 42.2 \| 24.7 | 1217 2097 | | 1915 | Manitowoc, (Manitowoc S. B. Co.) [Wis. | Pere Mar- quette Line Steamers | 3Cyl TE21,34,56x36; 2SB;WP185lbs;1600IHP. | | |
| 10023 226,009 | **Nevada** Wood | MV Twin Yct | Am 110 | Bridgep'rt 20.6 \| | 104 153 | | 1926 | City Island, (H. B. Nevins, Inc.) [N. Y. | De Ver H. Warner | 2-6CylGasEngs8½x12; 300IHP | | |
| 10024 131,453 JNTV | **Nevisian** xNicosian Steel 2D;Shel dk;Wireless; 7BH SUB.SIG;W. Bal | Scw | Br 400.8 | Liverpool 52.5 \| 26.9 | 4097 6369 | | 1912 9 | Glasgow, (D. & W. Henderson & Co., Lim.) [Scot. | F. Leyland & Co. (Lim.) | 4Cyl QE23,34,49,70x51; 2DB;1Aux;SE;WP215lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10025 223,777 | **New Berne** Steel 1D;B 1BH | MV | Am 104.9 | Norfolk 24.1 \| 11.9 | 51 194 | | 1903 | Wilmington, (Pusey & Jones.) [Del. | Norfolk, Balt. & Carolina Line, Inc. | Oil Eng; 300BHP. | | |
| 10026 144,348 KDPF | **New Brighton** Steel 1D;Shel dk;Wireless;W. Bal 8BH | Scw | Br 412.6 F40′ | London 55.8 \| 34.4 | 4023 6538 | | 1920 1 | Belfast, (Harland & Wolff, Lim.) [Ire. | Elder, Dempster & Co. (Lim.), Mgrs. | Stm Tbns; 3WTB;WP200lbs | | BL |
| 10027 218,615 LSDP | **New Britain** Steel 2D;W. Bal; 7BH 6BH to Fbd dk 1BH to 2d dk Oil fuel F. P. above 150° F. C-35 W.B.—A.P.48t;D.B.311′1119t;D.T.27′6 F.O.....D.B.268′ 854t;D.T.27′6 | Scw | Am 386.8 P36′ 41t... 01t; S. | New York 52.2 \| 27.4 \| 30′ B110′ F39′ .....F.P.108t T.62t..... | 3047 4826 7500 | 6′ 8″ 23′ 6″ | 1919 7 | Arlington, (Downey S. B. Co.) [S. I. | Black Diamond S.S. Corp. | 3Cyl TE24,40,70x48; Downey S. B. Co; 3SB;Sun S. B. Co; 7200HS;WP190lbs;2500IHP;EAC; Dkd3,26;d rpd4,26;s rps10,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY10,23; n shft5,23;M.&B.S.10,23; shft drn7,24;Cih BB;CL | |
| 10028 143,625 KFDP | **New Brooklyn** Steel 1D;Shel dk;W. Bal;Wireless 8BH | Scw | Br 412.6 F40′ | Liverpool 55.8 \| 34.4 | 4039 6546 | | 1920 3 | Belfast, (Harland & Wolff.) [Ire. | Elder, Dempster & Co. (Lim.), Mgrs. | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 10029 140,632 KBQR | **New Brunswick** Steel 1D;Shel dk;Wireless;W. Bal 8BH | Scw | Br 412.6 F40′ | Liverpool 55.8 \| 34.4 | 4028 6529 | | 1919 6 | Belfast, (Harland & Wolff, Lim.) [Ire. | Elder, Dempster & Co. (Lim.), Mgrs. | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 10030 81,299 | **New Castle** xWhitehall Iron 1D | SW | Am 196 | Wilm'gton 37.4 \| 14.1 | 811 1088 | | '90 6 | Newburgh, N. Y. | ..... | 1Cyl VB 50x120; 540IHP. | | |
| 10031 144,601 NFVQ | **New Columbia** Steel 1D;Shel dk;Oil fuel; Wireless;W. Bal 8BH | Scw | Br 412.6 F40′ | London 55.8 \| 34.4 | 4044 6574 | | 1920 6 | Belfast, (Harland & Wolff.) [Ire. | Elder, Dempster & Co. (Lim.), Mgrs. | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 10032 85,703 | **New Dominion** 1D | Sch | Br 117.5 | Prescott 25.3 \| 9.2 | ..... 196 | | '68 rb '88 | Pt. Rowan, (Barney.) [Ont. | E. J. Burns | O | | |
| 10033 204,647 KWJH | **New England** Steel 1D 3BH | Scw | Am 118 | N. London 31.4 \| 11.8 | 265 417 | | 1907 10 | Quincy, (Fore River S.B.Co.) [Mass. | New England S.S. Co. | 1Cyl 26x26; 400IHP | | |
| 10034 130,759 KNGD | **New England** Steel 1D;Mchy aft 4BH | Scw | Am 121.8 | Portland 23.8 \| 12.6 | 70 230 | | '97 12 | Camden, (John H. Dialogue & Son.) [N. J. | New England Fish Co. | 3Cyl TE14,22,36x24; 1CRTB;WP160lbs;500IHP. | ✠ — — Cancelled. | |
| 10035 219,583 LVNQ | **New England** Steel 1D;2d dk at ends;Wireless; 7BH SUB.SIG; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252′847t;D.T.20′394 F.O.—A.P.66t;D.B.214′643t..... | Scw | Am 324 P41′ t..... S.T.3 | Newark 46.2 \| 25 \| 28′ 6″ B90′ F35′ ..F.P.111t lt..... | 2174 3545 5500 | 5′ 9″ 22′ 11″ | 1920 4 | Newark, (Submarine Boat Corp.) [N. J. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; d rpd10,20;Dkd5,21;s rps4.22 | ✠A1Ⓔ ✠AMS Cih BB;CL (Laid up) | |
| 10036 140,645 KCFL | **New Georgia** Steel 1D;Shel dk;Wireless;W. Bal 8BH | Scw Sch | Br 412.6 | Liverpool 55.8 \| 34.4 F40′ | 4044 6566 | | 1919 8 | Belfast, (Harland & Wolff, Lim.) [Ire. | Elder, Dempster & Co. (Lim.), Mgrs. | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 10037 130,581 KLFC | **New Hampshire** Steel 1D;Wireless 7BH | Scw | Am 302.7 | ..... 44 \| 17.5 | 1505 2395 | | '92 1 | Wilmington, (Harlan & Hollingsworth.) [Del. | ..... | 4Cyl TE28,45,51,51x42; 4SB;WP160lbs;2500IHP. | | |
| 10038 204,200 KWDL | **New Haven** Steel 2D;Wireless | Scw | Am 275.7 | N. London 45.1 \| 16.7 | 1986 2930 | | 1907 6 | Chester, (Delaware River Iron S. B. & E. Co.) [Pa. | New England S.S. Co. | 3Cyl TE20,34,56x42; 1600IHP. | | |
| 10039 221,805 MDHL | **New Jersey** Steel 2D;Mchy aft;Long. frmg; 16BH Wireless;SUB.SIG; C-37 Oil fuel F. P. above 150° F. W.B.—A.P.130t;D.B.a60′211t... F.O.....W. T.a14′ 310t;D.T.a9′77t;D.T.a 7′418t; D.T.f.7′355t | Scw | Am 416.8 P107′ .....D.T. | Pt. Arthur 56.1 \| 32.7 B34′ F33′ f.33′435t;F.P.229t f.33′406t..... | 4159 6718 9330 | | 1921 12 | Bath, (Texas S.S. Co.) [Me. | Texas Co. | 3Cyl TE27,45,74x51; Hooven, Owens, Rentschler Co; 3SB;Bath Iron Wks; 7978HS;WP190lbs;2700IHP;EAC; Dkd,d rpd3,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,Mbl3,26; M.&B.S;shft drn3,26; Cih BB;CL | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10040 65,063 | **New Jersey** xYarkand | Brg Sch | Am 220.1 | New York 37.1 | 33.8 | | 1177 1347 | | '77 1 | Barrow, (Barrow [Eng. S. B. Co., Lim.) | Neptune Line (Inc.) | I;1BH | | |
| 10041 206,082 KWVJ | **New London** Steel 2D | Scw | Am 278.5 | Portland 44 | 19 | | 1893 2818 | | 1909 4 | Wilmington, (Harlan & [Del. Hollingsworth.) | Central Vermont Transportation Co. | 3CylTE21,34,56x42; 2000IHP | | |
| 10042 152,087 | **New Mathilde** xPaz xDon Zollo Steel 1D;Spar dk;W. Bal 5BH | Scw | Br 230.8 P20′ | HongK'ng 34.1 B68′ | 19.3 F36′ | | 842 1410 | | 1906 | Kiel, (Howaldtswerke.) Ger. | Yik Tai S.S. Co. (Lim.) | 3CylTE17,29,44x25; 2SB;WP175lbs;758IHP | | |
| 10043 140,651 KCHS | **New Mexico** Steel 1D;Shel dk;Wireless;W. Bal 8BH | Scw Sch | Br 412.4 F40′ | Liverpool 55.8 | 34.4 | | 4044 6566 | | 1919 8 | Belfast, (Harland [Ire. & Wolff, Lim.) | Elder, Dempster & Co. (Lim.), Mgrs. | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 10044 220,621 MBLJ | **New Orleans** Steel 2D;Long frmg;W. Bal; 7BH SUB.SIG;Wireless; C-37 Oil fuel F. P. above 150° F. W.B.—A.P.185t;D.B.330′1510t F.O.—A.P.173t;D.B.288′1163t;S. | Scw | Am 395.5 P44′ F.P.19 T.74 F.P.18 | N. Orleans 55 B108′ | 34′ 11″ F37′ 3t 0t | | 3797 6171 9600 | 8′ 1½″ 27′ | 1920 10 | New Orleans (Doullut & [La. Williams S. B. Co.) | U. S. Shipping Board | Stm Tbn; Vulcan Iron Wks;W. & A. Fletcher Co; 3WTB;Frost Mfg. Co; 8745HS;WP210lbs;2800SHP;EAC; Dkd10,20;d rpd6,21;s rps7,21 | ✠A1Ⓔ With Freeboard. ✠AMS Cih BB;CL (Laid up) | |
| 10045 224,347 | **New Orleans** Steel 1D; 7BH Oil fuel F. P. above 150° F. | Scw F B | Am 234 | San Fran. 45 | 17 | | 925 1952 | | 1924 12 | San Francisco, Cal. (Bethlehem S. B. Corp.) | Southern Pacific Co. | 3CylTE19,32,56x36; Buckeye Eng. Co; 3WTB;De Pere Mfg. Co; 7554HS;WP200lbs;1400IHP;EAC | ✠A1Ⓔ Ferry Service. ✠AMS Scip;CL | |
| 10046 224,942 | **New Orleans** Steel 1D 5BH | StW Ctm F. B. | Am 144 | N. Orleans 55 | 7.7 | | 501 501 | | 1925 11 | Jefferson-ville, Ind. (Howard Shipyards & Dock Co.) | Algiers Public Service Co., Inc. | 2-1CylH18x72; Iowa Machine Wks; 2SB;Fowler Wolfe Sheet Metal Wks; 1300HS;WP175lbs;350IHP;EAC; Exmd5,26 | ✠A1Ⓔ Mississippi River Ferry Service. ✠AMS | |
| 10047 140,653 KCMH | **New Texas** Steel 1D;Shel dk;Wireless;W. Bal 8BH | Scw | Br 412.6 F40′ | Liverpool 55.8 | 34.4 | | 4044 6568 | | 1919 9 | Belfast, (Harland [Ire. & Wolff, Lim.) | Elder, Dempster & Co. (Lim.), Mgrs. | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 10048 140,658 KCPW | **New Toronto** Steel 1D;Wireless;W. Bal 8BH | Scw Sch | Br 412.6 F40′ | Liverpool 55.8 | 34.4 | | 4044 6568 | | 1919 10 | Belfast, (Harland [Ire. & Wolff, Lim.) | Elder, Dempster & Co. (Lim.), Mgrs. | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 10049 217,618 LQBH | **New Windsor** Steel 2D;SUB.SIG;Web frms;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.144t;D.B.338′1311t; F.O.....D.B.284′1092t;S. | Scw | Am 400.5 P36′ F.P.1 T.62t | New York 54.2 B124′ | 30.4 32′10″ F44′ 20t | | 3451 5590 8822 | 7′ 10½″ 25′ 2″ | 1919 3 | Newburgh, (Newburgh [N. Y. Shipyards, Inc.) | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 3WTB;Babcock & Wilcox Co; 3700HS;WP200lbs;3000SHP;EAC; Dkd11,20;s rps2,21 | ✠A1Ⓔ ✠AMS Scip;CL (Laid up) | |
| 10050 168,703 | **New York** 1D | Brg | Am 120 | New York 33 | 14 | | 523 523 | | 1923 | Wilmington, (Amer. Car [Del. & Foundry Co.) | International Elevating Co. | YP,O;Gif | | |
| 10051 130,450 KGNQ | **New York** Iron 1D 3BH | Scw | Am 207.5 | C. Charles 31.1 | 12.6 | | 523 770 | | '89 | Wilmington, Del. | N.Y., Phila. & Norfolk R.R.Co. | 3CylTE18½,27,42x24; 2CRTB;WP160lbs;689IHP | | |
| 10052 130,736 KNBM | **New York** Steel 2D;Wireless 4BH | Scw | Am 132.1 | New York 28.1 | 19.9 | | 301 541 | | '97 5 | Wilmington, (Harlan & [Del. Hollingsworth.) | United New York Sandy Hook Pilots' Assn. | 2CylC26,48x30; Harlan & Hollingsworth; 2SB;Harlan & Hollingsworth; 90GS;2560HS;WP100lbs;800IHP; d rpd6,25;Dkd,s rps10,26 | ✠A1 ✠AMS 3dS.S.No.1,NY6,25; M.S.6,25;B.S;shft drn5,26; Cih BB | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10053 219,650 LVRQ | **New York** xRattler Wood 1D | Scw | Am 94.9 | New York 24.8 \| 13 | 118 173 | | 1919 | New Brighton, N. Y. (John W. Sullivan Co.) | Delaware, Lackawanna & Western R.R. Co. | 2CylC18,36x26; 1SB;WP155lbs;800IHP. | | |
| 10054 223,901 MFNL | **New York** Steel 1D;2d dk at ends;Super dk; Oil fuel F. P. above 150° F. | Scw Twin 7BH | Am 385.3 | P'tsmouth 72.5 \| 20.9 | 2703 4989 | | 1924 6 | Sparrows Point, Md. (Bethlehem S. B. Corp.) | Eastern S.S. Lines, Inc. | Stm Tbns; Bath Iron Wks; 6SB;Bethlehem S. B. Corp; 21174HS;WP200lbs;7600SHP;EAC; d rpd11,25;Dkd,s rps11,26 | A1 Coastwise New York to Boston AMS S.S.NY11,24; Stbd shft drn11,24;SBP;CL | |
| 10055 206,239 LBCP | **New York** Steel 2D | Scw Sch | Am 278.5 | Portland 44 \| 19 | 1893 2818 | | 1909 5 | Wilmington, (Harlan & Hollingsworth.) [Del. | Central Vermont Transportation Co. | 3CylTE21,34,56x42; 2000IHP. | | |
| 10056 130,602 | **New York** Iron | SW | Am 175 | Norfolk 36.6 \| 13.3 | 537 896 | | '92 | Wilmington, (Harlan & Hollingsworth [Del. | U. S. Housing Corp. (Norfolk Co. Ferries Dev.) | 1CylVB46x120; 1SB;WP45lbs;600IHP | | |
| 10057 211,165 | **New York** Steel 1D 3BH | Scw | Am 71 | Cleveland 20 \| 12.6 | 51 99 | | 1912 | Cleveland, (Great [Ohio Lakes Towing Co.) | Great Lakes Towing Co. | 1Cyl25x28; 1FB;WP140lbs;400IHP | | |
| 10058 213,937 LFTP | **New York** Steel 2D;Web frms;Long. frmg; Oil in bulk;Oil fuel;Mchy aft; Wireless;SUB.SIG;W. Bal 16BH | Scw | Am 416.8 P107' | Pt. Arthur 56.1 \| 31.1 B35' F33' | 4037 6493 | | 1916 4 | Quincy, (Fore [Mass. River S. B. Corp.) | Texas Co. | 3CylTE26½,44,74x51; 3SB;WP190lbs;2000IHP. | | BL |
| 10059 214,507 | **New York Central No. 3** Steel 1D 5BH | Scw | Am 104.3 | New York 24.8 \| 12.1 | 143 210 | | 1916 | Wilmington, (Harlan & Hollingsworth) [Del. | New York Central R.R. Co. | 2CylC20,40x26; 1Blr;WP135lbs;500IHP. | | |
| 10060 203,594 KVQN | **New York Central No. 5** Steel 1D | Scw | Am 100.4 | New York 30.5 \| 11.5 | 278 410 | | 1906 | Port Richmond, N. Y. | New York Central R.R. Co. | 300IHP. | | |
| 10061 214,670 | **New York Central No. 9** Steel 1D 5BH | Scw | Am 102 | New York 25 \| 12 | 149 219 | | 1916 | Wilmington, (Harlan & Hollingsworth.) [Del. | New York Central R.R. Co. | 2CylC20,40x26; 1Blr;WP135lbs;300IHP. | | |
| 10062 100,415 | **New York Central No. 12** xInterstate Iron 1D 3BH | Scw | Am 82 | New York 19.5 \| 9.5 | 51 103 | | '87 12 | Camden, N. J. | New York Central R.R. Co. | 2CylC15,30x22; 1CRTB;WP100lbs;232IHP | | |
| 10063 155,151 | **New York Central No. 13** xOakland Iron 1D 3BH | Scw | Am 82 | New York 19.5 \| 9.5 | 51 103 | | '87 | Camden, N. J. | New York Central R.R. Co. | 2CylC15,30x22; 1CRTB;WP100lbs;232IHP | | |
| 10064 214,501 | **New York Central No. 14** Steel 1D 3BH | Scw | Am 106.7 | New York 31 \| 15.4 | 357 556 | | 1916 | Port Richmond, N. Y. (Staten Island S. B. Co.) | New York Central R.R. Co. | 1Cyl22x26; 1SB;WP150lbs;300IHP. | | |
| 10065 206,133 | **New York Central No. 15** xNew York Central Marine Co.No. 6 Steel 1D | Scw | Am 110.9 | New York 27.6 \| 13.5 | 155 267 | | 1909 | Quincy, (Fore [Mass River S. B. Corp.) | New York Central R.R. Co. | 2CylC20,44x30; 600IHP. | | |
| 0066 130,525 | **New York Central No. 17** Iron 1D | Scw | Am 100 | New York 22 \| 10.6 | 74 148 | | '90 11 | Newburgh, N. Y. | New York Central Lighterage Co. | 2CylC20,38x24 | | |
| 0067 211,726 | **New York Central No. 18** Steel 1D 5BH | Scw | Am 99.4 | New York 25.5 \| 13 | 173 255 | | 1913 10 | Newburgh, (W. & A. Fletcher Co.) [N. Y. | New York Central R.R. Co. | 2CylC20,42x28; 1SB;WP160lbs;800IHP. | | |
| 0068 130,531 | **New York Central No. 18** Iron 1D | Scw | Am 82 | New York 19 \| 9 | 52 104 | | '91 | Newburgh, N. Y. | New York Central Lighterage Co. | 2CylC15,30x22 | | |
| 0069 210,748 | **New York Central No. 19** Steel 1D 5BH | Scw | Am 80.3 | New York 21.5 \| 11.4 | 108 159 | | 1912 11 | Newburgh, (T. S. Marvel S. B. Co.) [N. Y. | New York Central R.R. Co. | 2CylC15,30x22; 1SB;450IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10070 | **New York Central No. 20** | Scw | Am | New York | 108 | | 1912 | Newburgh, | New York | 2CylC15,30x22; | | |
| 210,749 | Steel | | 80.3 | 21.5 \| 11.4 | 159 | | 11 | (T. S. [N. Y. | Central R.R. Co. | 1SB;450IHP. | | |
| | 1D 5BH | | | | | | | | Marvel S. B. Co.) | | | | |
| 10071 | **New York Central No. 27** | Scw | Am | New York | 156 | | 1910 | Camden, | New York | | | |
| 207,774 | Steel | | 97.5 | 25.6 \| 12.2 | 231 | | | N. J. | Central R.R. Co. | 950IHP. | | |
| LBPR | 1D | | | | | | | | | | | | |
| 10072 | **New York Central No. 28** | Scw | Am | New York | 345 | | 1912 | Pt. Rich- | N. Y. Cent. | 1CylNC22x26; | | |
| 210,560 | Steel | | 101.8 | 31.5 \| 13.6 | 508 | | 9 | mond, N. Y. | Lighterage Co. | 1SB;WP150lbs;350IHP. | | |
| | 1D 3BH | | | | | | | | (Staten Island S. B. Co.) | | | | |
| 10073 | **New York Central No. 29** | Scw | Am | New York | 191 | | 1912 | Pt. Rich- | N. Y. Cent. | 1CylNC22x26; | | |
| 210,561 | Steel | | 99.3 | 35.5 \| 11.9 | 281 | | 9 | mond, N. Y. | Lighterage Co. | 1SB;WP150lbs;350IHP. | | |
| | 1D 3BH | | | | | | | | (Staten Island S. B. Co.) | | | | |
| 10074 | **New York Central No. 30** | Scw | Am | New York | 160 | | 1923 | Brooklyn, | New York | 2CylC20,40x26; | | |
| 222,741 | Steel | | 102 | 25.6 \| 11.9 | 235 | | | (Tebo [N. Y. | Central R.R. Co. | 1SB;WP165lbs;900IHP. | | |
| MDWQ | 1D | | | | | | | | Yacht Basin.) | | | | |
| 10075 | **New York Central No. 31** | Scw | Am | New York | 160 | | 1923 | Brooklyn, | New York | 2CylC20,40x26; | | |
| 222,786 | Steel | | 102 | 25.6 \| 11.9 | 235 | | | (Tebo [N. Y. | Central R.R. Co. | 1SB;WP165lbs;750IHP. | | |
| MFBK | 1D | | | | | | | | Yacht Basin.) | | | | |
| 10076 | **New York Central No. 32** | Scw | Am | New York | 160 | | 1923 | Brooklyn, | New York | 2CylC20,40x26; | | |
| 222,787 | Steel | | 102 | 25.6 \| 11.9 | 235 | | | (Tebo [N. Y. | Central R.R. Co. | 1SB;WP165lbs;750IHP. | | |
| MFBL | 1D | | | | | | | | Yacht Basin.) | | | | |
| 10077 | **New York Central** | Brg | Am | New York | 357 | | 1923 | Chester, | New York | Stl;6BH | | |
| 168,564 | Oil Barge No. 1 | | 144 | 27 \| 11.5 | 357 | | 2 | (Sun [Pa. | Central R.R. Co. | | | |
| | 1D | | | | | | | | S. B. Co.) | | | | |
| 10078 | **New York Central** | Brg | Am | New York | 357 | | 1923 | Chester, | New York | Stl;6BH | | |
| 168,565 | Oil Barge No. 2 | | 144 | 27 \| 11.5 | 357 | | 2 | (Sun [Pa. | Central R.R. Co. | | | |
| | 1D | | | | | | | | S. B. Co.) | | | | |
| 10079 | **New York Central** | Brg | Am | New York | 357 | | 1923 | Chester, | New York | Stl;6BH | | |
| 168,726 | Oil Barge No. 3 | | 144 | 27.1 \| 11 | 357 | | 12 | (Sun S. B. [Pa. | Central R.R. Co. | | | |
| | 1D | | | | | | | | & D. D. Co.) | | | | |
| 10080 | **New York Central** | Brg | Am | New York | 357 | | 1924 | Chester, | New York | Stl | | |
| 168,903 | Oil Barge No. 4 | | 144 | 27.1 \| 11 | 357 | | | (Sun S. B. [Pa. | Central R.R. Co. | | | |
| | 1D | | | | | | | | & D. D. Co.) | | | | |
| 10081 | **New York City** | Scw | Br | Bristol | 1622 | | 1917 | Bristol, | C. Hill & | 3CylTE24,39,66x45; | | BL |
| 134,720 | Steel | | 311 | 42.8 \| 23.6 | 2736 | | 12 | (C. [Eng. | Sons, Mgrs. | 2SB;WP180lbs | | |
| JSND | 2D;B;Wireless;W. Bal 5BH | | P31′ | B & F 259′ | | | | | Hill & Sons.) | | | | |
| 10082 | **New York Marine Co. No. 1** | Scw | Am | New York | 139 | | 1900 | Port Rich- | New York | 2CylC20,42x28; | | |
| 86,534 | xGenesee Iron | | 96 | 20.7 \| 11.3 | 204 | | | mond, S. I. | Marine Co. | 1SB;1500IHP. | | |
| | 1D | | | | | | | | (Staten Island S. B. Co.) | | | | |
| 10083 | **New York Marine Co. No. 2** | Scw | Am | New York | 139 | | 1900 | Port Rich- | New York | 2CylC20,42x28; | | |
| 86,509 | xGanoga Iron | | 96 | 20.7 \| 11.3 | 204 | | | mond, S. I | Marine Co. | 1SB500IHP. | | |
| | 1D | | | | | | | | (Staten Island S. B. Co.) | | | | |
| 10084 | **New York Marine Co. No. 3** | Scw | Am | New York | 139 | | 1900 | Port Rich- | New York | 2CylC; | | |
| 93,094 | xMahanoy Steel | | 96 | 20.7 \| 11.3 | 204 | | | mond, N. Y. | Marine Co. | 1CRTB;WP150lbs;500IHP. | | |
| | 1D 2BH | | | | | | | | (Burlee D. D. Co.) | | | | |
| 10085 | **New York Marine Co. No. 6** | Scw | Am | New York | 122 | | 1904 | Tottenville, | New York | 2CylC18,38x24; | | |
| 200,944 | xBouker No. 2 Wood | | 95.4 | 25.8 \| 11.3 | 179 | | 4 | (A. C. [S. I. | Marine Co | 1Bir;WP150lbs;579IHP. | | |
| | 1D 4BH | | | | | | | | Brown.) | | | | |
| 10086 | **New York Marine Co. No. 7** | Scw | Am | New York | 45 | | 1919 | Clayton, | New York | 1Cyl22x18; | | |
| 222,454 | xU. S. Navy No. 53 Wood | | 81.3 | 20.6 \| 9.9 | 106 | | | N. J. | Marine Co. | 1WTB;WP150lbs;275IHP. | | |
| | 5BH | | | | | | | | | | | | |
| 10087 | **New York Marine Co. No. 8** | Scw | Am | New York | 45 | | 1919 | Camden, | New York | 1Cyl22x18; | | |
| 222,595 | xU. S. Navy 76 Wood | | 81.3 | 20.6 \| 9.9 | 106 | | | N. J. | Marine Co. | 1WTB;WP150lbs;300IHP. | | |
| | 1D 4BH | | | | | | | | | | | | |
| 10088 | **New York Marine Co. No. 9** | Scw | Am | New York | 45 | | 1919 | Morris | New York | 1Cyl18x24; | | |
| 222,672 | xU. S. Navy No. 79 Wood | | 81.3 | 20.6 \| 9.9 | 106 | | | Heights, N. Y. | Marine Co. | 1WTB;WP150lbs;285IHP. | | |
| | 5BH | | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10089 222,825 | **New York Marine Co. No. 10** xU. S. Navy No. 83 Wood 5BH | Scw | Am 81.3 | New York 20.6 \| 9.9 | 72 106 | | 1919 | Morris Heights, N. Y. | New York Marine Co | 1Cyl18x22; 1Bir;WP150lbs;275IHP. | | |
| 10090 146,581 KMHF | **New York News** Steel 1D;Mchy aft;W. Bal 3BH | Scw | Br 250.2 F40′ | Montreal 43 \| 16.8 | 970 1670 | | 1922 6 | Londonderry (N. of Ireland S. B. Co., Lim.) [Ire. | Chicago Tribune Transp. Co. (Lim.) | 3CylTE16,27,44x30; 2SB;WP180lbs;800IHP. | A.S.4,26; M.S;shft drn11,25 | C |
| 10091 165,641 | **New York P. & N. R.R. Barge No. 18** 1D | Brg | Am 337 | C. Charles 49.2 \| 12 | 1458 1505 | | 1914 | Camden, (New York S. B. Co.) [N. J. | N. Y. P. & N. R.R. Co. | Stl | | |
| 10092 | **New Yorker** Steel 1D | Scw | Am 112.5 | New York 26.2 \| 11.6 | 121 243 | | '90 | New York, N. Y. | City of New York (Fire Dept.) | 3CylTE15,24,39x24; 2CRTB;WP148lbs | | |
| 10093 130,994 | **Newark** Steel | Scw | Am 192.5 | New York 46 \| 15 | 509 749 | | 1902 11 | Newburgh, N. Y. | Penna. R.R. Co. | 750IHP. | | |
| 10094 211,759 | **Newark** Steel 1D 3BH | Scw | Am 95.1 | New York 26.3 \| 12.1 | 135 231 | | 1913 11 | Baltimore, (Skinner S. B. & D. D. Co.) [Md. | Delaware, Lackawanna & West. R.R. Co. | 2CylC19,40x28; 1SB;WP175lbs;1100IHP. | | |
| 10095 213,704 | **Newark** Steel 1D 4BH | Scw | Am 96.8 | New York 26.1 \| 13.4 | 156 230 | | 1915 | Elizabeth-port, N. J. | C. R.R. of N. J. | 2CylC19,40x30; 1SB;WP175lbs;850IHP. | | |
| 10096 127,695 KSBV | **Newark** xCharles K. Nichols 1D | Brg Sch | Am 203.6 | Phila. 35.5 \| 13.2 | 772 820 | | 1902 9 | Bath, (Kelley & Spear.) [Me. | Southern Trans. Co. | O,YP,Hk;Gicf(Sltd) | ✠ — — Suspended1,21 | |
| 10097 142,623 JTRB | **Newaster** xWar Hamlet Steel 1D;Wireless;W. Bal 7BH | Scw | Br 331.1 P32′ | London 46.7 \| 23.2 B98′ F28′ | 1873 3114 | | 1918 8 | W. Hartlepool, Eng. (Irvine's S. B. & D. D. Co., Lim.) | E. R. Brown, Mgr. | 3CylTE25,41,68x45; 3SB;WP180lbs;368RHP | S.S.No.1,Crdf2,23;A.S.4,26; B.S.10,25;M.S;shft drn4,26 | C |
| 10098 101,897 MQVW | **Newbigging** xWoodruff xGertor Steel 1D;Web frms;Wireless;W. Bal 4BH | Scw Sch | Br 289.7 P28′ | Dundee 38.1 \| 20.1 B116′ F33′ | 1551 2400 | | '92 6 | Sunderland, (Osbourne, Graham & Co.) [Eng. | J. Mitchell & Sons, Mgrs. | 3CylTE21,35,57½x39; 2SB;WP160lbs | | BL |
| 10099 150,367 TQFW | **Newbrundoc** xDonald E. McKay Steel 1D;Wireless;W. Bal 4BH | Scw | Br 251 P25′ | Ft. Will'm 43.7 \| 22.5 B64′ F28′ | 1317 2281 | | 1921 8 | Toronto, (Collingwood S. B. Co. (Lim.) [Can. | N. M. Paterson & Co. (Lim.) | 3CylTE20,33,54x40; 2SB;WP180lbs | | C |
| 10100 217,324 LPCW | **Newburgh** Steel 2D;sub.sig;W. Bal; 7BH Oil fuel F.P. above 150° F. C-36 W.B.—A.P.144t;D.B.338′1311t. .....F F.O.....D.B.284′1092t;S. T.62t. .....P.120t | Scw | Am 400.5 | New York 54.1 \| 30 \| 32′ 10″ | 3390 5501 8822 | 7′ 10½″ 25′ 2″ | 1918 12 | Newburgh, (Newburgh Shipyards, Inc.) [N. Y. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;3000SHP;EAC; d rpd6,19;Dkd,rps8,21;s rps2,22 | ✠A1Ⓔ ✠AMS Bcip;CL (Laid up) | |
| 10101 130,350 | **Newburgh** Iron 3D | Scw | Am 200 | New York 32 \| 11 | 741 1033 | | '86 12 | Philadelphia, Pa. | Central Hudson Steamboat Co. | 2CylC26,45x36; 1000IHP | | |
| 10102 120,848 HCLW | **Newby Hall** Steel 2D;Deep frmg; 6BH Wireless;W. Bal | Scw Sch | Br 375 P42′ | Liverpool 47.2 \| 27.9 B95′ F43′ | 2840 4391 | | 1905 5 | Glasgow, (Barclay, Curle & Co.) [Scot. | Hall Line, Ltd., Mgrs. | 3CylTE23½,40,69x48; 2SB;WP212lbs;230RHP; Dkd,s rps11,25 | 2dS.S.No.2,Hull4,25; n shft11,25;M.&B.S.6,26 | C |
| 10103 130,958 | **Newcastle** Steel 1D 3BH | Scw | Am 77.8 | Phila. 20.5 \| 9.5 | 75 110 | | 1902 | Camden, (J. H. Dialogue & Son.) [N. J. | Chas. E. Davis, Jr. | 1CylNC20x24; 1SB;WP110lbs;500IHP. | | |
| 10104 221,437 | **Newdaphne** YP 1D | MV | Am 112.2 | Mobile 22.9 \| 7.6 | 113 172 | | 1921 7 | Milton, (J. M. Campbell.) [Fla. | Daphne Boat Co. | Gas Eng; 175BHP. | | |
| 10105 125,470 HPQR | **Newona** Steel 1D;Deep frmg;Mchy aft; 11BH Web frms;Oil fuel;Wireless;W Bal; Oil in Bulk | Scw | Br 250.4 | Montreal 43.1 \| 22.3 F42′ | 1233 2278 | | 1909 8 | Wallsend, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | Fraser, Brace & Clarke (Lim.) | 3CylTE20½,33,54x36; 2SB;WP180lbs;205RHP; Dkd4,23;d rpd2,25 | S.S.No.3,Crdf6,19; n shft;B.S.4,23;M.S.10,23 | C |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10106 | **Newport** | Scw | Am | San Fran. | 1653 | 9′ 8″ | '80 | Chester, | S. S. New- | 3Cyl TE 25,37,62x42; | ✠A1 With Freeboard | |
| 130,179 | Iron | Sch | 326 | 38.2 \| 23.9 | 2643 | 16′ 3″ | 3 | (Jno. [Pa. | port, Inc. | Union Iron Wks; | Annual Survey | |
| JTVP | 2D;3rd dk Ford;Wireless; 5BH | | | 25′ 1½″ | 2200 | | | Roach & Son.) | | 2DB;Union Iron Wks; 3978HS;WP175lbs;2200IHP;DB; | AMS | |
| | Oil fuel F. P. above 150° F. C-29 | | | | | | | | | EAC;n E,Birs11,97;Dkd,d rpd7,26; s rps10,26;Exmd11,26 | 4thS.S.No.2,SanF12,24; S.Bi.S.6,26;n shft12,18; M.&B.S;shft drn6,26;Clh BB | |
| | W.B.....I.T.53t F.O.—D.T.18′368t..... | | | | | | | | | | | |
| 10107 | **Newport** | Brg | Am | Phila. | 1193 | | 1919 | Sandy Point, | Southern | YP,F;Gif | ✠ — — | |
| 219,001 | | Sch | 229.3 | 37.9 \| 18.8 | 1321 | | 10 | (Sandy Point [Me. | Trans. Co | | Suspended4,23 | |
| LTDC | xSandy Point 1D;B | | | | | | | S. B. Corp.) | | | | |
| 10108 | **Newsome** | Scw | Nor | Oslo | 943 | | 1925 | Copenhagen, | A/S. | 3Cyl TE 22,36,61x39; | | N |
| | Steel | | 257.5 | 35.6 \| 21.6 | 1604 | | 2 | (Kjoben- [Den. | Frugtfart | 2SB;WP200lbs | | |
| LDVF | 3D;Oil fuel;Wireless;W. Bal 5BH | | P20′ | F29′ | | | | havns Flydedok og Skibs) | | | | |
| 10109 | **Newton** | Scw | Dan | Korsos | 544 | | 1907 | Oslo, | Dampsk- | 3Cyl TE 16½,27,46x33; | | N |
| | xJos. J. Cuneo Steel | | 201.3 | 30.3 \| 17.7 | 872 | | 3 | (Nylands [Nor. | sisk. Mars A/S. | 1SB;WP180lbs | | |
| NGDM | 2D;Spar dk;W. Bal 4BH | | | | | | | Verksted.) | | | | |
| 10110 | **Newton** | Scw | Am | Newingt'n | 1864 | | 1919 | Newington, | U. S. Govt. | 3Cyl TE 19,32,56x36; | | |
| 218,607 | O,F;Gif✕ | | 267 | 46 \| 23 | 2521 | | 11 | (L. H. [N. H. | (Navy Dept.) | 2WTB;WP200lbs;1400IHP | | |
| LSDK | 1D;B 4BH | | P25′ | B66′ F30′ | 3500 | | | Shattuck, Inc.) | | | | |
| 10111 | **Newton** | Scw | Br | Liverpool | 4015 | | 1919 | Belfast, | Lamport & | 3Cyl TE 27,44,73x48; | | BL |
| 140,628 | Steel | | 412.6 | 55.8 \| 34.4 | 6509 | | 5 | (Harland [Ire. | Holt (Lim.), Mgrs | 3SB;WP180lbs | | |
| KBJV | 1D;Shel dk;Wireless;W. Bal 8BH | | F40′ | | | | | & Wolff, Lim. | | | | |
| 10112 | **Newton** | Scw | Am | Boston | 3093 | 7′ 6½″ | 1911 | Quincy, | Mystic S.S. | 3Cyl TE 25,41,68x48; | ✠A1 | C |
| 209,388 | Steel | Sch | 389 | 54.6 \| 28 | 5001 | 23′ 8″ | 11 | (Fore River [Mass. | Co. | Fore River S. B. Co: | AMS | |
| LCGB | 2D;Mchy aft; 7BH | | | 31′ | 8200 | | | S. & E. B. Co.) | | 3SB;Erie Bir. Wks; | S.S.No.3,NY5,23; | |
| | SUB.SIG;Deep frmg; Wireless;W. Bal | | P98′ | B24′ F31′ | | | | | | 165GS;7407HS;WP190lbs;2700IHP; EAC;1 d rpd5,23;d rpd4,25; Dkd,s rps 6,26 | M.S.5,23;shft drn4,25;B.S.6,26; Clh BB;CL | |
| | W.B.—A.P.93t; D.B.325′1483t; T. | T.253 | 936t; F | P.284t | | | | | | | | |
| 10113 | **Newton Bay** | Scw | Br | Nwtn.Bay | 286 | | 1919 | Middlesbro, | Newfound- | 3Cyl TE 16,26,44x26; | | C |
| 145,386 | xKilmuckridge Steel | | 170 | 30 \| 15.7 | 636 | | 10 | (Smith's [Eng. | land Canada | 1SB.WP200lbs | S.S.No.1,Hlfx11,24;A.S.3,26; | |
| KMRW | 1D;W. Bal 5BH | | B40′ | F25′ | | | | Dock Co., Lim.) | Traders (Lim.) | | shft drn10,24;M.&B.S.2,26 | |
| 10114 | **Newton Hall** | Scw | Br | Newcastle | 2476 | | 1905 | Sunderland, | Tyneside | 3Cyl TE 25,42,68x48; | | BL |
| 118,745 | xMatra xDrumgeith Steel | | 355 | 48 \| 17.7 | 3930 | | 3 | (J. Priest- [Eng. | Line (Lim.) | 3SB;WP180lbs | | |
| HCGN | 1D;Spar dk;Deep frmg; 6BH | | P31′ | B98′ F35′ | | | | man & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 10115 | **Newtonmoor** | Scw | Br | Newcastle | 2748 | | 1907 | Newcastle, | Moor Line | 3Cyl TE 25,41,69x48; | | BL |
| 124,221 | xValemead xQueen Elizabeth Steel | | 360.3 | 48 \| 20.2 | 4225 | | 9 | (Northum- [Eng. | (Lim.) | 3SB;WP180lbs | | |
| HLMK | 1D;Spar dk;Deep frmg; 6BH | | P31′ | B93′ F33′ | | | | berland S. B. Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 10116 | **Newtown** | Scw | Am | Buffalo | 209 | | '79 | Wilmington, | New York- | 1Cyl H 38x—; | | |
| 130,170 | Iron | | 145.3 | 52.5 \| 11 | 337 | | | Del. | Ontario Ferries, Inc. | 1RTB;WP50lbs;660IHP. | | |
| | 1D | | | | | | | | | | | |
| 10117 | **Newtown** | SW | Am | Boston | 348 | | 1908 | Boston, | Boston, | 1Cyl 38x96; | | |
| 205,073 | Wood | | 130.5 | 27.5 \| 11.2 | 447 | | | Mass. | Revere Beach & Lynn R.R. Co. | 1Bir;WP52lbs;500IHP. | | |
| | 1D | | | | | | | | | | | |
| 10118 | **Newtown No. 2** | StW | Am | San Fran. | 185 | | 1905 | Benicia, | California | 1Cyl 12x48; | | |
| 202,506 | Wood | | 131.5 | 30.5 \| 5.2 | 217 | | | Cal. | Trans. Co. | 1RTB;WP150lbs;180IHP. | | |
| | 1D | | | | | | | | | | | |
| 10119 | **Niagara** | Scw | Am | New York | 30 | | 1919 | Sturgeon | Lehigh | 2CylC 18,38x26; | ✠ — — | |
| 218,785 | xEnergy O,F;Gif | | 94.8 | 24.6 \| 14.6 | 177 | | 8 | Bay, Wis. | Valley R.R. Co. | 1SB;WP155lbs;450IHP | ✠ — — | |
| LSNF | 1D 1BH | | | | | | | (Leathem & Smith Towing & Wrecking Co.) | | | Cancelled12,24 | |
| 10120 | **Niagara** | Scw | Am | New York | 850 | | 1912 | Newburgh, | New York | 2-2CylC 19,38x28; | | |
| 210,464 | Steel | Twin | 183.7 | 40 \| 16 | 1250 | | 8 | (W. & A. [N. Y. | Central R.R. Co | 2SB;WP150lbs;1600IHP. | | |
| | 7BH | | | | | | | Fletcher Co.) | | | | |
| 10121 | **Niagara** | Scw | Am | Buffalo | 1324 | | '97 | West Bay | Boland & | 3Cyl TE 17,28,47x36; | | |
| 130,738 | Steel | | 249 | 43.2 \| 16.8 | 1760 | | | (F. W. [City, Mich. | Cornelius | 2SB;WP170lbs;900IHP. | | |
| | 1D;Mchy aft;W. Bal 3BH | | | | | | | Wheeler & Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10122 | **Niagara** | Scw | Fr | Bordeaux | 5361 | | 1908 | St. Nazaire, | Compagnie | 2-3Cyl TE25½,42½,70½x48½; | | V |
| OPDI | xCorse Steel<br>3D;B;Wireless;D.F; 11BH<br>SUB.SIG;W. Bal | Sch<br>Twin | 485.2 | 56.1 \| 33.9 | 8590 | | 9 | (Chant [Fr. de la Loire.) | Generale Transatlantique | 6SB;WP200lbs;6500IHP | | |
| 10123 | **Niagara** | Brg | Am | Phila. | 466 | | 1912 | Chesapeake | Southern | O,Hk,YP;Gif(Sltd) | ✠ — — | |
| 165 064 | 1D | | 200.4 | 23.8 \| 10.8 | 466 | | 10 | City, Md. (H. Delbert S. B. Co.) | Transportation Co. | | Suspended7,19 | |
| 10124 | **Niagara** | Scw | Br | London | 7582 | | 1913 | Clydebank, | Union S.S. | 2-4Cyl TE27½,42,47,47x54; | | BL |
| 135,193 | Steel | Trp | 524.7 | 66.3 \| 34.5 | 13415 | | 3 | (J. Brown & Co., Lim.) [Scot. | Co. of New Zealand (Lim.) | 1LPStmTbn;2DB;6SB; WP220lbs | | |
| JBSG | 3D;Shel dk;Web frms;Oil fuel; 9BH<br>Wireless;W. Bal | | | | | | | | | | | |
| 10125 | **Niagara** | Scw | Am | New York | 703 | | '98 | Wilmington, | U. S. Govt. | 2-3Cyl TE18,28,45x30; | | |
| 130,765 | Steel | Twin | 245 | 36 \| 19.4 | 1444 | | 2 | (Harlan & Hollingsworth Co.) [Del. | (Navy Dept.) | 3CRTB;WP160lbs | | |
| KNHR | 6BH | | | | | | | | | | | |
| 10126 | **Nias** | Scw | Hol | Amst'dam | 3757 | | 1909 | Amsterdam, | Stoomvaart | 2-3Cyl TE25½,41½,70x51; | | V |
| | Steel | Twin | 393.1 | 51.5 \| 34.6 | 5916 | | | (Nederl. Scheepsbouw. Mij.) [Hol. | Mij. "Nederland" | 3SB;WP180lbs;2600IHP; | | |
| PMRD | 3D;Wireless;W. Bal 9BH | | | | | | | | | | | |
| 10127 | **Nicanor** | Brg | Br | Lunenb'rg | 393 | | '86 | Mahone | Dominion | M;Icf | — Exp | |
| 90,861 | | xTrn | 140 | 30.8 \| 16.9 | 463 | | 9 | Bay, N. S. (J. H. Zwicker.) | Coal Co. (Lim.) | | | |
| | 2D | | | | | | | | | | | |
| 10128 | **Nicaragua** | Scw | Br | Montreal | 1042 | | '94 | West Bay | Canada S.S. | 3Cyl TE16,25,46x34; | | |
| 140,963 | Wood | | 248 | 37 \| 21.3 | 1724 | | 7 | City, Mich. (Davidson.) | Lines (Lim.) | 1SB;WP72lbs;400IHP. | | |
| | 1D | | | | | | | | | | | |
| 10129 | **Nicarao** | Scw | Mex | Pto Cortez | 819 | | 1920 | Shooters | Cuyamel | 3Cyl TE19,30,50x33; | | BL |
| | Steel | | 234.3 | 34.1 \| 20.3 | 1445 | | 9 | Island, N. Y. (Standard S. B. Corp.) | Fruit Co. | 2SB;WP185lbs;Dkd,d rpd9,26 | shft drn9,26 | |
| | 1D;Shel dk;Oil fuel;W. Bal 4BH | | B88′ | | | | | | | | | |
| 10130 | **Niceto de Larrinaga** | Scw | Br | Liverpool | 3506 | | 1916 | Pt. Glasgow, | Larrinaga | 3Cyl TE26,43,70x48; | | BL |
| 137,516 | Steel | Sch | 439.8 | 56 \| 26.3 | 5591 | | 8 | (Russell & Co.) [Scot. | & Co., Mgrs. | 2DB;WP180lbs | | |
| JMWS | 2D;Shel dk;Wireless;W. Bal 6BH | | | F50′ | | | | | | | | |
| 10131 | **Nicholas Cuneo** | Scw | Nor | Fl'kk'fj'rd | 606 | | 1907 | Sandefjord, | B. Hanssen, | 3Cyl TE18,29,48x33; | | N |
| | Steel | Sch | 216 | 30.1 \| 20.1 | 1051 | | 4 | (Framnes Mek. Vaerks.) [Nor. | Mgr. | 2SB;WP180lbs | | |
| MDHV | 1D;Spar dk;W. Bal 4BH | | | | | | | | | | | |
| 10132 | **Nicholas Murphy** | Brg | Am | New York | 503 | | 1916 | Rondout, | Daniel J. | Wd | | |
| 166,555 | | | 113 | 31.4 \| 13.2 | 503 | | | (Daniel J. Murphy.) [N. Y. | Murphy | | | |
| | 1D | | | | | | | | | | | |
| 10133 | **Nickerie** | Scw | Hol | Amst'dam | 1528 | | 1907 | Copenhag'n, | Koninkl. | 3Cyl TE21½,34½,60x39; | | BL |
| | xSt. Jan Steel | Sch | 310.8 | 40.7 \| 18.8 | 2498 | | 6 | (Akt. Burmeister & Wain.) [Den | West-Indische Maildienst | 2SB;WP180lbs | | |
| PMRF | 2D;Well dk;Oil fuel; 5BH<br>Wireless;W. Bal | | P & B | 213′ F33′ | | | | | | | | |
| 10134 | **Nicolaos** | Scw | Grk | Andros | 2363 | | 1901 | Sunderland, | N. D. | 3Cyl TE24,40,66x45; | | BL |
| | xRoma Steel | | 342 | 49.5 \| 25 | 3634 | | 8 | (J. L. Thompson & Sons, Lim.) [Eng. | Boulgaris | 3SB;WP160lbs | | |
| JFBT | 1D;B;Deep frmg;Web frms; 6BH<br>Wireless;W. Bal | | P29′ | B100′ F32′ | | | | | | | | |
| 10135 | **Nicolaos Athanassulis** | Scw | Grk | Piræus | 2266 | | 1901 | Sunderland, | G. N. | 3Cyl TE24,38,64x42; | | |
| | xPortugalete Steel | | 339.7 | 48 \| 26 | 3575 | | 6 | (J. Priestman & Co.) [Eng. | Athanassulis | 2SB;WP160lbs | | |
| HTMP | 1D;B;Web frms;Wireless;W. Bal 6BH | | P31′ | B92′ F34′ | | | | | | | | |
| 10136 | **Nicolaos Pateras** | Scw | Grk | Chios | 1994 | | 1905 | W. Hartle- | N. J. | 3Cyl TE24,38,64x42; | | BL |
| | xTideway xTyphoon Steel | | 331 | 47.5 \| 22.3 | 3100 | | 10 | (W. Gray & Co., Lim.) [pool, Eng. | Pateras | 2SB;WP180lbs | | |
| JFGN | 1D;Deep frmg;Wireless;W. Bal 5BH | | P29′ | B88′ F33′ | | | | | | | | |
| 10137 | **Nicolaos Zafirakis** | Scw | Grk | Chios | 2294 | | '98 | Sunderland, | C. Zafirakis | 3Cyl TE24,40,66x45; | | BL |
| | xCambrian King xUllapool Steel | | 350 | 46.3 \| 17.6 | 3638 | | 6 | (W. Pickersgill & Sons.) [Eng | | 2SB;WP180lbs | | |
| JBNH | 1D;Spar dk;Deep frmg; 6BH<br>Wireless;W. Bal | | P28′ | B102′ F34′ | | | | | | | | |
| 10138 | **Nicolas Pateras** | Scw | Grk | Chios | 2022 | | 1906 | Sunderland, | N. Pateras | 3Cyl TE24,40,66x45; | | BL |
| | xParalos Steel | | 332 | 49.5 \| 23.6 | 3180 | | 11 | (J. Priestman & Co.) [Eng | | 2SB;WP180lbs | | |
| HSNL | 1D;B;Spar dk;Deep frmg; 5BH<br>Wireless;W. Bal | | P29′ | B184′ F33′ | | | | | | | | |
| 10139 | **Nicole Le Borgne** | Scw | Fr | Alger | 951 | | 1903 | Pt. Glasgow, | Ch. Le | 3Cyl TE21,35,57x36; | | V |
| | xMemling xH. M. Pellatt Steel | | 240.1 | 36.9 \| 21.8 | 1595 | | | (Russell & Co.) [Scot. | Borgne | 2SB;WP180lbs;1085IHP. | | |
| OURC | 2D;Mchy aft;Wireless;W. Bal 5BH | | | | | | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. | Reg. Dimensions. L.th. \| Bth. \| Dth. / Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10140 | **Nicole Schiaffino** | Scw | Fr | Algiers | 370.3 \| 50.3 \| 25.8 | 2688 | | 1913 | So. Shields, | Ch. | 3Cyl TE28,46,75x48; | | BL |
| | xSpeaker Steel | | | | P83′ \| B132′ F38′ | 4264 | | 10 | (J. [Eng. | Schiaffino & | 2SB;WP180lbs | | |
| | 2D;Wireless;W. Bal 6BH | | | | | | | | Readhead & Sons, Lim.) | Cie., Mgrs. | | | |
| 10141 | **Nicoline Maersk** | MV | Dan | Odense | 374.8 \| 52.2 \| 24.5 | 2532 | | 1925 | Odense, | A. P. | 2-6Cyl Oil Engs 19$\frac{11}{16}$x35$\frac{7}{16}$ | | V |
| | Steel | Twin | | | | 4194 | | | (Odense [Den. | Moller, Mgr. | | | |
| NGFR | 2D;Wireless;W. Bal | | | | | | | | Staalskibsv.) | | | | |
| 10142 | **Nicolo Odero** | Scw | It | Genoa | 393.8 \| 51.5 \| 27.5 | 3668 | | 1925 | Genoa, | N. Odero | 3Cyl TE26,42$\frac{1}{2}$,69x48; | | C-I |
| 1,277 | Steel | | | | | 6003 | | 2 | (N. Odero [It. | Fu. A. e. C. | 2SB;WP180lbs | M.S.12,25;A.S.3,26 | |
| PACV | 2D;Wireless;Oil fuel;W. Bal 7BH | | | | | | | | e. C.) | | | | |
| 10143 | **Nicos** | Scw | Grk | Piraeus | 380 \| 51.5 \| 22.1 | 2351 | | 1914 | Sunderland, | A. Gripaios | 3Cyl TE26,42,70x48; | | BL |
| | xIonia xConstantinos XII Steel | | | | P37′ \| B238′ F41′ | 3892 | | 1 | (J. Priest- [Eng. | & Co. | 3SB;WP180lbs | | |
| HTNQ | 1D;Wireless;W. Bal 6BH | | | | | | | | man & Co.) | | | | |
| 10144 | **Nicoya** | Scw | Br | Glasgow | 365.5 \| 46.2 \| 29.6 | 2482 | | 1905 | Glasgow, | Elders & | 3Cyl TE28,45,75x51; | | BL |
| 121,232 | Steel | | | | F45′ | 3911 | | 4 | (A. [Scot. | Fyffes (Lim.) | 4SB;WP180lbs | | |
| HCLQ | 4D;Wireless;D.F;W. Bal 4BH | | | | | | | | Stephen & Sons) | | | | |
| 10145 | **Nictheroy** | Scw | Br | London | 450.2 \| 58.3 \| 37.1 | 5159 | | 1920 | Belfast, | Royal Mail | Stm Tbn; | | C |
| 145,108 | Steel | | | | P35′ F43′ | 8265 | | 12 | (Workman, [Ire. | Steam Packet | 4SB;WP210lbs;860RHP. | S.S.No.1,Lvpl10,24;A.S.11,25; | |
| KHLF | 3D;Oil fuel;SUB.SIG; 7BH | | | | | | | | Clark & Co., Lim.) | Co. | | B.S;shft drn10,24;M.S.1,26 | |
| | Wireless;W. Bal | | | | | | | | | | | | |
| 10146 | **Nidar** | Scw | Nor | Oslo | 228.6 \| 35.1 \| 15.8 | 671 | | 1910 | Bergen, | Alf L. | 3Cyl TE16,25$\frac{1}{2}$,43x30; | | N |
| | xModena Steel | | | | P10′ \| B61′ F25′ | 1148 | | 4 | (Laxevaage [Nor. | Ombustvedt, Mgr | 1SB;WP175lbs | | |
| MGBQ | 1D;W. Bal 4BH | | | | | | | | Maskin & Jernskibsbyggeri.) | | | | |
| 10147 | **Nidarholm** | Scw | Nor | Oslo | 300.9 \| 43.7 \| 22.2 | 1449 | | 1920 | Southamp- | Rederi | 3Cyl TE21,34,57x36; | | BL |
| | xMeandros Steel | | | | P28′ \| B83′ F28′ | 2468 | | 11 | ton, Eng. | Akt. Nidaros | 2SB;WP180lbs | | |
| WPKS | 1D;Wireless;W. Bal 5BH | | | | | | | | (J. I. Thornycroft & Co., Lim.) | | | | |
| 10148 | **Niederwald** | Scw | Ger | Hamburg | 391.2 \| 50.3 \| 26.8 | 2732 | | 1921 | Hamburg, | Hamburg- | 3Cyl TE23,43,70x47; | | G |
| | Steel | | | | P & B \| 247′ F45′ | 4476 | | 5 | (Deutsche [Ger | American Line | 3SB;WP200lbs | | |
| RBGW | 2D;SUB.SIG;Wireless;W. Bal 6BH | | | | | | | | Werft. A. G.) | | | | |
| 10149 | **Niel Macleod** | Scw | Am | Manila | 210.4 \| 51 \| 15.3 | 634 | | ’75 | Sunderland, | Cia. Mari- | 2Cyl C27,50x33 | | |
| | xSalvadora Iron | Sch | | | | 1075 | | | (W. Dox- [Eng | tima | | | |
| | 1D;B;Awng dk;W. Bal 3BH | | | | | | | | ford & Sons.) | | | | |
| 10150 | **Niels R. Finsen** | Scw | Dan | Cop'hagen | 274.8 \| 40.9 \| 17.6 | 1138 | | 1904 | Alblasser- | P. Brown, | 3Cyl TE20$\frac{1}{2}$,33,54x36; | | V |
| | Steel | | | | P21′ \| B166′ F33′ | 1839 | | | dam, Hol. | Mgr. | 2SB;WP180lbs;850IHP. | | |
| NMRL | 1D;Wireless;W. Bal 5BH | | | | | | | | (J. Smit, Can.) | | | | |
| 10151 | **Nienburg** | Scw | Ger | Bremen | 360.7 \| 51 \| 25.9 | 2537 | | 1922 | Stettin, | Nordd. | 3Cyl TE22,36,61x47; | | G |
| | Steel | | | | P43′ \| B109′ F41′ | 4154 | | 3 | (Vulcan [Ger. | Lloyd | 3SB;WP206lbs | | |
| QLNS | 2D;SUB.SIG;Wireless;W. Bal 6BH | | | | | | | | Werke A. G.) | | | | |
| 10152 | **Nieuw Amsterdam** | Scw | Hol | Rotterd'm | 600.3 \| 68.9 \| 35.6 | 10497 | | 1906 | Belfast, | Holland- | 2-4Cyl QE29,41$\frac{1}{2}$,61,87x60; | | BL |
| | Steel | Sch | | | B306′ | 17149 | | 2 | (Harland [Ire | American Line | 7DB;WP215lbs | | |
| PMSV | 3D;B;SUB.SIG; 10BH | Twin | | | | | | | & Wolff, Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | | |
| 10153 | **Nieuwcappelle** | Scw | Blg | Antwerp | 230.2 \| 34 \| 13.2 | 674 | | 1916 | Rotterdam, | Union | 3Cyl TE15$\frac{1}{2}$,25$\frac{1}{2}$,41x36; | | BL |
| | xGraaf Hendrik xMont Cervin Steel | | | | B13′ F24′ | 1159 | | 3 | (Wilton's [Hol | Maritime Belge | 1SB;WP180lbs | | |
| MNVI | 1D;Well dk;Mchy aft;W. Bal 4BH | | | | | | | | E. & Sipwy Co.) | Deuxieme Auxilliaire | | | |
| 10154 | **Nievre** | Trn | Fr | Rouen | 134.8 \| 33.7 \| 15.8 | 320 | | ’88 | Windsor, | Societe des | M;Icf | | |
| | xNewburgh | | | | | 379 | | 5 | (S. [N. S. | Transports | | | |
| OPEA | 2D;B | | | | | | | | Dimock.) | Houillers | | | |
| 10155 | **Nigaristan** | Scw | Br | London | 421.7 \| 56.2 \| 29.7 | 3752 | | 1912 | Vegesack, | F. C. Strick | 3Cyl TE28,46,75x53; | | BL |
| 139,037 | xDiyatalawa xRappenfels Steel | | | | P60′ \| B126′ F56′ | 5993 | | | (Bremer [Ger. | & Co. (Lim.) | 3SB;WP192lbs | | |
| JLFD | 2D;Wireless;Oil fuel;W. Bal 6BH | | | | | | | | Vulkan.) | | | | |
| 10156 | **Niigata Maru** | Scw | Jap | Tokio | 282.7 \| 38.3 \| 20.6 | 1168 | | 1903 | Nagasaki, | Kinkai | 3Cyl TE21,35,58x36; | | |
| 8,780 | Steel | Sch | | | P26′ \| B82′ F32′ | 2066 | | 7 | (Mitsu Bishi [Jap. | Yusen Kabushiki | 2SB | | |
| JRGB | 1D;Deep frmg;Web frms; 5BH | | | | | | | | Dkyd. & E. Wks.) | Kaisha | | | |
| | W. Bal | | | | | | | | | | | | |
| 10157 | **Niihau** | Scw | Am | Honolulu | 148.2 \| 33.6 \| 11.2 | 201 | | ’97 | Fairhaven, | Inter Island | 2Cyl C12,24x20; | | |
| 96,379 | Wood | | | | | 341 | | | Cal | S.S. Co. | 1SB;WP115lbs;225IHP. | | |
| KQCB | 1D 3BH | | | | | | | | (Bendixen.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10158 | **Nijkerk** | Scw | Hol | TheHague | 3619 | | 1915 | Hamburg, | Vereenigde | 4Cyl QE24,34,50,72x54; | | BL |
| | xCassio xPangani Steel | | 420 | 56.3 \| 27.9 | 5766 | | | (Blohm [Ger. & Voss.) | Nederl. Scheepv. Maats. | 4SB;WP228lbs | | |
| PNFR | 2D;Wireless;W. Bal 6BH | | P & B | 335′ F51′ | | | | | | | | |
| 10159 | **Nikko Maru** | Scw | Jap | Tokio | 3076 | | 1903 | Nagasaki, | Nippon | 3Cyl TE31,51,85x54; | | BL |
| 8,908 | Steel | Sch | 428.1 | 48.8 \| 26.7 | 5056 | | 12 | (Mitsu Bishi [Jap. | Yusen Kabushiki | 2DB;2SB;WP185lbs | | |
| JNFG | 2D;Web frms;Wireless;W. Bal 6BH | | P73′ | B177′ F48′ | | | | Dkyd. & E. Wks.) | Kaisha | | | |
| 10160 | **Nikoklis** | Scw | Grk | Andros | 2162 | | 1921 | Rotterdam, | D. M. | 3Cyl TE25,41,66x45; | | BL |
| 65,778 | xLingedijk xNikoklis Moraitis Steel | | 360.2 | 50.3 \| 21.8 | 3576 | | 5 | (N. V. [Hol. | Logothetis, Mgr. | 3SB;WP180lbs | | |
| JFBQ | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Burgerhouts, M. & F.) | | | | |
| 10161 | **Nikola Mihanovic** | Scw | Jg-Sw. | Dubrvnik | 3214 | | 1906 | Glasgow, | Jugo- | 3Cyl TE25,42,70x48; | | BL |
| 124,001 | xEurymachus xInverclyde Steel | | 400.6 | 52.3 \| 29.3 | 4995 | | 10 | (C. Connell [Scot. | slovensko Amerik. | 3SB;WP200lbs | | |
| HJGP | 2D;Deep frmg;Wireless;W. Bal 6BH | | P36′ | B142′ F47′ | | | | & Co., Lim.) | Plovidba | | | |
| 10162 | **Nil** | Scw | Fr | Bordeaux | 1778 | | 1920 | Wilmington, | Etabl. | 3Cyl TE19,31,54x36; | | BL |
| | xSpartier xStaten Island Steel | | 300 | 44.1 \| 22.9 | 2966 | | 3 | (The Pusey [Del. | Maurel & Prom | 2SB;WP200lbs | | |
| OUNM | 2D;Wireless;W. Bal 6BH | | P37′ | B76′ F29′ | | | | & Jones Co.) | | | | |
| 10163 | **Nile** | Scw | Br | Glasgow | 3618 | | 1919 | Pt. Glasgow, | Nile S.S. | 3Cyl TE27,45,75x48; | | BL |
| 141,932 | Steel | | 423.5 | 56 \| 28.7 | 5696 | | 11 | (Lithgows, [Scot. | Co. (Lim.) | 3SB;WP180lbs | | |
| KOWS | 2D;Wireless;W. Bal 6BH | | P38′ | B123′ F43′ | | | | Lim.) | | | | |
| 10164 | **Nile** | Scw | Am | Seattle | 5260 | 10′ 9½″ | 1919 | Seattle, | U. S. Ship- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 219,387 | Steel | | 410.5 | 54 \| 35.1 | 6868 | 27′ 2″ | 12 | (Skinner [Wash. | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LVCH | 3D;SUB.SIG; 8BH | | | \| 37′ 9″ | 10000 | | | & Eddy Corp.) | | 3SB;Commercial Bir. Wks; | | |
| | Wireless; 7BH to Fbd dk | | | | | | | | | 8086HS;WP210lbs;2800IHP;EAC; | S.S.No.1,NY2,25; | |
| | W. Bal; 1BH to 3d dk | | | | | | | | | Dkd,d rpd10,26 | M.S.2,25;n shft3,26;B.S.4,26; | |
| | Oil fuel F. P. above 150° F C-36 | | | | | | | | | | Cih BB;CL | |
| | W.B.—A.P.340t;D.B.355′1264t;D | T.40′1 | 082t | F.P.120t | | | | | | | | |
| | F.O.....D.B.310′1001t;D | T.40′1 | 011t;S | T.79t..... | | | | | | | | |
| 10165 | **Nils** | Scw | Nor | Bergen | 1101 | | 1914 | Fredrikstad, | Eilert Lund | 3Cyl TE20½,33,56x36; | | N |
| | Steel | | 265 | 42.1 \| 17.9 | 1834 | | 2 | (Fredrikstad [Nor. | | 2SB;WP180lbs | | |
| MKBL | 1D;W. Bal;Wireless 4BH | | P23′ | B71′ F29′ | | | | Mek. Vaerks.) | | | | |
| 10166 | **Nimbo** | Scw | It | Naples | 2383 | | '99 | Stockton, | Nivose | 3Cyl TE25,42,68x45; | | I |
| 265 | xExmouth Steel | | 340 | 48.1 \| 25.9 | 3922 | | 10 | (Richardson, [Eng. | Soc. di Nav. | 2SB;WP180lbs;1350IHP. | | |
| PAGC | 1D;B;Deep frmg;Web frms; 6BH | | P32′ | B181′ F33′ | | | | Duck & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 10167 | **Nimrod** | Scw | Am | Mobile | 58 | | '90 | Athens, | Mobile | 2CylC15½,34x24; | | |
| 130,519 | Wood | | 94 | 21.8 \| 8.9 | 116 | | | N. Y. | Towing & Wrecking Co. | 1SB;WP150lbs;450IHP. | | |
| | 1D | | | | | | | | | | | |
| 10168 | **Nina** | Scw | Nor | Oslo | 2629 | | 1906 | Middlesbro, | A/S | 3Cyl TE26,42,70x48; | | N |
| | xBorgestad Steel | | 360.3 | 51.3 \| 26.2 | 4319 | | 6 | (Sir Raylton [Eng. | Oljefart | 2SB;WP180lbs | | |
| MCRQ | 1D;Mchy aft;Wireless;W. Bal 6BH | | P105′ | F28′ | | | | Dixon & Co., Lim.) | | | | |
| 10169 | **Nina** | Scw | It | Genoa | 1304 | | 1919 | Toronto, | Fratelli | 3Cyl TE20,33,54x36; | | C-I |
| 930 | xWar Algoma Steel | | 251 | 43.5 \| 22.9 | 2212 | | 9 | (Polson Iron [Can. | Bianchi di | 2SB;WP180lbs | S.S.No.1,Gen5,25; | |
| QTKU | 1D;Wireless;W. Bal 4BH | | P25′ | B68′ F20′ | | | | Works Co., Lim.) | Sebastiano | | M.&B.S;shft drn5,25 | |
| 10170 | **Nina B** | MV | Am | Boston | 50 | | 1925 | Essex, | Peter | Oil Eng; | | |
| 225,129 | Wood | | 105.3 | 21.4 \| 9 | 115 | 10 | (A. D. [Mass. | Busalcchi | 240BHP | | |
| | 1D;B | | | | | | | Story.) | | | | |
| 10171 | **Nina C.** | Scw | Am | Pt. Arthur | 106 | | 1907 | Tomkins | Texas Co. | | | |
| 204,231 | Wood | | 105 | 29 \| 9.5 | 173 | | | Cove, N. Y. | | 375IHP. | | |
| | 1D | | | | | | | | | | | |
| 10172 | **Ninetta** | Trn | Fr | Bordeaux | 481 | | 1900 | Millbridge, | Ste. Com- | O,Hw,Hk,YP;Icf(Sltd) | ✠ — — | |
| | xNinetta M. Porcella | | 168.3 | 35.5 \| 11.9 | 550 | 7 | (Sawyer [Me. | merciale & | | Suspended7,19 | | |
| OPEQ | 1D | | | | | | | Bros.) | d'Affretement | | | |
| 10173 | **Ninfa** | Scw | It | Naples | 1229 | | 1917 | Wyandotte, | V. de Luca | 3Cyl TE20,33,54x40; | | I |
| 177 | xWar Major Steel | | 251.3 | 43.7 \| 18.1 | 1902 | 6 | (Detroit [Mich. | | 2SB;WP180lbs | | | |
| PAIE | 1D;Wireless;W. Bal 4BH | | P27′ | B65′ F28′ | | | | S. B. Co.) | | | | |
| 10174 | **Ningchow** | Scw | Br | Liverpool | 5837 | | 1902 | Glasgow, | A. Holt & | 2-3Cyl TE23,38½,65½x48; | | BL |
| 115,326 | Steel | Sch | 480.6 | 58.3 \| 32.6 | 9029 | 10 | (D. & [Scot. | | Co., Mgrs. | 3DB;WP200lbs | | |
| TRKH | 2D;Deep frmg;Wireless; 9BH | Twin | P&B | 338′ F75′ | | | | W. Henderson & Co., Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions Lth. \| Bth. \| Dth. Deck Erections Mld. | Tons Net / Gross / D W | Freeboard. Corresponding Draft. | When Built. | Where Built. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10175 | **Ninian** | Scw | Br | Liverpool | 4068 | | 1912 | Newcastle, | F. Leyland | 4Cyl QE 23,34,49,70x51; | | BL |
| 131,420 | Steel | Sch | 400.4 | 52.5 \| 35 | 6385 | | 2 | (Hawthorn, [Eng. | & Co. (Lim.) | 2DB;1AuxSB;WP215lbs | | |
| HVJC | 2D;Shel dk;Wireless; 7BH | | B52′ | | | | | Leslie & Co.) | | | | |
| | SUB.SIG;W. Bal | | | | | | | | | | | |
| 10176 | **Niobe** | Scw | Am | New York | 4230 | | 1915 | Weser- | Standard | 4Cyl QE 23,33,48,70x51; | | BL |
| | Steel | | 476.9 | 62.3 \| 29 | 7299 | | 4 | (G. [munde, Ger. | Oil Co. (N. J.) | 3SB,1AuxSB;WP215lbs | | |
| RVWC | 3D;Oil in bulk;Oil fuel; 17BH | | | | | | | Seebeck, A. G.) | Mgrs. | | | |
| | Web frms;Long. frmg;Mchy aft; | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 10177 | **Nipmuc** | Scw | Am | P'tsmouth | 4477 | 5′ 9½″ | 1919 | Portsmouth, | U. S. Ship- | 3Cyl TE 24½,41½,72x48; | ✠A1Ⓔ | BL |
| 219,321 | Steel | | 410.5 | 54.2 \| 27 | 5969 | 24′ 2″ | 12 | (The [N. H. | ping Board | Atlantic Corp; | ✠AMS | |
| LTWS | 2D;Wireless;SUB.SIG;W. Bal 7BH | | | \| 29′ 9″ | 8800 | | | Atlantic Corp.) | | 3WTB;Oil City Blr. Wks; | Scip;CL | |
| | C-36 | | P60′ | B114′ F47′ | | | | | | 261GS;9150HS;WP225lbs;2800IHP; | (Laid up) | |
| | W.B.—D.B.315′1285t | | | | | | | | | EAC;s rps10,20;Exmd12,20 | | |
| 10178 | **Nippo Maru** | Scw | Jap | Amag'saki | 1927 | | '93 | Glasgow, | Nanyo | 3Cyl TE 25,41,67x42; | | |
| 13,901 | xBenmohr Steel | Sch | 340 | 41.8 \| 24.1 | 3114 | | 11 | (A. [Scot. | Boyeki Kab. | 2SB;WP160lbs | | |
| LRPD | 2D;B;W. Bal 6BH | | P40′ | B72′ F39′ | | | | Stephen & Sons.) | Kaisha | | | |
| 10179 | **Nippon** | Scw | Swd | Gothenb'g | 2521 | | 1909 | Newcastle, | G. Borin, | 3Cyl TE 27,45,74x48; | | BL |
| 4,985 | Steel | | 380.4 | 49 \| 25.7 | 4009 | | 1 | (Hawthorn, [Eng. | Mgr. | 2SB;1Aux SB;WP180lbs | | |
| JRLC | 2D;Deep frmg;Wireless;W. Bal 6BH | | P22′ | B278′ F44′ | | | | Leslie & Co., Lim.) | | | | |
| 10180 | **Nipsic** | Scw | Am | Manila | 1257 | | 1902 | Lubeck, | Madrigal | 3Cyl TE 21,36,53x35; | | |
| | xBorneo Steel | | 295 | 39.2 \| 20 | 2243 | | 9 | (Schiffsw. v. [Ger. | & Co | 2SB;1DB;WP185lbs;1150IHP. | | |
| | 1D;B;W. Bal;Wireless 4BH | | P41′ | B75′ F47′ | | | | Henry Koch.) | | | | |
| 10181 | **Nirodha** | MV | Am | New York | 304 | | 1901 | Newburgh, | Samuel | 2-4Cyl Gas Eng 8x10; | | |
| 201,700 | Steel | Twin | 119.8 | 22.1 \| 8.2 | 323 | | | (T. S. [N. Y. | Untermyer | 1301HP. | | |
| KTQL | 1D | | | | | | | Marvel & Co.) | | | | |
| 10182 | **Nirvana** | MV | Am | New York | 193 | | 1924 | Neponset, | Rodman | 2-6Cyl Gas Eng 8x11; | | |
| 224,386 | Steel | Yct | 115 | 22 \| 14 | 236 | | | (Geo. [Mass | Wanamaker | 2501HP. | | |
| | 1D;B 4BH | Twin | | | | | | Lawley & Son | | | | |
| | | | | | | | | Corp.) | | | | |
| 10183 | **Nirvo** | Scw | It | Naples | 2676 | | 1906 | Old Kirk- | Nivose Soc. | 3Cyl TE 26,44,73x48; | | C-I |
| 274 | xNibbio xIrish Monarch Steel | Sch | 385.4 | 48.7 \| 27.2 | 4234 | | 10 | patrick, Scot. | Anon. di | 2SB;WP180lbs;427RHP. | 2dS.S.No.1,Crdf5,23;A.S.4,26; | |
| PAJL | 2D;Deep frmg;Wireless;W. Bal 6BH | | P38′ | B105′ F37′ | | | | (Napier & Miller.) | Navigazione | | B.S.2,26;M.S;shft drn4,26 | |
| 10184 | **Nishmaha** | Scw | Am | Portland | 3729 | 8′ 2″ | 1919 | Vancouver, | U. S. Ship- | 3Cyl TE 24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 218,836 | Steel | | 401.4 | 53.2 \| 31.9 | 6076 | 26′ 6″ | 11 | (G. M. [Wash. | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LSQJ | 2D;Long. frmg;Wireless; 7BH | | | \| 34′ 6″ | 9425 | | | Standifer Const. | | 3SB;Willamette I. & S. Wks; | S.S.No.1,Gvstn12,23; | |
| | SUB.SIG;W. Bal; C-36 | | P48′ | B81′ F37′ | | | | Corp.) | | 3112HS;WP210lbs;2800IHP;EAC; | M.S.12,23;shft drn6,26; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd,d rpd6,26 | B.S.7,26;Clh BB;CL | |
| | W.B.—A.P.147t;D B.343′1288t;D .T.550t ..... .F.P.85t | | | | | | | | | | | |
| | F.O .....D.B.303′1016t;D .T.512t : S T.3 9t..... | | | | | | | | | | | |
| 10185 | **Nissei Maru** | Scw | Jap | Kobe | 1766 | | 1900 | Pt. Glasgow, | Okazaki | 3Cyl TE 22½,37,59x42; | | BL |
| 16,332 | xAuguste Steel | | 320.2 | 46.1 \| 21.3 | 2876 | | 5 | (A. [Scot. | Kisen Kabushiki | 2SB;WP160lbs | | |
| MHLT | 1D;B;Deep frmg; 6BH | | P29′ | B88′ F32′ | | | | Rodger & Co.) | Kaisha | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 10186 | **Nisshin Maru** | Scw | Jap | Nish'miya | 1788 | | 1900 | Newcastle, | Matsuoka | 3Cyl TE 23,37,61x42; | | BL |
| 28,715 | xSangara Steel | | 325 | 45 \| 19.6 | 2573 | | 5 | (Tyne [Eng. | Kisen Kabushiki | 2SB;WP160lbs | | |
| SKBT | 2D;Wireless;W. Bal 5BH | | P33′ | B223′ F38′ | | | | S. B. Co., Lim.) | Kaisha | | | |
| 10187 | **Nisshin Maru No. 2** | Scw | Jap | Nish'miya | 1402 | | 1906 | Havre, | Matsuoka | 3Cyl TE 21,33,52x35; | | BL |
| 28,718 | xRishon xGustav Steel | | 290.7 | 44 \| 18.8 | 2338 | | 10 | (Forg. & [Fr. | Kisen Kabushiki | 2SB;WP170lbs | | |
| SLKB | 1D;Deep frmg;Wireless;W. Bal 4BH | | P23′ | B74′ F35′ | | | | Chant.de la Medit.) | Kaisha | | | |
| 10188 | **Nisshin Maru No. 3** | Scw | Jap | Nish'miya | 1660 | | 1904 | Newcastle, | Matsuoka | 3Cyl TE 25,41,68x45; | | BL |
| 28,723 | xCatalina Steel | | 318 | 43.7 \| 23.3 | 2705 | | 9 | (Armstrong, [Eng. | Kisen Kabushiki | 3SB;WP180lbs | | |
| SLKH | 2D;Deep frmg;Wireless;W. Bal 5BH | | P21′ | B87′ F33′ | | | | Whitworth & | Kaisha | | | |
| | | | | | | | | Co., Lim.) | | | | |
| 10189 | **Nissho Maru** | Scw | Jap | Kobe | 1739 | | 1919 | Superior, | Okasaki | 3Cyl TE 21,35,59x42; | | C-J |
| 31,363 | xLake Farrar Steel | | 281 | 43.5 \| 28 | 2827 | | 9 | (American [Wis. | Kisen K.K. | 2SB;WP185lbs;1500IHP; | S.S.No.2,Kobe6,26; | |
| TCGS | 1D;B;W. Bal;Wireless;Oil fuel 4BH | | P27′ | B84′ F23′ | | | | S. B. Co.) | | Dkd,s rps9,25 | M.&B.S;shft drn6,26 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10190 13,896 LRNT | **Nisshu Maru** xLucia Steel 1D;Web frms;W. Bal 4BH | Scw Sch | Jap 250 P26′ | Takasago 42 \| 16.5 2341 | 1658 | | 1900 4 | Stockton, (Craig, Taylor & Co.) [Eng. | Tamazo Hasegawa | 3CylTE21,35,57x39; 2SB;WP150lbs;164RHP. | 3dS.S.No.1,Insha3,25;A.S.3,26; M.&B.S;shft drn3,26 | C-J |
| 10191 RBLQ | **Nitokris** Steel 2D;Web frms;Wireless;W. Bal 8BH | Scw Sch Twin | Ger 411.8 P & B | Hamburg 50.7 \| 28.6 220′ F60′ | 3941 6150 | | 1906 12 | Hamburg, (Blohm & Voss.) [Ger. | Deutsche Dampfs. Ges "Kosmos" | 2-3CylTE20,34,60x49; 3Blrs | | G |
| 10192 131,460 HWRL | **Nitonian** Steel 2D;Shel dk;Wireless;SUB.SIG; W. Bal 7BH | Scw | Br 400.3 B52′ | Liverpool 52.5 \| 35 6381 | 4066 | | 1912 9 | Newcastle, (Hawthorne, Leslie & Co., Lim.) [Eng. | F. Leyland & Co. (Lim.) | 4CylQE23½,34,49,70x51; 2DB;1AuxSB;WP215lbs | | BL |
| 10193 264 PAJW | **Nivose** xRiverdale Steel 1D;Spar dk;Deep frmg; Wireless;W. Bal 6BH | Scw | It 360 P26′ | Naples 48.1 \| 20.5 B90′ F36′ | 2752 4205 | | 1900 10 | Sunderland, (Sunderland [Eng. S. B. Co., Lim.) | Nivose Soc. di Nav. | 3CylTE26,42,69x45; 3SB;WP180lbs;1171IHP | | I |
| 130,458 | **No Wonder** Wood 1D | StW | Am 135.3 | Portland 27.8 \| 5.6 269 | 235 | | '89 | Portland, Ore. | Shaver Trans. Co. | WP160lbs;250IHP. | | |
| 10195 214,579 LHMW | **Nobel Maxwell** Wood 1D 2BH | Scw | Am 159 | Boston 35.1 \| 13.2 578 | 352 | | 1916 | Rockland, (Francis Cobb Co.) [Me. | Boston Sand & Gravel Co. | 3CylTE15,22,36x24; 2SB;WP200lbs;800IHP. | | |
| 10196 218,960 LTBH | **Nobles** Steel 2D; 8BH Oil fuel F. P. above 150° F. C-36 | Scw | Am 390 | New York 54 \| 27.6 32′ | 3057 4999 7825 | 7′ 9½″ 24′ 5″ | 1919 9 | Hog Island, (American Int. S. B. Corp.) [Pa. | Export S.S. Corp. | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; d rpd11,22;Dkd,s rps6,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY5,24; M.S.5,24;shft drn9,25;B.S.6,26; Cih BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t.. F.O.....D.B.257′1162t;S. | | | ... .D. T.14′1 29t; D. | T.36′892t;F.P.1 T.36′833t..... | 44t ... | | | | | | |
| 10197 224,501 | **Nobska** Steel 2D;B 7BH | Scw | Am 202 | N.Bedford 36 \| 14.3 1082 | 428 | | 1925 | Bath, (Bath Iron Wks., Lim.) [Me. | New Bedford, Martha's Vineyard & Nantucket Steamboat Line | 4CylTE16,26,30,30x24; 2WTB;WP200lbs;1200IHP. | | |
| 10198 219,329 LVBF | **Noccalula** Steel 2D;Wireless;SUB.SIG;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 | Scw | Am 400.7 P35′ | Pensacola 54.2 \| 30.2 \| 32′ 10″ B123′ F43′ | 3375 5411 9000 | 7′ 10½″ 25′ 1″ | 1919 12 | Pensacola, (Pensacola [Fla. S. B. Co.) | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 3WTB;Oil City Bir. Wks; 9150HS;WP225lbs;3000SHP;EAC; d rpd11,22;Dkd2,23;s rps5,23 | ✠A1Ⓔ ✠AMS shft drn2,22; Cih BB;CL (Laid up) | |
| | W.B.—A.P.136t;D.B.338′1307t;D F.O.....D.B.284′1086t;D. | T.27′8 T.27′7 | 34t... 78t; S. | .....F.P.109t T.59t..... | | | | | | | | |
| 10199 219,053 LTGJ | **Nockum** Steel 2D;Long. frmg; 7BH Wireless; 6BH to Fbd dk SUB.SIG;W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-36 | Scw | Am 402.5 P33′ | San Fran. 53 \| 32 \| 34′ 6″ F38′ | 4291 6024 9400 | 8′ 3¼″ 26′ 5½″ | 1919 10 | San Francisco, Cal. (Moore S. B. Co.) | U. S. Shipping Board | Stm Tbn; Vulkan Iron Wks;Moore S. B. Co; 3SB;Moore S. B. Co; 8745HS;WP210lbs;2800SHP; Dkd,Exmd2,23 | ✠A1Ⓔ With Freeboard ✠AMS ✠RMC8,21 S.S.NY8,20;Cih BB;CL (Laid up) | |
| | W.B.—A.P.49t;D.B.345′1295t; D F.O.—A.P.46t;D.B.327′1132t; D | T.30′5 T.30′5 | 46t..... 09t; S | .....F.P.73t T.43t;F.P.68t | | | | | | | | |
| 10200 219,765 LWBQ | **Noddle Island** Steel 1D;2d dk at ends; 7BH Wireless;SUB.SIG; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 | Scw | Am 324 P41′ | Newark 46.2 \| 25 \| 28′ 6″ B90′ F35′ | 1978 3257 5500 | 5′ 9″ 22′ 11″ | 1920 5 | Newark, (Submarine Boat Corp.) [N. J. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; s rps6,21 | ✠A1Ⓔ ✠AMS Cih BB;CL (Laid up) | |
| | W.B.—A.P.71t;D.B.252′847t;D.T F.O.—A.P.66t;D.B.214′643t.... | .20′394 ..... | t..... .S.T.3 | ..F.P.111t lt..... | | | | | | | | |
| 10201 221,531 | **Noddle Island** 1D | Scw | Am 163.9 | Boston 41 \| 14.5 564 | 383 | | 1921 | Chelsea, Mass | City of Boston | 2-2CylC14,28x24; 2Blrs;WP125lbs;1000IHP | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10202 | **Noemi** | Bk | Fr | Nantes | 1958 | | '99 | St. Nazaire (Atel. & Chant. Loire.) [Fr. | Societe Generale D'Armement | Stl;2BH | | |
| OPGN | 1D;B | | 279.1 | 40.6 \| 22.7 | 2192 | | | | | | | |
| 10203 | **Nokatay** | Scw | Am | San Fran. | 4515 | 8′ 3¼″ | 1919 | Oakland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard | |
| 218,925 | Steel | | 402.5 | 53 \| 32 \| 34′ 6″ | 6036 | 26′ 5½″ | 11 | (Moore S. B. Co.) [Cal. | ping Board | Midwest Engine Co; | ✠AMS | |
| LSWD | 2D;Shel dk;Long. frmg: 7BH | | P34′ | B81′ F37′ | 9410 | | | | | 4WTB;Heine Safety Boiler Co; | CL | |
| | Wireless; 6BH to Fbd dk | | | | | | | | | 11132HS;WP225lbs;2800SHP. | (Laid up) | |
| | SUB.SIG; 1BH to 2d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.49t;D.B.345′1295t;D. | T.30′5 | 46t. . . | .....F.P.73t | | | | | | | | |
| | F.O.—A.P.46t;D.B.327′1132t;D. | T.30′5 | 09t; S. | T.43t;F.P.68t | | | | | | | | |
| 10204 | **Nokomis** | Scw | Am | Detroit | 593 | | 1917 | Wilmington, | U. S. Govt. | 2-3CylTE14,22½,36x24; | | |
| 214,877 | Steel | Twin | 225.3 | 31.8 \| 15.4 | 872 | | 5 | (Pusey & Jones Co.) [Del. | (Navy Dept.) | 2WTB;WP250lbs;2000IHP. | | |
| LGTV | 2D 7BH | | | | | | | | | | | |
| 10205 | **Nolisement** | Scw | Br | London | 2820 | | 1915 | W. Hartle- | Morel | 3CylTE25,41,68x48; | | BL |
| 136,737 | Steel | Sch | 380 | 52 \| 26 | 4447 | | 1 | pool, Eng. | (Lim.), Mgrs. | 2SB;1AuxSB;WP180lbs | | |
| JHMR | 1D;Wireless;W. Bal 6BH | | P30′ | B240′ F36′ | | | | (W. Gray & Co., Lim.) | | | | |
| 10206 | **Noma** | Scw | Jap | Tokio | 3477 | | 1919 | Pt. Glasgow, | Imperial | 3CylTE27,44,73x48; | | |
| | xWar Wazir Steel | | 400.3 | 52.2 \| 28.4 | 5553 | | 6 | (R. Duncan & Co., Lim.) [Scot. | Japanese Navy | 3SB;WP180lbs | | |
| | 1D;B;Web frms;Oil fuel; 10BH | | P49′ | B121′ F39′ | | | | | | | | |
| | Oil in bulk;Long. frmg: | | | | | | | | | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 10207 | **Nome City** | Sch | Am | San Fran. | 597 | | 1900 | Fairhaven, | The Chas. | 3CylTE13,22,38x30; | | |
| 110,859 | Wood | Aux | 230 | 38 \| 16.2 | 939 | | | Cal. | Nelson Co. | 2WTB;WP225lbs;637IHP. | | |
| KPVF | 2D;Oil fuel 2BH | | | | | | | (Bendixsen) | | | | |
| 10208 | **Nomini** | Brg | Am | Phila. | 352 | | 1915 | Elkton, | Southern | Wd | | |
| 60,113 | xUranus | | 163.6 | 23.6 \| 10.2 | 352 | | | Md. | Transp. Co. | | | |
| | 1D | | | | | | | | | | | |
| 10209 | **Nomis** | Sch | Am | Pt. Arthur | 411 | | 1919 | Pensacola, | Gulf Export | O,YP;Gif | | |
| 218,654 | | | 133.7 | 32.7 \| 13.2 | 460 | | 3 | (Pensacola Ship Const. Corp.) [Fla | & Trans. Co | | | |
| LSFV | 1D | | | | | | | | | | | |
| 10210 | **Nonantum** | Scw | Am | Newark | 2174 | 5′ 9″ | 1919 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,794 | Steel | | 324 | 46.2 \| 25 \| 28′ 6″ | 3545 | 22′ 11″ | 9 | (Submarine Boat Corp.) [N. J. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LSNT | 1D;2d dk at ends;Wireless; 7BH | | P41′ | B90′ F35′ | 5500 | | | | | 2WTB;Babcock & Wilcox Co; | shft drn3,21;Clh BB;CL | |
| | SUB.SIG; 6BH to Fbd dk | | | | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd,s rps3,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | 20′394 | t. . . . . | . F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t. . . . | . . . . . | . S.T.31 | t. . . . . | | | | | | | | |
| 10211 | **Nonpareil** | Scw | Am | Norfolk | 99 | | 1904 | Noank, | Wood | 2CylC16,34x26; | | |
| 201,557 | Wood | | 101 | 25 \| 12 | 167 | | | Conn. | Towing Corp. | 1Blr;WP150lbs;650IHP. | | |
| KTMS | 1D | | | | | | | | | | | |
| 10212 | **Noord** | Scw | Hol | Rotterd'm | 1527 | | 1918 | Alblasser- | N.V.Maats. | 3CylTE22,37,62x39; | | BL |
| | Steel | | 286 | 45.2 \| 21.8 | 2483 | | 1 | (N. V. Werf de Noord.) [dam, Hol. | "Houtvaart" | 2SB;WP180lbs | | |
| PMVK | 1D;W. Bal;Wireless 4BH | | P22′ | B74′ F25′ | | | | | | | | |
| 10213 | **Noordam** | Scw | Hol | Rotterd'm | 7580 | | 1902 | Belfast, | Nederl.- | 2-3CylTE28,47,78x57; | | BL |
| | xKungsholm xNoordam Steel | Twin | 550.3 | 62.3 \| 34 | 12528 | | 3 | (Harland & Wolff, Lim.) [Ire. | Amerik. Stoomv. Maats. | 3DB;3SB;WP180lbs | | |
| PMVL | 3D;SUB.SIG;Wireless;W. Bal 10BH | | | | | | | | | | | |
| 10214 | **Noorderdijk** | Scw | Hol | Rotterd'm | 5437 | | 1913 | Sunderland, | Holland- | 3CylTE29,49,80x60; | | BL |
| | xGernis xHarlow Steel | | 470 | 58 \| 28.5 | 8384 | | 5 | (W. Doxford & Sons, Lim.) [Eng. | American Line | 3SB;1AuxSB;WP180lbs | | |
| PNBD | 1D;Shel dk;Wireless;W. Bal 6BH | | B147′ | | | | | | | | | |
| 10215 | **Noordwijk** | Scw | Hol | Rotterd'm | 1338 | | 1909 | Alblasser- | Erhardt & | 3CylTE21,35,57x39; | | BL |
| | Steel | | 286.7 | 42.1 \| 19.5 | 2118 | | 6 | (Schpw. V. Jan Smit, Czn.) [dam, Hol. | Dekkers | 2SB;WP160lbs | | |
| PMVN | 1D;Deep frmg;SUB.SIG; 4BH | | P20′ | B72′ F32′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 10216 | **Nopatin** | Scw | Am | Portland | 2134 | | 1913 | Wilmington, | U. S. Govt. | 2-4CylTE23,37,42,42x36; | | |
| | xManhattan Steel | Twin | 320.2 | 48.1 \| 22 | 3539 | | '10 | (Harlan & Hollingsworth, Inc.) [Del. | (Navy Dept.) | 6SB;WP185lbs | | |
| | 1D;Web frms;W. Bal 7BH | | | | | | | | | | | |
| 10217 | **Nora** | Scw | Nor | Bergen | 699 | | 1902 | Grimstad, | K. S. | 3CylTE16,25,43x30; | | N |
| | Steel | Sch | 231.4 | 34 \| 13.7 | 1131 | | 1 | (Hasselda- lens Jrnskbsb.) [Nor. | Nordgreen, Mgr. | 1SB;WP175lbs | | |
| JPSQ | 1D;W. Bal 4BH | | F31′ | B25′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10218 165,838 | **Nora** 1D | Brg | Am 81.3 | New York 28.1 \| 7.1 | 144 144 | | '98 | Brooklyn, (Theo. A. Crane's Sons.) [N. Y. | Harbor Lighterage Co. | Wd | | |
| 10219 230,687 MBQL | **Nora** Steel 3D;Long. frmg; 17BH Mchy aft; 1BH to Fbd dk Wireless; 10BH to 2d dk 6BH to 3d dk Oil fuel F. P. above 150° F. C-40 | Scw | Am 467.6 | New York 62.7 \| 32 \| 39′ 6″ | 7170 9620 144 00 | 10′ 5¼″ 29′ 3″ | 1920 10 | Camden, (New York S. B. Corp.) [N. J. | Grace S.S. Co. | 4CylQE24,36,51,75x51; New York S. B. Corp; 3SB;New York S. B. Corp; 7804HS;WP2201bs;3200IHP;EAC; d rpd6,26;Dkd,s rps10,26 | ✠A1Ⓔ With Freeboard Oil Carrier. ✠AMS S.S.No.1,NY6,26; n shft10,23;M.S.4,25; shft drn5,26;B.S.6,26; Clh BB;CL | |
| 10220 127,435 HNFR | **Norburn** Steel 1D;Deep frmg;Wireless; 4BH W. Bal | Scw | Br 281 P26′ | Middlsbro 43.8 \| 18.4 B74′ F29′ | 1226 2028 | | 1908 10 | Stockton, (Craig, Taylor & Co., Lim.) [Eng. | Coombes (Lim.) | 3CylTE22,35,58x39; 2SB;WP148lbs;213RHP. | 2dS.S.No.1,Snd11,24; n shft11,24;M.&B.S.10,25 | C |
| 10221 208,718 LBWH | **Norco** xTillamook Wood 1D | MV Twin | Am 150.3 | Ketchikan 28 \| 16.2 | 431 567 | | 1911 rb'25 | North Bend, (Kruse & Banks.) [Ore. | Northland Transp. Co. | 2-4CylOilEng14x18; 400BHP. (Burnt—Total Loss 11,26) | | |
| 10222 215,159 LHGD | **Norconian** xRobador III Wood 1D | MV Twin | Am 100.3 | Los Ang's 21.7 \| 8.7 | 98 139 | | 1917 | Neponset, (Geo. Lawley & Son.) [Mass. | Rex B. Clark | 2-6CylGasEngs8½x10; 200IHP. | | |
| 10223 RFKG | **Nord Atlantic** xUncas Steel 2D;Mchy aft;Long. frmg; 16BH Web frms;Oil in bulk;Oil fuel; Wireless;W. Bal | Scw Sch | Ger 374.2 P103′ | Hamburg 51.2 \| 29 B28′ F46′ | 2790 4680 | | 1913 6 | Greenock, (Greenock & Grangemouth.) [Scot. | Atlantic Tank Rheederel G. m. b. H. | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 10224 LNSB | **Nord Schleswig** Steel 2D;SUB.SIG;Wireless;W. Bal 1BH | Scw | Ger 289.8 F32′ | Flensburg 47 \| 26.6 | 2063 3369 | | 1922 7 | Kiel, (Fried. Krupp A. G.) [Ger. | Flensb. Damfercomp. | 3CylTE23,38,62x42; 2SB;WP199lbs | | G |
| 10225 NPGW | **Nordamerika** Steel 1D;B;Deep frmg;Web frms; 5BH W. Bal;Wireless | Scw Sch | Dan 315 P29′ | Copenhgn 46.5 \| 20.8 B190′ F34′ | 1685 2647 | | 1905 4 | Sunderland, (J. L. Thompson & Sons, Lim.) [Eng. | P. Brown, Jr. & Co., Mgrs. | 3CylTE23,38,62x42; 2SB;WP180lbs | | BL |
| 10226 NFDP | **Nordbo** Steel 2D;Wireless;W. Bal 7BH | MV Twin | Dan 380 | Cop'hagen 53.9 \| 25.3 | 2730 4465 | | 1923 11 | Copenhagen, (Akt. Burmeister & Wain) [Den. | D/S "Norden" A/S. | 2-6CylOilEng23x35 | | BL |
| 10227 NRFD | **Norden** Steel 1D;Shel dk;Deep frmg; 5BH Wireless;W. Bal | Scw | Dan 318.5 | Copenhgn 47.2 \| 19.5 | 1564 2529 | | 1909 1 | Sunderland, (J. L. Thompson & Son.) [Eng. | P. Brown, Jr. & Co., Mgrs. | 3CylTE23,38,62x42; 2SB;WP180lbs | | BL |
| 10228 NJST | **Nordfarer** Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw Sch | Dan 365 P39′ | Copenhgn 47.2 \| 17.8 B120′ F46′ | 2355 3851 | | '98 3 | Newcastle, (Palmers' Co., Lim.) [Eng. | P. Brown, Jr. & Co., Mgrs. | 3CylTE25,41,66x45; 2SB;WP180lbs | | BL |
| 10229 NJQL | **Nordhavet** Steel 1D;B;Spar dk;Deep frmg; 6BH W. Bal;Wireless | Scw Sch | Dan 330 P31′ | Copenhgn 45.5 \| 16.2 \| 23.8 B118′ F39′ | 2084 3355 | | '98 4 | Pt. Glasgow, (W Hamilton & Co.) [Scot. | P. Brown, Jr. & Co., Mgrs | 3CylTE24,40,65x42; 2SB;WP180lbs | | BL |
| 10230 NFMD | **Nordhval** Steel 2D;Wireless;W. Bal 7BH | MV Twin | Dan 380 | Cop'hagen 53.9 \| 25.3 | 2737 4473 | | 1924 6 | Copenhagen, (Akt. Burmeister & Wain.) [Den. | P. Brown, Jr., & Co., Mgrs. | 2-6CylOilEng23¼x35 7/16 | | BL |
| 10231 5,642 JVCB | **Nordic** Steel 1D;Shel dk;Wireless; 6BH W. Bal | Scw Swd | | Gothenb'g 53.7 \| 23.6 | 2596 4280 | | 1914 9 | Sunderland, (J. L. Thompson & Sons, Lim.) [Eng. | G. Carlsson, Mgr. | 3CylTE27,45,74x48; 3SB;WP180lbs | | BL |
| 10232 1,342 PALQ | **Nordico** xWestmeath xEverton Grange Steel 2D;Shel dk;Deep frmg; 8BH Wireless;W. Bal | Scw Twin Sch | It 482 B120′ | Genoa 56 \| 31.9 | 4177 7261 | | 1903 8 | W. Hartle- pool, Eng. (Furness, Withy & Co., Lim.) | Soc. Ligure, Nav. a Vap. | 2-3CylTE21,36,59x42; 5SB;WP180lbs | | BL |
| 10233 NHWB | **Nordkap** Steel 1D;B;Spar dk;Wireless;W. Bal 6BH | Scw Sch | Dan 350 P25′ | Copenhgn 44 \| 18.5 B70′ F41′ | 2254 3582 | | '96 10 | Newcastle, (W. Dobson & Co.) [Eng. | P. Brown, Jr. & Co., Mgrs. | 3CylTE24,40,64x45; 2SB;WP160lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10234 4,427 JPHD | **Nordland** Steel 1D;B;Web frms;Deep frmg; 6BH W. Bal;Wireless | Scw | Swd | Gothenb'g 48.2 \| 23.4 352 F29′ P23′ | 2346 3769 | | 1905 6 | Sunderland, (W. Doxford [Eng & Sons, Lim.) | Angf.Aktieb Tirfing | 3CylTE24,40,67x45; 3SB;WP180lbs | | BL |
| 10235 NTWB | **Nordlys** Steel 1D;Shel dk;Wireless; 6BH W. Bal | Scw | Dan | Cop'hagen 51.5 \| 23.4 362 | 2307 3718 | | 1916 6 | Copenhagen (Akt. [Den. Burmeister & Wain) | P. Brown, Jr. & Co., Mgrs. | 3CylTE25½,42,70x45; 3SB;WP180lbs | | BL |
| 10236 NGHR | **Nordpol** Steel 2D;Wireless;W. Bal | MV Twin | Dan | Cop'hagen 53.9 \| 33.3 380.8 F35′ | 3657 5885 | | 1926 2 | Copenhagen, (Burmeister [Den. & Wain.) | D/S A/S Norden | 2-6CylOilEng23¼x35 7/16 | | BL |
| 10237 | **Nordstjernan** 1D | Trn | Fin | Mariehmn 23.9 \| 11.5 108.2 | 194 229 | | '70 8 | Gefle, (O. A. [Swd. Brodin.) | Gustaf Saarl | M;Icf | | V |
| 10238 NSLM | **Nordstjernen** 1D | Sch | Dan | Marstal 28.2 \| 11.7 119.5 | 214 242 | | 1913 | Troense (Z. T. Jacobsen.) | E. B. Kromann | Wd(Sltd) | | V |
| 10239 MTQD | **Norefjord** Steel xNorefos 1D;Oil fuel;Wireless;W. Bal 5BH | Scw | Nor | Oslo 46.7 \| 23.1 331.7 B & F274′ P35′ | 1917 3082 | | 1920 1 | Newcastle, (Wood, [Eng. Skinner & Co., Lim.) | Norwegian-America Line | 3CylTE25,41,68x45; 3SB;WP180lbs | | N |
| 10240 144,675 KGLC | **Norfolk** Steel xSauerland 3D;Oil fuel;Wireless;W. Bal 8BH | Scw Twin | Br | London 64.2 \| 38.1 520.7 B254′ F44′ P70′ | 6889 10946 | | 1918 5 | Vegesack, (Bremer [Ger. Vulkan.) | Federal Steam Nav. Co. (Lim.) | 2-3CylTE28,46,75x51; 5SB;WP200lbs | | BL |
| 10241 217,811 LQNC | **Norfolk** Steel 1D 5BH | Scw | Am | Wilmngtn. 25.1 \| 13.3 126.5 | 212 343 | | 1919 | Baltimore, (Spedden [Md. S. B. Co.) | Northern Barge Corp. | 3CylTE14½,23,36x26; 1SB;WP160lbs;750IHP. | | |
| 10242 100,328 KCVS | **Norfolk** Iron 1D | Scw | Am | C. Charles 23 \| 12 116.3 | 106 212 | | '85 | Wilmington, Del. | N.Y., Phila. & Norfolk R.R. Co. | 2CylC22,40x38; 915IHP. | | |
| 10243 214,564 LQMV | **Norfolk** Steel 3D 4BH | Scw | Am | New York 43.5 \| 29.9 253 | 1759 2453 | | 1916 | Ecorse, (Great [Mich. Lakes Engineering Works) | Clyde S S. Co | 3CylTE18,29¾,50½x36; 2SB;WP190lbs;1300IHP. | | |
| 10244 210,861 LCSG | **Norfolk** Steel 1D;Mchy aft;SUB.SIG; 6BH Wireless;W. Bal | Scw Sch | Am | Portland 48.1 \| 25.5 310.7 B18′ F30′ P79′ | 1986 3521 | | 1913 1 | Camden, (N. Y. [N. J. Shipbuilding Co.) | Coastwise Transp. Corp. | 3CylTE23¼,38¼,64x45; 2SB;WP180lbs;1750IHP | | BL |
| 10245 28,048 SGFT | **Norfolk Maru** Steel 2D;Oil fuel;Wireless;W. Bal 6BH | Scw | Jap | Kobe 53 \| 37 405 F33′ | 4020 6576 | | 1921 9 | Kobe, (Kawasaki [Jap. Dockyard Co., Lim.) | Kawasaki Dockyard Co. (Lim.) | 3CylTE28,46,78x54; 3SB;WP200lbs | | BL |
| 10246 | **Norge** Steel xPort Chalmers 2D;Deep frmg;Shel dk; 7BH Wireless;W. Bal | Scw Twin | It | Genoa 55.3 \| 30.4 450.3 | 4198 6534 | | 1907 7 | Belfast, (Workman, [Ire. Clark & Co., Lim.) | A. Zanchi | 2-3CylTE20,33½,56x45; 4SB;WP200lbs | | BL |
| 10247 217,399 LPHC | **Norma** Steel 1D;Wireless; 6BH Oil fuel F. P. above 150° F. C-30 W.B.—A.P.130t;D.B.248′564t.... F.P F.O.—.....D.B. 40′112t; D. T.16′4 | Scw | Am | New York 45 \| 22.6 25′ 3″ 299.5 B96′ F40′ P25′ 30t... .41t .... | 1513 2648 3500 | 3′ 11″ 21′ 6″ | 1918 12 | Wilmington, (Bethlehem [Del. S. B. Co.) | Norma S.S. Corp. | 3CylTE21½,33,58x42; Bethlehem S. B. Corp; 2SB;Bethlehem S. B. Corp; 133GS;5256HS;WP190lbs;1700IHP; Dkd,s rps7,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NO5,23; n shft8,20;M.S.5,23; shft drn10,24;B.S.9,26; Cih BB;CL | |
| 10248 148,846 | **NormanB.Macpherson** Steel 1D;Mchy aft;W. Bal 2BH | Scw | Br | Glasgow 43.2 \| 17.9 253.1 F36′ | 1236 1743 | | 1925 | Glasgow, (Napier & [Scot. Miller.) | Eastern S.S. Co. (Lim.) | 3CylTE17,28½,47x33; 2SB;WP180lbs;1000IHP | M.S;shft drn12,25 | C |
| 10249 203,543 | **Norman B. Ream** Steel 1D;Mchy aft;SUB.SIG;W. Bal 3BH | Scw Sch | Am | Duluth 58 \| 27.4 580 | 5444 7053 | | 1906 | Chicago, (Chicago [Ill. S. B. Co.) | Pittsburg S.S. Co. | 3CylTE24,39,65x42; 2SB;WP170lbs;1800IHP. | | |
| 10250 212,648 LDSK | **Norman Bridge** Steel 2D;Long. frmg;Mchy aft; 15BH Web frms;Oil in bulk;Oil fuel; Wireless;SUB.SIG;W. Bal | Scw | Am | Los Angl's 50.3 \| 29.8 365.4 B25′ F41′ P88′ | 2673 4323 | | 1913 4 | Newcastle, (Swan, [Eng. Hunter & Wigham Richardson) | Pan-American Petroleum & Transport Co. | 3CylTE23½,39,66x45; 2SB;WP180lbs;1800IHP | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10251 162,466 | **Norman Kelley** 1D | Brg Sch | Am 179 | Kelly Isl'd 35 \| 15 | 497 513 | | 1905 | Buffalo, (Buffalo [N. Y. S. B. Co.) | Kelly Island Lime & Transport Co. | Stl | | |
| 10252 129,442 HPWS | **Norman Monarch** Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw Sch | Br 400.6 P44′ | Glasgow 52.2 \| 27.4 B119′ F44′ | 3184 4997 | | 1909 11 | Old Kil- patrick, Scot. (Napier & Miller, Lim ) | Monarch S.S. Co. (Lim.) | 3Cyl TE27,44,73x48; 2SB;WP180lbs;466RHP; Dkd,s rps2,26 | S.S.No.3,Crdf1,22;A.S.7,23; B.S.7,24;M.S;shft drn2,26 | C |
| 10253 146,255 | **Norman P. Clement** Steel 1D;Mchy aft;W. Bal 3BH | Scw | Br 252.2 F34′ | Cowes 43.2 \| 17.8 | 1112 1729 | | 1924 3 | Cowes, (J. S. [Eng. White & Co., Lim.) | Eastern S.S. Co. (Lim.) | 3Cyl TE16,27,44x30; 2SB;WP180lbs;1090IHP. | Lake Survey3,26; M.S;shft drn7,26 | C |
| 10254 | **Normandie** xLottie Bennett 1D | Sch 4 M | Fr 170.4 | Papeete 37.6 \| 12.8 | 496 567 | | '99 10 | Pt. Blakeley, (Jas. [Wash. W. Hall) | L. Ozanne | YF;Icf | | |
| 10255 143,398 KCHW | **Normanstar** Steel 2D;Oil fuel;Wireless;W. Bal 6BH | Scw Sch | Br 415.6 B130′ | London 56.2 \| 25.5 F56′ | 4432 6996 | | 1919 10 | Pt. Glasgow, (Dunlop, [Scot. Bremner & Co., Lim.) | Union Cold Storage Co. (Lim.) | 3Cyl TE26,44,75x48; 3SB;WP200lbs | | BL |
| 10256 LFJT | **Norne** xBritish Baron xRoumanian Steel 2D;Web frms;Oil in bulk; 16BH Wireless;W. Bal | Scw | Nor 385 P30′ | Bergen 51 \| 27.6 B83′ F36′ | 2988 4934 | | 1908 9 | Newcastle, (Armstrong, [Eng. Whitworth & Co., Lim.) | H. Kuhnle | 3Cyl TE26,44,72x48; 3SB;WP180lbs | | BL |
| 10257 134,014 | **Noronic** Steel 3D;Web frms;Long. frmg; 7BH Mchy aft;Wireless;W. Bal | Scw | Br 362 | Pt. Arthur 52 \| 24.8 | 3935 6905 | | 1913 11 | Pt. Arthur, (Western [Ont. D. D. & S. B. Co.) | Canada S.S. Lines (Lim.) | 4Cyl TE29½,47½,58,58 x42; 4SB;1AuxSB;WP200lbs;4500IHP | | BL |
| 10258 6,125 KBPJ | **Norruna** xAstur xAquila Steel 1D;Wireless;SUB.SIG;W. Bal 6BH | Scw | Swd 309.6 P31′ | Hoganas 47.1 \| 23 B62′ F33′ | 2041 2626 | | 1918 | Fredrikstad, (Fredrikstad [Nor. Mek. Vaerks.) | Rederi A/B Hoganas | Stm Tbns; 2SB;WP220lbs | | V |
| 10259 194,130 JVGF | **Norseman** 1D | Sch Aux | Am 131 | New York 25 \| 11.6 | 146 154 | | '81 | Brooklyn, (C. & R. Poillon.) [N. Y. | Morecraft Trans. Corp. | Wd; 4CylGasEng | | |
| 10260 214,440 LGJF | **Norsworthy** xStandtow No. 1 1D;B;Oil in bulk;W. Bal | Brg Sch | Am 252 P49′ | Houston 43.7 \| 21.2 F41′ | 1580 1955 3000 | | 1916 9 | Toledo, (Toledo [Ohio S. B. Co.) | Petroleum Nav. Co. | Stl;4BH | | BL |
| 10261 HBDL | **Norte** xIberier xLake Felicity Steel 1D;Wireless;W. Bal 4BH | Scw | Arg 251 P25′ | Buen Aires 43.8 \| 18.5 B64′ F23′ | 967 1696 | | 1918 5 | Wyandotte, (Detroit [Mich. S. B. Co.) | Soc. Anon. de Nav. Sud.-Atlantica | 3Cyl TE20,33,54x40; 2SB;WP180lbs | | BL |
| 10262 MBTS | **Norte** xAlcazar xEva Steel 1D;Awng dk;Web frms;W. Bal 7BH Wireless | Scw Sch | Sp 321.1 P29′ | Barcelona 39.4 \| 25.1 | 1938 3076 2825 | | '93 5 | Stockton, (Ropner [Eng. & Son.) | Santiago Mumbru | 3Cyl TE22½,37,61x41; 2SB;WP160lbs;1200IHP. | | V |
| 10263 130,057 JWQT | **North America** Iron 1D | Scw | Am 130 | New York 28.2 \| 14 | 144 289 | | '76 | Camden, N. J | Atlantic Coast Transp. Co. | 1Cyl40x42; 2SB;750IHP. | | |
| 10264 211,727 LDHC | **North American** Steel 1D | Scw | Am 82 | Pt. Arthur 21.5 \| 10.4 | 14 134 | | 1913 | Camden, (J. H. [N. J. Dialogue & Sons.) | The Texas Steamship Co. | 2CylC15,32x24; 1SB;50IHP. | | V |
| 10265 211,076 | **North American** Steel 5D;Wireless;SUB.SIG. 6BH | Scw | Am 259 | Mich. City 47.1 \| 17.6 | 1262 2317 | | 1913 | Ecorse, (Great [Mich. Lakes Eng. Wks.) | Chicago, Duluth & Georgian Bay Transit Co. | 4CylQE17½,25,36,52x36; 3SB;WP210lbs;2200IHP. | 100(GL) Summer Navigation. P.S.6,25 | |
| 10266 128,512 HRFP | **North Anglia** xBideford Steel 1D;Deep frmg;Wireless;W. Bal 6BH | Scw | Br 362.3 P29′ | London 51 \| 21 B232′ F34′ | 2214 3562 | | 1910 7 | Stockton, (Craig, [Eng. Taylor & Co., Lim.) | North Shipping Co. (Lim.) | 3Cyl TE25,42,68x45; 2SB:WP160lbs;330RHP; Dkd,s rps7,25 | S.S.No.3,Snd4,23;A.S.4,26; B.S.9,24;n shft3,25;M.S.4,26 | C |
| 10267 220,998 MCJL | **North Bend** 1D | Sch 4 M | Am 204 | Marshfield 43 \| 14.2 | 847 981 | | 1921 | North Bend, (Kruse & Banks.) [Ore. | Kruse & Banks S. B. Co., Inc. | Wd | | |
| 10268 125,631 HLQV | **North Britain** xBaltic Exchange Steel 1D;B;Deep frmg;Web frms; 6BH Wireless;W. Bal | Scw Sch | Br 346.5 P23′ | London 50.8 \| 22.9 B94′ F36′ | 2357 3679 | | 1907 10 | Sunderland, (Bartram [Eng. & Sons.) | H. Roberts & Son, Mgrs. | 3Cyl TE24½,40,66x45; 2SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10269 148,058 KQHW | **North Cornwall** Steel 1D;Wireless;W. Bal 6BH | Scw | Br 380.8 P34′ | Newcastle 52.2 \| 25.3 B229′ F37′ | 2660 4304 | | 1924 3 | So. Shields, (J. Readhead [Eng. & Sons, Lim.) | North Shipping Co. (Lim.) | 3Cyl TE26,42,69x48; 2SB;WP180lbs | | BL |
| 10270 148,096 KRNB | **North Devon** Steel 1D;Wireless;W. Bal 6BH | Scw | Br 360 P32′ | Newcastle 50 \| 23.1 B225′ F36′ | 2239 3658 | | 1924 10 | So. Shields, (J. Readhead [Eng. & Sons, Lim.) | North Shipping Co. (Lim.) | 3Cyl TE25,42,69x45; 2SB;WP180lbs | | BL |
| 10271 77,004 KLDH | **North East** xWinyah 2D | Brg Sch xScw | Am 200 | Jcks'nville 38 \| 26.1 | 1035 1061 | | '91 | Wilmington, (Jackson [N. C. & Sharp Co.) | Brooks- Scanlon Corp. | O,YP;Gicf | | |
| 10272 96,911 | **North King** xNorseman Oak 1D | SW | Br 175 | Kingston 43 \| 10 | 499 873 | | '68 rb'91 | Montreal, Que | Canada S.S. Lines (Lim.) | 1Cyl36½x120; 2Blrs;WP45lbs;435IHP. | | |
| 10273 222,653 MDKL | **North King** xHouston Steel 2D;Web frms;Oil fuel;Wireless; 7BH W. Bal | Scw | Am 375.8 P43′ | Portland 50.7 \| 27.3 B111′ F52′ | 3386 5064 | | 1903 6 | Vegesack, (Bremer [Ger. Vulcan.) | Alaska- Portland Packers Ass'n | 4CylQE23,33,50,72x53; 3SB;WP220lbs;2000IHP. | | BL |
| 10274 206,144 | **North Lake** Steel 2D;Mchy aft;W. Bal 3BH | Scw Sch | Am 350 | Buffalo 46 \| 26 | 2941 3861 | | 1909 4 | St. Clair, (Great Lakes Eng. Wks. [Mich. | Great Lakes Transit Corp. | 4CylQE19,27½,40,58x42; 3SB;WP210lbs;1650IHP. | | |
| 10275 207,282 LBJT | **North Land** Steel 3D;Wireless;W. Bal 7BH | Scw Sch | Am 304.4 | P'tsmouth 47.2 \| 15.6 | 1753 3121 | | 1910 | Wilmington, (Harlan & Hollingsworth Co.) [Del. | Eastern S.S. Lines, Inc. | 3Cyl TE28½,46,75x54; WP180lbs;4000IHP. | | |
| 10276 132,072 JCGQ | **North Pacific** Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | Br 379.5 | Cardiff 53 \| 22.8 | 2491 3938 | | 1913 5 | Sunderland, (J. L. Thompson & Sons. Lim.) [Eng. | Exmouth S.S. Co. (Lim.) | 3Cyl TE26,42,71x48; 3SB;WP180lbs | | BL |
| 10277 217,401 LPHF | **North Pole** Steel 2D;Long. frmg; 6BH Web frms;Wireless;W. Bal W.B.—A.P.132t; D.B.294′794t; F. P.98t | Scw | Am 339.3 P34′ | Baltimore 49.1 \| 26.3 \| 28′ 7¾″ B75′ F30′ | 2501 4130 5600 | 5′ 8¼″ 23′ 1½″ | 1918 11 | Baltimore, (Baltimore D. D. & S. B. Co.) [Md | U. S. Ship- ping Board | Stm Tbn; Westinghouse E. & M. Co; 3SB;Baltimore D. D. & S. B. Co; 189GS;5105HS;WP195lbs;1800SHP; Dkd,s rps7,20 | ✠A1Ⓔ ✠AMS S.S.Balt7,20;CL (Laid up) | |
| 10278 206,229 | **North Sea** Steel 2D;Mchy aft;W. Bal 3BH | Scw Sch | Am 351.2 | Buffalo 46.2 \| 31 | 3045 3921 | | 1909 5 | Ecorse, (Gt. Lakes Eng. Works.) [Mich. | Great Lakes Transit Corp. | 4CylQE19,27½,40,58x42; 3SB;WP210lbs;1800IHP. | | |
| 10279 3,626 | **North Shore** xBon Ami 2D | Scw | Am 108.2 | Milw'ukee 21.8 \| 6.4 | 67 98 | | '94 | Saugatuck, (R. T. Rogers.) [Mich. | Hart Trans. Co. | 2CylC14,28x20; 1FB;WP125lbs;240IHP. | | |
| 10280 207,011 | **North Star** Steel 2D;Mchy aft;W. Bal 3BH | Scw Sch | Am 350 | Buffalo 46 \| 26 | 2928 3849 | | 1909 | St. Clair, (Great Lakes Eng. Wks.) [Mich. | Great Lakes Transit Corp. | 4CylQE19,27½,40,58x42; 3SB;WP210lbs;1500IHP. | | |
| 10281 214,809 | **North State** Wood 1D | MV | Am 99.7 | St. Aug'ne 18.4 \| 4.7 | 90 105 | | 1917 | Daytona, (F. A. Root.) [Fla. | F. L. Seely | 8CylGasEng6½x8; 100IHP. | | |
| 10282 133,411 HWTJ | **Northborough** xArdenhall xBathampton Steel 1D;Wireless;W. Bal 6BH | Scw | Br 352 P30′ | Cardiff 49.6 \| 22 B189′ F37′ | 2058 3299 | | 1912 10 | Hull, (Earle's Co., Lim.) [Eng. | Hazlewood Shipping Co. (Lim.) | 3Cyl TE24,39,66x45; 3SB;WP180lbs | | BL |
| 10283 87,545 SLFK | **Northern Chief** 1D | Sch | Br 125 | Auckland 27.4 \| 12.2 | 263 287 | | '86 | Auckland, (Mackay Bros.) [N. Z. | J. Burns & Co. (Lim.) | Wd | | |
| 10284 130,407 LJTS | **Northern Light** Steel 1D;Spar dk;Mchy aft;W. Bal 5BH | Scw | Am 299.5 | Mobile 40.8 \| 21.6 | 1526 2599 | | '88 | Cleveland, (Globe Iron Works.) [Ohio | John G. Murphy | 3Cyl TE24,38,61x42; 2CRTB;WP160lbs;1200IHP. | | |
| 10285 167,196 | **Northern No. 11** 1D | Brg | Am 203.6 | Wilmngtn 38.4 \| 14.1 | 979 1041 | | 1918 4 | Solomons Isl. (M. M. Davis & Son, Inc.) [Md | Northern Barge Corp. | O,YP;Gif (Sltd) | | |
| 10286 216,318 | **Northern No. 12** 1D | Brg Sch | Am 205 | Wilmngtn 35 \| 14.7 | 901 970 | | 1918 5 | Havre de Grace, Md. (Delbert Barge Bldg. Co.) | Northern Barge Corp. | O,YP;Gif (Sltd) | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10287 215,821 LJHM | **Northern No. 14** 1D | Brg Sch | Am 204 | Wilmngtn 35 \| 14.6 | 913 971 | | 1917 12 | Havre de Grace, Md. (Delbert Barge Bldg. Co.) | Northern Barge Corp. | O,YP;Gif(Sltd) | | |
| 10288 167,113 | **Northern No. 16** 1D | Brg | Am 204.2 | Wilmngtn 30 \| 12.9 | 711 760 | | 1917 12 | Solomons Isl. (M. M. Davis & Son, Inc.) [Md. | Northern Barge Corp. | O,YP;Gif(Sltd) | | |
| 10289 216,992 LNCV | **Northern No. 17** 1D | Brg Sch | Am 204.6 | Wilmngtn 35 \| 14.7 | 899 961 | | 1918 11 | Havre de Grace, Md. (Delbert Barge Bldg. Co.) | Northern Barge Corp. | WO,YP;Gif(Sltd) | | |
| 10290 217,705 LQGK | **Northern No. 18** 1D | Brg Sch | Am 226.2 | Wilmngtn 35.1 \| 14.8 | 983 1047 | | 1919 3 | Havre de Grace, Md. (Delbert Barge Bldg. Co.) | Northern Barge Corp. | O,YP;Gif(Sltd) | | |
| 10291 167,144 | **Northern No. 19** 1D | Brg | Am 202.4 | Wilmngtn 30.2 \| 12.8 | 686 739 | | 1918 2 | Baltimore, (H. E. Crook Co.) [Md. | Northern Barge Corp | O,YP;Gif(Sltd) | | |
| 10292 167,352 | **Northern No. 20** 1D | Brg | Am 202.6 | Wilmngtn 30.1 \| 12.8 | 692 735 | | 1918 8 | Baltimore, (H. E. Crook Co.) [Md. | Lottie V. Wathen | O,YP;Gif(Sltd) | | |
| 10293 167,361 | **Northern No. 21** 1D | Brg | Am 202.9 | Wilmngtn 30.1 \| 12.9 | 679 735 | | 1918 9 | Baltimore, (H. E. Crook Co.) [Md. | Northern Barge Corp. | O,YP;Gif(Sltd) | | |
| 10294 216,265 LKQM | **Northern No. 29** 1D | Brg Sch | Am 215.5 | Wilmngtn 40.5 \| 16.3 | 1200 1267 | | 1918 4 | South Jacksonville, Fla. (Hillyer, Spearing, Dunn Co.) | Northern Barge Corp | WO,LO,YP;Gif(Sltd) | | |
| 10295 217,421 LKVB | **Northern No. 30** 1D | Brg Sch | Am 215.5 | Wilmngtn 40.5 \| 16.3 | 1198 1264 | | 1918 6 | South Jacksonville, Fla. (Hillyer, Spearing, Dunn Co.) | Northern Barge Corp. | O,YP,Hk;Gif | | |
| 10296 218,703 LSHQ | **Northern No. 31** 1D | Brg Sch | Am 231.1 | Wilmngtn 35 \| 14.9 | 1021 1083 | | 1919 9 | Havre de Grace, Md. (Delbert Barge Bldg. Co.) | Northern Barge Corp. | O,YP;Gif(Sltd) | | |
| 10297 219,756 LWBJ | **Northern No. 32** 1D | Brg Sch | Am 241.3 | Wilmngtn 40.3 \| 16.8 | 1405 1476 | | 1920 4 | Havre de Grace, Md. (Delbert Barge Bldg. Co.) | Northern Barge Corp. | O,YP;Gif | | |
| 10298 219,829 | **Northern No. 35** | Brg Sch | Am 246.2 | Wilmngtn 43 \| 24.4 | 1907 2051 | | 1920 | Manistee, (Manistee S. B. Co.) [Mich. | Northern Barge Corp. | O,YP;Gif✕ | | |
| 10299 220,821 MBWC | **Northern No. 36** 1D | Brg Sch | Am 241.3 | Wilmngtn 40.3 \| 16.8 | 1439 1488 | | 1920 11 | Havre de Grace, Md. (Delbert Barge Bldg. Co.) | Northern Barge Corp. | O,YP;Gif(Sltd) | | |
| 10300 208,377 LBTF | **Northland** Steel 2D | Scw | Am 291.2 | Washngtn 51 \| 18 | 1205 2055 | | 1911 3 | Wilmington, (Harlan & Hollingsworth Corp.) [Del. | Norfolk & Washington Steamboat Co. | 4Cyl TE23,37,43,43x42; 2400IHP. | | |
| 10301 201,033 KTDR | **Northland** Wood 1D;Oil fuel;Wireless 3BH | Scw Sch | Am 195 | San Fran. 39.2 \| 14.6 | 817 1387 | | 1904 | Fairhaven, (H. B. Bendixen.) [Cal. | Atlas S.S. Co., Inc. | 3Cyl TE15,25,42x30; 2WTB;WP225lbs;664IHP. | | |
| 10302 105,993 QLWS | **Northlea** Steel xAstraea 1D;B;Web frms;Wireless;W. Bal 5BH | Scw Sch | Br 325 P31′ | Cardiff 48 \| 22.9 B66′ F36′ | 2069 3299 | | '98 12 | Stockton, (Ropner & Son.) [Eng. | Cardiff Steam Nav. Co. (Lim.) | 3Cyl TE24,38,64x42; 2SB;WP160lbs | | BL |
| 10303 166,366 | **Northport** 1D | Brg | Am 100.7 | New York 34.8 \| 7.4 | 235 242 | | 1916 | Wilmington, (American Car & Foundry Co.) [Del. | New York & Cuba Mail S.S. Co. | Wd | | |
| 10304 148,077 KQWN | **Northton** Steel 1D;Mchy aft;W. Bal 3BH | Scw | Br 248 F42′ | Newcastle 43 \| 22.8 | 1354 2227 | | 1924 6 | Newcastle, (Swan, Hunter & Wigham Richardson.) [Eng. | Mathews S.S.Co.(Lim.) | 3Cyl TE20½,33,54x36; 2SB;WP180lbs;1200IHP. | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10305 | **Northumberland** | Scw | Br | London | 7193 | | 1915 | Newcastle, | Federal | Stm Tbns; | | BL |
| 139,112 | Steel | Twin | 530.5 | 63 \| 31.9 | 11540 | | 11 | (Swan, [Eng. | Steam Nav. Co. | 8SB;WP190lbs | | |
| JMGV | 2D;Shel dk;W. Bal;Wireless 8BH | Sch | B209′ | F84′ | | | | Hunter & Wigham Richardson, Lim.) | (Lim.) | | | |
| 10306 | **Northumberland** | Scw | Am | Baltimore | 675 | | 1900 | Philadel- | Maryland, | 3Cyl TE 18,28,45x30; | | |
| 130,855 | Steel | | 190 | 41 \| 11 | 993 | | | (Neafie [phia, Pa. | Delaware & | | | |
| | 1D 4BH | | | | | | | & Levy.) | Va. R.R. Co. | WP150lbs;1500IHP | | |
| 10307 | **Northumberland** | Scw | Br | Charlott'n | 542 | | '91 | Newcastle, | Canadian | 2-3Cyl TE 17½,27½,46x33; | | |
| 96,937 | Steel | Twin | 220 | 33.1 \| 20.4 | 1255 | | | (Wigham [Eng. | Govt. | 2DB;WP150lbs;2000IHP | | |
| TCNQ | 1D;Wireless;W. Bal 5BH | | | | | | | Richardson Co.) | | | | |
| 10308 | **Northwestern** | Scw | Am | New York | 1949 | | '90 | Chester, | Alaska | 3Cyl TE 28,40,70x48; | — Exp | |
| 155,177 | xOrizaba Steel;Iron | Sch | 336.2 | 43.2 \| 22 | 3094 | | 2 | (D. R. I. S. [Pa. | S.S. Co. | 6CRTB;WP160lbs;2600IHP. | | |
| KGVM | 3D;Oil fuel;Wireless 5BH | | | | | | | B. & E. Works.) | | | | |
| 10309 | **Northwestern** | StW | Am | Portland | 413 | | 1912 | Portland, | Portland | 1Cyl NC 13x72; | | |
| 210,453 | xGrahamona xA. W. Graham Wood | | 149.5 | 30 \| 4.5 | 443 | | | (Jos. [Ore. | Nav. Co. | 1Bir;700IHP. | | |
| | 1D 4BH | | | | | | | Supple.) | | | | |
| 10310 | **Northwestern Bridge** | Scw | Am | Newark | 2000 | 5′ 9″ | 1919 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,246 | Steel | | 324 | 46.2 \| 25 | 3283 | 22′ 11″ | 12 | (Submarine [N. J. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LTRK | 1D;2d dk at ends; 7BH | | | 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | Csh BB;CL | |
| | SUB.SIG;Wireless; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd,s rps7,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T. | 20′394 | t..... | .F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T. | 20′368 | t;S.T.3 | lt..... | | | | | | | | |
| 10311 | **Northwestern Miller** | Scw | Br | Liverpool | 4151 | | 1915 | Newcastle, | Norfolk & | 3Cyl TE 29,49,80x54; | | BL |
| 137,431 | Steel | | 419.8 | 53.4 \| 27.8 | 6504 | | 3 | (Northum- [Eng. | No. American | 3SB;WP180lbs | | |
| JKGF | 2D;B;Shel dk;Wireless;D.F; 7BH | | F34′ | | | | | berland S. B. Co., | Stm. Shipping | | | |
| | Oil fuel;SUB.SIG;W. Bal | | | | | | | Lim.) | Co. (Lim.) | | | |
| 10312 | **Norton** | Sch | Am | Gloucester | 99 | | '89 | York, Me. | Cape Ann | O,YP;Gif | — Exp | |
| 130,457 | | | 82.2 | 25.5 \| 6.5 | 104 | | 11 | (Chas. Ward.) | Granite Corp. | | | |
| | 1D | | | | | | | | | | | |
| 10313 | **Nortonian** | Scw | Br | Liverpool | 4097 | | 1913 | Glasgow, | F. Leyland | 4Cyl QE 23½,34,49,70x51; | | BL |
| 135,514 | Steel | | 400.7 | 52.4 \| 26.9 | 6367 | | 11 | (D. & W. [Scot. | & Co. (Lim.) | 2DB;1AuxSB;WP215lbs | | |
| JDLK | 2D;Shel dk;Wireless;SUB.SIG; 7BH | | | | | | | Henderson & Co., | | | | |
| | W. Bal | | | | | | | Lim.) | | | | |
| 10314 | **Norumbega** | Scw | Am | Portland | 142 | | 1902 | Bath, | Maine Cen- | 3Cyl TE 10,15½,26x15; | | |
| 130,979 | WO,YP | | 146 | 28.6 \| 10.1 | 304 | | 7 | (Kelley, [Me. | tral R.R. Co. | 2Blrs;WP230lbs;700IHP. | | |
| KRTV | 1D 3BH | | | | | | | Spear Co.) | | | | |
| 10315 | **Norumbega** | Scw | Am | P'tsmouth | 4091 | 5′ 9½″ | 1920 | Portsmouth, | U. S. Ship- | 3Cyl TE 24½,41½,72x48; | ✠A1Ⓔ | |
| 219,544 | Steel | | 410.5 | 54.2 \| 27 | 5582 | 24′ 2″ | 2 | (Atlantic [N. H. | ping Board | Atlantic Corp; | ✠AMS | |
| LVMH | 2D;Wireless;SUB.SIG;W. Bal 7BH | | | 29′ 9″ | 8800 | | | Corp.) | | 3WTB;Oil City Bir. Wks; | Scip;CL | |
| | C-36 | | P60′ | B114′ F47′ | | | | | | 195GS;9150HS;WP225lbs;2800IHP; | (Laid up) | |
| | W.B.—D.B.315′1285t | | | | | | | | | EAC;d rpd6,20;Dkd,s rps11,20 | | |
| 10316 | **Norvadoc** | Scw | Br | Ft. Will'm | 1398 | | 1921 | Toronto, | N. M. | 3Cyl TE 20,33,54x40; | | C |
| 150,355 | xNorman H. Paterson Steel | | 251 | 43.7 \| 22.3 | 2374 | | 7 | (Collingwood [Can. | Paterson & Co. | 2SB;WP180lbs | | |
| TQFS | 1D;Wireless;W. Bal 4BH | | P25′ | B62′ F28′ | | | | S. B. Co., Lim.) | (Lim.) | | | |
| 10317 | **Norwalk** | Scw | Am | P'tsmouth | 1310 | | 1920 | Wilmington, | Eastern | 3Cyl TE 19,32,56x36; | | |
| 220,631 | Steel | | 250.8 | 42.6 \| 25.6 | 2157 | | 7 | (Pusey [Del. | S.S. Lines, Inc. | 2SB;WP190lbs;1250IHP. | | |
| MBND | 2D;Oil fuel | | | | | | | & Jones.) | | | | |
| 10318 | **Norway** | Scw | Am | Oswego | 5315 | | 1910 | Toledo, | Great Lakes | 4Cyl QE 20,29,42,61x42; | | |
| 207,247 | Steel | Sch | 504 | 58 \| 25.6 | 6673 | | 8 | (Toledo [Ohio | S.S. Co. | 3SB;WP210lbs;2000IHP. | | |
| | 1D;Mchy aft;W. Bal 4BH | | | | | | | S. B. Co.) | | | | |
| 10319 | **Norway Maru** | Scw | Jap | Kobe | 4229 | | 1920 | Kobe, | Kawasaki | 3Cyl TE 26,43,72x48; | | BL |
| 26,216 | Steel | | 385 | 51 \| 36 | 5832 | | 4 | (Kawasaki [Jap. | Kisen Kabushiki | 2SB;1AuxSB;WP200lbs | | |
| RSMP | 2D;Oil fuel;Wireless;W. Bal 6BH | | | | | | | Dkyd. Co., Lim.) | Kaisha | | | |
| 10320 | **Norwegian** | Scw | Br | Liverpool | 4018 | | 1921 | Dundee, | F. Leyland | 4Cyl QE 23,34,49,70x51; | | BL |
| 145,849 | Steel | | 400.2 | 52.4 \| 35 | 6357 | | 8 | (Caledon [Scot. | & Co. (Lim.) | 4SB;WP215lbs | | |
| KJDR | 2D;Shel dk;SUB.SIG;Wireless; 7BH | | B141′ | | | | | S. B. & E. Co., | | | | |
| | W. Bal | | | | | | | Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0321 | **Norwich City** | Scw | Br | Bideford | 3513 | | 1911 | W. Hartle- | W. R. Smith | 3Cyl TE 26,42,70x48; | | C |
| 132,596 | xNormanby Steel | | 397 | 53.5 \| 23 | 5587 | | 8 | (W. [pool, Eng. | & Sons, Mgrs. | 2SB;WP180lbs | S.S.No.3,Ncsl3,24;A.S.5,25; | |
| HTJF | 2D;Shel dk;Oil fuel;Wireless 6BH | | | | | | | Gray & Co., Lim.) | | | B.S;shft drn5,25;M.S.11,25 | |
| | W. Bal | | | | | | | | | | | |
| 0322 | **Norwood** | Scw | Am | Seattle | 1017 | | 1904 | Winslow, | Pacific | 3Cyl TE 13½,23,40x30; | | V |
| 201,446 | Wood | | 203 | 38.5 \| 15 | 1323 | | 10 | (James [Wash. | American | 2SB;WP180lbs;700IHP. | | |
| KTLB | 1D;Oil fuel;Wireless 3BH | | | | | | | A. Hall.) | Fisheries | | | |
| 0323 | **Noshiro Maru** | Scw | Jap | Kobe | 1388 | | 1919 | Toronto, | Kawasaki | 3Cyl TE 20,33,54x40; | | BL |
| 29,822 | xNordhav xBygdones Steel | | 251.1 | 43.6 \| 21.5 | 2366 | | 6 | (Dominion [Can. | Kisen Kabushiki | 2SB;WP180lbs | | |
| SPQC | 1D;Wireless;W. Bal 4BH | | P25′ | B64′ F20′ | | | | S. B. Co., Lim.) | Kaisha | | | |
| 0324 | **Nossa Senhora Dos Anjos** | Trn | Ptg | P.Delgada | 157 | | 1920 | Grand Bank, | Soc. Anon. | Wd | | |
| | xGeneral Ironsides | | 110.2 | 27.3 \| 11.4 | 202 | | | (E. [Nfld. | Mutualista | | | |
| | 1D | | | | | | | Harris.) | Acoreana | | | |
| 0325 | **Nostra Signora di Coronati** | Scw | It | Genoa | 1573 | | '96 | Barrow, | A. Ardito | 3Cyl TE 23,38,63x42; | | |
| 1,359 | xClan Menzies Steel | | 312.3 | 40.2 \| 23.5 | 2629 | | 2 | (Naval Con. [Eng. | | 2SB;WP200lbs | | |
| | 2D;Web frms;Wireless;W. Bal 6BH | | P30′ | B86′ F38′ | | | | & Arm. Co., Lim.) | | | | |
| 0326 | **Notanda** | Scw | Br | London | 2071 | | 1918 | Sunderland, | British | 3Cyl TE 24,40,65x42; | | BL |
| 142,321 | Steel | | 340 | 48.5 \| 21.9 | 3338 | | 3 | (R. [Eng | Dominions S.S. | 2SB;WP180lbs | | |
| JSMC | 1D;Wireless;W. Bal 6BH | | P29′ | B98′ F33′ | | | | Thompson & Sons, Lim.) | Co. (Lim. | | | |
| 0327 | **Notre Dame De Bizeux** | Trn | Fr | St. Servan | 285 | | 1918 | Grosses | Joseph | Wd;Gif (Sltd) | | V |
| | xMaid of Brazil | | 128.1 | 32.6 \| 12 | 367 | | | Coques, N. S. | Grandais | | | |
| OPJZ | 1D | | | | | | | (O. Blinn.) | | | | |
| 0328 | **Notre Dame de Fourviere** | Scw | Fr | Marseilles | 4154 | | 1921 | St. Nazaire, | Cie. de Nav. | 3Cyl TE 27,44,75x51; | | V |
| | Steel | | 427.6 | 58.4 \| 31.6 | 6903 | | | Mixte | 3SB;WP178lbs;3300IHP. | | |
| OPKF | 2D;Oil fuel;Wireless;W. Bal 8BH | | P37′ | B135′ F50′ | | | | (Ste. des Ch. [Fr. & Atel. de St. Nazaire Penhoet.) | | | | |
| 0329 | **Notre Dame De Foy** | Scw | Fr | Boulogne | 18 | | 1917 | Montreal, | Soc. Vve | 2Cyl C 12,24x15; | | V |
| | xMarthe et Marguerite Wood | | 84 | 18.1 \| 9.5 | 102 | | | (Canadian [Can. | Christiaens & | 1SB;WP130lbs;200IHP. | | |
| OMWU | 1D | | | | | | | Vickers, Lim.) | A. Bourgain | | | |
| 0330 | **Notre Dame D'Uronea** | Sch | Fr | Fecamp | 454 | | 1918 | Granville, | Legasse | Wd (Sltd) | | V |
| | xAlgarve xBlanche H. Collins | | 165.8 | 34.9 \| 12.9 | 575 | | | (C. W. [N. S. | Bernardo | | | |
| OUZM | 1D | | | | | | | Collins.) | | | | |
| 0331 | **Nottingham** | Scw | Am | New York | 204 | | '94 | Camden, | Lehigh & | 3Cyl TE 16½,24,41x30; | | |
| 130,672 | Steel | | 128.5 | 27.3 \| 17.1 | 409 | | 7 | (John [N. J. | Wilkes-Barre | 2CRTB;WP160lbs;735IHP. | | |
| KMBJ | 1D 5BH | | | | | | | Dialogue.) | Coal Co. | | | |
| 0332 | **Nourmahal** | Sch | Am | N.Bedford | 86 | | '94 | Essex, | Joao Jose | O;Icf | | |
| 130,649 | | | 99 | 25 \| 9.6 | 115 | | | (Moses [Mass. | D'Azevedo | | | |
| KLTW | 1D | | | | | | | Adams.) | | | | |
| 0333 | **Nourmahal** | MV | Am | New York | 285 | | 1921 | City Island, | Vincent | 2-6Cyl Oil Eng 13x18; | | |
| 221,459 | Steel | Twin | 160.5 | 25.2 \| 13.1 | 419 | | | (Robert [N. Y. | Astor | 700IHP. | | |
| MCWS | 1D | | | | | | | Jacob.) | | | | |
| 0334 | **Nouvelle Ecosse** | Scw | Fr | Havre | 1603 | | 1919 | Victoria, | Soc. Les | 2-3Cyl TE 13½,22,30x26; | | |
| | Fir;Gif (Sltd) | Twin | 274 | 46.9 \| 21.1 | 2624 | | | (Foundation [B. C. | Armateurs | 2SB;WP190lbs;1200IHP. | | |
| OPMX | 1D;B;Well dk;Wireless | | P166′ | F36′ | | | | Co. of B. C., Lim.) | Francais | | | |
| 0335 | **Nova Queen** | Trn | Br | Parrsboro | 408 | | 1919 | Advocate, | J. Newton | Sp,Hw;Gif (Sltd) | | V |
| 141,518 | | | 150 | 35 \| 13 | 475 | | | (T. K. [N. S. | Pugsley | | | |
| TPMC | 1D | | | | | | | Bentley) | | | | |
| 0336 | **Novian** | Scw | Br | Liverpool | 4096 | | 1914 | Glasgow, | F. Leyland | 4Cyl QE 23½,34,49,70x51; | | BL |
| 135,542 | Steel | | 400.3 | 52.4 \| 34.9 | 6368 | | 2 | (D. & W. [Scot. | & Co. (Lim.) | 2DB;WP215lbs | | |
| JDTN | 2D;Shel dk;Wireless;SUB.SIG; 7BH | | | | | | | Henderson & Co., Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 0337 | **Novington** | Scw | Br | London | 2100 | | 1912 | Stockton, | Bell, Sy- | 3Cyl TE 25,41,67x45; | | BL |
| 132,729 | Steel | Sch | 362 | 50 \| 21.6 | 3442 | | 6 | (Richardson, [Eng. | mondson & Co., | 2SB;WP170lbs | | |
| HWCK | 1D;Wireless;W. Bal 6BH | | P31′ | B211′ F37′ | | | | Duck & Co., Lim.) | Mgrs. | | | |
| 0338 | **Novo** | S | Urg | Montevideo | 1411 | | '78 | Liverpool, | H. E. | I;1BH | | |
| | xHoppet x Knight of the Thistle | | 232.6 | 37.9 \| 22.7 | 1485 | | 4 | (T. [Eng. | Wolden | | | |
| MBGC | 2D | | P50′ | F31′ | | | | Royden & Son.) | | | | |
| 0339 | **Nowshera** | Scw | Br | Glasgow | 4875 | | 1919 | Belfast, | British | 2-3Cyl TE 26,44,73x48; | | BL |
| 141,897 | Steel | Twin | 450 | 58.4 \| 37.1 | 7920 | | 4 | (Workman, [Ire. | India Steam | 3DB;WP200lbs | | |
| JWPF | 3D;Shel dk;Wireless;W. Bal 8BH | | P31′ | F43′ | | | | Clark & Co., Lim.) | Nav. Co. (Lim.) | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10340 211,426 LDCB | **Noyo** xAdmiral Goodrich xAroline Steel 1D;Mchy aft;Wireless;W. Bal; 4BH Oil fuel F. P. above 150° F. W.B.—A.P.68t.....; D.B.180'4 88t; F. P.31t F.O.....S.T.26t; D.B. 60'1 96t..... | Scw Sch | Am 224.4 | San Fran. 41 \| 16.6 \| 17.6 | 836 1419 2258 | | 1913 7 | San Fran- (Union [cisco, Cal. Iron Wks.) | National S.S. Co. | 3CylTE19,31,50x40; Union Iron Wks; 3SB;Union Iron Wks; 6990HS;WP175lbs;1250IHP;DB; EAC;d rpd2,24;Dkd,s rps10,26 | ✠A1 AMS S.S.No. 3,SanF7,25; M.S.7,25;B.S.2,26; shft drn10,26;Bcip;CL | |
| 10341 131,431 HVNW | **Nubian** Steel 2D;Shel dk;Wireless; 7BH SUB.SIG;W. Bal | Scw Sch | Br 400.3 B52' | Liverpool 52.5 \| 35 | 4067 6384 | | 1912 4 | Newcastle, (Hawthorn, [Eng. Leslie & Co., Lim.) | F. Leyland & Co. (Lim.) | 4CylQE23,34,49,70x51; 2DB;1AuxSB;WP215lbs | | BL |
| 10342 123,992 GRWP | **Nucula** xSoyo Maru xHermione Steel 2D;Web frms;Oil fuel; 13BH Mchy aft;Oil in bulk;Wireless; W. Bal | Scw | Br 370 P95' | London 48.5 \| 28.7 B25' F38' | 2807 4614 | | 1906 9 | Newcastle, (Armstrong, [Eng Whitworth & Co., Lim.) | The Admiralty | 3CylTE25,42,70x48; 3SB;WP180lbs | | BL |
| 10343 141,908 KBPT | **Nuddea** Steel 2D;Oil fuel;Shel dk;Wireless; 8BH W. Bal | Scw Twin | Br 449.5 P31' | Glasgow 58.2 \| 37.1 F43' | 4956 7928 | | 1919 6 | Glasgow, (Barclay, [Scot. Curle & Co., Lim.) | British India S. N. Co. (Lim.) | 2-3CylTE26,44,73x48; 3DB;WP200lbs | | BL |
| 10344 130,369 KDSM | **Nueces** Iron 2D;Spar dk;Wireless 5BH | Scw Sch | Am 328 | New York 44 \| 21.2 | 2465 3367 | | '87 3 | Chester, (Del. R. I. [Pa. S. B. & E. Works.) | Mallory S.S. Co. | 2CylC41,82x54; 4CRTB;WP90lbs;2000IHP;s rps11,26 | | |
| 10345 | **Nuestra Senor de Begona** xPenguin Steel 1D;Well dk;Mchy aft; 3BH W. Bal | Scw | Am 146 | Manila 27 \| 10.2 | 223 495 | | '99 3 | Paisley, (J. [Scot McArthur & Co.) | G. Urrutia & Co. | 3CylTE11,18,31x24; 1SB | | |
| 10346 | **Nuestra Senora del Carmen** Iron 1D;W. Bal | Scw | Am 147.8 | Manila 24.6 \| 9 1 | 167 316 | | '90 | Belfast, (Workman, [Ire. Clark & Co.) | Cia. Maritima | 2CylC20,40x30 | | |
| 10347 169,274 | **Number 1** 1D | Brg | Am 130 | Honolulu 40 \| 9 | 363 363 | | 1925 5 | Honolulu, (U. S. [T. H. Steel Corp.) | Libby, McNeil & Libby | Stl;4BH | | |
| 10348 | **Number 1** 1D;B | Brg Sch | Fr 187 | 38 \| 17 | 1059 1120 | | 1900 10 | Wilmington, (Harlan & [Del. Hollingsworth Co.) | | Stl;5BH | | |
| 10349 169,275 | **Number 2** 1D | Brg | Am 130 | Honolulu 40 \| 9 | 363 363 | | 1925 5 | Honolulu, (U. S. [T. H. Steel Corp.) | Libby, McNeil & Libby | Stl;4BH | | |
| 10350 169,549 | **Number 2** 1D | Drg | Am 109.9 | Baltimore 33.9 \| 7.4 | 274 277 | | 1926 | Baltimore, (Ellicott [Md. Machine Corp.) | Ellicott Machine Corp. | Wd | | |
| 10351 | **Number Three** 1D;B | Drg | Am 109.8 | Baltimore 34 \| 7.4 | 238 241 | | 1925 12 | Baltimore, (Ellicott [Md. Machine Corp.) (Chas. Rohde & Sons.) | Ellicott Machine Corp. | Wd | | |
| 10352 | **Number 3** 1D;B | Brg Sch | Fr 187 | 38 \| 17 | 1059 1120 | | 1900 10 | Wilmington, Del. (Harlan & Hollingsworth Co.) | | Stl;5BH | | |
| 10353 | **Number 4** 1D;B | Brg Sch | Fr 187 | 38 \| 17 | 1059 1120 | | 1900 10 | Wilmington, Del. (Harlan & Hollingsworth Co.) | | Stl;5BH | | |
| 10354 130,776 KNMD | **Number 5** 1D;B | Brg Sch | Am 192.7 | Boston 34.7 \| 17 | 796 909 | | '98 6 | Bath, (New [Me. England S. B. Co.) | Metropolitan Coal Co. | Hw,Hk,YP;Gif | | |
| 10355 | **Number 6** 1D;B | Brg Sch | Fr 187 | 38 \| 17 | 1059 1120 | | 1901 1 | Wilmington, (Harlan & [Del. Hollingsworth Co.) | | Stl;5BH | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10356 207,131 | **Number 7** xThree Rivers 1D;B | Brg xSW | Am 180.6 | Richmond 36.6 \| 10.4 484 | 484 | | 1910 2 | Sparrows Pt. (Maryland Steel Co.) [Md. | Richmond Cedar Works | Stl;5BH | | |
| 10357 | **Number 8** 1D | Brg | Am 327 | New York 38 \| 10 | | | 1910 7 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) [phia, Pa. | New York Dock Co. | Stl;12BH | ✠ — — Cancelled. | |
| 10358 | **Number 9** 1D | Brg | Am 327 | New York 38 \| 10 | | | 1910 9 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) [phia, Pa. | New York Dock Co. | Stl;12BH | ✠ — — Cancelled. | |
| 10359 168,143 | **Number 10** 1D | Brg C F | Am 345 | New York 41.5 \| 11.5 1317 | 1317 | | 1921 2 | Elizabeth- port, N. J. (Bethlehem S. B. Corp, Lim.) | Western Maryland Railway Co. | Stl;15BH | ✠ — — Suspended1,26 | |
| 10360 | **Number 11** 1D | Brg C F | Am 345 | New York 41.5 \| 11.5 1317 | 1317 | | 1921 2 | Elizabeth- port, N. J. (Bethlehem S. B. Corp., Lim.) | Western Maryland Railway Co. | Stl;15BH | ✠ — — Suspended1,26 | |
| 10361 | **Number 12** 1D | Brg C. F. | Am 190.2 | Baltimore 35.2 \| 8.8 498 | 498 | | 1926 8 | LocustPoint, (Bethlehem S. B. Corp.) [Md. | Western Maryland Railway | Stl | | |
| 10362 130,813 KPBC | **Number 14** 1D;B | Brg Trn | Am 192.8 | Boston 35 \| 17.4 928 | 807 | | '99 4 | Bath, (New England S. B. Co.) [Me. | Metropolitan Coal Co. | Hw,Hk,YP;Gif | | |
| 10363 130,817 KPBS | **Number 15** 1D;B | Brg Trn | Am 192.1 | Boston 34.8 \| 17.3 912 | 796 | | '99 5 | Bath, (New England S. B. Co.) [Me. | Metropolitan Coal Co. | Hw,Hk,YP;Gif | | |
| 10364 130,834 KPHD | **Number 18** 1D;B | Brg Sch | Am 189.3 | Boston 35.1 \| 18.1 936 | 817 | | '99 8 | Bath, (New England S. B. Co.) [Me | Metropolitan Coal Co. | Hw,Hk,YP;Gif | | |
| 10365 130,840 KPJS | **Number 19** 1D;B | Brg Sch | Am 189 | Boston 35.1 \| 18 932 | 823 | | '99 10 | Bath, (New England S. B. Co.) [Me. | Metropolitan Coal Co. | Hw,Hk,YP;Gif | | |
| 10366 168,881 | **Number 41** 1D | Brg | Am 110 | Los Ang's 37.8 \| 7.5 281 | 281 | | 1924 2 | San Pedro, (Los Angeles S. B. & D. D. Co.) [Cal. | Los Angeles S. B. & D. D. Co | Stl | | |
| 10367 | **Number 54** 1D | Brg | Am 102 | Pt. Arthur 32 \| 9 200 | 200 | | 1906 12 | Rondout, (Jacob Rice.) [N. Y. | Texas Co. | Wd | | |
| 10368 165,108 | **Number 58** 1D | Brg | Am 135 | New York 34.2 \| 9.7 433 | 433 | | 1913 | Camden, (J. H. Dialogue & Son.) [N. J. | Texas S.S. Co. | Stl;6BH | | |
| 10369 165,221 | **Number 59** 1D | Brg | Am 135 | New York 34.2 \| 9.7 433 | 433 | | 1913 3 | Camden, (J. H. Dialogue & Son.) [N. J. | Texas S.S. Co. | Stl;6BH | | |
| 10370 165,346 | **Number 60** 1D | Brg | Am 135 | New York 34.2 \| 9.7 433 | 433 | | 1913 | Camden, (J. H. Dialogue & Son.) [N. J. | Texas S.S. Co. | Stl;6BH | | |
| 10371 165,093 | **Number 61** 1D | Brg | Am 135 | New York 34.2 \| 9.7 427 | 427 | | 1912 | Ambridge, (American Bridge Co.) [Pa. | Texas S.S. Co. | Stl;6BH | | |
| 10372 165,094 | **Number 62** 1D | Brg | Am 135 | New York 34.2 \| 9.7 427 | 427 | | 1912 | Ambridge, (American Bridge Co.) [Pa. | Texas S.S. Co. | Stl;6BH | | |
| 10373 | **Number 62** Steel 1D;Mchy aft 6BH | Scw | Cuban 164 B18′ | Havana 27.1 \| 10.7 492 | 281 | | '98 | Sudbrook (T. A. Walker.) | Cia. Cubana de Mieles | 3Cyl TE 13,22,34x22; 1SB;WP135lbs | | BL |
| 10374 165,095 | **Number 63** 1D | Brg | Am 135 | New York 34.2 \| 9.7 427 | 427 | | 1913 | Ambridge, (American Bridge Co.) [Pa. | Texas S.S. Co. | Stl;6BH | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10375 165,119 | **Number 65** 1D | Brg | Am 139.5 | Pt. Arthur 30 \| 6.7 | 221 221 | | 1910 | Minneapolis, (Minneap- olis Steel & Mach. Wks.) [Minn. | Texas Co. | Stl | | |
| 10376 165,120 | **Number 66** 1D | Brg | Am 139.5 | Pt. Arthur 30 \| 6.7 | 221 221 | | 1910 4 | Minneapolis, (Minneap- olis Steel & Mach. Wks.) [Minn. | Texas Co. | Stl | | |
| 10377 165,735 | **Number 78** 1D | Brg | Am 156 | Duluth 40.8 \| 13.5 | 681 681 | | 1914 | Albany, (Great Lakes Dredge & Dock Co.) [N. Y. | Great Lakes Dredge & Dock Co. | Wd | | |
| 10378 165,940 | **Number 104** xSt. Anthony 1D | Brg | Am 101.8 | New York 33.4 \| 8.1 | 246 246 | | 1912 | Rondout, (Jacob Rice.) [N. Y. | Cotton Lighterage Corp. | Wd | | |
| 10379 165,941 | **Number 105** xSt Joseph 1D | Brg | Am 98.8 | New York 33.2 \| 8.2 | 238 238 | | 1912 | Rondout, (Jacob Rice.) [N. Y. | Cotton Lighterage Corp. | Wd | | |
| 10380 | **Number 180** 1D | Brg C. F. | Am 285 | New York 38.3 \| 9.9 | 872 872 | | 1924 8 | Sparrows Pt. (Bethlehem S. B. Corp.) [Md. | Baltimore & Ohio R.R. Co. | Stl | | |
| 10381 169,445 | **Number 605** 1D | Brg | Am 337 | Phila. 42.5 \| 12 | 1475 1512 | | 1926 | Chester, (Sun S. B. & D. D. Co.) [Pa. | Pennsyl- vania R.R. Co. | Stl;18BH | | |
| 10382 169,454 | **Number 608** 1D | Brg | Am 377 | C. Charles 42.5 \| 12 | 1439 1439 | | 1926 | Chester, (Sun S. B. & D. D. Co.) [Pa. | Pennsyl- vania R.R. Co. | Stl;18BH | | |
| 10383 168,513 | **Number 801** 1D | Brg | Am 150 | Phila. 30.1 \| 13.4 | 536 542 | | 1922 11 | Chester, (Sun S. B. & D. D. Co.) [Pa. | Pennsyl- vania R.R. Co. | Stl;2BH | | |
| 10384 168,514 | **Number 802** 1D | Brg | Am 150 | Phila. 30.1 \| 13.4 | 536 542 | | 1922 11 | Chester, (Sun S. B. & D. D. Co.) [Pa. | Pennsyl- vania R.R. Co. | Stl;2BH | | |
| 10385 168,515 | **Number 803** 1D | Brg | Am 150 | Phila. 30.1 \| 13.4 | 536 542 | | 1922 11 | Chester, (Sun S. B. Co.) [Pa. | Pennsyl- vania R.R. Co. | Stl;2BH | | |
| 10386 548 HPGN | **Numidia** Steel 2D;Wireless;W. Bal 7BH | Scw | It 395.3 P32′ | Trieste 52.7 \| 26.9 B113′ F43′ | 3397 5339 | | 1913 7 | Trieste, (Cantiere San Rocco.) [Italy | D. Tripco- vich & Co. | 3CylTE26,42,72x48; 3SB;WP180lbs | | I |
| 10387 7,055 KFJH | **Nuolja** Steel 1D;Shel dk;Wireless;W. Bal 8BH | MV Twin | Swd 418.8 | Stockholm 55.1 \| 33.6 F36′ | 3681 6872 | | 1923 12 | Gothenburg, (A. B. Gotaverken.) [Swd. | Trafikaktiob Grangesberg- Oxelosund | 2-6CylOilEngs23 $\frac{3}{16}$x35 $\frac{7}{16}$; DB | | BL |
| 10388 130,523 | **Nyack** Wood 1D | Scw | Am 90 | New York 22.2 \| 9.8 | 58 117 | | '91 | Philadelphia Pa. | Erie R.R. Co. | 2CylC20,36x28; 1SB;WP130lbs;400IHP. | | |
| 10389 155,463 | **Nyack** xOcean City Steel 1D;B | Scw F. B. | Am 157 | New York 30 \| 13 | 510 665 | | 1903 6 | Philadelphia Pa. | North River Ferry Co. | 1Cyl44x120; 1Blr;WP55lbs;500IHP. | | |
| 10390 HTOM | **Nyassa** xTras-os-Montes xBulow Steel 4D;sub.sig;Wireless;W. Bal 9BH | Scw Twin | Ptg 462.4 P84′ | Lisbon 57.6 \| 36 B96′ F39′ | 5034 8965 | | 1906 | Weser- munde, Ger. (J. C. Tecklenborg, A. G.) | Cia. Nacional de Nav. | 2-4CylQE24,34,50,72x51; 4Brs | | |
| 10391 MTND | **Nyhavn** Steel 1D;Wireless;W. Bal 4BH | Scw | Nor 244.6 P16′ | Hauges'nd 37.7 \| 15.8 B65′ F27′ | 947 1625 | | 1919 10 | Bergen, (Bergens Mek. Vaerksted.) [Nor | Dampsk. A/S. Nyhavn | 3CylTE18,29,49x33; 2SB;WP180lbs | | N |
| 10392 NFVQ | **Nyholm** xSaint Francois d'Assises Steel 2D;W. Bal 7BH | Scw Sch | Dan 142.8 F19′ | Aage Lind 27.8 \| 14.7 | 220 407 | | 1901 | Nantes, (E. de la Brosse & Fouche.) [Fr. | Rederi A/S. Aage-Lind | 2CylC18,30x17; 1SB;WP100lbs;300IHP. | | V |
| 10393 JRQP | **Nyland** Steel 1D;Wireless;W. Bal 6BH | Scw | Swd 326.6 | Gothenb'g 48.7 \| 21.8 | 2517 3482 | | 1909 | Sunderland, (W. Doxford & Sons, Lim.) [Eng. | Angf A/B. Tirfing | 3CylTE24½,40,66x42; 2SB;WP160lbs;1425IHP | | V |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10394 162,378 1D | **O. D. No. 26** | Brg | Am | New York 30 \| 7.2 | 145 172 | | 1905 I | Tottenville, (A. C. Brown.) [N. Y. | Eastern S.S. Lines | YP;Gif | | |
| 10395 162,389 1D | **O. D. No. 27** | Brg | Am | New York 30.2 \| 7.4 | 141 165 | | 1905 3 | Tottenville, (A. C. Brown.) [N. Y. | Eastern S.S. Lines | YP;Gif | | |
| 10396 162,419 1D | **O. D. No. 28** | Brg | Am | New York 30.1 \| 7.1 | 144 167 | | 1905 4 | Tottenville, (A. C. Brown.) [N. Y. | Eastern S.S. Lines | YP;Gif | | |
| 10397 163,864 1D | **O. D. No. 29** | Brg | Am | New York 30.2 \| 6.7 | 362 362 | | 1909 5 | Tottenville, (A. C. Brown.) [N. Y. | Eastern S.S. Lines | YP;Gif | | |
| 10398 163,865 1D | **O. D. No. 30** | Brg | Am | New York 30.2 \| 6.7 | 362 362 | | 1909 5 | Tottenville, (A. C. Brown.) [N. Y. | Eastern S.S. Lines | YP;Gif | | |
| 10399 163,879 1D | **O. D. No. 31** | Brg | Am | New York 30.2 \| 6.7 | 362 362 | | 1909 [illegible] | Tottenville, (A. C. Brown.) [N. Y | Eastern S.S. Lines | YP;Gif | | |
| 10400 163,919 1D | **O. D. No. 32** | Brg | Am | New York 30 \| 6.8 | 353 353 | | 1909 8 | Suffolk, Va. (O. D. S.S. Co.) | Eastern S.S. Lines | YP;Gif | | |
| 10401 164,365 1D | **O. D. No. 33** | Brg | Am | New York 30.4 \| 6.9 | 378 378 | | 1911 2 | Suffolk, Va. (O. D. S.S. Co.) | Eastern S.S. Lines | YP;Gif | | |
| 10402 164,390 1D | **O. D. No. 34** | Brg | Am | New York 28.9 \| 6.9 | 353 353 | | 1911 3 | Suffolk, Va. (O. D. S.S. Co.) | Eastern S.S. Lines | YP;Gif | | |
| 10403 164,404 1D | **O. D. No. 35** | Brg | Am | New York 29.3 \| 7 | 361 361 | | 1911 4 | Suffolk, Va. (O. D. S.S. Co.) | Eastern S.S. Lines | YP;Gif | | |
| 10404 164,440 1D | **O. D. No. 36** | Brg | Am | New York 29 \| 6.9 | 385 385 | | 1911 5 | Suffolk, Va. (O. D. S.S. Co.) | Eastern S.S. Lines | YP;Gif | | |
| 10405 164,458 1D | **O. D. No. 37** | Brg | Am | New York 29.2 \| 6.9 | 355 355 | | 1911 5 | Suffolk, Va. (O. D. S.S. Co.) | Eastern S.S. Lines | YP;Gif | | |
| 10406 164,501 1D | **O. D. No. 38** | Brg | Am | New York 29 \| 6.9 | 360 360 | | 1911 [illegible] | Suffolk, Va. (O. D. S.S. Co.) | Eastern S.S. Lines | YP;Gif | | |
| 10407 164,615 1D | **O. D. No. 39** | Brg | Am | New York 31.2 \| 7.3 | 173 184 | | 1911 [illegible] | Suffolk, Va. (O. D. S.S. Co.) | Eastern S.S. Lines | YP;Gif | | |
| 10408 164,670 1D | **O. D. No. 40** | Brg | Am | New York 31.6 \| 7.5 | 174 190 | | 1911 11 | Suffolk, Va. (O. D. S.S. Co.) | Eastern S.S. Lines | YP;Gif | | |
| 10409 165,149 1D | **O. D. No. 41** | Brg | Am | New York 30.3 \| 6.9 | 352 352 | | 1913 [illegible] | Suffolk, Va. (O. D. S.S Co.) | Eastern S.S. Lines | YP;Gif | | |
| 10410 165,214 1D | **O. D. No. 42** | Brg | Am | New York 29.9 \| 6.9 | 352 352 | | 1913 3 | Suffolk, Va. (O. D. S.S. Co.) | Eastern S.S. Lines | YP;Gif | | |
| 10411 165,245 1D | **O. D. No. 43** | Brg | Am | New York 29.9 \| 6.9 | 352 352 | | 1913 5 | Suffolk, Va. (O. D. S.S. Co | Eastern S.S. Lines | YP;Gif | | |
| 10412 155,208 1D | **O. E. Parks** Oak | Scw | Am | Drum'dI'd 27.7 \| 11 | 289 392 | | '91 | Saugatuck, Mich. (Elliot.) | Kreetan Co. | 2CylC16,32x24; 1FB;WP220lbs;400IHP | |
| 10413 155,336 KNSD 1D | **O. L. Halenbeck** Steel | Scw | Am | New York 22.6 \| 12.6 | 135 198 | | '98 12 | Phila., Pa. (Neafie & Levy S. & E. B. Co.) | P. Cahill | 2CylC20,36x26; 500IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10414 216,770 LMNK | **O. T. Waring** Steel 2D;Mchy aft; 18BH Long. frmg; 14BH to Fbd dk Wireless;sub.sig; 4BH to 2d dk Oil fuel F. P. above 150° F. C-36 | Scw | Am 411.6 P114′ | Bayonne 53.4 \| 29.8 B29′ F37′ | 3379 5579 8130 | | 1918 9 | Wilmington, (Bethlehem [Del. S. B. Corp.) | Standard Oil Co. (N. J.) | 3Cyl TE27,45,74x48; Bethlehem S. B. Corp; 2SB;Bethlehem S. B. Corp; 7788HS;WP180lbs;2600IHP; db;EAC;Dkd,1 d rpd7,26 | **A1** Oil Carrier. AMS S.S.No.1,NY4,23; M.S.4,23;B.S;n shft7,26; Cih BB;CL | |
| 10415 118,750 HFGJ | **Oak Branch** Steel xDen of Kelly 1D;Spar dk;Deep frmg;Oil fuel; 6BH Wireless;W. Bal | Scw | Br 385 P30′ | Sundrland 49.8 \| 18.4 B109′ F41′ | 2875 4430 | | 1906 1 | Pt. Glasgow, (Russell [Scot. & Co.) | F. & W. Ritson, Mgrs. | 3Cyl TE26,42,70x48; 2SB;WP180lbs | | BL |
| 10416 155,308 KNFC | **Oak Hill** 1D;B | Brg Trn | Am 194.4 | Phila. 34.8 \| 17.6 | 843 910 | | '97 10 | Noank, (R. [Conn. Palmer & Son.) | Philadel- phia Packet Line | O,Ch,Hk,YP;Gif ✕ (Sltd) | — Exp | |
| 10417 19,106 | **Oak Leaf** 1D | Brg | Am 160 | Sturg. Bay 32 \| 11 | 375 395 | | '66 rb'91 | Cleveland, (Burger.) [Ohio | Sturgeon Bay Stone Co. | O | | |
| 10418 150,837 | **Oakbay** xM. Mariner Steel 1D;W. Bal 9BH | Scw Twin | Br 219.2 P63′ | Montreal 35 \| 13.2 F25′ | 693 1265 | | 1920 | Gd. Quevilly Fr. (Ch.de Normandie) | Tree Line Nav. Co. (Lim.) | 2-2CylC16,30½x19½; 2SB;WP138lbs;715IHP. | | V |
| 10419 19,055 HPKV | **Oakes Ames** 1D | Sch | Am 118 | Portland 30.8 \| 7 | 209 254 | | '62 11 | Noank, Conn. | James W. Parker | O,Ch;Icf | | |
| 10420 213,624 LFPD | **Oakey L. Alexander** xNevadan Steel 1D;Web frms;Wireless;W. Bal 7BH | Scw | Am 368.6 P27′ | Wilm'gton 55.2 \| 30.6 B72′ F31′ | 3325 5284 | | 1915 9 | Camden, (New [N. J. York S. B. Co.) | Pocahontas S.S. Co. | 3Cyl TE25,41½,70x46; 3SB;WP195lbs;2500IHP. | | BL |
| 10421 132,816 HVLN | **Oakfield** Steel 1D;Wireless;W. Bal 6BH | Scw | Br 360 P25′ | London 51 \| 22.7 B221′ F36′ | 2290 3646 | | 1912 3 | W. Hartle- pool, Eng. (W. Gray & Co., Lim.) | Griffiths, Payne & Co. (Lim.), Mgrs. | 3Cyl TE25,40½,67x45; 2SB;WP180lbs | | BL |
| 10422 NVDS | **Oakhurst** 1D;B | Bk | Dan 214.9 | Marstal 34.4 \| 21.1 | 984 1059 | | '79 1 | Harrington, (R. Wil- [Eng. liamson & Son.) | J. H. Bager, Mgr. | I;2BH | | V |
| 10423 19,447 | **Oakland** Wood 1D | SW | Am 265 | San Fran 41.5 \| 16 | 1108 1672 | | '75 rb'20 | Oakland, Cal. | Southern Pacific Co. | 1CylVB60x144; 2SB;WP59lbs;200IHP. | | |
| 10424 216,387 LKSV | **Oakland** xWar Breeze Steel 2D;Shel dk; 7BH Long. frmg;W. Bal; 6BH to Fbd dk Wireless;sub.sig. 1BH to 2d dk C-36 W.B.—A.P.49t;D.B.344′1295t;D.T .20′59 4t; F.P .73t | Scw | Am 402.5 P34′ | San Fran 53 \| 32 \| 34′ 6″ B81′ F37′ | 4492 6002 9400 | 8′ 3½″ 26′ 5½″ | 1918 6 | Oakland, (Moore [Cal. S. B. Co.) | U. S. Ship- ping Board | Stm Tbn; Westinghouse E. & Mfg. Co; 3SB;Willamette Iron & Steel Wks; 180GS;8256HS;WP225lbs;2800SHP; EAC;Dkd3,21;s rps8,21 | ✠**A1**Ⓔ With Freeboard. ✠AMS S.S.Bost8,21; Cih BB;CL (Laid up) | |
| 10425 6,739 KDNC | **Oaklands** 2D | Bk | Fin 203.8 P40′ | 33.8 \| 19.9 F30′ | 900 999 | | '76 3 | Dundee, (Gourlay [Scot. Bros. & Co.) | A. Anderson | I;1BH | | BL |
| 10426 132,833 JBKV | **Oaklands Grange** Steel 1D;Deep frmg;Wireless; 6BH W. Bal | Scw | Br 385 P35′ | W.Hartlpl 52 \| 27.1 B119′ F41′ | 2851 4499 | | 1912 12 | Newcastle, (Northum- [Eng. berland S. B. Co., Lim.) | Houlder Bros. & Co. (Lim.), Mgrs. | 3Cyl TE25,40,68x48; 3SB;WP180lbs;d rpd7,26 | S.S.No.3,Nprt8,25;A.S.1,26; shft drn8,25;M.&B.S.1,26 | C |
| 10427 155,397 KQNR | **Oakley C. Curtis** 2D;Long Pp | Sch 5 M | Am 265 | New York 46.2 \| 22.9 | 2000 2374 3561 | | 1901 1 o'22 | Bath, (Percy & [Me. Small.) | Morecraft Transp. Corp. | O,Hw,Hk,YP;Gicf(Sltd) s rf9,18;clk dk12,19;s dk clkg7,20; rps,clk8,22;s t clkg11,22;d rpd10,23; s rps,s b clkg12,23 | ✠**A1** Biennial Survey. 2nd S.S.No.3, Bost8.22 (Laid up) | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10428 | **Oakman** | Scw | Am | Mobile | 3759 | 8′ 1½″ | 1920 | Alexandria, | U. S. Ship- | 3CylTE14½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 219,689 | xClemence C. Morse Steel | | 402.6 | 53.2 \| 32 | 6061 | 26′ 6″ | 3 | (Virginia [Va. | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LVTD | 2D;Long. frmg;W. Bal; 7BH | | | 34′ 6″ | 9400 | | | S. B. Co.) | | 3SB;Sun S. B. Co; | S.S.No.1,Mbl5,26; | |
| | Wireless; 6BH to Fbd dk | | P48′ | F37′ | | | | | | 8331HS;WP190lbs;2800IHP;EAC; | B.S.9,23;M.S;shft drn5,26 | |
| | SUB.SIG; 1BH to 2d dk | | | | | | | | | Dkd,d rpd5,26;s rps10,26 | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | (Laid up) | |
| 10429 | **Oakpark** | Scw | Am | New York | 3758 | 8′ 1½″ | 1920 | Alexandria, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 219,842 | xJennie R. Morse Steel | | 402.6 | 53.2 \| 32 | 6060 | 26′ 6½″ | 4 | (Virginia [Va. | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LWFQ | 2D;Long. frmg; 7BH | | | 34′ 6″ | 9400 | | | S. B. Corp.) | | 3SB;Sun S. B. Co; | S.S.No.1,NY10,23; | |
| | Wireless; 6BH to Fbd dk | | P48′ | F37′ | | | | | | 8331HS;WP190lbs;2800IHP; | M.&B.S.10,23;shft drn2,25; | |
| | SUB.SIG;W. Bal 1BH to 2d dk | | | | | | | | | EAC;d rpd2,25;Dkd,s rps10,26 | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| 10430 | **Oakport** | Brg | Am | New York | 270 | | 1916 | Brooklyn, | New York | Wd | | |
| 166,213 | 1D | | 101 | 34 \| 8.9 | 270 | | | (Theo. A. [N. Y. Crane's Sons' Co.) | & Cuba Mail S.S. Co. | | | |
| 10431 | **Oakridge** | Scw | Am | Portland | 3785 | 8′ 1½″ | 1920 | Alexandria, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 220,105 | xAnna E. Morse Steel | | 402.5 | 53.2 \| 32 | 6057 | 26′ 6″ | 7 | (Virginia [Va. | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LWPV | 2D;Long. frmg;Wireless; 7BH | | | 34′ 6″ | 9400 | | | S. B. Co.) | | 3SB;Sun S. B. Co:8331HS; | S.S.No.1,PtdO6,24; | |
| | SUB.SIG; 6BH to Fbd dk | | P35′ | F38′ | | | | | | WP190lbs;2800IHP;EAC; | M.S.6,24;B.S;n shft4,26; | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd,rps4,26;s rps8,26 | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.46t;D.B.344′1304t; D. | T.30′58 | 0t.... | F.P.72t | | | | | | | | |
| | F.O.....D.B.327′1141t; D. | T.30′51 | 3t;S.T. | 50t..... | | | | | | | | |
| 10432 | **Oakspring** | Scw | Am | New York | 3743 | 8′ 1½″ | 1920 | Alexandria, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 219,463 | xE. A. Morse Steel | | 402.6 | 53.2 \| 32 | 6059 | 26′ 6″ | 1 | (Virginia [Va. | ping Board | Ingersoll-Rand Co; | ✠AMS | |
| LVGW | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | 34′ 6″ | 9400 | | | S. B. Corp.) | | 3SB;Sun S. B. Co; | S.S.No.1,NY11,23; | |
| | 6BH to Fbd dk | | P48′ | F37′ | | | | | | 8331HS;WP190lbs;2800IHP;EAC; | M.S.11,23;shft drn9,25; | |
| | 1BH to 2d dk | | | | | | | | | d rpd9,25;Dkd,s rps7,26;Exmd11,26 | B.S.7,26;Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| 10433 | **Oakton** | Scw | Br | Glasgow | 1001 | | 1923 | Dumbarton, | Mathews | 3CylTE15,26,42x30; | | BL |
| 147,857 | Steel | | 250.2 | 43.2 \| 15.5 | 1727 | | 5 | (A. [Scot. | S.S. Co. (Lim.) | 2SB;WP200lbs;800IHP | | |
| KPDS | 1D;Well dk;Mchy aft;W. Bal 3BH | | | F36′ | | | | McMillan & Son, Lim.) | | | | |
| 10434 | **Oakwood** | Scw | Am | Houston | 3781 | 8′ 1½″ | 1920 | Alexandria, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 220,758 | xColin H. Livingstone Steel | | 402.6 | 53.2 \| 32 | 6071 | 26′ 6½″ | 10 | (Virginia [Va. | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| MBSJ | 2D;Long. frmg; 7BH | | | 34′ 6″ | 9400 | | | S. B. Corp.) | | 3SB;Sun S. B Co; | S.S.No.1,Gvstn8,25 | |
| | Wireless; 6BH to Fbd dk | | P35′ | F38′ | | | | | | 8331HS;WP190lbs;2800IHP; | B.S.11,24;M.S.8,25;n shft9,26; | |
| | SUB.SIG;W. Bal; 1BH to 2d dk | | | | | | | | | EAC;Dkd,d rpd9,26 | Cih SB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.46t;D.B.344′1304t; D. | T.30′58 | 0t..... | ...F.P.72t | | | | | | | | |
| | F.O.—.....D.B.327′1141t; D. | T.30′51 | 3t;S.T. | 50t..... | | | | | | | | |
| 10435 | **Oakwood** | Scw | Am | Buffalo | 1711 | | '91 | W. Bay City, | Hubert | 3CylTE20,33,54x42; | | |
| 126,717 | xRichland Star Wood | | 298 | 41 \| 27 | 2051 | | rb '16 | Mich. | Riley | 2SB;WP150lbs;1250IHP. | | |
| | 1D | | | | | | | | | | | |
| 10436 | **Oakworth** | MV | Br | Newcastle | 3042 | | 1925 | Dumbarton, | Dalgliesh | 2-3CylOilEng29⅛x59 1/16 | | BL |
| 148,117 | Steel | | 400.1 | 53.2 \| 26.9 | 4968 | | 2 | (A. [Scot. | Stm. Shipping Co. | | |
| KSDR | 1D;Wireless;W. Bal 8BH | | P36′ | B120′ F34′ | | | | McMillan & Son, Lim.) | (Lim.) | | | |
| 10437 | **Oanfa** | Scw | Br | Liverpool | 5810 | | 1903 | Glasgow, | A. Holt & | 2-3CylTE23,38½,65¼x48; | | BL |
| 115,351 | Steel | Sch | 480 | 58.3 \| 32.7 | 9016 | | 1 | (D. & W. [Scot. | Co., Mgrs. | 3DB;WP200lbs | | |
| TSPJ | 2D;Deep frmg;Wireless;W. Bal 9BH | Twin | P & B | 338′ F75′ | | | | Henderson & Co., Lim.] | | | | |
| 10438 | **Oatland** | Scw | Br | Montreal | 1063 | | '84 | Detroit, | Canada | 2CylC27,44x40; | | |
| 138,107 | xWm. J. Averell Wood | | 250 | 36.7 \| 24 | 1854 | | | (Detroit [Mich. | S.S. Lines | 2FB;WP120lbs;725IHP. | | |
| | 2D | | | | | | | D. D. Co.) | | | | |
| 10439 | **Oaxaca** | Scw | Mex | Mazatlan | 896 | | 1918 | Pt. Glasgow, | Cia. Nav. | 4CylTE21,35,39,39x30; | | BL |
| | xPelargonium Steel | | 254.7 | 35.1 \| 17.3 | 1483 | | 5 | (W. [Scot. | de los Estados | 18B;WP180lbs | | |
| | 1D;Well dk;Oil fuel;Wireless; 8BH | | P & B | 166′ F32′ | | | | Hamilton & Co., Lim.) | de Mexico S. A. | | | |
| | W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10440 | **Oberon** | Scw | Hol | Amst'dam | 1103 | | 1911 | Pt. Glasgow, | Konin- | 3Cyl TE 22,35,59x39; | | V |
| | xUssa Steel | | | 295.3 \| 43.3 \| 17 | 1955 | | 3 | (Clyde [Scot. | klijke Neder- | 2SB;WP180lbs;1300IHP | | |
| PNGB | 2D;Deep frmg;Wireless;W. Bal 5BH | | | | | | | Shipbuilding & Eng. Co.) | landsche Stoom-boot Mij. | | | |
| 10441 | **Oberschlesien** | MV | Ger | Hamburg | 1261 | | 1921 | Kiel, | Akt. Ges. | 2-6CylOilEng 17¾x16½ | | G |
| | Steel | Twin | 276 | 40.5 \| 23.5 | 2083 | | 9 | (Frd. [Ger. | Hugo Stinnes | 10 | | |
| RBQF | 2D;Mchy aft;SUB.SIG;Wireless 9BH | | B30′ | F42′ | | | | Krupp Akt. Ges.) | | | | |
| 10442 | **O'Boyle Brothers** | Brg | Am | New York | 2200 | | 1919 | West Point, | O'Boyle | Wd | | |
| 168,545 | xR. L. Newman | | 268 | 46 \| 26 | 2200 | | | (York River [Va. | Lighterage Co. | | | |
| | 1D | | | | | | | S. B. Corp.) | | | | |
| 10443 | **O'Boyle Sisters** | Brg | Am | New York | 2200 | | 1919 | Jackson- | O'Boyle | Wd | | |
| 168,546 | xFort Lauderdale | | 268 | 46 \| 26 | 2200 | | | ville, Fla. | Lighterage Co. | | | |
| | 1D | | | | | | | (Murdock S.B.Co.) | | | | |
| 10444 | **O'Brien** | Scw | Am | New York | 200 | | 1919 | New York, | O'Brien | 3Cyl TE; | | |
| 218,909 | xTagus Steel | | 142 | 27.7 \| 14.8 | 426 | | | (Providence [N. Y. | Bros., Inc. | 2SB;850IHP | | |
| LSVG | 1D | | | | | | | Eng. Wks.) | | | | |
| 10445 | **O'Brien Girls** | Scw | Am | New York | 79 | | '98 | Philadel- | O'Brien | 2CylC 15,26x22; | | |
| 107,408 | xBohemia Steel | | 84.6 | 19 \| 8.8 | 117 | | | phia, Pa. | Bros. Towing Co., Inc | 1SB;WP150lbs;450IHP | | |
| | 1D | | | | | | | (Neafie & Levy.) | | | | |
| 10446 | **Observation** | Scw | Am | New York | 83 | | '88 | Brooklyn, | America | | | |
| 76,763 | Wood | | 92.4 | 17.8 \| 9.2 | 122 | | | N. Y. | Merchant Marine Corp. | 200IHP. | | |
| KJFT | 1D | | | | | | | | | | | |
| 10447 | **Occidental** | Brg | Am | New York | 1424 | | '74 | Bath, | Morecraft | O,Hk,Hw;Icf | — Exp | |
| 19,410 | | Sch | 210.6 | 39.8 \| 24.2 | 1532 | | 6 | Me | Transp. Co | | | |
| JPMG | 2D | | | | | | | (E. & A. Sewall.) | | | | |
| 10448 | **Occidental** | Scw | Am | New York | 4053 | | 1920 | Bath, | Texas S.S. | 3Cyl TE 26½,44,74x51; | | BL |
| 220,025 | Steel | | 416.8 | 56.1 \| 31.1 | 6533 | | 5 | (Texas [Me. | Co. | 3WTB;WP200lbs;3100IHP | | |
| LWNG | 2D;B;Web frms;Long. frmg; Oil fuel;Oil in bulk;Mchy aft; SUB.SIG;Wireless;W. Bal 16BH | | P107′ | B35′ F33′ | | | | S.S. Co.) | | | | |
| 10449 | **Ocean** | Scw | Am | Boston | 96 | | 1918 | Superior, | Bay State | 3Cyl TE 12¾,21½,35x24; | | |
| 217,704 | Steel | | 135 | 22.5 \| 13.2 | 301 | | 11 | (Globe [Wis. | Fishing Co. | 1SB;WP180lbs | | |
| LRCG | 1D 4BH | | | | | | | S. B. Co.) | | | | |
| 10450 | **Ocean City** | Scw | Am | Phila. | 694 | | 1923 | Wilmington, | Reading Co. | 2-2CylC 17,34x24; | | |
| 223,366 | Steel | Twin | 189.5 | 36.1 \| 14.7 | 1028 | | | (Pusey [Del. | | 2Blrs;WP150lbs;1100IHP. | | |
| | 1D;B 5BH | | | | | | | & Jones.) | | | | |
| 10451 | **Ocean Hawk** | Scw | Br | Montreal | 83 | | 1912 | Quebec, | St. John | 2CylC 20,36x30; | | |
| 131,016 | xMargaret A. Hackett Wood | | 93.3 | 24 \| 9.2 | 192 | | | (Quebec [Que. | D. D. & S. B. Co. | 1SB;WP180lbs;550IHP. | | |
| | 2D | | | | | | | Trans. & Ford. Co.) | | | | |
| 10452 | **Ocean Maid** | MV | Br | St. Johns | 133 | | 1920 | Liverpool, | Philpott | 2-4CylOilEng 12x15 | | |
| 141,420 | Wood | Twin | 122 | 26.7 \| 11.3 | 202 | | | (Nova [N. S. | (Lim.) | | | |
| | 1D | | | | | | | Scotia S. B. & Transp. Co., Lim.) | | | | |
| 10453 | **Ocean Monarch** | Scw | Br | Glasgow | 2945 | | 1904 | Pt. Glasgow, | Raeburn & | 3Cyl TE 27,43,72x48; | | C |
| 119,145 | Steel | Sch | 384.7 | 48.6 \| 27.5 | 4511 | | 7 | (Russell [Scot | Verel, Mgrs. | 2SB;WP180lbs;425RHP | 2dS.S.No.2,Crdf11,25; | |
| VTJS | 2D;Deep frmg;Wireless;W. Bal 6BH | | P38′ | B104′ F39′ | | | | & Co.) | | | M.&B.S;shft drn11,25 | |
| 10454 | **Ocean Prince** | Scw | Br | Newcastle | 3320 | | 1911 | Glasgow, | Rio Cape | 3Cyl TE 26,44,73x51; | | BL |
| 129,600 | xGlenetive Steel | | 410.3 | 52.3 \| 28.6 | 5217 | | 9 | (C. Connell [Scot. | Line (Lim.) | 3SB;WP200lbs | | |
| HTKW | 2D;SUB.SIG;Wireless;W. Bal 6BH | | P35′ | B129′ F44′ | | | | & Co., Lim.) | | | | |
| 10455 | **Ocean Transport** | Scw | Br | W.Hartlpl | 2919 | | 1913 | W. Hartle- | Houlder | 3Cyl TE 25,40,68x48; | | C |
| 135,887 | Steel | | 385 | 52 \| 27 | 4643 | | 7 | pool, Eng. | Bros. & Co. | 3SB;WP180lbs;376RHP | S.S.No.2,Fal8,22;A.S.2,26; | |
| JCQR | 1D;Deep frmg;Wireless;W. Bal 6BH | | P36′ | B120′ F41′ | | | | (Irvine's S. B. & D. D. Co., Lim.) | (Lim.), Mgrs. | | shft drn12,25;B.S.2,26;M.S.4,26 | |
| 10456 | **Ocean View** | Scw | Am | Wilm'gton | 105 | | '94 | Newburgh, | A. C. | | | |
| 161,737 | Steel | | 123.4 | 21.8 \| 7.2 | 218 | | | N. Y. | Minter | 200IHP | | |
| | 1D | | | | | | | | | | | |
| 10457 | **Oceana** | Scw | Hng | Budapest | 3119 | | 1910 | Newcastle, | Oceana Sea | 3Cyl TE 26,42,72x48; | | BL |
| | xMount Sheridan xKermanshah Steel | | 390 | 52.5 \| 27.1 | 4948 | | 1 | (North- [Eng. | Nav. Co. (Lim.) | 3SB;WP180lbs | | |
| JZBK | 1D;Spar dk;Deep frmg; Wireless;W. Bal 6BH | | P31′ | B112′ F42′ | | | | umberland S. B. Co., Lim.) | | | | |
| 10458 | **Oceaneagle** | Scw | Br | St. John | 7 | | 1919 | Southamp- | St. John | 3Cyl TE 18,28,48x28; | | BL |
| 143,330 | xSt. Arvans Steel | | 135 | 29.1 \| 13.7 | 420 | | 7 | (Day, [ton, Eng. | D. D. & S. B. Co. | 2SB;WP180lbs | | |
| KCHF | 1D;Wireless;W. Bal 3BH | | F35′ | | | | | Summers & Co., Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10459 970 PANZ | **Oceania** Steel 1D;Wireless;W. Bal 7BH | Scw | It 348.6 P29′ | Genoa 49.9 \| 23.6 B213′ F36′ | 2159 3458 | | 1920 6 | Campbeltown, Scot. (Campbeltown S. B. Co., Lim.) | Ditta Luigi Pittaluga | 3Cyl TE 25,40,65x45; 3SB;WP180lbs | | I |
| 10460 155,157 KGCS | **Oceania Vance** 1D | Trn | Am 148.5 | Los Ang's 36.1 \| 11.3 | 385 446 | | '88 12 | Pt. Blakeley, Wash. (Hall Bros.) | Halfhill Packing Corp. | YF;Icf | | |
| 10461 7,251 KGBH | **Oceanic** xFranz Haubuss xFerro Steel 1D;Deep frmg;Wireless;W. Bal 4BH | Scw | Swd 290 P22′ | Gothenb'g 42.1 \| 20.5 B64′ F29′ | 1338 2177 | | '99 10 | Newcastle, (Wood, Skinner & Co., Lim.) [Eng. | Joseph Kallman, Mgr. | 3Cyl TE 21½,35½,58x39; 2SB;WP160lbs | | |
| 10462 OUPB | **Oceanien** xJolly Helen xFarnham Steel 1D;Well dk;W. Bal 4BH | Scw | Fr 141 B42′ | Havre 23.6 \| 11 F18′ | 192 409 | | 1920 1 | Haarlem, (N. V. Werf Hubertina.) [Hol. | Cie. Francaise des Phosphates de l'Oceanie | 3Cyl TE 11,17,29x24; 1SB;WP185lbs | | BL |
| 10463 155,310 | **Ocklahama** Wood 1D | StW | Am 161.1 | Portland 33.5 \| 8.3 | 565 676 | | '97 | Portland, Ore. | Port of Portland | 600IHP. | | |
| 10464 203,953 KVWP | **Ocmulgee** Steel 2D;Mchy aft;W. Bal 6BH 1BH to Fbd dk 5BH to 2d dk W.B.—A.P.29t;D.B.a30′41t.f.68′1 | Scw Sch 78t; D | Am 300 T.t.10′ | New York 41 \| 25.8 \| 28.6 109t;F.P.66t | 2042 2667 3700 | | 1907 3 | Quincy, (Fore River S. B. Co.) [Mass. | Mallory S.S. Co. | 3Cyl TE 18,28½,48x40; Fore River S. B. Corp; 2SB;Lake Erie Blr. Wks; 130GS;3920HS;WP175lbs;1200IHP; EAC;Dkd,s rps9,26 | ✠A1 Coastwise & W. I. AMS 2dS.S.No.1,NY8,24; n Blrs11,20;n shft6,23; M.S.8,24;B.S;shft drn9,26; Scip;CL | |
| 10465 213,526 | **Ocmulgee** Steel 1D;W. Bal 5BH | MV Twin | Am 115 | Savannah 24 \| 5.4 | 236 282 | | 1915 | Macon, (Schofield & Son.) Ga. | Macon-Atlantic Navigation Co. | 2OilEngs 10½x11¼; 100IHP. | | |
| 10466 207,175 | **Octorara** Steel 3D;Mchy aft;Wireless 7BH | Scw Sch | Am 340 | Buffalo 45.2 \| 28 | 2652 4329 | | 1910 2 | Wyandotte (Detroit S. B. Co.) [Mich. | Great Lakes Transit Co. | 4Cyl QE 22,31½,45,65x42; 4CRTB;WP210lbs;2500IHP. | | |
| 10467 217,556 LPTK | **Octoraro** 1D;B | Brg Sch | Am 170 | Phila. 32 \| 14.6 | 734 807 | | 1919 | Baltimore, (Coastwise S. B. Co.) [Md. | Reading Co. | O,Ch,P;Gif(Sltd) | | |
| 10468 204,455 | **Odanah** Steel 1D;Mchy aft;SUB.SIG;W. Bal 3BH | Scw Sch | Am 420 | Fairport 52 \| 28 | 3391 4658 | | 1907 8 rb'21 | Lorain, (American S. B. Co.) [Ohio | Interlake S.S. Co. | 3Cyl TE 22,35,58x42; 2SB;WP180lbs;1500IHP. | | |
| 10469 NBJR | **Oddesund** xPalnatoke Steel 1D;W. Bal 5BH | Scw | Dan 238.7 | Cop'hagen 36.2 \| 13.4 | 719 1249 | | 1920 2 | Aalborg, (A/S.P. Ph. Stubrs Maskin & Skibs.) [Den. | Dampskslsk Halla A/S. | 3Cyl TE 16,25,42x30; 2SB;WP185lbs;630IHP | | V |
| 10470 RDJB | **Odenwald** Steel 3D;SUB.SIG;Wireless;W. Bal 3BH | MV Twin | Ger 399.6 F42′ | Hamburg 54.2 \| 27.4 | 3007 5098 | | 1922 1 | Hamburg, (Deutsche Werft, A. G.) [Ger. | Hamburg-America Line | 2-6Cyl OilEng 24¾x38¾ | | G |
| 10471 NMGR | **Oder** xDora Steel 2D;Wireless;W. Bal 4BH | Scw | Hol 291.8 | Rotterd'm 44 \| 23.6 | 1676 2701 | | 1906 11 | Tonning, (Elderwerft, A. G.) [Ger. | Reed Rochling Menzall & Co. (Mgrs.) | 3Cyl TE 20,36,56x37; 2SB;WP180lbs | 2dS.S.No.2,Hbg10,25; shft drn10,24;B.S.6,25;M.S.5,26 | C |
| 10472 216,886 MVPS | **Odine** xAstrella xOdine xPauline 1D;B;Mchy aft | Sch Aux Twin | Nor 248.2 P28′ | Lillesand 44.5 \| 19.7 F46′ | 1431 1798 | | 1917 10 | Astoria, (M'Eachern Ship Co.) [Ore. | M. J. Natvig | Wd; 2-4Cyl Oil Eng. 14⅞x15¾ | | BL |
| 10473 MFBQ | **Odland I** Steel 1D;Mchy aft;Deep frmg; W. Bal | Scw Sch | Nor 231 P71′ | Horten 38 \| 15.4 B15′ F31′ | 746 1244 | | 1908 5 | Sunderland, (Sunderland [Eng. S. B. Co., Lim.) | H. Hannevig, Mgr. | 3Cyl TE 17½,29,48x33; 1SB;WP180lbs | | N |
| 10474 220,880 MCDF | **Oduna** xMedon Steel 2D;W. Bal;Wireless; 7BH Oil fuel F. P. above 150° F. C-32 W.B.—A.P.91t;D.B.263′658t F.O.—A.P.85t;D.B.218′477t;W.T 189t;S | Scw | Am 320.7 P26′ T.145t | New York 46 \| 24.4 \| 26′ 9″ B76′ F32′ D.T.36′721t; F. | 2071 3474 5130 P.96t | 4′ 10¼″ 22′ 1″ | 1920 11 | Oakland, (Hanlon D. D. & S. B. Co.) [Cal. | Alaska S.S. Co. | 3Cyl TE 24,39,65x42; Allis-Chalmers Mfg. Co; 3WTB;William Bros; 7200HS;WP200lbs;1800IHP; EAC;Dkd,s rps5,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Seat10,24; shft drn4,24;M.&B.S.10,24; Clh BB;CL | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10475 JDSW | **Odysseus** Steel 1D;Wireless;W. Bal 6BH | Scw | Grk | Ithaca 348.5 \| 50 \| 23.6 P29′ B213′ F37′ | 2202 3527 | | 1922 1 | Campbeltown (Campbeltown S. B. Co., Lim.) | G. C. Dracoulis | 3CylTE25,40,65x45; 3SB;WP180lbs | | BL |
| 10476 143,163 KBCQ | **Oehringen** Steel 1D;B;Deep frmg;Web frms; Wireless;W. Bal 6BH | Scw | Br | London 347.2 \| 48.3 \| 23 P31′ B180′ F31′ | 2106 3429 | | 1907 9 | Hoboken, (Chant. Nav. Anversois.) [Blg. | Leopold Walford (Lim.) Mgrs. | 3CylTE24,40,66x45; 3SB;WP180lbs | | BL |
| 10477 166,246 | **Ogden** 1D | Brg | Am | New York 94.6 \| 34.1 \| 8.4 | 238 238 | | 1916 | Rondout, (Jacob Rice & Sons) [N. Y. | Southern Pacific Co. | Wd | | |
| 10478 JBNT | **Ogono** xCundall Steel 1D;Wireless;Web frms;W. Bal 7BH | Scw Sch | Sp | Bilbao 299.1 \| 40.7 \| 22.3 | 1487 2416 | | '94 10 | W. Hartlpl, (Furness, Withy & Co., Lim.) [Eng. | Cie. de Vap. Ogono | 3CylTE22,35,59x39; 2SB;WP160lbs;1105IHP. | | V |
| 10479 218,408 LRSW | **Ogontz** Steel 2D;SUB.SIG;Wireless;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.100t;D.B.284′1380t;D. F.O.....D.B.257′1162t... | Scw T.36′8 | Am | Phila. 390 \| 54.2 \| 27.6 \| 32′ P50′ B121′ F40′ 92t;... .....S | 3434 5562 7825 144t | 7′ 9½″ 24′ 5″ | 1919 7 | Hog Island, (American Int. S. B. Corp.) [Pa. | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; WP200lbs;8700HS;2500SHP;EAC; d rpd3,21;Dkd,s rps6,26;Exmd11,26 .....F.P. T.14′129t..... | ✠A1Ⓔ ✠AMS S.S.No.1,NO11,23; M.S.11,23;B.S;shft drn7,25; Cih BB;CL | |
| 10480 155,368 | **Ogontz** Steel 1D 4BH | Scw | Am | Phila. 84.8 \| 19 \| 9.2 | 77 113 | | '99 12 | Phila., (Neafie & Levy) Pa. | Reading Co. | 2CylC15,26x22; 1CRTB;WP110lbs;325IHP. | | |
| 10481 208,153 | **Ohio** Steel 1D 2BH | Scw | Am | Duluth 81 \| 20 \| 11 | 51 98 | | 1910 | Cleveland, (Great Lakes Towing Co.) [Ohio | Great Lakes Towing Co. | 1Cyl24x28; 1FB;WP154lbs;140IHP. | | |
| 10482 155,371 KPND | **Ohio** 1D;B | Brg Sch 4 M | Am | New York 237.5 \| 43.4 \| 20.1 | 1506 1629 | | '99 12 | Bath, (Kelley, Spear & Co.) [Me. | Morecraft Transp. Corp. | O,Hw,Hk,YP;Gif | | |
| 10483 216,378 LKSQ | **Ohio** 1D;Oil in bulk;Wireless | Brg Sch | Am | Pt. Arthur 224.4 \| 38.7 \| 21.9 | 1560 1677 | | 1918 6 | Baltimore, (Union S.B. Co.) [Md. | Gulf Refining Co. | Stl | | |
| 10484 147,459 KNSG | **Ohio** Steel 3D;Web frms;SUB.SIG; 10BH Wireless;D.F;W. Bal | Scw Twin | Br | London 590.8 \| 72 \| 37.6 B246′ | 10234 18940 | | 1923 3 | Bremen, (Akt. Ges. "Weser.") [Ger. | Royal Mail Steam Packet Co. | 2-4CylQE34,48,69,102x63; 6DB;1SB;WP220lbs | | BL |
| 10485 OPTU | **Ohio** xHarlem xNeedles Steel 2D;Deep frmg;Wireless;W. Bal 8BH | Scw | Fr | Havre 401.3 \| 28 P40′ B119′ F43′ | 3194 5071 | | '98 11 | Glasgow, (London & Glasgow E. & I. S. Co., Lim.) [Scot. | Compagnie Generale Transatlantique | 3CylTE27,42,69x54; 2SB;WP160lbs;1800IHP; | | V |
| 10486 26,811 RWDJ | **Ohio Maru** Steel 2D;Wireless;W. Bal 6BH | Scw | Jap | Kobe 385 \| 51 \| 36 | 4254 5873 | | 1920 5 | Kobe, (Kawasaki Dkyd. Co., Lim.) [Jap. | Kawasaki Dockyard Co. (Lim.) | 3CylTE26,43,72x48; 2SB;1Aux SB;WP200lbs | | BL |
| 10487 212,314 LDMK | **Ohioan** Steel 2D;Shel dk;Wireless; 7BH Web frms;Long. frmg; Oil fuel;W. Bal;D.F. | Scw | Am | New York 407.7 \| 53.7 \| 28.1 B90′ | 4005 6488 | | 1914 6 | Sparrow Pt., (Maryland Steel Co.) [Md. | American-Hawaiian S.S. Co. | 4Cyl0E25½,37,53½,78x54; 3SB;1AuxSB;WP215lbs;4000IHP | | BL |
| 10488 29,849 SPRV | **Ohkuni Maru** xDaikoku Maru xAraluen Steel xScharzfels 6BH 2D;Spar dk;Web frms;Wireless;W. Bal | Scw | Jap | Amagasaki 420 \| 54.8 \| 31.3 P60′ B100′ F49′ | 3559 5633 | | 1901 7 | Newcastle, (Wigham Richardson & Co.) [Eng. | Naigai Kisen Kabushiki Kaisha | 4CylQE24,34,51,74x54; 3SB;WP210lbs;328RHP | 2dS.S.No.3,Insba4,25; shft drn6,24;M.&B.S.4,25 | C |
| 10489 220,003 LWMP | **Ohonkara** 1D;Wireless | Sch Aux | Am | New York 98 \| 23.6 \| 15.6 | 101 126 | | 1920 | Bristol, (Herreshoff Mfg. Co.) [R. I. | Carll Tucker | Stl; 6CylGasEng6x7;130IHP | | |
| 10490 155,318 | **Oil City** Wood 2D | StW | Am | St. Mich'el 176.1 \| 35.4 \| 5.9 | 409 718 | | '98 | Seattle, (Moran Bros.) [Wash. | American-Yukon Nav. Co. | 2Cyl20,20x96; 3Blrs;WP150lbs;634IHP. | | |
| 10491 165,841 | **Oil Transfer No. 11** xAbenroth Bros. 1D | Brg | Am | New York 112 \| 34 \| 9.4 | 323 323 | | 1914 | Brooklyn, (Dominick Costagliola.) [N. Y. | Oil Transfer Co. | Wd | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0492 | **Oil Transfer No. 14**<br>1D;Oil in bulk | Brg | Am<br>120 | New York<br>32 \| 8.4 | 269<br>279 | | 1926<br>3 | Chester,<br>(Sun S. B. [Pa. & D. D. Co.) | Oil Transfer Corp. | Stl;4BH | ✠A1 Oil Barge.<br>Rivers, Harbors & Long Island Sound. | |
| 0493<br>145,529<br>KPFQ | **Oilfield**<br>Steel<br>2D;Web frms;Long. frmg; 10BH<br>Oil in bulk;Oil fuel;Mchy aft;<br>Wireless;W. Bal | Scw | Br<br>365.2<br>P93′ | Newcastle<br>51.3 \| 30.7<br>B36′ F40′ | 3063<br>5387 | | 1923<br>6 | Newcastle,<br>(Tyne [Eng. I. S. B. Co., Lim.) | Field Tank S.S. Co. (Lim.) | Stm Tbns;<br>2SB;WP220lbs | | BL |
| 0494<br>OPTX | **Oise**<br>xWar Timiskaming Steel<br>1D;Wireless;W.Bal 5BH | Scw | Fr<br>251.9<br>P25′ | St.Nazaire<br>43.2 \| 21<br>B69′ F21′ | 1265<br>2085 | | 1919<br>6 | Toronto,<br>(Polson [Can. Iron Wks., Lim.) | Cie. Gen. Transatlantique | 3Cyl TE 21,33,55x36;<br>2SB;WP180lbs;1250IHP | | V |
| 0495<br>122,378 | **Okanagan**<br>Wood<br>1D | SW | Br<br>193.2 | Vancouv'r<br>32.3 \| 7.7 | 679<br>1078 | | 1907 | Okanagan<br>Landing, B. C.<br>(J. M. Bulger.) | Canadian Pacific Railway Co. | 2CylH 22x96 | | |
| 0496 | **Oklahoma**<br>xWarkworth Steel<br>1D;Shel dk;Wireless;W. Bal 6BH | Scw | Fr<br>400.3 | Havre<br>51.6 \| 26.8 | 2908<br>4579 | | 1917<br>2 | So. Shields,<br>(J. Read- [Eng. head & Sons, Lim.) | Cie. Gen. Transatlantique | 3Cyl TE 27,44,74x48;<br>3SB;WP180lbs | | BL |
| 0497<br>219,833<br>LWFJ | **Oklahoma City**<br>Steel<br>2D;Wireless; 7BH<br>SUB.SIG; 6BH to Fbd dk<br>W. Bal; 1BH to 2d dk<br>Oil fuel F. P. above 150° F. C-32 | Scw | Am<br>324<br>P41′ | Mobile<br>46.2 \| 25<br>\| 27′ 8″<br>B90′ F34′ | 2179<br>3545<br>5000 | 4′ 10″<br>23′ | 1920<br>6 | Mobile,<br>(Mobile [Ala. S. B. Co.) | U. S. Shipping Board | 3Cyl TE 22,37½,60x42;<br>Ellicott Mach. Corp;<br>2WTB;Chas. Ward Engr. Co;<br>5994HS;WP200lbs;1600IHP;EAC;<br>Dkd,s rps7,21 | ✠A1Ⓔ<br>✠AMS<br>Cih BB;CL<br>(Laid up) | |
| | W.B.—A.P.114t;D.B.252′902t; D.<br>F.O.....D.B.214′692t... | T.20′3<br>..... | 86t...<br>...S.T | ....F.P.148t<br>.31t;F.P.138t | | | | | | | | |
| 0498<br>NWQS | **Olaf**<br>Steel<br>1D;Deep frmg;Wireless; 4BH<br>W.Bal | Scw<br>Sch | Dan<br>280.5<br>P29′ | Copenhgn<br>39.7 \| 18.6<br>B69′ F25′ | 1181<br>1920 | | '97<br>3 | W.Hartlpl,<br>(W. Gray [Eng. & Co., Lim.) | Det.<br>Forenede Dampskibs Selskab | 3Cyl TE 21,33,56x36;<br>2SB;WP160lbs | | BL |
| 0499<br>JTVN | **Olaf Kyrre**<br>Steel<br>1D;B;Deep frmg;Wireless; 5BH<br>W. Bal | Scw<br>Sch | Nor<br>321.2<br>P29′ | Bergen<br>41.5 \| 21.9 | 1956<br>3063 | | '95<br>8 | S. Shields,<br>(J. Read- [Eng. head & Sons.) | Bergh &<br>Helland, Mgrs. | 3Cyl TE 24,40,64x42;<br>2SB;WP160lbs | | N |
| 0500 | **Olancho**<br>Steel<br>1D;Shel dk;W Bal;Oil fuel 5BH | Scw<br>Twin | Hon<br>301.3 | Pto Cortez<br>42.3 \| 22.6 | 1532<br>2499 | | 1921<br>2 | Newburgh,<br>(Newburgh [N. Y. S. B. Co.) | Cuyamel Fruit Co. | 2-3Cyl TE 18,30,48x33;<br>3SB;WP185lbs;2800IHP. | | BL |
| 0501<br>1,222<br>PBAW | **Olandese**<br>xRotterdam Steel<br>2D;Mchy aft;Oil in bulk; 14BH<br>Web frms;Wireless;W. Bal | Scw<br>Sch | It<br>366.3<br>P218′ | Genoa<br>47.5 \| 28.1<br>F41′ | 2483<br>4182 | | '95<br>6 | Newcastle,<br>(Palmers' [Eng. Co., Lim. | Soc. Armatrice Italiana | 3Cyl TE 28½,46,75x48;<br>4SB;WP180lbs | | BL |
| 0502<br>OPUE | **Olbia**<br>xWarundi Steel<br>2D;Well Dk;W. Bal;Wireless 7BH | Scw | Fr<br>360.1<br>P & B | Marseilles<br>50.2 \| 22.1<br>249′ F46′ | 2768<br>4460 | | 1914<br>11 | Hamburg,<br>(Blohm [Ger. & Voss.) | Fabre Line | 4Cyl QE 22,32,47,69x49;<br>3SB;WP230lbs;2100IHP | | V |
| 0503<br>200,888<br>KTCL | **Old Colony**<br>Wood<br>1D | SW | Am<br>134.2 | Boston<br>32.5 \| 11.3 | 434<br>741′ | | 1904<br>5 | Chelsea,<br>Mass. | Nantasket Steamboat Co. | 1Cyl 50x96;<br>1200IHP. | | |
| 0504<br>19,350<br>JLKN | **Old Dominion**<br>1D | Brg<br>Sch | Am<br>255.5 | New York<br>42.5 \| 20.9 | 1727<br>1802 | | '72 | Wilmington,<br>(Roach [Del. & Son.) | Neptune Line, Inc. | Wd | | |
| 0505<br>167,915 | **Old Hickory**<br>1D C-24 | Brg | Am<br>200 | N. Orleans<br>35 \| 16.6 | 872<br>902 | | 1920<br>8 | Nashville,<br>(Nashville [Tenn. Bridge Co.) | W. E. Winship | Stl;8BH;<br>DB;Dkd,d rpd3,25 | ✠A1Ⓔ Bulk Oil Barge.<br>River & Harbor Service.<br>S.S.No.1,NO10,24 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10506 153,013 TQFR | **Old Maid No. II** xMaid of Orleans Wood 1D Icf | MV | Br | Vancouv'r 93 \| 29.8 \| 9 197 | | '82 | San Francisco, Cal. (Dickie Bros.) | C. Klengenberg | 3Cyl OilEngs 11½x15; 501HP | | |
| 10507 20,469 | **Old Point Comfort** xPennsylvania Iron 1D | SW | Am | Norfolk 298 \| 29.4 \| 8.9 430 | | '74 rb '82 | Wilmington, Del. | Hampton Roads Transp. Co., Inc. | 1CylVB38x108; 1Bir;346IHP. | | |
| 10508 PNHW | **Oldekerk** xSesostris Steel 2D;Shel dk;Bulk carrier; 8BH Wireless;W. Bal | Scw | Hol | TheHague 4568 470.9 \| 60.9 \| 28.5 7242 F54′ | | 1915 | Flensburg, (Flensburger Schiffsb. Ges.) [Ger. | Vereenigde Nederl. Scheepv. Maats. | 3Cyl TE31,50,84x54; 4SB;WP185lbs | | BL |
| 10509 RDMS | **Oldenburg** Steel 2D;SUB.SIG;Wireless;W. Bal 8BH | Scw | Ger | Hamburg 5197 470 \| 58.2 \| 32.2 8538 P74′ B110′ F46′ | | 1923 2 | Flensburg, (Flensb. Schiffsb. Ges.) [Ger. | Hamburg American Line | 3Cyl TE32,52,86x55 | | G |
| 10510 RDGQ | **Oldenburg** xLaennec 1D;B;Deep frmg | S | Ger | Hamburg 2010 281.3 \| 40.8 \| 22.9 2259 | | 1902 | St. Nazaire, (Ch. & Atel. de St. Nazaire.) [Fr. | Hans Hinrich Schmidt | Stl;1BH | | G |
| 10511 LBRH | **Older** Steel 1D;W. Bal 4BH | Scw | Nor | Bergen 742 243 \| 37.3 \| 16 1324 P21′ B60′ F24′ | | 1921 2 | Stavanger, (Stavanger Stoberl & Dok.) [Nor. | A/S. Rederiet Odfjell | 3Cyl TE17,28,48x33; 2SB;WP176lbs | | N |
| 10512 221,113 MCNS | **Oldham** Steel 1D;W. Bal;Long. frmg;Wireless; 7BH Oil fuel F. P. above 150° F. C-37 W.B.—A.P.185t;D.B.330'1510t. F.O.—A.P.173t;D.B.288'1163t;S. T.74t; | Scw | Am | N. Orleans 3797 395.5 \| 55 \| 31.4 \| 34′11″ 6171 9724 P44′ B108′ F37′ F.P.19 3t F.P.18 0t | 8′ ½″ 27′ | 1921 5 | New Orleans (Doullut & Williams S. B. Co.) [La. | U. S. Shipping Board | Stm Tbn; Midwest Engine Co; 3WTB;Barber Asphalt & Paving Co; 9150HS;WP210lbs;2800SHP; EAC;Dkd6,21;s rps9,21 | ✠A1Ⓔ With Freeboard. ✠AMS Clh BB;CL (Laid up) | |
| 10513 218,904 LSTW | **Olean** xAlameda Steel 2D;Long. frmg;Wireless; 15BH Mchy aft;SUB.SIG;W. Bal;Oil fuel | Scw | Am | New York 5317 430 \| 58.2 \| 31.5 \| 33′4″ 7118 10240 P116′ B36′ F49′ | | 1919 10 | Philadelphia, Pa. (Wm. Cramp & Sons S. & E. B. Corp.) | Vacuum Oil Co. | 3Cyl TE27,45½,76x51; 3SB;WP190lbs;2800IHP | ✠ — — ✠ — — Suspended12,24 | |
| 10514 146,640 GSBW | **Oleander** Steel 2D;Web frms;Long. frmg; 18BH Oil fuel;Mchy aft;Wireless; W. Bal;Oil in bulk | Scw | Br | London 4371 430.2 \| 57.1 \| 33.7 7045 P109′ B32′ F52′ | | 1922 10 | Pembroke, (H. M. Dockyard.) [Wales | The Admiralty | 3Cyl TE27,45,74x54; 4SB;WP180lbs | | BL |
| 10515 218,668 LSGD | **Olen** Steel 2D;Long. frmg; 7BH SUB.SIG;Wireless;W. Bal C-35 Oil fuel F. P. above 150° F W.B.—A.P.318t;D.B.334'1237t;D. F.O.....D.B. —' 828t;D | Scw | Am | Tacoma 3087 380.2 \| 53.2 \| 27.2 \| 29′4″ 4972 8800 P52′ B102′ F41′ T.36'9 93t; F. T.36'9 27t..... | 5′ 10½″ 23′ 8″ P.91t ..... | 1919 8 | Tacoma, (Todd D. D. & Const. Co.) [Wash. | U. S. Shipping Board | 3Cyl TE24,40,70x48; Skinner & Eddy Corp; 3SB;Willamette I. & S. Co; 6831HS;WP190lbs;2500IHP; EAC;d rpd11,23;Dkd,s rps11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY9,23; M.S.9 23;B.S.n rps11,26; Clh BB;CL | |
| 10516 145,862 KQMJ | **Oleum** xThomas Steel 1D;Mchy aft;Oil in bulk; 10BH SUB.SIG;Oil fuel | Scw Twin | Am | Los Ang's 1745 293 \| 52.5 \| 23 2998 5255 | | 1900 12 rb '11 | Sparrows Pt. (Maryland Steel Co.) [Md. | Union Oil Co. | 2-3Cyl TE18,28,45x30; 3SB;WP210lbs;2000IHP | ✠ — — — — Withdrawn4,25 | |
| 10517 200,786 KTBF | **Oley** 1D;B | Brg Sch | Am | Phila. 1672 256 \| 43 \| 20 1780 | | 1904 4 | Noank, (The Robt. Palmer & Son S. B. & M. Ry. Co.) [Conn. | Reading Co. | O,Hk,YP;Gif(Sltd) | — Exp | |
| 10518 NWCG | **Olga** | Sch | Dan | Thuro 287 132.7 \| 29.2 \| 12.5 316 | | 1918 | Svendborg, (J. Ring-Andersen.) [Den. | E. C. Hansen, Mgr. | Wd;Gif(Sltd) | | V |
| 10519 | **Olga M** xCrowley xCity of Panama 1D | Sch 5 M | Brz | S. Paulo 1262 250 \| 36.1 \| 20.2 1364 | | '73 7 rb '16 | Chester, (J. Roach & Son.) [Pa. | Soc. Paulista de Nav. Matarazza (Lim.) | I;4BH | — — Cancelled2,23 | |
| 10520 NBWM | **Olga S** Steel 1D;W. Bal;Wireless 4BH | Scw | Dan | Cop'hagen 1035 261 \| 40.1 \| 16.9 1752 P15′ B106′ F30′ | | 1920 9 | Copenhagen, (Kjobenhavens, Flydk. & Skbs.) Den. | Dampskibs. Torm | 3Cyl TE18,28,48x33; 2SB;WP185lbs;800IHP. | S.S.No.1,Cph10,24;A.S.3,26; B.S.10,24;M.S;shft drn3,26 | C |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10521 | **Olga Siemers** | Scw | Ger | Hamburg | 1827 | | 1923 | Emden, | G. J. H. | 3CylTE24,38,62x41 | | G |
| RDLV | 1D;Wireless;sub.sig;W. Bal Steel 5BH | | 332.2 | 46.8 \| 23 | 3347 | | 6 | [Ger. (Nordseewerke, A. G.) | Siemers & Co. | | | |
| 10522 | **Olinda** | Bk | Ptg | Oporto | 981 | | '77 | Greenock, | Cia. de | I | | |
| | xPernambuco xDochra 1D;B | | 204.9 | 33.2 \| 20.6 | 1013 | | | (Scott [Scot. & Co.) | Nav. Universal | | | |
| 10523 | **Olinda N. O.** | MV | Br | Vancouv'r | 251 | | 1915 | San Fran- | Union Oil | 4CylOilEng13x18; | | |
| 153,022 | xOlinda Steel | | 134.9 | 26.1 \| 14.1 | 416 | | | cisco, Cal. (Union Iron Wks.) | Co. of Canada (Lim.) | 250IHP | | |
| | 1D;B;W. Bal 6BH | | | | | | | | | | | |
| 10524 | **Oliva** | Scw | Br | London | 3335 | | 1916 | Newcastle, | Anglo-Saxon | 3CylTE27,45,74x48; | | BL |
| 139,131 | Steel | | 412.2 | 53.3 \| 31.1 | 5694 | | 7 | (Swan, [Eng. Hunter & Wigham Richardson.) | Petroleum Co. (Lim.) | 3SB;WP180lbs | | |
| JMVD | 2D;Web frms;Long. frmg; 16BH Oil in bulk;Oil fuel;Wireless; Mchy aft;W. Bal | | P109′ | B26′ F46′ | | | | | | | | |
| 10525 | **Oliva** | Scw | Dzg | Danzig | 4908 | | 1921 | Vegesack, | "Artus" | 3CylTE32,52,86x55; | | G |
| | Steel | | 468.8 | 58.3 \| 32.7 | 7885 | | 1 | (Bremer [Ger. Vulkan.) | Danziger Reederei & Handels A. G. | 4SB;WP200lbs | | |
| HGFM | 2D;sub.sig;Wireless;W. Bal 8BH | | P55′ | B101′ F41′ | | | | | | | | |
| 10526 | **Oliva** | Scw | Ger | Hamburg | 722 | | 1922 | Stettin, | Rhed. A. | 3CylTE17,27,45x27; | | G |
| | Steel | | 242.1 | 37 \| 14 | 1308 | | 11 | (Nuscke [Ger & Co. A. G. | G. von, 1896 | 2Blrs | | |
| RDCN | 1D;Wireless;W. Bal 4BH | | | B108′ F40′ | | | | | | | | |
| 10527 | **Olivant** | Scw | Am | Baltimore | 2456 | | 1906 | Flensburg, | Boston Iron | 3CylTE20$\frac{7}{8}$,36$\frac{1}{4}$,63x39; | — — | |
| | xEstrada Palma Steel | | 341.2 | 49.2 \| 18.2 | 3841 | | | (Flensburger [Ger. S. B. Co.) | & Metal Co. | 2SB;WP199lbs;1525IHP | Canceled. | |
| | 4D;Spar dk;W. Bal 4BH | | P38′ | B78′ F40′ | | | | | | | | |
| 10528 | **Olive** | Brg | Am | Phila. | 422 | | 1918 | Pocomoke | Diamond P | P,WO,YP;Gif | | |
| 217,180 | | Sch | 184.6 | 23.9 \| 11.2 | 436 | | 11 | (E. [City, Md. James Tull) | Boat Line | | | |
| | 1D | | | | | | | | | | | |
| 10529 | **Olive M.** | Scw | Br | Victoria | 71 | | 1912 | Victoria, | Vancouver | 2CylC9,24x18; | ✠ — — | |
| 130,611 | YP;Gif | | 78 | 22 \| 10 | 134 | | 2 | (Turpels [B. C. Marine Ry.) | Island Towing Co. (Lim.) | 1SB;WP180lbs | Suspended6,19 | |
| | 1D | | | | | | | | | | | |
| 10530 | **Olive Moore** | Trn | Br | St. Johns | 158 | | 1920 | Liverpool, | A. E. | Bch,Sp,Hk;Gif; | ✠A1 | |
| 141,641 | | | 120 | 25.8 \| 11.5 | 189 | | 6 | (Nova [N. S. Scotia S. B. & Trans. Co., Lim.) | Hickman & Co. (Lim.), Mgrs. | clk dk3,22;s rps,tr dk clkg1,25; tr clkg11,26 | S.S.No.1,StJ'sl,25 | |
| TPRM | 1D | | | | | | | | | | | |
| 10531 | **Olivebank** | Bk | Fin | Mariehmn | 2641 | | '92 | Glasgow, | G. Erikson | Stl;1BH | | BL |
| | xCaledonia xOlivebank | 4 M | 326 | 43.1 \| 24.5 | 2818 | | 10 | (Mackie [Scot. & Thomson.) | | | | |
| SGHJ | 1D;B | | P40′ | F28′ | | | | | | | | |
| 10532 | **Olivia** | Scw | Swd | Hlsnborg | 947 | | '82 | Sunderland, | F. Borjesson | 2CylC33,62x42; | | BL |
| 3,193 | xThomas Allen Iron | | 258 | 36 \| 18.6 | 1591 | | 9 | (Bartram, [Eng. Haswell & Co.) | Mgr. | 2SB;WP80lbs | | |
| JHPM | 1D;B;Well dk;W. Bal 4BH | | P28′ | B60′ F33′ | | | | | | | | |
| 10533 | **Oljaren** | MV | Swd | Gothenb'g | 3248 | | 1922 | Gothenburg, | Rederiak- | 2-6CylOilEng23$\frac{3}{16}$x35$\frac{7}{16}$ | | BL |
| 6,788 | Steel | Twin | 389.7 | 54.9 \| 29.7 | 5482 | | 6 | (Aktieb [Swd. Gotaverken.) | tieb Transatlantic | | | |
| KDPS | 1D;Web frms;Long. frmg; 11BH Mchy aft;Oil in bulk;Wireless;W. Bal | | P103′ | F43′ | | | | | | | | |
| 10534 | **Olna** | Scw | Br | London | 4402 | | 1921 | Devonport, | The Ad- | 3CylTE27,45,74x54; | | BL |
| 146,149 | Steel | | 430 | 57 \| 33.7 | 7023 | | 10 | (H. M. [Eng. Dock-Yard.) | miralty | 4SB;WP180lbs | | |
| GSCB | 2D;Web frms;Long. frmg; 18BH Oil in bulk;Oil fuel;Mchy aft; Wireless;W. Bal | | P101′ | B36′ F53′ | | | | | | | | |
| 10535 | **Olson** | Scw | Swd | Stockholm | 1806 | | 1907 | Middlesboro | A/B. Olson | 3CylTE23,39,65x42; | | BL |
| 7,180 | xEleni Stathatos Steel | Sch | 336.1 | 47 \| 21.8 | 2988 | | 7 | (R. Craggs [Eng. & Sons, Lim.) | & Wright | 2SB;WP180lbs | | |
| KFMN | 1D;Deep frmg;W. Bal;Wireless 6BH | | P36′ | B188′ F37′ | | | | | | | | |
| 10536 | **Olterra** | Scw | Br | London | 3054 | | 1913 | Newcastle, | European | 4CylQE20,29,42,61x45; | | BL |
| 148,552 | xBaton Rouge xOsage Steel | | 380 | 52.8 \| 29 | 5051 | | 6 | (Palmers' [Eng. Co., Lim., Mgrs.) | Shipping Co. (Lim.) | 2SB;WP215lbs | | |
| KSFQ | 2D;Web frms;Long. frmg; 14BH Wireless;Mchy aft;Oil in bulk; Oil fuel;sub.sig;W. Bal. | | P95′ | B22′ F36′ | | | | | | | | |
| 10537 | **Oluf Maersk** | Scw | Dan | Svendborg | 1146 | | 1916 | Capelle a/d | A. P. Moller, | 3CylTE20,31,51x35; | | BL |
| | Steel | | 281.3 | 40.2 \| 18.9 | 1950 | | 9 | (A. [Ysel, Hol. Vuijk & Zonen) | Mgr. | 2SB;WP180lbs | | |
| NVDJ | 1D;W. Bal;Wireless 4BH | | P22′ | B74′ F31′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10538 | **Olympic** | Scw | Am | Seattle | 3352 | | 1907 | So. Shields, | Olympic | 3Cyl TE 26,42,70x45; | | BL |
| 213,095 | xDayton Steel | | 370 | 50.1 \| 32.1 | 5335 | | 11 | (J. Read- [Eng. | S.S. Co., Inc. | 2SB;WP180lbs;1500IHP | | |
| LFCR | 1D;Deep frmg;Oil in bulk; 13BH | | | | 8340 | | | head Sons.) | | s rps3,26 | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 10539 | **Olympic** | Brg | Am | San Fran. | 1353 | | '92 | Bath, | Hermosa | O,Hk,YP;Icf(Sltd) | — Exp | |
| 155,228 | | xBk | 224.4 | 42.1 \| 21.3 | 1469 | | 7 | (New [Me. | Amusement Corp. | | | |
| KLHM | 2D | | | | | | | England Co.) | | | | |
| 10540 | **Olympic** | Scw | Am | San Fran. | 1128 | 2′ 7″ | 1917 | Toledo, | E. K. Wood | 3Cyl TE 20½,33,54x40; | ✠A1Ⓔ | |
| 215,651 | xLakeshore Steel | | 251.2 | 43.5 \| 18.9 \| 21′ | 1876 | 18′ 7″ | 10 | (Toledo [Ohio | Lumber Co. | Toledo S. B. Co; | ✠AMS | |
| LHWS | 1D;Wireless;W. Bal; C-28 | | P21′ | B43′ F30′ | 3000 | | | S. B. Co.) | | 2SB;Toledo S. B. Co; | S.S.No.2,SanF2,26; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | 4828HS;WP180lbs;1250IHP; | M.S;n shft1,26;B.S.S,26; | |
| | | | | | | | | | | Dkd,d rpd3,26;Exmd6,26 | Cih BB;CL | |
| 10541 | **Olympic** | Scw | Am | Seattle | 886 | | 1910 | Seattle, | Puget | 4Cyl TE 14,22,26,26x20; | | |
| 208,278 | xSioux Steel | F. B. | 148.3 | 24.2 \| 14.8 | 1303 | | 12 | (Moran [Wash. | Sound Nav. Co. | 1400IHP. | | |
| LBSH | 2D;B 5BH | | | | | | | Bros. Co.) | | | | |
| 10542 | **Olympic** | Scw | Br | Liverpool | 21823 | | 1911 | Belfast, | White Star | 2-4Cyl TE 54,84,97,97x75; | | |
| 131,346 | Steel | Sch | 852.5 | 92.5 \| 59.5 | 46439 | | 6 | (Harland [Ire. | Line | 1LPStmTbn | | |
| HSRP | 7D;SUB.SIG;Wireless;D.F. | Trpl | P76′ | B540′ F127′ | | | | & Wolff, Lim.) | | | | |
| | W. Bal;Oil fuel | | | | | | | | | | | |
| 10543 | **Olympier** | Scw | Blg | Antwerp | 3210 | | 1920 | Glasgow, | Lloyd Royal | 3Cyl TE 26,44,73x51; | | BL |
| | Steel | | 400.5 | 52.2 \| 28.7 | 5245 | | 7 | (Lloyd [Scot. | Belge Soc. Anon. | 3SB;WP200lbs | | |
| MOLY | 2D;W. Bal;Wireless 6BH | | P37′ | B120′ F45′ | | | | Royal Belge of Great Britain.) | | | | |
| 10544 | **Ombilin** | Scw | Hol | Batavia | 3195 | | 1916 | Amsterdam, | Koninkl. | 3Cyl TE 24½,40½,67x47½; | | V |
| | Steel | | 420 | 54.1 \| 24.4 | 5658 | | | (Nederl. [Hol. | Paketv. Maats | 3SB;WP180lbs;2250IHP | | |
| TGVM | 1D;Mchy aft;W. Bal;Wireless 8BH | | F42′ | | | | | Schps. Maats.) | | | | |
| 10545 | **Omega** | Scw | It | Genoa | 2974 | | '99 | Newcastle, | S. Censini | 3Cyl TE 26,43,71x48; | | BL |
| | xCarlsfeld xStillehavet Steel | | 376 | 50.1 \| 27.3 | 4744 | | 11 | (R. Stephen- [Eng. | | 2SB;WP180lbs | | |
| | 2D;Deep frmg;Wireless;W. Bal 7BH | | P34′ | B227′ F47′ | | | | son & Co., Lim.) | | | | |
| 10546 | **Omega** | S | Prvn | Callao | 2360 | | '87 | Greenock, | Cia. | I;1BH | | |
| 134 | xDrumcliff | 4 M | 311.3 | 43.2 \| 24.2 | 2471 | | 1 | Scot. | Administradora | | | |
| HCKV | 1D;B | | P36′ | F38′ | | | | (Russell & Co.) | del Guano | | | |
| 10547 | **Omoa** | Scw | Hon | Pto.Cortz. | 1094 | | '71 | Liverpool, | Cuyamel | 3Cyl TE 22,37,58x36; | | |
| | xRosina xParaense Iron | | 270.2 | 33 \| 23.9 | 1697 | | 5 | (T. Royden [Eng. | Fruit Co. | 2SB;WP180lbs | | |
| | 2D;B 8BH | | | | | | | & Sons) | | | | |
| 10548 | **Omphale** | Scw | Fr | Havre | 3716 | | 1922 | St. Nazaire, | Cie. | 3Cyl TE 27,44½,75x50½; | | V |
| | Steel | | 422.6 | 57.7 \| 29 | 6474 | | | (Chant. & [Fr. | Auxiliaire de | 4SB;WP178lbs;3000IHP | | |
| OPVI | 2D;Oil fuel;Oil in bulk; 29BH | | P117′ | B33′ F50′ | | | | Atel. de | Nav. | | | |
| | Mchy aft;W. Bal;Wireless | | | | | | | St. Nazaire.) | | | | |
| 10549 | **Onda** | Scw | It | Trieste | 1956 | | 1907 | Pt. Glasgow, | Navigazione | 3Cyl TE 23,38,61x42; | | I |
| 473 | Steel | | 315.3 | 46.5 \| 21 | 3112 | | 8 | (Clyde [Scot. | Libera Triestina | 2SB;WP180lbs;1500IHP | | |
| PBDV | 1D;Deep frmg;Wireless;W. Bal 6BH | | P37′ | B94′ F31′ | | | | S. B. & Eng. Co., Lim.) | | | | |
| 10550 | **Ondina** | Trn | Ptg | Aveiro | ------ | | 1917 | Figueria da | Cia. | Wd | | |
| | xMaria Clementina | | | | 285 | | | (Soc. [Foz, Ptg. | Aveirense de | | | |
| | 1D | | | | | | | Portuguezade Navegacos, Lim.) | Nav. & Pesca | | | |
| 10551 | **137** | Brg | Am | Duluth | 2368 | | '96 | Superior, | Pittsburg | Stl;2BH | | |
| 53,284 | | | 345.5 | 45 \| 26 | 2481 | | | (American [Wis. | S.S. Co. | | | |
| | 1D(Whaleback);W. Bal | | | | | | | S. B. Co.) | | | | |
| 10552 | **Onega** | Scw | Br | Leith | 1850 | | 1920 | Londonderry | W. Thom- | 3Cyl TE 26,41,68x45; | | BL |
| 142,011 | Steel | | 331.1 | 46.7 \| 23.1 | 3021 | | 1 | (North [Ire. | son & Co., Mgrs. | 3SB;WP180lbs | | |
| KDJT | 1D;Wireless;W. Bal 7BH | | P33′ | B100′ F34′ | | | | of Ireland S. B. Co., Lim.) | | | | |
| 10553 | **Oneida** | Scw | Am | Detroit | 1440 | | 1920 | Wyandotte, | Ford Motor | 3Cyl TE 20,33,54x42; | | |
| 220,779 | Steel | | 251 | 43.6 \| 24.2 | 2309 | | 10 | (Detroit [Mich. | Co. | 2SB;WP185lbs;1300IHP | | |
| MBTG | 1D;Wireless;Oil fuel 4BH | | P27′ | B64′ F26′ | 3500 | | | S. B. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10554 | **Oneida** | Scw | Am | New York | 1654 | 4′ 1½″ | 1919 | Wyandotte, | Clyde S.S. | 3Cyl TE 21,35,59x42; | ✠A1Ⓔ | |
| 217,988 | xLake Gilboa Steel | | 251 | 43.6 \| 26.1 | 2664 | 24′ 4½″ | 7 | (Detroit [Mich. | Co. | Detroit S. B. Co; | ✠AMS | |
| LQWK | 1D;B;W. Bal;Wireless;SUB.SIG; 4BH | | | 28′ 2″ | 4150 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; | S.S.No.1,Jksnvl5,24; | |
| | Oil fuel F. P. above 150° F. C-29 | | P25′ | B64′ F23′ | | | | | | 5467HS;WP185lbs; | M.S.5,24;shft drn5,25; | |
| | | | | | | | | | | 1500IHP;d rpd3,22;Dkd,s rps7,26 | B.S.7,26;SBP;CL | |
| | W.B.—A.P.96t;D.B.204′436t;D.T .a12′80 | | t..... | .....F.P.72t | | | | | | | | |
| | F.O.—A.P.90t;D.B.158′288t;D.T .a12′75 | | t;W.T. | 30′200t..... | | | | | | | | |
| 10555 | **Oneida** | Scw | Am | ..... | 40 | | '96 | Bath, | U. S. Gov- | 3Cyl TE 11,19,30x18; | | |
| 100,611 | xIllawarra Steel | | 106.3 | 18.6 \| 10.6 | 119 | | 3 | (Bath [Me. | ernment | 2WTB;WP225lbs | | |
| KMRU | 1D 4BH | | | | | | | Iron Wks.) | | | | |
| 10556 | **Oneida** | Scw | Am | New York | 396 | | '97 | Wilmington, | Inter- | 3Cyl TE 14½,24,37x22; | ✠ — — | |
| 107,293 | xAtreus xAlcedo Steel | Sch | 172 | 24 \| 15.1 | 583 | | 7 | (Harlan & [Del. | national Film | 4WTB;2501HP. | Cancelled | |
| KNCR | 1D;SUB.SIG ;Wireless 4BH | | | | | | | Hollingsworth Co.) | Service Co. | | | |
| 10557 | **Onekama** | Scw | Am | Newark | 2179 | 5′ 9″ | 1919 | Newark, | Ford Motor | Stm Tbn; | ✠A1Ⓔ | |
| 217,493 | Steel | | 324 | 46.2 \| 25 | 3545 | 22′ 11″ | 8 | (Submarine [N. J. | Co. | Westinghouse E. & M. Co; | ✠AMS | |
| LPQK | 1D;2d dk at ends;SUB.SIG; 7BH | | | 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | Cih BB;CL | |
| | Wireless; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd,s rps2,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T .20′304 | | t..... | .F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t .... | | ..... S.T.31 | t..... | | | | | | | | |
| 10558 | **Oneonta** | Scw | Am | Portland | 99 | | 1910 | Portland, | Port of | 2CylC 20,43x28; | | |
| 207,593 | Steel | | 103.5 | 25.3 \| 13.2 | 214 | | (Willamette [Ore. | Portland | 2SB;WP170lbs;950IHP | | |
| | 1D;Wireless | | | | | | | I. & S. Wks.) | | | | |
| 10559 | **Onitsha** | Scw | Br | Liverpool | 2422 | | 1910 | W. Hartle- | British & | 3Cyl TE 25,40,68x48; | | BL |
| 128,048 | Steel | | 360.2 | 50.1 \| 22.7 | 3921 | | pool, Eng. | African S. N. | | | |
| HRBG | 2D;Shel dk;Wireless;W. Bal 6BH | | P34′ | B108′ F44′ | | | 6 | (Irvine's S. B. & | Co. (Lim.) | 3SB;WP180lbs | | |
| | | | | | | | | D. D. Co., Lim.) | | | | |
| 10560 | **Onondaga** | Scw | Am | Detroit | 1440 | | 1920 | Wyandotte, | Ford Motor | 3Cyl TE 20,33,54x42; | | BL |
| 220,782 | Steel | | 251 | 43.6 \| 24.2 | 2309 | | 10 | (Detroit [Mich. | Co. | 2SB;WP185lbs;1300IHP; | | |
| MBTK | 1D;Wireless; 4BH | | P27′ | B64′ F26′ | 3500 | | | S. B. Co.) | | Dkd,s rps5,25 | | |
| | Oil fuel | | | | | | | | | | | |
| 10561 | **Ononette** | Sch | Br | AnaplsRyl | 483 | | 1919 | Hillsburn, | J. Williard | Wd | | V |
| 138,436 | | | 156 | 35.2 \| 13.2 | 570 | | | (R. R. [N. S. | Smith (Lim.) | | | |
| | 1D | | | | | | | Longmire) | | | | |
| 10562 | **Ontadoc** | Scw | Br | Ft.Will'm | 3082 | | 1903 | Chicago, | Paterson | 3Cyl TE 22 3/16,35,58x40; | | |
| 153,112 | xSirius Steel | Sch | 423.8 | 50.3 \| 23.9 | 4466 | | 9 | (American [Ill. | S.S. (Lim.) | 2SB;WP170lbs;1500IHP | | |
| | 1D;B;Mchy aft;SUB.SIG;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 10563 | **Ontario** | Scw | Am | Baltimore | 1952 | | 1904 | Camden, | Merchants' | 3Cyl TE 28,45,72x54; | ✠ — — | V |
| 201,169 | Steel | Sch | 292.2 | 42.2 \| 15.9 | 3099 | | 8 | N. J. | & Miners' | 2DB;WP185lbs;3000IHP. | Suspended3,21 | |
| KTGJ | 3D;SUB.SIG;Wireless;W. Bal 6BH | | | | | | | (N. Y. S. B. Co.) | Trans. Co. | | | |
| 10564 | **Ontario** | Brg | Am | New York | 523 | | 1922 | Wilmington, | Inter- | YP,O;Gif | | |
| 168,727 | | | 120 | 33 \| 14 | 523 | | | (American [Del. | national | | | |
| | 1D | | | | | | | Car & Foundry Co.) | Elevating Co. | | | |
| 10565 | **Ontario** | Brg | Am | Phila. | 490 | | 1916 | Chesapeake | Southern | O,YP,Hk;Gif (Sltd) | ✠ — — | |
| 166,517 | | | 201.2 | 23.7 \| 12 | 490 | | 11 | City, Md. | Trans. Co. | | Suspended9,19 | |
| | 1D | | | | | | | (Southern | | | | |
| | | | | | | | | Trans. Co.) | | | | |
| 10566 | **Ontario** | Scw | Dan | Cop'hagen | 2697 | | 1900 | Stockton, | D/S | 3Cyl TE 25,42,68x48; | | V |
| | xFie Jensen xWinnebago Steel | Sch | 360.7 | 48.2 \| 28.2 | 4280 | | 6 | (Craig, [Eng. | Ontario A/S. | 3SB;WP180lbs;1700IHP | | |
| NFKH | 1D;Spar dk;Web frms; 4BH | | P31′ | B90′ F38′ | | | | Taylor & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 10567 | **Ontario** | Scw | Am | New York | 282 | | 1908 | Camden, | N. Y., On- | 3Cyl TE 17,25,43x30; | | |
| 204,974 | Steel | | 134.9 | 27.1 \| 15.2 | 415 | | 5 | (John H. [N. J. | tario & West- | 1SB;WP180lbs;1000IHP | | |
| KWMS | 1D 2BH | | | | | | | Dialogue & Son.) | ern Ry. Co. | | | |
| 10568 | **Ontario** | Scw | Am | ..... | ..... | | 1912 | Camden, | U. S. Gov- | 3Cyl TE 19,31,54x36; | | |
| | Steel | | 183 | 34 \| 20 | | | 8 | (New [N. J | ernment (Navy | 2SB;WP200lbs;1800IHP | | |
| | 1D;B;W. Bal 8BH | | | | | | | York S. B. Co.) | Dept.) | | | |
| 10569 | **Ontario** | Scw | Fr | Havre | 3387 | | 1919 | Vancouver, | Cie. | Stm Tbns; | | BL |
| | xWar Company Steel | | 410.5 | 54.1 \| 27.5 | 5476 | | 8 | (J. [B. C. | Generale | 3SB;WP190lbs | | |
| OPWA | 2D;W. Bal;Wireless 6BH | | P44′ | B115′ F47′ | | | | Coughlan & Sons.) | Transatlantique | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. / Bth. / Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where Built. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10570 53,314 | **Ontario** 1D | Brg | Am 167.4 | St.Mich'el 37.2 \| 9.8 | 899 899 | | 1901 | Ballard, Wash. | American Yukon Nav. Co. | Wd | | |
| 10571 94,885 | **Ontario** 1D | Brg | Br 297 | Montreal 41.3 \| 14.9 | 1018 1615 | | '90 | Owen Sound (Polson.) [Ont. | Consolidated Water Power & Paper Co. | Stl | | |
| 10572 125,983 | **Ontario No. 1** Steel 2D;Wireless | Scw Twin | Br 317 | Montreal 54 \| 36 | 3229 5146 | | 1907 | Toronto, (Canadian S. B. Co.) [Ont. | Ontario Car Ferry Co | 2-3CylTE20½,32½,54x36; 4SB;WP175lbs | | |
| 10573 137,978 | **Ontario No. 2** Steel 2D;Wireless 6BH | Scw Twin | Br 307.5 | Montreal 54 \| 20.2 | 3376 5568 | | 1915 | Toronto, (Polson Iron Wks.) [Ont. | Ontario Car Ferry Co. | 2-3CylTE20½,33,54x36; 4SB;WP180lbs;3500IHP. | | |
| 10574 | **Ontariolite** 1D;Shel dk;Web frms; Steel Long. frmg;Mchy aft;Oilinbulk; 18BH SUB.SIG;Wireless;W. Bal | MV Twin | Br 470 B33′ | Toronto 63.2 \| 35.2 F39′ | 5144 8932 | | 1925 12 | Kiel, (Frd. Krupp A. G.) [Ger. | Imperial Oil Co. (Lim.) | 2-4CylOilEng25 9/16 x51 3/16 | | |
| 10575 211,387 LDBT | **Ontelaunee** 1D | Brg Sch | Am 177.6 | Phila. 35 \| 14.5 | 642 739 | | 1913 6 | Noank, (R. Palmer & Son.) [Conn. | Reading Co. | O,Ch,YP;If | | |
| 10576 155,322 | **Onteora** 1D Steel | SW | Am 236.7 | New York 35.2 \| 10.1 | 771 1213 | | '98 | Newburgh, (T. S. Marvel.) [N. Y. | Catskill & New York S. B. Co. | 1VB55x132; 1746IHP. | | |
| 10577 129,501 HRCW | **Onyx** Steel 1D;Well dk;Mchy aft;W. Bal 3BH | Scw Twin | Br 175.1 | Glasgow 28.1 \| 10.8 B11′ F32′ | 241 592 | | 1910 6 | Bowling, (Scott & Sons.) [Scot. | W. Robertson | 3CylTE15,25,41x30; 2SB;WP170lbs | | BL |
| 10578 PNKD | **Oostkerk** xAagtekerk xEastminster Abbey Steel 2D;Wireless;W. Bal 8BH | Scw | Hol 474.9 P29′ | TheHague 60.8 \| 32.8 B147′ F85′ | 5002 8085 | | 1914 8 | Kiel, (Howaldswerke A. G.) Ger. | N. V. Vereenigde Nederl. Scheepv. Mij | 3CylTE33,53,86x57; 4SB;WP205lbs | | BL |
| 10579 PNLB | **Ootmarsum** 1D;Oil fuel;W. Bal;Wireless Steel 5BH | Scw | Hol 360.2 P30′ | Amst'dam 48.2 \| 22.8 B229′ F27′ | 2209 3684 | | 1920 5 | Capelle a/d (A. Vulijk & Zonen.) [Ysel, Hol. | Stoomv. Maats. "Oostzee" | 3CylTE24,40,67x45; 3SB;WP180lbs | | BL |
| 10580 124,566 HJVM | **Opawa** 3D;Deep frmg; Steel Wireless;W. Bal 7BH | Scw Twin | Br 460.7 | Plymouth 60.2 \| 40.3 | 5858 9306 | | 1906 12 | Dumbarton, (W. Denny & Bros.) [Scot. | New Zealand Shipping Co. (Lim.) | 2-3CylTE24½,41¼,69x48; 5SB;WP200lbs;471RHP | 2dS.S.No.1,Fal8,25;A.S.6,26; M.&B.S;shfts drn8,25 | C |
| 10581 OPWH | **Ophelie** Steel 2D;Mchy aft; 18BH Oil in bulk;Oil fuel;Wireless;W. Bal | Scw | Fr 422.6 P117′ | Havre 57.5 \| 29 B33′ F50′ | 3716 6474 | | 1922 | St. Nazaire, (Chant. & At. de St. Nazaire.) [Fr. | Cie. Auxiliaire de Nav. | 3CylTE27,44,74x50½; 4SB;WP179lbs;3000IHP | | V |
| 10582 219,009 LTDP | **Ophis** Steel 2D;Long. frmg;Wireless; 7BH SUB.SIG;W. Bal; C-35 Oil fuel F. P. above 150° F. | Scw | Am 380.5 P52′ | Tacoma 53.1 \| 27 \| 29′ 4″ B102′ F41′ | 3533 4753 7500 | 5′ 10½″ 23′ 8″ | 1919 10 | Tacoma, (Todd D.D. & Const. Co.) [Wash. | U. S. Shipping Board | 3CylTE24,40,70x48; Skinner & Eddy Corp; 3SB:Todd D. D. & Const. Corp; 6831HS;WP190lbs;2500IHP;EAC; d rpd8,23;rps10,24;Dkd,s rps11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Svnh8,23; n shft10,24;M.&B.S.11,26; Clh BB;CL | |
| | W.B.—A.P.318t;D.B.334′1237t;D. F.O.....D.B.....828t;D. | .T.36′9 .T.36′9 | 93t; F. 27t... | P.91t ..... | | | | | | | | |
| 10583 148,051 KQCN | **Oradell** Steel 2D;B;Oil fuel;Wireless;W. Bal 4BH | Scw | Br 264.9 F26′ | Montreal 35.6 \| 21.5 | 839 1645 | | 1924 2 | Newcastle, (Swan, Hunter & Wigham Richardson.) [Eng. | Ronde S. S. Co. (Lim.) | 3CylTE20,33,56x39; 2SB;WP200lbs | | BL |
| 10584 76,900 | **Oradell** xJamestown Wood 1D | Scw | Am 90 | Phila. 22.2 \| 9.8 | 59 118 | | '90 | Philadelphia Pa. | Erie R.R. Co. | 2CylC20,36x24; 1SB;WP130lbs;400IHP. | | |
| 10585 146,024 | **Orama** Steel 3D;Oil fuel;Wireless;D.F; 12BH W. Bal;SUB.SIG. | Scw Twin | Br 632 | Barrow 75.2 \| 32.9 B349′ F74′ | 11942 19777 | | 1924 10 | Barrow, (Vickers, Lim.) [Eng. | Orient Stm. Nav. Co. (Lim.) | Stm Tbns; 6DB;4SB;WP215lbs | | BL |
| 10586 JBQF | **Oran** xFrances L. Skinner Steel 2D;B;Well dk;SUB.SIG; 6BH Wireless;W. Bal | Scw | Sp 378 P & B | Bilbao 48 \| 26.3 232′ F40′ | 3803 5335 | | '97 11 | Flensburg, (Flensburger Schiffsb. Ges.) [Ger. | La Estrella del Sur Cia Anon. de Nav. | 3CylTE26½,44,72x48; 3SB;WP165lbs;1821IHP | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0587 | **Oran** | Scw | Am | New York | 3634 | 6′ 6″ | 1920 | Seattle, | Oriental | 3CylTE26,43,73x48; | ✠A1Ⓔ | |
| 219,624 | xWest Jester Steel | | 410.5 | 54.2 \| 29.2 | 5866 | 25′ 7″ | 2 | (Ames [Wash. | Nav. Co. | Ames S. B. & D. D. Co; | ✠AMS | |
| LVQK | 2D;Wireless;W. Bal; 7BH | | | 31′10½″ | 9600 | | | S. B. & D. D. Co.) | | 3SB;Ames S. B. & D. D. Co; | S.S.No.1,PtdO1,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P44′ | B119′ F47′ | | | | | | 9312HS;WP200lbs;3000IHP;EAC; | M.S.1,24;n shft12,25;B.S.4,26; | |
| | | | | | | | | | | d rpd12,25;Dkd4,26;s rps9,26 | Clh BB;CL | |
| | W.B.—A.P.273t;D.B.353′838t;D. | T.34′ 1 | 000t. | ..... F.P.110t | | | | | | | | |
| | F.O.—A.P.255t;D.B.331′690t;D. | T.34′ | 934t; | S. T.58t;F.P.103t | | | | | | | | |
| 0588 | **Oranais** | Sch | Fr | Oran | 827 | | '88 | Wilmington, | Mazzela & | WO,YP;Ch;Gif | | |
| | xF. & T. Lupton | 4 M | 187.6 | 40.7 \| 16.7 | 913 | | 11 | (Jackson [Del. | Co. | | | |
| OPWL | 1D;B | CB | | | | | | & Sharp Co.) | | | | |
| 0589 | **Orange** | Scw | Am | Albany | 405 | | 1914 | Newburgh, | Estate of | 2CylC15,30x22; | | |
| 212,435 | Steel | | 134.9 | 56 \| 14 | 596 | | | Homer Ramsdell | 2SB;WP150lbs;700IHP. | | |
| | 1D 5BH | | | | | | | (Marvel [N. Y. S. B. Co.) | | | | |
| 0590 | **Orange** | Scw | Am | New York | 88 | | 1903 | Camden, | Delaware, | 2CylC15,30x22; | | |
| 155,466 | Steel | | 80 | 21.6 \| 11.4 | 130 | | 6 | N. J. | Lackawanna & West. R.R. Co. | 1SB;WP140lbs;250IHP | | |
| | 1D | | | | | | | | | | | |
| 0591 | **Orange** | SW | Am | New York | 902 | | '86 | Newburgh, | Delaware, | 1CylVB46x120; | | |
| 155,132 | Steel | | 218.5 | 35.4 \| 13.8 | 1097 | | | N. Y. | Lackawanna & West. R.R. Co. | 1RTB;WP45lbs;600IHP | | |
| | 1D 2BH | | | | | | | | | | | |
| 0592 | **Orange** | Brg | Am | New York | 283 | | 1923 | Kingston, | Southern | YP | | |
| 168,845 | | | 99 | 34 \| 9.4 | 283 | | 12 | (W. F. & [N. Y. R. Boat Builders, Inc.) | Pacific Co. | | | |
| | 1D | | | | | | | | | | | |
| 0593 | **Orange** | Scw | Am | New York | 164 | | 1920 | Long Island | New York | | | |
| 220,140 | Steel | | 146.3 | 20.2 \| 10.9 | 294 | | | City, N. Y. | Canal & Gt. Lakes Corp. | 400IHP | | |
| | 1D | | | | | | | | | | | |
| 0594 | **Orange River** | Scw | Br | W.Hartlpl | 2959 | | 1914 | W. Hartle- | Houlder, | 3CylTE25,40,68x48; | | C |
| 135,903 | Steel | | 385 | 52 \| 27 | 4708 | | 4 | pool, Eng. | Bros. & Co. (Lim.), Mgrs. | 3SB;WP180lbs;376RHP. | S.S.No.2,Crdf9,22;A.S.6,26; | |
| JFGR | 1D;Deep frmg;Wireless;W. Bal 6BH | | P36′ | B120′ F36′ | | | | (Irvine's S. B. & D. D. Co.) | | | n shft1,25;shft drn12,25; | |
| | | | | | | | | | | | M.&B.S.6,26 | |
| 0595 | **Orangeleaf** | Scw | Br | London | 2627 | | 1917 | Sunderland, | The | 2-3CylTE26,42,70x45; | | BL |
| 140,300 | Steel | Twin | 405 | 54.5 \| 32.6 | 5927 | | 4 | (J. L. [Eng. | Admiralty | 6SB;WP200lbs | | |
| GSCD | 2D;Web frms;Long. frmg; 20BH | | P36′ | B32′ F89′ | | | | Thompson & Sons, Lim.) | | | | |
| | Oil fuel;Oil in bulk; Wireless;W. Bal | | | | | | | | | | | |
| 0596 | **Orangemoor** | Scw | Br | London | 3657 | | 1923 | Newcastle, | Moore Line | 3CylTE27,45,75x48; | | BL |
| 147,441 | Steel | | 399.6 | 53 \| 32.8 | 5775 | | 3 | (Northum- [Eng. | (Lim.) | 3SB;WP180lbs | | |
| KNRB | 1D;Shel dk;Wireless;W. Bal 6BH | | F38′ | | | | | berland S. B. Co., Lim.) | | | | |
| 0597 | **Orani** | Scw | Am | Seattle | 4506 | 8′ 2″ | 1919 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 218,874 | Steel | | 401.9 | 53.2 \| 32 | 6040 | 26′ 6″ | 9 | (Seattle [Wash. | ping Board | Midwest Eng. Co; | ✠AMS | |
| L8RK | 2D; 7BH | | | \| 34′ 6″ | 9400 | | | North Pacific S. B. Co.) | | 3WTB;Murray Iron Wks; | Clh BB;CL | |
| | Shel dk; 6BH to Fbd dk | | P34′ | F38′ | | | | | | 9150HS;WP225lbs;2800SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd3,21;s rps5,21 | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.55t;D.B.344′1274t;D. | T.30′5 | 52t. | .....F.P.74t | | | | | | | | |
| | F.O.....D.B.327′1111t;D. | T.30′5 | 14t; | S. T.41t..... | | | | | | | | |
| 0598 | **Orania** | Scw | Hol | Amst'dam | 5760 | | 1922 | Belfast, | Koninkl. | Stm Tbns; | | BL |
| | Steel | Twin | 450.3 | 59.4 \| 40.9 | 9763 | | 2 | (Workman [Ire. | Hollandsche Lloyd | 6SB;WP215lbs | | |
| PNLK | 4D;Shel dk;Oil fuel; 7BH | | B186′ | | | | | Clark & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 0599 | **Orania** | Scw | Swd | Gothenb'g | 1266 | | 1919 | Gothenburg, | F. Stern- | 3CylTE20,33,55x36; | | BL |
| 6,163 | Steel | | 262 | 42.7 \| 18.1 | 1874 | | 8 | (Lind- [Swd. | hagen, Mgr. | 2SB;WP185lbs | | |
| KCDB | 1D;W. Bal;Wireless 4BH | | P26′ | B151′ F24′ | | | | holmens V. A.) | | | | |
| 0600 | **Oranian** | Scw | Br | Liverpool | 2448 | | 1914 | Glasgow, | F. Leyland | 3CylTE25½,42½,72x48; | | BL |
| 135,574 | Steel | | 365.2 | 47.8 \| 27 | 3942 | | 4 | (Napier [Scot. | & Co. (Lim.) | 3SB;WP200lbs | | |
| JFKL | 2D;Wireless;SUB.SIG;W. Bal 7BH | | P38′ | B140′ F67′ | | | | & Miller, Lim.) | | | | |
| 0601 | **Oranje Nassau** | Scw | Hol | Amst'dam | 2174 | | 1911 | Flushing, | Koninkl. | 3CylTE25,41,68x51; | | BL |
| | Steel | Sch | 337.6 | 44.2 \| 23.3 | 3701 | | 6 | (Kon. Maats. [Hol. | West-Indische Maildienst | 3SB;WP180lbs | | |
| PNLT | 2D;B;Well dk;Wireless;W. Bal 4BH | | P & B | 218′ F66′ | | | | de Scheide.) | | | | |
| 0602 | **Orari** | Scw | Br | Plymouth | 5835 | | 1906 | Dumbarton, | New Zea- | 2-3CylTE24½,41¼,69x48; | | C |
| 119,350 | Steel | Twin | 460.7 | 60.2 \| 40.3 \| 31.3 | 9185 | | 9 | (Wm. [Scot. | land Shipping | 5SB;WP200lbs;471RHP | S.S.No.3,Ldn4,21;A.S.6,24; | |
| HJFP | 3D;Shel dk;Deep frmg; 7BH | | | | | | | Denny & Bros.) | Co. (Lim.) | | shfts drn10,23;B.S.1,25; | |
| | Wireless;W. Bal | | | | | | | | | | M.S.3,25 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10603 | **Orator** | Scw | Br | Liverpool | 2947 | | 1912 | Pt. Glasgow, | Charente | 3CylTE26,42,70x48; | | BL |
| 133,076 | xSaint Fillans xHawkhead Steel | | | 385.5 \| 52 \| 26.5 | 4622 | | 10 | (Russell [Scot. | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| HWRT | 2D;Wireless;W. Bal 6BH | | | P37′ B115′ F45′ | | | | & Co.) | | | | |
| 10604 | **Orbe** | Scw | Sp | SanSebstn | 1876 | | 1918 | W. Hartle- | Cia. | 3CylTE25,41,68x45; | | BL |
| | xWye Crag xWar Crag Steel | | 331.2 | 46.8 \| 23.2 | 3110 | | 8 | pool, Eng. | Cantabrica de | 3SB;WP180lbs | | |
| | 1D;Wireless;W. Bal 7BH | | P33′ | B100′ F29′ | | | | (W. Gray & Co., Lim.) | Nav. | | | |
| 10605 | **Orbita** | Scw | Br | Liverpool | 9392 | | 1915 | Belfast, | Royal Mail | 2-4CylTE26,42,47,47x51; | | BL |
| 137,467 | Steel | Trpl | 550.3 | 67.3 \| 43 | 15486 | | 4 | (Harland [Ire. | Steam Packet Co. | 1LPTbn;6DB;WP215lbs | | |
| JLND | 2D;SUB.SIG;Wireless;D.F;W.Bal 10BH | | | B243′ F93′ | | | | & Wolff, Lim.) | | | | |
| 10606 | **Orca** | Scw | Br | Liverpool | 9614 | | 1918 | Belfast, | Royal Mail | 2-4CylTE26,42,47,47x51; | | BL |
| 140,579 | Steel | Twin | 550.3 | 67.3 \| 43 | 16063 | | 1 | (Harland [Ire | Steam Packet Co. | 1LPTbn;6DB;WP215lbs | | |
| JTLW | 2D;SUB.SIG;Wireless; 10HB | | | | | | | & Wolff, Lim.) | | | | |
| | D. F; W. Bal | | | | | | | | | | | |
| 10607 | **Orcoma** | Scw | Br | Liverpool | 7181 | | 1908 | Glasgow, | Pacific | 2-4CylQE26,37,53,76x54; | | BL |
| 127,920 | Steel | Twin | 511.6 | 62.2 \| 29.1 | 11577 | | 8 | (W. Beard- [Scot. | Steam Nav. Co. | 3DB;3SB;WP210lbs. | | |
| HMWP | 2D;Deep frmg;Shel dk;Oil fuel; 8BH | | P50′ | B243′ F93′ | | | | more & Co., Lim.) | | | | |
| | SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 10608 | **Orcus** | Scw | Am | Wilm'gton | 3074 | 5′ 10½″ | 1919 | Tacoma, | Grace S.S. | 3CylTE24,40,70x48; | ✠A1Ⓔ | |
| 218,873 | Steel | | 380.2 | 53 \| 29.3 | 4954 | 23′ 8″ | 9 | (Todd [Wash. | Co., Inc. | Skinner & Eddy Corp; | ✠AMS | |
| LSRJ | 2D;Long. frmg; 7BH | | | 29′ 4″ | 8500 | | | D.D. & Const. Co.) | | 3SB;Willamette I. & S. Wks; | S.S.No.1,Seat1,24; | |
| | Wireless;SUB.SIG; C-35 | | | | | | | | | 6831HS;WP190lbs;2500IHP;EAC; | M.S.1,24;B.S;n shft8,26; | |
| | Oil fuel F. P. above 150° F. | | P52′ | B102′ F41′ | | | | | | Dkd,s rps8,26 | Cih BB;CL | |
| | W.B.—A.P.318t;D.B.334′1237t;D | .T.36′9 | 93t; F. | P.91t | | | | | | | | |
| | F.O.....D.B.....828t;D | .T.36′9 | 27t... | ..... | | | | | | | | |
| 10609 | **Ordine** | Scw | It | Genoa | 3161 | | 1900 | Hamburg, | "Garibaldi" | 3CylTE27,45,75x47 | | I |
| 1,146 | xAndrea Costa Steel | | 400.8 | 53.3 \| 27.3 | 4945 | | | (Blohm [Ger. | Soc. Am. Coop. | | | |
| NDBO | 2D;Oil fuel;Wireless;D.F. 7BH | | P271′ | F48′ | | | | & Voss.) | fra Laboratori del Mare | | | |
| 10610 | **Ordnance** | Scw | Am | New York | 199 | | 1905 | Wilmington, | U. S. Gov- | 2CylC18,36x22; | | |
| | Steel | | 108.6 | 26 \| 12.5 | 293 | | 3 | (Pusey [Del. | ernment | 1WTB;WP150lbs | | |
| | 1D;W. Bal 4BH | | | | | | | & Jones Co.) | (Q. M. C.) | | | |
| 10611 | **Orduna** | Scw | Br | Liverpool | 9470 | | 1914 | Belfast, | Royal Mail | 2-4CylTE26,42,47,47x51; | | BL |
| 135,539 | Steel | Trpl | 550.3 | 67.3 \| 43 | 15499 | | 2 | (Harland [Ire. | Steam Packet Co. | 1LPStmTbn;6DB; | | |
| JDTF | 2D;SUB.SIG; 10BH | | | | | | | & Wolff, Lim.) | | WP215lbs | | |
| | Wireless;D. F;W. Bal | | | | | | | | | | | |
| 10612 | **Ordunte Mendi** | Scw | Sp | Bilbao | 2435 | | '98 | Stockton, | Cie. Nav. | 3CylTE24,40,66½x42; | | BL |
| | xScarthoe Steel | Sch | 336.5 | 46.6 \| 25.7 | 3952 | | 9 | Eng. | Sota y Aznar | 2SB;WP160lbs | | |
| JBQM | 1D;B;Web frms; 6BH | | P27′ | B64′ F33′ | | | | (Ropner & Son.) | | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 10613 | **Oregon** | Brg | Am | New York | 516 | | 1916 | Rondout, | Southern | Wd | | |
| 166,527 | | | 96.6 | 34 \| 8.6 | 516 | | | (Jacob [N. Y. | Pacific Co. | | | |
| | 1D | | | | | | | Rice & Sons) | | | | |
| 10614 | **Oregon** | Scw | Am | New York | 442 | | '90 | Paisley, | Andrew | 3CylTE15,25,40x33 | — Exp | |
| 212,782 | xUller xSama; Steel | Sch | 184.8 | 28 \| 18.8 | 727 | | 6 | (Abercorn [Scot. | Olsen | | | |
| LDWJ | W. Bal 3BH | | | 20.2 | | | | S. B. Co., Lim.) | | | | |
| 10615 | **Oregon** | MV | Dan | Cop'hagen | 2900 | | 1916 | Copenhagen | Det | 2-6CylOilEng23¼x35⅜; | | V |
| | Steel | Twin | 407.8 | 54.2 \| 34.4 | 4774 | | | Forenede | 2600IHP | | | |
| NTSJ | 2D;B;Wireless;W. Bal 8BH | | | | | | | (Burmeister [Den. & Wain) | Dampskibs Selskab. | | | |
| 10616 | **Oregon** | Scw | Am | San Fran. | 628 | | 1916 | Aberdeen, | WilsonBros. | 3CylTE13,21,36x24; | ✠ — — | |
| 214,322 | P;Glf(Sltd) | | 200 | 40.2 \| 14.8 | 989 | | 10 | (And. [Wash. | & Co. | 2WTB;WP225lbs;800IHP | Suspended3,21 | |
| LGFP | 1D;Oil fuel 2BH | | | | | | | Petersen) | | | | |
| 10617 | **Oregon** | MV | Am | Longview | 64 | | 1923 | St. Helens, | Long Bell | 6CylOilEng8½x12; | | |
| 223,092 | Wood | F. B. | 120 | 36 \| 6.4 | 96 | | | (St. Helens [Ore. | Ferry Co. | 140BHP. | | |
| | 1D | | | | | | | S. B. Co.) | | | | |
| 10618 | **Oregon** | MV | Am | Wilm'gton | 1357 | | 1917 | Seattle, | Independ- | 2-4CylOilEng16x24; | | V |
| 215,742 | Fir;Glf | | 215 | 42 \| 20.6 | 1849 | | | (Alaska [Wash. | ent Nav. Co. | 500BHP. | | |
| LJDW | 2D;B;Wireless (Sltd) | | | | | | | Pacific Nav. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10619 220.032 LWNK | **Oregon Fir** xCossa 1D | Sch 6 M | Am 267 | Portland 49.6 \| 25.2 | 2350 2526 | | 1920 7 | Portland, (Peninsula [Ore. S. B. Co.) | Oregon Fir Incorporated | Fir;Gif✕1BH; DB;s rps,s b,dk clkg,clk t9,25 | ✠A1Ⓔ S.S.No.1,PtdO9,25 | |
| 10620 26,823 RWFD | **Oregon Maru** Steel 2D;Oil fuel;Wireless;W. Bal 6BH | Scw | Jap 385 | Kobe 51 \| 36 | 4254 5873 | | 1920 9 | Kobe, (Kawasaki [Jap. Dockyard Co., Lim.) | Kawasaki Dkyd. Co. (Lim.) | 3Cyl TE26,43,72x48; 2SB;1Aux SB;WP200lbs | | BL |
| 10621 214,725 LGRB | **Oregonian** xSanta Rosa Steel 2D;B;Oil fuel;Long. frmg; Shel dk;Wireless;W. Bal;D.F. 6BH | Scw | Am 404.6 P32′ | New York 53.9 \| 26.2 | 3818 6254 | | 1917 1 | Philadelphia (Wm. Cramp [Pa & Sons S. & E. B Co.) | American Hawaiian S.S. Co | 4CylQE25½,37,52½,76x54; 3SB;WP223lbs;3000IHP | | BL |
| 10622 132,550 HSVR | **Oreland** Steel 1D;Wireless;W Bal 6BH | Scw Sch | Br 370.2 P22′ | London 51 \| 26.2 B100′ F33′ | 2709 4190 | | 1911 6 | Newcastle, (Northumber-[England S. B.Co., Lim.) | Humphries (Lim.), Mgrs. | 3CylTE25,41,69x48; 3SB;WP180lbs | | BL |
| 10623 103 | **Oreste** xMoorby Steel 1D;Web frms;Wireless;W. Bal 5BH | Scw | It 300 P27′ | Catania 43 \| 16.4 | 1661 2679 | | '96 7 | Stockton, (Ropner [Eng. & Son.) | M. Scuderi | 3CylTE22½,37½,59x39; 2SB;WP160lbs;1045IHP | | BL |
| 10624 PNMB | **Orestes** Steel 3D;Oil fuel;Wireless;W. Bal 6BH | Scw | Hol 340 | Amst'dam 48 \| 18.4 | 1509 2667 | | 1918 | Rotterdam, (Wrf. voorh [Hol. Rijkee & Co.) | Koninkl. Nederl. Stoomb. Maats. | 3CylTE24,38,63x43½; 3SB;WP180lbs;1850IHP | | V |
| 10625 1,213 PBHK | **Oreto** xMarichu xCampana B Iron xBrodrick Bay 4BH 1D;B;W. Bal | Scw | It 192.2 | Genoa 31.1 \| 18.1 | 505 901 | | '78 | Dumbarton, (Birrell [Scot. Stenhouse & Co.) | Gius. Messina Tabuso | 3CylTE14,23,37x36; 1SB;WP165lbs;520IHP. | | I |
| 10626 LBFJ | **Oria** Steel 1D;Wireless;W. Bal 4BH | Scw | Nor 285 P34′ | Oslo 43.5 \| 19.1 B83′ F32′ | 1255 2127 | | 1920 11 | Sunderland, (Osbourne, [Eng. Graham & Co., Lim.) | Damps-kintsk. Garonne | 3CylTE21,35,58x39; 2SB;WP180lbs | | N |
| 10627 123,973 HGLC | **Oriana** Steel 3D;Deep frmg;SUB.SIG;Wireless W. Bal 7BH | Scw Twin | Br 465.7 F88′ | Liverpool 56.2 \| 35.8 | 4549 8117 | | 1906 6 | Glasgow, (Barclay, [Scot. Curle & Co., Lim.) | Pacific Steam Nav. Co. | 2-4CylQE25,36,52,74x51; 3DB;3SB;WP215lbs | | BL |
| 10628 21,385 NPGQ | **Oridono Maru** Steel 2D;Oil fuel;Wireless;W. Bal 6BH | Scw | Jap 400 P38′ | Nishnmya 54.5 \| 30 B121′ F40′ | 3302 5305 | | 1917 12 | Kobe, (Mitsubishi [Jap. Zosen Kaisha,Lim.) | Tatsuuma Kisen Kabushiki Kaisha | 3CylTE26,43,72x48; 3SB;WP180lbs | | BL |
| 10629 219,167 LTMP | **Orient** xGosport Steel 2D;Long. frmg; Wireless;SUB.SIG; W. Bal; Oil fuel 7BH | Scw | Am 376.4 P40′ | New York 52.3 \| 27 \| 29′ 6″ B95′ F38′ | 3058 4994 7450 | | 1919 10 | Sparrows Point, Md. (Bethlehem S.B. Corp.) | Oriental Navigation Co. | 3CylTE24,41,68x48; 3SB;WP200lbs;2500IHP | ✠ — — ✠ — — Suspended8,24 | |
| 10630 132,622 HTPL | **Orient City** xCloughton Steel 1D;Shel dk;Oil fuel; Wireless;W. Bal 6BH | Scw | Br 396.5 | Bideford 53.5 \| 23 | 3547 5622 | | 1911 10 | Stockton, (Richardson, [Eng. Duck & Co.) | W. R. Smith & Sons, Mgrs. | 3CylTE26,42,70x48; 2SB;WP180lbs | 2dS.S.No.1,Crdf9,23;A.S.4,26; M.&B.S;shft drn4,26 | C |
| 10631 19,418 JQCH | **Oriental** 2D | S | Am 220.1 | San Fran. 42.2 \| 24.9 | 1550 1888 | | '74 10 | Bath, (E. & A. [Me. Sewall.) | Libby, McNeill & Libby | O,YP;Icf | — Exp | |
| 10632 | **Oriente** xVolscian Steel 1D;Well dk;Mchy aft 3BH | Scw | Cuban 179.7 B11′ | Havana 27.9 \| 12.1 F23′ | 230 570 | | '98 8 | Workington, (R. [Eng. Williamson & Son.) | A. Coterillo | 3CylTE15 7/16,25½,41x30; 1SB;WP160lbs | | BL |
| 10633 218.388 LRSK | **Orinoco** xHuachuca Steel 2D;SUB.SIG;Long. frmg; Oil fuel;Wireless;W. Bal 7BH | Scw | Am 376.4 P40′ | New York 52.3 \| 27 \| 29′ 6″ B93′ F39′ | 3059 4994 7400 | | 1919 6 | Sparrows Point, Md. (Bethlehem S. B. Corp.) | Oriental Nav. Co. | 3CylTE24,41,68x48; 3SB;WP200lbs;2500IHP | ✠ — — ✠ — — Suspended7,24 | BL |
| 10634 165,033 | **Orinoco** 1D | Brg | Am 201.3 | Phila. 23.8 \| 10.8 | 477 477 | | 1912 10 | Elkton, (E. Delbert [Md. & Bro.) | Southern Transportation Co. | O,Hk,YP;Gif(Sltd) | ✠ — — Suspended6,19 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10635 | **Oriole** | Brg | Am | N. Orleans | 1056 | | '81 | Sunderland, | Sipsey | I;1BH; | **A1** Towing Barge. | |
| 215,216 | xEdith Wolden | Sch | 219.8 | 35 \| 21.3 | 1152 | | 8 | (W. [Eng. | Barge & Towing | 2ds,n dk9,22;1 d rpd4,26; | Coastwise, Gulf of Mexico & W. I. | |
| LHJD | 1D;B C-27 | | | | | | | Doxford & Sons.) | Co. | Dkd,s rps10,26 | 2dS.S.No.3,NO9,22; B.S.10,26 | |
| 10636 | **Oriole** | Scw | Am | New York | 3634 | 6′ 6″ | 1920 | Seattle, | Oriental | 3Cyl TE26,43,73x48; | ✠A1Ⓔ | |
| 219,422 | xWest Jappa Steel | | 409.8 | 54.2 \| 29.2 | 5866 | 24′ 2″ | 3 | (Ames [Wash. | Nav. Co. | Ames S. B. Co; | ✠AMS | |
| LWBS | 2D;Wireless;W. Bal; 7BH | | | \| 31′11″ | 9600 | | | S. B. & D. D. Co.) | | 3SB;Puget Sound Mchy Depot; | S.S.No.1,Seat6,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P44′ | B119′ F47′ | | | | | | 3946HS;WP210lbs;3000IHP;EAC; | n shft6,23;M.S.6,24; | |
| | | | | | | | | | | d rpd12,24;Dkd,s rps12,25 | shft drn12,25;B.S.7,26; | |
| | W.B.—A.P.273t;D.B.353′838t; D. T.34′ 1 | | 000t... | .....F.P.110t | | | | | | | Clh BB;CL | |
| | F.O.—A.P.255t;D.B.331′690t; D. T.34′ | | 934t;S. | T.58t;F.P.103t | | | | | | | | |
| 10637 | **Oriole** | Scw | Am | | | | 1918 | Mariners' | U. S. Govt. | 3Cyl TE19,29,46x30; | | |
| | Steel | | 180 | 34.3 \| 17.9 | | | 11 | Harbor, N. Y. | (Navy Dept.) | 2WTB;WP200lbs;1400IHP | | |
| | 2D;Oil fuel;W. Bal 7BH | | | | | | | (Staten Island S. B. Co.) | | | | |
| 10638 | **Orion** | Scw | Grk | Andros | 2081 | | '96 | Sunderland, | P. Voyazi- | 3Cyl TE24,39,64x42; | | BL |
| | xHillcrag Steel | Sch | 328.1 | 47.1 \| 15.9 | 3256 | | 8 | (R. [Eng. | des & Co. | 2SB;WP160lbs | | |
| HRNJ | 1D;Spar dk;Deep frmg; 6BH | | P29′ | B70′ F35′ | | | | Thompson & Sons.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 10639 | **Orion** | Scw | Dan | Cop'hagen | 1475 | | 1919 | Newcastle, | C. P. | 3Cyl TE22,36,59x39; | | BL |
| | Steel | | 303 | 43 \| 20.8 | 2405 | | 10 | (Wood, [Eng. | Jensen, Mgr. | 2SB;WP180lbs | | |
| NBHQ | 1D;Wireless;W. Bal 5BH | | P33′ | B81′ F32′ | | | | Skinner & Co., Lim.) | | | | |
| 10640 | **Orion** | Scw | Am | | 5754 | | 1912 | Sparrows | U. S. Gov- | 2-3Cyl TE27,46,76x48; | | |
| 210,184 | Steel | Twin | 514 | 65.2 \| 36.2 | 10650 | | 6 | Point, Md. | ernment (Navy | 3DB;WP200lbs;6500IHP. | | |
| | 1D;Mchy aft;Long. frmg; 11BH | | | \| 39.5 | | | | (Maryland Steel Co.) | Dept.) | | | |
| | Bulk carrier;W. Bal | | P193′ | F55′ | | | | | | | | |
| 10641 | **Orion** | Scw | Am | Houston | 74 | | 1906 | South | W. D. | 2Cyl C15,32x22; | | |
| 202,863 | Wood | | 96.5 | 22.2 \| 13.1 | 127 | | | Portland, Me. | Haden | 1SB;WP160lbs;450IHP. | | |
| LMCW | 1D | | | | | | | (Portland Co.) | | | | |
| 10642 | **Orion** | Scw | Hol | Amst'dam | 977 | | 1914 | Capelle a/d | Koninkl. | 3Cyl TE21½,33,57x39; | | V |
| | Steel | Sch | 295 | 43 \| 16.1 | 1705 | | | (A. [Ysel, Hol. | Nederl. Stoomb. | 3SB;WP180lbs;1100IHP | | |
| PNMF | 2D;Shel dk;Wireless;W. Bal 6BH | | | \| 26.5 | | | | Vuijk & Zonen.) | Maats. | | | |
| 10643 | **Orion** | Scw | Am | New York | 3777 | | 1902 | Vegesack, | U. S. Ship- | 2-4Cyl QE18½,26½,38½,56x41; | **A1** | |
| 215,171 | xPrinz Oskar Steel | Twin | 403.4 | 49.2 \| 27.1 | 6026 | | 12 | (Bremer [Ger. | ping Board | Bremer Vulkan; | S.S.Phila7,17; | |
| LHGM | 2D;SUB.SIG;W. Bal;Wireless 9BH | | P & B | 278′ F64′ | 5800 | | | Vulkan.) | | 2DB;1SB;Bremer Vulkan; | shfts drn;B.S.7,20;BBP | |
| | | | | | | | | | | 208GS:8611HS;WP216lbs; | (Laid up) | |
| | | | | | | | | | | 2700IHP;EAC;clk dk7,17; | | |
| | | | | | | | | | | Dkd,s rps7,20 | | |
| 10644 | **Oriskany** | Scw | Br | Montreal | 838 | | 1924 | Newcastle, | Ronde S.S. | 3Cyl TE20,33,56x39; | | BL |
| 148,054 | Steel | | 254.6 | 35.6 \| 23.6 | 1644 | | 3 | (Swan, [Eng. | Co. (Lim.) | 2SB;WP200lbs | | |
| KQGC | 2D;Oil fuel;Wireless;W. Bal 4BH | | F26′ | | | | | Hunter & Wigham Richardson.) | | | | |
| 10645 | **Orita** | Scw | Br | Liverpool | 5811 | | 1903 | Belfast, | Pacific | 2-4Cyl QE24,35,51,72x54; | | BL |
| 118,010 | Steel | Twin | 485.4 | 58.2 \| 39.3 | 9298 | | 3 | (Harland [Ire. | Steam Nav. Co. | 3DB;3SB;WP210lbs | | |
| TWGB | 3D;Oil fuel;SUB.SIG;Wireless; 8BH | | F53′ | | | | | & Wolff, Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 10646 | **Oritani** | Scw | Am | New York | 768 | | 1921 | Brooklyn, | Oriental | 3Cyl TE19,32,52x36; | | BL |
| 225,291 | Steel | | 227.3 | 33.7 \| 13.7 | 1362 | | 2 | (Todd [N. Y. | Nav. Co. | 2SB;WP180lbs;1300IHP | | |
| MFVW | 3D;B;Oil fuel;SUB.SIG; 5BH | | | | | | | Shipyd. Corp.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 10647 | **Orizaba** | Scw | Am | New York | 3420 | | 1918 | Philadel- | New York | Stm Tbns; | | BL |
| 216,294 | Steel | Twin | 423 | 60 \| 15.7 | 6937 | | 6 | (Wm. [phia, Pa. | & Cuba Mail | 8SB;WP193lbs;9000IHP | | |
| LKJM | 3D;Oil fuel;Shel dk;SUB.SIG; 9BH | | | | | | | Cramp & Sons E. & S. B. Co.) | S.S. Co. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10648 | **Orja** | Scw | Nor | Tonsberg | 1101 | | 1917 | Grimstad, | Dampsk. | 3CylTE21,33,56x36; | | N |
| | xBolama xSonja Steel | | | 42.1 \| 18 | | | 4 | (Sorlandets [Swd. | A/S. Orsnaes | 2SB;WP170lbs | | |
| LFKV | 1D;Wireless;W. Bal 4BH | | 265.1 P23′ | B71′ F29′ | 1803 | | | Skibsbygerri.) | | | | |
| 10649 | **Orkild** | Scw | Dan | Copenhgn | 1178 | | 1906 | Elsinore, | C. K. Han- | 3CylTE20,32,53x36; | | V |
| | xBoscia Steel | Sch | 281.7 | 42.1 \| 20.7 | 1963 | | | (Helsingors [Den. | sen | 2SB;WP185lbs;950IHP | | |
| NPWC | 2D,Wireless;W. Bal 5BH | | | | | | | Jernsk. & Msk.) | | | | |
| 10650 | **Orla** | Scw | Nor | Oslo | 2536 | | 1914 | Newcastle, | Ivar An. | 3CylTE25,41,68x45; | | BL |
| | Steel | | 355.3 | 50.8 \| 24.9 | 4033 | | 5 | (Tyne [Eng. | Christensen, | 3SB;WP180lbs | | |
| MKBW | 1D;W. Bal;Wireless 6BH | | P32′ | B102′ F34′ | | | | I. S. B. Co., Lim.) | Mgr. | | | |
| 10651 | **Orlando** | Scw | Swd | Sundsvall | 1037 | | '83 | W. Hartle- | E. A. En- | 2CylC32½,62x39; | | BL |
| 3,524 | xHelmswood xHelmsley Iron | Sch | 265.1 | 36 \| 18.1 | 1757 | | 3 | pool, Eng. | horning, Mgr. | 2SB;WP80lbs | | |
| JKTH | 1D;B;Well dk;Wireless;W. Bal 4BH | | P28′ | B68′ F63′ | | | | (W. Gray & Co.) | | | | |
| 10652 | **Orleans** | Sch | Am | Boston | 605 | | 1905 | Bath, | R. R. Free- | O,Hw,Hk,YP;Gicf(Sltd) | ✠A1 | |
| 201,688 | | 4 M | 180 | 38 \| 13.9 | 751 | | 2 | (Kelley, [Me. | man | DB;clk t9,23;s rps,s t clkg,clk dk10,24; | 2dS.S.No.1,Phila1,24 | |
| KTPN | 1D | | | | | | o'24 | Spear Co.) | | clk b4,26 | | |
| 10653 | **Orleans** | Scw | Am | New York | 3841 | | 1919 | Kearny, | Oriental | Stm Tbn; | | BL |
| 217,931 | xDonora Steel | | 395.5 | 55.2 \| 31.4 | 6216 | | 5 | (Federal [N. J. | Nav. Co., Inc. | 3SB;WP210lbs;2500SHP | | |
| LQTS | 1D;Shel dk;Web frms; 7BH | | P45′ | B110′ | | | | S. B. Co.) | | | | |
| | Long. frmg;Oil fuel;SUB.SIG; Wireless;W. Bal | | | | | | | | | | | |
| 10654 | **Orleans** | Scw | Fr | Nantes | 1724 | | 1918 | Alloa, | Soc. Mari- | 3CylTE20½,33,54x39; | | V |
| | Steel | | 304.8 | 42.5 \| 21.4 | 2719 | | 3 | (Forth S. B. [Scot. | time Auxiliare | 2SB;WP180lbs;1500IHP | | |
| OPXM | 1D;Wireless;W. Bal 5BH | | P23′ | B35′ F32′ | | | | & Eng. Co., Lim.) | de Transports, Mgrs. | | | |
| 10655 | **Orleans** | Scw | Am | Buffalo | 183 | | '98 | Levis, | New York- | 2CylC17,34x28; | | |
| 220,874 | Steel | | 118 | 28 \| 9.2 | 269 | | | (Carrier, [Can. | Ontario Ferries, | 1SB;WP125lbs;52RHP. | | |
| MCBT | 1D 3BH | | | | | | | Lane & Co.) | Inc. | | | |
| 10656 | **Orleans** | Brg | Am | Fall River | 1426 | | 1916 | Bath, | Staples | WO,Hk,YP;Gicf✕(Sltd) | ✠ — — | |
| 214,542 | xNorthern No. 6 | Sch | 244.7 | 41 \| 19.7 | 1602 | | 10 | (Kelley, [Me. | Transp. Co. | | Cancelled2,23 | |
| LGMF | 1D;B | | | | | | | Spear & Co.) | | | | |
| 10657 | **Ormer** | Scw | Br | London | 683 | | 1915 | Kiel, | Anglo- | 2-3CylTE12,19,32x18 | | V |
| 146,703 | xGauja xWesterplatte Steel | Twin | 234.5 | 34.7 \| 16.4 | 1357 | | | Ger. | Saxon Petroleum | 2SB;WP185lbs;825IHP. | | |
| KNPH | 1D;Mchy aft;Oil fuel; 23BH | | | B24′ F41′ | | | | (Howaldswerke.) | Co. | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 10658 | **Ormes** | Scw | Am | New York | 768 | | 1920 | Brooklyn, | Oriental | 3CylTE19,32,52x36; | | BL |
| 225,292 | Steel | | 227.6 | 33.7 \| 13.7 | 1362 | | 12 | (Todd [N. Y. | Nav. Co. | 2SB;WP180lbs;1300IHP | | |
| MFWB | 3D;B;Oil fuel;Wireless;W. Bal 5BH | | | | | | | Shipyard Corp.) | | | | |
| 10659 | **Ormidale** | MV | Am | Wilm'gton | 1434 | | 1917 | Manitowoc, | Ormidale | 2-6Cyl Oil Eng16½x24; | | BL |
| 215,702 | xAstmahco III Steel | Twin | 250.5 | 43.5 \| 20.4 | 2063 | | 10 | (Manitowoc [Wis. | S.S. Corp. | DB;640IHP | | |
| LJCS | 1D;Mchy aft;Wireless;W. Bal 4BH | | P44′ | B32′ F28′ | | | | S. B. Co.) | | | | |
| 10660 | **Ormond** | Brg | Am | New York | 165 | | 1913 | Brooklyn, | Clyde S.S. | Wd | | |
| 166,184 | | | 85.4 | 30 \| 7.7 | 165 | | | (Olson [N. Y. | Co. | | | |
| | 1D | | | | | | | & Jenson.) | | | | |
| 10661 | **Ormuz** | Scw | Br | London | 8082 | | 1914 | Vegesack, | Orient | 2-4CylQE28,43,60,84x59; | | BL |
| 144,399 | xZeppelin Steel | Twin | 550 | 67.3 \| 35.1 | 14588 | | 6 | (Bremer [Ger. | Steam Nav. | 6DB;WP220lbs. | | |
| KDSH | 3D;Wireless;D. F;W. Bal 13BH | | P & B | B403′ F113′ | | | | Vulkan.) | Co. (Lim.) | | | |
| 10662 | **Orn II** | Scw | Nor | Sandefj'rd | 2757 | | '90 | Belfast, | Soren L. | 3CylTE23,37,64x48; | | N |
| | xCarnarvonshire Steel | | 400.6 | 45.2 \| 28.4 | 4358 | | 3 | (Harland [Ire. | Christensen, Mgr. | 2DB;1SB;WP180lbs | | |
| MQSR | 2D;B;Wireless;W. Bal 7BH | | P41′ | B88′ F43′ | | | | & Wolff, Lim.) | | | | |
| 10663 | **Orne** | Scw | Fr | St.Nazaire | 1283 | | 1918 | Ontario, | Cie. Gen. | Stm Tbn; | | V |
| | xWar Weasel Steel | | 251.1 | 43.1 \| 21 | 2139 | | 5 | (Midland [Can. | Transatlantique | 2SB;WP180lbs;1250SHP | | |
| OPXS | 1D;Wireless;W. Bal 5BH | | P25′ | B71′ F23′ | | | | D. D. Co.) | | | | |
| 10664 | **Orneborg** | Scw | Dan | Cop'hagen | 1055 | | 1919 | Rotterdam, | C. K. | 3CylTE19,32,51x36; | | BL |
| | Steel | | 269.8 | 39.1 \| 18.3 | 1775 | | 4 | (Wilton's E. [Hol. | Hansen, Mgrs. | 2SB;WP180lbs | | |
| NWMT | 1D;W. Bal;Wireless 4BH | | P24′ | B65′ F27′ | | | | & Slipways Co.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10665 | **Ornefjell** | Scw | Nor | Oslo | 861 | | 1904 | Alblasser- | Olsen & | 3CylTE19,31,51x33; | | N |
| | xHuftero xNorma Steel | | | 244.8 \| 37.2 \| 16.4 | | | 5 | dam, Hol | Ugelstad, Mgrs. | 2SB;WP160lbs | | |
| MBRF | 1D;Well dk;Deep frmg;W. Bal 4BH | | | P18′ B100′ F27′ | 1421 | | | (Schwf. v. Jan Smit. Cz.) | | | | |
| 10666 | **Orompello** | Scw | Chl | Valparaiso | 682 | | '59 | Newcastle, | Borquez & | 2CylC28,53x32; | | |
| | 1,053 xMatias Cousino Iron | | | 210.4 \| 30.5 \| 18.9 | | | | (A. [Eng. | Co. | 1SB;WP100lbs;500IHP. | | |
| HBDC | 1D;Wireless 4BH | | | | 921 | | | Mitchell & Co.) | | | | |
| 10667 | **Oronsay** | Scw | Br | Glasgow | 11441 | | 1925 | Glasgow, | Orient | Stm Tbns; | | BL |
| | 147,948 Steel | Twin | | 633.6 \| 75.2 \| 33 | | | 1 | (J. Brown [Scot. | Steam Nav. Co. | 6DB;4SB;WP215lbs | | |
| KSDT | 3D;Oil fuel;Wireless;D. F; 12BH | | | B344′ F71′ | 20001 | | | & Co., Lim.) | (Lim.) | | | |
| | W. Bal | | | | | | | | | | | |
| 10668 | **Oropesa** | Scw | Br | Liverpool | 8607 | | 1920 | Birkenhead, | Pacific | Stm Tbns; | | BL |
| | 143,667 Steel | Twin | | 530 \| 66.3 \| 41.3 | | | 9 | (Cammell [Eng. | Steam Nav. Co. | 4DB;WP190lb | | |
| KGRJ | 2D;Shel dk;Oil fuel;SUB.SIG; 10BH | | | B250′ F91′ | 14072 | | | Laird & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 10669 | **Oroya** | Scw | Br | Liverpool | 7380 | | 1923 | Belfast, | Pacific Stm. | Stm Tbns; | | BL |
| | 147,202 Steel | Twin | | 525.3 \| 62.8 \| 32.1 | | | 3 | (Harland [Ire. | Nav. Co. | 4DB;WP215lbs | | |
| KNQB | 2D;Shel dk;Oil fuel; 10BH | | | B217′ F55′ | 12257 | | | & Wolff, Lim.) | | | | |
| | SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 10670 | **Orseolo** | Scw | It | Venice | 2785 | | 1905 | Speiza, | Soc. Vene- | 3CylTE25,40,68x48; | | I |
| | 44 Steel | | | 342.3 \| 48.6 \| 27.5 | 4450 | | 6 | (Cant. Nav. [It. | ziana di Nav. | 2SB;WP180lbs;1800IHP | | |
| PBJU | 1D;Spar dk;Web frms;W. Bal 7BH | | | P40′ B118′ F38′ | | | | di Muggiano.) | a Vap. | | | |
| 10671 | **Ortega** | Scw | Am | New York | 1667 | 4′ 2¾″ | 1920 | Manitowoc, | Clyde S.S. | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| | 219,700 xSioux City Steel | | | 253 \| 43.9 \| 25.9 | 2689 | 24′ 3″ | 8 | (Manitowoc [Wis. | Co. | Manitowoc S. B. Co: | ✠AMS | |
| LVTJ | 1D;B;Wireless;SUB.SIG; 4BH | | | \| 28′ 4″ | 4050 | | | S. B. Co.) | | 2SB;Manitowoc S. B. Co; | S.S.No.1,NY7,24; | |
| | Oil fuel F. P. above 150° F. C-29 | | | P25′ B64′ F23′ | | | | | | 4876HS;WP185lbs;1500IHP; | M.&B.S;shft drn7,24; | |
| | | | | | | | | | | Dkd5,26;s rps8,26 | SBP;CL | |
| | W.B.—A.P.99t.....D.B. | 205′41 | 6t | .....F.P.5 | 1t | | | | | | | |
| | F.O.—A.P.92t;D.T.a14′111t;D.B | 167′29 | 7t;W.T | m.38′170t..... | .. | | | | | | | |
| 10672 | **Ortega** | Scw | Br | Liverpool | 4510 | | 1906 | Belfast, | Pacific | 2-4CylQE24,34,50,71x54; | | BL |
| | 123,976 Steel | Twin | | 465.3 \| 56.3 \| 35.9 | 8075 | | 6 | (Harland [Ire. | Stm. Nav. Co. | 3DB;3SB;WP215lbs | | |
| HGNJ | 3D;Deep frmg;SUB.SIG; 7BH | | | F86′ | | | | & Wolff, Lim.) | | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 10673 | **Ortiga Hermanos** | Scw | Am | Manila | 269 | | '74 | Pt. Glasgow, | Ortigo Hnos | 2CylC22,39x27 | | |
| | xFlorencio Iron | | | 150.7 \| 23.2 \| 15.1 | 474 | | 10 | Scot. | Cia. | | | |
| | 2D;W. Bal 4BH | | | | | | | (Macfayden & Co.) | | | | |
| 10674 | **Ortinashell** | MV | Br | London | 1561 | | '91 | Stockton, | Anglo- | 2-8CylOilEng14½x15 | | BL |
| | 100,264 xOweenee Steel | Twin | | 309 \| 42 \| 24.6 | 2603 | | 10 | (Richardson, [Eng. | Saxon Petroleum | | | |
| MHVR | 1D;B;Web frms;Mchy aft; 8BH | | | P45′ F36′ | | | | Duck & Co.) | Co. (Lim.) | | | |
| | Bulk Carrier;Wireless;W. Bal | | | | | | | | | | | |
| 10675 | **Ortolan** | Scw | Am | | | | 1919 | Mariners | U. S. Govt. | 3CylTE19,29,46x30; | | |
| | Steel | | | 180 \| 35.3 \| 17.2 | | | 8 | Harbor, S. I. | (Navy Dept.) | 2WTB;WP200lbs;1400IHP | | |
| | 2D;W. Bal;Oil fuel 11BH | | | | | | | (Staten Island | | | | |
| | | | | | | | | S. B. Co.) | | | | |
| 10676 | **Orvieto** | Scw | It | Fiume | 2236 | | 1907 | Middlesbro, | Soc. Anon. | 3CylTE23,39,66x45; | | I |
| | 260 xOrsova Steel | | | 350 \| 49.7 \| 23.4 | 3567 | | 10 | (R. Craggs [Eng. | di Nav. Fiumana | 3SB;WP180lbs | | |
| PBKS | 1D;Deep frmg;Wireless;W. Bal 6BH | | | P31′ B101′ F35′ | | | | & Sons, Lim.) | "Levante" | | | |
| 10677 | **Orwell** | Scw | Nor | Tonsberg | 4685 | | 1905 | Glasgow, | A/S. | 3CylTE27,46,76x51; | | BL |
| | xKnight Templar Steel | | | 470 \| 58 \| 31.8 | 7968 | | 11 | (C. Connell [Scot. | Tonsberg | 3SB;WP200lbs | | |
| LFKG | 2D;Deep frmg;Bulk carrier; 11BH | | | P38′ B169′ F51′ | | | | & Co., Lim.) | Hvalfanger | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 10678 | **Osage** | Scw | Am | New York | 1637 | 4′ 2″ | 1919 | Cleveland, | Clyde S.S. | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| | 218,231 xLake Fannin Steel | | | 251 \| 43.6 \| 26.2 | 2649 | 24′ 2½″ | 7 | (American [Ohio | Co. | American S. B. Co; | ✠AMS | |
| LRKS | 1D;B;SUB.SIG;W. Bal; 4BH | | | \| 28′ 2″ | 4050 | | | S. B. Co.) | | 2SB;American S. B. Co; | S.S.No.1,NY5,24; | |
| | Oil fuel F. P. above 150° F. | | | P25′ B64′ F23′ | | | | | | 5470HS;WP185lbs;1500IHP; | M.S.5,24;n shft5,25;B.S.8,26; | |
| | | | | | | | | | | d rpd5,23;Dkd6,26;s rps8,26 | SBP;CL | |
| | W.B.—A.P.96t;D.B.204′436t;D.T | a12′80 | t..... | .....F.P.72t | | | | | | | | |
| | F.O.—A.P.90t;D.B.158′288t;D.T | a12′75 | t;W.T. | 30′200t..... | | | | | | | | |
| 10679 | **Osaka Maru** | Scw | Jap | Tokio | 2192 | | 1922 | Yokohama, | Nippon | 3CylTE23,40,67x48; | | C-J |
| | 28,976 Steel | | | 345 \| 50 \| 29 | 3741 | | 7 | (Yokohama [Jap. | Yusen Kabushiki | 2SB;WP200lbs | S.S.No.1,Ykhma2,26;A.S.3,25; | |
| SLDC | 2D;W. Bal;Wireless 6BH | | | P33′ B83′ F41′ | | | | Dock Co.) | Kaisha | | shft drn3,25;M.&B.S.2,26 | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. Bth. Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10680 | **Osaqumsick** | Scw | Am | Seattle | 4483 | 8′ 2″ | 1919 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 218,085 | Steel | | 401.9 | 53.1 \| 32 | 6034 | 26′ 6″ | 7 | (Seattle [Wash | ping Board | W. & A. Fletcher & Co: | ✠AMS | |
| LRFJ | 2D;Wireless;W. Bal; 7BH | | | \| 34′ 6″ | 9500 | | | North Pacific | | 3WTB;Murray Iron Wks; | BSP;CL | |
| | 6BH to Fbd dk | | | | | | | S. B. Co.) | | 9150HS;WP225lbs;2800SHP;EAC; | (Laid up) | |
| | 1BH to 2d dk | | P34′ | F38′ | | | | | | s rps2,21 | | |
| | Oil fue ]F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.55t;D.B.344′1274t;D. | T.30′5 | 52t. . . | . . . . . F.P.74t | | | | | | | | |
| | F.O. . . . . D.B.327′1111t;D. | T.30′5 | 14t; S. | T.41t. . . . . | | | | | | | | |
| 10681 | **Osawatomie** | Scw | Am | Baltimore | 3559 | 6′ 1¾″ | 1919 | Baltimore, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,515 | Steel | | 409.6 | 54.4 \| 27.4 | 5720 | 24′ | 2 | (Baltimore [Md. | ping Board | General Electric Co; | ✠AMS | |
| LPRG | 2D;Long. frmg;W. Bal; 8BH | | | \| 30′ | 8755 | | | D. D. & S. B. Co.) | | 4WTB;Heine Safety W. T. Bir. Co; | S.S.Bost5,20; | |
| | Wireless;SUB.SIG; 6BH to Fbd dk | | | | | | | | | 11132HS;WP225lbs;2500SHP; | CL | |
| | 2BH to 2d dk | | | | | | | | | Dkd12,20;s rps7,21 | (Laid up) | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| 10682 | **Osbur** | Scw | Swd | Helsngbrg | 780 | | 1914 | Malmo, | Rederi A/B. | 3Cyl TE18,28,48x31; | | BL |
| 5,553 | xNautic Steel | | 233.2 | 37.7 \| 16.3 | 1370 | | 2 | (Kockums [Swd. | Wallhall | 2SB;WP185lbs | | |
| JTPM | 1D;W. Bal 4BH | | P16′ | B58′ F26′ | | | | M. V. Aktieb.) | | | | |
| 10683 | **Oscar** | Scw | Swd | Helsnborg | 956 | | '89 | Stockton, | J. Ohlsson, | 3Cyl TE20,33,54x36; | | BL |
| 4,553 | xValpen xNautilus Iron | | 269.8 | 37.2 \| 18.3 | 1652 | | 12 | (Craig, [Eng. | Mgr | 2SB;WP160lbs | | |
| JPST | 1D;B;Well dk;Wireless;W. Bal 4BH | | | B106′ F31′ | | | | Taylor & Co.) | | | | |
| 10684 | **Oscar D. Bennett** | Scw | Am | Los Ang's | 3587 | | 1916 | Wilmington, | Pan-Amer- | 3Cyl TE27,45,75x48; | | BL |
| 214,161 | xGeorge E. Paddleford Steel | | 391.8 | 51.3 \| 28.8 | 4710 | | 6 | (Harlan & [Del. | ican Petroleum & | 3SB;WP190lbs;2800IHP | | |
| LGCJ | 3D;Mchy aft;Web frms; 14BH | | P99′ | B34′ F44′ | | | | Hollingsworth | Transport Co. | | | |
| | Long.frmg;Oil in bulk;Oil fuel; | | | | | | | Corp.) | | | | |
| | SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 10685 | **Oscar J. Lingemann** | Scw | Am | Detroit | 1193 | 2′ 7″ | 1918 | Toledo, | Aetna | 3Cyl TE20½,33,54x40; | ✠A1Ⓔ | |
| 216,528 | xLake Catherine Steel | | 252 | 43.5 \| 18.9 | 2016 | 18′ 7″ | 6 | (Toledo [Ohio | Portland Cement | Toledo S. B. Co; | ✠AMS | |
| LMBV | 1D;SUB.SIG;Wireless;W. Bal 6BH | | | \| 21′ | 3000 | | | S. B. Co.) | Co. | 2SB;Toledo S. B. Co; | S.S.No.2,Nflk4,26; | |
| | | | P21′ | B64′ F30′ | | | | | | 126GS;4828HS;WP180lbs;1250IHP; | shft drn9,25;M.&B.S.4,26; | |
| | W.B.—A.P.51t;D.B.208′491t;F.P. 60t | | | | | | | | | EAC;Dkd,s rps9,25 | Scip;CL | |
| 10686 | **Oscar Midling** | Scw | Swd | Kramfors | 1371 | | '89 | So. Shields, | J. Manner- | 3Cyl TE19,37,61x39; | | BL |
| 4,081 | xBertha xAinsdale Steel | | 290.5 | 39 \| 18.9 | 2237 | | 9 | (J. Read- [Eng. | heim, Mgrs. | 2SB;WP160lbs | | |
| JNBG | 1D;B;Well dk;Wireless;W. Bal 6BH | | P28′ | B118′ F33′ | | | | head & Sons.) | | | | |
| 10687 | **Oscar Newhouse** | MV | Am | Pt. Huron | 67 | | '76 | Sheboygan, | C. E. Gary | Oil Engs; | | |
| 19,459 | Wood | | 78.6 | 20.1 \| 6.9 | 70 | | rb'02 | Mich. | & Eli Putnam | 60BHP. | | |
| | 1D | | | | | | | | | | | |
| 10688 | **Oscar II** | Scw | Dan | Copenhgn | 6024 | | 1902 | Glasgow, | Det | 2-3Cyl TE30,50,80x54; | | V |
| | Steel | Sch | 500.8 | 53.3 \| 37.6 | 10012 | | | (A. Ste- [Scot. | Forenede | | | |
| NLTM | 3D;Wireless;W. Bal 10BH | Twin | P44′ | B176′ F59′ | | | | phen & Sons, Lim.) | Dmpskib. Selskab. | 7SB;WP190lbs;8350IHP | | |
| 10689 | **Osceola** | StW | Am | New York | 272 | | 1913 | Jacksonville, | Clyde | 2-1Cyl I24x72; | | |
| 211,613 | Steel | | 180 | 40 \| 8 | 474 | | 8 | (Merrill [Fla. | S.S. Co. | 2Blrs;WP120lbs;1000IHP | | |
| | 1D 4BH | | | | | | | Stevens Co.) | | | | |
| 10690 | **Osceola** | Brg | Am | Phila. | 1472 | | 1918 | Bath, | Westmore- | Wd | | |
| 215,952 | | Sch | 245.9 | 41.2 \| 20.1 | 1621 | | | (Kelley- [Me. | land Coal Co. | | | |
| LJPQ | | | | | | | | | Spear Co.) | | | |
| 10691 | **Osceola** | Scw | Am | New York | 1667 | 4′ 2¾″ | 1920 | Manitowoc, | Osceola | 3Cyl TE21,35,59x42; | ✠A1Ⓔ | |
| 219,703 | xLake Harest Steel | | 253.5 | 43.9 \| 25.9 | 2689 | 24′ 3″ | 7 | (Manitowoc [Wis. | S.S. Co., Inc. | Nordberg Mfg. Co; | ✠AMS | |
| LVTN | 1D;B;Wireless;W. Bal; 4BH | | | \| 28′ 4″ | 4050 | | | S. B. Co.) | | 2SB;Manitowoc S. B. Co; | S.S.Mntoc7,20; | |
| | Oil fuel F. P. above 150° F. C-29 | | P25′ | B64′ F23′ | | | | | | 4876HS;WP185lbs;1500IHP; | M.&B.S;shft drn12,25; | |
| | | | | | | | | | | d rpd7,26;Dkd10,26 | Scip;CL | |
| | W.B.—A.P.99t. . . . . D.B | .205′41 | 6t. . . . | . . . . . F.P. | 51t | | | | | | | |
| | F.O.—A.P.92t;D.T.a14′111t;D.B | .167′29 | 7t; W. | T.m38′170t. . . . | . . . | | | | | | | |
| 10692 | **Oscoda** | Scw | Am | Baltimore | 3540 | 6′ 1¾″ | 1919 | Locust | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,626 | Steel | | 409.6 | 54.4 \| 27.4 | 5780 | 24′ | 3 | Point, Md. | ping Board | General Electric Co; | ✠AMS | |
| LQBT | 2D;W. Bal;Long. frmg; 8BH | | | \| 30′ | 8755 | | | (Baltimore D. D. | | 4WTB;Heine Safety Boiler Co; | S.S.NY1,21; | |
| | Web frms;Wireless; 6BH to Fbd dk | | P41′ | B120′ F44′ | | | | & S. B. Co.) | | 11132HS;WP225lbs;2500SHP; | shft drn4,20;Clh BB;CL | |
| | SUB.SIG; 2BH to 2d dk | | | | | | | | | Dkd,rps1,21;s rps4,21 | (Laid up) | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.45t;D.T.a30′765t;D.B | .340′11 | 86t. . . | . . . . . D.T.f.30′ | 736t;F | P.199t | | | | | | |
| | F.O. . . . . D.B | .304′ 9 | 55t; S. | T.79t; D.T.f.30′ | 688t. . | . . . . . | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10693 | **Oshkosh** | Scw | Am | Los Ang's | | | 2393 | 4′ 11½″ | 1918 | Long Beach, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,205 | Steel | | 340.5 | 48 | 24.7 | | 3961 | 22′ 5″ | 11 | (Long [Cal. | ping Board | General Electric Co; | ✠AMS | |
| LNRV | 2D;SUB.SIG;W. Bal; 6BH | | | | 27′ 3″ | | 5900 | | | Beach S. B. Co.) | | 3WTB;Heine Safety W. T. Blr. Co; | shft drn11,21; | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | Clh BB;CL | |
| | | | | | | | | | | | | Dkd,s rps11,21 | (Laid up) | |
| | W.B.—A.P.102t; D.B.290′888t. | .....F | P.120t | | | | | | | | | | | |
| | F.O.....D.B.250′690t; S. | T.65t. | ..... | | | | | | | | | | | |
| 10694 | **Osiris** | MV | Ger | Hamburg | | | 2621 | | 1922 | Hamburg, | Deutsche | 2-6CylOilEng24⅘x37⅘ | | G |
| | Steel | Twin | 376.2 | 51.8 | 25.9 | | 4453 | | 6 | (Deutsche [Ger. | Dampfs. Ges. | | | |
| RCTJ | 2D;Wireless;W. Bal 6BH | | P303′ | F41′ | | | | | | Werft A. G.) | Kosmos | | | |
| 10695 | **Osirus** | Brg | Br | Deseronto | | | ..... | | '92 | Deseronto, | Rathbun | O | | |
| 88,249 | | | 109.5 | 26.5 | 6.1 | | 106 | | | Ont. | Co. | | | |
| | 1D | | | | | | | | | | | | | |
| 10696 | **Oskaloosa** | Scw | Am | San Fran. | | | 4189 | 5′ 9½″ | 1918 | San Fran- | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,391 | Steel | | 410.5 | 54 | 27 | | 5623 | 24′ 2″ | 12 | (Schaw [cisco, Cal. | ping Board | General Electric Co; | ✠AMS | |
| LPGS | 2D;SUB.SIG;Wireless;W. Bal; 6BH | | | | 29′ 9″ | | 8750 | | | Batcher Co.) | | 4WTB;Heine Safety W. T. Blr. Co; | BSP;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | 11132HS;WP225lbs;2560SHP;EAC; | (Laid up) | |
| | | | | | | | | | | | | Dkd4,20;d rpd6,21;s rps9,21 | | |
| | W.B.—A.P.274t; D.B.353′1278t. | ..... | F.P.12 | 4t | | | | | | | | | | |
| | F.O.—A.P.256t; D.B.308′1008t; S. | T.88t. | F.P.11 | 6t | | | | | | | | | | |
| 10697 | **Oskawa** | Scw | Am | San Fran. | | | 4539 | 8′ 3¼″ | 1918 | Oakland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 217,206 | Steel | | 402.5 | 53 | 32 | | 6100 | 26′ 5″ | 11 | (Moore [Cal. | ping Board | General Electric Co; | ✠AMS | |
| LNRW | 2D;Shel dk; 7BH | | | | 34′ 6″ | | 9400 | | | S. B. Co.) | | 4WTB;Heine Safety Boiler Co; | S.S.Phila7,21; | |
| | Long. frmg;W. Bal; 6BH to Fbd dk | | P34′ | B81′ F37′ | | | | | | | | 11132HS;WP225lbs;2800SHP; | shft drn7,21; | |
| | Wireless;SUB.SIG; 1BH to 2d dk | | | | | | | | | | | EAC;Dkd,s rps7,21 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | | (Laid up) | |
| | W.B.—A.P.49t; D.B.345′1295t; D. | T.30′5 | 46t. . . | .....F.P.73t | | | | | | | | | | |
| | F.O.....D.B.327′1132t; D. | T.30′5 | 09t; S. | T.40t; F.P.68t | | | | | | | | | | |
| 10698 | **Osler** | Scw | Br | Toronto | | | 4361 | | 1907 | Bridgeburg, | Canada S.S. | 4CylQE19,28,40,58x42; | 100(GL) | |
| 125,977 | xE. B. Osler Steel | Sch | 491.3 | 56 | 26.5 | | 6787 | | | (Canadian [Ont. | Lines (Lim.) | 3SB;WP210lbs;1650IHP | P.S.4,25 | |
| | 1D;W. Bal;Mchy aft 3BH | | | | | | | | | S. B. Co.) | | | | |
| 10699 | **Oslo** | Scw | Nor | Oslo | | | 1165 | | '96 | Stockton, | J. W. | 3CylTE19,32,52x36; | | BL |
| | xFlol xTalisman Steel | | 270 | 39.5 | 14.4 | | 1888 | | 3 | (Ropner [Eng. | Kulver, Mgr. | | | |
| HMLG | 1D;B;Wireless;W. Bal 4BH | | P27′ | | | | | | | & Son.) | | 2SB;WP160lbs | | |
| 10700 | **Osman** | Scw | Swd | Helsngbrg | | | 738 | | 1913 | Malmo, | Rederiakt. | 3CylTE18,28,48x31; | | BL |
| 5,489 | xAvesta Steel | | 237 | 37.7 | 16.3 | | 1316 | | 6 | (Kockums [Swd. | Vanadis | | | |
| JTKS | 1D;W. Bal 4BH | | P22′ | B57′ F24′ | | | | | | M. V. Aktieb.) | | 2SB;WP185lbs | | |
| 10701 | **Osmo** | Bk | Fin | Hango | | | 713 | | '69 | Raumo, | Hango | F;Icf(Sltd) | | |
| 124 | | xS | 182.7 | 34.6 | 19.6 | | 794 | | 8 | (J. Justin) [Rus. | Rederi A/B. | | | |
| RBKF | 1D;B | | | | | | | | | | | | | |
| 10702 | **Osprey** | Scw | Am | ..... | | | ..... | | 1919 | Morris | U. S. Gov- | 3CylTE19,29,46x30; | | |
| | Steel | | 180 | 35.3 | 17.2 | | | | 2 | Heights, N. Y. | ernment (Navy | | | |
| | 2D;W. Bal;Oil fuel 11BH | | | | | | | | | (Gas Engine | Dept.) | 2WTB;WP200lbs;1400IHP | | |
| | | | | | | | | | | & Power Co.) | | | | |
| 10703 | **Osprey** | Scw | Am | Rockland | | | 169 | | 1919 | Savannah, | Deep Sea | 3CylTE12¾,21½,35x24; | | |
| 219,744 | Steel | | 139.4 | 25.2 | 14.3 | | 409 | | | (Founda- [Ga. | Fisheries, Inc. | | | |
| LVWP | 1D 5BH | | | | | | | | | tion Co.) | | 1SB;WP180lbs;550IHP. | | |
| 10704 | **Ossa** | Scw | Am | New York | | | 3003 | 5′ 10½″ | 1920 | Tacoma, | Export S.S. | 3CylTE24½,41½,72x48; | ✠A1Ⓔ | |
| 219,683 | Steel | | 380.2 | 53.1 | 27 | | 4846 | 23′ 8″ | 2 | (Todd [Wash. | Corp. | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LVBR | 2D;Long.frmg;W. Bal; 7BH | | | | 29′ 4″ | | 7500 | | | D. D. & Const. | | 3SB;Todd D. D. & Const. Corp; | S.S.No.1,NY4,24; | |
| | Wireless;SUB.SIG; C-35 | | P52′ | B102′ F41′ | | | | | | Corp.) | | 6831HS;WP190lbs;2800IHP;EAC; | n shft4,23;M.S.4,24; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | Dkd,d rpd3,26 | B.S;shft drn3,26; | |
| | W.B.—A.P.318t; D.B.334′1237t; D. | T.36′9 | 93t; F. | P.91t | | | | | | | | | Clh BB;CL | |
| | F.O.....D.B.—′828t; D | T.36′9 | 27t. . . | ..... | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10705 | **Ossabaw** | Scw | Am | New York | 2043 | | 1907 | Quincy, | Mallory | 3Cyl TE 18,28½,48x40; | ✠A1 Coastwise & W. I. | |
| 203,856 | Steel | Sch | 300 | 41 \| 25.8 | 2667 | | 2 | (Fore River [Mass. | S.S. Co. (Inc.) | Fore River S. B. Co: | AMS | |
| KVTR | 2D;Mchy aft;W. Bal; 6BH | | | | 3700 | | | S. B. Co.) | | 2SB;Lake Erie Blr. Wks; | 2ndS.S.No.1,NY8,24; | |
| | 1BH to Fbd dk | | | | | | | | | WP175lbs;1200IHP; | n Blrs5,20;M.S.8,24; | |
| | 5BH to 2d dk | | | | | | | | | d rpd6,26;Dkd,s rps9,26 | shft drn1,26;B.S.9,26;Scip;CL | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| 10706 | **Ossag** | MV | Ger | Hamburg | 1515 | | 1921 | Hamburg, | Tank- | 6CylOilEng 24 1/16 x37 1/16 | | G |
| | Steel | | 309.7 | 45.5 \| 22.5 | 2793 | | 12 | (Deutsche [Ger. | dampfer, | | | |
| RCLB | 1D;Mchy aft;Oil in bulk 6BH | | P90′ | B31′ F36′ | | | | Werft A. G.) | Ges. "Ossag" | | | |
| | SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 10707 | **Ossian Bedell** | Scw | Am | Buffalo | 192 | | 1901 | Buffalo, | New York- | 2CylC14,30x20; | | |
| 155,414 | Steel | | 104.5 | 28 \| 9.6 | 296 | | 5 | N. Y. | Ontario Ferries, Inc. | 1Blr;WP150lbs;312IHP. | | |
| | 1D | | | | | | | | | | | |
| 10708 | **Ossineke** | Scw | Am | Seattle | 4149 | 5′ 10″ | 1918 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,155 | Steel | | 409.6 | 54.1 \| 27.1 \| 29′ 9″ | 5577 | 24′ 1½″ | 4 | (Skinner [Wash. | ping Board | General Electric Co; | ✠AMS | |
| LKMH | 2D;W. Bal 6BH | | | | 8800 | | | & Eddy Corp.) | | 3SB;Commercial Blr. Wks; | n shft11,20;Clh BB;CL | |
| | C-36 | | | | | | | | | 181GS;7500HS;WP210lbs;2500SHP; | (Laid up) | |
| | | | | | | | | | | EAC;d rpd11,20;s rps12,20;Dkd5,24 | | |
| | W.B.—A.P.340t;D.B.356′1264t;F. P.120t | | | | | | | | | | | |
| 10709 | **Ossining** | Scw | Am | Tacoma | 2968 | 5′ 10½″ | 1919 | Tacoma, | U. S. Ship- | 3Cyl TE 24,40,70x48; | ✠A1Ⓔ | |
| 218,369 | Steel | | 380.1 | 53.1 \| 27 \| 29′ 4″ | 4801 | 23′ 7½″ | 6 | (Todd [Wash. | ping Board | Seattle Const. & D. D. Co; | ✠AMS | |
| LRSC | 2D;SUB.SIG;W. Bal; 7BH | | | | 7600 | | | D. D. & Const. | | 3WTB;Badenhausen W. T. Blr. Co; | n shft7,21;M.&B.S.9,23; | |
| | Long frmg; C-35 | | | | | | | Co.) | | 8086HS;WP200lbs;2500IHP;EAC; | shft drn2,24;Clh BB;CL | |
| | Oil fuel F.P. above 150° F. | | | | | | | | | Dkd,s rps11,24 | (Laid up) | |
| | W.B.—A.P.318t;D.B.334′1237t;D .T.36′9 93t; F. P.91t | | | | | | | | | | | |
| | F.O.....D.B.—828t;D .T.36′9 27t... ..... | | | | | | | | | | | |
| 10710 | **Ossining** | Scw | Am | New York | 233 | | '85 | Linwood, | Lower | 2CylC17,34x24; | | |
| 116,079 | xSarah A. Jenks Iron | | 128 | 26 \| 8.6 | 365 | | | Pa. | Hudson Steam- boat Co., Inc. | 2Blrs;419IHP | | |
| 10711 | **Ostara** | S | It | Spezia | 1830 | | '96 | Pt. Glasgow, | Ed. Stur- | Stl;1BH | | |
| | xPendeen | | 265.7 | 40 \| 23.6 | 1952 | | 3 | (A. [Scot. | lese | | | |
| | 1D;B | | P37′ | F27′ | | | | Rodger & Co.) | | | | |
| 10712 | **Ostende** | Scw | Blg | Antwerp | 2718 | | 1903 | Newcastle, | Armement | 4CylQE 23,32,48,72x54; | | BL |
| | xEhrenfels Steel | | 375.1 | 50.5 \| 27.4 | 4438 | | 9 | (Swan, [Eng. | Deppe | 3SB;WP213lbs | | |
| MOST | 2D;Web frms;Wireless;W. Bal 7BH | | P46′ | B119′ F51′ | | | | Hunter & Wigham Richardson, Lim.) | | | | |
| 10713 | **Osterdal** | Scw | Nor | Oslo | 2381 | | 1907 | Sunderland, | Alf Mohn | 3Cyl TE 24,40,66x45; | | N |
| | xAlden Steel | | 344 | 49.1 \| 25 | 3839 | | 9 | (J. [Eng. | Mgr. | 2SB;WP180lbs | | |
| MDNF | 1D;B;W. Bal;Wireless 6BH | | P27′ | B100′ F32′ | | | | Priestman & Co.) | | | | |
| 10714 | **Osterland** | Scw | Swd | Gothenb'g | 3392 | | 1905 | Sunderland, | S.G.Janson, | 3Cyl TE 24,41,68x45; | | V |
| | Steel | Sch | 340.4 | 49.5 \| 23.9 | 4282 | | | (W. Doxford [Eng. | Mgr. | 2SB;WP180lbs;1500IHP | | |
| JPSQ | 1D;B;Wireless;W. Bal 7BH | | P38′ | F41′ | | | | & Sons, Lim.) | | | | |
| 10715 | **Osterley** | Scw | Br | Glasgow | 6740 | | 1909 | Glasgow, | Orient S. N. | 2-4CylQE 28,41,58,84x60; | | BL |
| 128,287 | Steel | Twin | 535 | 63.2 \| 34.1 | 12184 | | 6 | (London & [Scot. | Co. (Lim.) | 4DB;2SB;WP215lbs | | |
| HPGN | 3D;B;Shel dk;Wireless; 10BH | | B57′ | | | | | Glasgow Co., Lim.) | | | | |
| | D.F;W. Bal | | | | | | | | | | | |
| 10716 | **Ostpreussen** | MV | Ger | Hamburg | 1261 | | 1921 | Kiel, | A. G. Hugo | 2-6CylOilEng 17¾x16 11/20 | | G |
| | Steel | Twin | 276 | 40.5 \| 23.4 | 2082 | | 7 | (Frd. [Ger. | Stinnes | | | |
| RBHL | 2D;Mchy aft;Oil in bulk 9BH | | F42′ | | | | | Krupp Act. Ges.) | | | | |
| | SUB.SIG;Wireless | | | | | | | | | | | |
| 10717 | **Ostsee** | Scw | Ger | G'stem'de | 2389 | | '99 | Newcastle, | W. | 4CylQE 23,31½,48,71x45; | | G |
| | xWeissenfelde Steel | | 358 | 46.1 \| 19.5 | 3847 | | 4 | (Wigham [Eng. | Schuchmann | 2SB;WP210lbs | | |
| KSBC | 1D;Spar dk;Web frms; 6BH | | P49′ | B98′ F45′ | | | | Richardson & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 10718 | **Ostsee** | Scw | Ger | Stettin | 2338 | | 1901 | Newcastle, | Stettiner | 3Cyl TE 24,40,66x45; | | G |
| | xThemisto Steel | | 348 | 45.2 \| 17.9 | 3727 | | 8 | (C. S. Swan [Eng. | Dampfer Cie | 2SB;WP186lbs | | |
| JBDW | 1D;Spar dk;Deep frmg; 6BH | | P28′ | B92′ F39′ | | | | & Hunter, Lim.) | Akt. Ges. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10719 | **Oswal** | Scw | Swd | Helsngbrg | 1551 | | '96 | W. Hartle- | Rederi A/B. | 3Cyl TE 23,36,62x39; | | BL |
| 6,051 | Steel | | 314 | 44 \| 20.8 | 2576 | | 3 | (W. [pool, Eng. | Wanadis | 2SB;WP160lbs | | |
| KBMQ | xNorrkoping / xEdmund-Gustave | | P27′ | B70′ F31′ | | | | Gray & Co., Lim.) | | | | |
| | 5BH / 1D;B;Web frms;Wireless;W. Bal | | | | | | | | | | | |
| 10720 | **Oswego** | Brg | Am | New York | 523 | | 1922 | Wilmington, | Inter- | YP,O;Gif | | |
| 168,704 | | | 120 | 33 \| 14 | 523 | | | (American [Del. | national | | | |
| | 1D | | | | | | | Car & Foundry Co.) | Elevating Co. | | | |
| 10721 | **Oswego** | Brg | Am | Duluth | 235 | | 1909 | Oswego, | Zenith | Wd | | |
| 165,621 | | | 92.3 | 33 \| 8.7 | 235 | | | (E. H. [N. Y. | Dredge Co. | | | |
| | 1D | | | | | | | Preston.) | | | | |
| 10722 | **Oswego Socony** | MV | Am | New York | 753 | | 1924 | Chester, | Standard | 2-6Cyl Oil Eng 13x18; | ✠A1Ⓔ Oil Carrier. | |
| 223,672 | Steel | Twin | 252.9 | 40.1 \| 12.8 | 1199 | | 5 | (Sun [Pa. | Transp. Co. | McIntosh & Seymour Corp; | Inland & Sound; New York to | |
| MFKT | 1D;Mchy aft;Web frms; 11BH / Oil fuel F. P. above 150° F. | Brg | | | | | | S. B. & D. D. Co.) | | 700BHP;EAC;Dkd,d rpd7,24 | Boston via Cape Cod Canal; Short Lake Trips in Summer, as Oswego to Cape Vincent. | |
| | W.B.—A.P.47t. ..... F.O. ..... D.T.452t | | | | | | | | | | ✠AMS Clh BB | |
| 10723 | **Oswichee** | MV | Am | Cleveland | 91 | | 1924 | Port Clinton | J. A. | Gas Engs 6½x9; | | |
| 223,771 | Wood | Twin | 95 | 19 \| 4.5 | 110 | | | (Matthews [Ohio | Williams | 90BHP. | | |
| | 1D / 2BH | | | | | | | Boat Co.) | | | | |
| 10724 | **Otaki** | Scw | Br | Plymouth | 4934 | | 1920 | Glasgow, | New Zea- | 2-3Cyl TE 26,44,73x48; | | BL |
| 132,763 | Steel | Twin | 449.1 | 58.2 \| 37.1 | 7976 | | 2 | (Barclay, [Scot. | land Shipping Co. | 2DB;2SB;WP200lbs | | |
| | 2D;Shel dk;Wireless;W. Bal 8BH | | P31′ | F43′ | | | | Curle & Co., Lim.) | (Lim.) | | | |
| 10725 | **Otarama** | Scw | Br | Plymouth | 4607 | | 1912 | Pt. Glasgow, | New | 2-4Cyl QE 19,27,40,58x48; | | BL |
| 132,712 | xAjana Steel | Twin | 454 | 56.2 \| 36 | 7753 | | 5 | (Russell [Scot. | Zealand Shipping | 4SB;WP220lbs | | |
| HVSF | 2D;Shel dk;Wireless;W. Bal 7BH | | F49′ | | | | | & Co.) | Co. | | | |
| 10726 | **Otaru Maru No. 1** | Scw | Jap | Kinoye | 1327 | | '88 | Stockton, | Nakamura | 3Cyl TE 22,36,59x39 | | |
| 7,119 | xFalk xClandeboye Steel | Sch | 275 | 37.3 \| 19.1 | 2132 | | 2 | (Richard- [Eng. | Seishichiro | | | |
| LDKJ | 1D;Well dk;Web frms;W. Bal 4BH | | P28′ | B110′ F29′ | | | | son, Duck & Co.) | | | | |
| 10727 | **Otaru Maru No. 2** | Scw | Jap | Kobe | 1998 | | '89 | W. Hartlpl, | Sugaya | 3Cyl TE 23,37½,61½x39 | | |
| 7,120 | xBlackheath Steel | Sch | 300 | 41.6 \| 19.6 | 2739 | | 10 | (W. [Eng. | Kabushiki | | | |
| LDKM | 1D;Web frms;W. Bal;Wireless 5BH | | P27′ | | | | | Gray & Co., Lim.) | Kaisha | | | |
| 10728 | **Othello** | Scw | Swd | Sundsvall | 1278 | | '83 | W. Hartlpl, | E. A. En- | 2Cyl C 32,62x40; | | V |
| | xUno xPrincess Elena Iron | Sch | 263 | 36 \| 15.7 | 1787 | | 5 | (W. Gray [Eng. | horning | 2SB;WP80lbs;740IHP | | |
| JMVN | 1D;B;Well dk;Wireless;W. Bal 5BH | | P28′ | B70′ F31′ | | | | & Co.) | | | | |
| 10729 | **Otho** | Scw | Am | Tacoma | 2976 | 5′ 10½″ | 1920 | Tacoma, | U. S. Ship- | 3Cyl TE 24½,41½,72x48; | ✠A1Ⓔ | |
| 219,814 | Steel | | 379.9 | 53.1 \| 27 \| 29′ 4″ | 4839 7500 | 23′ 8″ | 3 | (Todd [Wash. | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LWDT | 2D;Long.frmg;Wireless;SUB.SIG; 7BH / W. Bal; C-35 | | P52′ | B102′ F41′ | | | | D. D. & Const. Corp.) | | 3SB;Willamette I. & S. Wks; 6831HS;WP190lbs;2800IHP;EAC; d rpd6,26;Dkd9,26 | S.S.No.1,Phila8,24; M.S.8,24;n shft6,26;B.S.9,26; Clh BB;CL | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| | W.B.—A.P.318t;D.B.334′1237t;D.T.36′9 93t; F. / F.O. ..... D.B. —′ 828t;D.T.36′9 27t. ..... | | | | P.91t | | | | | | | |
| 10730 | **Othon Stathatos** | Scw | Grk | Ithaca | 1957 | | 1902 | So. Shields, | ..... | 3Cyl TE 24½,40,66x45; | | BL |
| | Steel | | 326 | 46.1 \| 23.5 | 3254 | | 5 | (J. [Eng. | | 2SB;WP160lbs | | |
| HQMR | 1D;B;Deep frmg; 6BH / Wireless;W. Bal | | P11′ | B150′ F30′ | | | | Readhead & Sons) | | | | |
| | (*Now Maria P. Xila*) | | | | | | | | | | | |
| 10731 | **Otira** | Scw | Br | Sthamptn | 4911 | | 1919 | Belfast, | Shaw, Savill | 2-3Cyl TE 26,44,73x48; | | BL |
| 135,706 | Steel | Twin | 458.4 | 58.4 \| 37.2 | 7995 | | 4 | (Harland [Ire. | & Albion Co. | 3SB;WP200lbs | | |
| JWVD | 2D;Shel dk;W. Bal;Wireless 8BH | | P31′ | F34′ | | | | & Wolff, Lim.) | (Lim.) | | | |
| 10732 | **Otis Wack** | Scw | Br | Windsor | 36 | | 1921 | Parrsboro, | Gypsum | 3Cyl TE 14,22,36x24; | | V |
| 141,080 | Wood | | 105.7 | 25.4 \| 12.3 | 226 | | | (C. A. [N. S. | Packet Co. (Lim.) | 1SB;WP180lbs;640IHP | | |
| | 1D | | | | | | | Huntley.) | | | | |
| 10733 | **Otsego** | Scw | Am | San Fran. | 2595 | 4′ 10″ | 1902 | Hamburg, | Libby, | 4Cyl QE 22½,32¼,47,68x47¼; | A1 | |
| 215,813 | xPrinz Eitel Frederich Steel | | 371.1 | 45.3 \| 26.8 \| 29′ 6″ | 4638 6470 | 25′ 1″ | 2 | Ger. | McNeill & Libby | Reiherstieg Schiffswerke; | AMS | |
| LJHB | 2D;SUB.SIG;W. Bal 9BH | | | F45′ | | | | (Reiherstieg Schiffswerke.) | | 3WTB;Barber Asphalt Paving Co; WP220lbs;2400IHP;rps5,21; Dkd,s rps2,24 | 2dS.S.No.1,Bost5,21; n Blrs5,21;M.S.5,21; shft drn2,24;Clh BB;CL | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | | | | | | | | | |
| 10734 | **Otta** Steel | Scw | Nor | Bergen | 2036 | | '99 | Sunderland, | L. W. | 3Cyl TE 23,41,67x45; | | N |
| | | | 325 | 47 \| 25.6 | 3238 | | 6 | (J. Priest- [Eng | Hansen, Mgr. | 2SB;WP160lbs | | |
| JVTH | 1D;B;Web frms; 5BH | | P31′ | B90′ F35′ | | | | man & Co.) | | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 10735 | **Ottar** Steel | Scw | Nor | Porsgrund | 972 | | 1908 | Fevig, | Chr. Knud- | 3Cyl TE 20,33,54x36; | | N |
| | | Sch | 252.6 | 37 \| 19.2 | 1585 | | 9 | (Fevigs [Nor. | sen, Mgr. | 2SB;WP180lbs | | |
| MFGL | 1D;Spar dk;Deep frmg;W. Bal 4BH | | P16′ | B67′ F28′ | | | | Jernskibsbyg.) | | | | |
| 10736 | **Ottawa** Steel | Scw | Nor | Porsgrund | 1543 | | 1906 | Pt. Glasgow, | L. M. | 3Cyl TE 21,35,57x39; | | BL |
| | xCraigisla | | 313.6 | 43.8 \| 13.3 20.7 | 2468 | | 3 | (A. Rodger [Scot. | Knutzen | 2SB;WP180lbs | | |
| MGDR | 1D;B;Spar dk;Deep frmg; 5BH | | P29′ | B82′ F30′ | | | | & Co.) | | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 10737 | **Otter** Wood | Scw | Br | Victoria | 232 | | 1900 | Victoria, | Canadian | 2CylC 12,24x18 | | |
| 107,832 | | | 128 | 24.5 \| 11 | 366 | | | (Canadian [B. C. | Pacific Railway | | | |
| | 2D | | | | | | | Pacific Nav. Co., Lim.) | Co. | | | |
| 10738 | **Otter** | Brg | Am | Eagle | 539 | | '98 | St. Michael, | American- | Wd | | |
| 53,289 | | | 143.8 | 32.5 \| 7.1 | 539 | | | Alaska | Yukon Nav. Co. | | | |
| 10739 | **Otto Hugo Stinnes 9** Steel | Scw | Ger | Hamburg | 2515 | | 1911 | Gothenburg, | A. G. Hugo | 3Cyl TE 26,43,72x45; | | G |
| | xAnnie Johnson | | 375 7 | 50.7 \| 22.3 | 4381 | | 9 | (Lindol- [Swd. | Stinnes f. | 4SB;WP200lbs | | |
| RBWQ | 2D;Shel dk;Oil fuel; 2BH | | | | | | | mens V. A.) | Seeschiff u. | | | |
| | Wireless;W. Bal | | | | | | | | Ueberseehandel | | | |
| 10740 | **Otto M. Reiss** Steel | Scw | Am | Duluth | 3367 | | 1901 | Chicago, | D. Sullivan | 4Cyl QE 15,23,36½,56x40; | 100(GL) | |
| 121,208 | xFrederick B. Wells | | 430 | 50.2 \| 28 | 4378 | | 10 | (Chicago [Ill. | & Co. | 2WTB;WP250lbs;1700IHP. | P.S.4.25 | |
| | 1D;B;Mchy aft;Wireless;W. Bal 3BH | | | | | | rb'23 | S. B. Co.) | | | | |
| 10741 | **Otto Sinding** Steel | Scw | Nor | Bergen | 572 | | 1910 | Bergen, | A/S. | 3Cyl TE 16,25,43x30; | | N |
| | | | 214.3 | 32.2 \| 12.7 | 948 | | 7 | (Laxevaags, [Nor. | Dampsk. Otto | 1SB;WP175lbs | | |
| MGDC | 1D;W. Bal 4BH | | | | | | | Maskin & Jernskibs.) | Sinding | | | |
| 10742 | **Otto Sverdrup** Steel | Scw | Nor | Bergen | 2291 | | 1904 | So. Shields, | Bergh & | 3Cyl TE 24,40,65x45; | | N |
| | | Sch | 340 9 | 46.6 \| 24.7 | 3525 | | 6 | (J. Readhead [Eng. | Helland, Mgrs. | 3SB;WP160lbs | | |
| MBSR | 1D;B;W. Bal;Wireless 6BH | | P29′ | B82′ F34′ | | | | & Sons, Lim.) | | | | |
| 10743 | **Ouderkerk** Steel | Scw | Hol | TheHague | 4911 | | 1919 | Vegesack, | Vereenigde | 3Cyl TE 32,52,86x55; | | G |
| | xOrsino xGera | | 476.1 | 60.7 \| 32.6 | 7833 | | 1 | (Bremer [Ger. | Nederl. Scheepv. | 4SB;WP206lbs | | |
| PNQC | 2D;Wireless;W. Bal 8BH | | P28′ | B140′ F87′ | | | | Vulkan.) | Maats. | | | |
| 10744 | **Oueme** Steel | Scw | Fr | Marseilles | 2417 | | 1912 | Rostock, | Cie. | 3Cyl TE 29,41,68x47; | | BL |
| | xIngo | | 361.5 | 50 \| 23.7 | 3989 | | 3 | (Akt. [Ger. | Marseilles de | 3SB;WP200lbs | | |
| OJPA | 2D;Well dk;Wireless; 7BH | | P & B | 234′ F45′ | | | | Ges. "Neptun.") | Nav. a Vap. | | | |
| | W. Bal | | | | | | | | | | | |
| 10745 | **Ouergha** Steel | Scw | Fr | Marseilles | 1103 | | 1920 | Slikkerveer, | Cia de | 3Cyl TE 19,31,52x35; | | BL |
| | xBretta | | 269.1 | 42.1 \| 18.1 | 1944 | | | (M. V. [Hol. | Navigation | 2SB;WP180lbs | | |
| | 1D;Wireless;W. Bal 4BH | | P28′ | B74′ F27′ | | | | Scheepsb, "De Mass.") | Paquet | | | |
| 10746 | **Ouessant** Steel | Scw | Fr | Havre | 5360 | | 1908 | St. Nazaire, | Chargeurs | 2-3Cyl TE 25½,42½,70½x48½; | | V |
| | | Twin | 484.6 | 56.1 \| 33.1 | 8525 | | 6 | (Atel. & [Fr. | Reunis | 6SB;WP200lbs;6500IHP. | | |
| OPZD | 3D;B;Wireless;W. Bal 11BH | | | | | | | Chant. de la Loire.) | | | | |
| 10747 | **Our Son** | Sch | Am | Milw'ukee | 684 | | '75 | Black River, | Wm. | O | 90CF(GL) | |
| 19,437 | | x Brg | 182 | 34.6 \| 16.7 | 720 | | | Ohio | Schlosser | | P.S.6,26 | |
| | 1D | | | | | | rb'21 | | | | | |
| 10748 | **Oural** Steel, Iron | Scw | Blg | Antwerp | 1549 | | '87 | Low Walker, | A. Christen- | 3Cyl TE 20½,34,53x36; | | V |
| | xHans & Kurt | Bkt | 270 | 39.2 \| 21.2 | 2210 | | 8 | (Armstrong, [Eng. | sen | 2SB;WP160lbs;860IHP | | |
| MOUR | 3D;Mchy aft; 12BH | | P157′ | F34′ | | | | Mitchell & Co.) | | | | |
| | Oil in bulk;W. Bal;Wireless | | | | | | | | | | | |
| 10749 | **Outagamie** Steel | Scw | Am | Chicago | 91 | | 920 | Green Bay, | Standard | 3Cyl TE; | | |
| 219,804 | | | 141.5 | 27.7 \| 14.8 | 429 | | | (Northwest [Wis. | Oil Co. (Ind.) | 2SB;850IHP. | | |
| LWDJ | 1D;Wireless | | | | | | | Eng. Wks.) | | | | |
| 10750 | **Outbound** Wood | MV | Am | Annapolis | 94 | | 1917 | Neponset, | Sylvester | 2-6CylGasEng 8x11; | | |
| 221,796 | xLolomi | Twin | 112.7 | 16 \| 12.1 | 139 | | | (Geo. [Mass. | W. Labrot | 250IHP. | | |
| | 1D;Wireless | | | | | | | Lawley & Son.) | | | | |
| 10751 | **Overbrook** | Scw | Am | P. Amboy | 89 | | '94 | Philadel- | Penn. R.R. | | | |
| 155,268 | | | 104.2 | 24.4 \| 11.2 | 179 | | | phia, Pa. | Co. | 650IHP. | | |
| | 1D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10752 | **Overbrook** | Scw | Am | New York | 3507 | 6′ 11″ | 1918 | Chester, | Gladstone | Stm Tbn; | ✠A1Ⓔ Oil Carrier. | |
| 216,157 | Steel | | 400.8 | 54.3 \| 31.4 \| 32′ 9″ | 5724 | 26′ ½″ | 4 | (Chester [Pa. S. B. Co.) | Transp. Co., Inc. | Westinghouse E. & Mfg. Co; | ✠AMS | |
| LKMN | 1D;Long. frmg;Wireless; 10BH | | | | | | | | | 3SB;New York S. B. Co: | S.S.No.2,Mbl4,26; | |
| | SUB.SIG;Mchy aft; | | | | | | | | | 8862HS;WP180lbs;2500SHP; | shft drn3,26;M.&B.S.4,26; | |
| | Fitted with cyl. tanks; | | | | | | | | | Dkd,d rpd4,26;s rps10,26 | C|h BB;CL | |
| | Oil fuel F. P. above 150° F. | | | P99′ | B27′ F50′ | | | | | | | |
| | W.B.—A.P.144t.....D | | | B.350′ | 1611t;F.P.115t | | | | | | | |
| | F.O.....T.D.162t;D.T.a7′ | | | 427t;D B. 80′ | 329t..... | | | | | | | |
| 10753 | **Overdale** | Scw | Br | Leith | 2231 | | 1903 | Dumbarton, | Chr. | 3Cyl TE24,40,65x42; | | BL |
| 115,786 | xDumbarton Steel | Sch | 340 | 45 \| 17.8 | 3586 | | 8 | (A. Mc- [Scot. | Salvesen & Co. | 2SB;WP180lbs | | |
| VFTD | 1D;Spar dk;Deep frmg; 6BH | | P30′ | B88′ F36′ | | | | Millan & Son, Lim.) | Mgrs. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 10754 | **Overland** | Scw | Br | Sarnia | 398 | | '81 | Bay City, | Harold D. | 2CylC18,36x30; | | |
| 134,520 | xKongo Wood | | 215 | 31 \| 12.7 | 758 | | | (F. W. [Mich. | Robertson | 1SB;WP125lbs;450IHP. | | |
| | 1D | | | | | | | Wheeler & Co.) | | | | |
| 10755 | **Ovid** | Scw | Br | London | 2463 | | 1902 | Sunderland, | Glover | 3Cyl TE24,37,64x45; | | BL |
| 115,865 | xLipsos xCeres xCasilda Steel | | 365.8 | 47.1 \| 24.8 | 3928 | | 8 | (J. Laing [Eng. | Bros., Mgrs. | 3SB;WP180lbs | | |
| KCJH | 2D;Deep frmg;Wireless;W. Bal 7BH | | P37′ | B96′ F40′ | | | | & Sons, Lim.) | | | | |
| 10756 | **Ovidio** | Scw | It | Rome | 2107 | | '99 | Stockton, | Soc. An. | 3Cyl TE24,38,64x42; | | I |
| 104 | xColtano xMaurizio Steel | | 330 | 45.2 \| 18 | 3318 | | 2 | (Craig, [Eng. | ca e Rete | 2SB;WP160lbs | | |
| PBMH | 1D;Spar dk;Deep frmg;W. Bal 5BH | | P69′ | B98′ F41′ | | | | Taylor & Co.) | Italiana | | | |
| 10757 | **Ovre** | Scw | Nor | Oslo | 2413 | | 1912 | Sunderland, | H. Oster- | 3Cyl TE25,42,70x45; | | |
| | xAthamas Steel | | 370 | 51 \| 22.7 | 3987 | | 8 | (Wm. [Eng. | vold | 2SB;WP180lbs;384RHP. | | |
| MVBD | 1D;Deep frmg;Wireless;W. Bal 6BH | | P33′ | B243′ F36′ | | | | Doxford & Sons, Lim.) | | | | |
| 10758 | **Owana** | SW | Am | Detroit | 420 | | '99 | Wyandotte, | White Star | 1Cyl 48x108; | | |
| 150,313 | xPennsylvania Steel | | 200.6 | 32 \| 12 | 747 | | | (Detroit [Mich. | Line | 2SB;WP65lbs;750IHP. | | |
| | 2D 6BH | | | | | | | D. D. Co.) | | | | |
| 10759 | **Owera** | Scw | Am | New York | 187 | | 1907 | Leith, | James | 3Cyl TE15,24,39x24; | | |
| 212,974 | Steel | Sch | 173.8 | 25.1 \| 14 | 426 | | 2 | (Ramage & [Scot. | Shewan & Son | 1Blr;600IHP. | | |
| LFGP | 1D 5BH | | | | | | | Ferguson.) | | | | |
| 10760 | **Owl** | Scw | Am | | | | 1918 | Brooklyn, | U. S. Govt. | 3Cyl TE19,29,46x30; | | |
| | Steel | | 180 | 35.3 \| 17.2 | | | 11 | (Todds [N. Y. | (Navy Dept.) | 2WTB;WP200lbs;1400IHP | | |
| | 2D;W. Bal; 11BH | | | | | | | Shipyards Corp.) | | | | |
| | Oil fuel | | | | | | | | | | | |
| 10761 | **Oxelosund** | MV | Swd | Stockholm | 3129 | | 1923 | Gothenburg, | Trafik. | 2-6Cyl Oil Eng 23x35 | | BL |
| 7,018 | Steel | Twin | 393.7 | 53.4 \| 30.9 | 5617 | | 8 | (Aktieb. [Swd. | Aktieb.Granges- | | | |
| KFGT | 1D;Shel dk;Wireless;W. Bal 7BH | | F40′ | | | | | Gotaverken.) | berg-Oxelosund | | | |
| 10762 | **Oxfordshire** | Scw | Br | Liverpool | 5424 | | 1912 | Belfast, | Bibby S.S. | 2-4Cyl QE22,31,46,66x51; | | BL |
| 131,454 | Steel | Twin | 474.7 | 55.3 \| 32.1 | 8624 | | 9 | (Harland [Ire. | Co. (Lim.) | 2DB;2SB;WP215lbs | | |
| HWPD | 3D;Web frms;Oil fuel; 8BH | 4 M | P52′ | B250′ F78′ | | | | & Wolff, Lim.) | | | | |
| | SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 10763 | **Oxonian** | Scw | Br | Liverpool | 4123 | | '98 | Glasgow, | F. Leyland | 3Cyl TE28,47½,78x60; | | BL |
| 109,475 | xPinemore Steel | Sch | 459 | 52.5 \| 31 | 6383 | | 11 | (C. [Scot. | & Co. (Lim.) | 2DB;1SB;WP200lbs | | |
| QJLR | 2D;B;Wireless;SUB.SIG;W. Bal 7BH | | P58′ | B & F338′ | | | | Connell & Co.) | | | | |
| 10764 | **Oyama Maru** | Scw | Jap | Dairen | 2369 | | '99 | Sunderland, | Dairen | 3Cyl TE24,40,64x42; | | BL |
| 218 | xTaizan Maru Steel | | 356 | 45.2 \| 18.7 | 3857 | | 2 | (Sunderland [Eng. | Kisen Kabushiki | 2SB;WP170lbs | | |
| OBTF | xTsurugisan Maru 6BH | | P38′ | B92′ F46′ | | | | S. B. Co., Lim.) | Kaisha | | | |
| | 1D;Spar dk;Deep frmg;Wireless; | | | | | | | | | | | |
| | W. Bal | | | | | | | | | | | |
| 10765 | **Oyapock** | Scw | Brz | Rio Jan'ro | 439 | | 1905 | Kiel, | Lloyd | 2-3Cyl TE11,19,31x18 | | |
| | xVenus Steel | Twin | 200 | 30 \| 8.9 | 916 | | | Ger. | Brasileiro | | | |
| | 1D;Wireless;W. Bal | | | | | | | (Howaldtswerke.) | | | | |
| 1076 | **Oyarzun** | Scw | Sp | Bilbao | 1406 | | '89 | Sunderland, | Cia.Naviera | 3Cyl TE22,37,60x39; | | BL |
| | xOlavarria xWhite Jacket Steel | | 290 | 38.6 \| 19.7 | 2237 | | 5 | (J. L. [Eng. | Bidasoa | 2SB;WP160lbs | | |
| JBMN | 1D;Web frms;Wireless;W. Bal 6BH | | P29′ | | | | | Thompson & Sons.) | | | | |
| 10767 | **Oylerie** | Scw | Br | Glasgow | 3791 | | 1914 | Newcastle, | A. Weir & | 3Cyl TE27,45,74x48; | | BL |
| 136,269 | xBarneson Steel | | 420.3 | 54.6 \| 32.4 | 6051 | | 2 | (Hawthorn, [Eng. | Co., Mgrs. | 3SB;WP180lbs | | |
| JDVG | 2D;Web frms;Long. frmg; 17BH | | P99′ | B26′ F45′ | | | | Leslie & Co., Lim.) | | | | |
| | Mchy aft;Oil in bulk; | | | | | | | | | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10768 | **Ozama** | Scw | Am | New York | 1259 | | 1916 | Wyandotte, | New York | 3Cyl TE 20,33,54x40; | | BL |
| 214,562 | Steel | | 251 | 43.8 \| 18.2 | 2118 | | 11 | (Detroit [Mich. | & Porto Rico | 2SB;WP180lbs;1300IHP | | |
| LGMR | 1D;Wireless;W. Bal 4BH | | P28′ | B65′ F27′ | | | | S. B. Co.) | S.S. Co. | | | |
| 10769 | **Ozark** | Scw | Am | New York | 1667 | | 1919 | Manitowoc, | Clyde S.S. | 3Cyl TE 21,35,59x42; | ✠A1Ⓔ ✠AMS | |
| 218,922 | xLake Savus Steel | | 253.5 | 43.9 \| 25.2 | 2689 | | 9 | (Manitowoc [Wis. | Co. | Manitowoc S. B. Co; | S.S.No.1,NY11,24; | |
| LSVW | 1D;B;W. Bal; 4BH | | P24′ | B65′ F23′ | 4050 | | | S. B. Co.) | | 2SB;Manitowoc S. B. Co; | shft drn;M.S.11,24;B.S.10,26 | |
| | Oil fuel F. P. above 150° F. C-29 | | | | | | | | | 4876HS;WP185lbs;1550IHP; | SHP;CL | |
| | | | | | | | | | | rps11,24;Dkd,s rps7,26 | | |
| | W.B.—A.P.99t.....D.B. | .205′41 | 6t..... | ..... F.P.5 | 1t | | | | | | | |
| | F.O.—A.P.92t;D.T.a14′111t;D.B. | .167′29 | 7t;W.T | .m38′170t..... | .. | | | | | | | |
| 10770 | **Ozaukee** | Scw | Am | Los Ang's | 2835 | 4′ 11½″ | 1918 | Long Beach, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ ✠AMS | |
| 216,995 | Steel | | 340.5 | 48 \| 24.9 \| 27′ 3″ | 4045 | 22′ 5″ | 11 | (Long [Cal. | ping Board | General Electric Co: | Clh BB;CL | |
| LNDC | 2D;W. Bal; 6BH | | | | 5900 | | | Beach | | 3WTB;Heine Safety W. T. Bl'r. Co; | (Laid up) | |
| | Oil fuel F.P. above 150° F. C-32 | | | | | | | S. B. Co.) | | 8700HS;WP200lbs;2400SHP; | | |
| | | | | | | | | | | Dkd11,20;s rps2,21 | | |
| | W.B.—A.P.102t;D.B.290′888t... | .....F | .P.120t | | | | | | | | | |
| | F.O.....D.B.250′690t; S. | T.65t | ..... | | | | | | | | | |
| 10771 | **Ozette** | Scw | Am | Seattle | 4490 | 8′ 2″ | 1919 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. ✠AMS | |
| 217,839 | Steel | | 401.9 | 53.2 \| 32 | 6078 | 26′ 6″ | 4 | (Seattle [Wash. | ping Board | Hallidie Mchy. Co: | Clh BB;CL | |
| LQPF | 2D;Shel dk; 7BH | | P34′ | F38′ \| 34′ 6″ | 9500 | | | North Pacific | | 3WTB;Murray Iron Wks; | (Laid up) | |
| | SUB.SIG; 6BH to Fbd dk | | | | | | | S. B. Co.) | | 9150HS;WP225lbs;2800SHP;EAC; | | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | d rpd11,20;Dkd,s rps8,21 | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.55t;D.B.344′1274t; D. | T.30′5 | 52t... | .....F.P.74t | | | | | | | | |
| | F.O.....D.B.327′1111t; D. | T.30′5 | 14t; S | T.41t..... | | | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. Lth. \| Bth. \| Dth. / Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10772 | **P. de Satrustegui** | Scw | Sp | Barcelona | 2718 | | '90 | Glasgow, | Cia. Tras- | 3CylTE33,52,86x60; | | BL |
| | xTara Steel | Sch | 410 | 46.1 \| 29.5 | 4671 | | II | Scot. | atlantica | 3DB;WP170lbs | | |
| JCHW | 3D;Wireless;D.F;SUB.SIG;W. Bal 6BH | | P51′ | B162′ F51′ | | | | (A. & J. Inglis.) | | | | |
| 10773 | **P. E. Crowley** | Scw | Am | Buffalo | 3398 | | '99 | Buffalo, | Great Lakes | 4CylQE20,29,43,63x42; | | |
| 3,805 | xBuffalo Steel | | 381.7 | 50.5 \| 28 | 4077 | | | (Union [N. Y. | Transit Co. | 3SB;WP210lbs;2257IHP. | | |
| | 2D;Mchy aft;W. Bal 3BH | | | | | | | D. D. Co.) | | | | |
| 10774 | **P. H. Wise** | Scw | Am | Boston | 55 | | '92 | Philadelphia | Boylan | 2CylC15,26x22; | | |
| 150,575 | Iron | | 84.5 | 19 \| 9.6 | 111 | | | (Neafie [Pa. | Towing & | SB;WP125lbs;350IHP. | | |
| | 1D | | | | | | | & Levy.) | Transp. Co. | | | |
| 10775 | **P. J. Barry** | Brg | Am | Albany | 447 | | 1916 | Rondout, | DwyerBros. | Wd | | |
| 166,583 | | | 112 | 29 \| 13.1 | 447 | | | (R. [N. Y. | | | | |
| | 1D | | | | | | | Lenahan Co.) | | | | |
| 10776 | **P. J. Ralph** | Scw | Am | Mich. City | 658 | | '89 | Marine City, | O. W. | 2CylC27,50x40; | | |
| 150,460 | Oak | | 211.4 | 37 \| 14 | 964 | | (Alex. [Mich. | Blodgett | 1FB;WP115lbs;685IHP. | | |
| | 1D | | | | | | rb'11 | Anderson.) | | | | |
| 10777 | **P. J. Reilly** | Scw | Am | Pt. Arthur | 2550 | | 1920 | Orange, | New | 3CylTE19,32,56x36; | | |
| 220,969 | Wood | | 314 | 48 \| 34 | 3376 | | (National [Tex. | National Oil Co. | 2WTB;WP180lbs;1200IHP. | | |
| MCHL | 1D;Mchy aft;Oil fuel;W. Bal; | | | | | | | S. B. Co.) | | | | |
| | Wireless;Oil in bulk | | | | | | | | | | | |
| 10778 | **P. L. M. No. 10** | Scw | Fr | Rouen | 1907 | | '98 | W. Hartle- | Soc. | 3CylTE24,38,64x42; | | BL |
| | xEasingwold Steel | | 330.1 | 48.5 \| 21.6 | 3035 | | 9 | pool, Eng. | Nationale | 2SB;WP170lbs | | |
| OQVI | 1D;B;Deep frmg;Wireless; 5BH | | P27′ | B82′ F30′ | | | | (W. Gray & Co., | d'Affretements | | | |
| | W. Bal | | | | | | | Lim.) | | | | |
| 10779 | **P. L. M. 12** | Scw | Fr | Rouen | 1931 | | 1912 | Middlesbro, | Soc. | 3CylTE25,41,68x45; | | BL |
| | Steel | | 345 | 49.5 \| 25 | 3754 | | 1 | (Smith's [Eng. | Nationale | 2SB;1AuxSB;WP180lbs | | |
| QOVK | 1D;Mchy aft;Wireless;W. Bal 6BH | | P97′ | B30′ F35′ | | | | Dock Co., Lim.) | d'Affretements | | | |
| 10780 | **P. L. M. 17** | Scw | Fr | Rouen | 1931 | | 1922 | Middlesbro, | Soc. | 3CylTE25,41,68x45; | | BL |
| | Steel | | 345 | 49.5 \| 25 | 3754 | | 2 | (Smith's [Eng. | Nationale | 2SB;1AuxSB;WP180lbs | | |
| OQVR | 1D;Mchy aft;W. Bal;Wireless 6BH | | P97′ | B30′ F35′ | | | | Dock Co., Lim.) | d'Affretements | | | |
| 10781 | **P. L. M. 20** | Scw | Fr | Rouen | 2741 | | 1920 | Middlesbro, | Soc. | 4CylQE23,32½,47,68x48; | | BL |
| | Steel | | 400 | 56 \| 28.4 | 5417 | | 12 | (Raylton [Eng. | Nationale | 3SB;WP220lbs | | |
| OQVU | 1D;Mchy aft;Wireless;W. Bal 7BH | | P127′ | B30′ F40′ | | | | Dixon & Co., | d'Affretements | | | |
| | | | | | | | | Lim.) | | | | |
| 10782 | **P. L. M. 21** | Scw | Fr | Rouen | 2741 | | 1921 | Middlesbro, | Soc. | 4CylQE23,32½,47,68x48; | | BL |
| | Steel | | 400 | 56 \| 28.4 | 5417 | | 2 | (Raylton [Eng. | Nationale | 3SB;WP220lbs | | |
| OQVW | 1D;Mchy aft;Wireless;W. Bal 7BH | | P127′ | B30′ F40′ | | | | Dixon & Co., | d'Affretements | | | |
| | | | | | | | | Lim.) | | | | |
| 10783 | **P. L. M. 23** | Scw | Fr | Rouen | 2741 | | 1921 | Middlesbro, | Soc. | 4CylQE23,32½,47,68x48; | | BL |
| | Steel | | 400 | 56 \| 28.4 | 5417 | | 6 | (Sir Raylton [Eng. | Nationale | 3SB;WP220lbs | | |
| OQVY | 1D;Mchy aft;Wireless;W. Bal 7BH | | P127′ | B30′ F40′ | | | | Dixon & Co., Lim.) | d'Affretements | | | |
| 10784 | **P. L. M. 24** | Scw | Fr | Rouen | 2672 | | 1921 | Middlesbro, | Soc. | 4CylQE23,32½,47,68x48; | | BL |
| | Steel | | 400 | 56 \| 28.4 | 5391 | | 12 | (Sir Raylton [Eng. | Nationale | 3SB;WP220lbs | | |
| OQVZ | 1D;Mchy aft;Wireless;W. Bal 7BH | | P127′ | B30′ F40′ | | | | Dixon & Co., Lim.) | d'Affretements | | | |
| 10785 | **P. L. M. 25** | Scw | Fr | Rouen | 2673 | | 1922 | Middlesbro, | Soc. | 4CylQE23,32½,47,68x48; | | BL |
| | Steel | | 400 | 56 \| 28.4 | 5391 | | 3 | (Sir Raylton [Eng. | Nationale | 3SB;WP220lbs | | |
| OQWA | 1D;Mchy aft;Wireless;W. Bal 7BH | | P127′ | B30′ F40′ | | | | Dixon & Co., Lim.) | d'Affretements | | | |
| 10786 | **P. L. M. 26** | Scw | Fr | Rouen | 2673 | | 1922 | Middlesbro, | Soc. | 4CylQE23,32½,47,68x48; | | BL |
| | Steel | | 400 | 56 \| 28.4 | 5391 | | 4 | (Sir Raylton [Eng. | Nationale | 3SB;WP220lbs | | |
| OQWB | 1D;Mchy aft;Wireless;W. Bal 7BH | | P127′ | B30′ F40′ | | | | Dixon & Co., Lim.) | d'Affretements | | | |
| 10787 | **P. L. M. 27** | Scw | Fr | Rouen | 2673 | | 1922 | Middlesbro, | Soc. | 4CylQE23,32½,47,68x48; | | BL |
| | Steel | | 400 | 56 \| 28.4 | 5391 | | 7 | (Sir Raylton [Eng) | Nationale | 3SB;WP220lbs | | |
| OQWC | 1D;Mchy aft;Wireless;W. Bal 7BH | | P127′ | B30′ F40′ | | | | Dixon & Co., Lim.. | d'Affretements | | | |
| 10788 | **P. N. Damm** | Scw | Dan | Cop'hagen | 1366 | | 1924 | Copenhagen, | Dpskslsk. | 3CylTE22,35,58x36; | | C |
| | Steel | | 305.6 | 45.4 \| 18.6 | 2281 | | 4 | (Kjobnhons [Den. | Vendila | 2SB;WP185lbs | A.S.1,26; | |
| NFKQ | 1D;Wireless;W. Bal 4BH | | P23′ | B180′ F35′ | | | | Tlydk. & Skbs.) | | | M.S.4,24 | |
| 10789 | **P. R.R. No. 1** | Scw | Am | Phila. | 74 | | 1911 | Port Rich- | Pennsylva- | 2CylC17,24x34; | | |
| 208,604 | Steel | | 75 | 21.4 \| 11 | 109 | | | mond, N. Y. | nia R.R Co. | 600IHP. | | |
| | W. Bal | | | | | | | (Staten Island | | | | |
| | | | | | | | | S. B. Co.) | | | | |
| 10790 | **P. R.R. No. 4** | Scw | Am | Phila. | 82 | | 1904 | Philadel- | Pennsylva- | 2CylC17,34x24; | | |
| 201,177 | Steel | | 75 | 21.1 \| 10.4 | 121 | | | phia, Pa. | nia R.R. Co. | 500IHP. | | |
| KTGM | 1D | | | | | | | (Neafie & Levy Co.) | | | | |

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| No. Off. No. Signal Letters | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. | Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0791 | **P. R.R. No. 5** | Scw | Am | New York | 126 | | 1906 | Sparrows Pt. (Maryland Steel Co.) | Pennsylvania R.R. Co. | 600IHP. | | |
| 203,181 KVLJ | Steel 1D | | 92 | 24 \| 11.8 | 186 | | | [Md. | | | | |
| 0792 | **P. R.R. No. 6** | Scw | Am | Baltimore | 119 | | 1916 | Fairfield, (Ellicott Machine Corp.) | Pennsylvania R.R. Co. | 700IHP. | | |
| 214,142 | Steel 1D | | 97.7 | 24.1 \| 12.2 | 191 | | | [Md. | | | | |
| 0793 | **P. R.R. No. 10** | Scw | Am | New York | 126 | | 1906 | Sparrows Pt. (Maryland Steel Co.) | Pennsylvania R.R. Co. | 700IHP | | |
| 203,205 KVMC | Steel 1D | | 92 | 24 \| 11.8 | 186 | | | [Md. | | | | |
| 0794 | **P. R.R. No. 14** | Scw | Am | New York | 126 | | 1906 | Sparrows Pt. (Maryland Steel Co.) | Pennsylvania R.R. Co. | 600IHP. | | |
| 203,224 KVMF | Steel 1D | | 92 | 24 \| 11.8 | 186 | | | [Md. | | | | |
| 10795 | **P. R. R. No. 18** | MV | Am | New York | 126 | | 1925 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Pennsylvania R.R. Co. | OilEngs; 750IHP. | | |
| 225,433 | Steel 1D 3BH | | | | 186 | | | | | | | |
| 10796 | **P. R. R. No. 26** | MV | Am | New York | 126 | | 1925 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Pennsylvania R.R. Co. | OilEngs; 750IHP. | | |
| 225,434 | Steel 1D 3BH | | | | 186 | | | | | | | |
| 10797 | **P. R.R. No. 32** | Scw | Am | P. Amboy | 137 | | 1904 | Sparrows Pt. (Maryland Steel Co.) | Pennsylvania R.R. Co. | 2-3CylTE12,18,30x22; 650IHP. | | |
| 200,962 KTDM | Steel Twin 1D | | 99 | 24 \| 12 | 201 | | 5 | [Md. | | | | |
| 10798 | **P. R.R. No. 35** | Scw | Am | New York | 255 | | 1911 | Wilmington, (Pusey & Jones Co.) | Pennsylvania R.R Co | 2-3CylTE14,21,35x24; 1000IHP. | | |
| 208,282 LBSM | Steel Twin 1D | | 106.5 | 32 \| 15 | 375 | | | [Del. | | | | |
| 10799 | **P. R.R. No. 151** | Scw | Am | New York | 219 | | 1916 | Port Richmond, N. Y. (Staten Island S. B. Co.) | Pennsylvania R.R. Co. | 250IHP. | | |
| 214,411 | Steel 1D | | 97.8 | 32 \| 14.2 | 323 | | | | | | | |
| 10800 | **P. R.R. No. 153** | Scw | Am | New York | 372 | | 1906 | Sparrows Pt. (Maryland Steel Co.) | Pennsylvania R.R. Co. | 300IHP. | | |
| 203,130 | Steel 1D | | 106.6 | 32.1 \| 14.7 | 547 | | | [Md. | | | | |
| 10801 | **P. R.R. No. 154** | Scw | Am | New York | 373 | | 1908 | Sparrows Pt. (Maryland Steel Co.) | Pennsylvania R.R. Co. | 300IHP. | | |
| 205,379 | Steel 1D | | 106.6 | 32.1 \| 14.7 | 549 | | | [Md. | | | | |
| 10802 | **P. R.R. No. 155** | Scw | Am | New York | 371 | | 1914 | Sparrows Pt. (Maryland Steel Co.) | Pennsylvania R.R. Co. | 2CylC17,34x24; 1SB;WP125lbs;344IHP. | | |
| 212,029 LDJV | Steel 5BH 1D | | 107 | 32.2 \| 14.7 | 584 | | 3 | [Md. | | | | |
| 10803 | **P. R.R. No. 156** | Scw | Am | New York | 371 | | 1914 | Sparrows Pt. (Maryland Steel Co.) | Pennsylvania R.R. Co. | 2CylC17,34x24; 1SB;WP125lbs;344IHP. | | |
| 212,062 LDKF | Steel 5BH 1D | | 107 | 32.2 \| 14.7 | 584 | | 2 | [Md. | | | | |
| 10804 | **P. R.R. No. 271** | Brg | Am | New York | 253 | | 1916 | Wilmington, (Pusey & Jones Co.) | Pennsylvania R.R Co | Stl | | |
| 166,428 | 1D | | 102.2 | 34.2 \| 8.6 | 253 | | | [Del. | | | | |
| 10805 | **P. R.R. No. 402** | Brg | Am | New York | 419 | | 1914 | Perth Amboy, N. J. (Perth Amboy D. D. Co.) | Pennsylvania R.R. Co. | Wd | | |
| 165,829 | 1D | | 98.6 | 30.6 \| 7.8 | 419 | | | | | | | |
| 10806 | **P. R.R. No. 406** | Brg | Am | New York | 416 | | 1914 | Perth Amboy, N. J. (Perth Amboy D. D. Co.) | Pennsylvania R.R. Co. | Wd | | |
| 165,830 | 1D | | 98.6 | 30.6 \| 7.8 | 416 | | | | | | | |
| 10807 | **P. R.R. No. 407** | Brg | Am | New York | 441 | | 1914 | Perth Amboy, N. J. (Perth Amboy D. D. Co.) | Pennsylvania R.R. Co. | Wd | | |
| 165,738 | 1D | | 98 | 30.5 \| 8.7 | 441 | | | | | | | |
| 10808 | **P. R.R. No. 464** | Brg | Am | New York | 418 | | 1913 | Brooklyn, (Theo. A. Crane's Sons Co.) | Pennsylvania R. R. Co. | Wd | | |
| 165,554 | 1D | | 99.3 | 31.1 \| 8.2 | 418 | | | [N. Y. | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10809 165,596 | **P. R.R. No. 467** 1D | Brg | Am 99 | New York 30.7 \| 8.7 | 435 435 | | 1914 | Perth Amboy, N. J. (Perth Amboy D. D. Co.) | Pennsylvania R.R. Co. | Wd | | |
| 10810 165,597 | **P. R.R. No. 469** 1D | Brg | Am 100.3 | New York 30.7 \| 8.7 | 445 445 | | 1913 | Brooklyn, (Ira S. Bushey & Sons, Inc) [N. Y. | Pennsylvania R.R. Co. | Wd | | |
| 10811 165,598 | **P. R.R. No. 470** 1D | Brg | Am 100.4 | New York 30.7 \| 8.7 | 446 446 | | 1913 | Brooklyn, (Ira S. Bushey & Sons, Inc.) [N Y. | Pennsylvania R.R. Co. | Wd | | |
| 10812 166,216 | **P. R.R. No. 475** 1D | Brg | Am 99.2 | New York 30.5 \| 8.5 | 440 440 | | 1916 | Wilmington, (American Car & Foundry Co.) [Del. | Pennsylvania R.R. Co | Wd | | |
| 10813 166,207 | **P. R.R. No. 476** 1D | Brg | Am 99.6 | New York 30.6 \| 8.6 | 439 451 | | 1916 | Wilmington, (American Car & Foundry Co.) [Del. | Pennsylvania R.R. Co | Wd | | |
| 10814 166,222 | **P. R.R. No. 478** 1D | Brg | Am 98.5 | New York 31.4 \| 9.2 | 428 428 | | 1916 | Perth Amboy, N. J. (Staten Island S. B. Co.) | Pennsylvania R.R. Co. | Wd | | |
| 10815 166,255 | **P. R.R. No. 479** 1D | Brg | Am 98.5 | New York 31.4 \| 9.2 | 428 428 | | 1916 | Perth Amboy, N. J. (Perth Amboy D. D. Co.) | Pennsylvania R.R. Co. | Wd | | |
| 10816 166,198 | **P. R.R. No. 483** 1D | Brg | Am 99.3 | New York 31 \| 8.6 | 446 446 | | 1916 | Brooklyn, (Ira S. Bushey & Sons, Inc.) [N. Y | Pennsylvania R.R. Co | Wd | | |
| 10817 166,245 | **P. R.R. No. 485** 1D | Brg | Am 99.1 | New York 31.2 \| 8.7 | 448 448 | | 1916 | Brooklyn, (Ira S. Bushey & Sons, Inc.) [N. Y | Pennsylvania R.R. Co. | Wd | | |
| 10818 166,256 | **P. R.R. No. 486** 1D | Brg | Am 99 1 | New York 31.2 \| 8.7 | 448 448 | | 1916 | Brooklyn, (Ira S. Bushey & Sons, Inc.) [N. Y | Pennsylvania R.R. Co. | Wd | | |
| 10819 166,219 | **P. R.R. No. 487** 1D | Brg | Am 100.9 | New York 30.9 \| 9.4 | 463 463 | | 1916 | West New Brighton, N. Y. (Frank McWilliams, Inc.) | Pennsylvania R.R. Co. | Wd | | |
| 10820 166,322 | **P. R.R. No. 488** | Brg | Am 99.3 | New York 31.2 \| 8.6 | 445 445 | | 1916 | West New Brighton, N. Y. (Frank McWilliams, Inc.) | Pennsylvania R.R. Co. | Wd | | |
| 10821 166,495 | **P. R.R. No. 489** 1D | Brg | Am 95.6 | New York 31 \| 8.9 | 450 450 | | 1916 | Astoria, (Ward & Co.) [N. Y. | Pennsylvania R.R. Co. | Wd | | |
| 10822 NWJQ | **P. Rasmussen** 1D | Trn | Dan 115.1 | Svendborg 28.2 \| 10.1 | 213 243 | | 1919 | Landskrona, (Landskrona Nya Varf A/B.) [Swd. | Rederiet A/S Panis | Wd | | V |
| 10823 166,100 | **P. Sanford Ross, Inc., No. 18** xFerdinand 1D | Brg Drg | Am 100 | New York 32.8 \| 7 | 460 460 | | 1915 | Schellingers Landing, N. J. (N. Z. Graves Co.) | P. Sanford Ross, Inc. | Wd | | |
| 10824 145,609 KNWT | **Pabjune** Steel 1D;Deep frmg;Mchy aft; 3BH W. Bal | Scw | Br 252 F37′ | Greenock 43.1 \| 17.3 | 1122 1859 | | 1923 5 | Pt. Glasgow, (Dunlop, Bremner & Co., Lim.) [Scot. | Globe Trans. Co. (Lim.) | 3Cyl TE 16,26,44x33; 2SB;WP180lbs | Lake Survey4,26; M.S;shft drn10,24 | C |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10825 | **Pachet** | Scw | Am | P'tsmouth | 3965 | 5′ 9½″ | 1920 | Portsmouth, | U. S. Ship- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ | |
| 220,448 | Steel | | 410.5 | 54.2 \| 27 | 5527 | 24′ 2″ | 9 | (Atlantic [N. H. | ping Board | Atlantic Corp; | ✠AMS | |
| MBGC | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | | \| 29′ 9″ | 8800 | | | Corp.) | | 3WTB;Oil City Blr. Wks; | S.S.No.1,Balt7,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P60′ | B114′ F47′ | | | | | | 9150HS;WP225lbs;2800IHP;EAC; | B.S.2,24;shft drn6,24; | |
| | | | | | | | | | | d rpd6,24;Dkd7,24;s rps1,25 | M.S.7,24;Clh BB;CL | |
| | W.B.—A.P.250t;D.B.356′1342t;D | T.29′7 | 65t. | .....F.P.87t | | | | | | | | |
| | F.O.....D.B.314′1085t;D | T.29′7 | 14t; S. | T.— t..... | | | | | | | | |
| 10826 | **Pacific** | Brg | Am | Baltimore | 399 | | 1901 | Elkton, | R. Duke | O,YP;Gif | ✠ — Exp | |
| 54,624 | | Sch | 169 | 27 \| 10.8 | 399 | | 4 | (E. [Md. | Wathen | | | |
| | 1D | | | | | | | Deibert & Bros.) | | | | |
| 10827 | **Pacific** | Scw | Dan | Cop'hagen | 2506 | | 1921 | Copenhagen, | A/S. Det. | Stm Tbn; | | G |
| | Steel | | 378 | 52.2 \| 24.5 | 4088 | | 1 | (Koben- [Den. | Oversoiske | 2Blrs | | |
| NCGF | 2D;Oil fuel;Wireless; W.Bal 1BH | | | | | | | havens Flydk. & | Compagni | | | |
| | | | | | | | | Skbs.) | | | | |
| 10828 | **Pacific** | MV | Swd | Stockholm | 2232 | | 1914 | Copenhagen | A. A. John- | 2-6CylOilEng21¼x28¾ | | BL |
| 5,657 | Steel | Twin | 360 | 51.6 \| 22.1 | 3731 | | 12 | (Akt. [Den. | son, Mgr. | | | |
| JVCT | 2D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Burmeister & | | | | |
| | | | | | | | | Wain.) | | | | |
| 10829 | **Pacific** | Brg | Am | New York | 436 | | 1907 | Kingston, | Harbor | Wd | | |
| 165,836 | | | 98 | 31.1 \| 8 | 436 | | | (Jacob [N. Y. | Lighterage Co. | | | |
| | 1D | | | | | | | | Rice.) | | | |
| 10830 | **Pacific** | Scw | Am | New York | 4380 | | 1915 | San Fran- | Argonaut | Stm Tbn; | | BL |
| 213,769 | xAnnette Rolph Steel | Sch | 399 7 | 56.2 \| 30.5 | 6034 | | 11 | cisco, Cal. | S.S. Co. | 3SB;WP210lbs;2600SHP | | |
| LFQS | 2D;Oil fuel;Web frms; 6BH | | P57′ | B73′ F40′ | | | | (Union Iron Wks.) | | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | | | | | |
| 10831 | **Pacific** | Scw | Br | Hull | 1701 | | 1923 | Pt. Glasgow, | Sir W. H. | 3CylTE21,33,57x39; | | BL |
| 147,081 | Steel | | 324 | 44.2 \| 23.1 | 2816 | | 5 | (Murdock [Scot. | Cockerline | 2SB;WP180lbs | | |
| KNVS | 1D;Wireless;W. Bal 6BH | | P28′ | B88′ F34′ | | | | & Murray, Lim.) | | | | |
| 10832 | **Pacific Commerce** | MV | Br | London | 3143 | | 1922 | Sunderland, | Norfolk & | 4CylOilEng22 1/16 x91¼ | | BL |
| 146,516 | xDominion Miller Steel | | 420 | 54 \| 25 | 5089 | | 2 | (W. Doxford [Eng. | N. American Stm. | | | |
| | 1D;Shel dk;Wireless;D.F;W. Bal 7BH | | | | | | | & Sons, Lim.) | Shipping Co. | | | |
| | | | | | | | | | (Lim.) | | | |
| 10833 | **Pacific Fir** | Scw | Am | San Fran. | 3500 | 5′ 9½″ | 1920 | San Fran- | Ocean- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ | |
| 219,898 | xWest Cahokia Steel | | 410.5 | 54 \| 27.1 | 5645 | 24′ 2″ | 4 | cisco, Cal. | Transport Co. | Joshua Hendy Iron Wks; | ✠AMS | |
| LWHK | 3D;SUB.SIG;Wireless;W. Bal; 7BH | | | \| 29′ 9″ | 8614 | | | (Schaw, Batcher | | 3SB;Willamette I. & S. Wks; | S.S.No.1,SanF7,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P60′ | B114′ F46′ | | | | Co.) | | 8112HS;WP210lbs;2800IHP;EAC; | M.S;shft drn7,24;B.S.7,26; | |
| | | | | | | | | | | Dkd,d rpd3,26;s rps7,26 | Clh BB;CL | |
| | W.B.—A.P.269t;D.B.355′1288t;D | T.27′6 | 01t... | .... F.P.131t | | | | | | | | |
| | F.O.....D.B.310′1011t;D | T.27′5 | 61t; S. | T.88t..... | | | | | | | | |
| 10834 | **Pacific Maru** | Scw | Jap | Kobe | 4254 | | 1920 | Kobe, | Kawasaki | 3CylTE26,43,72x48; | | BL |
| 26,831 | Steel | | 385 | 51 \| 36 | 5873 | | 11 | (Kawasaki [Jap. | Dockyard Co. | 2SB;1AuxSB;WP200lbs | | |
| RWFP | 2D;Oil fuel;Wireless;W. Bal 6BH | | | | | | | Dkyd. Co., Lim.) | (Lim.) | | | |
| 10835 | **Pacific Pine** | Scw | Am | San Fran. | 3522 | 5′ 10½″ | 1920 | Los Angeles, | Ocean | 3CylTE24½,41½,72x48; | ✠A1Ⓔ | |
| 220,199 | xWest Norranus Steel | | 410.5 | 54.3 \| 27.2 | 5652 | 24′ 1″ | 6 | (South- [Cal. | Transport Co., | Llewellyn Iron Wks; | ✠AMS | |
| LWSB | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | \| 29′ 9″ | 8800 | | | western S. B. Co.) | Inc. | 3SB;Moore S. B. Co; | S.S.No.1,Gvsn5,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P43′ | B114′ F46′ | | | | | | 8640HS;WP210lbs;2800IHP;EAC; | M.S.5,24;shft drn7,25; | |
| | | | | | | | | | | d rpd7,24;rps7,25;Dkd,s rps4,26 | B.S.7,26;Clh BB;CL | |
| | W.B.—A.P.230t;D.B.356′1270t;D | T.27′6 | 40t.... | ... F.P.135t | | | | | | | | |
| | F.O.—.....D.B.311′ 995t;D | T.27′5 | 98tS.T | 87t;F.P.126t | | | | | | | | |
| 10836 | **Pacific Shipper** | MV | Br | London | 3850 | | 1924 | Sunderland, | Furness, | 4CylOilEng22 1/16 x91¼ | | BL |
| 147,593 | Steel | | 420 | 58 \| 28.1 | 6304 | | 3 | (W. Doxford [Eng. | Withy & Co. | | | |
| KQDH | 2D;Wireless;D.F;W. Bal 8BH | | F41′ | | | | | & Sons, Lim.) | (Lim.) | | | |
| 10837 | **Pacific Trader** | MV | Br | London | 3849 | | 1924 | Sunderland, | Furness, | 4CylOilEng22x91 | | BL |
| 147,652 | Steel | | 420 | 58 \| 28.1 | 6304 | | 5 | (W. Doxford [Eng. | Withy & Co. | | | |
| KQPL | 2D;Wireless;D.F;W. Bal 9BH | | F41′ | | | | | & Sons, Lim.) | (Lim.) | | | |
| 10838 | **Pacific Transport** | Scw | Br | W.Hartlpl | 2843 | | 1913 | Sunderland, | Houlder | 3CylTE25,40,68x48; | | C |
| 135,893 | Steel | | 385.1 | 51.9 \| 27.1 | 4490 | | 11 | (Northum- [Eng. | Bros. & Co. | 3SB;WP180lbs;385RHP. | S.S.No.2,NptN2,22;A.S.2,26; | |
| JDLB | 1D;Deep frmg;Wireless; 6BH | | P35′ | B119′ F41′ | | | | berland S. B. Co., | (Lim.), Mgrs. | | shft drn2,24;B.S.8,25;M.S.7,26 | |
| | W. Bal | | | | | | | Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10839 WNKB | **Pacifico** xTaigi Maru Steel 2D;Wireless;W. Bal 7BH | Scw | Nor 330 P17′ | Oslo 46 \| 27.9 B72′ F39′ | 2293 3781 | | 1918 | Osaka, (Asahi [Jap. S. B. Co., Lim.) | C. H. Smith | 3Cyl TE 24,39,64x42; 3SB;WP190lbs;14571HP. | | V |
| 10840 204,026 KWBP | **Packerton** Steel 1D | Scw | Am 100.2 | New York 30.4 \| 11 | 292 430 | | 1907 | Port Richmond, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co. | 435IHP. | | |
| 10841 150,552 KJVM | **Pactolus** 2D | Bk | Am 223.7 | San Fran. 41.2 \| 24 | 1564 1673 | | '91 10 | Bath, (John [Me. McDonald.) | Nak Nek Packing Co. | O,YP;Icf | — Exp | |
| 10842 120,705 HCMJ | **Pacuare** Steel 4D;Wireless;D.F;W. Bal 4BH | Scw | Br 367.3 F43′ | Belfast 46.8 \| 29.3 | 2473 3896 | | 1905 5 | Belfast, (Workman, [Ire. Clark & Co., Lim.) | Elders & Fyffes (Lim.) | 3Cyl TE 27,44,75x48; 4SB;WP190lbs | | BL |
| 10843 | **Padilla** xLake Crescent Steel 1D;Wireless;W. Bal 6BH C-28 W.B.—A.P.69t;D.B.208′542t;F.P. 56t | Scw | Col 247.1 P25′ | 43.4 \| 18.2 B64′ F20′ | 1251 2054 3000 | | 1918 4 | Chicago, (Chicago [Ill. S. B. Co. | Colombian S.S. Co. | 3Cyl TE 20,33,54x40; American S. B. Co; 2SB;American S. B. Co; 126GS;5246HS;WP180lbs;1250IHP; Dkd,s rps9,26 | ✠A1Ⓔ ✠AMS S.S.No.2,NY9,26; shft drn1,26;M.&B.S.9,26; Scip;CL | |
| 10844 | **Padma** 2D | Trn Aux | Fr 109.4 | Marseilles 22.5 \| 13 | 81 116 | | '92 | Boston, Mass. | Levy, Genoud & Co. | Wd; 2-3CylParaffin Motor6⅞x5⅛ | | |
| 10845 219,936 LWJP | **Padnsay** Steel 2D;Wireless;SUB.SIG; 7BH Long. frmg;W. Bal; C-35 Oil fuel F. P. above 150° F. W.B.—A.P.318t;D.B.334′1237t;D .T.36′9 F.O.....D.B. —′ 828t;D .T.36′9 | Scw | Am 380.4 P52′ 93t; F. 27t... | Tacoma 53.1 \| 27 \| 29′ 4″ B102′ F41′ P.91t ..... | 2977 4838 7500 | 5′ 10½″ 23′ 8″ | 1920 4 | Tacoma, (Todd [Wash. D. D. & Const. Corp.) | U. S. Shipping Board | 3Cyl TE 24½,41½,72x48; Hooven, Owens, Rentschler Co; 3SB;Todd D. D. & Const. Corp; 6831HS;WP190lbs;2800IHP;EAC; d rpd1,25;Dkd,s rps10,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NptN7,24; n shft;M.S.7,24;B.S.9,26; Clh BB;CL | |
| 10846 438 RGSN | **Padre** 1D;B | Bk | It 143.7 | Genoa 29.9 \| 17.5 | 530 578 | | '66 | Fiume, (Fill. [Aus. Schiavoni.) | P. Crovari | O;Icf | | |
| 10847 144,312 KDJR | **Padua** xLuneburg Steel 2D;Well dk;Wireless; 9BH W. Bal | Scw | Br 450.8 P & B | London 57.2 \| 26.9 381′ F50′ | 3678 5907 | | 1912 12 | Weser-munde, Ger. (J. C. Tecklenborg A. G.) | P. & O. Steam Nav. Co. | 3Cyl TE 27,46,78x53; 4SB | | |
| 10848 214,551 | **Paducah** 1D | StW | Am 170 | St. Louis 33 \| 5.1 | 296 296 | | 1916 | Jefferson, Ind. | St. Louis & Tenn. River Packet Co. | 320IHP. | | |
| 10849 220,710 MBRF | **Pagasset** Steel 2D;Wireless;SUB.SIG;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.250t;D.B.356′1342t;D .T.29′7 F.O.....D.B.314′1085t;D .T.29′7 | Scw | Am 410.5 P60′ 65t... 14t; S. | P'tsmouth 54.2 \| 27 \| 29′ 9″ B114′ F47′ .....F.P.87t T.—t..... | 3965 5527 8800 | 5′ 9½″ 24′ 2″ | 1920 10 | Portsmouth, (Atlantic [N .H. Corp.) | U. S. Shipping Board | 3Cyl TE 24½,41½,72x48; Atlantic Corp; 3WTB;Oil City Blr Wks; 8745HS;WP225lbs;2800IHP;EAC; Dkd,rps8,21 | ✠A1Ⓔ ✠AMS Clh BB;CL (Laid up) | |
| 10850 131,759 HRMK | **Pakeha** Steel 2D;Shel dk;Wireless;W. Bal 9BH | Scw Twin | Br 477.5 B181′ | Sthamptn 63.1 \| 31.3 F50′ | 5055 7899 | | 1910 8 | Belfast, (Harland [Ire. & Wolff, Lim.) | Shaw, Savill & Albion Co. (Lim.) | 2-4Cyl QE 22,31,46,65x48; 2DB;2SB;WP215lbs | | BL |
| 10851 143,291 KBPQ | **Pakipaki** xTrewinnard xAmmon Steel 2D;Shel dk;SUB.SIG;Wireless; 9BH W. Bal | Scw | Br 471.1 F55′ | London 60.9 \| 28.6 | 4516 7166 | | 1914 5 | Flensburg, (Flensburger [Ger. Schiffsb. Ges.) | Federal Steam Nav. Co. (Lim.) | 3Cyl TE 31,50,84x53; 4SB;WP185lbs | | BL |
| 10852 218,170 LRJB | **Palafox** 1D | MV | Am 150.2 | Pensacola 39.2 \| 13.8 | 531 663 | | 1919 5 | Pensacola (Palafox (Fla. S. B. C.) | Palafox S. B. Co. | YP,LO;Gif; 200IHP. | ✠ — — Cancelled9,22 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10853 | **Palatka** | Scw | Am | New York | 1157 | | 1918 | Detroit, | New England, New York & Texas S.S. Corp. | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 216,037 | xLake Butler Steel | | 251 | 43.8 \| 18.5 | 1948 | | 2 | (Detroit [Mich. | | Detroit S. B. Co; | ✠AMS | |
| LJSG | 1D;SUB.SIG;Wireless;W. Bal 4BH | | P25′ | B64′ F20′ | 3000 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; | S.S.No.2,NY3,26; | |
| | C-28 | | | | | | | | | 126GS;5246HS;WP180lbs;1200IHP; | shft drn2,26;M.&B.S.3,26; | |
| | W.B.—A.P.69t;D.B.208′542t;F.P. 56t | | | | | | | | | Dkd,d rpd3,26 | Scip;CL | |
| 10854 | **Palawan** | Trn | Fin | Helsi'gfors | 638 | | 1918 | Alameda, | Hango | Wd; | | |
| 215,935 | Aux | | 169.5 | 38.8 \| 20.4 | 834 | | | (Renck [Cal. | Rederi A/B | 2-3Cyl-OilEng12x15;220IHP | | |
| SRLF | 2D | | | | | | | Stone.) | | | | |
| 10855 | **Palembang** | Scw | Hol | Rotterd'm | 4498 | | 1921 | Rotterdam, | W. Ruys & | 3CylTE29,48,82x54; | | V |
| | Steel | | 444 | 54 \| 29.2 | 7081 | | | (Bonn [Hol. | Zonen, Mgrs. | 4SB;WP200lbs;3750IHP | | |
| PNRD | 3D;Oil fuel;Wireless;W. Bal 8BH | | | | | | | & Mees.) | | | | |
| 10856 | **Palena** | Scw | Chl | Valparaiso | 1581 | | '96 | Glasgow, | Compania | 3CylTE28,45,74x54 | | |
| 959 | Steel | | 350 | 42.1 \| 19.5 | 2640 | | | (J. Reid [Scot. | Sud Americana | | | |
| HCLF | 2D;Wireless;W. Bal | | F27′ | | | | | & Co., Lim.) | de Vap. | | | |
| 10857 | **Palermo** | Scw | It | Naples | 3844 | | 1907 | Sunderland, | Nav. | 2-3CylTE24,39,64x45; | | I |
| 146 | xSan Giovanni Steel | Twin. | 430 | 52.7 \| 25 | 6921 | | 9 | (Sir J. [Eng. | Generale Italiano | 4SB;WP180lbs | | |
| UBPK | 2D;Shel dk;Deep frmg;W. Bal 8BH | | | | | | | Laing & Sons,Lim.) | | | | |
| 10858 | **Paliki** | Scw | Br | Sund'rl'nd | 993 | | '89 | Sunderland, | C. A. | 3CylTE17,30,48x36; | | BL |
| 109,701 | Steel | Sch | 240 | 36 \| 17.1 | 1578 | | | (J. [Eng. | Stewart & Co. | 1SB;WP180lbs;800IHP. | | |
| SFMN | 1D;Well dk;Web frms;W. Bal 4BH | | | B106′ F29′ | | | | Blumer & Co.) | | | | |
| 10859 | **Palisades** | Scw | Am | New York | 2987 | 5′ 5½″ | 1919 | Shooters | U. S. Ship- | 3CylTE25,42,70x48; | ✠A1Ⓔ | |
| 219,202 | Steel | | 377 | 52 \| 26.8 \| 29′ | 4844 | 12 | Island, N. Y. | ping Board | Standard S. B. Corp; | ✠AMS | |
| LTPH | 2D;Wireless;SUB.SIG;W. Bal 7BH | | | | 7500 | 23′ 8¼″ | | (Standard S. B. | | 3SB;Standard S. B. Corp; | SBP;CL | |
| | C-34 | | P39′ | B105′ F40′ | | | | Corp.) | | 181GS;6900HS;WP190lbs;2500IHP; | (Laid up) | |
| | W.B.—A.P.48t;D.B.324′1029t;D. T.678t; F.P.10 6t | | | | | | | | | EAC;Dkd1,21;s rps9,22 | | |
| 10860 | **Pallas** | Scw | Fr | Havre | 3055 | | 1925 | Bordeaux, | Cie. | 3CylTE27,44,73x48; | | BL |
| | Steel | | 389.9 | 53 \| 27.9 | 5260 | | 1 | (Atel. & Ch. [Fr. | Auxiliaire de | | | |
| OUPT | 2D;Web frms;Long. frmg; 27BH | | P92′ | B24′ F38′ | | | | Maritimes du | Navigation | 3SB;WP180lbs | | |
| | Mchy aft;Oil in bulk;Oil fuel; | | | | | | | Sud Ouest.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 10861 | **Pallas** | Scw | Swd | Gothenb'g | 1771 | | '91 | Stockton, | Angf. | 3CylTE22,36,61x39; | | N |
| | xAvona Steel | | 305 | 41.1 \| 21 | 2927 | | 3 | (Richardson, [Eng. | Aktieb Pallas | 2SB;WP160lbs | | |
| KDTQ | 1D;B;Web frms 5BH | | P29′ | | | | | Duck & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 10862 | **Pallas** | Scw | Ger | Flensburg | 1332 | | '97 | W.Hartlpl, | Heinrich | 3CylTE19,30½,51x36; | | G |
| | Steel | Sch | 270 | 39.2 \| 15.9 | 2052 | | 7 | (W. Gray [Eng. | Schmidt | 2SB | | |
| LMKW | 1D;Deep frmg; 4BH | | P17′ | | | | | & Co., Lim.) | | | | |
| | SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 10863 | **Palm Beach** | Brg | Am | Baltimore | 200 | | 1924 | Baltimore, | Ellicott | W | | |
| 169,094 | | Drg | 110.2 | 34.1 \| 6.1 | 203 | | | (Chas. L. [Md. | Mach. Corp. | | | |
| | | | | | | | | Rohde & Sons.) | | | | |
| 10864 | **Palm Branch** | Scw | Br | Sund'rl'nd | 2523 | | '97 | Dumbarton, | Nautilus | 3CylTE26½,42,66½x51; | | C |
| 106,086 | xRangoon Steel | | 360 | 45.1 \| 26.4 | 3891 | | 6 | (Wm. [Scot. | Steam Shpg. | 2SB;WP170lbs;229RHP. | 3dS.S.No.1,Ant3,26; | |
| PRWV | 2D;Deep frmg;Wireless;W. Bal 6BH | | P38′ | B109′ F34′ | | | | Denny & | Co. (Lim.) | | shft drn2,25;M.&B.S.3,26 | |
| | | | | | | | | Bros.) | | | | |
| 10865 | **Palma** | Scw | Br | Liverpool | 1864 | | 1907 | W. Hartle- | Elder, | 3CylTE24,39,66x45; | | BL |
| 124,080 | Steel | | 325 | 45.9 \| 22.7 | 2981 | | 8 | pool, Eng. | Dempster & Co. | 2SB;WP180lbs | | |
| HLGN | 2D;Shel dk;Web frms; 6BH | | | | | | | (Irvine's S. B. & | (Lim.), Mgrs. | | | |
| | Wireless; W. Bal | | | | | | | D. D. Co., Lim.) | | | | |
| 10866 | **Palmbay** | Scw | Br | Montreal | 905 | | '91 | Milwaukee, | Tree Line | 2CylC23,46x42; | | |
| 133,822 | xRichard W. Oak | | 228 | 36.3 \| 19.3 | 1493 | | rb'13 | (Milwaukee [Wis. | Nav. Co. | 1SB;WP100lbs;500IHP. | | |
| | 1D | | | | | | | Ship Yard Co.) | | | | |
| 10867 | **Palmetto** | Sch | Br | Yarmouth | 74 | | 1901 | La Have, | T. G. Grant | M; Gif | | |
| 111,725 | | | 89 | 24.6 \| 9.6 | 105 | | 11 | (Joseph.) [N. S. | | | | |
| | 1D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10868 | **Palmetto** | MV | Am | Charlest'n | 175 | | 1926 | Charleston, | Cooper | OilEngs; | | |
| 225,723 | Steel | F. B. | 132.8 | 35.8 \| 10.9 | 258 | | 6 | (Charleston D. D. & Mach. Co.) [S. C. | River Ferry Commission | 360BHP | | |
| | 1D 4BH | | | | | | | | | | | |
| 10869 | **Palmyra** | Scw | Am | New York | 55 | | '91 | Elizabeth- | Pennsylva- | | | |
| 150,550 | Iron | | 81.7 | 20.5 \| 9.6 | 111 | | 5 | port, N. J. | nia R.R. Co. | 350IHP. | | |
| | 1D | | | | | | | | | | | |
| 10870 | **Palmyra** | Brg | Am | Tacoma | 1251 | | '65 | Bath, | S. A. | O,YP;Icf | | |
| 150,056 | | Sch | 197.9 | 38.8 \| 24.2 | 1299 | | | Me. | Perkins | | | |
| JRPL | 2D | | | | | | | | | | | |
| 10871 | **Paloona** | Scw | Br | Dunedin | 1725 | | '99 | Dundee, | Union S.S. | 3CylTE26,43,70x48; | | BL |
| 101,728 | xZealandia Steel | | 327 | 42 \| 20.5 | 2793 | | 6 | (Gourlay [Scot. | Co. of New | 2DB;WP180lbs | | |
| NFMB | 2D;Well dk;Web frms; 6BH | | P & B | 193′ F94′ | | | | Bros. & Co.) | Zealand (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 10872 | **Paludina** | Scw | Br | London | 3434 | | 1921 | Hong Kong, | Anglo- | 3CylTE27,44,73x48; | | BL |
| 151,433 | Steel | | 412 | 53.3 \| 31 | 5881 | | 12 | (Hong Kong [China | Saxon Petroleum | 3SB;WP180lbs | | |
| THQL | 2D;Web frms;Long. frmg; 16BH | | P110′ | B33′ F57′ | | | | & Whampoa Dock Co., Lim.) | Co. (Lim.) | | | |
| | Oil fuel;Oil in bulk; | | | | | | | | | | | |
| | Mchy aft;Wireless;W. Bal | | | | | | | | | | | |
| 10873 | **Pamelia** | Bk | Nor | Langes'nd | 1332 | | '88 | Hamburg, | H. Christ- | Stl;2BH | | BL |
| | | | 244.5 | 38.1 \| 20.8 | 1438 | | 1 | (Blohm Ger. | ensen, Mgr. | | | |
| KFQV | 2D | | P49′ | F32′ | | | | & Voss.) | | | | |
| 10874 | **Pamiat Lenina** | Scw | Rus | Vladvostk | 1453 | | 1910 | Copenhagen, | Russian | 3CylTE20,33,55x36; | | |
| | xKishinev xJakut Steel | | 280.6 | 41.8 \| 15.2 | 2372 | | 3 | (Akt. [Den. | Volunteer Fleet | 2SB;WP180lbs | | |
| IWAF | 1D;Wireless;W. Bal 4BH | | | | | | | Burmeister & Wain.) | Association | | | |
| 10875 | **Pamir** | Bk | Ger | Hamburg | 2777 | | 1905 | Hamburg, | Reederei F. | Stl;2BH | | G |
| | | 4M | 316 | 46 \| 26.2 | 3020 | | 7 | (Blohm [Ger. | Laeisz G. m. b. H. | | | |
| RDWC | 2D;B;Web frms;Wireless | | P16′ | B66′ F36′ | | | | & Voss.) | | | | |
| 10876 | **Pamlico** | Brg | Am | Phila. | 431 | | 1903 | Elkton, | Southern | O,Hk,YP;Gif(Sltd) | | |
| 162,039 | | | 184.7 | 23.8 \| 11 | 431 | | 9 rb '05 | (E. Delbert & Bro.) [Md. | Trans. Co. | | | |
| | 1D | | | | | | | | | | | |
| 10877 | **Pampa** | Scw | Arg | Bns. Ayres | 2761 | | '95 | Glasgow, | Argentine | 3CylTE30,48,78x54; | — | Exp |
| | xBarcelona Steel | | 390 | 46 \| 20.6 | 4218 | | 6 | (C. Connell [Scot. | Government | 2DB;1SB;WP160lbs | | |
| HBGN | 1D;B;Spar dk;Wireless;W. Bal 6BH | | P36′ | F48′ | | | | & Co.) | | | | |
| 10878 | **Pamunkey** | Brg | Am | Phila. | 363 | | 1900 | Elkton, | Southern | Wd;Gif | | |
| 63,085 | xWe're Here | | 164 | 23.6 \| 10.8 | 363 | | rb '05 | (H. [Md. | Trans. Co. | | | |
| | 1D | | | | | | | Delbert B. B. Co.) | | | | |
| 10879 | **Pan.-Am.** | Scw | Am | New York | 101 | | 1925 | Tottenville, | Mexican | 2CylC15,34x24; | | |
| 224,959 | O,YP | | | | 148 | | 8 | (A. C. [S. I. | Petroleum Co. | 1SB;WP160lbs;500IHP. | | |
| | 1D;B;Oil fuel 4BH | | | | | | | Brown & Sons.) | | | | |
| 10880 | **Pan America** | Scw | Am | New York | 8054 | 10′ 8″ | 1922 | Sparrows | Munson | Stm Tbns; | ✠A1Ⓔ With Freeboard. | |
| 221,930 | Steel | Twin | 517 | 72.2 \| 27.8 | 13712 | 30′ 6″ | 2 | Point, Md. | S.S. Line | Bethlehem S. B. Corp., Lim; | ✠AMS | |
| MDKQ | 3D;Super dk;Long. frmg: 13BH | | | \| 41′ | 11800 | | | (Bethlehem | | 8WTB;Bethlehem S. B. Corp., Lim; | RMC10,26; | |
| | Wireless;D.F; 6BH to Fbd dk | | B228′ | | | | | S. B. Corp., Lim.) | | 39520HS;WP265lbs;12000SHP;EAC; | shft drn12,25;B.S.6,26; | |
| | SUB.SIG; 7BH to Super dk | | | | | | | | | d rpd12,25;Dkd,s rps10,26 | SBP;CL | |
| | Oil fuel F. P. above 150° F. C-45 | | | | | | | | | | | |
| | W.B.—A.P.161t;D.T.a38′148t;W. | T.a38′ | 241t;D | B.363′1795t; W. | T.29′2 | S1t..... | ..... | D.T.38′1388t;F.P.1 | 59t | | | |
| | F.O..... | ..... | .....D | B.330′1470t; ... | ..... | ...W.T.76′1 | 341t; | D.T.38′1295t;F.P.1 | 48t | | | |
| 10881 | **Panaghi Vagliano** | Scw | Grk | Argostoli | 1878 | | 1904 | Middlesbro, | A. S. Vag- | 3CylTE23½,39,64x42; | | BL |
| | Steel | | 330.1 | 46 \| 22.2 | 2979 | | 7 | (R. Craggs [Eng | liano | 2SB;WP180lbs | | |
| HRCP | 1D;B;Web frms;Wireless; 5BH | | P36′ | B166′ F36′ | | | | & Sons, Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 10882 | **Panaghis** | Scw | Grk | Argostoli | 3199 | | 1920 | Sunderland, | N. D. | 3CylTE27,44,73x48; | | BL |
| | Steel | | 400 | 52.4 \| 28.5 | 5194 | | 3 | (W. Doxford [Eng. | Lykiardopulo | 3SB;WP180lbs | | |
| JCSG | 1D;Oil fuel;W. Bal;Wireless 7BH | | P49′ | B113′ F38′ | | | | & Sons, Lim.) | | | | |
| 10883 | **Panaghis M. Hadoulis** | Scw | Grk | Andros | 1381 | | '94 | Sunderland, | P. M. | 3CylTE20,33,54x36; | | BL |
| | xAdolf Deppe xB. G. Baker Steel | | 275 | 37.5 \| 19.6 | 2154 | | 7 | (J. Laing.) [Eng. | Hadoulis | 2SB;WP160lbs | | |
| JFHP | 1D;Web frms;Wireless;W. Bal 5BH | | P26′ | | | | | | | | | |
| 10884 | **Panagiotis** | Scw | Grk | Chios | 2395 | | 1900 | Newcastle, | D. Lemos & | 3CylTE24,39,66x45; | | BL |
| | xProteo Steel | Sch | 348 | 45.3 \| 17.8 | 2717 | | 10 | (C. S. [Eng. | N. Pateras | 2SB;WP180lbs | | |
| JBQH | 1D;Spar dk;Deep frmg;Wireless; 6BH | | P28′ | B92′ F38′ | | | | Swan & Hunter, Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |

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| No. / Off. No. / Signal Letters. | Name of Vessel. Material, Detail of Decks, etc | Rig. | Nation. | Hailing Port. Reg. Dimensions Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net / Gross / D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0885 | **Panagos** | Scw | Grk | Piraeus | 1934 | | 1902 | W. Hartle- | P. G. & M. | 3CylTE24,40,65x42; | | BL |
| | xMarie Z. Michalinos Steel | | | 48 \| 21.9 | 3051 | | 1 | (W. [pool, Eng. | Lyras | 2SB;WP180lbs | | |
| HQMF | 1D;B;Deep frmg;Wireless; 5BH | | 332 | B170′ F38′ | | | | Gray & Co., Lim.) | | | | |
| | W. Bal | | P29′ | | | | | | | | | |
| 0886 | **Panama** | Brg | Am | New York | 216 | | 1913 | Rondout, | Arthur | Wd | | |
| 165,799 | | | 100.2 | 31.2 \| 7.7 | 216 | | | (Schoon- [N. Y. | Conners | | | |
| | 1D | | | | | | | maker Conners Co.) | | | | |
| 0887 | **Panama** | Scw | Am | New York | 3476 | | '99 | Philadel- | Panama | 2-3CylTE25,41½,68x42; | — Exp 2,19 | |
| 96,435 | xHavana Steel | Twin | 360 | 50 \| 19.9 | 5638 | | 1 | (Wm. [phia, Pa. | R.R. Co. | 4WTB;WP165lbs;5000IHP. | | |
| KNTV | 3D;Web frms;Wireless; 6BH | | | | | | | Cramp & Sons | | | | |
| | SUB.SIG;W. Bal | | | | | | | S. & E. B. Co.) | | | | |
| 0888 | **Panama** | MV | Dan | Cop'hagen | 4247 | | 1915 | Copenhagen | Akties. det | 2-6CylOilEng24 13/16x37 13/16; | | BL |
| | Steel | Twin | 410 | 55.2 \| 27.5 | 6650 | | 3 | (Akt. [Den. | Ostasiatiske | | | |
| NTDH | 2D;Shel dk;Wireless;W. Bal 7BH | | | | | | | Burmeister&Wain.) | Kompagni | | | |
| 0889 | **Panama Maru** | Scw | Jap | Osaka | 3568 | | 1910 | Nagasaki, | Osaka | 2-3CylTE19,32,54x48; | | BL |
| 13,084 | Steel | Sch | 408 | 49.7 \| 29.8 | 5790 | | 4 | (Mitsu [Japan | Shosen Kabushiki | 4SB;WP200lbs | | |
| LMHJ | 2D;Deep frmg;Wireless;W. Bal 7BH | Twin | P35′ | B153′ F45′ | | | | Bishi Dkyd. & E. | Kaisha | | | |
| | | | | | | | | Works.) | | | | |
| 0890 | **Panama Transport** | Scw | Br | W.Hartlpl | 2915 | | 1914 | W. Hartle- | Houlder | 3CylTE25,40,67x48; | | C |
| 135,905 | Steel | | 385 | 52 \| 27 | 4644 | | 6 | pool, Eng. | Bros. & Co. | 3SB;WP180lbs;376RHP | S.S.No.2,Npt4,23;A.S.3,26; | |
| JFRK | 1D;Deep frmg;Wireless;W. Bal 6BH | | P36′ | B120′ F41′ | | | | (Irvine's S. B. & | (Lim.), Mgrs. | | shft drn11,25;M.&B.S.7,26 | |
| | | | | | | | | D. D. Co., Lim.) | | | | |
| 0891 | **Panaman** | Scw | Am | New York | 4032 | | 1913 | Sparrows | American- | 4CylQE25½,37,53,78x54; | | BL |
| 211,629 | Steel | | 407.7 | 53.7 \| 28.1 | 6499 | | 9 | Point, Md. | Hawaiian | 3SB;1AuxSB;WP125lbs; | | |
| LDGF | 2D;Shel dk;Web frms; 7BH | | | | | | | (Maryland Stl.Co.) | S.S. Co. | 4000IHP | | |
| | Long. frmg;Wireless;Oil fuel; | | | | | | | | | | | |
| | W. Bal;D.F. | | | | | | | | | | | |
| 0892 | **Panamco** | Brg | Am | New York | 398 | | 1925 | Kearny, | Mexican | Stl;5BH | ✠A1Ⓔ Oil Barge | |
| 169,161 | | | 144 | 30 \| 11 | 398 | | 5 | (Federal [N. J. | Petroleum Co. | | River & Harbor Service. | |
| | 1D | | | | | | | S. B. & D. D. Co.) | | | | |
| 0893 | **Panay** | Scw | Am | Fairport | 2778 | | 1902 | Chicago, | Paisley S.S. | 3CylTE20,33½,55x40; | (★100(GL) | |
| 150,959 | Steel | | 356 | 50 \| 28 | 3811 | | 7 | (Chicago [Ill. | Co. | 2SB;WP175lbs;1170IHP. | P.S.4,26 | |
| | 1D;B;Mchy aft;W. Bal 2BH | | | | | | | S. B. Co.) | | | | |
| 0894 | **Pancras** | Scw | Br | Liverpool | 2809 | | 1911 | Newcastle, | Booth S.S. | 3CylTE24,40,67x48; | | BL |
| 131,367 | Steel | Sch | 376.5 | 50.3 \| 23.6 | 4436 | | 9 | (Hawthorn, [Eng. | Co. (Lim.) | 2SB;1AuxSB; | | |
| HTGL | 2D;Shel dk;Wireless;W. Bal 7BH | | | | | | | Leslie & Co., Lim.) | | WP180lbs | | |
| 0895 | **Pandelis** | Scw | Grk | Piræus | 1490 | | '91 | So. Shields, | Pandeli | 3CylTE23,37,61½x39; | | BL |
| HSRQ | xTregurno Steel | Sch | 290 | 40 \| 19.9 | 2411 | | 9 | (J. [Eng. | Bros. | 2SB;WP160lbs | | |
| | 1D;B;Well dk;Wireless;W. Bal 5BH | | P29′ | B118′ F33′ | | | | Readhead & Sons.) | | | | |
| 0896 | **Panglima** | Scw | Am | Manila | 245 | | 1911 | Sandakan, | Ortigo Hnos | 2CylC20,38x26 | | |
| | Comp. | | 179 | 27 \| 12.4 | 451 | | | Borneo | Cia. | | | |
| | 1D | | | | | | | | | | | |
| 0897 | **Pannonia** | Scw | Hng | Budapest | 2819 | | 1903 | Newcastle, | Oceana Sea | 3CylTE24,40,68x48; | | BL |
| | xMount Sherman xKeresaspa Steel | | 360.8 | 48 \| 20.2 | 4353 | | 4 | (North- [Eng. | Nav. Co. (Lim.) | 3SB;WP180lbs | | |
| JZBL | 1D;Spar dk;Web frms; 6BH | | P32′ | B96′ F33′ | | | | umberland S. B. | | | | |
| | Wireless;W. Bal | | | | | | | Co., Lim.) | | | | |
| 0898 | **Panoil** | Scw | Am | Los Ang's | 760 | | 1920 | Violet, | Huasteca | 2-2CylC16,32x24; | ✠A1Ⓔ Oil Carrier. | |
| 220,437 | xCrudoil Steel | Twin | 242.5 | 36.9 \| 19.7 | 1370 | | 7 | (Alabama & [La. | Petroleum Co., | Staten Island S. B. Co; | Coastwise & W. I. | |
| MBGV | 1D;Long. frmg;W. Bal; 9BH | | P65′ | F22′ | 2420 | | | New Orleans | Inc. | 2SB;Staten Island S. B. Co; | ✠AMS | |
| | Mchy aft; C-25 | | | | | | | Trans. Co.) | | 3414HS;WP165lbs;900IHP;EAC; | S.S.No.1,NY12,24; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd,d rpd12,26 | n Eng & Blrs;n shfts2,21; | |
| | | | | | | | | | | | B.S.8,24;M.S.12,24; | |
| | W.B.—A.P.45t.....F.P.20t | | | | | | | | | | shfts drn12,26 ;Scip;CL | |
| | F.O.....D.B.a6′105t..... | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10899 220,254 LWTH | **Pansa** Steel 2D;Long. frmg;Wireless; 7BH sub.sig;W. Bal; C-35 Oil fuel F. P. above 150° F. W.B.—A.P.318t;D.B.334'1237t;D .T.36'9 F.O.....D.B. —' 828t;D .T.36'9 (*Now "Mary D"*) | Scw | Am 379.5 P52' 93t; F. 27t... | Tacoma 53.1 \| 27 \| 29' 4" B102' F41' P.91t ..... | 2977 4839 7500 | 5' 10½" 23' 8" | 1920 6 | Tacoma, (Todd D. D. & Const. Corp.) [Wash. | Pacific American Fisheries Co. | 3Cyl TE24,40,70x48; Todd D. D. & Const. Corp; 3SB;Todd D. D. & Const. Corp; 8831HS;WP190lbs;2500IHP;EAC; Dkd10,26 | ✠A1Ⓔ ✠AMS Cih BB;CL | |
| 10900 203,911 | **Panther** xInterstate No. 1 Wood 1D 4BH | Scw | Am 85.7 | New York 23 \| 9.9 | 88 130 | | 1907 | New Brighton, N. Y. | Tice Towing Line | 2Cyl 16,34x24; 1Bir;WP150lbs;450IHP. | | |
| 10901 214,668 LGPS | **Panuco** Steel 2D;Wireless;Oil fuel;W. Bal 4BH | Scw | Am 351 P44' | New York 47.9 \| 24.7 B90' F38' | 2151 3570 | | 1917 1 | Seattle, (Seattle Con. & D. D. Co.) [Wash. | N. Y. & Cuba Mail S.S. Co. | 3Cyl TE24,40,70x48; 3SB;WP190lbs;2500IHP;Exmd4,25 | | BI |
| 10902 212,596 LDQP | **Panuco** xLa Hesbaye Steel 2D;Mchy aft;Oil in bulk; 12BH Oil fuel;Wireless;W. Bal | Scw | Am 300 | New York 39.2 \| 29.2 | 1975 2556 | | '88 | Newcastle, (Armstrong, Mitchell & Co.) [Eng. | Sinclair Nav. Co. | 3Cyl TE21½,35,57x38; 2SB;WP160lbs;1200IHP. | | |
| 10903 150,710 KMLJ | **Paoli** Steel 1D;sub.sig. 4BH | Scw | Am 125.4 | New York 26 \| 14.7 | 224 330 | | '95 11 | Phila., Pa. (Chas. Hillman S. E. & B. Co.) | Morecraft Trans. Corp. | 3Cyl TE16,24,40x28; 2WTB;WP165lbs;850IHP. | ✠ — — Cancelled. | |
| 10904 144,525 KFJQ | **Papanui** xTrevithick xPreussen Steel 2D;Wireless;W. Bal 7BH | Scw | Br 469.8 P54' | London 53.1 \| 32.1 B121' F55' | 5128 8046 | | 1910 12 | Clydebank, (J. Brown & Co., Lim.) [Eng. | Federal Stm. Nav. Co. (Lim.) | 4Cyl QE26,39,56,78x54; 4SB;WP215lbs | | BI |
| 10905 | **Para** Steel 2D;Deep frmg; 6BH Wireless;W. Bal | Scw Sch Twin | Brz 340.2 F67' | R.Janeiro 44.8 \| 23.5 | 2097 3351 | | 1907 7 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Lloyd Brasileiro | 2-3Cyl TE18,30,49x42; 3DB;WP180lbs | | |
| 10906 LBPJ | **Para** xSan Paulo Steel 2D;Wireless;W. Bal 6BH | MV Twin | Nor 376.4 P46' | Bergen 51.5 \| 22.7 B & F 320' | 2398 3986 | | 1921 3 | Rotterdam, (N. V. Werf v/h Rijkee & Co.) [Hol. | A/S J. Ludwig Mowinckels Rederi | 2-6Cyl OilEng 22x39 | | N |
| 10907 | **Paraguana** Steel 1D;Web frms;Long. frmg; 10BH Oil in bulk;Oil fuel;Mchy aft; Wireless;W. Bal | Scw | Vnz 280 P69' | Maracaibo 47.2 \| 16.2 B22' F31' | 1111 1977 | | 1925 1 | Newcastle, (Palmers' Co., Lim.) [Eng. | Venezuelan Gulf Oil Co. | 3Cyl TE19,30,49x36; 2SB;WP180lbs | | BI |
| 10908 RWVJ | **Paraguay** xOctavia xDeutschfeld Steel 2D;Wireless;W. Bal 2BH | Scw | Ger 385.9 P18' | Hamburg 52.7 \| 22.3 F46' | 2438 3971 | | 1920 11 | Lubeck, (Schiffsw. v. Henry Koch, A. G.) [Ger. | A. G. Hugo Stinnes fur Seesch. u. Uebers. | 3Cyl TE27,43,66x47; | | G |
| 10909 150,880 KQLB | **Paraguay** Steel 1D;B;Mchy aft;Wireless; 6BH Oil in bulk | Scw | Am 292 | Phila. 42 \| 23 | 1583 2627 | | 1900 12 | Lorain, (American Shipbuilding Co.) [Ohio | Sun Oil Co. | 4Cyl QE15,23,35,54x36; 2WTB;WP250lbs;1250IHP | | |
| 10910 OUHD | **Parame** xSierra Negra xWar Torpedo Steel 1D;Well dk;Wireless;W. Bal 7BH | Scw | Fr 285 P28' | Havre 41.9 \| 19 B66' F32' | 1373 2235 | | 1918 6 | W. Hartlepool, (W. Gray & Co., Lim.) [Eng. | Soc. Marit. Nationale | 3Cyl TE25,41,68x45; 2SB;WP180lbs; | | |
| 10911 NCWV | **Parana** Steel 3D;Wireless;W. Bal 2BH | Scw | Dan 398.5 | Cop'hagen 55.8 \| 29.3 F54' | 3425 5497 | | 1921 10 | Danzig, (F. Schichau.) Dzg. | Dampskifs "Orient" | Stm Tbn; 3SB;WP200lbs | | G |
| 10912 RBKH | **Parana** xEdmund Siemers Steel 2D;Well dk;sub.sig;Wireless; 9BH W. Bal | Scw | Ger 450 P & B | Hamburg 58.2 \| 27 B66' F59' | 3693 5986 | | 1921 4 | Hamburg, (Vulcan Werke.) [Ger. | Hamburg, Sudamer. Dampfschiffahrts. Ges. | 3Cyl TE31,52,84x59; 4SB;WP206lbs | | G |
| 10913 116,016 VSBH | **Parana** Steel 2D;Deep frmg;sub.sig; 6BH Wireless;W. Bal | Scw | Br 375.3 P45' | Belfast 48.3 \| 25.9 B110' F99' | 2689 4182 | | 1904 6 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Royal Mail Steam Packet Co. | 3Cyl TE24,39,67x48; 3SB;WP205lbs | | BI |
| 10914 TPFV | **Parchim** 2D | S | Fin 254.7 P59' | Mariehmn 39.4 \| 23 F32' | 1519 1659 | | '89 8 | Geesteminde, (J. C. Teckienborg.) [Ger. | A. Lundquist | Stl;2BH | | G |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10915 120,701 HBJF | **Pardo** Steel 2D;sub.sig;Deep frmg; 6BH Wireless;W. Bal | Scw Sch | Br 375 P49′ | Belfast 48.3 \| 25.8 B112′ F98′ | 2798 4454 | | 1904 9 | (Harland & Wolff, Lim.) [Ire. | Royal Mail Steam Packet Co. | 3CylTE23,39,64x51; 3SB;WP205lbs | | BL |
| 10916 143,074 JWND | **Pareora** xTredenham xFalkenfels Steel 2D;Wireless;sub.sig;W. Bal 6BH | Scw | Br 479.7 P66′ | London 62.2 \| 33 B139′ F59′ | 5369 8435 | | 1915 7 | Bremen, (Akt. Ges. "Weser.") [Ger. | Federal Steam Nav. Co. (Lim.) | 4Cyl QE28,40,58,85x55; 4SB;WP213lbs | | BL |
| 10917 219,158 LTMK | **Paria** xLake Eirlo Steel 1D;B;Wireless;W. Bal; 4BH Oil fuel F. P. above 150° F. C-29 | Scw | Am 253.6 P25′ | New York 43.7 \| 26.2 \| 28′ 4″ B65′ F24′ | 1663 2674 4000 | 4′ 2½″ 24′ 3½″ | 1919 10 | Ashtabula, (Great Lakes Eng. Wks.) [Ohio | U. S. Shipping Board | 3CylTE21,35,59x42; Great Lakes Eng. Wks; 2SB;Lake Erie Blr. Wks; 4720HS;WP190lbs;1350IHP;EAC; d rpd11,23;Dkd,s rps7,25;Exmd3,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY11,23; n shft1,23;M.&B.S; shft drn11,23;SBP;CL | |
| | W B.—A.P.98t.....D.B .203′41 F.O.—A.P.92t;D.T.a14′110t;D.B .164′29 | | 8t.... St;W.T | .....F.P.5 .m38′173t..... | 1t .. | | | | | | | |
| 10918 OQDH | **Paris** Steel 4D;Oil fuel;sub.sig;Wireless; 18BH W. Bal | Scw Quad | Fr 737.8 | Havre 85.6 \| 54.5 | 15333 34569 | | 1921 | St. Nazaire, (Chant. & Atel de St. Nazaire) [Fr. | Cie. Generale Transatlantique | Stm Tbns; 15DB;WP214lbs;44000IHP | | V |
| 10919 140,862 KGHC | **Paris City** Steel 2D;Wireless;W. Bal 8BH | Scw | Br 412.2 F36′ | Bideford 55 \| 33.5 | 3959 6343 | | 1920 8 | Stockton, (Craig, Taylor & Co., Lim.) [Eng. | W. R. Smith & Sons, (Lim.), Mgrs. | 3CylTE28,46,75x51; 3SB;WP180lbs | S.S.No.1,Nprt3,25; B.S;shft drn3,25;M.S.5,25 | C |
| 10920 29,059 SLKR | **Paris Maru** Steel 2D;Wireless;W. Bal 6BH | Scw | Jap 451.1 P44′ | Osaka 56.5 \| 35.2 B189′ F52′ | 4474 7197 | | 1922 9 | Birkenhead, (Cammell, Laird & Co., Lim.) [Eng. | Osaka Shosen Kabushiki Kaisha | Stm Tbns; 6SB;WP200lbs;Exmd12,25 | S.S.No.1,Kobe4,26;A.S.4,26; shft drn3,25;M.&B.S.4,26 | C-J |
| 10921 212,632 LDRT | **Parismina** Steel 3D;Wireless;sub.sig;W. Bal 4BH Oil fuel | Scw | Am 378.8 B152′ | New York 49.8 \| 29.6 F44′ | 2801 4611 | | 1908 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | United Fruit S.S. Corp. | 3CylTE27,45,75x54; 5SB;WP190lbs;3650IHP; d rpd12,24;Dkd8,26;s rps10,26 | 2dS.S.No.1,NO11,25; B.S;n shft11,25;M.S.3,26 | C |
| 10922 150,774 | **Park City** O,Ch,Lo,YP;Icf 1D | Scw | Am 143.5 | Bridgep'rt 28 \| 9.9 | 208 392 | | 98 3 | Pt. Jefferson, (Mather & Wood.) [N. Y. | Bridgeport & Port Jefferson Stmbt. Co. | 700IHP. | | |
| 10923 166,200 | **Parkersburg** 1D | Brg | Am 80.2 | Baltimore 28.4 \| 7.6 | 323 323 | | 1916 | Mariners' Harbor, N. Y. (Staten Island S. B. Co.) | Baltimore & Ohio R.R. Co. | Wd | | |
| 10924 PNSK | **Parkhaven** Steel 1D;Shel dk;W. Bal;Wireless 6BH | Scw | Hol 360 | Rotterd'm 52 \| 31.5 | 2984 4803 | | 1920 11 | Newcastle, (W. Dobson & Co.) [Eng. | Gebr. van Uden | 3CylTE25,41,69x48; 3SB;WP180lbs | | BL |
| 10925 223,553 | **Parkins** Wood 1D 3BH | MV | Am 107 | Beaufort 23.5 \| 8.3 | 66 107 | | 1923 | Pocomoke City, Md. (E. James Tull.) | ---------- | Oil Eng; 200BHP. | | |
| 10926 150,478 | **Parks Foster** Steel 2D;Mchy aft;W. Bal | Scw | Am 248.6 | Chicago 39 \| 23 | 1347 1640 | | '89 | Cleveland, (Globe Iron Wks.) [Ohio | John Prindiville & Sons | 2CylC22½,50x42; 2FB;WP125lbs;750IHP. | 95(GL) P.S.5,26 | |
| 10927 206,818 LBGQ | **Parksley** Steel 1D;W. Bal | Scw | Am 125 | C. Charles 25 \| 12.6 | 201 296 | | 1909 | Camden, (J. H. Dialogue & Son.) [N. J. | N. Y., Phila. & Norfolk R.R. Co. | 3CylTE17,24,41x30; 500IHP. | | |
| 10928 218,822 LSQC | **Parksville** Steel 1D;2d dk at ends; 7BH Wireless;sub.sig; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 | Scw | Am 324 P41′ | Newark 46.2 \| 25 \| 28′ 6″ B90′ F35′ | 2174 3545 5500 | 5′ 9″ 22′ 11″ | 1919 9 | Newark, (Submarine Boat Corp.) [N. J. | Ford Motor Co. | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd,s rps5,21 | ✠A1Ⓔ ✠AMS shft drn6,20;Cih BB;CL (Laid up) | |
| | W.B.—A.P.71t;D.B.252′847t;D.T F.O.—A.P.66t;D.B.214′643t..... | .20′394 ..... | t..... S.T.31 | .F.P.111t t..... | | | | | | | | |
| 10929 121,244 HCVG | **Parktown** xMarthara Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Br 345.1 P38′ | London 49.9 \| 17.9 B97′ F41′ | 2416 3790 | | 1905 7 | Pt. Glasgow, (Russell & Co.) [Scot. | C. Jones & Co. | 3CylTE24,40,65x45; 2SB;WP180lbs | | BL |
| 10930 RBWN | **Parma** xArrow 1D;B;Deep frmg;Wireless | Bk 4 M | Ger 327.7 P47′ | Hamburg 46.5 \| 26.2 F31′ | 2882 3084 | | 1902 4 | Pt. Glasgow, (A. Rodger & Co.) [Scot. | Rederei F. Laeisz | Stl;1BH | | G |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10931 HRFU | **Parnahyba** xAlrich Steel 2D;Shel dk;Wireless;W. Bal 8BH | Scw | Brz | Rio Jan'ro 460.6 \| 59.2 \| 28.9 | 4126 6692 | | 1913 3 | Flensburg, (Flensburg. [Ger. Schiffsb. Ges.) | Lloyd Brasileiro | 4CylQE26,38,56,81x54; 4SB;WP213lbs;3650IHP | | V |
| 10932 HWTB | **Parnon** xIsfond xLothian Steel 2D;Deep frmg;Oil fuel; 6BH Wireless;W. Bal | Scw | Grk | Spetsai 385.5 \| 50.2 \| 28.5 P39′ B117′ F51′ | 3093 4986 | | 1902 5 | Glasgow, (C. Connell [Scot. & Co.) | C. Petzalis | 3CylTE27,43,72x48; 2SB;WP185lbs | | BI |
| 10933 150,968 | **Partanna** 1D | Sch | Br | Lunenb'rg 124.6 \| 27.1 \| 10.8 | 109 172 | | 1924 | Mahone Bay, N. S. (Ernst S. B. Co., Lim.) | Ernst S. B. Co. (Lim.) | Wd | | |
| 10934 150,994 KSJG | **Parthenia** Comp 1D | Scw | Am | Marion 114 \| 17.8 \| 8.8 | 96 141 | | 1903 4 | Bristol, (Herreschoff Mfg. Co.) [R. I. | U. S. Govt. (Navy Dept.) | 3CylTE8¾,13¾,23x11¼; 1WTB;WP250lbs | | |
| 10935 137,847 JQCR | **Parthenia** xKirkholm Steel 2D;Wireless;D.F;Oil fuel;W. Bal 6BH | Scw | Br | Glasgow 399.7 \| 51.9 \| 26.9 P46′ B119′ F46′ | 3062 4855 | | 1917 6 | Pt. Glasgow, (Russell [Scot. & Co.) | Donaldson Bros. (Lim.), Mgrs. | 3CylTE26,44,72x48; 3SB;WP180lbs | | BI |
| 10936 JFBC | **Parthenon** xP. L. M. 7 xAmbatielos Steel 1D;Deep frmg; 5BH Wireless;W. Bal | Scw | Grk | Chios 331 \| 47.7 \| 22.5 P23′ B90′ F32′ | 2030 3189 | | 1908 7 | W. Hartlepool, Eng. (W. Gray & Co., Lim.) | Pithis Bros. & G. Corakis | 3CylTE24,38,64x42; 2SB;WP170lbs | | BI |
| 10937 QHJP | **Partner** xWilli Taaks xAlma Stein xWalkure 1D | Trn | Ger | Lubeck 112.8 \| 22 \| 9.5 | 148 178 | | 1901 9 | Hammelwarden, Ger. (C. Luhring.) | Friedr. Hansen | Stl;3BH | | G |
| 10938 | **Partridge** Steel 2D;W. Bal;Oil fuel 11BH 8BH to Fbd dk 3BH to 2d dk | Scw | Am | 180 \| 35.3 \| 17.2 | | | 1919 6 | Chester, (Chester [Pa. S. B. Co.) | U. S. Govt. (Navy Dept.) | 3CylTE19,29,46x30; 2WTB;WP200lbs;1400IHP | | |
| 10939 150,410 KDVS | **Pasadena** Wood 1D;Oil fuel | Scw | Am | San Fran. 141 \| 31 \| 10 | 236 300 | | '87 | San Fran- (Hay [cisco, Cal. & Wright.) | Albion Lumber Co. | 2CylC14,28x20; 1SB;300IHP. | | |
| 10940 216,303 LKJS | **Pasadena** xWar Beacon Steel 2D;Shel dk;Long. frmg; 7BH SUB.SIG; 6BH to Fbd dk Wireless 1BH to 2d dk C-36 W.B.—A.P.17t;D.B.345′1295t; D. T.30′5 | Scw | Am | San Fran 402.5 \| 53 \| 32 \| 34′ 6″ P34′ B81′ F37′ 94t; F. P.73t | 4494 6002 9400 | 8′ 3¼″ 26′ 5½″ | 1918 5 | Oakland, (Moore [Cal. S. B. Co.) | U. S. Shipping Board | Stm Tbn; W. & A. Fletcher Co; 3SB;Willamette I. & S. Wks; 180GS;8256HS;WP225lbs; 2800SHP;EAC | ✠A1Ⓔ With Freeboard. ✠AMS BSP;CL (Laid up) | |
| 10941 168,370 | **Passaic** 1D | Brg | Am | Pt.Arthur 157.9 \| 36.1 \| 10.7 | 552 552 | | 1922 5 | Kearny, (Federal [N. J. S. B. Co.) | Gulf Refining Co. | Stl | | |
| 10942 155,090 | **Passaic** xOswego Iron 1D | SW | Am | New York 193.5 \| 36 \| 13.3 | 825 1055 | | '83 | Newburgh, N. Y. | Erie R.R. Co. | 1CylVB50x120; WP451lbs;900IHP. | | |
| 10943 217,926 LQTK | **Passaic Bridge** Steel 1D;2d dk at ends; 7BH SUB.SIG;W. Bal; 6BH to Fbd dk Wireless; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252′847t;D.T. 20′384t F.O.—A.P.66t;D.B.214′643t | Scw | Am | Newark 324 \| 46.2 \| 25 \| 28′ 6″ F.P.111t S.T.3 lt | 2000 3283 5500 | 5′ 9″ 22′ 11″ | 1919 5 | Newark, (Submarine [N. J. Boat Corp.) | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS,WP2001bs;1500SHP;EAC; d rpd3,20;Dkd6,21;s rps10,21 | ✠A1Ⓔ ✠AMS shft drn11,19;Scip;CL (Laid up) | |
| 10944 QMCG | **Passat** xSile Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | Ger | Bremen 412.4 \| 55.8 \| 34.5 F41′ | 4065 6581 | | 1920 7 | Chepstow, (Monmouth [Eng. S. B. Co., Lim.) | Kauffahrtei A. G. | Stm Tbns; 3WTB;WP200lbs | | |
| 10945 | **Passat** xRaritan xCarl Diederichsen Steel 1D;B:Spar dk;Wireless 4BH | Scw | Chi | 218.8 \| 33.1 \| 20.4 F31′ | 774 1243 | | 1901 8 | Kiel, (Howaldtswerke.) [Ger. | | 3CylTE16,27,43x24; 2SB;WP180lbs | | |
| 10946 RCDM | **Passat** 2D;SUB.SIG;Wireless | Bk | Ger | Hamburg 322 \| 47.2 \| 26.5 P18′ B69′ F36′ | 2882 3091 | | 1911 11 | Hamburg, (Blohm [Ger. & Voss.) | F. Laeisz | Stl;2BH; | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10947 | **Passport** | Brg | Am | New York | 533 | | 1916 | Brooklyn, (Theo. A. Crane's Sons Co.) [N. Y. | New York & Cuba Mail S.S. Co. | Wd | | |
| 166,421 | 1D | | 100 | 34 \| 8.5 | 533 | | | | | | | |
| 10948 | **Pasteur** Steel | Scw | Fr | Bayonne | 2899 | | 1923 | Havre, (Chant. & Atel. de la Gironde) [Fr. | Cie. des Chargeurs Francaise | 3CylTE26,42,60x48; 3SB;WP185lbs;2500IHP | | V |
| OVUX | 2D;Wireless;W. Bal 7BH | | 362.1 | 49.2 \| 24.5 | 4785 | | | | | | | |
| 10949 | **Pastime** Wood | MV | Am | New York | 196 | | 1920 | Neponset, (Geo. Lawley & Son.) [Mass. | Edwin A. Shewan | 2-6CylGasEng8½x11; 250IHP. | | |
| 220,196 | 1D | Twin | 115.3 | 22.2 \| 7.7 | 231 | | | | | | | |
| 10950 | **Pastime** Wood | SW | Am | New York | 443 | | '91 | Philadelphia (Pusey & Jones.) [Pa. | Boston, N. Y. & Southern S.S. Co., Inc. | 1CylVB50x120; 2Blrs;1062IHP. | | |
| 86,151 | xGay Head | | 203 | 34 \| 11.6 | 701 | | | | | | | |
| KJCG | 1D 3BH | | | | | | | | | | | |
| 10951 | **Pastores** Steel | Scw | Am | New York | 3843 | | 1912 | Belfast, (Workman, Clark & Co., Lim.) [Ire | United Fruit S.S. Corp | 2-4CylQE23½,33½,47½,68x45; 3DB;1SB;WP215lbs;rps10,25; Dkd,s rps10,26 | S.S.No.2,NY12,21;A.S.7,25; n Pt shft11,22;shfts drn10,25; B.S.2,26;M.S.6,26 | C |
| 212,653 | | Twin | 470.4 | 55.3 \| 30.8 | 7241 | | 12 | | | | | |
| LDSP | 3D;Wireless;SUB.SIG;W. Bal 6BH | | P48′ | B245′ F47′ | | | | | | | | |
| 10952 | **Pasubio** Steel | Scw | It | Genoa | 2428 | | 1905 | Sunderland, (W. Pickersgill & Sons.) [Eng. | Soc. Anon. A. Parodi fu B. | 3CylTE25,42,71x48; 2SB;WP180lbs | | BL |
| 1,290 | xPenrhydd xTrojan | | 375 | 25.7 | 3885 | | 3 | | | | | |
| PCDW | 2D;Deep frmg;Wireless;W. Bal 6BH | | P31′ | B208′ F39′ | | | | | | | | |
| 10953 | **Pat Harrison** | Brg | Am | Mobile | 1032 | | 1918 | Biloxi, (Coast Ship Co.) [Miss. | S. A. Tonsmiere, Mgr. | LO,YP;Gif(Sltd) d rpd6,23; s rps,clk,s dk clkg8,25 | ✠A1Ⓔ Towing Barge. Coastwise and W. I: S.S.No.1,Mbl5,23 | |
| 218,021 | | 4 M | 193 | 41 \| 19.8 | 1145 | | 12 | | | | | |
| LRBT | 1D;B | | | | | | | | | | | |
| 10954 | **Patagones** | Trn | Arg | BuenAires | 280 | | 1917 | Martenshoek (Gebr. G. H. Bodewes.) | Borzone Boggiano | Stl;4BH; 2CylOilEng16x18 | | V |
| | xAnnemarie xTom August | Aux | 140.9 | 25.4 \| 11.7 | 380 | | | | | | | |
| | 1D | | | | | | | | | | | |
| 10955 | **Patagonia** Steel | Scw | Arg | BuenAires | 534 | | '85 | Trieste, (Stabilimento Tecnico.) [Aus. | Argentine Govt. | 2CylC24,55x23½; 1WTB;WP130lbs;900IHP; | | |
| HBGZ | 2D;B;Oil fuel;Wireless;W. Bal 9BH | | 213.3 | 33 \| 23.6 | 1203 | | | | | | | |
| 10956 | **Patagonier** Steel | Scw | Blg | Antwerp | 3078 | | 1918 | Belfast, (Harland & Wolff, Lim.) [Ire. | Lloyd Royal Belge Soc. Anon. | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| | xWar Bittern | | 400.4 | 52.3 \| 28.4 | 5172 | | 4 | | | | | |
| MPAT | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F40′ | | | | | | | | |
| 10957 | **Patani** Steel | Scw | Br | Liverpool | 2173 | | 1905 | Belfast, (Workman, Clark & Co.) [Ire. | Elder, Dempster & Co. (Lim.), Mgrs. | 3CylTE26,44,74x48; 3SB;WP205lbs;600RHP. | 2dS.S.No.1,Lvpl10,21; shft drn3,25;M.&B.S.10,25 | C |
| 120,872 | | | 370.3 | 49.3 \| 30.3 | 3487 | | 8 | | | | | |
| HDCN | 2D;Shel dk;Deep frmg; Wireless;W. Bal 6BH | | B100′ | F48′ | | | | | | | | |
| 10958 | **Patapsco** | Brg | Am | Phila. | 325 | | '92 | Elkton, (H. Delbert B. B. Co.) [Md. | Southern Trans. Co. | Wd;Gif | | |
| 54,591 | 1D | | 139.2 | 23.5 \| 11 | 325 | | rb'05 | | | | | |
| 10959 | **Patara** | Sch | Br | Halifax | 113 | | 1921 | Mahone Bay (Ernst S. B. Co., Lim.) [N. S. | F. W. Carline | Wd | | |
| 150,407 | 1D | | 132.8 | 27.2 \| 10.4 | 180 | | | | | | |
| 10960 | **Patchogue** Wood | Scw | Am | Boston | 106 | | 1912 | New York, N. Y. | U. S. Govt. (Navy Dept.) | | | |
| 210,297 | 1D | | 99.8 | 23.3 \| 4.3 | 135 | | 7 | | | 300IHP. | | |
| 10961 | **Patchogue** Steel | Scw | Am | New York | 129 | | 1907 | Camden, (J. H. Dialogue & Sons.) [N. J. | Long Island R.R. Co. | 2CylC18,38x28; 2WTB;WP200lbs;500IHP | | |
| 204,384 | | | 90.5 | 24.5 \| 11.6 | 190 | | | | | | | |
| KWGF | 1D | | | | | | | | | | | |
| 10962 | **Patdoris** Steel | Scw | Br | Kingston | 350 | | 1913 | Greenock, (Geo. Brown & Co.) [Scot. | John F. Sowards | 3CylTE16,26,44x33; 1SB;WP180lbs;96RHP | Lake Survey3,26; S.S.No.2,Grnk9,21; shft drn7,24;M.&B.S.3,26 | C |
| 135,331 | xYorkminster xArdgarth | | 200.2 | 29.1 \| 12.8 | 770 | | 9 | | | | | |
| JDBQ | 1D;Deep frmg;Web frms; Mchy aft;W. Bal 3BH | | F25′ | | | | | | | | | |
| 10963 | **Paterson** Steel | Scw | Am | Seattle | 81 | | 1911 | Seattle, (Moran Co.) [Wash. | American Pacific Whaling Co. | 3CylTE11,18,29x18 325IHP. | | |
| 208,757 | | | 87.3 | 18 \| 11.4 | 119 | | | | | | | |
| LBWP | 1D | | | | | | | | | | | |
| 10964 | **Pathfinder** Steel | Scw | Br | Midland | 57 | | '96 | Racine, (Racine B. M. Co.) [Wis. | James Playfair | 4CylTE14,19½,22,22x16; 1WTB;WP250lbs;860IHP. | | |
| 138,220 | 1D;Wireless | Sch | 133 | 18.3 \| 10 | 168 | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | | | | | | | | | |
| 10965 | **Pathfinder** | Scw | Am | Cleveland | 5408 | | 1906 | Wyandotte, | Interlake | 3Cyl TE23½,38,63x42; | | |
| 203,407 | xSamuel Mather Steel | Sch | 530 | 60.2 \| 32.2 | 6751 | | 8 | (Detroit [Mich. | S.S. Co. | 2SB;WP180lbs;1800IHP | | |
| | 1D;Mchy aft;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 10966 | **Patia** | Scw | Br | Liverpool | 3297 | | 1922 | Birkenhead, | Elders & | 3Cyl TE27,46,78x54; | | C |
| 145,920 | Steel | | 400 | 51.1 \| 30.3 | 5355 | | 3 | (Cammell, [Eng. | Fyffes (Lim.) | 4SB;WP205lbs | S.S.No.1Rtdm1,26; | |
| KLVG | 4D;Wireless;SUB.SIG;W. Bal 7BH | | P42′ | B155′ F42′ | | | | Laird & Co., Lim.) | | | shft drn11,24;B.S.12,25; M.S.4,26 | |
| 10967 | **Patience** | Scw | Am | Phila. | 198 | | 1901 | Camden, | Reading | 3Cyl TE16,24,40x28; | | |
| 150,921 | Steel | | 122.3 | 25 \| 14 | 292 | | 11 | (John H. [N. J. | Co. | WP150lbs;500IHP. | | |
| KRGW | 1D 5BH | | | | | | | Dialogue & Son.) | | | | |
| 10968 | **Patoka** | Scw | Am | NwptNws | 6246 | | 1919 | Newport | U. S. Govt. | 4Cyl QE24,35,51,75x51; | | |
| | Steel | | 461.6 | 60 \| 27.7 37′ 2″ | 8267 11375 | | 8 | News, Va. (Newport News | (Navy Dept.) | 3SB;WP220lbs;2990IHP | | |
| | 3D;Mchy aft;Long. frmg; 18BH | | | | | | | S. B. & D. D. Co.) | | | | |
| | Oil fuel;SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 10969 | **Patras** | Scw | It | Genoa | 1602 | | '95 | Wallsend, | Fratelli | 3Cyl TE23,38,61x39; | | V |
| | xIbex xForest Brook Steel | | 300 | 36.5 \| 23.8 | 2529 | | 10 | (Swan & [Eng. | | 2SB;WP160lbs;1350IHP | | |
| PCDZ | 2D;B;Deep frmg; 6BH | | F28′ | | | | | Hunter, Lim.) | Denegri | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 10970 | **Patria** | Scw | It | Genoa | 2859 | | 1905 | W. Hartle- | Garibaldi | 3Cyl TE28,46,77x48; | | |
| 1,147 | xPietro Gori Steel | | 373.2 | 50.2 \| 27.4 | 4799 | | 5 | (W. [pool, Eng. | Soc. An. Coop. | 2SB;WP180lbs;2500IHP | | I |
| PCSI | 2D;Deep frmg;Wireless; 8BH | | P25′ | B123′ F34′ | | | | Gray & Co., Lim.) | Fra. Lavoratori | | | |
| | D.F;W. Bal | | | | | | | | del Mare | | | |
| 10971 | **Patria** | Scw | Cuban | Havana | ..... | | 1912 | Philadel- | Cuban | 2-3Cyl TE16,26½,44x26; | ✠ — — | |
| | Steel | Twin | 260 | 39 \| 18.9 21.5 | | | 4 | (Wm. [phia, Pa. | Government | 2WTB;WP200lbs;1200IHP. | Cancelled2,23. | |
| | 3D;B;W. Bal 7BH | | | | | | | Cramp & Sons' S. & E. B. Co.) | | | | |
| 10972 | **Patria** | Scw | Swd | Trelleborg | 1138 | | 1908 | W. Hartle- | Rederiak- | 3Cyl TE20,33,54x36; | | C |
| | xPhylis Seed xWestmore Steel | | 279.2 | 40.1 \| 18.2 | 1923 | | 11 | pool, Eng. | tieboleget | 2SB;WP180lbs;148RHP. | 2dS.S.No.1,Ncsl10,22; | |
| KFSM | xPortinglis 4BH | | P25′ | B66′ F28′ | | | | (Irvine's S. B. & D. D. Co., Lim.) | "Gothia" | | shft drn10,24;B.S.10,25; M.S.3,26 | |
| | 1D;Deep frmg;Wireless;W. Bal | | | | | | | | | | | |
| 10973 | **Patria** | Bkt | It | Viareggio | 395 | | 1920 | Oneglia | Fanucci | Wd | | I |
| 630 | xAmelia M. | | 145.3 | 29.1 \| 15.9 | 461 | | | (A. | Giuseppe di | | | |
| RJDZ | 1D | | P46′ | F14′ | | | | Terrizzano.) | Francesco & Antonetti Antonio | | | |
| 10974 | **Patria** | Scw | Fr | Marseilles | 6744 | | 1913 | La Seyne, | C. Fabre & | 2-3Cyl TE30,49,79x51; | | I |
| | Steel | Twin | 489.8 | 59.1 \| 40.1 | 11885 | | | (Forg. & Ch. [Fr. | Co., Mgrs. | 9SB;WP185lbs;9500IHP | | |
| OQD2 | 4D;Wireless;D.F;W. Bal 9BH | | B236′ | F69′ | | | | de la Medit.) | | | | |
| 10975 | **Patricia** | Scw | Swd | Gothenb'g | 1579 | | 1901 | Trieste, | H. Met- | 2-3Cyl TE22,38,62x36; | | BL |
| 6,315 | xWestern Australia Steel | Twin | 344 | 43 \| 24.2 | 3285 | | 8 | (Stabilimento [It. | calfe, Mgr. | 5SB;WP180lbs | | |
| KBTJ | 2D;SUB.SIG; 8BH | | P40′ | F52′ | | | | Tecnico) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 10976 | **Patricia** | Scw | Am | New York | 393 | | 1908 | Paisley, | James | 2-3Cyl TE15,24,39x24; | | LY |
| 128,187 | xVictoria xDolaura Steel | Twin | 218 | 32.2 \| 13.2 | 791 | | 5 | (Fleming [Scot. | Shewan & Son | 2Blrs;WP180lbs | | |
| HMQV | 2D;Oil fuel;W. Bal 6BH | | | | | | | & Ferguson, Lim.) | | | | |
| 10977 | **Patricia** | Scw | Br | London | 9073 | | '99 | Stettin, | London | 2-4Cyl QE23,33,48,69x55; | | |
| 143,871 | Steel | Twin | 560.3 | 62.3 \| 37.1 | 14466 | | 2 | (Act. [Ger. | Board of Trade | 5Blrs | | |
| KCWV | 4D;B;SUB.SIG;Wireless;W. Bal 12BH | | B160′ | | | | | Ges. Vulcan.) | | | | |
| 10978 | **Patrician** | Scw | Br | Liverpool | 3636 | | 1917 | Pt. Glasgow, | Charente | 3Cyl TE27,45,74x51; | | BL |
| 140,539 | xSaint Jerome Steel | | 423 | 56 \| 28.7 | 5742 | | 10 | (Russell [Scot. | S.S. Co.(Lim.) | 3SB;WP180lbs | | |
| JRHW | 2D;Wireless;W. Bal 5BH | | P38′ | B123′ F53′ | | | | & Co.) | | | | |
| 10979 | **Patrick A. Dee** | Brg | Am | Albany | 97 | | 1914 | Rondout, | R. Lenahan | Wd | | |
| 165,583 | | | 96 | 17.5 \| 7.7 | 103 | | | (R. [N. Y. | & Co. | | | |
| | 1D | | | | | | | Lenahan Co.) | | | | |
| 10980 | **Patrick Henry** | Scw | Am | Phila. | 4808 | 8′ 5¾″ | 1920 | Gloucester, | U. S. Ship- | 4Cyl QE25½,37,52½,76x54; | ✠A1Ⓔ With Freeboard. | |
| 219,903 | Steel | | 439.6 | 60.2 \| 33.7 36′ 8″ | 7586 12635 | 28′ 4″ | 4 | (Pusey & [N. J. | ping Board | Wm. Cramp & Sons S. & E. B. Co; | ✠AMS | |
| LWHR | 2D;Long. frmg; 7BH | | | | | | | Jones Co.) | | 3SB;Sun S. B. Co; | S.S.No.1,NO2,24; | |
| | Wireless;SUB.SIG; 6BH to Fbd dk | | P41′ | B134′ F46′ | | | | | | 9198HS;WP220lbs;3000IHP; | n shft;M.&B.S.2,24; | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | 1 d rpd3,23;rps9,25;Dkd4,26;s rps8,26 | shft drn9,25;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| 10981 | **Patrol** | Scw | Br | London | 1281 | | 1903 | Newcastle, | Eastern Ex- | 2-3Cyl TE23,39,64x42; | | BL |
| 115,948 | Steel | Sch | 357 | 44 \| 21 | 3132 | | 1 | (Wigham, [Eng. | tension Australa- | 4SB;WP180lbs | | |
| TSMB | 1D;Spar dk;Web frms; 6BH | Twin | | | | | | Richardson & Co.) | sian & China Tel- | | | |
| | Wireless;W. Bal | | | | | | | | egraph Co. (Lim.) | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. Lth. \| Bth. \| Dth. / Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10982 | **Patsy** | MV | Am | Astoria | 92 | | 1911 | North Bend, (Kruse [Ore. & Banks.) | Umpqua Transp. Co. | GasEng; 220IHP. | | |
| 209,000 LCBW | Wood 1D | | 94 | 24.6 \| 7.6 | 228 | | | | | | | |
| 10983 | **Patterson** | MV | Am | San Fran. | 402 | | '82 | Brooklyn, N. Y. | Northern Whaling & Trading Co. | 4CylOilEng16½x18; 320BHP. | | |
| 224,220 MFQJ | Wd;Gicf 2D 2BH | | 168.1 | 23.3 \| 18 | 580 | | | | | | | |
| 10984 | **Patuca** | Scw | Br | Belfast | 3337 | | 1913 | Belfast, (Workman, [Ire. Clark & Co., Lim.) | Elders & Fyffes (Lim.) | 2-3CylTE23,39,66x45; 2SB;2DB;WP205lbs | S.S.No.3,Avth,6,25;A.S.9,25; B.S.6,25;shfts drn12,25; M.S.6,26 | C |
| 132,040 JCMV | Steel 4D;sub.sig;Wireless;W. Bal 5BH | Twin | 417.2 P46′ | 53.3 \| 30 F50′ | 6103 | | 6 | | | | | |
| 10985 | **Patuxent** | Brg | Am | Phila. | 231 | | 1905 | Cramer Hill, (Noecker [N. J. & Ake S. B. Co.) | Southern Trans. Co. | Wd;Gif | | |
| 162,364 | xCramer Hill 1D | | 122 | 22.4 \| 9 | 231 | | | | | | | |
| 10986 | **Paul E. Thurlow** | Sch | Am | Boston | 1453 | | 1918 | Rockland, (Francis [Me. Cobb S. B. Co.) | New England Maritime Co. | O,YP;Gicf(Sltd) db;clk t,dk6,22;clk b9,23; s b clkg7,26; s rps, clk t, s dk clkg11,26 | ✠A1 S.S.No.2,Bost5,25 | |
| 216,809 LMQJ | 2D | 4 M | 230 | 41.8 \| 23.8 | 1590 | | 8 | | | | | |
| 10987 | **Paul H. Harwood** | Scw | Am | Los Ang's | 3957 | | 1918 | San Fran- (Union Iron Wks. Co.) cisco, Cal. | Pan American Petroleum & Transport Co. | Stm Tbn; General Electric Co; 3SB;Bethlehem S. B. Corp; 8265HS;WP220lbs;2600SHP;EAC; Dkd,d rpd3,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.2,NY3,26; n shft3,24;M.&B.S.3,26; Cih BB;CL | |
| 216,222 LKPJ | Steel 2D;B;Long. frmg; 15BH sub.sig;Mchy aft; 11BH to Fbd dk W. Bal; 4BH to 2d dk Oil fuel F. P. above 150° F. C-38 | | P106′ | B50′ F42′ | 10475 | | 3 | | | | | |
| 10988 | **Paul Howard** | Brg | Am | New York | 2125 | | 1919 | Newington, (L. H. Shattuck, Inc.) [N. H. | Thomas J. Howard | O,F;Gif✕;2BH | | |
| 221,141 MCPN | xSmith & Terry No. 3 1D;B | Sch | 267.3 | 46.2 \| 23.6 | 2219 | | | | | | | |
| 10989 | **Paul Luckenbach** | Scw | Am | New York | 4125 | 5′ 26′ 10″ | 1913 | Vegesack, (Bremer [Ger. Vulcan.) | Luckenbach S.S. Co., Inc. | 3CylTE32,52,86x51; Bremer Vulcan; 2SB;Federal S. B. Co; 3SB;Bremer Vulcan; 15565HS;WP210lbs;4000IHP;EAC; Dkd,d rpd11,26 | A1 AMS S.S.No.3,Bost11,25; 2n Birs9,22;shft drn11,24; M.S.11,25;B.S.8,26;Cih BB;CL | |
| 215,528 LHSJ | xPoznan xSuwanee xMark Steel 3D;Wireless; 9BH Oil fuel F. P. above 150° F. | | 471.2 | 59.2 \| 28.9 \| 31′ 4″ \| 39′ 2½″ | 6606 11250 | | 10 | | | | | |
| 10990 | **Paul Shoup** | Scw | Am | San Fran. | 4245 | | 1921 | Chester, (Merchant [Pa. S. B. Corp.) | Associated Oil Co. | 3CylTE27,45,75x51; 3SB;WP210lbs;2700IHP. | | BL |
| 221,455 MCWP | xPlaya Steel 2D;Web frms;Long. frmg; 16BH Mchy aft;Oil in bulk;Oil fuel;D.F; Wireless;W. Bal | | 424.4 P128′ | 58.2 \| 32.9 B25′ F41′ | 6816 | | 7 | | | | | |
| 10991 | **Paulgallus** | Scw | Fr | Marseilles | 1351 | | 1917 | Bellingham, (Pacific [Wash. American Fisheries.) | Soc. du Pacifique | 2-3CylTE13,21,35x24; 2SB;WP180lbs;1000IHP. | | |
| | xHollywood Fir;Gif(Sltd) 2D 4BH | Twin | 241.8 P50′ | 42.2 \| 24.3 | 1941 | | 1 | | | | | |
| 10992 | **Paulina** | Scw | Sp | Barcelona | 1032 | | '81 | Liverpool, (R. & J. Evans & Co.) [Eng. | Cia. Barcelonesa de Navigacion | 2CylC33,66x42; 1DB;WP80lbs;965IHP | | V |
| JDRH | xPuerto Riqueno Iron 2D;B;Wireless 7BH | Sch | 278.1 | 35.1 \| 24.1 | 2098 | | 3 | | | | | |
| 10993 | **Pauline B. Mosher** | Sch | Br | Lunenb'rg | 122 | | 1920 | Yarmouth, (K. & S. Co.) [N. S. | Miami Shipping Co. (Lim.) | Wd | | |
| 141,689 | 1D | | 118.6 | 27.5 \| 12.4 | 177 | | | | | | | |
| 10994 | **Paulsboro** | Scw | Am | New York | 4171 | | 1916 | San Fran- (Union Iron Wks.) cisco, Cal. | Vacuum Oil Co. | 3CylTE27,47,78x48; 3SB;WP215lbs;2600IHP; | | BL |
| 214,449 LGJM | Steel 2D;Long. frmg; 15BH Web frms;Mchy aft;Oil in bulk; Oil fuel;sub.sig;Wireless;W. Bal | | 435 P106′ | 56 \| 33.4 B50′ F42′ | 6698 | | 9 | | | | | |
| 10995 | **Paunpeck** | SW | Am | New York | 627 | | '82 | Newburgh, N. Y. | Westchester Ferry Corp. | 1CylVB44x120; 1Bir;WP80lbs | | |
| 150,263 | Iron 1D 2BH | | 199 | 35.2 \| 12.8 | 821 | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10996 106,853 PTJN | **Pavia** Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Br 332.1 P25′ | Liverpool 45.7 \| 15 B76′ F33′ | 1885 2945 | | '97 6 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Cunard S.S. Co. (Lim.) | 3Cyl TE 24,40,66x45; 2SB;WP200lbs | | BL |
| 10997 | **Pavo** xGlendovy 1D;B | Bk | Urg 171.8 | Mntevdeo 29 \| 17.7 F19′ | 569 612 | | '76 2 | Sunderland, (J. Laing) [Eng. | H. E. Wolden | I;1BH | | |
| 10998 219,551 LVMR | **Pawlet** Steel 2D;Long. frmg;W. Bal; 7BH Wireless;SUB.SIG; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.147t;D.B.343′1288t;D .T.30′5 F.O.....D.B.303′1016t;D .T.30′5 | Scw | Am 401.4 P48′ 50t... 12t; S. | Portland 53.2 \| 31.9 \| 34′ 6″ B81′ F37′ .....F.P.85t T.39t..... | 3729 6076 9431 | 8′ 2″ 26′ 5½″ | 1920 2 | Vancouver, (G. M. Standifer Const. Corp.) [Wash. | U. S. Shipping Board | 3Cyl TE 24½,41½,72x48; Hooven, Owens, Rentschler Co; 3SB;Columbia River S. B. Corp; 8709HS;WP210lbs;2800IHP;EAC; d rpd7,24;Dkd,s rps9,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,SanF7,24; B.S.1,24;shft drn;M.S.7,24; Clh BB;CL | |
| 10999 203,926 KVWJ | **Pawnee** Steel 2D;Oil fuel F. P. above 150° F. 4BH | Scw Sch | Am 250.5 | New York 40 \| 25 | 1382 1907 | | 1907 3 | Wilmington, Del. (Harlan & Hollingsworth Corp.) | Clyde S.S. Co. | 3Cyl TE 19,30,50x30; Harlin & Hollingsworth Corp; 2SECRTB;Harlin & Hollingsworth Corp;86GS;3303HS; WP175lbs;EAC;1300IHP; Dkd,d rpd2,26;rps5,26 | ✠A1 AMS Coastwise & W. I. S.S.No.3,NY10,21; M.S.10,21;B.S.12,22; n shft4,25;SBP;CL | |
| 11000 225,230 MFVL | **Pawnee** Steel 2D;SUB.SIG. | MV Yct | Am 148.6 | New York 26.6 \| 13.9 | 159 455 | | 1925 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Harry Payne Bingham | 2-6Cyl Oil Eng 12 1/16 x18; 900BHP | | |
| 11001 | **Pawnee** Steel 2D;Mchy aft;Oil in bulk; 14BH Oil fuel;Web frms; Long. frmg;Wireless;W. Bal | Scw | Am 380.1 P95′ | New York 52.8 \| 29 B32′ F37′ | 3002 4972 | | 1913 9 | Newcastle, (Palmers' Co., Lim.) [Eng. | Standard Oil Co. (N. J.) Mgrs. | 4Cyl QE 20,29,42,61x45; 2SB;WP215lbs | | BL |
| 11002 | **Pawnee** xHarburg Steel 2D;B;Well dk;SUB.SIG;W. Bal 6BH | Scw | Pan 388 P & B | Panama 47.6 \| 28.3 232′ F46′ | 2837 4472 | | '99 7 | Flensburg, (Flensburger [Ger. Schiffsbau Ges.) | California S.S. Co. | 3Cyl TE 28½,47½,78x54; 4SB;WP165lbs;2500IHP | — — — — Cancelled4,24 | |
| 11003 218,457 LRVN | **Pawtucket** Steel 1D;2d dk at ends; 7BH Wireless;SUB.SIG; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F C-32 W.B.—A.P.71t;D.B.252′847t;D.T .20′394 F.O.—A.P.66t;D.B.214′643t..... | Scw | Am 324 P41′ t..... S.T.3 | Newark 46.2 \| 25 \| 28′ 6″ B90′ F35′ ..F.P.111t 1t..... | 3283 5500 | 5′ 9″ 22′ 11″ | 1919 8 | Newark, (Submarine [N. J. Boat Corp.) | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd,d rpd5,21;s rps9,21 | ✠A1Ⓔ ✠AMS Scip;CL (Laid up) | |
| 11004 116,098 KDJF | **Pawtucket** xSappho O,YP;Gicf 1D | Scw | Am 149.8 | Provide'ce 28.8 \| 9.5 | 296 589 | | '86 5 | Bath, (New [Me England S. B. Co.) | Blackstone Valley Transportation Co. (Inc.) | 3Cyl TE 15,24,37½x30; 750IHP. | | |
| 11005 NBKH | **Pax** xFreya xButtermere 2D;B | Bk | Dan 206.6 F29′ | Marstal 34.4 \| 21.9 | 942 1035 | | '77 1 | White-haven, Eng. (Whitehaven S. B. Co.) | Presser & Co. | I;2BH | | V |
| 11006 NBDM | **Pax** 1D | Bk | Dan 92.1 | Marstal 29.9 \| 9.1 | 112 130 | | 1919 | Marstal, (J. P. Bager.) [Den. | F. H. Eriksen & Co. | O,B;Gif (Sltd) | | V |
| 11007 150,845 KPMT | **Paxtang** 1D;B | Brg Sch | Am 194.4 | Phila. 34.8 \| 17 | 865 954 | | '99 12 | Noank, (R. Palmer & Son.) [Conn. | Reading Co. | O,Ch,YP,Hk;Gif✕ (Sltd) | ✠ — — Suspended7,19 | |
| 11008 MPBL | **Pays de Liege** xOsiris Steel 2D;Wireless;W. Bal 8BH | Scw | Blg 410.8 P & B | Antwerp 50.9 \| 28.5 248′ F53′ | 3692 5919 | | 1902 9 | Hamburg, (Blohm & Voss.) [Ger. | Lloyd Royal Belge Soc. Anon. | 3Cyl TE 25,41,72x54; 4SB;WP199lbs | | |
| 11009 | **Paysandu** xBahia Steel 2D;Wireless;SUB.SIG;W. Bal 6BH | Scw | Urg 375.8 P & B | ..... 46.6 \| 27.4 247′ F50′ | 3106 4817 | | '98 | Hamburg, (Reiherstieg Schiffsu & Maschf) [Ger. | Uruguayan Govt. | 4Cyl QE 21,32,46,66x51; 2SB;2DB;WP213lbs;2200IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11010<br>214,680 | **Peace**<br>Steel<br>2D | Scw<br>Twin | Am<br>107.8 | Pittsbu'gh<br>22 \| 5.1 | 33<br>99 | | 1917 | Coraopolis,<br>(Dravo Cont. Co.) [Pa. | Dravo Contracting Co. | 2-2CylC9,18x12;<br>2Birs;WP146lbs;280IHP. | | |
| 11011<br>138,438<br>TPLN | **Peaceland**<br>1D | Sch | Br<br>112.6 | Parrsboro<br>29.2 \| 10.5 | 203<br>228 | | 1919 | Annapolis<br>Royal, N. S.<br>(Annapolis Shipping Co., Lim.) | W. E. Wasson | Wd | | |
| 11012<br>220,852<br>MBWV | **Peacock**<br>Steel<br>2D;Wireless;W. Bal; 11BH<br>8BH to Fbd dk<br>3BH to 2d dk<br>Oil fuel F. P. above 150° F. C-24 | Scw | Am<br>180 | New York<br>35.4 \| 15.7 | 23<br>741 | | 1919<br>12 | Mariners<br>Harbor, S. I.<br>(Staten Island S. B. Corp.) | U. S. Shipping Board | 3CylTE19,29,46x30;<br>Staten Island S. B. Corp;<br>2WTB;Babcock & Wilcox Co;<br>5800HS;WP200lbs;1400IHP;EAC;<br>clk dk6,23;d rpd1,26;Dkd,s rps11,26 | ✠A1Ⓔ Towing Service.<br>AMS<br>S.S.No.1,LosA12,23;<br>M.&B.S.12,23;shft drn5,25;<br>SBP;CL | |
| 11013<br>144,835<br>KJGC | **Pear Branch**<br>Steel<br>2D;Wireless;W. Bal 7BH | Scw | Br<br>398.6<br>P37′ | Sund'rl'nd<br>53.9 \| 26<br>B122′ F43′ | 2902<br>4786 | | 1921<br>9 | Newcastle,<br>(Palmers' Co., Lim.) [Eng. | Nautilus Steam Shipping Co. (Lim.) | Stm Tbns;<br>3SB;WP200lbs;584RHP. | S.S.No.1,Snd1,26;<br>M.&B.S;shft drn1,26 | C |
| 11014<br>214,490<br>LGKD | **Pearl Shell**<br>Steel<br>2D;B;Mchy aft;Long. frmg; 16BH<br>Web frms;Oil in bulk;Oil fuel;<br>Wireless;W. Bal | Scw | Am<br>411.6<br>P110′ | Wilm'gton<br>53.4 \| 29.8<br>B26′ F40′ | 3420<br>5614 | | 1916<br>12 | Wilmington<br>(Harlan & Hollingsworth.) [Del. | Pearl Shell S.S. Co. | 3CylTE27,45,74x48;<br>3SB;WP180lbs;2800IHP | | BL |
| 11015<br>140,269<br>GSHD | **Pearleaf**<br>Steel<br>2D;Web frms;Long. frmg; 20BH<br>Oil fuel;Oil in bulk;Wireless;<br>W. Bal | Scw<br>Twin | Br<br>404.8<br>P36′ | London<br>54.5 \| 32.6<br>B32′ F85′ | 2711<br>5911 | | 1917<br>3 | W. Hartlepool, Eng.<br>(W. Gray & Co., Lim.) | The Admiralty | 2-3CylTE26,42,70x45;<br>6SB;WP200lbs | | BL |
| 11016<br>147,460<br>KNSH | **Pearlmoor**<br>Steel<br>2D;Wireless;W. Bal 6BH | Scw | Br<br>400.3 | London<br>52.1 \| 34.3 | 3811<br>6049 | | 1923<br>4 | South Shields, Eng.<br>(J. Readhead & Sons, Lim.) | Moore Line (Lim.) | 3CylTE27,44,73x48;<br>3SB;WP180lbs | | BL |
| 11017<br>221,417 | **Pearson**<br>Oak<br>1D 2BH | Scw | Am<br>123.6 | Detroit<br>26.6 \| 6.7 | 160<br>297 | | 1921 | Detroit,<br>(United Fuel & Supply Co.) [Mich. | United Fuel & Supply Co. | 2CylC11,22x16;<br>1SB;WP125lbs;150IHP. | | |
| 11018<br>222,749<br>MDWT | **Peary**<br>xRowena Steel<br>Wireless 6BH | Scw | Am<br>135.6 | New York<br>22.6 \| 12.7 | 129<br>345 | | 1918 | Ft. William,<br>(Canada Car & Foundry Co.) [Ont. | Donald B. MacMillan | 3CylTE13,22,36x24;<br>WP95lbs;590IHP. | | |
| 11019<br>OASB | **Peau-Rouge**<br>xEmerson Steel<br>1D;Wireless 5BH | Scw | Fr<br>108 | Brest<br>23 \| 14 | 188<br>221 | | 1903 | Collingwood,<br>(Collingwood S. B. Co.) [Ont. | French Govt. | 3CylTE15,25½,43x36;<br>2Birs;WP180lbs | | |
| 11020<br>OQGN | **Pechelbronn**<br>Steel<br>2D;Oil in bulk;Long. frmg; 17BH<br>Mchy aft;Wireless | Scw | Fr<br>385<br>P115′ | Havre<br>52.5 \| 25.5<br>B32′ F35′ | 2872<br>4900 | | 1914 | Kiel,<br>Ger.<br>(Howaldtswerke.) | Association Petroliere | 4CylQE19½,28,41,59x41½;<br>2SB;WP214lbs;1900IHP. | | V |
| 11021<br>150,160 | **Peconic**<br>Wood<br>1D;Wireless | Scw | Am<br>105.2 | Greenport<br>18.4 \| 9.4 | 91<br>153 | | '79 | Kennebunk,<br>Me. | Wiscomico Fisheries, Inc. | | | |
| 11022<br>166,288 | **Peconic**<br>1D | Brg<br>Drdge | Am<br>98.2 | Buffalo<br>34.8 \| 6.2 | 179<br>179 | | 1915 | Buffalo,<br>(H. S. Kerbaugh, Inc.) [N. Y. | H. S. Kerbaugh, Inc. | Wd | | |
| 11023<br>136,747<br>KPGH | **Pecos**<br>xEl Sud Steel<br>2D;Wireless;W. Bal 6BH | Scw | Am<br>390.9 | New York<br>48.3 \| 15.6 | 2903<br>4572 | | '99<br>5 | Newport News, Va.<br>(Newport News S. B. & D. D. Co.) | Mallory S.S. Co., Inc. | 3CylTE32,52,84x54;<br>3DB;WP180lbs;4300IHP. | ✠ — —<br>Cancelled | |
| 11024<br>168,937 | **Pecos**<br>1D | Brg | Am<br>100 | New York<br>34 \| 9.4 | 285<br>285 | | 1924<br>4 | Kingston,<br>(Jacob Rice & Sons.) [N. Y. | Southern Pacific Co. | YP | | |
| 11025<br>LFBM | **Peder Bogen**<br>Steel<br>2D;Shel dk;Long. frmg; 17BH<br>Mchy aft;Oil in bulk;Wireless | Scw | Nor<br>480.9<br>P26′ | Sandefj'rd<br>62.2 \| 29.6<br>F49′ | 4178<br>8626 | | 1925<br>6 | Dordrecht,<br>(N. V. Schpsw.) [Hol. | J. Rasmussen & Co. Mgrs. | 3CylTE28,46,77x54;<br>3SB;WP190lbs | | BL |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11026 | **Pedrito** | Scw | Am | Boston | 153 | | 1917 | Jacksonville, | Boston | 2-2CylC10,20x16; | ✠**A1** Molasses Carrier. | |
| 214,960 | Steel | Twin | 133 | 25 \| 8.4 | 296 | | 5 | (Merrill [Fla. | Molasses Co. | Merrill & Stevens Co; | Coastwise & W. I. | |
| LGWQ | 1D;Mchy aft 5BH | | | Deck Erections Mid. | | | | & Stevens Co.) | | 1SB;WP140lbs;Dkd,rps12,25 | ✠AMS | |
| | W.B.—A.P.12t;F.P.13t | | | Lth. \| Bth. \| Dth. | | | | | | Exmd8,26 | S.S.No.2,StT6,23; | |
| | | | | Reg. Dimensions. | | | | | | | M.&B.S.6,23;shfts drn12,25; | |
| | | | | | | | | | | | Scip | |
| 11027 | **Pedro Basanez** | Trn | Mex | Tuxpam | 87 | | 1914 | St. Louis, | Pedro | O,Cps,P;2BH | | |
| | 1D | | 65 | 23.5 \| 5.9 | | | 1 | Miss. | Basanez & Co. | | | |
| 11028 | **Pedro Christophersen** | MV | Swd | Stockholm | 2232 | | 1913 | Copenhagen | A. A. John- | 2-8CylOilEng19$\frac{11}{16}$x26 | | BL |
| 5,519 | Steel | Twin | 360 | 51.6 \| 22.2 | 3725 | | 8 | (Akt. [Den. | son, Mgr. | | | |
| JTML | 2D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Burmeister & Wain.) | | | | |
| 11029 | **Pedro Gomes** | Scw | Ptg | Lisbon | 3396 | | 1900 | Flushing, | Cia. | 2-4CylQE19,28,44,62x45; | | V |
| | xSindoro Steel | Twin | 410 | 50 \| 28.1 | 5471 | | | (Kon. [Hol. | Nacional de | 3DB;WP225lbs;4000IHP. | | |
| | 3D;Wireless;W. Bal 7BH | | P80′ | B160′ F85′ | | | | Maats de Schelde.) | Nav. | | | |
| 11030 | **Peebles** | Scw | Br | Newcastle | 3218 | | 1919 | Stockton, | Sutherland | 3CylTE27,44,73x48; | | BL |
| 142,831 | Steel | | 400.1 | 52.4 \| 28.4 | 5260 | | 5 | (Richardson, [Eng. | S. S. Co. (Lim.) | 2SB;WP180lbs | | |
| KBGT | 1D;Wireless;W. Bal 7BH | | P49′ | B113′ F40′ | | | | Duck & Co., Lim.) | | | | |
| 11031 | **Peekskill** | Scw | Am | New York | 3450 | 7′ 10½″ | 1919 | Newburgh, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,237 | Steel | | 400.5 | 54.2 \| 30.4 | 5590 | 25′ 3″ | 12 | (Newburgh [N. Y. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LTQV | 2D;Wireless; 7BH | | | 32′ 10′ | 8822 | | | Shipyards, Inc.) | | 3WTB;Samuel Smith & Sons Blr. Co; | Clh BB;CL | |
| | sub.sig;W. Bal; C-86 | | P35′ | B123′ F43′ | | | | | | 8745HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | s rps10,21;Dkd3,22 | | |
| | W.B.—A.P.144t;D.B.338′1311t. | F | P.120t | | | | | | | | | |
| | F.O.....D.B.284′1092t;S. | T.62t | | | | | | | | | | |
| 11032 | **Peerless** | Scw | Am | Wilm'gton | 186 | | '72 | Wilmington, | Christiana | 1Cyl; | | |
| 20,412 | Iron | F. B. | 149 | 32.6 \| 8.6 | 298 | | | (Harlan [Del. | Ferry Co. | 1Blr;400IHP. | | |
| | 2D 2BH | | | | | | | & Hollingsworth.) | | | | |
| 11033 | **Peerless** | Scw | Am | Norfolk | 98 | | 1917 | Norfolk, | Wood | 2CylC17,34x25; | | |
| 215,764 | Wood | | 109.6 | 25.2 \| 13 | 205 | | | Towing Corp. | 1SB;WP160lbs;800IHP. | | |
| | 1D | | | | | | | (J. M. Clark [Va. Co.) | | | | |
| 11034 | **Peerless** | Trn | Am | San Fran. | 232 | | '78 | Gardiner, | Wm. John- | YF;Icf | | |
| 150,157 | | | 127 | 33 \| 9.9 | 244 | | 11 | Ore. | son | | | |
| JTGH | 1D | | | | | | | (J. H. Peterson.) | | | | |
| 11035 | **Peerless** | Scw | Am | New York | 69 | | '99 | Baltimore, | Marion | 1Cyl15x30; | | |
| 150,841 | Wood | | 85.4 | 21.2 \| 9.7 | 102 | | | Towing Co. | 1SB;WP150lbs;450IHP. | | |
| | 1D | | | | | | | (Thos. [Md. McCosher & Co.) | | | | |
| 11036 | **Pegasus** | SW | Am | New York | 579 | | '81 | Philadel- | Iron Steam- | 1CylVB52x132; | — Exp | |
| 150,214 | Iron | | 211.6 | 32 \| 10.6 | 848 | | 4 | (Wm. [phia, Pa. | boat Co. | 2CRTB;WP60lbs;850IHP. | | |
| JVHK | 3D 15BH | | | | | | | Cramp & Sons.) | | | | |
| 11037 | **Pegasus** | Scw | Am | Fairport | 3352 | | 1902 | Cleveland, | Interlake | 3CylTE22,35,58x40; | | |
| 81,801 | xWilliam H. Gratwick Steel | | 416 | 50 \| 28 | 4776 | | 3 | (American [Ohio | S.S. Co. | 2SB;WP170lbs;1600IHP. | | |
| | 1D;B;Mchy aft;W.Bal; sub.sig. 3BH | | | | | | | S. B. Co.) | | | | |
| 11038 | **Pehr Ugland** | Bk | Nor | Fredrkstd | 1199 | | '91 | Alloa, | Skibs-A/S | Stl;1BH | | N |
| | | | 230.5 | 36.2 \| 20.4 | 1316 | | 5 | (Grange- [Scot. | Pehr Ugland | | | |
| KGFJ | 1D;B | | P41′ | F27′ | | | | mouth Dockyard Co.) | | | | |
| 11039 | **Pei-ho** | Scw | Fr | Dunkirk | 3761 | | 1907 | Glasgow, | Messageries | 3CylTE26,45,76x54; | | V |
| | Steel | Sch | 410.9 | 52.9 \| 29.1 | 5985 | | 7 | (Barclay, [Scot. | Maritimes | 3SB;WP200lbs;3784IHP. | | |
| OQHF | 2D;Deep frmg;W. Bal;Wireless 8BH | | P39′ | B148′ F44′ | | | | Curle & Co.) | | | | |
| 11040 | **Pei Hua** | Scw | Chi | Tientsin | 849 | | 1905 | Newcastle, | North | 3CylTE19,31,51x36; | | |
| | xHellas Steel | | 260 | 38 \| 15.5 | 1380 | | | (Wood, [Eng. | China S.S. Co. | 2SB;WP180lbs | | |
| | 1D;W. Bal 4BH | | P24′ | B70′ F26′ | | | | Skinner & Co., Lim.) | (Lim.) | | | |
| 11041 | **Pei Tai** | Scw | Chi | | 1241 | | '79 | Newcastle, | North | 2CylC32,62x42; | | |
| | xAlabama xRaymond Iron | Sch | 285 | 35.5 \| 22.6 | 1940 | | 10 | (A. Leslie [Eng. | China S.S. Co. | 2SB;WP80lbs | | |
| | xRaymondos 5BH | | B12′ | F37′ | | | | & Co.) | (Lim.) | | | |
| | 2D;B;Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11042 80,777 | **Peirce McLouth** xHugh R. Havey Oak 1D | Scw | Am 173 | Detroit 30 \| 13 474 | 389 | | '80 rb'18 | Detroit, (Detroit [Mich. D. D. Co.) | Timber Transit Co. | 2CylC20,48x36; 1SB;WP125lbs;500IHP. | | |
| 11043 203,899 KWBL | **Pejepscot** Wood 1D | Scw | Am 102 | Bath 24.2 \| 12.3 142 | 79 | | 1907 | So. Portland Me. | Pejepscot Paper Mills | 2CylC15,32x22; SB;WP165lbs;400IHP. | | |
| 11044 RDFT | **Peking** 2D | Bk | Ger 322.3 P18′ | Hamburg 47.2 \| 26.5 B69′ F36′ 3100 | 2882 | | 1911 2 | Hamburg, (Blohm & Voss.) [Ger. | Reederei F. Laeisz | Stl;2BH | | BL |
| 11045 17,072 MNJF | **Peking Maru** Steel 2D;Web frms;Long. frmg; 5BH Wireless;W. Bal | Scw | Jap 305.3 P19′ | Osaka 43.7 \| 24.8 B32′ F32′ 3011 | 1857 | | 1914 6 | Osaka, (Osaka Iron Works.) [Jap. | Osaka Shosen Kabushiki Kaisha | 3CylTE22,37,61x42; 2SB;WP180lbs;186RHP. | S.S.No.2,Osaka10,22;A.S.12,25 shft drn11,23;M.&B.S.12,25 | C-J |
| 11046 JDSL | **Pelagia** xCranmore Steel 1D;B;Deep frmg;SUB.SIG; 6BH Wireless;W. Bal | Scw | Grk 345.6 P25′ | Chios 46.1 \| 24.3 B108′ F36′ 3157 | 2010 | | 1905 11 | Stockton, (Richardson, [Eng. Duck & Co.) | S. A. Castanos | 3CylTE26,42,69x45; 2SB;WP180lbs;358RHP. | 2dS.S.No.2,Pir6,25;A.S.6,26; B.S.1,25;M.S;n shft6,26 | C |
| 11047 130,388 | **Pelee** Steel 2D 4BH | Scw | Br 137 | Amh'stb'g 24.1 \| 9.9 538 | 243 | | 1914 | Collingwood (Collingwood [Ont. S. B. Co.) | Windsor & Pelee Island S.S. Co. (Lim.) | 3CylTE12½,21,34x21; 1SB;WP185lbs;500IHP. | | |
| 11048 113,467 SHJC | **Peleus** Steel 2D;Deep frmg; Wireless;W. Bal | Scw | Br Sch 454.7 P53′ | Liverpool 54.1 \| 32.3 B160′ F57′ 7441 | 4800 | | 1901 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | A. Holt & Co., Mgrs. | 3CylTE29,49½,83x60; Dkd,d rpd12,25 | | |
| 11049 JFSP | **Peleus** xSoglasie xG. M. B. Steel 1D;B;Mchy aft;W. Bal 4BH | Scw | Grk Sch 175.4 P61′ | Piraeus 25.7 \| 14.6 F25′ 597 | 349 | | '78 6 | Middlesbro, (R. Dixon & Co.) [Eng. | F. C. Svorono & E. di Pollone | 2CylC25,48x30; 1SB;WP180lbs;525IHP. | | |
| 11050 218,621 LSDT | **Pelican** Wood 1D | Scw | Am 150.4 | New York 25 \| 13.2 379 | 167 | | 1919 | Portland, (Portland [Me. S. B. Co.) | Consolidated Fisheries Co. (Del.) | 3CylTE14,22,36x24; 700IHP. | | |
| 11051 | **Pelican** Steel 2D;Oil fuel;W. Bal 11BH | Scw | Am 180 | 35.3 \| 17.2 | | | 1918 11 | Morris Heights, N. Y. (Gas Engine & Power Co.) | U. S. Govt. (Navy Dept.) | 3CylTE19,29,46x30; 2WTB;WP200lbs;1400IHP | | |
| 11052 OHZU | **Pellerin de La Touche** xGeneral Gallieni xMarienbad Steel 2D;Wireless;D.F;W. Bal. 10BH | Scw Twin | Fr 449.2 | Havre 55.8 \| 36.7 8217 | 3833 | | 1913 7 | Trieste, (Cantiere San Rocco.) [It. | Cie. Generale Transatlantique | 2-4CylQE26,37,53,76x51; 8SB;WP215lbs;7500IHP. | | V |
| 11053 RFDT | **Pellworm** xFaith xMarechal Suchet 1D;B | S | Ger 281.1 | Hamburg 40.7 \| 22.7 2269 | 1986 | | 1902 | St. Nazaire, (Chant. & Atel. de St. Nazaire.) Fr. | Reed. F. Laeisz G. m b. H. | Stl;2BH | | V |
| 11054 141,270 | **Pemaquid** xLong Island Iron 1D | Scw | Am 132.5 | Portland 28 \| 9.8 409 | 225 | | '93 | Philadelphia, Pa. (Neafie & Levy Co.) | Maine Central R.R. | 2CylC20,40x24; 700IHP. | | |
| 11055 136,349 JKSG | **Pembrokeshire** Steel 2D;SUB.SIG;Oil fuel;Wireless; 7BH Oil in bulk;W. Bal | Scw Sch | Br 470.2 P99′ | Belfast 58.3 \| 32.2 B171′ F78′ 7821 | 4968 | | 1915 4 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Royal Mail S. P. Co. | 4CylQE27,39,57,82x54; 4SB;WP215lbs | | BL |
| 11056 JCMB | **Pena Rocias** xNorlands Steel 1D;Well dk;Web frms; 4BH Wireless;W. Bal | Scw Sch | Sp 260 P27′ | Santander 36.6 \| 18.3 B104′ F25′ 1697 | 996 | | '89 5 | W.Hartlpl, (W. Gray & Co., Lim.) [Eng. | Cia. Santanderina de Nav. | 3CylTE19,30½,51x36; 2SB;WP145lbs | | BL |
| 11057 | **Penang** xAlbert Rickmers 2D;B | S | Fin 265.6 P52′ | Mariehmn 40.1 \| 24.7 F41′ 2019 | 1743 | | 1905 5 | Wesermunde (Rickmers Act. Ges.) [Ger. | G. Eriksson | Stl;1BH | | G |
| 11058 16,104 MFVK | **Penang Maru** Steel 2D;Wireless;W. Bal 6BH | Scw | Jap 405 P37′ | Tokio 52.2 \| 27.4 B119′ F46′ 5214 | 3215 | | 1913 1 | Pt. Glasgow, (Russell & Co.) [Scot. | Nippon Yusen Kabushiki Kaisha | 3CylTE26,42,70x48; 3SB;WP180lbs;245RHP | S.S.No.3,Kobe6,26;A.S.4,26; n shft1,22;M.&B.S;shft drn6,26 | C-J |
| 11059 137,213 KJGS | **Pencarrow** Steel 1D;Wireless;W. Bal 6BH | Scw | Br 390 P40′ | Falmouth 52 \| 26.8 B122′ F38′ 4841 | 2955 | | 1921 7 | W. Hartlepool, Eng. (Irvine's S. B. & D. D. Co., Lim.) | R. B. Chellew Stm. Nav. Co. (Lim.) | 3CylTE25,42,70x48; 3SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11060 | **Pencisely** | Scw | Br | Cardiff | 2283 | | 1916 | W. Hartle- | Pencisely | 3Cyl TE25,40½,67x45; | | BL |
| 136,983 | xAndree Steel | | 360.2 | 51 \| 22.7 | 3689 | | 4 | pool, Eng. | S.S. Co. (Lim.) | 2SB;1Aux SB;WP180lbs | | |
| JMPD | 1D;Wireless;W. Bal 6BH | | P29′ | B225′ F35′ | | | | (W. Gray & Co., Lim.) | | | | |
| 11061 | **Pendeen** | Scw | Br | Falmouth | 2481 | | 1923 | W. Hartle- | R. B. | 3Cyl TE26,42,70x48; | | BL |
| 146,381 | Steel | | 375 | 51.2 \| 24.7 | 4174 | | 5 | pool, Eng. | Chellew Stm. | 3SB;WP180lbs | | |
| KPCS | 1D;Wireless;W. Bal 6BH | | P39′ | B229′ F40′ | | | | (Irvine's S. B. & D. D. Co., Lim.) | Nav. Co. (Lim.) | | | |
| 11062 | **Pendrecht** | MV | Hol | Rotterd'm | 955 | | 1916 | Haarlem, | Phs. van | 2-6Cyl Oil Eng 14x22 | | BL |
| | Steel | Twin | 242.1 | 33.6 \| 18.1 | | | 12 | (Werf [Hol. | Ammeren, Mgr. | | | |
| PNWK | 1D;Web frms;Mchy aft; 12BH | | P39′ | F39′ | 1589 | | | Conrad.) | | | | |
| | Long. frmg;Oil in bulk;SUB.SIG. | | | | | | | | | | | |
| 11063 | **Penelope** | Scw | Grk | Chios | 2172 | | '98 | Sunderland, | S. Para- | 3Cyl TE24,40,66x45; | | V |
| | xKallirol Saparis Steel | | 335 | 46.1 \| 24.1 | 3387 | | | (W. Doxford [Eng. | mythiotis | 2SB;WP160lbs;1250IHP | | |
| JCRP | 1D;Wireless;W. Bal 7BH | | P37′ | F35′ | | | | & Sons, Lim.) | | | | |
| 11064 | **Pengreep** | Scw | Br | Falmouth | 3007 | | 1914 | W. Hartle- | R. B. | 3Cyl TE25½,42,70x48; | | BL |
| 133,349 | Steel | Sch | 390 | 52 \| 26.9 | 4806 | | 5 | pool, Eng. | Chellew Stm. | 3SB;WP180lbs | | |
| JFNQ | 1D;Wireless;W. Bal 6BH | | P38′ | B121′ F38′ | | | | (Irvine's S. B. & D.D. Co., Lim.) | Nav. Co. (Lim.) | | | |
| 11065 | **Penguin** | Scw | Am | | | | 1918 | Elizabeth- | U. S. Govt. | 3Cyl TE19,29,46x30; | | |
| | Steel | | 180 | 34.3 \| 17.9 | | | 11 | (New [port, N. J. | (Navy Dept.) | 2WTB;WP200lbs;1400IHP | | |
| | 2D;Oil fuel;W. Bal 11BH | | | | | | | Jersey D.D. Co.) | | | | |
| 11066 | **Penguin** | Scw | Am | Rockland | 183 | | 1919 | Cleveland, | Deep Sea | 3Cyl TE12,21,35x24; | | |
| 219,215 | Steel | | 139.4 | 25.2 \| 13.2 | 377 | | 11 | (Ohio [Ohio | Fisheries, Inc. | 1SB;WP180lbs;500IHP. | | |
| LTPW | 1D 3BH | | | F26′ | | | | S. B. Co.) | | | | |
| 11067 | **Penhale** | Scw | Br | Falmouth | 2451 | | 1924 | Sunderland, | R. B. | 3Cyl TE24,40,66x45; | | BL |
| 146,388 | Steel | | 365 | 51.5 \| 23.8 | 4071 | | 1 | (J. [Eng. | Chellew Steam | 3SB;WP180lbs | | |
| KPWH | 1D;Wireless;W. Bal 6BH | | P31′ | B102′ F31′ | | | | Priestman & Co.) | Nav. Co. (Lim.) | | | |
| 11068 | **Penhill** | Scw | Br | Cardiff | 1867 | | 1920 | Shanghai, | Pencisely | 3Cyl TE24,41,68x45; | | BL |
| 142,192 | xMellon Steel | | 331.2 | 46 \| 23 | 3036 | | 7 | (Shanghai [China | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| KPGF | 1D;Oil fuel;Wireless;W. Bal 6BH | | P33′ | B100′ F29′ | | | | DK. & E. Co., Lim.) | | | | |
| 11069 | **Penllyn** | Scw | Am | Phila. | 93 | | 1901 | Phila., Pa. | Reading Co. | 2CylC15,30x22; | | |
| 150,900 | Steel | | 86.3 | 20.6 \| 9.6 | 137 | | 5 | (Neafie & Levy | | 500IHP. | | |
| KQVD | 1D 3BH | | | | | | | S. & E. B. Co.) | | | | |
| 11070 | **Penmorvah** | Scw | Br | Falmouth | 2707 | | 1913 | W. Hartle- | R. B. | 3Cyl TE25,41,68x48; | | BL |
| 133,347 | Steel | | 365.2 | 50.8 \| 26 | 4336 | | 10 | (W. [pool, Eng. | Chellew Stm. | 2SB;WP180lbs | | |
| JDKB | 1D;Wireless;W. Bal 6BH | | P25′ | B106′ F36′ | | | | Gray & Co., Lim.) | Nav. Co. (Lim.) | | | |
| 11071 | **Penmount** | Scw | Br | Falmouth | 1452 | | 1900 | W. Hartle- | R. B. | 3Cyl TE22,35,59x39; | | BL |
| 109,221 | Steel | Sch | 302.5 | 43.2 \| 19.7 | 2324 | | ‖ | (W. [pool, Eng. | Chellew Stm. | 2SB;WP160lbs | | |
| RMLF | 1D;Web frms;Wireless;W. Bal 5BH | | P25′ | B71′ F29′ | | | | Gray & Co., Lim.) | Nav. Co. (Lim.) | | | |
| 11072 | **Penn** | Scw | Am | Phila. | 289 | | 1903 | Wilmington, | Wash. & | 4Cyl TE21,32,35,35x24; | | |
| 200,053 | Steel | | 196 | 23.5 \| 12 | 445 | | 7 | Del. | Southern Nav. Co. | 2000IHP. | | |
| | 1D | | | | | | | | | | | |
| 11073 | **Penn** | Brg | Am | New York | 476 | | 1905 | Perth | Keeler | Wd | | |
| 162,269 | | | 130.8 | 30 \| 12.6 | 476 | | | Amboy, N. J. | Trans. Co. | | | |
| | 1D | | | | | | | (Raritan D. D. Co.) | | | | |
| 11074 | **Pennington** | Brg | Am | Phila. | 894 | | 1917 | Baltimore, | Reading Co. | O,Ch,P;Gif | | V |
| 215,480 | | Sch | 196.3 | 34.6 \| 18.3 | 967 | | 8 | (Coastwise [Md. | | | | |
| LHRK | 1D;B | | | | | | | S. B. Co.) | | | | |
| 11075 | **Pennland** | Scw | Br | Liverpool | 9856 | | 1922 | Belfast, | Inter- | 2-4Cyl TE28,44,49½x54; | | |
| 145,933 | xPittsburgh Steel | Trpl | 575.4 | 67.8 \| 41.2 | 16322 | | | (Harland [Ire. | national Nav. | Stm Tbn | | |
| KMDT | 4D;Oil fuel;SUB.SIG;Wireless; | | P54′ | B313′ F92′ | | | | & Wolff, Lim.) | Co. (Lim.) | | | |
| | D.F;W. Bal | | | | | | | | | | | |
| 11076 | **Pennsilvania** | Scw | It | Genoa | 3637 | 6′ 9½″ | 1903 | Pt. Glasgow, | L. Pitta- | 3Cyl TE29,48,78x54; | **A1** Oil Carrier. | I |
| | xDe Soto Steel | | 418.7 | 53.2 \| 29 | 6268 | 25′ 11″ | 1 | (D. Dunlop [Scot. | luga | D. Dunlop & Co; | AMS | |
| PCGP | 3D;Shel dk;Web frms; 15BH | | | 32′ 6″ | 9000 | | | & Co.) | | 3DB;D. Dunlop & Co; | 2dS.S.No.3,Gen11,24; | |
| | Wireless;W. Bal; | | | | | | | | | 11006HS;WP170lbs;3000IHP; | M.S.11,24;shft drn10,25; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | EAC;d rpd4,24; | B.S.11,25;Cih BB;CL | |
| | | | | | | | | | | Dkd11,25;s rps1,26 | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11077 92,259 | **Pennsville** xMontauk Iron | SW | Am 196 | Wilm'gton 37.4 \| 14.1 | 839 1087 | | '90 10 | Newburgh, N. Y. | Newcastle, Pennsville Ferries Inc. (Del.) | 1Cyl VB 50x120; 1SB;540IHP | | |
| 11078 168,729 | **Pennsylvania.** 1D | Brg | Am 142.4 | Phila. 23 \| 9.8 | 295 295 | | 1904 | Wilmington, (Jackson & Sharp.) [Del. | S. C. Loveland, Inc. | Wd | | |
| 11079 165,604 | **Pennsylvania** 1D | Brg | Am 146 | Buffalo 34.6 \| 10 | 532 532 | | 1904 | Buffalo, (Empire S. B. Co.) [N. Y. | Niagara Sand Corp. | Stl | | |
| 11080 150,849 KQFM | **Pennsylvania** Steel 1D;Shade dk | Scw Twin | Am 244.3 | Cape Ch's 40 \| 14.8 | 857 1352 | | 1900 2 | Chester, (Del. River I. S. & E. B. Co.) [Pa. | N.Y., Phila. & Norfolk R.R. Co. | 2-4Cyl TE 18,29,33,33x26; 4WTB;3300IHP. | | |
| 11081 116,598 | **Pennsylvania** Wood 1D | Scw | Br 158 | Montreal 35.5 \| 8.5 | 379 428 | | 1901 5 | Cleveland, Ohio | Consolidated Sand Co. | | | |
| 11082 NQFM | **Pennsylvania** Steel 2D;Deep frmg;W. Bal;Wireless 6BH | Scw Sch | Dan 354.4 P41' | Copenhgn 48 \| 26 B112' F38' | 2385 3759 | | 1907 4 | Newcastle, (W. Dobson & Co.) [Eng. | DetForende Dampskibs Selsk. | 3Cyl TE 24,40,67x45; 3SB;WP180lbs | | BL |
| 11083 209,376 | **Pennsylvania** Steel 1D 3BH | Scw | Am 71 | Cleveland 20 \| 10.8 | 30 97 | | 1911 | Cleveland, (Great Lakes Towing Co.) [Ohio | Great Lakes Towing Co. | 1Cyl 25x28; 1RTB;WP154lbs;1000IHP. | | |
| 11084 215,286 LHMF | **Pennsylvania** Steel 2D;Web frms;Long. frmg; 16BH Mchy aft;Oil in bulk;Oil fuel; Wireless;W. Bal;SUB.SIG. | Scw | Am 416.8 P107' | New York 56.1 \| 31.1 B35' F33' | 4035 6492 | | 1917 7 | Quincy, (Fore River S. B. Corp.) [Mass. | Texas S.S. Co. | 3Cyl TE 26½,44,74x51; 3SB;WP190lbs;3000IHP | | BL |
| 11085 222,747 MDWS | **Pennsylvania Sun** Steel 2D;Mchy aft;Wireless; 18BH Long. frmg; 10BH to Fbd dk 8BH to 2d dk Oil fuel F. P. above 150° F. C-41 | Scw | Am 480.5 | Phila. 66 \| 36.8 \| 37' | 5535 8862 12940 | 10′ 4½″ 26′ 10″ | 1923 3 | Chester, (Sun S. B. Co.) [Pa. | Sun Oil Co. | 4Cyl QE 26,38¼,56,82x54; Sun S. B. Co; 4SB;Sun S. B. Co; 12264HS;WP220lbs;4300IHP;EAC; d rpd5,23;Dkd,s rps10,26 | ✠A1Ⓔ With Freeboard. Oil Carrier. ✠AMS shft drn5,26;Cih BB;CL | |
| 11086 211,297 LDBH | **Pennsylvanian** Steel 3D;Shel dk;Oil fuel;Long. frmg; 7BH Web frms;Wireless;D.F;W. Bal | Scw | Am 407.7 | New York 53.7 \| 28.1 | 4032 6499 | | 1913 5 | Sparrows Pt. (Maryland Stl. Co.) [Md. | American-Hawaiian S.S. Co. | 4Cyl QE 25,37,53,78x54; 3SB;1AuxSB;WP215lbs;4000IHP | | BL |
| 11087 211,123 LCVH | **Pennypack** 1D | Brg Sch | Am 177.6 | Phila. 35 \| 14.5 | 642 739 | | 1913 4 | Noank, (R. Palmer & Son.) Conn. | Reading Co. | O,Ch,YP;If(Sltd) | | |
| 11088 137,828 JNLB | **Pennyworth** Steel xGogovale 2D;Wireless;W. Bal 7BH | Scw | Br 410.2 P35' | Newcastle 53.5 \| 28.4 B171' F41' | 3418 5388 | | 1916 10 | Greenock, (Grange-mouth Dkyd. Co., Lim.) [Scot. | Dalgliesh Steam Shipping Co. (Lim.) | 3Cyl TE 27,44,73x48; 3SB;WP180lbs | | BL |
| 11089 150,193 | **Penobscot** Wood 1D | Scw | Am 129 | Kelley Isl. 27.4 \| 9.3 | 200 285 | | '80 | Manitowoc, (Rand & Burger.) Wis. | River Sand & Gravel Transit Co. | 3Cyl TE 13,20,33x18; 1SB;WP175lbs;200IHP. | | |
| 11090 150,705 | **Penobscot** Steel 2D;Mchy aft;W. Bal 2BH | Scw Sch | Am 454 | Duluth 44.5 \| 22.5 | 2841 3943 | | '95 8 rb '06 | West Bay (F. W. Wheeler & Co.) [City, Mich. | Lake Transit Co. | 3Cyl TE 22,35½,59x44; 2SB;WP170lbs;1150IHP. | 95(GL) P.S.6,26 | |
| 11091 218,066 LRDK | **Penobscot** xCraigrownie Steel 1D;Mchy aft;W. Bal 4BH 1BH to Super dk 3BH to Fbd dk C-29 W.B.—A.P.74t;D.B.209'576t;T.T. 124'33 | Scw | Am 253.5 | Boston 43.5 \| 25.1 \| 27' 7" 0t;F.P. 152t | 1490 2496 4200 | 4′ 2″ 23′ 6½″ | 1919 5 | Ashtabula, (Great Lakes Eng. Wks.) [Ohio | Penobscot S.S.Co. | 3Cyl TE 21,34½,57x42; Great Lakes Eng. Wks; 2SB;Lake Erie Blr. Wks; 104GS;4160HS;WP175lbs;1350IHP; EAC;d rpd7,26;Dkd,s rps11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY5,23; M.S.5,23;B.S.6,26; shft drn11,26;Scip;CL | |
| 11092 166,250 | **Penobscot** 1D | Brg | Am 201.2 | Phila. 23.7 \| 12 | 490 490 | | 1916 5 | Chesapeake (Southern Trans. Co.) City, Md. | Southern Transportation Co. | O,YP,Hk;Gif(Sltd) | ✠ — — Suspended2,20 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11093 | **Penobscott** | Scw | Am | 121.5 \| 24.5 \| 15 | 144 / 269 | | 1903 | San Francisco, Cal. | U. S. Govt. (Navy Dept.) | 3Cyl TE 15,24,40x28; | | |
| 200,465 KSRT | xLuckenbach No. 5 Steel; 1D;sub.sig. 3BH | | | | | | 11 | | | 2Blrs | | |
| 11094 | **Penolver** | Scw | Br | Falmouth 50 \| 23.6 | 2338 / 3721 | | 1912 | W. Hartlepool, Eng. (W. Gray & Co., Lim.) | R. B. Chellew Stm. Nav. Co. (Lim.) | 3Cyl TE 25,40½,67x45; | | BL |
| 133,334 HWBF | Steel; 1D;Wireless;W. Bal 6BH | | P23′ | B101′ F34′ | | | 6 | | | 2SB;WP180lbs | | |
| 11095 | **Penrith Castle** | Scw | Br | Liverpool 50.2 \| 22.8 | 2112 / 3460 | | 1922 | Ardrossan, (Ardrossan D. D. & S. B. Co., Lim.) [Scot. | Lancashire Shpg. Co. (Lim.) | 3Cyl TE 25,41,68x45; | | BL |
| 145,982 KMRT | Steel; 2D;Wireless;W. Bal 6BH | | 350.7 P42′ | B127′ F46′ | | | 10 | | | 2SB;WP180lbs | | |
| 11096 | **Penrose** | Scw | Br | Falmouth 49.1 \| 23 | 2463 / 3882 | | 1908 | Sunderland, (W. Doxford [Eng. & Sons, Lim.) | R. B. Chellew Stm. Nav. Co. (Lim.) | 3Cyl TE 25,41,66x45; | | V |
| 124,608 HMQK | Steel; 1D;B;W. Bal;Wireless 7BH | | 350 P32′ | F31′ | | | | | | 2SB;WP160lbs;1400IHP | | |
| 11097 | **Pensacola** | Brg | Am | Phila. 23.6 \| 11 | 466 | | 1914 | Chesapeake City, Md. (Southern Trans Co.) (Shipyard Dept.) | Southern Trans. Co. | O,YP,Hk;Gif (Sltd) | ✠ — — Suspended6,19 | |
| 165,574 | 1D | | 200.3 | | | | 2 | | | | | |
| 11098 | **Pensacola** | Scw | Am | 51.2 \| 24.2 | 2298 / 3974 | | 1901 | Rostock, Ger. | | 3Cyl TE 25,40,66x44; | | |
| | xNicaria Steel; 2D;Deep frmg;Wireless;W. Bal 6BH | | 339.2 P34′ | B123′ F39′ | | | | | | 3SB;WP171lbs;1600IHP. | | |
| 11099 | **Pensilva** | Scw | Br | Falmouth 50.8 \| 26 | 2714 / 4316 | | 1913 | W. Hartlepool, Eng. (W. Gray & Co., Lim.) | R. B. Chellew Stm. Nav. Co. (Lim.) | 3Cyl TE 25,41,68x48; | | BL |
| 133,342 JCHG | Steel; 1D;Wireless;W. Bal 6BH | | 365.2 P27′ | B106′ F36′ | | | 5 | | | 2SB;WP180lbs | | |
| 11100 | **Pensylvanie** | Scw | Br | Dundee 52 \| 32.3 | 4337 / 5879 | | 1917 | Stockton, (Richardson, Duck & Co., Lim.) [Eng. | Harlem S.S. Co. (Lim.) | 3Cyl TE 26,43,71x48; | | BL |
| 139,622 JRLD | xCardigan Steel; 1D;Shel dk;Wireless;W. Bal 6BH | | 400 | | | | 10 | | | 3SB;WP180lbs | | |
| 11101 | **Penthaw** | Scw | Br | London 51 \| 24.9 | 2686 / 4303 | | 1912 | W. Hartlepool, Eng. (W. Gray & Co., Lim.) [pool, | British Hispano Line (Lim.) | 3Cyl TE 26,42,70x48; | | BL |
| 133,404 HWPB | xFlixton Steel; 1D;Wireless;W. Bal 6BH | | 380 P27′ | B241′ F37′ | | | 8 | | | 3SB;WP180lbs | | |
| 11102 | **Penticost Mitchell** | Scw | Am | Duluth 50 \| 28 | 3386 / 4655 | | 1903 | Lorain, (American S. B. Co.) [Ohio | Pittsburg S.S. Co. | 3Cyl TE 22,35,58x40; | | |
| 96,663 | xH. B. Hawgood Steel; 1D;B;sub.sig;W. Bal 3BH | | 414 | | | | rb'17 | | | 2SB;WP170lbs;1500IHP. | | |
| 11103 | **Pentirion** | Scw | Br | London 44 \| 21.2 | 1494 / 2474 | | 1924 | Burntisland, (Burntisland S. B.Co.,Lim.) [Scot. | Pentirion S.S. Co. | 3Cyl TE 22,36,60x39; | | BL |
| 147,731 KRLQ | Steel; 1D;W. Bal;Wireless 5BH | | 298.5 P23′ | B79′ F26′ | | | 10 | | | 2SB;WP180lbs | | |
| 11104 | **Pentland** | Scw | Am | Fairport 35.5 \| 14.3 | 617 / 827 | | '94 | Gd. Haven, (Duncan Robertson.) [Mich. | A. R. Hinckley | 2CylC 22,44x38; | | |
| 150,656 | Oak; 1D | | 192 | | | | rb'22 | | | 1SB;WP120lbs;750IHP. | | |
| 11105 | **Pentowy** | Scw | Br | London 50 \| 22.5 | 2182 / 3578 | | 1913 | Sunderland, (R. Thompson & Sons, Lim.) [Eng. | Lambert, Barrett & Co., Mgrs. | 3Cyl TE 24½,40,66x45; | | BL |
| 147,475 KNWP | xIosifoglu Steel; 1D;Wireless;W. Bal 6BH | | 350 P35′ | B210′ F36′ | | | 3 | | | 2SB;WP170lbs | | |
| 11106 | **Pentraeth** | Scw | Br | London 44 \| 21.2 | 1493 / 2475 | | 1924 | Burntisland, (Burntisland S. B. Co., Lim.) [Scot. | Pentwyn S.S. Co. (Lim.) | 3Cyl TE 22,36,60x39; | | BL |
| 147,713 | Steel; 1D;Wireless;W. Bal 5BH | | 298.5 P23′ | B79′ F26′ | | | 8 | | | 2SB;WP180lbs | | |
| 11107 | **Pentwyn** | Scw | Br | London 52.5 \| 25 | 2638 / 4355 | | 1913 | Sunderland, (J. L. Thompson & Sons, Lim.) [Eng. | Pentwyn S.S. Co. (Lim.) | 3Cyl TE 25,42,68x48; | | BL |
| 135,201 JBTD | xAriadne Irene Steel; 1D;Wireless;W. Bal 6BH | | 375 P27′ | B219′ F38′ | | | 3 | | | 2SB;WP180lbs | | |
| 11108 | **Pepe Morales** | Scw | Mex | Tampico 24 \| 12.7 | 92 / 183 | | 1920 | NewOrleans, (Johnson Iron Wks.) [La. | Compania Naviera Transportadora de Petroleo, S. A. | 2CylC 18,38x26; | ✠A1Ⓔ River, Bay & Harbor Towing Service. ✠AMS S.S.No.1,Gvstn2,24; n shft4,23;M.S 2,24; B.S;shft drn10,26;Scip | |
| | xDelaplaine Steel; 1D; 2BH Oil fuel F. P. above 150° F. C-14 | | 93.7 | | | | 7 | | | Johnson Iron Wks; 1SB;Johnson Iron Wks; 74GS;2506HS;WP155lbs;450IHP; EAC;Dkd,d rpd10,26 | | |
| 11109 | **Pequest** | Brg | Am | Wilm'gton 35.3 \| 15.3 | 804 / 843 | | '91 | Noank, Conn. | Morecraft Trans. Corp. | Wd | | |
| 150,580 | 1D | Sch | 192 | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11110 202,939 KVGT | **Pequonnock** Steel 2D;Wireless;W. Bal | Scw Sch | Am | N. London 45.1 \| 16.7 | 1986 2930 | | 1906 4 | Chester, (Delaware River Co.) [Pa. | New England S.S. Co. | 3CylTE20,34,56x42; 1600IHP. | | |
| 11111 208,631 LBVR | **Pequot** Wood xJ. A. Palmer, Jr. 1D;Mchy aft | Scw | Am 144.4 | Reedville 22.5 \| 11.2 | 192 282 | | 1911 5 | Wilmington, (Jackson & Sharp.) [Del. | McNeal Edwards Co., Inc. | 2CylC16,33x46; 450IHP. | | |
| 11112 24,449 HSBD | **Pequot** 1D | Brg Sch xScw | Am 220.2 | N. London 35.7 \| 14.3 | 662 705 | | '64 rb'12 | New York, N. Y. | Thames Towboat Co. | Wd;Gif | | |
| 11113 210,516 | **Pequot** Wood | Scw | Am 101.4 | N. London 29 \| 8.6 | 102 199 | | 1912 | Tottenville, N. Y. | New England S.S. Co. | 325IHP. | | |
| 11114 221,030 MCKG | **Peralta** 2D;Oil in bulk;Wireless | Brg | Am 420 P21′ | Oakland 54 \| 35 \| 36′ B72′ F38′ | 3701 6149 6672 | | 1921 2 | Oakland, (San Francisco S. B. Co.) [Cal. | Peralta Portland Cement Co. | Concrete;15BH | ✠ — — ✠ — — Cancelled10,24 | |
| 11115 131,737 | **Perceler** 1D | Sch | Br 127.4 | Nassau 30.9 \| 10.1 | 255 263 | | 1914 | Abaco, Bahamas (J. E. Rabut) | L. G. Brice & W. E. Rauger | Wd | | |
| 11116 211,025 | **Percival Roberts, Jr.** Steel 1D;Web frms;Mchy aft; 4BH SUB.SIG;Long. frmg;W. Bal | Scw Sch | Am 580 F51′ | Duluth 58 \| 32 | 5862 7593 | | 1913 4 | Lorain, (American S. B. Co.) [Ohio | Pittsburg S.S. Co. | 3CylTE24,39,65x42; 2SB;WP170lbs;1880IHP. | | BL |
| 11117 OUSK | **Percival S. Parks** 1D | Sch Aux Twin | Fr 96.8 | Papeete 25.6 \| 10.6 | 109 136 | | 1910 | La Have, N. S. (M. Leary.) | Compagnie des Vapeurs Tahitiens | Hw,Bch,Hk,Sp;Gif; 2-3CylOilEng8½x10;90BHP | | |
| 11118 126,037 | **Percy C.** 1D | Sch | Br 91 | Liverpool 23.7 \| 9.9 | 99 | | 1909 | Liverpool, N. S. | Wm. H. Knox & Co. | Wd | | |
| 11119 OQIY | **Perdreau** Steel xPeregrine 1D 4BH | Scw | Fr 144.3 | St. Brieuc 22.1 \| 13.3 | 78 265 | | '96 | Bath, (Bath Iron Wks.) [Me | J. Nivet | 3CylTE14,21,34x22; 2SB;WP230lbs;400IHP. | | |
| 11120 92,006 | **Pere Marquette 6** Wood xMark B. Covell 1D | Scw | Am 130.9 | Marinette 28.8 \| 17.5 | 303 371 | | '88 rb'24 | Manitowoc, Wis. (Burger Bros.) | Marinette Trans. Co. | 2CylC16,30x30; 1FB;WP110lbs;240IHP. | 90(GL) P.S.5,26 | |
| 11121 95,952 | **Pere Marquette 8** Oak xTennessee 2D;Wireless | Scw | Am 170.8 | Manistee 35.2 \| 20 | 548 691 | | '88 rb'97 | So. Haven, Mich. (H. W. Williams.) | Pere Marquette Line Steamers | 2CylC18,36x30; 1SB;360IHP. | | |
| 11122 200,611 | **Pere Marquette 14** Steel 1D 4BH | Scw Twin | Am 337.1 | Detroit 52.1 \| 21 | 1655 2531 | | 1904 | Wyandotte, (Detroit S. B. Co.) [Mich. | Pere Marquette R.R. Co. | 2-2CylC28,52x36; 4SB;WP150lbs;1800IHP. | | |
| 11123 150,740 | **Pere Marquette 15** Steel xPere Marquette 2D;B;Wireless 6BH | Scw Twin | Am 327.6 | Manitowoc 56 \| 17 | 1634 2443 | | '96 12 | W. Bay City, (F. W. Wheeler & Co.) [Mich. | Pere Marquette R.R. Co. | 2-2CylC27,56x36; 4SB;WP175lbs;2500IHP. | | |
| 11124 150,906 | **Pere Marquette 17** Steel 2D;Wireless;W. Bal 6BH | Scw Twin | Am 338 | Manitowoc 56 \| 19.5 | 1685 2775 | | 1901 7 | Cleveland, (American Shipbuilding Co.) [Ohio | Pere Marquette R.R. Co. | 2-3CylTE19,31,52x36; 4SB;WP175lbs;2500IHP. | | |
| 11125 208,305 | **Pere Marquette 18** Steel 2D;B;Wireless 7BH | Scw Twin | Am 338 | Manitowoc 57.6 \| 21.7 | 1660 2777 | | 1911 1 | Chicago, (Chicago S. B. Co.) [Ill. | Pere Marquette R.R. Co. | 2-3CylTE19,31,52x36; 4SB;WP175lbs;2500IHP. | | |
| 11126 200,459 | **Pere Marquette 19** Steel 2D;Wireless 6BH | Scw Twin | Am 338 | Manitowoc 56 \| 19.5 | 1548 2626 | | 1903 10 | Cleveland, (American Shipbuilding Co.) [Ohio | Pere Marquette R.R. Co. | 2-3CylTE19,31,52x36; 4SB;WP175lbs;2280IHP. | | |
| 11127 200,531 | **Pere Marquette 20** Steel 2D;Wireless 6BH | Scw Twin | Am 338 | Manitowoc 56 \| 19.5 | 1495 2626 | | 1903 11 | Cleveland, (American Shipbuilding Co.) [Ohio | Pere Marquette R.R. Co. | 2-3CylTE19,31,52x36; 4SB;WP175lbs;2300IHP. | | |
| 11128 223,796 | **Pere Marquette 21** Steel 3D;Wireless;W. Bal 7BH | Scw Twin | Am 348 | Ludington 56 \| 16 | 1511 2992 | | 1924 8 | Manitowoc, (Manitowoc S. B. Co.) [Wis. | Pere Marquette R.R. Co. | 2-3CylTE20½,34,56x36; 4SB;WP185lbs;1350IHP. | ★100(GL) P.S.6,24 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11129 | **Pere Marquette 22** | Scw | Am | Ludington | 1501 | | 1924 | Manitowoc, | Pere Mar- | 2-3CylTE20½,34,56x36; | (★100(GL) | |
| 224,122 | Steel | Twin | 348 | 56 \| 16 | 2985 | | 9 | (Manitowoc [Wis. | quette R.R. | 4SB;WP185lbs;1350IHP. | P.S.10,24 | |
| | 3D;Wireless;W. Bal 7BH | | | | | | | S. B. Co.) | Co. | | | |
| 11130 | **Perene** | Scw | Prv | Callao | 1169 | | 1905 | Kiel, | Cia. | 3CylTE20,32,48x35; | | V |
| | xMarie Steel | | 284.1 | 39.1 \| 17.7 | 2155 | | (Howaldts- [Ger. | Peruana de | 2SB;WP160lbs;1100IHP. | | |
| | 2D;W. Bal 6BH | | | | | | | werke.) | Vapores & Dique del Callao | | | |
| 11131 | **Perim** | Scw | Br | London | 4779 | | 1916 | Geeste- | P. & O. | 3CylTE31,50,82x55; | | |
| 143,098 | xTreuenfels Steel | | 469.5 | 58.5 \| 32.2 | 7648 | | | munde, Ger. | Steam Nav. Co. | 4Blrs | | |
| JWRP | 2D;Wireless;SUB.SIG. | | P46′ | | | | | (J. C. Tecklenborg, A. G.) | | | | |
| 11132 | **Perou** | Scw | Fr | Havre | 2972 | | 1907 | St. Nazaire, | Cie. Gen- | 2-3CylTE27,43,71½x48; | | V |
| | Steel | Twin | 432.7 | 52.4 \| 30.9 | 6599 | | (Chant. de [Fr. | erale | 6SB;WP158lbs;6000IHP | | |
| OQJW | 3D;Wireless;W. Bal 10BH | | P52 | F55′ | | | | l'Atlantique.) | Transatlantique | | | |
| 11133 | **Perquimans** | Brg | Am | Phila. | 346 | | 1915 | Elkton, Md. | Southern | Wd | | |
| 46,478 | xJupiter | | 156.8 | 23.4 \| 10.4 | 346 | | | | Transp. Co. | | | |
| 11134 | **Perrakis L. Cambanis** | Scw | Grk | Andros | 2244 | | 1910 | W. Hartle- | L. Z. | 3CylTE25,40,67x45; | | BL |
| | xGrelarlie xRachel Steel | | 362.2 | 51.1 \| 21.6 | 3584 | | 1 | pool, Eng. | Cambanis | 3SB;WP180lbs | | |
| JFVQ | 1D;Wireless;W. Bal 6BH | | P27′ | B225′ F41′ | | | | (W. Gray & Co., Lim.) | | | | |
| 11135 | **Perry L. Smithers** | Scw | Am | Wilm'gton | 2932 | 5′ 5¼″ | 1919 | Uraga, | Booth | 3CylTE25,42,70x48; | ✠A1Ⓔ | |
| 219,647 | xEastern Gale Steel | | 360.1 | 51.2 \| 25.9 | 4680 | 23′ 3½″ | 11 | (Uraga [Jap. | Fisheries Co. | Uraga Dock Co; | ✠AMS | |
| LVRM | 2D;W. Bal;Wireless;SUB.SIG; 6BH | | | 28′ 6″ | 6631 | | | Dock Co.) | | 2SB;Uraga Dock Co; | S.S.No.1,SanF2,23; | |
| | Oil fuel F. P. above 150° F. C-35 | | P21′ | B91′ F41′ | | | | | | 5067HS;WP190lbs;2800IHP; | M.S.2,23;shft drn3,26;B.S.8,26; | |
| | | | | | | | | | | EAC;d rpd8,23;Dkd,s rps3,26 | Clh BB;CL | |
| | W.B.—A.P.46t;D.B.291′918t. ....F. P.114t | | | | | | | | | | | |
| | F.O.—A.P.43t;D.B.268′268t;S.T. 70t. . . . . | | | | | | | | | | | |
| 11136 | **Perseo** | Scw | It | Genoa | 3078 | | 1921 | Ancona, | Soc. Ligure | 3CylTE26,42,70x48; | | C-I |
| 1,040 | Steel | | 384.1 | 51.9 \| 27.3 | 5225 | | 3 | (Cant. Nav. [Italy | di Armamento | 2SB;WP180lbs | S.S.No.1,Genoa10,25;A.S.4,26; | |
| RJUG | 1D;Mchy aft;Wireless;W. Bal 9BH | | P269′ | F33′ | | | | Riuniti.) | | | shft drn8,23;B.S.3,26;M.S.1,26 | |
| 11137 | **Persephone** | MV | Dzg | Danzig | 5041 | | 1925 | Kiel, | Baltisch- | 2-4CylOilEng25x51 | | BL |
| | Steel | Twin | 468.7 | 63.2 \| 35.2 | 8956 | | 5 | (Frd. [Ger. | Amerikanische | | | |
| HGKR | 2D;Web frms;Long. frmg; 8BH | | B33′ | F39′ | | | | Krupp Act. Ges.) | Petroleum G. m. b. H. | | | |
| | Mchy aft;SUB.SIG;Oil in bulk; Wireless;W. Bal | | | | | | | | | | | |
| 11138 | **Perseus** | Scw | Br | Liverpool | 6299 | | 1923 | Dundee, | A. Holt & | Stm Tbns | | |
| 147,194 | Steel | Twin | 490.5 | 62.3 \| 39.6 | 10276 | | | (Caledon [Scot. | Co., Mgrs. | | | |
| KNPC | 3D;Oil fuel;W. Bal | | P50′ | B173′ F54′ | | | | S. B.& E. Co.,Lim.) | | | | |
| 11139 | **Perseus** | SW | Am | New York | 579 | | '81 | Philadel- | Iron Steam- | 1CylVB52x132; | | |
| 150,213 | | | 211.6 | 32 \| 10.6 | 848 | | 3 | (Wm. [phia, Pa. | boat Co. | 2Blrs;WP60lbs;850IHP. | | |
| JVGW | 3D | | | | | | | Cramp & Sons.) | | | | |
| 11140 | **Perseus** | Scw | Am | Fairport | 3770 | | 1905 | St. Clair, | Interlake | 3CylTE22,36,60x40; | | |
| 202,475 | xFrank J. Hecker Steel | | 464 | 50 \| 24 | 4978 | | 9 | (St. Clair [Mich. | Steamship Co. | 2SB;WP170lbs;1600IHP. | | |
| | 1D;B;Mchy aft;SUB.SIG;W. Bal 3BH | | | | | | | Eng. Wks. Co.) | | | | |
| 11141 | **Persevera** | Scw | It | Trieste | 2234 | | 1901 | Sunderland, | Soc. Anon. | 3CylTE24,39,64x42; | | I |
| 425 | xPerseveranza Steel | | 335.3 | 46.2 \| 17.8 | 3807 | | 6 | (R. Thomp- [Eng. | di Nav. a Vap. | 2SB;WP160lbs | | |
| PCLA | 1D;Spar dk;Deep frmg;W. Bal 6BH | | P29′ | B78′ F36′ | | | | son & Sons.) | "Perseveranza" | | | |
| 11142 | **Persian** | Scw | Am | Baltimore | 1890 | | '82 | Chester, | Merchants | 2CylC38,74x54; | — Exp | |
| 145,320 | xTallahassee Iron | Sch | 280 | 40.7 \| 15.8 | 2677 | | 9 | (J. Roach [Pa | & Miners | 4CRTB;WP110lbs;1800IHP. | | |
| JWNG | 2D;Spar dk;SUB.SIG; 4BH | | | | | | | & Son.) | Transp. Co. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 11143 | **Persian Prince** | Scw | Br | Newcastle | 3499 | | 1918 | Sunderland, | Prince Line | 3CylTE26,43,73x48; | | BL |
| 140,716 | Steel | | 405 | 52.3 \| 31.9 | 5685 | | 7 | (W. Pickers- [Eng. | (Lim.) | 3SB;WP180lbs | | |
| JTVB | 1D;Shel dk;SUB.SIG; 6BH | | F35′ | | | | | gill & Sons, Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 11144 | **Persiano** | Scw | It | Genoa | 1510 | | '89 | Newcastle, | Soc. | 3CylTE22½,36½,60x39; | | BL |
| 1,223 | xKura Steel | Sch | 304.9 | 37.8 \| 20.2 | 2474 | | 8 | (Armstrong, [Eng. | Armatrice | 2SB;WP140lbs | | |
| PCLV | 1D;Spar dk;Web frms; 11BH | | B24′ | F28′ | | | | Mitchell & Co.) | Italiana | | | |
| | Oil fuel;Oil in bulk;Mchy aft; Wireless; W. Bal | | | | | | | | | | | |
| 11145 | **Persier** | Scw | Blg | Antwerp | 3172 | | 1918 | Newcastle, | Lloyd | 3CylTE27,44,73x48; | | BL |
| | xWar Buffalo Steel | | 400.2 | 52.3 \| 28.5 | 5152 | | 8 | (North- [Eng. | Royal Belge | 8SB;WP180lbs | | |
| MPDI | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | umberland S. B. Co., Lim.) | Soc. Anon. | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11146 MHQG | **Perth** xGloamin Steel 2D;Deep frmg;W. Bal;Wireless 6BH | Scw Sch | Nor 344 P36′ | Sandefj'rd 44.5 \| 25.9 B88′ F44′ | 2240 3774 | | '95 11 | Dumbarton, (A. [Scot. McMillan & Son, Lim.) | J. Rasmussen & Co., Mgr. | 3CylTE25,42,68x45; 2SB;WP170lbs | | BL |
| 11147 210,781 LCRF | **Perth Amboy** Steel 1D | Scw | Am 138.9 | P. Amboy 28.4 \| 16.5 | 307 452 | | 1912 12 | Pt. Richm'd, (Staten [N. Y. Island S. B. Co.) | Bee Line Transp. Co. | 3CylTE17,25,43x30; 2SB;WP190lbs;375IHP. | | |
| 11148 102,638 GSDM | **Perthshire** Steel 2D;Deep frmg;Wireless;W. Bal 7BH | Scw Sch | Br 420 P41′ | London 54 \| 28.3 B262′ F49′ | 3751 5865 | | '93 11 | Newcastle, (Hawthorn, [Eng. Leslie & Co., Lim.) | The Admiralty | 3CylTE30,48,78x54; 2SB;1AuxSB;WP160lbs | | |
| 11149 NVBR | **Peru** Steel 2D;Shel dk;Wireless;W. Bal 7BH | MV Twin | Dan 425.3 | Cop'hagen 55.2 \| 27.5 | 5223 6919 | | 1916 10 | Copenhagen, (Akt. [Den. Burmeister&Wain.) | Det. Ostasiatiske Kompagni | 2-6CylOilEng24$\frac{1}{16}$x37$\frac{1}{16}$ | | BL |
| 11150 1,134 HBLN | **Peru** Steel 2D;Wireless;W. Bal | Scw Twin | Chl 350 | Valparaiso 43.1 \| 19.4 | 1702 3225 | | '96 | Greenock, (Caird [Scot. & Co., Lim.) | Gonzalez, Sotta & Co. | 2-3CylTE19,32,52x36 | | |
| 11151 110,552 TMJS | **Pesaquid** 1D | Sch | Br 94.3 | Nassau 27.1 \| 8.3 | 126 143 | | 1909 6 | Noel Shore, (Dinsmore [N.S. & Co.) | Bahamas Fishery Co. | M;Gicf(Sltd) | ✠ — — Suspended2,20 | |
| 11152 141,934 KDQR | **Peshawur** Steel 2D;Shel dk;Wireless;W. Bal 8BH | Scw Twin | Br 449.5 P31′ | Glasgow 58.2 \| 37.1 F43′ | 4935 7934 | | 1919 12 | Glasgow, (Barclay, [Scot. Curle & Co., Lim.) | P. & O. Steam Nav. Co. | 2-3CylTE26,44,73x48; 2DB;2SB;WP200lbs | | BL |
| 11153 150,474 | **Peshtigo** 1D | Brg | Am 201 | Bay City 34 \| 12 | 573 633 | | '89 | Milwaukee, (Milwaukee [Wis. S. B. Co.) | O. W. Blodgett | O | 90(GL) P.S.10,26 | |
| 11154 107,348 | **Petcol** xRichland Queen Oak 1D | Scw | Am 295 | Cleveland 44 \| 22 | 1930 2228 | | '98 4 | W. Bay (J. [City, Mich. Davidson.) | Aetna Portland Cement Co. | 3CylTE16,25,42x36; 1SB;WP160lbs;800IHP. | 85CF(GL) Except Lake Superior. P.S.4,26 | |
| 11155 162,954 | **Pete** 1D | Brg | Am 100.8 | St.Mich'el 27.4 \| 4.6 | 100 100 | | 1900 | St. Michael, Alaska | American-Yukon Nav. Co. | Wd | | |
| 11156 203,677 | **Peter A. B. Widener** Steel 1D;Mchy aft;SUB.SIG;W. Bal 3BH | Scw Sch | Am 580 | Duluth 58 \| 32 | 5444 7053 | | 1906 11 | Chicago, (Chicago [Ill. S. B. Co.) | Pittsburg S.S Co. | 3CylTE24,39,65x42; 2SB;WP170lbs;1800IHP. | | |
| 11157 MPGE | **Peter Benoit** Steel 1D;Deep frmg;W. Bal 5BH | Scw Sch | Blg 253.2 B50′ | Antwerp 36.1 \| 16.3 F26′ | 1047 1353 | | 1902 5 | Hoboken-lez-Anvers, Blg. (Chant. Naval Anversois (Soc. Anon.) | F. Alexand. Mgr. | 3CylTE19,31,51x33; 2SB;WP160lbs;735IHP | | |
| 11158 210,818 LCRN | **Peter H. Crowell** Steel 1D;Web frms;Long. frmg; Wireless;SUB.SIG. 5BH W.B.—A.P.214t;D.B.256′682t;F. P.78t | Scw | Am 313.5 P27′ | Boston 46.1 \| 22 \| 24′ 3″ B94′ F37′ | 2423 3101 | | 1912 12 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Mystic S.S. Co. | 3CylTE22,37,60x42; Newport News S. B. & D. D. Co; 2SB;Newport News S. B. & D. D. Co; 138GS;4680HS;WP180lbs;1500IHP; EAC;Dkd,s rps10,26 | A1 AMS S.S.No.3,Bost2,24; M.S.2,24;B.S;shft drn10,26; SBP;CL | |
| 11159 220,276 LWVC | **Peter Kerr** xEastern Sailor Steel 2D;Oil fuel F. P. above 150° F. 7BH 3BH to Fbd dk 4BH to 2d dk | Scw | Am 415 | Portland 55.7 \| 31.9 \| 34′ 8″ | 4157 6600 10500 | 7′ 4¼″ 27′ 6″ | 1920 6 | Osaka, (Osaka [Jap. Iron Wks.) | Columbia Pacific Shipping Co. | 3CylTE27,45,75x51; Osaka Iron Wks; 3SB;Osaka Iron Wks; 190GS;8100HS;WP180lbs;3200IHP; d rpd2,25;Dkd,s rps4,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.SanF12,20; M.&B.S.7,24;shft drn4,26; Clh BB;CL | |
| 11160 210,114 | **Peter Koenig** xE. Gunnell Steel 1D 5BH | Scw | Am 162 | Detroit 35.6 \| 10.6 | 468 688 | | 1912 6 | Manitowoc, (Manitowoc [Wis. S. B. & D. D. Co.) | Koenig Coal Co. | 2CylC16,34x26; 1SB;WP150lbs;400IHP | | |
| 11161 NDFJ | **Peter Maersk** xHaderslev Steel 1D;Wireless;W. Bal 5BH | Scw | Dan 286 P27′ | Svendborg 43.4 \| 18.7 B166′ F31′ | 1205 2088 | | 1921 9 | Glasgow, (Yarrow [Scot. & Co., Lim.) | A/S D/S Svendborg | 3CylTE20,33,54x36; 2SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11162 141,498 TQBF | **Peter McIntyre** 1D | Sch | Br 162.3 | St. John 35 \| 12.8 | 487 536 | | 1920 | St. John, (D.P. [N. B. McIntyre.) | Eastern Grocers (Lim.) | Wd | | |
| 11163 138,571 | **Peter Pan II** Wood 1D | Scw | Br 110 | Windsor 23 \| 12 | 58 190 | | 1917 | Collingwood (J. [Ont. Morrell.) | Ontario Gravel Freighting Co. | 2CylC16,32x28; 18B;WP140lbs;250IHP. | 95(GL) P.S.7,26 | |
| 11164 207,471 | **Peter Reiss** Steel 1D;B;Mchy aft;W. Bal; 4BH Wireless | Scw Sch | Am 504 | Fairport 54 \| 30 | 4217 5923 | | 1910 5 | Superior, (Superior [Wis. S. B. Co.) | Reiss S.S. Co. | 3CylTE23,38,63x42; 2SB;WP180lbs;1760IHP. | 100(GL) P.S.5,26 | |
| 11165 202,368 | **Peter White** Steel 1D;Mchy aft;W. Bal 3BH | Scw | Am 504 | Fairport 54.2 \| 31 | 4931 6184 | | 1905 8 | Ecorse, (Great [Mich. Lakes Eng. Wks.) | Presque Isle Transportation Co. | 3CylTE23,38,63x42; 2SB;WP175lbs;1800IHP. | ✠100(GL) P.S.8,25 | |
| 11166 163,347 | **Peters** | Brg | Am 105 | Gilders've 24 \| 12 | 286 299 | | 1907 | Gildersleeve, (Gilder- [Conn. sleeve S. B. Co.) | Louis Gildersleeve | Wd;If | | |
| 11167 108,757 QGTC | **Petersham** xComeric Steel 1D;Spar dk;Deep frmg;Wireless; 6BH W. Bal | Scw | Br 344.6 P20′ | London 49.8 \| 17.9 B72′ F36′ | 2499 3985 | | '98 9 | Pt. Glasgow, (Russell [Scot. & Co.) | Watts, Watts & Co., Mgrs. | 3CylTE23,41,67x45; 2SB;WP180lbs | | BL |
| 11168 148,561 KSGQ | **Peterston** Steel 1D;Wireless;W. Bal 7BH | Scw | Br 385.4 P39′ | London 52 \| 26 B&F306′ | 2797 4680 | | 1925 2 | Sunderland, (Bartram [Eng. & Sons, Lim.) | Llangorse S.S. Co. (Lim.) | 3CylTE27,44½,73x48; 3SB;WP180lbs | | BL |
| 11169 142,854 KDFP | **Peterton** Steel 1D;Wireless;W. Bal 7BH | Scw | Br 400.1 P49′ | Newcastle 52.4 \| 28.4 B113′ F40′ | 3189 5221 | | 1919 12 | Stockton, (Richardson, [Eng Duck & Co., Lim.) | R. Chapman & Son | 3CylTE26,44,73x48; 2SB;WP180lbs | | BL |
| 11170 150,425 | **Petoskey** Oak 2D;Wireless | Scw | Am 171.3 | So. Haven 30.4 \| 20 | 544 770 | | '88 | Manitowoc, (Burger [Wis. & Burger.) | Chicago & South Haven S.S. Co. | 2CylC20,40x36; 1FB;WP100lbs;450IHP. | | |
| 11171 261 PCNE | **Petrarca** xSzent Istvan Steel 2D;Wireless;W. Bal 6BH | Scw | It 344.7 P40′ | Fiume 45.5 \| 22.8 B116′ F39′ | 1853 3102 | | 1910 11 | Pt. Glasgow, (Clyde [Scot. S. B. & Eng. Co., Lim.) | Adria Soc. Anon. di Nav. Marittima | 3CylTE23,39,64x48; 3SB;WP200lbs;2300IHP | | I |
| 11172 96,917 | **Petrel** Comp. 2D 3BH | Scw | Br 129.2 | St. John's 26.3 \| 9.6 | 199 346 | | '92 | Collins Bay, (Leslie) [Ont. | Govt. of Newfoundland | 2CylC18,20x20; 2SB | | |
| 11173 215,842 LJKF | **Petrel** Steel 1D 6BH C-18 | Scw | Am 143 | Portland 22.6 \| 13.2 | 124 292 | | 1917 12 | Superior, (Globe [Wis. S. B. Co.) | Portland Trawling Co. | 3CylTE12¾,21,35x24; Marine Iron Wks; 1SB;Manitowoc S. B. Co; 1516HS;WP180lbs;500IHP;EAC; tr dk clkg8,22;d rpd6,26; Dkd,s rps8,26 | ✠A1Ⓔ Trawler. ✠AMS S.S.No.2,NY6,26; shft drn7,25;M.&B.S.6,26; Scip | |
| 11174 151,437 THQN | **Petricola** Steel 2D;Web frms;Mchy aft; 16BH Long. frmg; Oil in bulk;Oil fuel;Wireless;W. Bal | Scw | Br 412 P110′ | London 53.3 \| 31 B33′ F57′ | 3453 5880 | | 1922 3 | Hong Kong, (Hong [China Kong & Whampoa Dock Co., Lim.) | Anglo-Saxon Petroleum Co. (Lim.) | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 11175 125,445 OUAP | **Petroleine** Steel 2D;Spar dk;Mchy aft;Oil fuel; 35BH Oil in bulk;W. Bal;Wireless | Scw Sch | Fr 350.4 P96′ | Rouen 48.7 \| 29 B28′ F41′ | 2620 4395 | | 1908 11 | Newcastle, (Tyne Iron [Eng. S. B. Co., Lim.) | Fenaille & Despeaux | 3CylTE26,42,70x48; 3SB;WP180lbs;1800IHP | | V |
| 11176 118,493 GSDV | **Petroleum** Steel 2D;Mchy aft;Oil in bulk; Web frms;Wireless;W. Bal | Scw Sch | Br 370.8 P79′ | London 48.7 \| 29.3 B28′ F38′ | 3055 4686 | | 1903 | Newcastle, (Swan, [Eng. Hunter & Wigham Richardson, Lim.) | The Admiralty | 3CylTE24,40,68x48 | | |
| 11177 209,494 LCGT | **Petroleum II** Steel 1D | MV | Am 111 | San Fran. 21.5 \| 11.5 | 139 229 | | 1914 | Alameda, (Bethlehem [Cal. S. B. Corp.) | Standard Oil Co. (Cal.) | Gas Eng; 200BHP. | | |
| 11178 168,434 | **Petroleum No. 2** xNashville xApco No. 1 1D | Brg | Am 200 | Houston 35.2 \| 16.6 | 957 1048 | | 1919 11 | Nashville, (Nashville [Tenn. Bridge Co.) | Petroleum Nav. Co. | Stl;8BH | ✠ — — Cancelled1,24 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11179 169,521 | **Petroleum No. 3** 1D;Oil in bulk | Brg | Am 176.7 | Houston 38.2 \| 9.5 | 526 556 | | 1926 6 | Beaumont, (Pennsylvania[Tex. Shipyards, Inc.) | Petroleum Nav. Co. | Stl;5BH | | BL |
| 11180 211,086 | **Petroleum No. 3** Steel 1D 10BH | StW | Am 125.5 | San Fran. 28.7 \| 6.2 | 159 231 | | 1913 4 | San Francisco, Cal. (Union Iron Wks.) | Standard Oil Co. (Cal.) | 2CylNC14x60; 1Blr;WP160lbs;200IHP. | | |
| 11181 169,540 | **Petroleum No. 4** 1D;Oil in bulk | Brg | Am 176.7 | Houston 38.2 \| 9.5 | 526 556 | | 1926 | Beaumont, (Pennsylvania[Tex. Shipyards, Inc.) | Petroleum Nav. Co. | Stl;5BH | | |
| 11182 169,573 | **Petroleum No. 5** 1D;Oil in bulk | Brg | Am 176.7 | Houston 38.2 \| 9.5 | 526 526 | | 1926 | Beaumont, (Pennsyl- [Tex. vania Shipyards, Inc.) | Petroleum Nav. Co. | Stl;5BH | | |
| 11183 169,576 | **Petroleum No. 6** 1D;Oil in bulk | Brg | Am 176.7 | Houston 38.2 \| 9.5 | 526 556 | | 1926 | Beaumont, (Pennsyl- [Tex. vania Shipyards, Inc.) | Petroleum Nav. Co. | Stl;5BH | | |
| 11184 214,885 | **Petrolia No. 6** xJohnstone Steel 1D 7BH | MV | Am 130.5 | Beaumont 20 \| 8 | 101 167 | | 1917 | Galveston, Tex. | Standard Oil Co. (N. J.) | 6CylOilEng8½x11; 135BHP. | | |
| 11185 221,505 | **Petrolia No. 7** xS. O. Co. No. 7 Steel 1D Twin 8BH | MV | Am 140 | Baltimore 28.1 \| 8 | 166 292 | | 1921 7 | Baltimore, (Baltimore [Md. D. D. & Rep. Co.) | Standard Oil Co. (N. J.) | 2-6CylGasEng9½x14; | | |
| 11186 142,319 JSLW | **Petworth** Steel 1D;Wireless;W. Bal 4BH | Scw | Br 284.3 P29′ | London 41.7 \| 19.4 B78′ F28′ | 1224 2012 | | 1918 3 | Chepstow, (E. Finch [Eng. & Co., Lim.) | Power Steamship Co. (Lim.) | 3CylTE21½,35,59x39; 2SB;WP180lbs | | BL |
| 11187 PQCS | **Peursum** Steel 1D;Shel dk;Wireless;W. Bal 4BH | Scw | Hol 281.7 F29′ | Amst'dam 40.2 \| 19.2 | 1142 2007 | | 1922 6 | Capelle a/d (A [Ysel, Hol Vuijk & Zonen.) | Stoomv. Maats. "Oostzee" | 3CylTE21,35,57x39; 2SB;WP180lbs | | BL |
| 11188 QLND | **Pfalz** xRamses Steel 2D;Shel dk;SUB.SIG; Wireless;W. Bal 1BH | Scw | Ger 470.5 | Bremen 60.8 \| 28.3 | 4577 7169 | | 1912 10 | Flensburg, (Flensburger [Ger. Schiffsb. Ges.) | Nord- deutscher Lloyd | 3CylTE31,50,84x53; 4Blrs | | G |
| 7 JBDC | xMonica xHarde Iron 1D;B;Well dk;Wireless;W. Bal 5BH | Scw | Grk 219.8 P106′ | Le Pirée 37.2 \| 18.3 F31′ | 1132 1882 | | '89 9 | Stockton, (Craig, [Eng. Taylor & Co.) | Papalexatos Bros., Mgrs. | 3CylTE20,33,54x36; 2SB;WP160lbs;950IHP | | V |
| 11190 145,896 KLFR | **Phemius** Steel 2D;Oil fuel;Wireless;W. Bal | Scw | Br 459.1 P54′ | Liverpool 56.2 \| 32.5 B165′ F62′ | 4751 7615 | | 1921 | Greenock, (Scotts' S. B. [Scot & E. Co., Lim.) | Ocean S.S. Co. (Lim.) | Stm Tbns | | |
| 11191 135,459 JCGM | **Phidias** Steel 2D;Wireless;W. Bal 7BH | Scw Sch | Br 415.5 P44′ | Liverpool 56 \| 28.1 B123′ F46′ | 3565 5623 | | 1913 5 | Dumbarton, (A. McMillan [Scot. & Son, Lim.) | Lamport & Holt (Lim.), Mgrs | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 11192 150,806 | **Philadelphia** Steel | Scw | Am 191 | New York 46.1 \| 15.2 | 561 826 | | '99 | Chester, Pa. | Pennsylvania R. R. Co | 2CylC20,30x24; 1800IHP. | | |
| 11193 150,800 | **Philadelphia** Steel | Scw Sch | Am 135.8 | Phila. 26 \| 15.2 | 245 359 | | '98 10 | Phila., Pa. (Neafie & Levy S. & E. B. Co.) | Pilots Association | 2CylC20,40x28; 2CRTB | ✠ — — Cancelled. | |
| 11194 214,565 LGMW | **Philadelphia** Steel 2D;Super dk 4BH W.B.—A.P.18t;D.T.a14t;F.P.24t | Scw | Am 253 | New York 43.5 \| 21.5 | 1759 2453 2515 | | 1916 | Ecorse, (Great [Mich. Lakes Eng. Wks.) | Clyde S.S. Co. | 3CylTE18,29¾,50½x36; Great Lakes Eng. Wks; 2SB;Erie Boiler Wks; 88GS;3600HS;WP190lbs;1200IHP; EAC;Dkd4,26;s rps8,26 | **A1** Coastwise & W. I. AMS S.S.No.2,NY4,26; shft drn4,24;M.&B.S.8,26; Scip | |
| 11195 143,613 KDSL | **Philadelphian** Steel 1D;Shel dk;SUB.SIG;Wireless; W. Bal 8BH | Scw | Br 412.6 | Liverpool 55.8 \| 34.4 F40′ | 4059 6586 | | 1919 2 | Belfast, (Harland [Ire. & Wolff.) | Leyland Line (Lim.) | Stm Tbns; 3WTB;WP200lbs | | BL |
| 11196 162,383 | **Philip** 1D | Brg | Am 120 | New York 27 \| 12 | 379 397 | | 1905 | Gildersleeve, (Gilder- [Conn. sleeve S. B. Co.) | Louis Gildersleeve | Wd;If | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11197 224,508 | **Philip D. Block** Steel 1D;W. Bal 6BH | Scw | Am 580 | Cleveland 60 \| 32 7931 | 6215 | | 1925 | Lorain, (American [Ohio S. B. Co.) | Pioneer S.S. Co. | 3Cyl TE 24½,41,65x42; 3SB;WP185lbs;2200IHP. | | |
| 11198 200,478 KSTD | **Philip J. Kenny** xWilliam M. Wadley Steel 1D 3BH | Scw | Am 89.7 | New York 21.5 \| 10.5 154 | 104 | | 1903 11 | Chester, (Del. R. I. [Pa. S. B. & W. Eks.) | New York Towing & Transp. Co. | 2CylC 17,36x26; 1SB;WP110lbs;500IHP | | |
| 11199 201,928 | **Philip Minch** Steel 1D;Mchy aft;W. Bal 4BH | Scw | Am 480 | Fairport 52 \| 30 5865 | 4471 | | 1905 | Lorain, (American [Ohio S. B. Co.) | Kinsman Trans. Co. | 3Cyl TE 22½,36,60x42; 2SB;WP180lbs;1400IHP. | | |
| 11200 220,607 MBLD | **Philip Publicker** Steel 1D;Oil fuel;Oil in bulk; Wireless;W. Bal 10BH | Scw | Am 251 P25′ | Phila. 43.7 \| 22.2 B64′ F22′ | 1439 2397 | | 1920 7 | Duluth, (McDougall [Minn. Duluth S. B. Co.) | Adelphia S.S. Corp. | 3Cyl TE 19,32½,54x40; 2SB;WP190lbs;1250IHP;Exmd11,26 | | BL |
| 11201 165,870 | **Philip R.** 1D | Brg | Am 112 | New York 33.3 \| 8.9 305 | 305 | | 1913 | Kingston, (Jacob Rice.) [N. Y. | Jacob Rice | Wd | | |
| 11202 143,084 JWMB | **Philip T. Dodge** xClare Hugo Stinnes I Steel 1D;SUB.SIG;Wireless;W. Bal 6BH | Scw | Br 384 P24′ | St. Johns 51.7 \| 26.8 B71′ F29′ | 3691 5047 | | 1910 | Vegesack, (Bremer [Ger. Vulkan.) | Atlantic Transportation Co. | 3Cyl TE 24,39,64x43; 2SB;WP200lbs | | BL |
| 11203 150,837 KPLN | **Philippine** 1D | Sch 4 M | Am 162.8 | San Fran. 37 \| 12.6 523 | 491 | | '99 10 | Alameda, Cal. (Hay & Wright.) | Sanders & Kirchman | YF;Gif(Sltd) | ✠ — — Cancelled. | |
| 11204 165,865 | **Phillie** 1D | Brg | Am 84.8 | New York 26.6 \| 7 305 | 305 | | 1915 | Tottenville, (Harry Cossey.) [N. Y. | Clyde S.S. Co. | Wd | | |
| 11205 145,969 KMRB | **Philoctetes** Steel 3D;Wireless;W. Bal | Scw Twin | Br 511.9 F73′ | Liverpool 63.2 \| 41.1 | 7187 11446 | | 1922 | Greenock, (Scotts S. B. & Eng. Co., Lim.) [Scot. | China Mutual Steam Nav. Co. (Lim.) | Stm Tbns | | |
| 11206 RDMQ | **Phoebus** Steel 2D;B;Long frmg;Oil in Bulk; 5BH Mchy aft;Wireless;SUB.SIG;W. Bal | MV Twin | Ger 499 B45′ | Hamburg 64 \| 31.7 | 5338 9226 | | 1923 7 | Kiel, Ger. (Howaldtswerke.) | Duetsche Amerika Petroleum Co. | 2-4Cyl OilEng 26¾x47 3/16; 2900BHP. | | G |
| 11207 216,824 LMRB | **Phoenix** Steel 1D;Wireless;SUB.SIG;Mchy aft; 10BH Fitted with cyl. tanks;W. Bal; C-36 Long. frmg; Oil fuel F. P. above 150° F. W.B.—A.P.144t.....D F.O.....T.D.162t;D.T.a7′ 427t;D | Scw | Am 400.8 P99′ B.350′ B. 80′ | Boston 54.3 \| 31.4 32′ 9″ B27′ F50′ 1611t;F.P.115t 329t..... | 3511 5731 8986 | 6′ 11″ 26′ | 1918 9 | Chester, (Chester [Pa. S. B. Co.) | American Tankers Corp. of Boston | 3Cyl TE 24½,42½,72x48; Herdie Tynes Mfg. Co; 3SB;New York S. B. Co; 8862HS;WP180lbs;2800IHP; d rpd4,26;Dkd,s rps9,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,Mbl4,25; M.S.4,25;n shft10,25; B.S.4,26;n Eng9,26;Scip;CL | |
| 11208 165,476 | **Phoenix** 1D | Brg | Am 106.2 | New York 34.4 \| 8.8 293 | 293 | | 1913 10 | Brooklyn, (Ira S. Bushey & Sons.) [N. Y. | Southern Pacific Co. | Wd | | |
| 11209 217,241 LNTS | **Phoenix Bridge** Steel 1D;2d dk at ends;W. Bal; 7BH Wireless;SUB.SIG. 6BH to Fbd dk 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252′847t;D.T .20′394 F.O.—A.P.66t;D.B.214′643t..... | Scw | Am 324 t..... S.T.3 | Newark 46.2 \| 25 \| 28′ 6″ ..F.P.111t 1t..... | 2000 3283 5500 | 5′ 9″ 22′ 11″ | 1919 4 | Newark, (Submarine Boat Corp.) [N. J. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; d rpd11,19;Dkd4,21;s rps7,21 | ✠A1Ⓔ ✠AMS Clh BB;CL (Laid up) | |
| 11210 166,441 | **Phoenix No. 5** 1D | Brg | Am 112.1 | New York 33.1 \| 8.6 292 | 292 | | 1910 | Brooklyn, (Jakobson & Peterson) [N. Y. | Phoenix Sand & Gravel Co | Wd | | |
| 11211 NVBC | **Phonix** Steel 2D;Shel dk;Wireless;W. Bal 5BH | Scw | Dan 280.1 | Cop'hagen 41.6 \| 17.1 1894 | 1145 | | 1916 8 | Elsinore, (Helsingors [Den. Jernsk & Msk.) | Dampskibsselsk "Norden" | 3Cyl TE 20,32,53x36; 2SB;WP180lbs;942IHP | | V |
| 11212 142,470 TVRP | **Phorus** xHuntball Steel 2D;Web frms;Oil fuel; 8BH Wireless;W. Bal | Scw | Br 360.5 P36′ | London 47 \| 28.3 B96′ F40′ 4247 | 2753 | | 1900 12 | Sunderland, (J. Laing & Sons, Lim.) [Eng. | Anglo-Saxon Petroleum Co. (Lim.) | 3Cyl TE 26,46,77x48; 3SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11213 | **Phra Nang** Steel 2D 5BH | Scw | Chi 270.4 | Canton 37 \| 21.8 B30′ F42′ | 1021 1603 | | '90 | Glasgow, (Fairfield [Scot. S. B. Co., Lim.) | Ip San Chi | 3CylTE22,36,57x42 | | |
| 11214 110,973 RLWN | **Phrygia** xOro Steel 1D;Spar dk;Deep frmg; Wireless;W. Bal 6BH | Scw Sch | Br 340 P30′ | Liverpool 47.1 \| 15.4 B78′ F36′ | 2147 3353 | | 1900 1 | Middlesboro, (Sir Raylton [Eng. Dixon & Co., Lim.) | Cunard S.S. Co. (Lim.) | 3CylTE25,40,66x45; 2SB;WP180lbs | | BL |
| 11215 OQPL | **Phryne** Steel 2D;Deep frmg;Wireless;W. Bal 7BH | Scw | Fr 317.8 P30′ | Nantes 42.1 \| 24.8 B52′ F34′ | 1800 2894 | | '95 11 | Newcastle, (C. S. [Eng. Swan & Hunter, Lim.) | Soc. Mar. Aux de Transports, Mgrs | 3CylTE22,36½,61½x42; 2SB;WP180lbs;1510IHP. | | V |
| 11216 214,757 LGRW | **Phyllis** Fir;Gif (Sltd) 1D;Oil fuel;Wireless 2BH | Scw Sch | Am 215 | San Fran. 43 \| 16.6 | 695 1266 1266 | | 1917 6 | Aberdeen, (Aberdeen [Wash. S. B. Co.) | W. R. Chamberlin | 3CylTE13½,23,40x30; 2WTB;WP225lbs;800IHP | ✠ — — — — — Cancelled10,24 | |
| 11217 | **Phyllis** xAustralia 1D;B 4 M | Bk | It 278.1 P36′ | 41.9 \| 24.5 F31′ | 2128 2258 | | '86 9 | Pt. Glasgow, (Russell [Scot. & Co.) | | I;1BH | | |
| 11218 219,900 LWHN | **Phyllis Comyn** xCremona 1D;B 5 M | Bkt | Am 266.5 | San Fran. 46 \| 24.1 \| 26′ | 2129 2266 | 5′ 3½″ 22′ 5½″ | 1920 10 | Rolph, (Rolph [Cal. S. B. Co.) | Pacific Freighters Co. | Fir;Gif✕;2BH; Dkd5,23 | ✠A1Ⓔ (Laid up) | |
| 11219 132,766 KHLS | **Piako** Steel 3D;Shel dk;Wireless;W. Bal 7BH | Scw | Br 450 P35′ | Plymouth 58.2 \| 37.2 F43′ | 5144 8283 | | 1920 12 | Glasgow, (A. Stephen [Scot. & Sons, Lim.) | New Zealand Shipping Co. (Lim.) | Stm Tbns; 4SB;WP200lbs;650RHP. | A.S.3,25;S.S.No.1,Avth9,25; shft drn1,24;B.S.3,25;M.S.9,25 | C |
| 11220 130,510 KHQR | **Piankatank** xNeuse Steel 3D | Scw Twin | Am 206 | Baltimore 31 \| 11 | 611 899 | | '90 11 | Wilmington, (Harlan & [Del. Hollingsworth.) | Balto. Chesapeake & Atlantic Ry. Co | 2-3CylTE12,20,30x20; 2CRTB;WP180lbs;550IHP. | — Exp | |
| 11221 | **Piave** xHamiltonian Steel 2D;Long. frmg;Mchy aft; Wireless;W. Bal 6BH | Scw | Brz 257 | Sao Paulo 42.5 \| 23.4 | 1277 2347 | | 1912 7 | Port Arthur, (Western [Ont. D. D. & S. B. Co., Lim.) | Cia. Uniao. Combustiveis | 3CylTE18,29,48x40; 2SB;WP180lbs | | I |
| 11222 178 PCNK | **Piave** xPiave II Steel 2D;Shel dk;W. Bal 8BH | Scw | It 464.2 P108′ | Venice 57.4 \| 22 | 4662 7434 | | 1921 5 | Trieste, (Cantiere [It. San Rocco, S. A.) | Nav. Libera Triestina Soc. An. | 3CylTE32,51,83x54; 4SB;WP180lbs | | I |
| 11223 210,791 LCRG | **Pickering** 1D;B | Brg Sch | Am 177.6 | Phila. 35 \| 14.5 | 642 739 | | 1912 12 | Noank, (R. Palmer [Conn. & Sons Co.) | Reading Co. | O,Ch,YP;If | | |
| 11224 143,692 KHFT | **Pickmere** Steel 1D;Well dk;Mchy aft;W. Bal 3BH | Scw | Br 152 | Liverpool 25.2 \| 10.8 B9′ F25′ | 192 466 | | 1920 11 | Selby, (Cochrane [Eng. & Sons, Lim.) | Northwich Carrying Co. (Lim.) | 3CylTE13,23,37x24; 1SB;WP180lbs | | BL |
| 11225 214,383 | **Pico** Steel 1D | MV | Am 109.6 | San Fran. 24 \| 10 | 101 225 | | 1914 | San Francisco, Cal. (Union Iron Wks.) | Standard Oil Co. (Cal.) | Gas Eng; 150IHP. | | |
| 11226 123,165 HGTD | **Picton** Steel 1D;B;Deep frmg; Wireless;W. Bal 6BH | Scw | Br 378.5 P28′ | London 52.1 \| 27.9 B111′ F27′ | 3155 5162 | | 1906 8 | Stockton, (Richardson, [Eng. Duck & Co.) | Picton S.S. Co. (Lim.) | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 11227 138,659 TQHJ | **Pictonian** xAlda xAdelheid 1D | Trn | Br 114.4 P25′ | Pictou 22.3 \| 9.3 F22′ | 202 243 | | '99 10 rb '22 | Hammelwarden (C. Luhring.) | Col. T. Cantley | Stl;2BH | | BL |
| 11228 150,313 | **Piedmont** Wood | SW | Am 257.1 | San Fran. 39.5 \| 15.6 | 1170 1854 | | '83 rb '22 | Oakland, Cal. | Southern Pacific Co. | 1Cyl57x168; 2SB;WP55lbs;1385IHP. | | |
| 11229 150,807 KNWJ | **Piedmont** 2D | Scw | Am 141 | Boston 27 \| 16 | 214 391 | | '99 1 | Baltimore, (Columbian [Md. I. W. & D. D. Co.) | Metropolitan Coal Co. | 3CylTE16,24,41x30; 750IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11230 | **Piemonte** | Scw | It | Palermo | 1616 | | '95 | Glasgow, | Cia. Italiana | 3Cyl TE 25,40,66x45 | | |
| 84 | xSt. John City Steel | Sch | 311 | 37 \| 15.8 | 2654 | | 1 | (A. [Scot. | Transatlantica | | | |
| PCOX | 1D;Spar dk;Deep frmg; 6BH | | P &B | 196′ F36′ | | | | Stephen & Sons.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 11231 | **Piero** | Bk | It | Genoa | 109 | | '93 | Amsterdam, | Avv. Pietro | Stl;1BH | | BL |
| 993 | xAlice Michelene xSirdal xAmsterdam | | 211.8 | 34 \| 19.5 | 998 | | 2 | (Huygens [Hol. | Arata fu F. | | | |
| PCQF | 1D;B | | P28′ | F22′ | | | | & van Gelder.) | | | | |
| 11232 | **Pierre Antonine** | Bk | Fr | Nantes | 2030 | | 1902 | Nantes, | Bureau | Stl;2BH | | |
| | | | 277.4 | 40.5 \| 22.8 | 2206 | | | (Chantiers [Fr. | Freres & Bail- | | | |
| OQRM | 1D;B | | | | | | | Nantais.) | lergeau | | | |
| 11233 | **Pierrepont** | SW | Am | New York | 873 | | '89 | Newburgh, | Union Ferry | 1Cyl VB 50x120; | | |
| 150,477 | Steel | | 196 | 37.4 \| 14.1 | 1095 | | | N. Y. | Co. | 1CRTB;WP50lbs | | |
| 11234 | **Pietrina** | Bk | Urg | Mntevdeo | 1075 | | '90 | Vegesack, | H. J. Miller | Stl;2BH; | | |
| | xCharlotte | Aux | 221.4 | 34.2 \| 21 | 1214 | | 6 | (J. Lange.) [Ger. | & Co. | 2-4Cyl OilEng 14½x15 | | |
| MBLF | 2D;B | Twin | P44′ | F30′ | | | | | | | | |
| 11235 | **Pietro Calvi** | Scw | It | Genoa | 3505 | | '94 | Danzig, | Banco di | 2-3Cyl TE 28,46,71x47; | | |
| 1,252 | xPrins Regent Luitpold Steel | Twin | 469.5 | 51.2 \| 29.8 | 6485 | | 3 | (F. [Ger. | S. Giorgio | 4Birs | | |
| PCRL | 3D;Web frms;Wireless;W. Bal 6BH | | P128′ | B179′ F99′ | | | | Schichau.) | | | | |
| 11236 | **Pietro Campanella** | Scw | It | Genoa | 3802 | | 1906 | Glasgow, | "Tito | 3Cyl TE 33,53,86x60; | | BL |
| 1,344 | xChanda Steel | | 430.2 | 54.3 \| 32 | 6140 | | 3 | (Barclay, [Scot. | Campanella" | 4SB;1AuxSB;WP160lbs | | |
| | 2D;Deep frmg;Wireless;W. Bal 7BH | | P40′ | B206′ F53′ | | | | Curle & Co., Lim.) | Soc. di Nav. | | | |
| 11237 | **Pigeon** | Scw | Am | | | | 1919 | Locust | U. S. Govt. | 3Cyl TE 19,29,46x30; | | |
| | Steel | | 180 | 34.3 \| 17.9 | | | 6 | Point, Md. | (Navy Dept.) | 2WTB;WP200lbs;1400IHP | | |
| | 2D;W. Bal;Oil fuel 11BH | | | | | | | (Baltimore D. D. & S. B. Co.) | | | | |
| 11238 | **Pikepool** | Scw | Br | W. Hartlpl | 2271 | | 1910 | Stockton, | R. Ropner | 3Cyl TE 25,41,67x45; | | C |
| 127,453 | Steel | Sch | 346.5 | 51 \| 23.3 | 3683 | | 1 | (Ropner & [Eng. | & Co. (Lim.), | 2SB;WP180lbs;323RHP. | S.S.No.3,Ncsl10,22;A.S.11,25; | |
| HQFT | 1D;Deep frmg; 6BH | | P23′ | B99′ F36′ | | | | Sons, Lim.) | Mgrs. | | shft drn6,24;M.&B.S.1,26 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 11239 | **Pilar** | Scw | Chl | Pnta Arn's | 273 | | 1910 | Hardinxveld | Soc. Anon. | 3Cyl TE 14,23,39x27; | | BL |
| | xRisoy Steel | | 169.5 | 28.1 \| 11.7 | 621 | | 12 | (Van Vliet | Comercial | 1SB;WP180lbs | | |
| | 1D;Well dk 4BH | | Q84′ | B14′ F25′ | | | | & Co.) | | | | |
| 11240 | **Pilar de Larrinaga** | Scw | Br | Liverpool | 4517 | | 1918 | Nagasaki, | Larrinaga | 3Cyl TE 28,47,79x51; | | BL |
| 142,675 | xWar Nymph Steel | | 445 | 58.1 \| 31.3 | 7046 | | 1 | (Mitsubishi [Jap. | & Co. (Lim.), | 3SB;WP200lbs | | |
| JVMP | 2D;Wireless;W. Bal 7BH | | P35′ | B138′ F35′ | | | | Zosen Kaisha, Lim.) | Mgrs. | | | |
| 11241 | **Pilgrim** | MV | Am | Phila. | 85 | | 1922 | Camden, | William M. | 2-6Cyl OilEng 6½x9; | | |
| 222,299 | Wood | Twin | 86.1 | 18 \| 9.3 | 106 | | | (Mathis [N. J. | Elkins | 170IHP. | | |
| MDQW | 1D;Wireless | | | | | | | Yacht Bldg. Co.) | | | | |
| 11242 | **Pilgrim** | St W | Am | St. Mich'el | 409 | | '98 | Seattle, | Northern | 2Cyl 20x— | | |
| 150,778 | | | 176.1 | 35.4 \| 5.9 | 718 | | | (Moran [Wash. | Nav. Co. | 700IHP. | | |
| | 1D | | | | | | | Bros.) | | | | |
| 11243 | **Pilot Boy** | SW | Am | Jcksnville. | 126 | | '85 | Charleston, | Palatka & | 1Cyl 32x96; | | |
| 150,345 | O,YP | | 134.4 | 25.5 \| 7.6 | 228 | | | S. C. | Jacksonville | 250IHP. | | |
| | 1D | | | | | | | (M. Marks.) | Stmbt. Line | | | |
| 11244 | **Pilton** | Scw | Br | London | 1848 | | 1920 | Newcastle, | W. J. | 3Cyl TE 25,41,68x45; | | BL |
| 144,319 | Steel | | 331.1 | 46.8 \| 23.1 | 3063 | | 1 | (Tyne I. [Eng. | Tatem (Lim.) | 3SB;WP180lbs | | |
| KDLP | 1D;Wireless;W. Bal 5BH | | P33′ | B101′ F29′ | | | | S. B. Co., Lim.) | | | | |
| 11245 | **Pinango Lara** | Scw | Cuban | Havana | 1933 | 8′ 3″ | 1900 | Wilmington, | H. Pinango | 3Cyl TE 29,46,75x46; | ✠A1 With Freeboard. | |
| | xJames S. Whitney Steel | Sch | 278.5 | 43 \| 21 | 2615 | 23′ 6½″ | 12 | (Harlan [Del. | Lara | Harlan & Hollingsworth Co; | AMS | |
| | 2D;Hur dk;SUB.SIG. 6BH | | | \| 31′ | 2980 | | | & Hollingsworth Co.) | | 4SB;Harlan & Hollingsworth Co; 308GS;8463HS;WP181lbs;3500IHP; EAC;clk dk12,09;rps9,18;d rpd11,18; s rps7,19;Exmd9,25 | S.S.Chstn9,18; shft drn7,19;M.&B.S.8,19 (Laid up) | |
| 11246 | **Pinar del Rio** | Scw | Br | Liverpool | 1830 | | 1920 | Londonderry | T. Royden | 3Cyl TE 25,41,68x45; | | BL |
| 143,621 | Steel | | 331.1 | 46.7 \| 23.2 | 3066 | | 3 | (North of [Ire. | & Sons, Mgrs. | 2SB;WP180lbs;256RHP | | |
| KFCH | 2D;Oil fuel;Wireless;W. Bal 6BH | | P32′ | B100′ F40′ | | | | Ireland S. B. Co., Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections\| Mld. | | | | | | | | | |
| 11247 | **Pincio** | Scw | It | Genoa | 3239 | | 1912 | Sunderland, | Lloyd | 2-4CylQE24,34,49,71x48; | | I |
| 1,086 | xMacedonia Steel | Twin | 422 | 51 \| 23.4 | 6075 | | 3 | (Sir J. Laing [Eng. & Sons, Lim.) | Latino | 4SB;WP220lbs;5893IHP | | |
| PCUI | 2D;Shel dk;Web frms; 9BH | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 11248 | **Pinebay** | Scw | Br | Montreal | 657 | | 1919 | Rouen, | Tree Line | 2-2CylC16,30½x19½; | | V |
| 150,847 | xRouvray xMineur Steel | Twin | 218 | 34.2 \| 13.2 | 1222 | | | (Ch. & Atel. [Fr. | Nav. Co. | 2SB;WP136lbs;851IHP. | | |
| | 1D;Mchy aft;W. Bal 9BH | | P74′ | F30′ | | | | de St. Nazaire.) | | | | |
| 11249 | **Pinhel** | Scw | Ptg | Lisbon | 1911 | | 1915 | Stockton, | Soc. Geral | 3CylTE24,40,65x42; | | BL |
| | xNelda xEllawood Steel | | 335.5 | 48.1 \| 23.3 | 3100 | | 4 | (Ropner [Eng. | de Commercio | 2SB;WP180 | | |
| | 1D;Wireless;W. Bal 5BH | | P31′ | B & F 261′ | | | | & Sons, Lim.) | Industria e Transp. Ltda. | | | |
| 11250 | **Pinna** | Scw | Br | London | 3944 | | 1910 | Geeste- | Anglo- | 4CylQE24,34,50,74x53; | | BL |
| 139,103 | xPolshannon xTandem Steel | | 421 | 55.1 \| 28.7 | 6121 | | 7 | munde, Ger. | Saxon Petroleum | 3SB;WP213lbs | | |
| JMDG | 2D;Oil fuel;Wireless;W. Bal 6BH | | P60′ | B124′ F51′ | | | | (J. C. Tecklenborg, A. G.) | Co. (Lim. | | | |
| 11251 | **Pinnas** | S | Ger | Hamburg | 1790 | | 1902 | Pt. Glasgow, | F. Laeisz | Stl;1BH | | BL |
| | xFitzjames | | 267.1 | 40.1 \| 23.6 | 1946 | | 4 | (W. [Scot. | | | | |
| RCDF | 1D;B | | P43′ | F27′ | | | | Hamilton & Co.) | | | | |
| 11252 | **Pinthis** | MV | Am | Boston | 635 | | 1919 | Newburgh, | New Eng- | 2-6CylOilEng16½x25⅝; | | BL |
| 219,179 | Steel | Twin | 206.8 | 35.6 \| 16.8 | 1111 | | 11 | (Tank [N. Y. | land Oil Refining | 500BHP. | | |
| LTNF | 1D;Web frms;Long. frmg; 10BH | | P56′ | F23′ | | | | Corp.) | Co. | | | |
| | Machy aft;Oil in bulk;Wireless; W. Bal | | | | | | | | | | | |
| 11253 | **Pinus** | S | It | | 1687 | | '94 | Geeste- | Italian | Stl;1BH | | |
| | xPirna xLignum | | 255.4 | 39.4 \| 23.1 | 1789 | | 9 | munde, Ger. | Govt. | | | |
| | 2D | | | | | | | (J. C. Tecklenborg) | | | | |
| 11254 | **Pioneer** | Scw | Am | Seattle | 80 | | '78 | Philadel- | Charles R. | 2CylC18,31x28; | | |
| 150,132 | Iron | | 107 | 21 \| 13 | 160 | | | (Wm. [phia, Pa. | McCormick | 1CRTB;WP95lbs;265IHP | | |
| LHFP | 1D;B;Wireless 3BH | | | | | | | Cramp & Sons Co.) | Lumber Co. | | | |
| 11255 | **Pioneer** | Scw | Am | Honolulu | 303 | | 1902 | Honolulu, | Crawley | Gas Engs; | | |
| 201,740 | Steel | Twin | 156 | 25.5 \| 11 | 443 | | | (Honolulu [T. H. | Launch & | 240BHP. | | |
| | 1D | | | | | | | Iron Wks.) | Tugboat Co. | | | |
| 11256 | **Pioneer** | MV | Am | New York | 172 | | 1916 | Camden, | Sumner | 2-4CylGasEng10x11; | | |
| 213,913 | xPalisades Wood | Twin | 111.7 | 22 \| 6.1 | 209 | | | (Mathias [N. J. | Ballard | 300IHP. | | |
| LFWS | 1D | | | | | | | Yacht Bldg. Co.) | | | | |
| 11257 | **Pioneer** | MV | Am | | 214 | | 1914 | Violet, | J. A. Bynum | 2CylOilEng; | | |
| 212,834 | Steel | | 130 | 20 \| 6.2 | 277 | | | (David [La. | | 90IHP. | | |
| | 1D;W. Bal 2BH | | | | | | | Hunter.) | | | | |
| 11258 | **Pioneer** | Scw | Am | New York | 3026 | | 1913 | Kiel, | Standard | 4CylQE19½,28,41,59x42; | **A1** Oil Carrier. | |
| 212,913 | xKiowa Steel | | 385.7 | 52.4 \| 28.5 | 5075 | | 7 | Ger. | Oil Co. (N. J.) | Howaldswerke; | AMS | |
| LFDC | 2D;Mchy aft; 13BH | | P115′ | B22′ F37′ | | | | (Howaldswerke.) | | 2SB;Howaldswerke; | S.S.No.3,NY6,25; | |
| | Long. frmg; 10BH to Fbd dk | | | | | | | | | 4512HS;WP213lbs;1400IHP; | M.S.6,25;B.S.1,26; | |
| | Web frames; 3BH to 2d dk | | | | | | | | | DB;EAC;Dkd,rps7,26;s rps9,26 | shft drn2,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| 11259 | **Pioneer** | Scw | Am | Marqu'tte | 5021 | | 1907 | Wyandotte, | Cleveland- | 3CylTE22½,36,60x42; | (★100(GL) | |
| 203,941 | xJ. H. Bartow Steel | | 504 | 54 \| 30 | 6316 | | | (Detroit [Mich. | Cliffs S.S. Co. | 2SB;WP180lbs;1600IHP. | P.S.5,26 | |
| | 1D;Mchy aft;W. Bal 2BH | | | | | | | S. B. Co.) | | | | |
| 11260 | **Pioneer** | Sch | Hol | Willemst'd | 562 | | 1919 | Willemstad, | S. E. L. | Wd | | V |
| | | | 166 | 33 \| 18 | 622 | | | Curacao. | Maduro & Sons | | | |
| TPFC | 2D | | | | | | | (J. Hellmund.) | | | | |
| 11261 | **Pionier** | Scw | Blg | Antwerp | 3094 | | 1919 | Hong Kong, | Lloyd | 3CylTE27,44,73x48; | | BL |
| | Steel | | 400.2 | 52.2 \| 28.5 | 5072 | | 11 | (Hong [China | Royal Belge | 3SB;WP180lbs | | |
| MPKE | 2D;W. Bal;Wireless 7BH | | P49′ | B113′ F40′ | | | | Kong & Whampoa Dock Co.) | Soc. Anon. | | | |
| 11262 | **Pipestone County** | Scw | Am | Phila. | 3126 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,409 | Steel | | 390 | 54.2 \| 27.6 | 5102 | 24′ 5″ | 7 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LRTB | 2D;W. Bal;SUB.SIG;Wireless; 8BH | | | \| 32′ | 7825 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,NY8,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | M.S.8,23;shft drn6,25;B.S.5,26; | |
| | | | | | | | | | | d rpd1,25;rps6,25;Dkd,s rps3,26 | Clh BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t | ..... | ...F.P | .144t | | | | | | | | |
| | F.O.....D.B.223′ 979t;S. | T.14′1 | 29t... | ..... | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11263 | **Pipiriki** | Scw | Br | London | 4276 | | 1914 | Flensburg, | Federal | 3Cyl TE 32,53,87x55 | | BL |
| 143,148 | xTresilthney xLippe Steel | | 472.5 | 59.3 \| 28.5 | 6804 | | | (Flensburger Schiffsb. Ges.) | Stm. Nav. Co. (Lim.) | 4SB;WP205lbs | | |
| JWRD | 2D;SUB.SIG;Shel dk;Wireless; 7BH | | | | | | | | | | | |
| | W. Bal | | | | | | | | | | | |
| 11264 | **Piri** | Sch | Br | Auckland | 115 | | 1917 | Balmain, | Nobel | Wd; | | |
| 152,181 | xTangaroa | Aux | 111 | 25 \| 10.2 | 259 | | | (Morrison [N.S.W. | Australasia (Lim.) | Oil Eng | | |
| WRSK | 1D | | P58′ | F21′ | | | | & Sinclair, Lim.) | | | | |
| 11265 | **Pisco** | Scw | Fr | Dunkirk | 4391 | | 1913 | Geeste- | Cie. Franc. | 3Cyl TE 30,49,81x65; | | V |
| | xLuxor Steel | | 470.8 | 39.9 \| 36.7 | 7156 | | munde, Ger. | d'Armem. et | 4SB;WP200lbs;3700IHP. | | |
| OQUC | 3D;SUB.SIG; 10BH | | | F50′ | | | | (J. C. Tecklenborg, | d'Imp. de | | | |
| | Wireless;W. Bal | | | | | | | A. G.) | Nitrate de Soude | | | |
| 11266 | **Pitirre** | Scw | Cuban | Havana | 137 | | 1917 | Jacksonville, | Compania | | | |
| | Steel | | 119 | 25 \| 9.4 | 258 | | | (Merrill [Fla. | Cubana de Transporte de Mieles, S. A. | | | |
| | 1D | | | | | | | & Stevens Co.) | | | | |
| 11267 | **Pittsburg** | Scw | Am | New York | 540 | | '96 | Philadel- | Penn. R.R. | 2-3Cyl C 20,32,32x24; | | |
| 150,741 | Steel | Twin | 200 | 46 \| 15.2 | 794 | | 10 | (Wm. [phia, Pa. | Co. | 4WTB;WP200lbs;2000IHP. | | |
| | 1D | | | | | | | Cramp & Sons Co.) | | | | |
| 11268 | **Pittsburgh** | Scw | Am | Cleveland | 620 | | 1911 | Buffalo, | Pittsburgh | 2-1Cyl 18x20; | | |
| 208,690 | Steel | Twin | 134 | 40 \| 21.7 | 1270 | | | (Buffalo [N. Y. | Coal Co. | 2SB;WP150lbs;600IHP. | | |
| | 1D;Mchy aft 1BH | | | | | | | Dry Dock Co.) | | | | |
| 11269 | **Pittsburgh** | Brg | Am | Phila. | 633 | | 1903 | Philadelphia | Sun Oil Co. | Stl;8BH | | |
| 162,676 | | | 170 | 32 \| 12.5 | 633 | | | (Riter- [Pa. | | | | |
| | 1D | | | | | | | Conley.) | | | | |
| 11270 | **Pittsburgh Bridge** | Scw | Am | Newark | 2174 | 5′ 9″ | 1920 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,766 | Steel | | 324 | 46.2 \| 25 | 3545 | 22′ 11″ | 5 | (Submarine [N. J. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LWBR | 1D;2d dk at ends;Wireless; 7BH | | | 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | s rps1,21;Dkd,d rpd7,21;Exmd11,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′394 | t..... | ..F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T | .20′368 | t;S.T.3 | 1t..... | | | | | | | | |
| 11271 | **Pittston** | Brg | Am | New York | 440 | | 1906 | Sharptown, | Pennsyl- | WO,YP;Gif(Sltd) | ✠ — — | |
| 203,157 | xAnnapolis | Sch | 180 | 30 \| 14 | 466 | | 6 | (Sharptown [Md. | vania Coal Co. | | Cancelled. | |
| KVLP | 1D | | | | | | | Marine Ry. Co.) | | | | |
| 11272 | **Placuna** | Scw | Br | London | 3105 | | 1913 | Sunderland, | Anglo- | 3Cyl TE 25,41,68x48; | | C |
| 135,435 | xEscalona Steel | | 370 | 51 \| 25 | 4968 | | 5 | (Short [Eng. | Saxon Petroleum | 3SB;WP180lbs;346RHP; | S.S.No.2,HK8,21;A.S.3,24; | |
| JBML | 1D;Wireless;Oil fuel;W. Bal; 5BH | | P35′ | B199′ F34′ | | | | Bros, Lim.) | Co. (Lim.) | Dkd,s rps8,23 | shft drn8,23;M.&B.S.1,26 | |
| | Long. frmg; Oil in bulk | | | | | | | | | | | |
| 11273 | **Plainfield** | Scw | Am | New York | 822 | | 1904 | Elizabeth, | Central | 3Cyl TE 19,30,35x30; | | |
| 200,879 | Steel | | 200.3 | 43.4 \| 15.8 | 1225 | | 5 | N. J. | R.R. Co. of N. J. | WP170lbs;1200IHP. | | |
| | 1D | | | | | | | | | | | |
| 11274 | **Planet** | Scw | Ger | Hamburg | 3554 | | 1922 | Geeste- | Reederei F. | Stm Tbns; | | G |
| | Steel | | 450.8 | 57.2 \| 26.9 | 5821 | | 6 | munde, Ger. | Laeisz | 4SB;WP199lbs | | |
| RCVG | 2D;Well dk;SUB.SIG;Wireless; 9BH | | P & B | 379′ F49′ | | | | (Joh. C. Tecklenborg A. G.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 11275 | **Planet** | Scw | Am | New York | 208 | | 1913 | Port Rich- | New York | | | |
| 211,785 | xAlbert J. Stone Steel | | 110.4 | 28.6 \| 13.6 | 306 | | | mond, N. Y. | Marine Co. | 500IHP. | | |
| LHFV | 1D | | | | | | | | | | | |
| 11276 | **Planorbis** | Scw | Br | London | 3406 | | 1922 | Hong Kong, | Anglo- | 3Cyl TE 27,44,73x48; | | BL |
| 152,082 | Steel | | 412 | 53.3 \| 31 | 5876 | | 4 | (Hong [China | Saxon Petroleum | 3SB;WP180lbs | | |
| THQW | 2D;Web frms;Long. frmg; 16BH | | P110′ | B33′ F57′ | | | | Kong & Whampoa | Co. (Lim.) | | | |
| | Mchy aft;Oil in bulk;Oil fuel; | | | | | | | Dock Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 11277 | **Plas Dinam** | Scw | Br | Aberstwth | 280 | | 1919 | Martenshoek | J. Davies | 3Cyl TE 12½,23,33x20 | | V |
| 85,280 | xZeelandier Steel | | 166.3 | 27 \| 11.4 | 573 | | | (Gebr G. & [Ger. | | | | |
| KNTS | 1D;Mchy aft;W. Bal | | B112′ | F20′ | | | | H. Bodewes.) | | | | |
| 11278 | **Plata** | Scw | Fr | Marseilles | 3579 | | 1907 | Glasgow, | Soc. Gen. de | 2-3Cyl TE 24,40,64x42; | | I |
| 801 | Steel | Sch | 420.4 | 50.3 \| 23.6 | 5547 | | | (London [Scot. | Transp. Mar. a | 6SB;WP175lbs;3800IHP | | |
| OQUR | 2D;Shel dk;Wireless;W. Bal 10BH | Twin | P42′ | B156′ F45′ | | | | & Glasgow S. B. Co., Lim.) | Vap. | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11279 HSMG | **Platea** Steel 1D;Spar dk;Deep frmg; 5BH Wireless;W. Bal | Scw | Grk 324.6 P22′ | Piraeus 48 \| 15.6 B68′ F32′ | 1956 3039 | | '97 10 | Pt. Glasgow, (Russell [Scot. & Co.) | A. A. Capparis, Mgr. | 3CylTE25,41,66x42; 2SB;WP160lbs | | BL |
| 11280 150,670 | **Pleasure** Wood 2D | Scw | Am 128 | Detroit 39 \| 13.7 | 293 489 | | '94 5 | W. Bay City, (F. W. [Mich. Wheeler & Co.) | Detroit & Windsor Ferry Co. | 2CylC24,34x24; 2SB;WP135lbs;625IHP. | | |
| 11281 | **Plehanoff** xAristea Steel 1D;B;Deep frmg;Wireless; 6BH W. Bal | Scw Sch | Rus 326 P31′ | Leningrad 48 \| 23.6 B102′ F35′ | 2159 3364 | | 1900 9 | Sunderland, (Osbourne, [Eng. Graham & Co.) | Govt. Baltic S.S. Co. | 3CylTE24,40,65x42; 2SB;WP180lbs | | |
| 11282 152,084 THRB | **Pleiodon** Steel 2D;Web frms;Long. frmg; 16BH Oil fuel;Oil in bulk;Mchy aft; Wireless;W. Bal | Scw | Br 412 P110′ | London 53.3 \| 31 B33′ F57′ | 3409 5878 | | 1922 5 | Hong Kong, (Hong [China Kong & Whampoa Dock Co., Lim.) | Anglo- Saxon Petroleum Co. (Lim.) | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 11283 | **Plitvice** Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw Sch | Ig-Sw 356 P29′ | Susak 45.2 \| 18.7 B38′ F37′ | 2442 3778 | | 1902 11 | Sunderland, (R. Thomp- [Eng. son & Sons.) | Preko- morska Plovidba d. d. | 3CylTE24,39,64x42; 2SB;WP160lbs | | BL |
| 11284 219,679 LVSM | **Plover** Steel 1D;Wireless 5BH | Scw | Am 139.4 | Rockland 25.2 \| 14.2 | 208 411 | | 1919 | Savannah, (Founda- [Ga. tion Co.) | Deep Sea Fisheries, Inc. | 3CylTE12¾,21½,35x24; 1SB;WP180lbs;500IHP. | | |
| 11285 219,584 LVNR | **Plow City** Steel 1D;2d dk at ends; 7BH Wireless; 6BH to Fbd dk SUB.SIG; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252′847t;D.T. 20′394 F.O.—A.P.66t;D.B.214′643t. | Scw | Am 324 P41′ t..... S.T.3 | San Fran. 46.2 \| 25 \| 28′ 6″ B90′ F35′ ..F.P.111t lt..... | 1996 3283 5500 | 5′ 9″ 22′ 11″ | 1920 4 | Newark, (Submarine [N. J. Boat Corp.) | Charles Nelson Co. | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd,d rpd10,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY10,26; shft drn9,26;M.&B.S.10,26; Cih BB;CL | |
| 11286 144,832 KJBF | **Plum Branch** Steel 2D;Wireless;W. Bal 7BH | Scw | Br 398.5 P37′ | Sund'rl'nd 53.8 \| 26.1 B122′ F43′ | 2900 4798 | | 1921 7 | Jarrow-on- Tyne, Eng. (Palmers Co., Lim.) | Nautilus Steam Shipping Co. (Lim.) | Stm Tbn; 3SB;WP200lbs;2700SHP. | S.S.No.1,Nwc3,26;A.S.11,24; shft drn11,24;M.&B.S.3,26 | C |
| 11287 140,263 GSHJ | **Plumleaf** Steel 2D;Web frms;Long. frmg; 20BH Oil fuel;Oil in bulk;Wireless;W. Bal | Scw Twin | Br 405.5 P36′ | London 54.5 \| 32.5 B32′ F84′ | 2889 5916 | | 1917 2 | Newcastle, (Swan, [Eng. Hunter & Wigham Richardson, Lim.) | The Admiralty | 2-3CylTE26,42,70x45; 6SB;WP200lbs | | BL |
| 11288 760 TPQB | **Plus** 2D | Bk | Fin 226.6 | Mariehmn 36 \| 20.6 | 1117 1251 | | '85 11 | Hamburg, Ger. (Blohm & Voss.) | H. Lund- qvist | I;2BH | | BL |
| 11289 135,531 JDQP | **Plutarch** Steel 2D;Deep frmg;Wireless; 5BH W. Bal | Scw | Br 423.5 P38′ | Liverpool 56 \| 28.7 B123′ F45′ | 3587 5613 | | 1913 12 | Pt. Glasgow, (Russell [Scot. & Co.) | Lamport & Holt (Lim.), Mgrs. | 3CylTE27,44,73x48; 3SB;WP180lbs;503RHP;s rps9,25 | S.S.No.2,Lvpl8,22;A.S.8,25; M.S.6,26;B.S.6,26 | C |
| 11290 PQKB | **Pluto** Steel 2D;W. Bal 6BH | Scw | Hol 229.9 | Amst'dam 32 \| 15.1 | 709 1156 | | 1905 | Rotterdam, (Maats [Hol. Fyenoord.) | Koninklijke Nederl. Stoomb. Mij. | 3CylTE17½,28,45x36; 2SB;WP160lbs;750IHP | | V |
| 11291 MSGW | **Pluto** xRovaer Steel 1D;Wireless;W. Bal 4BH | Scw | Nor 246 P18′ | Hauges'nd 37.9 \| 15.4 B59′ F30′ | 935 1614 | | 1918 8 | Bergen, (Laxevaags [Nor. Msk. & Jernsk.) | B. Stolt- Nielsen & Co. Mgrs. | 3CylTE18,29,49x33; 2SB;WP180lbs | | N |
| 11292 150,604 | **Plymouth** Steel;Iron 2D | Scw | Am 126 | New York 25 \| 16 | 187 373 | | '92 8 | Philadel- phia, Pa. (Neafie & Levy.) | Lehigh & Wilkes-Barre Coal Co. | 3CylTE16,24,41x30; 1CRTB;WP160lbs | | |
| 11293 150,502 KHQS | **Plymouth** Steel;Iron 2D;Wireless;Web frms 6BH | SW | Am 352.1 | Fall River 50.4 \| 18.8 | 2280 3771 | | '90 4 | Chester, (Del. River [Pa. I. S. B. & E. Wks.) | New Eng- land S.S. Co. | 4CylTE50,75,81½,81½x99; 8CRTB;WP170lbs;5501HP. | | |
| 11294 213,670 LFPM | **Plymouth** Steel 1D;W. Bal;Wireless; 7BH SUB.SIG. C-36 W.B.—A.P.201t;D.B.320′1836t;F. | Scw | Am 368.6 P27′ | Boston 55.2 \| 30.5 B72′ F31′ | 3354 5266 9100 | | 1915 10 | Camden, (New [N. J. York S. B. Co.) | Plymouth S.S. Co. | 3CylTE25,41½,70x46; New York S. B. Co; 3SB;New York S. B. Co; 6624HS;WP195lbs; 2500IHP;EAC;Dkd,d rpd10,26 | A1 AMS S.S.No.2,NY4,23; M.S.4,23;n shft1,25; B.S.5,26;shft drn10,26; Cih BB;CL | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11295 150,754 | **Plymouth** Steel 1D | Scw | Am 142 | 30 \| 10.4 | 292 428 | | '97 3 | Philadelphia, Pa. (Neafie & Levy.) | U. S. Government | 3CylTE15,23,39x28; 1SB;WP150lbs | | |
| 11296 150,628 | **Pocahontas** Steel 1D | SW | Am 195 | Richmond 33 \| 11 | 541 814 | | '93 4 | Wilmington, Del. | Virginia Navigation Co. | 1CylVB46x120; WP90lbs;1000IHP | | |
| 11297 212,389 LDMT | **Pocahontas** xDavid W. Burbage O,YP,Hk;Gif 1D (Sltd)2BH | Scw | Am 139.6 | Reedville 24.2 \| 11.5 | 147 286 | | 1914 5 o'22 | Milford, (Wm. G. Abbott.) [Del. | Eubank Tankard Co., Inc. | 2CylC16,33x26; Harlan & Hollingsworth Corp; 1SB;Harlan & Hollingsworth Corp; 65GS;2164HS;WP150lbs;500IHP; EAC;clk b8,22;rps,clk dk6,23; s rps,s b clkg1,24 | ✠A1 AMS H.T.Pvce8,22; shft drn8,22;M.&B.S.6,23;SBP (Laid up) | |
| 11298 165,595 | **Pocahontas No. 1** 1D | Brg | Am 118.9 | Boston 32.2 \| 13.4 | 358 444 | | 1914 | Bath, (Percy & Small.) [Me. | Chas. W. York Co. | P,O | | |
| 11299 150,516 | **Pocomoke** Iron | SW | Am 170 | Baltimore 33 \| 9.6 | 493 657 | | '91 2 | Wilmington, Del. | Balto., Chesapeake & A. Ry. Co. | 1CylVB32x96; 350IHP. | | |
| 11300 203,766 KVSJ | **Pocomoke** Steel 1D;W. Bal | Scw | Am 125 | Phila. 25 \| 12.6 | 199 293 | | 1906 | Camden, (J. H. Dialogue & Son.) [N. J. | N. Y., Phila. & Norfolk R.R. Co. | 3CylTE16½,24,41x30; 500IHP. | | |
| 11301 39,799 | **Pocomoke** xGlenwood 1D | Brg | Am 181.4 | Phila. 23.7 \| 11.2 | 428 | | 1908 | Elkton, (E. Deibert & Bros.) [Md. | Southern Trans. Co. | Wd;Gif | | |
| 11302 | **Pocone** xCoburg Steel 2D;SUB.SIG;Wireless;W. Bal 9BH | Scw | Brz 419.6 P & B | Rio Jan'ro 54.5 \| 27.8 286′ F68′ | 4201 6750 | | 1908 | Vegesack, (Bremer Vulkan.) [Ger. | Lloyd Brasileiro | 4CylQE24,34,50,72x53; 3Blrs | | |
| 11303 202,355 | **Pocono** 1D | Brg Sch | Am 156 | Phila. 34.5 \| 16 | 628 698 | | 1905 8 | Newburgh, N. Y. | George F. Pettinos | Stl | | |
| 11304 202,810 KVFP | **Pocopson** 1D | Brg Trn | Am 177 | Phila. 35 \| 14.2 | 623 721 | | 1906 2 | Noank, (R. Palmer & Sons S. B. Co.) [Conn. | Reading Co. | O,Ch,YP;If | | |
| 11305 PQJV | **Poeldijk** xVrijbergen Steel 1D;Spar dk;Deep frmg; 6BH W. Bal;Wireless | Scw | Hol 360 P31′ | Rotterd'm 48 \| 20.2 B93′ F32′ | 2711 4226 | | 1907 10 | Newcastle, (Northum-berland S. B. Co.) [Eng. | Holland-America Line | 3CylTE25,41,69x48; 3SB;WP180lbs | | BL |
| 11306 JDRN | **Poeta Arolas** Steel 3D;W. Bal;Wireless 7BH | Scw | Sp 316 | Valencia 44.2 \| 26.8 | 1868 3254 | | 1920 12 | Bilbao, (Cia. Euskalduna de Const.) [Sp. | Compania Trasmediterranea | 3CylTE25,41,68x45; 2SB;WP180lbs;1700IHP | | V |
| 11307 216,119 LJWH | **Point Arena** Steel 1D;W. Bal;Wireless;SUB.SIG. 4BH | Scw | Am 251 P25′ | San Fran. 43.5 \| 18.1 B64′ F25′ | 1285 2117 | | 1918 3 | Portland, (Albina Engine & Machine Wks.) [Ore | Hart-Wood Lumber Co., Inc. | 3CylTE20,33,54x40; 2SB;WP180lbs;1200IHP | ✠ — — ✠ — — Cancelled5,23 | BL |
| 11308 218,059 LRDB | **Point Bonita** xBound Brook Steel 1D;Wireless;W. Bal; 7BH 6BH to Fbd dk 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252′847t;D.T F.O.—A.P.66t;D.B.214′643t. | Scw | Am 324 20′394 .... | San Fran. 46.2 \| 25 \| 28′ 6″ t.... S.T.3 | 2000 3283 5075 | 5′ 9″ 22′ 11″ .F.P.111t 1t..... | 1919 7 | Newark, (Submarine Boat Corp.) [N. J. | Swayne & Hoyt | Stm Tbn; Westinghouse E. & Mfg. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500IHP;EAC; d rpd1,21;Dkd4,26;s rps8,26 | ✠A1Ⓔ ✠AMS M.&B.S;shft drn2,26; Clh BB;CL | |
| 11309 130,354 KDJN | **Point Comfort** xNantucket Wood 1D 3BH | SW | Am 190 | P. Amboy 33 \| 9 | 468 629 | | '86 8 | Camden, (Pusey & Jones Co.) [N. J. | Keansburg S.S. Co. | 1CylVB48x120; WP48lbs;725IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11310 | **Point Fermin** | Scw | Am | San Fran. | 2000 | 5′ 9″ | 1919 | Newark, | Swayne & | Stm Tbn; | ✠A1Ⓔ | |
| 218,945 | xContinental Bridge Steel | | 324 | 46.2 \| 25 | 3283 | 22′ 11″ | 10 | (Submarine [N. J. | Hoyt | Westinghouse E. & M. Co; | ✠AMS | |
| LSWN | 1D;2dk at ends;Wireless; 7BH | | | 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | S.S.No.2,NptN7,26; | |
| | SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | M.&B.S;shft drn7,26; | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | rps7,26;Dkd,s rps11,26 | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′394 | t..... | ..F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T | .20′368 | t;S.T.3 | 1t ..... | | | | | | | | |
| 11311 | **Point Judith** | Scw | Am | San Fran. | 1348 | | 1918 | Portland, | Swayne & | 3CylTE22,37½,60x42; | ✠A1Ⓔ | |
| 216,656 | Steel | | 289 | 44.1 \| 19 | 2205 | | 8 | (Albina [Ore. | Hoyt, Inc. | Ellicott Mach. Corp; | ✠AMS | |
| LMGV | 1D;Wireless;SUB.SIG;W. Bal; 6BH | | P24′ | B144′ F32′ | 3760 | | | Eng. & Machine Wks.) | | 2SB;Willamette I. & S. Wks; | S.S.No.1,SanF11,22; | |
| | Oil fuel F. P. above 150° F. C-29 | | | | | | | | | 4522HS;WP172lbs;1600IHP;EAC;DB; | n shft8,25;M.&B.S.8,26; | |
| | | | | | | | | | | Dkd3,26;s rps8,26 | Cih BB;CL | |
| 11312 | **Point Lobos** | Scw | Am | San Fran. | 1325 | | 1918 | Portland, | Swayne & | 3CylTE22,37½,60x42; | ✠A1Ⓔ | |
| 216,535 | Steel | | 289 | 44.1 \| 19 | 2186 | | 7 | (Albina [Ore. | Hoyt, Inc. | Ellicott Mach. Corp; | ✠AMS | |
| LMBW | 1D;SUB.SIG;W. Bal; 6BH | | P24′ | B144′ F32′ | 3760 | | | Eng. & Machine Wks.) | | 2SB;Willamette I. & S. Wks; | S.S.No.1, SanF1,23; | |
| | Oil fuel F. P. above 150° F. C-29 | | | | | | | | | 4522HS;WP172lbs;1600IHP;EAC; | n shft3,25;M.&B.S.5,26; | |
| | | | | | | | | | | DB;Dkd,d rpd5,26 | Cih BB;CL | |
| 11313 | **Point Loma** | Scw | Am | San Fran. | 1289 | | 1918 | Portland, | Hart-Wood | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 216,021 | Steel | | 251 | 43.5 \| 18.1 | 2119 | | 3 | (Albina [Ore. | Lumber Co. | Albina Eng. & Mch. Wks; | ✠AMS | |
| LJSB | 1D;Wireless;W. Bal; 4BH | | P25′ | B64′ F26′ | 3300 | | | Eng. & Machine Wks.) | | 2SB;Willamette I. & S. Wks; | S.S.No.1,SanF11,23; | |
| | Oil fuel F. P. above 150° F. C-28 | | | | | | | | | 117GS;5384HS;WP172lbs;1200IHP; | M.S;n shft11,23;B.S.5,25; | |
| | | | | | | | | | | Dkd,d rpd3,25 | Scip,CL | |
| 11314 | **Point Reyes** | Scw | Am | San Fran. | 2030 | 5′ 9″ | 1920 | Newark, | Swayne & | Stm Tbn; | ✠A1Ⓔ | |
| 219,588 | xHolyoke Bridge Steel | | 324 | 46.2 \| 25 | 3286 | 22′ 11″ | 5 | (Submarine [N. J. | Hoyt | Westinghouse E. & M. Co; | ✠AMS | |
| LVPB | 1D;2d dk at ends;Wireless; 7BH | | | 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | M.&B.S;shft drn5,26; | |
| | SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | Cih BB;CL | |
| | 1BH to 2d dk | | | | | | | | | Dkd5,26;s rps9,26 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′394 | t..... | ..F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T | .20′368 | t;S.T.3 | 1t..... | | | | | | | | |
| 11315 | **Point Sur** | Scw | Am | San Fran. | 2030 | 5′ 9″ | 1920 | Newark, | Swayne & | Stm Tbn; | ✠A1Ⓔ | |
| 219,758 | xEast Chicago Steel | | 324 | 46.2 \| 25 | 3286 | 22′ 11″ | 4 | (Submarine [N. J. | Hoyt | Westinghouse E. & Mfg. Co; | ✠AMS | |
| LWBM | 1D;B;2d dk at ends; 7BH | | | 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | shftdrn5,26;M.&B.S.6.26; | |
| | Wireless;SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | Scip;CL | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd,rps6,26;d rpd6,26;s rps10,26 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′394 | t..... | ..F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T | .20′368 | t;S.T.3 | 1t..... | | | | | | | | |
| 11316 | **Pointer** | Scw | Am | Manit'woc | 29 | | 1920 | Manitowoc, | McWilliams | 2CylC18,38x26; | ✠ — — | |
| 219,595 | O,Flr;Glf | | 95.5 | 24.7 \| 12.2 | 176 | | 2 | (Burger [Wis. | Towing Co. | 1SB;WP155lbs;450IHP | ✠ — — | |
| LVPJ | 1D 1BH | | | | | | | Boat Co.) | | | Cancelled6,22 | |
| 11317 | **Pokanoket** | Scw | Am | Wilm'gton | 186 | | '94 | Brooklyn, | Tampa-St. | 2CylC10,20x14; | | |
| 150,653 | Steel | | 151.2 | 29 \| 8 | 345 | | | N. Y. | Petersburg Transp. Co. | 2SB;WP160lbs;300IHP. | | |
| | 3D 4BH | | | | | | | | | | | |
| 11318 | **Polar** | Scw | Sp | Barcelona | 439 | | '94 | Bergen, | Soc. Anon | 3CylTE17,27,45x30; | | |
| | xPlentingen xBodo Steel | | 182 | 28.1 \| 12.4 | 668 | | | (Bergens [Nor. | de Nav. "Estrella" | 1SB;WP170lbs;710IHP | | |
| MBFD | 1D 5BH | | | | | | | Men. Vaerks.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11319 | **Polar Bear** | Scw | Am | Baltimore | 2623 | 5′ 8¼″ | 1918 | Baltimore, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,303 | Steel | | 339.3 | 49.1 \| 26.3 \| 28′ 7¾″ | 4297 | 23′ 1½″ | 12 | (Baltimore [Md. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LPCB | 2D;Long. frmg;Wireless; 6BH | | | | 6317 | | | D. D. & S. B. Co.) | | 3SB;Baltimore D. D. & S. B. Co; | S.S.NY10,20; | |
| | SUB.SIG;W. Bal C-33 | | P34′ | B75′ F30′ | | | | | | 189GS;5305HS;WP200lbs;1800SHP; | n shft10,20;Clh BB;CL | |
| | | | | | | | | | | Dkd,s rps10,20 | (Laid up) | |
| | W.B.—A.P.132t; D.B.294′794t; F. | P.98t | | | | | | | | | | |
| 11320 | **Polar Sea** | Scw | Am | Baltimore | 2500 | 5′ 8¼″ | 1918 | Baltimore, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,530 | Steel | | 339.3 | 49.1 \| 26.5 \| 28′ 7¾″ | 4111 | 23′ 1½″ | 8 | (Baltimore [Md. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LMCB | 2D;Long. frmg;Wireless; 5BH | | | | 5600 | | | D. D. & S. B. Co.) | | 3SB;Baltimore D. D. & S. B. Co; | S.S.NY6,20; | |
| | SUB.SIG;W. Bal C-33 | | P34′ | B75′ F30′ | | | | | | 189GS;5104HS;WP200lbs;1800SHP; | shft drn7,20;CL | |
| | | | | | | | | | | Dkd,d rpd7,20;s rps12,20 | (Laid up) | |
| | W.B.—A.P.132t; D.B.294′794t; F. | P.98t | | | | | | | | | | |
| 11321 | **Polar Star** | Scw | Am | Baltimore | 2623 | 5′ 8¼″ | 1918 | Baltimore, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,407 | Steel | | 339.3 | 49.1 \| 26.3 \| 28′ 7¾″ | 4297 | 23′ 1½″ | 12 | (Baltimore [Md. | ping Board | Westinghouse E. & Mfg. Co; | ✠AMS | |
| LPHQ | 2D;W. Bal;Long.frmg; 6BH | | | | 6300 | | | D. D. & S. B. Co.) | | 3SB;Baltimore D. D. & S. B. Co; | shft drn3,21;Clh BB;CL | |
| | Wireless C-33 | | P34′ | B75′ F30′ | | | | | | 189GS;5104HS;WP200lbs;1800SHP; | (Laid up) | |
| | | | | | | | | | | EAC;Dkd,d rpd3,21 | | |
| | W.B.—A.P.132t; D.B.294′794t; F. | P.98t | | | | | | | | | | |
| 11322 | **Polarine** | Scw | Am | New York | 2389 | 5′ 2″ | 1914 | Geeste- | Standard | 3CylTE24⅛,38 3/16,61⅛x43⅜; | **A1** Oil Carrier. | |
| 212,916 | xEms Steel | | 354.6 | 50 \| 26.7 \| 27′ | 4046 | 22′ 1″ | 4 | munde, Ger. | Oil Co. (N. J.) | Seebeck & Co; | AMS | |
| LFDH | 2D;Mchy aft; 13BH | | | | 6140 | | | (G. Seebeck | | 2SB;Seebeck & Co; | S.S.No.2,NO2,24; | |
| | SUB.SIG; 12BH to Fbd dk | | P88′ | B33′ F34′ | | | | Akt. Ges.) | | WP185lbs;2640IHP;EAC;DB; | M S.2,24;B.S.2,26; | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | d rpd9,25;rps2,26;Dkd,s rps9,26; | n shft9,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-33 | | | | | | | | | Exmd10,26 | | |
| 11323 | **Polaris** | Scw | Dan | Cop'hagen | 1520 | | '90 | So. Shields, | C. P. | 3CylTE23,37,61x39; | | BL |
| | xAmleth xHallingdal Steel | | 290.4 | 40 \| 19.8 | 2462 | | 7 | (J. Read- [Eng. | Jensen, Mgr. | 2SB;WP140lbs | | |
| NTVR | 1D;B;Well dk;Wireless;W. Bal 6BH | | P28′ | B118′ F33′ | | | | head & Sons.) | | | | |
| 11324 | **Poleric** | Scw | Br | Glasgow | 3907 | | 1900 | Newcastle, | A. Weir & | 2-3CylTE22,37,64x42; | | BL |
| 110,797 | xAlbania Steel | Sch | 461.5 | 52,1 \| 38.7 | 6260 | | 6 | (C. S. Swan [Eng. | Co., Mgrs. | 4SB;WP180lbs | | |
| RQGK | 2D;Shel dk;Deep frmg; 6BH | Twin | | | | | | & Hunter, Lim.) | | | | |
| | Wireless;SUB.SIG;Oil fuel;W. Bal | | | | | | | | | | | |
| 11325 | **Poljana** | Scw | Nor | Oslo | 2335 | | 1920 | Ardrossan, | Winge &Co. | 3CylTE25,41,69x48; | | BL |
| | Steel | | 360.7 | 52.2 \| 23.5 | 3886 | | 6 | (Ardrossan [Scot. | Mgrs. | 3SB;WP180lbs | | |
| MVHC | 1D;Shel dk;Oil fuel;W. Bal; 6BH | | F33′ | | | | | D. D. & S. B. Co., | | | | |
| | Wireless | | | | | | | Lim.) | | | | |
| 11326 | **Pollenzo** | Scw | It | Genoa | 3996 | | 1920 | Middlesbro | Lloyd | Stm Tbns; | | I |
| 952 | xWar Relief Steel | | 412.4 | 55.6 \| 34.4 | 6470 | | 4 | (Furness [Eng. | Sabaudo Soc. | 3WTB;WP200lbs | | |
| PCWM | 1D;Shel dk;Wireless;W. Bal 9BH | | | | | | | S. B. Co., Lim.) | Anon. per Azione | | | |
| 11327 | **Pollux** | Scw | Hol | Amst'dam | 1815 | | 1909 | Rotterdam, | Koninklijke | 3CylTE21,33,56½x39; | | V |
| | Steel | | 326.9 | 44.1 \| 18.8 | 2886 | | | (Rijkee [Hol. | Nederl. Stoomb, | 2SB;WP180lbs;1200IHP | | |
| PQKG | 2D;Wireless;W. Bal 6BH | | | | | | | | & Co.) | Mij. | | |
| 11328 | **Pollux** | Scw | Ger | Flensburg | 1958 | | 1905 | Middlesbro, | Heinrich | 3CylTE22,37,62x42; | | C |
| | xKurt xSiledrecht Steel | | 330.1 | 47 \| 22.2 | 3161 | | 7 | (R. Craggs [Eng. | Schmidt, | 2SB;WP180lbs | | |
| RCLH | 1D;Deep frmg;Wireless;W. Bal 4BH | | P30′ | B82′ F36′ | | | | & Sons, Lim.) | G. m. b. H. | | 2dS.S.No.2,Rstk1,23;A.S.4,26; | |
| | | | | | | | | | | | shft drn3,24;B.S.3,26;M.S.4,26 | |
| 11329 | **Polonia** | Scw | Dan | Cop'hagen | 4519 | | 1910 | Glasgow, | East Asiatic | 2-4CylQE24,33,47,68x48; | | BL |
| | xKursk Steel | Twin | 450 | 56.2 \| 31.2 | 7500 | | 9 | (Barclay, [Scot. | S.S. Co. (Lim.) | 6SB;WP215lbs | | |
| NDCV | 3SB;SUB.SIG;Wireless;W. Bal 7BH | | P75′ | B203′ F84′ | | | | Curle & Co., Lim.) | | | | |
| 11330 | **Polybius** | Scw | Am | Seattle | 5359 | 10′ 9½″ | 1919 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 218,068 | xEldora Steel | | 409.6 | 54.2 \| 27.1 \| 37′ 9″ | 7041 | 27′ 2½″ | 5 | (Skinner [Wash. | ping Board | General Electric Co; | ✠AMS | |
| LRDN | 3D; 8BH | | | | 9600 | | | & Eddy Corp.) | | 3SB;Commercial Blr. Wks; | S.S.No.1,Npt N9,23; | |
| | SUB.SIG; 7BH to Fbd dk | | | | | | | | | 8085HS;WP200lbs;2500SHP;EAC; | M.S.9,23;B.S.9,24; | |
| | W. Bal; 1BH to 3d dk | | | | | | | | | Dkd,d rpd9,26;s rps10,26 | shft drn12,25;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.158t;D.B.343′1407t;D | .T.30′1 | 035t | .....F.P.140t | | | | | | | | |
| | F.O.....D.B.303′1114t;D | .T.30′ | 966t;S. | T.70t..... | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11331 | **Polycarp** | Scw | Br | Liverpool | 2249 | | 1918 | Glasgow, | Booth S.S. | 3CylTE22,39,67x45; | | BL |
| 140,569 | Steel | | 340.7 | 46.8 \| 25.6 | 3577 | | 4 | (Barclay, [Scot. | Co. (Lim.) | 3SB;WP215lbs | | |
| JSTR | 2D;Wireless;W. Bal 6BH | | P42′ | B88′ F41′ | | | | Curle & Co., Lim.) | | | | |
| 11332 | **Polyktor** | Scw | Grk | Ithaca | 2484 | | 1914 | Sunderland, | G. C. Dra- | 3CylTE25,42,68x45; | | BL |
| | Steel | | 380 | 52.4 \| 22.3 | 4077 | | 2 | (W. Pickers- [Eng. | coulis | 2SB;WP180lbs | | |
| HSBQ | 1D;W. Bal;Wireless 6BH | | P31′ | B221′ F37′ | | | | gill & Sons, Lim.) | | | | |
| 11333 | **Polyphemus** | Scw | Br | Liverpool | 3061 | | 1906 | Newcastle, | A. Holt & | 3CylTE25,41,70x48 | | |
| 120,945 | Steel | | 392 | 49.2 \| 28.8 | 4968 | | | (Armstrong, [Eng. | Co., Mgrs. | | | |
| HGFB | 2D;Oil fuel;Wireless;W. Bal | | P41′ | B110′ F43′ | | | | Whitworth & Co., Lim.) | | | | |
| 11334 | **Pomerol** | Scw | Fr | Havre | 678 | | 1905 | Christiania, | Worms | 3CylTE16½,26½,44x32; | | V |
| | xFreya Steel | Sch | 225.7 | 33.7 \| 17 | 1149 | | | (Nylands [Nor. | & Co. | 1SB;WP180lbs;750IHP | | |
| OQYD | 2D;Wireless;W. Bal 5BH | | | | | | | Vaerkstad.) | | | | |
| 11335 | **Pomham** | Scw | Am | Provide'ce | 110 | | '81 | Athens, | Providence, | | | |
| 3,194 | xBaltimore Wood | | 100 | 22 \| 6.8 | 161 | | | N. Y. | Fall River & Newport Steamboat Co. | 300IHP. | | |
| | 1D | | | | | | | | | | | |
| 11336 | **Pommern** | Bk | Fin | Mariehmn | 2114 | | 1903 | Glasgow, | Gustav | Stl;1BH | | G |
| | xMneme | | 302 | 43.2 \| 24.7 | 2376 | | 2 | (J. Reid [Scot. | Erikson | | | |
| TPMW | 2D | | P37′ | F32′ | | | | & Co., Lim.) | | | | |
| 11337 | **Pommern** | Scw | Ger | Stettin | 2002 | | 1900 | Rostock, | Stettiner | 3CylTE24,41,61x39; | | G |
| | Steel | Sch | 325.8 | 44.2 \| 18.8 | 3179 | | 7 | (A. G. [Ger. | Dampfer Co | 3Blrs | | |
| JGRW | 1D;Deep frmg;SUB.SIG; 7BH | | P18′ | Q127′ | | | | "Neptun.") | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 11338 | **Pomona** | StW | Am | Portland | 295 | | '98 | Portland, | Oregon | | | |
| 150,782 | Wood | | 133.5 | 28.4 \| 6.1 | 365 | | | Ore. | City Trans. Co. | 300IHP. | | |
| | 1D | | | | | | | | | | | |
| 11339 | **Pomona** | Scw | Am | Tacoma | 4819 | 9′ 6½″ | 1920 | San Fran- | Pomona | 3CylTE27,47,76x48; | ✠A1Ⓔ With Freeboard | |
| 220,334 | Steel | | 440 | 56 \| 35.2 | 7583 | 28′ 7½″ | 7 | cisco, Cal. | S.S. Co. | Bethlehem S. B. Co; | ✠AMS | |
| MBCD | 2D;Long. frmg;Wireless; 8BH | | | \| 38′ | 11600 | | | (Bethlehem S. B. Corp., Lim.) | | 3SB;Bethlehem S. B. Co; | S.S.No.1,Seat8,23; | |
| | SUB.SIG; 7BH to Fbd dk | | | | | | | | | 8250HS;WP220lbs;2700IHP;EAC; | M.S.8,23;n shft4.26; | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | d rpd9,25;Dkd,s rps4,26;Exmd10,26 | B.S.6,26;Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.160t;D.B.368′1657t;D | T.30′9 | 07t | F.P.138t | | | | | | | | |
| | F.O. D.B.308′1265t | | S.T | 65t | | | | | | | | |
| 11340 | **Ponape** | Bk | Fin | Mariehmn | 1974 | | 1903 | Genoa, | H. Lund- | Stl;1BH | | BL |
| 778 | xBellhouse xPonape | 4 M | 297.2 | 42.5 \| 23.2 | 2342 | | 7 | (Soc. [It. | qvist | | | |
| JPQS | 2D | | P40′ | F25′ | | | | Esercizio Bacini.) | | | | |
| 11341 | **Ponce** | Scw | Am | New York | 2192 | | '99 | Wilmington, | New York | 3CylTE24,38,62x42; | | BL |
| 150,831 | Steel | Sch | 317 | 42 \| 20.1 | 3506 | | 9 | Del. | & Porto Rico | 2SB;WP180lbs;1800IHP | | |
| KPJD | 2D;Spar dk;Web frms; 6BH | | P49′ | B116′ F33′ | | | | (Harlan & Hollingsworth Co.) | S.S. Co | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 11342 | **Pong Tong** | Scw | Br | HongK'ng | 1001 | | 1903 | Bremer- | Fei Lun | 3CylTE19,30,49x33; | | |
| 152,091 | xQuinnebaug xPongtong Steel | | 253.2 | 37.4 \| 19.4 | 1723 | | | haven, Ger. | S.S. Co. (Lim.) | 2Blrs | | |
| THRF | 1D;Spar dk;W. Bal 4BH | | P & B | 161′ F26′ | | | | (Rickmers. Akt. Ges.) | | | | |
| 11343 | **Pontia** | Scw | Am | Newark | 1996 | 5′ 9″ | 1919 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,459 | Steel | | 324 | 46.2 \| 25 | 3283 | 22′ 11″ | 8 | (Submarine [N. J. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LRVQ | 1D;2d dk at ends;SUB.SIG; 7BH | | | \| 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | shft drn5,20;Cih BB;CL | |
| | Wireless; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | s rps8,20;Dkd,d rpd3,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | 20′394 | t | F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T | 20′368 | t;S.T.3 | 1t | | | | | | | | |
| 11344 | **Pontiac** | Scw | Am | Detroit | 129 | | '76 | Detroit, | Detroit & | 2Cyl22,22x24; | | |
| 135,209 | xExcelsior Oak | | 116 | 29.3 \| 10.8 | 229 | | | (Detroit [Mich. | Windsor Ferry | 1FB;WP90lbs;360IHP | | |
| | 2D | | | | | | | D. D. Co.) | Co. | | | |
| 11345 | **Pontiac** | Scw | Am | Fairport | 6367 | | 1917 | Detroit, | Cleveland | 3CylTE24½,40,65x42; | (★100(GL) | |
| 215,048 | Steel | | 580 | 60 \| 32 | 8200 | | | (Great [Mich. | Cliffs S.S. Co. | 3SB;WP180lbs;1900IHP. | P.S.4,26 | |
| | 1D;B 4BH | | | | | | | Lakes Eng. Wks.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11346 | **Pontos** | Scw | Ger | Hamburg | 1503 | | '98 | Vegesack, | Hamburg- | 3Cyl TE 21,34,55x39; | | G |
| | xPonto xArta xLivland Steel | | | 282.3 \| 41.8 \| 23.1 | 2438 | | 11 | (Bremer [Ger. | Amerika Linie | 3SB | | |
| QGPD | 1D;Spar dk;Web frms; 4BH | | | B24′ F28′ | | | | Vulkan.) | | | | |
| | Wireless;D.F;W. Bal | | | | | | | | | | | |
| 11347 | **Pontypridd** | Scw | Br | London | 2736 | | 1924 | Newcastle, | Pontypridd | 3Cyl TE 25,42,70x48; | | BL |
| 147,719 | Steel | | 399 6 | 52.9 \| 24.8 | 4458 | | 8 | (North- [Eng. | Steamship Co. | 3SB;WP180lbs | | |
| KRHP | 1D;Shel dk;Wireless;W. Bal 6BH | | F36′ | | | | | unberland S. B. Co., Lim.) | (Lim.) | | | |
| 11348 | **Poplar Branch** | Scw | Br | Sund'rl'nd | 3475 | | 1902 | Sunderland, | F. & W. | 3Cyl TE 26,44,72x48; | | C |
| 114,642 | Steel | Sch | 396.2 | 56.2 \| 25.8 | 5391 | | 4 | (W. Doxford [Eng. | Ritson, Mgrs. | 3SB;WP180lbs;473RHP. | 2dS.S.No.2,Antw3,23;A.S.6,26; | |
| THJG | 2D;B;Deep frmg; 7BH | | P158′ | F229′ | | | | & Sons, Lim.) | | | n shft9,25;B.S.12,24;M.S.6,26 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 11349 | **Poplarbay** | Scw | Br | Montreal | 664 | | 1920 | Arles, | Tree Line | 2-3Cyl TE 12,19½,31½x16½; | | V |
| 150,833 | xBlessard xPeintre Steel | Twin | 219.4 | 34.3 \| 12.7 | 1263 | | | (Soc. Anciens [Fr. | Nav. Co. | 2SB;WP150lbs;720IHP. | | |
| | 1D;Wireless;W. Bal 5BH | | P66′ | F30′ | | | | Etab. Henri Satre.) | | | | |
| 11350 | **Poquoson** | Brg | Cuban | Havana | 427 | | 1909 | Elkton, | La Com- | O,YP;Icf | ✠ — Exp4,23 | |
| | 1D | | 183.3 | 23.8 \| 11 | | | 7 | (E. Deibert [Md. | pania Cubana de | | | |
| | | | | | | | | & Bro.) | Cemento Portland | | | |
| 11351 | **Poredak** | Scw | J Slv | Split | 2189 | | '97 | Sunderland, | Parabrod- | 3Cyl TE 24,40,64x45; | | BL |
| | xBalderton Steel | | 354 | 48.5 \| 23.8 | 3414 | | 11 | (J. L. [Eng. | orska Akcionarsko | 2SB;WP180lbs | | |
| | 2D;Web frms;Wireless;W. Bal 6BH | | P28′ | B97′ F35′ | | | | Thompson & Sons, Lim.) | | | | |
| 11352 | **Porsanger** | Scw | Nor | Bergen | 2613 | | 1918 | Montreal, | W. Larsen | 3Cyl TE 25,41,67x45; | | BL |
| | Steel | | 380.7 | 49.2 \| 26.8 | 4267 | | 5 | (Canadian [Can. | & Co. | 2SB;WP180lbs;1800IHP | | |
| LBSJ | 1D;Wireless;W. Bal 6BH | | P44′ | B102′ F42′ | | | | Vickers.) | | | | |
| 11353 | **Port Adelaide** | Scw | Br | London | 5350 | | 1919 | Newcastle, | Common- | Stm Tbns; | | BL |
| 143,949 | Steel | Twin | 481.2 | 62.3 \| 33 | 8422 | | 12 | (Hawthorn, [Eng. | wealth & | 4SB;WP200lbs | | |
| KDGV | 2D;Shel dk;Wireless; 7BH | Sch | F55′ | | | | | Leslie & Co., Lim.) | Dominion Line (Lim.) | | | |
| | D.F;W. Bal | | | | | | | | | | | |
| 11354 | **Port Albany** | Scw | Br | London | 3620 | | 1914 | Newcastle, | Common- | 4Cyl QE 27½,39,56,81½x54; | | BL |
| 136,676 | Steel | | 426.3 | 54.1 \| 29.3 | 5714 | | 5 | (Hawthorn, [Eng. | wealth & | 4SB;WP220lbs | | |
| JFND | 2D;Shel dk;Wireless;D.F; 7BH | | | | | | | Leslie & Co., Lim.) | Dominion Line (Lim.) | | | |
| | W. Bal | | | | | | | | | | | |
| 11355 | **Port Angeles** | Scw | Am | San Fran. | 760 | | 1916 | North Bend | The Charles | 3Cyl TE 15½,26½,43x24; | | |
| 214,716 | Wood | | 233.2 | 42.3 \| 15.8 | 1358 | | | (Kruse [Ore. | Nelson Co. | 2SB;WP225lbs;800IHP. | | |
| LGQT | 1D;Oil fuel | | | | | | | & Banks.) | | | | |
| 11356 | **Port Antonio** | Scw | Nor | Oslo | 717 | | 1913 | Fevig, | L. Harboe- | 3Cyl TE 20½,31,56x36; | | N |
| | Steel | Sch | 235 | 33.7 \| 20 | 1266 | | 2 | (Sorlandets [Nor. | Jensen, Mgr. | 2SB;WP180lbs | | |
| MJCW | 2D;W. Bal 4BH | | | | | | | Skibsbyg.) | | | | |
| 11357 | **Port Auckland** | Scw | Br | London | 5123 | | 1922 | Belfast, | Common- | 2-3Cyl TE 22,38,63x48; | | BL |
| 146,606 | Steel | Twin | 480.8 | 62.4 \| 32.9 | 8308 | | 8 | (Workman, [Ire. | wealth & | 4SB;WP200lbs | | |
| KMPL | 2D;Shel dk;Wireless;D.F; 8BH | | | | | | | Clark & Co., Lim.) | Dominion Line (Lim.) | | | |
| | W. Bal | | | | | | | | | | | |
| 11358 | **Port Bowen** | Scw | Br | London | 5110 | | 1919 | Belfast, | Common- | Stm Tbns; | | BL |
| 143,202 | Steel | Twin | 480.6 | 62.3 \| 32.9 | 8267 | | 5 | (Workman, [Ire. | wealth & Domin- | 4SB;WP210lbs | | |
| KBGV | 2D;Shel dk;Wireless; 8BH | | | | | | | Clark & Co., Lim.) | ion Line (Lim.) | | | |
| | D.F;W. Bal | | | | | | | | | | | |
| 11359 | **Port Brisbane** | Scw | Br | London | 5077 | | 1923 | Belfast, | Common- | 2-3Cyl TE 22½,38,63½x48; | | BL |
| 147,563 | Steel | Twin | 480.7 | 62.4 \| 32.9 | 8315 | | 12 | (Workman, [Ire. | wealth & Domin- | 4SB;WP200lbs | | |
| KPTF | 2D;Shel dk;Wireless; 7BH | | | | | | | Clark & Co., Lim.) | ion Line (Lim.) | | | |
| | D.F;W. Bal | | | | | | | | | | | |
| 11360 | **Port Campbell** | Scw | Br | London | 5123 | | 1922 | Belfast, | Common- | 2-3Cyl TE 22½,38,63½x48; | | BL |
| 146,580 | Steel | Twin | 480.8 | 62.4 \| 32.9 | 8308 | | 6 | (Workman, [Ire. | wealth & | 4SB;WP200lbs | | |
| KMHC | 2D;Shel dk;Wireless; 7BH | | F56′ | | | | | Clark & Co., Lim.) | Dominion Line (Lim.) | | | |
| | D.F;W. Bal | | | | | | | | | | | |
| 11361 | **Port Caroline** | Scw | Br | London | 5108 | | 1919 | Belfast, | Common- | Stm Tbns; | | BL |
| 143,790 | Steel | Twin | 480.7 | 62.4 \| 32.9 | 8263 | | 11 | (Workman, [Ire. | wealth & | 4SB;WP210lbs | | |
| KCVB | 2D;Shel dk;Wireless: 7BH | | F56′ | | | | | Clark & Co., Lim.) | Dominion Line (Lim.) | | | |
| | D.F;W. Bal | | | | | | | | | | | |
| 11362 | **Port Costa** | MV | Am | San Fran. | 212 | | 1924 | Oakland, | Associated | 2OilEngs; | | |
| 224,149 | Steel | | 140 | 30 \| 9.6 | 351 | | | (Moore [Cal. | Oil Co. | 100BHP. | | |
| | 1D 8BH | | | | | | | S. B. Co.) | | | | |
| 11363 | **Port Covington** | Scw | Am | Baltimore | 99 | | '99 | Camden, | Curtis Bay | | | |
| 77,354 | xJack Dykman xS.O.Co.No.4 Steel | | 85.6 | 22.5 \| 10.7 | 145 | | | N. J. | Towing Co. | 500IHP. | | |
| KPCL | 1D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11364 144,533 KPLV | **Port Curtis** Steel 2D;Shel dk;Wireless;D.F; 7BH W. Bal | Scw | Br | London 450.4 \| 58.4 \| 37.1 P35′ F43′ | 5155 8287 | | 1919 4 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Common-wealth & Dominion Line (Lim.) | Stm Tbns; 4SB;WP210lbs | | BL |
| 11365 140,446 JRTD | **Port Darwin** Steel Twin 2D;Shel dk;Wireless; 8BH D.F;W. Bal | Scw | Br | London 480.4 \| 60.3 \| 40.8 | 5137 8179 | | 1918 1 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Common-wealth & Dominion Line (Lim.) | 2-3CylTE22,38,63x45; 4SB;WP200lbs | | BL |
| 11366 OFPC | **Port de Dieppe** xMarie Therese Steel xCharles F. Mayer 5BH 1D;B;Wireless;W. Bal | Scw | Fr | Oran 236.5 \| 37.2 \| 18.4 | 788 1340 | | '83 | Wilmington, (Harlan [Del. & Hollingsworth.) | Mazzella & Cie. | 2CylC29,55x36; 2SB;WP107lbs;800IHP. | | V |
| 11367 OQYR | **Port de Dunkerque** xBaysarua xMesarua Steel 2D;Wireless;W. Bal 6BH | Scw | Fr | Dunkirk 402.7 \| 52.3 \| 27.3 P45′ B126′ F38′ | 3194 5143 | | 1913 1 | Glasgow, (D. & W. Henderson & Co., Lim.) [Scot. | Cie. Francaise d'Arm. et d'Import. de Nitrate de Soude | 3CylTE25,41,67x51; 3SB;WP175lbs | | BL |
| 11368 OQYS | **Port de Marseille** xBaygowan xGowanburn Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Fr | Dunkirk 370 \| 49.8 \| 19.1 P36′ B109′ F44′ | 2807 4465 | | 1905 8 | Pt. Glasgow, (Russell [Scot. & Co.) | Cie. Francaise d'Arm. et d'Import. de Nitrate de Soude | 3CylTE26,42,70x48; 2SB;WP180lbs | | BL |
| 11369 142,397 JTGB | **Port Denison** Steel Twin 2D;Shel dk;Wireless; 8BH D.F;W. Bal | Scw | Br | London 480.4 \| 60.3 \| 32.3 | 5152 8191 | | 1918 5 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Common-wealth&Dominion Line (Lim.) | 2-3CylTE22,38,63x45; 4SB;WP200lbs | | BL |
| 11370 112,681 RNFG | **Port Hacking** xMimiro Steel 2D;Shel dk;Deep frmg; 7BH Wireless;D.F;W. Bal | Scw | Br | London 440 \| 55.1 \| 29.9 | 4025 6225 | | 1900 3 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Common-wealth & Dominion Line (Lim.) | 3CylTE27,46,78x54; 4SB;WP200lbs | | BL |
| 11371 225,465 | **Port Houston** Steel 1D 4BH | MV | Am | Houston 118.2 \| 27.1 \| 13.2 | 145 284 | | 1926 | Wilmington, (Bethlehem [Del. S. B. Co., Lim.) | Nav. & Canal Commission | OilEng;Electric Motor; 720IHP | | |
| 11372 146,641 KMVF | **Port Hunter** Steel Twin 2D;Shel dk;Wireless;D. F; 8BH W. Bal | Scw | Br | London 481.2 \| 62.3 \| 33 F55′ | 5296 8437 | | 1922 10 | Newcastle, (Hawthorn, Leslie & Co., Lim.) [Eng. | Common-wealth & Dominion Line (Lim.) | Stm Tbns; 4SB;WP200lbs | | BL |
| 11373 132,733 HWFD | **Port Lincoln** Steel 2D;Shel dk;Wireless;D.F; 7BH W. Bal | Scw | Br | London 426 \| 54.1 \| 37.3 | 4638 7243 | | 1912 6 | Newcastle, (Hawthorn, Leslie & Co., Lim.) [Eng. | Common-wealth & Dominion Line (Lim.) | 4CylQE27,39,56,81x54; 4SB;WP220lbs | | BL |
| 11374 135,132 HWPC | **Port Macquarie** Steel 2D;Shel dk;Wireless;D.F; 7BH W. Bal | Scw | Br | London 426 \| 54.1 \| 29.3 F50′ | 4638 7236 | | 1912 9 | Newcastle, (Hawthorn, Leslie & Co., Lim.) [Eng. | Common-wealth & Dominion Line (Lim.) | 4CylQE27½,39,56,81½x54; 4SB;WP220lbs | | |
| 11375 132,046 JDTC | **Port Melbourne** xStar of Victoria Steel 2D;Shel dk;Wireless;D.F; 9BH W .Bal | Scw | Br | London 501.3 \| 63.3 \| 33.6 F57′ | 5852 9152 | | 1914 1 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Common-wealth & Dominion Line (Lim.) | 2-3CylTE24,40,68x48; 2DB;1SB;WP200lbs | | BL |
| 11376 135,175 JBKG | **Port Napier** xHawkes Bay Steel 2D;Shel dk;Wireless; 8BH D.F;W. Bal | Scw | Br | London 490.2 \| 61.4 \| 32.9 | 5430 8491 | | 1912 12 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Common-wealth & Dominion Line, (Lim.) | 2-3CylTE23,38½,64½x45; 4SB;WP200lbs | | BL |
| 11377 143,058 JWKS | **Port Nicholson** Steel 2D;Shel dk;Wireless;D.F; 7BH W. Bal | Scw | Br | London 481.2 \| 62.3 \| 33 | 5338 8402 | | 1919 5 | Newcastle, (Hawthorn, Leslie & Co., Lim.) [Eng. | Common-wealth & Dominion Line (Lim.) | Stm Tbns; 4SB;WP200lbs | | BL |
| 11378 129,635 HRWD | **Port Pirie** xStar of India Steel 2D;Shel dk;Wireless; 7BH D.F;W. Bal | Scw | Br | London 470.1 \| 58.4 \| 31.6 | 4602 7316 | | 1910 10 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Common-wealth & Dominion Line (Lim.) | 2-3CylTE22,37,62x45; 4SB;WP200lbs | | BL |
| 11379 136,660 JFHL | **Port Sydney** xStar of England Steel 2D;Shel dk;Wireless; 9BH D.F;W. Bal | Scw | Br | London 501.3 \| 63.3 \| 33.6 P57′ | 5835 9136 | | 1914 4 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Common-wealth & Dominion Line (Lim.) | 2-3CylTE24,40,68x48; 2DB;1SB;WP200lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11380 | **Port Victor** | Scw | Br | London | 4645 | | 1910 | Belfast, | Common- | 2-3Cyl TE22,37,62x45; | | BL |
| 129,099 | xMurital Steel | Twin | 470 | 58.2 \| 31.7 | 7280 | | 6 | (Workman, [Ire. | wealth & | 4SB;WP200lbs | | |
| HRCK | 2D;Shel dk;Wireless; 7BH | | | | | | | Clark & Co., Lim.) | Dominion Line (Lim.) | | | |
| | D.F;W. Bal | | | | | | | | | | | |
| 11381 | **Port Wellington** | Scw | Br | London | 4784 | | 1924 | Belfast, | Common- | 2-3Cyl TE22½,38,63½x48; | | BL |
| 147,589 | Steel | Twin | 470.1 | 60.4 \| 32.3 | 7868 | | 2 | (Workman, [Ire. | wealth & | 4SB;WP200lbs | | |
| KQCS | 2D;Shel dk;Wireless; 7BH | | F55′ | | | | | Clark & Co., Lim.) | Dominion Line (Lim.) | | | |
| | D.F;W. Bal | | | | | | | | | | | |
| 11382 | **Porta** | Scw | Ger | Bremen | 2545 | | 1921 | Stettin, | Nordd. | 3Cyl TE22,36,61x47; | | G |
| | Steel | | 360.7 | 51 \| 25.9 | 4162 | | 11 | (Vulkan [Ger. | Lloyd | 3SB;WP200lbs | | |
| QLNF | 2D;sub.sig;Wireless;W. Bal 6BH | | P43′ | B98′ F41′ | | | | Werke A. G.) | | | | |
| 11383 | **Portcurno** | Scw | Br | Cardiff | 2638 | | 1924 | Stockton, | Portfield | 3Cyl TE25,42,68x48; | | BL |
| 145,746 | Steel | | 380 | 52 \| 25.3 | 4372 | | 3 | (Craig, [Eng. | S.S. Co. (Lim.) | 2SB;WP180lbs | | |
| KQGV | 1D;Wireless;W. Bal 6BH | | P61′ | B227′ F29′ | | | | Taylor & Co., Lim.) | | | | |
| 11384 | **Porter** | Scw | Am | Baltimore | 123 | | 1920 | Nyack, | The | 2CylC18,38x26; | ✠ — — | |
| 219,672 | F,O,YP;Gif | | 95.2 | 24 \| 13.2 | 181 | | 8 | (Inter- [N. Y. | Cottman Co. | 1SB;WP155lbs;450IHP. | Suspended11,20 | |
| | 1D 1BH | | | | | | | national S. B. Co.) | | | | |
| 11385 | **Portfield** | Scw | Br | Cardiff | 3219 | | 1919 | Stockton, | W. E. Hinde | 3Cyl TE27,44,73x48; | | BL |
| 139,637 | Steel | | 400.1 | 52.3 \| 28.4 | 5242 | | 8 | (Craig, [Eng. | & Co. | 3SB;WP180lbs | | |
| KCHQ | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F40′ | | | | Taylor & Co., Lim.) | | | | |
| 11386 | **Portgwarra** | Scw | Br | Cardiff | 2818 | | 1917 | W. Hartle- | Portfield | 3Cyl TE25,41,68x48; | | BL |
| 139,625 | xAnglesea Steel | | 380.3 | 52 \| 26 | 4460 | | 11 | (W. [pool, Eng. | S.S. Co. (Lim.) | 2SB;1Aux SB;WP180lbs | | |
| JRDM | 1D;Wireless;W. Bal 6BH | | P30′ | B240′ F36′ | | | | Gray & Co., Lim.) | | | | |
| 11387 | **Porthia** | Scw | Br | St. Ives | 2403 | | 1919 | Flensburg, | Porthia S.S. | 3Cyl TE28,46,76x48; | | BL |
| 144,618 | xPolaria Steel | | 384.8 | 52.8 \| 22.1 | 3919 | | | (Flensburger [Swd. | Co. (Lim.) | 3SB;WP185lbs | | |
| KGML | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Schiffsb. Ges.) | | | | |
| 11388 | **Portia** | Scw | Br | St. Johns | 599 | | 1904 | Pt. Glasgow, | Govt. of | 3Cyl TE18½,30,50x33; | | BL |
| 118,120 | Steel | | 204.8 | 31.2 \| 13 | 978 | 8 | (Murdoch [Scot. | Newfoundland | 1SB;WP175lbs | | |
| HBDQ | 1D;Web frms;Wireless;W. Bal 4BH | | F23′ | \| 20.5 | | | | & Murray) | | | | |
| 11389 | **Portland** | Scw | Am | Wilm'gton | 97 | | '79 | Kennebunk, | Fisheries | 1Cyl 18x20; | | |
| 150,167 | Wood | | 85.5 | 18.1 \| 7.5 | 118 | | | Me. | Co. | 1Blr;200IHP. | | |
| | 1D | | | | | | | | | | | |
| 11390 | **Portland** | Brg | Am | New York | 255 | | 1916 | Rondout, | Southern | Wd | | |
| 166,542 | | | 95.7 | 34.4 \| 8.7 | 255 | | | (Jacob [N. Y. | Pacific Co. | | | |
| | 1D | | | | | | | | Rice & Sons.) | | | |
| 11391 | **Portland** | Brg | Am | Phila. | 2049 | | 1919 | Quantico, | Southern | YP;Gif✕ | ✠ — — | |
| 167,794 | xAbra | Sch | 267.3 | 46 \| 23.6 | 2129 | | 9 | (Missouri [Va. | Trans. Co. | | Suspended12,23 | |
| MCQF | 1D;B | | | | | | | Valley Bridge & Iron Co.) | | | | |
| 11392 | **Portland Maru** | Scw | Jap | Kobe | 4293 | | 1919 | Kobe, | Kokusai | 3Cyl TE26,43,72x48; | | BL |
| 24,752 | Steel | | 385 | 51 \| 36 | 5865 | | 3 | (Kawasaki [Jap. | Kisen Kabu- | 2SB;WP200lbs | | |
| RKPD | 2D;W. Bal;Wireless 5BH | | | | | | | Dkyd. Co., Lim.) | shiki Kaisha | | | |
| 11393 | **Portloe** | Scw | Br | Cardiff | 2743 | | 1913 | W. Hartle- | W. E. Hinde | 3Cyl TE25,41,68x48; | | BL |
| 128,949 | xNigaristan Steel | | 365.2 | 50.8 \| 26 | 4345 | | 11 | pool, Eng. | & Co., Mgrs. | 2SB;WP180lbs | | |
| JDPG | 1D;Wireless;W. Bal 6BH | | P27′ | B106′ F36′ | | | | (W. Gray & Co., Lim.) | | | | |
| 11394 | **Porto** | Bkt | Ptg | Oporto | 529 | | '82 | Seabeck, | Alvaro | Wd | — — | |
| | xJ. M. Griffith | | 162.5 | 39.6 \| 13.5 | 606 | | | Wash. | Gomes de Sa & Cia. | | Suspended11,20 | |
| | 1D;B | | | | | | | | | | | |
| 11395 | **Porto di Alessandretta** | Scw | It | Genoa | 2083 | | '98 | Nantes, | Soc. di Nav. | 3Cyl TE25¼,42½,68½x44; | | I |
| 680 | xHeinz Steel | Sch | 376.6 | 46.8 \| 26.1 | 4039 | | 12 | (Atel. & Ch. [Fr. | Marittima | 4SB;WP180lbs | | |
| PCYA | 2D;B;Wireless;W. Bal 8BH | | P44′ | B117′ F66′ | | | | de la Loire.) | Italiana | | | |
| 11396 | **Porto di Savona** | Scw | It | Genoa | 2537 | | '99 | Havre, | Cia. Italiana | 3Cyl TE24⅞,37⅛,58x43¼; | | |
| 690 | xGoetz Steel | | 376.6 | 46.8 \| 26.1 | 4195 | | 5 | (Forg. & Ch. [Fr. | Transatlantica | 4SB;WP180lbs | | |
| FCYN | 2D;B;Wireless;W. Bal 6BH | | P45′ | B117′ F66′ | | | | de la Medit.) | | | | |
| 11397 | **Porto Para** | Bk | Ptg | Oporto | 773 | | '65 | Bordeaux, | J. Soares da | I;2BH | | |
| | xAlbatroz xStanley | | 169.4 | 33 \| 20.2 | 814 | | 9 | (Richou.) [Fr. | Costa | | | |
| HBCD | 2D | | P42′ | F16′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11398 215,812 LJGW | **Porto Rico** xMoccasin xPrinz Joachim Steel 3D;Web frms;Wireless;W. Bal 8BH Oil fuel F. P. above 150° F W.B.—D.B.314'793t. F.O.—D.B.145'336t; D.T.54'997t | Scw | Am 370.9 F50' | New York 45.2 \| 25:2 B & P 244' | 2396 4301 4630 | | 1903 3 | Flensburg, (Flensburger Schiffsb. Ges.) [Ger. | New York & Porto Rico S.S. Co. | 4CylQE23¼,33¼,49¼,72x54; Flensburger Schiffsb. Ges: 3SB;Flensburger Schiffsb. Ges; 181GS;8128HS;WP213lbs;3000IHP; Dkd,d rpd8,26;Eqmd11,26 | A1 AMS RMC9,23 2dS.S.No.2,NY9,22; M.S.9,22;B.S.1,26; shft drn8,26;Cih BB;CL | |
| 11399 5,268 JSMF | **Portos** xIlmari xDordrecht Steel 1D;Well dk;Web frms;Wireless; 4BH W. Bal | Scw | Swd 274.5 | Sundsvall 37.2 \| 17.2 B64' F31' | 1071 1796 | | '91 8 | Newcastle, (Wood, Skinner & Co.) [Eng. | H. Modin, Mgr. | 3CylTE21¾,34,56x39; 2SB;WP160lbs | | BL |
| 11400 128,522 HSJR | **Portreath** xAmicus Steel 1D;Wireless;W. Bal 6BH | Scw | Br 355 P36' | Cardiff 50 \| 23.3 B108' F36' | 2329 3726 | | 1911 3 | Stockton, (Craig, Taylor & Co., Lim.) [Eng. | W. E. Hinde & Co., Mgrs. | 3CylTE25,42,68x45; 2SB;WP180lbs | | BL |
| 11401 25,477 RNPJ | **Portsaid Maru** Steel 2D;W. Bal;Wireless 6BH | Scw | Jap 385 | Kobe 51 \| 36 | 4260 5860 | | 1919 8 | Kobe, (Kawasaki Dkyd. Co., Lim.) [Jap. | Kokusai Kisen Kabushiki Kaisha | 3CylTE26,43,72x48; 2SB;1AuxSB;WP200lbs | | BL |
| 11402 KPBT | **Portsea** xBarbara Marie Steel 2D;Wireless;W. Bal 6BH | Scw | Br 365 | Newcastle 51.6 \| 25.2 | 2587 4266 | | 1923 5 | Sunderland, (John Priestman & Co.) [Eng. | The Sea Steamship Co. (Lim.) | 3CylTE25,41,69x48; 3SB;WP180lbs | | N |
| 11403 150,375 KDMQ | **Portsmouth** Iron 1D | Scw | Am 116.3 | C. Charles 23 \| 12 | 107 214 | | '86 | Wilmington, Del. | N.Y., Phila. & Norfolk R.R. Co. | 2CylC22,40x26; 915IHP | | |
| 11404 219,119 LTJS | **Portsmouth** Steel 2D;Wireless;SUB.SIG; 7BH W. Bal C-36 W.B.—D.B.315'1285t | Scw | Am 410.5 P60' | P'tsmouth 54.2 \| 27 \| 29' 9" B114' F47' | 4544 5881 8800 | 5' 9½" 24' 2" | 1919 10 | Portsmouth, (The Atlantic Corp.) [N. H. | U. S. Shipping Board | 3CylTE24½,41½,72x48; Atlantic Corp; 3WTB;Oil City Bir. Wks; 9150HS;WP225lbs;2800IHP;EAC; Dkd,s rps1,23 | ✠A1Ⓔ ✠AMS shft drn1,23 Cih BB;CL (Laid up) | |
| 11405 221,179 MCQV | **Portsmouth** xNorthern No. 43 1D;B | Brg Sch | Am 267.3 | Phila. 46.3 \| 23.6 | 2128 2215 | | 1921 5 | Sollers, (Maryland S. B. Co.) [Md. | Southern Trans. Co. | O,YP;Gif✕;1BH | ✠ — — Suspended12,21 | |
| 11406 53,279 | **Portsmouth** x132 1D;B;W. Bal (Whaleback) | Brg | Am 268 | Houston 36 \| 22 | 1115 1159 | | '93 | W. Superior, (Am. S. B. Co.) [Wis. | Petroleum Nav. Co. | Stl;4BH | — Exp | |
| 11407 151,589 | **Portsmouth** xGlensannox Steel | Scw xBrg | Br 352 | Midland 44 \| 27 | 1875 3193 | | '96 rb '23 | Chicago, (Chicago S. B. Co.) (rb Midland, Ont.) [Ill. | Steamships (Lim.) | 3CylTE19,32,56x36; 2SB;WP180lbs;1400IHP | 90(GL) P.S.4.26 | |
| 11408 | **Portugal** xAleardi xBalaton Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Br 314 P44' | Rio Jan'ro 41.8 \| 13.6 B102' F36' | 1554 2458 | | 1901 12 | Newcastle, (Wigham Richardson & Co., Lim.) [Eng. | Lloyd Nacional S. A. | 3CylTE20,35,59x42; 2SB;WP200lbs | | BL |
| 11409 | **Portugal** xUlm xMarengo Steel 1D;Wireless;W. Bal 5BH | Scw | Ptg 140.5 F26' | Lisbon 25.1 \| 13.7 | 117 392 | | 1919 7 | Savannah, (Foundation Co.) [Ga. | Soc. Mar. Portugal (Lim.) | 3CylTE13,21,35x24; 1SB;WP180lbs;580IHP. | | V |
| 11410 HJQF | **Portugal** xSachsen 2D | Bk | Ptg 226.7 P64' | Oporto 36.2 \| 20.2 F26' | 1273 1343 | | '89 12 | Rostock, (Rostock Act. Ges.) [Ger. | Cia. de Nav. Universal | Stl;1BH | | |
| 11411 129,798 HVQC | **Portuguese Prince** Steel 2D;Shel dk;Wireless;SUB.SIG; 7BH W. Bal | Scw Sch | Br 410 | Newcastle 53.3 \| 26.7 | 3142 4981 | | 1912 4 | Sunderland, (J. Priestman & Co.) [Eng. | Prince Line (Lim.) | 3CylTE27,45,74x54; 3SB;WP180lbs | | BL |
| 11412 150,646 | **Portus B. Weare** Wood 1D | StW | Am 175 | S. Michael 28 \| 4 | 200 400 | | '92 | St.Michael, Alaska | | 230IHP. | | |
| 11413 139,595 JNMP | **Portvale** xPortrushton xPortrush Steel 1D;Wireless;W. Bal 5BH | Scw | Br 348.5 P35' | Cardiff 48.7 \| 23.3 B106' F34' | 2416 3814 | | 1916 11 | Sunderland, (J. Blumer & Co.) [Eng. | Portvale S.S. Co. (Lim.) | 3CylTE25,40,65x42; 2SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11414 | **Poseidon** Steel | Scw | Hol | Amst'dam | 984 | | 1921 | Pt. Glasgow, | Koninkl. | 3Cyl TE 22,35,59x39; | | C |
| PQLF | 1D;Shel dk;Oil fuel; 5BH Wireless;W. Bal | | 295.8 | 43.2 \| 17.2 | 1923 | | 3 | (Dunlop, [Scot. Bremner & Co., Lim.) | Nederl. Stoomb. Maats. | 2SB;WP180lbs;d rpd4,26; s rps9,26;Dkd11,26 | S.S.No.1,Ams8,25; shft drn7,25;M.&B.S.4,26 | |
| 11415 | **Poseidon** Steel | Scw | Ger | Hamburg | 3556 | | 1922 | Geeste- | Reederei | Stm Tbns; | | G |
| RBPN | 2D;Wireless;W. Bal 9BH | | 450.1 | 57.2 \| 26.9 | 5823 | | 6 | munde, Ger. (J. C. Tecklenborg A. G.) | F. Laeisz G. m. b. H. | 4SB;WP199lbs | | |
| 11416 | **Poseidon** Steel | MV | Hol | Batavia | 378 | | 1914 | Middlesbro, | Netherland- | 4Cyl Oil Eng 15¾x27½ | | BL |
| TFKW | 1D;Mchy aft;W. Bal 4BH | | 185.3 P54′ | 30.5 \| 12.2 F62′ | 696 | | 9 | (Smith's [Eng. Dock Co., Lim.) | sche Indische Tankstmbt. Maats. | | | |
| 11417 | **Posillipo** Steel | Scw | It | Naples | 3875 | | 1912 | Glasgow, | Nav. | 3Cyl TE 26,43,71x48; | | I |
| 150 PDBF | 2D;Shel dk;W. Bal;Wireless; 6BH Deep frmg. | | 380.2 | 53.1 \| 25.8 | 6061 | | 11 | (D. & W. [Scot. Henderson & Co., Lim.) | Generale Italiana | 4SB;WP200lbs;2748IHP; Dkd,d rpd1,25 | | |
| 11418 | **Possidon** xRossano Steel | Scw | Grk | Piraeus | 2377 | | 1909 | W. Hartle- | N. P. | 3Cyl TE 25,40,65x42; | | C |
| | 1D;Deep frmg;SUB.SIG;Wireless; 6BH W. Bal | | 346.3 P27′ | 50.8 \| 23.1 B96′ F32′ | 3895 | | 5 | pool, Eng. (W. Gray & Co., Lim.) | Roussos | 2SB;WP180lbs;280RHP. | 2dS.S.No.1,Crdf10,25;A.S.2,26; n shft10,21;B.S.12,24; shft drn9.25;M.S.2,26 | |
| 11419 | **Postmaster General** O,Ch,YP;Icf | Scw | Am | New York | 337 | | '98 | Noank, | Mills | 2Cyl C 17,34x25; | | |
| 150,798 | 1D | | 132.5 | 31.2 \| 11 | 434 | | 11 | (R. Palmer [Conn. & Son.) | Brothers | 150IHP | | |
| 11420 | **Potlatch** Steel | Scw | Am | Seattle | 325 | | 1912 | Seattle, | Puget | 3Cyl TE 15,24,38x24; | | |
| 210,378 LCNJ | 2D;Oil fuel;W. Bal | | 150 | 26.8 \| 16.8 | 575 | | 8 | (Seattle [Wash. Con. & D.D. Co.) | Sound Navigation Co. | 2Blrs;650IHP. | | |
| 11421 | **Potomac** xAntigone xNeckar Steel | Scw Twin | Am | New York | 5632 | | 1900 | Geeste- | U. S. Ship- | 2-4Cyl QE 24 3/16,33¾,48 1/16,71 3/16x51; | | A1 |
| 215,458 LHQW | 3D;W. Bal;Wireless;SUB.SIG. 11BH | | 499.5 P70′ | 58 \| 37.2 \| 40′ 2″ B213′ F85′ | 9709 11000 | | 12 | munde, Ger. (J. C. Tecklenborg, A. G.) | ping Board | J. C. Tecklenborg; 3SB;2DB;J. C. Tecklenborg; 417GS;16720HS;WP200lbs; 5600IHP;rps3,21;Dkd,s rps12,21 | | AMS |
| | W.B.—A.P.94t;D.B.418′1443t;D. | T.34′5 | 20t; F. | P.96t | | | | | | | 2dS.S.No.3,NY3,21; shfts drn11,20;M.&B.S.3,21; Cih BB (Laid up) | |
| 11422 | **Potomac** Wood | Scw | Am | Tappahannock | 65 | | 1903 | Pocomoke | Megill, | 2Cyl C 12,20x20; | | |
| 150,987 | 1D 3BH | | 114 | 18.5 \| 8 | 145 | | 2 | City, Md. (E. Jas. Tull.) | McNeal Co. | 1Blr;WP125lbs;225IHP. | | |
| 11423 | **Potomac** Steel | Scw | Am | Baltimore | 688 | | '94 | Philadelphia, | Baltimore | 2Cyl C 20,36x26; | | |
| 150,672 KMBD | 3D;Long. frmg 5BH | | 176.8 | 35.8 \| 11 | 763 | | 5 | Pa. (Neafie & Levy.) | & Virginia Steamboat Co. | 1CRTB;WP100lbs;450IHP. | | |
| 11424 | **Potomac** O,YP;Icf | Scw | Am | Baltimore | 78 | | '95 | Baltimore, | Balto. & | 1Cyl 26x26; | | |
| 150,689 | 1D | | 102 | 30.3 \| 8.5 | 155 | | 1 | (Wm. [Md. Skinner & Sons.) | Ohio R.R. Co. | 350IHP | | |
| 11425 | **Potomac** | Brg | Am | Baltimore | 772 | | 1908 | Elkton, | P. Dough- | O,YP;Gif (Sltd) | ✠ — — | |
| 205,675 KWRF | 1D | Sch | 203.4 | 35 \| 13.6 | 823 | | 9 | Md. (Delbert Bros.) | erty Co. | | Suspended 7,19 | |
| 11426 | **Potomac** Steel | Scw | Br | London | 2272 | | '93 | Glasgow, | J. Hamilton | 3Cyl TE 27½,45,70x54; | | BL |
| 102,798 NDPW | 1D;Spar dk;Mchy aft; 16BH Web frms;Oil in bulk;Wireless; Oil fuel;W. Bal | | 345.2 P93′ | 44.2 \| 23 B30′ F49′ | 3858 | | 8 | Scot. (A. & J. Inglis.) | Mgr. | 2SB;WP160lbs | | |
| 11427 | **Potomac** xComet | Brg | Am | Phila. | 369 | | '99 | Elkton, | Southern | Wd;Gif | | |
| 34,344 | 1D | | 163.1 | 24 \| 10.8 | 369 | | rb'15 | Md. | Trans. Co. | | | |
| 11428 | **Potrero** Wood | SW | Am | San Fran. | 452 | | 1900 | San Fran- | J. D. & A. | 2Cyl C 17,30x72; | | |
| 150,855 | 1D | | 145 | 35 \| 8 | 531 | | | cisco, Cal. | B. Spreckels Securities Co. | 2SB;WP135lbs;300IHP. | | |
| 11429 | **Potter** Steel | Scw | Am | N. Orleans | 3797 | 8′ ½″ | 1920 | New Orleans | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 220,620 MBLK | 2D;Long. frmg;W. Bal;Wireless; 7BH SUB.SIG; C-37 Oil fuel F. P. above 150° F. | | 395.5 P44′ | 55 \| 31.4 \| 34′11″ B108′ F37′ | 6171 9600 | 27′ | 12 | (Doullut [La. & Williams S. B. Co.) | ping Board | W. & A. Fletcher Co; 3WTB;Barber Asphalt Paving Co; 874SHS;WP210lbs;2800SHP;EAC; Dkd,s rps6,21 | ✠AMS Cih BB;CL (Laid up) | |
| | W.B.—A.P.185t;D.B.330′1510t. | ..... | F.P.19 | 3t | | | | | | | | |
| | F.O.—A.P.173t;D.B.288′1163t;S. | T.74t; | F.P.18 | 0t | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11430 | **Pottstown** | Brg | Am | Phila. | 901 | | 1917 | Locust Pt., | Reading Co. | O,Ch,P;Gif | | |
| 215,678 | | Sch | 197 | 35 \| 18.2 | 974 | | 12 | (Coastwise [Md. | | | | |
| LJCB | 1D | | | | | | | S. B. Co.) | | | | |
| 11431 | **Poughkeepsie** | Scw | Am | New York | 948 | | 1917 | Tampa, | Central | 3Cyl TE 18,29,47x30; | | |
| 215,041 | Steel | | 206 | 47 \| 14 | 1566 | | | (Tampa [Fla. | Hudson Steamboat | 3SB;WP180lbs;1200IHP. | | |
| | 2D 4BH | | | | | | | S. B. & | Co. | | | |
| | | | | | | | | Eng. Co.) | | | | |
| 11432 | **Poughkeepsie** | Scw | Am | New York | 3466 | 7′ 10½″ | 1919 | Newburgh, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,910 | Steel | | 400.5 | 54.2 \| 30.4 | 5588 | 25′ 2″ | 4 | (Newburgh [N. Y. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LQST | 2D;sub.sig;W. Bal; 7BH | | | \| 32′ 10″ | 8822 | | | Shipyards, Inc.) | | 3WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P36′ | B124′ F44′ | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | | | | | | | | | | n Eng7,20;Dkd,d rpd8,21 | | |
| | W.B.—A.P.144t;D.B.338′1311t. | F | P.120t | | | | | | | | | |
| | F.O. D.B:284′1092t;S. | T.62t | | | | | | | | | | |
| 11433 | **Poughkeepsie** | Scw | Am | New York | 390 | | 1922 | Brooklyn, | Poughkeep- | 2-6CylOilEng7½x11; | | |
| 222,280 | Steel | F. B. | 111.5 | 50.2 \| 8.6 | 574 | | 9 | (Atlantic, [N. Y. | sie & Highland | 2 Electric Motors; | | |
| | 1D | | | | | | | Gulf & Pacific Co.) | Ferry Co. | 200SHP. | | |
| 11434 | **Powell Stackhouse** | Scw | Am | Fairport | 4919 | | 1905 | Wyandotte, | Mahoning | 3Cyl TE 23½,38,63x42; | 100(GL) | |
| 202,339 | Steel | Sch | 504 | 54 \| 30 | 6171 | | 8 | (Detroit [Mich. | S.S. Co. | 2SB;WP180lbs;1600IHP. | P.S.5,25 | |
| | 1D;Mchy aft;W. Bal 4BH | | | | | | | S. B. Co.) | | | | |
| 11435 | **Powerful** | Scw | Am | New York | 120 | | 1908 | Port Rich- | Bee Line | 2CylC 18,38x26; | | |
| 205,637 | Steel | | 89.4 | 24.1 \| 12.1 | 176 | | | mond, N. Y. | Transp. Co. | CRTB;WP150lbs;250IHP. | | |
| KWRC | 2D 2BH | | | | | | | | | | | |
| 11436 | **Powers** | StW | Am | Astoria | 67 | | 1909 | North Bend, | United | | | |
| 206,261 | | | 89.7 | 25.2 \| 5.8 | 99 | | | Ore. | States Spruce | 1Bir;150IHP. | | |
| | 1D | | | | | | | | Production Corp. | | | |
| 11437 | **Prairial** | Scw | Fr | Bordeaux | 1183 | | 1919 | Welland, | Cie. | 3Cyl TE 12,33,54x40; | | V |
| | xShouragallus xWar Racoon Steel | | 250.7 | 43.2 \| 20.9 | 1986 | | 10 | (British [Ont. | Nationale de | 2SB;WP180lbs;1200IHP | | |
| OTLK | 1D;Wireless;W. Bal 5BH | | P25′ | B71′ F23′ | | | | American S. B. Co.) | Nav. | | | |
| 11438 | **Premuda** | Scw | It | Genoa | 3430 | | 1907 | Pt. Glasgow, | Soc. Anon. | 3Cyl TE 25,41,68x48; | | BL |
| 1,174 | xTusculum xStrathdon Steel | | 376.2 | 52.3 \| 17.4 | 4536 | | 7 | (W. [Scot. | Parodi & | 3SB;WP180lbs | | |
| PDCL | 1D;Spar dk;Deep frmg; 6BH | | P27′ | B92′ F40′ | | | | Hamilton & Co., | Corrado | | | |
| | Wireless;W. Bal | | | | | | | Lim.) | | | | |
| 11439 | **Preneste** | Scw | It | Genoa | 3553 | | 1921 | Sestri | "Roma" | Stm Tbns; | | C-I |
| 1,049 | xAnsaldo IX Steel | | 393.2 | 51.6 \| 28.2 | 6187 | | 7 | (G. [Ponente, It. | Soc. di Navig. | 3SB;WP180lbs;2500SHP. | A.S.6,25; | |
| RLKO | 3D;Oil fuel;Wireless;W. Bal 8BH | | | | | | | Ansaldo & Co.) | | | B.S.1,25;shft drn6,25;M.S.4,26 | |
| 11440 | **Prentiss** | Sch | Am | San Fran. | 267 | | 1902 | Oakland, | Andrew F. | 2CylC 14,32x24; | | |
| 150,938 | Wood | Aux | 144 | 34.5 \| 11.5 | 406 | | 4 | (W. A. [Cal. | Mahony | 2CRTB;400IHP. | | |
| KRPD | 1D;Oil fuel 3BH | | | | | | | Boole & Sons.) | | | | |
| 11441 | **Prescott** | Scw | Br | Midland | 1267 | | 1903 | Wyandotte, | Steamships | 3Cyl TE 22,35,58x42; | 100(CL) | |
| 138,214 | xGlenisla Steel | | 488 | 50 \| 28 | 5461 | | | (Detroit [Mich | Limited | 2SB;WP135lbs;1490IHP | P.S.4,26 | |
| | 1D;W. Bal;Wireless 4BH | | | | | | | S. B. Co.) | | | | |
| 11442 | **President** | Scw | Am | New York | 468 | | 1910 | Noank, | U. S. Govt. | 2CylC 18,40x28; | | |
| 207,099 | Wood | | 152 | 38.7 \| 13 | 730 | | | Conn. | (Post Office | 2WTB;WP170lbs;700IHP. | | |
| | 1D | | | | | | | | | Dept.) | | |
| 11443 | **President** | SW | Am | Phila. | 1098 | | '77 | Greenport, | Columbia | 1Cyl 66x132; | | |
| 125,522 | xColumbia Wood | | 260.6 | 39 \| 12 | 1468 | | | N. Y. | Transp. Co. | 2Blrs;1200IHP. | | |
| | 1D | | | | | | | | | | | |
| 11444 | **President Adams** | Scw | Am | San Fran. | 6200 | 10′ | 1921 | Camden, | Dollar S. S. | 2-4Cyl TE 24,40½,54,54x45; | ✠A1Ⓔ | |
| 221,203 | xCentennial State Steel | Twin | 502.1 | 62.2 \| 28.3 | 10558 | 32′ 3″ | 4 | (New [N. J. | Line of Cal. | New York S. B. Corp; | ✠AMS | |
| MCRK | 3D;W. Bal;Wireless;sub.sig; 13BH | | | \| 42′ | 12375 | | | York S. B. Corp.) | | 6SB;New York S. B. Corp; | ✠RMC 11,26 | |
| | Oil fuel F. P. above 150° F. C-44 | | P42′ | B204′ F42′ | | | | | | 15998HS;WP220lbs;7000IHP; | S.S.No.1,NY8,25; | |
| | | | | | | | | | | EAC;d rpd12,25;Dkd3,26;s rps11,26 | B.S.1,25;M.S;shfts drn8,25; | |
| | W.B.—A.P.59t;D.T.a40′99t;D.T. a28′ 15 | 8t;D.B | .371′2583t | | | | F.P.1 | 64t | | | Clh BB | |
| | F.O. | | D.B | 334′2202t;W.T. | 40′ 258 | t;I.T.1173t; | F.P.1 | 53t | | | | |

The ✠ prefixed to the class symbol denotes Vessels built under Supervision of the Bureau. No Vessel will be classed or rated unless surveyed and opened according to rules. The publication of the particulars of unclassed vessels is for general information only. As no surveys have been held on such vessels, no opinion is expressed as to their character.

| No. Off. No. / Signal Letters | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11445 | **President Arthur** | Scw | Am | Los Angles | 5918 | 11′ 6″ | 1900 | Stettin, | Los Angeles | 2-4CylQE27½,40,57½,82¾x55; | A1 | |
| 216,018 | xPrincess Matoika Steel | Twin | 523.5 | 60.1 \| 34.7 \| 38′ | 10263 | 26′ 11½″ | 9 | (Actien [Ger. | S.S.Co. | Actien Ges. Vulcan; | AMS | |
| LJMR | 4D;W. Bal;SUB.SIG. 13BH | | | | 10500 | | | Ges. Vulcan.) | | 3SB;3DB;Actien Ges. Vulcan; 527GS;19763HS;WP190lbs;9000IHP; EAC;Dkd,d rpd8,26 | 2dS.S.No.3,NY3,25; shfts drn;M.S.3,25;B.S.6,26; Clh BB | |
| 11446 | **President Bolivar** Steel | Scw Twin | Hol | Wellems'd | 533 | | 1922 | Groningen, | Cura- | 2-3CylTE10,17,28x17; | | BL |
| TPFD | 1D;Web frms;Mchy aft; 10BH | | 217.1 | 33.5 \| 11.5 | 1142 | | 7 | (J. Koster, [Hol. | caosche Scheepv. | 2SB;WP199lbs | | |
| | Oil fuel;Oil in bulk;W. Bal | | P67′ | F30′ | | | | Hzn. Schpsw.) | Maats. | | | |
| 11447 | **President Cleveland** | Scw | Am | San Fran. | 8393 | 10′ 8″ | 1921 | Newport | Dollar S.S. | Stm Tbns; | ✠A1Ⓔ With Freeboard. | |
| 220,485 | xGolden State Steel | Twin | 517 | 72.2 \| 27.8 \| 41′ | 14123 | 30′ 6″ | 1 | News, Va. | Line of Cal. | Newport News S. B. & D. D. Co; | ✠AMS | |
| MBGT | 3D;Super dk;Long. frmg; 13BH | | | | 8000 | | | (Newport News | | 8WTB;Babcock & Wilcox Co; | ✠RMC7,26 | |
| | W. Bal; D.F;Wireless; 1BH to Fbd dk | | B189′ | | | | | S. B. & D. D. Co.) | | WP265lbs;12000SHP;EAC; | S.S.No.1,SanF1,25; | |
| | SUB.SIG; 12BH to Super dk | | | | | | | | | Dkd,rps3,26;Exnd5,26 | M.&B.S;shfts drn1,25; | |
| | Oil fuel F. P. above 150° F. C-45 | | | | | | | | | | SBP;CL | |
| | W.B.—A.P.173t;D.T.a38′148t;W. | T.a38′ | 241t;D | .B.361′1836t;W. | T.m29′ | 281t..... | ..... | ...D.T.m33′1364t; | F.P.147t | | | |
| | F.O..... | ..... | .....D | .B.328′1505t..... | ..... | ....W.T.m7 | 6′134 | 1t;D.T.m33′1273t; | F.P.137t | | | |
| 11448 | **President Fillmore** | Scw | Am | New York | 5641 | | '99 | Stettin, | U. S. Ship- | 2-4CylQE27½,40,57½,82x55; | A1 | |
| 215,457 | xHudson Steel | Twin | 499.3 | 60.2 \| 34.7 | 9699 | | 11 | (Stettin [Ger. | ping Board | Stettin Vulcan; | AMS | |
| LHQV | 3D;4th dk Ford. 12BH | | P100′ | B235′ F85′ | 9510 | | | Vulcan.) | | 3DERTB;Stettin Vulcan; 3SERTB;Stettin Vulcan; 511GS;19763HS;WP213lbs;9000IHP; d rpd2,23;Dkd7,23;s rps11,23 | 2dS.S.No.2,NY8,20; M.S.8,20;n shfts;B.S.2,23; Clh BB;CL (Laid up) | |
| | W.B.—A.P.104t;D.B.418′1778t;D | T.28′1 | 43t | | | | | | | | | |
| 11449 | **President Garfield** | Scw | Am | San Fran. | 6200 | 10′ | 1921 | Camden, | Dollar S. S. | 2-4CylTE24,40½,54,54x45; | ✠A1Ⓔ | |
| 221,426 | xBlue Hen State Steel | Twin | 502.1 | 62.2 \| 28.3 \| 42′ | 10558 | 32′ 2″ | 6 | (New [N. J. | Line of Cal. | New York S. B. Corp; | ✠AMS | |
| MCWJ | 3D;Wireless; 13BH | | | | 12375 | | | York S. B. Corp.) | | 6SB;New York S. B. Corp; | ✠RMC11,26 | |
| | SUB.SIG; C-44 | | P42′ | B204′ F42′ | | | | | | 15998HS;WP220lbs;7000IHP;EAC; | S.S.No.1,NY9,25; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd,d rpd5,26;s rps11,26 | B.S.2,25;M.S.9,25; | |
| | W.B.—A.P.59t;D.T.a40′99t;D.T. | a28′15 | 8t;D.B | .371′2583t..... | ..... | ..... | F.P.1 | 64t | | | shfts drn12,25;Clh BB | |
| | F.O..... | ..... | ...D.B | .334′2202t;W.T. | 40′258 | t;I.T.1173t; | F.P.1 | 53t | | | | |
| 11450 | **President Gomez** Steel | Scw Twin | Hol | Wille'stad | 544 | | 1922 | Groningen, | Cura- | 2-3CylTE11,18,29x19; | | BL |
| TPFG | 1D;Web frms;Mchy aft; 11BH | | 217.1 | 33.5 \| 11.6 | 1133 | | 3 | (J Koster [Hol. | caosche Scheepv. | 2SB;WP192lbs | | |
| | Oil in bulk;Oil fuel;W. Bal | | P67′ | F30′ | | | | Hzn. Schpsw. Gideon.) | Maats. | | | |
| 11451 | **President Grant** | Scw | Am | Seattle | 8405 | 10′ 8″ | 1921 | Sparrows | Admiral | Stm Tbns; | ✠A1Ⓔ With Freeboard. | |
| 221,633 | xPine Tree State Steel | Twin | 517 | 72.2 \| 27.8 \| 41′ | 14119 | 30′ 6″ | 10 | Point, Md. | Oriental Line | Bethlehem S. B. Corp, Lim; | ✠AMS | |
| MDFK | 3D;Super dk;Long. frmg; 13BH | | | | 11000 | | | (Bethlehem | | 8WTB;Bethlehem S. B. Corp., Lim; | RMC10,26 | |
| | W. Bal;Wireless;D.F; 1BH to Fbd dk | | B228′ | | | | | S. B. Corp., Lim.) | | 39520HS;WP265lbs;12000SHP; | S.S.No.1,Seat2,25; | |
| | SUB.SIG; 12BH to Super dk | | | | | | | | | EAC;d rpd11,24;Dkd,rps6,26; | M.&B.S.2,25; | |
| | Oil fuel F. P. above 150° F. C-45 | | | | | | | | | s rps10,26 | Pt shft drn;n Stbd shft6,26; | |
| | W.B.—A.P.161t;D.T.a38′148t;W. | T.a38′ | 241t;D | .B.363′1795t;W. | T.29′2 | 81t..... | ..... | D.T.38′1389t;F.P.1 | 59t | | SBP;CL | |
| | F.O..... | ..... | ....D | .B.330′1470t..... | ..... | ...W.T.76′1 | 341t; | D.T.38′1295t;F.P.1 | 48t | | | |
| 11452 | **President Harding** | Scw | Am | New York | 8171 | 10′ 8″ | 1921 | Camden, | U. S. Ship- | Stm Tbns; | ✠A1Ⓔ With Freeboard. | |
| 221,844 | xLone Star State Steel | Twin | 516.5 | 72.2 \| 27.8 \| 41′ | 13869 | 30′ 6″ | 12 | (New [N. J. | ping Board | Bethlehem S. B. Corp; | ✠AMS | |
| MDJB | 3D;Super dk;Long. frmg; 13BH | | | | 11300 | | | York S. B. Corp.) | | 8WTB;Babcock & Wilcox Co; | ✠RMC11,26 | |
| | Wireless;D.F; 1BH to Fbd dk | | B222′ | | | | | | | 41376HS;WP265lbs;12000SHP;EAC; | S.S.No.1 NY 1,26; | |
| | SUB.SIG; 12BH to Super dk | | | | | | | | | Dkd1,26;d rpd3,26;s rps11,26 | M.&B.S;shfts drn 1;26;Clh BB | |
| | Oil fuel F. P. above 150° F. C-45 | | | | | | | | | | | |
| | W.B.—A.P.161t;D.T.a38′148t;W. | T.a38′ | 241t;D | .B.361′1793t;W. | T.29′2 | 81t..... | ..... | .....F.P.159t | | | | |
| | F.O..... | ..... | .....D | .B.328′1470t..... | ..... | ...W.T.76′1 | 341t; | I.T.576t;F.P.148t | | | | |
| 11453 | **President Harrison** | Scw | Am | San Fran. | 6195 | 10′ | 1921 | Camden, | Dollar S. S. | 2-4CylTE24,40½,54,54x45; | ✠A1Ⓔ | |
| 220,952 | xWolverine State Steel | Twin | 502.1 | 62.2 \| 28.3 \| 42′ | 10533 | 32′ 2″ | 1 | (New [N. J. | Line of Cal. | New York S. B. Corp; | ✠AMS | |
| MCGR | 3D;W. Bal; 13BH | | | | 12375 | | | York S. B. Corp.) | | 6SB;New York S. B. Corp; | ✠RMC9,26 | |
| | Wireless;SUB.SIG; C-44 | | P42′ | B204′ F42′ | | | | | | 15998HS;WP220lbs;7000IHP; | S.S.No.1,SanF3,25; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | EAC;Dkd2,26;s rps7,26 | M.S.3,25;shfts drn2,26; | |
| | W.B.—A.P.59t;D.T.a40′99t;D.T. | a28′15 | 8t;D.B | .371′2583t..... | ..... | ..... | F.P.1 | 64t | | | B.S.10,26;Clh BB | |
| | F.O..... | ..... | ...D.B | .334′2202t;W.T. | 40′258 | t;I.T.1173t; | F.P.1 | 53t | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. Bth. Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11454 | **President Hayes** | Scw | Am | San Fran. | 6195 | 10′ | 1920 | Camden, | Dollar S. S. | 2-4CylTE24,40½,54,54x45; | ✠A1Ⓔ | |
| 220,858 | xCreole State Steel | Twin | 502.1 | 62.2 \| 28.3 \| 42′ | 10533 | 32′ 2″ | 12 | (New [N. J. | Line of Cal. | New York S. B. Corp; | ✠AMS | |
| MCBG | 3D;W. Bal; 13BH | | | | 12375 | | | York S. B. Corp.) | | 6SB;New York S. B. Corp; | ✠RMC10,26 | |
| | Wireless;SUB.SIG; C-44 | | P42′ | B204′ F42′ | | | | | | 15998HS;WP220lbs;7000IHP; | S.S.No.1,SanF4,25; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | EAC;d rpd7,23;Dkd3,26;s rps11,26 | M.S.4,25;shfts drn7,25; | |
| | W.B.—A.P.59t;D.T.a40′99t;D.T. | a28′ 15 | 8t;D.B | .371′2583t | | | F.P.1 | 64t | | | B.S.11,26;Clh BB | |
| | F.O. | | D.B | .334′2202t;W.T. | 40′ 258 | t;I.T.1173t; | F.P.1 | 53t | | | | |
| 11455 | **President Jackson** | Scw | Am | Seattle | 8377 | 10′ 8″ | 1921 | Newport | Admiral | Stm Tbns; | ✠A1Ⓔ With Freeboard. | |
| 221,058 | xSilver State Steel | Twin | 517 | 72.2 \| 27.8 \| 41′ | 14123 | 30′ 6″ | 5 | News, Va. | Oriental Line | Newport News S. B. & D. D. Co: | ✠AMS | |
| MCLB | 3D;Super dk;Long. frmg; 13BH | | | | 11200 | | | (Newport News | | 8WTB;Babcock & Wilcox Co; | RMC11,26 | |
| | Wireless;D.F; 1BH to Fbd dk | | B189′ | | | | | S. B. & D. D. Co.) | | 41376HS;WP265lbs;12000SHP; | S.S.No.1,Seat10,24; | |
| | SUB.SIG; 12BH to Super dk | | | | | | | | | EAC;d rpd12,25;Dkd,rps7,26; | M.S;shfts drn10,24;B.S.7,26; | |
| | Oil fuel F. P. above 150° F. C-45 | | | | | | | | | s rps10,26 | SBP;CL | |
| | W.B.—A.P.173t;D.T.a38′148t;W. | T.a38′ | 241t;D | .B.361′1836t;W. | T.m29′ | 281t | | | | | | |
| | F.O. | | D | .B.328′1505t | | | | D.T.m33′1364t; | F.P.147t | | | |
| 11456 | **President Jefferson** | Scw | Am | Seattle | 8443 | 10′ 8″ | 1921 | W.T.m7 6′134 | F.P.137t | | | |
| 221,042 | xWenatchee Steel | Twin | 516.5 | 72.2 \| 27.8 \| 41′ | 14174 | 30′ 6″ | 3 | 1t;D.T.m33′1273t; | Admiral | Stm Tbns; | ✠A1Ⓔ With Freeboard. | |
| MCKS | 3D;Super dk;Long. frmg; 13BH | | | | 11000 | | | Camden, | Oriental Line | Westinghouse E. & Mfg. Co; | ✠AMS | |
| | W. Bal;SUB.SIG; 1BH to Fbd dk | | B222′ | | | | | (New [N. J. | | 8WTB;Babcock & Wilcox Co; | ✠RMC9,26 | |
| | Wireless;D.F; 12BH to Super dk | | | | | | | York S. B. Corp.) | | 41376HS;WP265lbs;12000SHP; | S.S.No.1,Seat2,25; | |
| | Oil fuel F. P. above 150° F. C-45 | | | | | | | | | EAC;Dkd,d rpd7,26 | shfts drn9,24;M.&B.S.7,26; | |
| | W.B.—A.P.161t;D.T.a38′148t;W. | T.a38′ | 241t;D | .B.361′1793t;W. | T.29′2 | 81t | | | | | Clh BB | |
| | F.O. | | D | .B.328′1470t | | | | F.P.159t | | | | |
| 11457 | **President Lincoln** | Scw | Am | San Fran. | 8359 | 10′ 8″ | 1921 | W.T.76′1 341t; | I.T.576t;F.P.148t | | | |
| 221,645 | xHoosier State Steel | Twin | 516.5 | 72.2 \| 27.8 \| 41′ | 14187 | 30′ 6″ | 9 | Camden, | Dollar S.S. | Stm Tbns; | ✠A1Ⓔ With Freeboard. | |
| MDFP | 3D;Super dk;Long. frmg; 13BH | | | | 11300 | | | (New [N. J. | Line of Cal. | Bethlehem S. B. Corp; | ✠AMS | |
| | W. Bal;Wireless;D.F; 1BH to Fbd dk | | B222′ | | | | | York S. B. Corp.) | | 8WTB;Babcock & Wilcox Co; | ✠RMC11,26 | |
| | SUB.SIG; 12BH to Super dk | | | | | | | | | 41376HS;WP265lbs;12000SHP; | S.S.No.1,SanF10,25; | |
| | Oil fuel F. P. above 150° F. C-45 | | | | | | | | | EAC;Dkd,d rpd9,26;Exmd10,26 | n Stbd shft8,24;n Pt shft10,24; | |
| | W.B.—A.P.161t;D.T.a38′148t;W. | T.a38′ | 241t;D | .B.361′1793t;W. | T.29′2 | 81t | | | | | M.S.10,25;B.S.9,26; | |
| | F.O. | | D | .B.328′1470t | | | | F.P.159t | | | Clh BB;CL | |
| 11458 | **President Madison** | Scw | Am | Seattle | 8341 | 10′ 8″ | 1921 | W.T.76′1 341t; | I.T.576t;F.P.148t | | | |
| 221,727 | xBay State Steel | Twin | 516.5 | 72.2 \| 27.8 \| 41′ | 14187 | 30′ 6″ | 11 | Camden, | Admiral | Stm Tbns; | ✠A1Ⓔ With Freeboard. | |
| MDGV | 3D;Super dk;Long. frmg; 13BH | | | | 11300 | | | (New [N. J. | Oriental Line | Bethlehem S. B. Corp; | ✠AMS | |
| | Wireless;SUB.SIG; 1BH to Fbd dk | | B222′ | | | | | York S. B. Corp.) | | 8WTB;Babcock & Wilcox Co; | ✠RMC10,26 | |
| | D.F; W. Bal; 12BH to Super dk | | | | | | | | | 41376HS;WP265lbs;12000SHP; | S.S.No.1,Seat2,25; | |
| | Oil fuel F. P. above 150° F. C-45 | | | | | | | | | EAC;Dkd,rps6,26;Exmd10,26 | M.&B.S.2,25; | |
| | W.B.—A.P.161t;D.T.a38′148t;W. | T.a38′ | 241t;D | .B.361′1793t;W. | T.29′2 | 81t;W.T.10′ | 86t.. | | | | Pt shft drn;n Stbd shft6,26; | |
| | F.O. | | D | .B.328′1470t | | | | D.T. | 38′1375t;F.P.159t | | Clh BB | |
| 11459 | **President McKinley** | Scw | Am | Seattle | 8400 | 10′ 8″ | 1921 | W.T.76′1341t;D.T. | 38′1282t;F.P.148t | | | |
| 221,314 | xKeystone State Steel | Twin | 516.5 | 72.2 \| 27.8 \| 41′ | 14127 | 30′ 6″ | 6 | Camden, | Admiral | Stm Tbns; | ✠A1Ⓔ With Freeboard. | |
| MCTL | 3D;Super dk;W. Bal; 13BH | | | | 11460 | | | (New [N. J. | Oriental Line | Bethlehem S. B. Corp., Lim; | ✠AMS | |
| | Long. frmg;Wireless; 1BH to Fbd dk | | B222′ | | | | | York S. B. Corp.) | | 8WTB;Babcock & Wilcox Co; | ✠RMC11,26 | |
| | D.F;SUB.SIG; 12BH to Super dk | | | | | | | | | 41376HS;WP265lbs;12000SHP; | S.S.No.1,Seat1,25; | |
| | Oil fuel F. P. above 150° F. C-45 | | | | | | | | | EAC;Dkd,rps7,26;Exmd11,26 | shfts drn;M.S.1,25;B.S.7,26; | |
| | W.B.—A.P.161t;D.T.a38′148t;W. | T.a38′ | 241t;D | .B.361′1793t;W. | T.29′2 | 81t | | | | | Clh BB | |
| | F.O. | | D | .B.328′1470t | | | | F.P.159t | | | | |
| 11460 | **President Monroe** | Scw | Am | San Fran. | 6195 | 10′ | 1920 | W.T.76′1 341t; | I.T.576t;F.P.148t | | | |
| 220,325 | xPanhandle State Steel | Twin | 502.1 | 62.2 \| 28.3 \| 42′ | 10533 | 32′ 2″ | 8 | Camden, | Dollar S.S. | 2-4CylTE24,40½,54,54x45; | ✠A1Ⓔ | |
| LWVT | 3D;Wireless; 13BH | | | | 12375 | | | (New [N. J. | Line of Cal. | New York S. B. Corp; | ✠AMS | |
| | SUB.SIG;W. Bal; C-44 | | P42′ | B204′ F42′ | | | | York S. B. Corp.) | | 6SB;New York S. B. Corp; | ✠RMC9,26 | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | 15998HS;WP220lbs;7000IHP; | S.S.No.1,NY10,24; | |
| | W.B.—A.P.59t;D.T.a40′99t;D.T. | a28′15 | 8t;D.B | .371′2583t | | | F.P.1 | 64t | | EAC;d rpd6,25;Dkd2,26;s rps9,26 | M.S.10,24;shfts drn6,25; | |
| | F.O. | | D.B | .334′2202t;W.T. | 40′258 | t;I.T.1173t; | F.P.1 | 53t | | | B.S.9,26;Clh BB | |
| 11461 | **President Pierce** | Scw | Am | San Fran. | 8393 | 10′ 8″ | 1921 | Sparrows Pt. | Dollar S.S. | Stm Tbns; | ✠A1Ⓔ With Freeboard. | |
| 220,987 | xHawkeye State Steel | Twin | 517 | 72.2 \| 27.8 \| 41′ | 14123 | 30′ 6″ | 1 | (Bethlehem [Md. | Line of Cal. | Bethlehem S. B. Corp; | ✠AMS | |
| MCHW | 3D;Super dk;W. Bal; 13BH | | | | 11000 | | | S. B. Corp.) | | 8WTB;Bethlehem S. B. Corp; | ✠RMC8,26 | |
| | Long. frmg;Wireless; 1BH to Fbd dk | | | | | | | | | 39520HS;WP265lbs;12000SHP; | S.S.No.1,SanF4,24; | |
| | D.F;SUB.SIG; 12BH to Super dk | | | | | | | | | Dkd,d rpd3,26 | shfts drn12,23;M.S.4,24; | |
| | Oil fuel F. P. above 150° F. C-45 | | | | | | | | | | B.S.3,26;SBP;CL | |
| | W.B.—A.P.161t;D.T.a38′148t;W. | T.a38′ | 241t;D | .B.363′1795t;W. | T.29′2 | 81t | | D.T.38′1375t;F.P.1 | 59t | | | |
| | F.O. | | D | .B.330′1470t | | | | D.T.38′1282t;F.P.1 | 48t | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11462 | **President Polk** | Scw | Am | San Fran. | 6304 | 10′ | 1921 | Camden, | Dollar S.S. | 2-4Cyl TE24,40½,54,54x45; | ✠A1Ⓔ | |
| 221,054 | xGranite State Steel | Twin | 502.1 | 62.2 \| 28.3 \| 42′ | 10500 | 32′ 2″ | 3 | (New [N. J. | Line of Cal. | New York S. B. Corp; | ✠AMS | |
| MCKW | 3D;W. Bal;SUB.SIG;Wireless; 13BH | | | | 12375 | | | York S. B. Corp.) | | 6SB;New York S. B. Corp; | ✠RMC10,26 | |
| | Oil fuel F. P. above 150° F. C-44 | | P42′ | B204′ F42′ | | | | | | 15998HS;WP220lbs;7000IHP; | S.S.No.1,NptN4,25; | |
| | | | | | | | | | | EAC;l d rpd4,25;Dkd,d rpd10,26 | M.&B.S;shfts drn4,25;Clh BB | |
| | W.B.—A.P.59t;D.T.a40′99t;D.T. | a28′15 | 8t;D.B | .371′2583t..... | ..... | ..... | F.P.1 | 64t | | | | |
| | F.O..... | ..... | ..D.B | .334′2202t;W.T. | 40′258 | t; I.T.1173t; | F.P.1 | 53t | | | | |
| 11463 | **President Roosevelt** | Scw | Am | New York | 1687 | | 1921 | Mariners | City of New | 2CylC22½,50x30; | | |
| 221,732 | Steel | | 241 | 46.1 \| 18.4 | 2481 | | | Harbor, S. I. (Staten Island S. B. Co.) | York (Dept. of Plants and Structures.) | 4WTB;3500IHP. | | |
| | 1D | | | | | | | | | | | |
| 11464 | **President Roosevelt** | Scw | Am | New York | 8138 | 10′ 8″ | 1922 | Camden, | U. S. Ship- | Stm Tbns; | ✠A1Ⓔ with Freeboard. | |
| 221,901 | xPeninsula State Steel | Twin | 516.5 | 72.2 \| 27.8 \| 41′ | 13869 | 30′ 6″ | 1 | (New York [N. J. | ping Board | Bethlehem S. B. Corp; | ✠AMS | |
| MDJW | 3D;Super dk;Long. frmg; 13BH | | | | 11300 | | | S. B. Corp.) | | 8WTB;Babcock & Wilcox Co; | ✠RMC10,26 | |
| | Wireless;D.F; 1BH to Fbd dk | | B222′ | | | | | | | 41376HS WP265lbs;12000SHP; | shfts drn11,24;Clh BB | |
| | SUB.SIG; 12BH to Super dk | | | | | | | | | EAC;Dkd,d rpd5,26;s rps10,26 | | |
| | Oil fuel F. P. above 150° F. C-45 | | | | | | | | | | | |
| | W.B.—A.P.161t;D.T.a38′148t;W. | T.a38′ | 241t;D | .B.361′1793t;W. | T.29′2 | 81t;W.T.10′ | 86t.. | .....D.T.38′ | 1375t;F.P.159t | | | |
| | F.O..... | ..... | .....D | .B.328′1470t... | ..... | ..... | ...W | .T.76′1341t;D.T.38′ | 1282t;F.P.148t | | | |
| 11465 | **President Taft** | Scw | Am | San Fran. | 8415 | 10′ 8″ | 1921 | Sparrows Pt. | Dollar S.S. | Stm Tbns; | ✠A1Ⓔ with Freeboard. | |
| 221,233 | xBuckeye State Steel | Twin | 517 | 72.2 \| 27.8 \| 41′ | 14123 | 30′ 6″ | 4 | (Bethlehem [Md. | Line of Cal. | Bethlehem S. B. Corp; | ✠AMS | |
| MCSG | 3D;Super dk;Long. frmg; 13BH | | | | 11000 | | | S. B. Corp.) | | 8WTB;Bethlehem S. B. Corp; | ✠RMC8,26 | |
| | W. Bal;Wireless; 1BH to Fbd dk | | B228′ | | | | | | | 39520HS;WP265lbs;12000SHP;EAC; | S.S.No.1,SanF6,24; | |
| | SUB.SIG; 12BH to Super dk | | | | | | | | | Dkd,rps3,26 | shfts drn;M.S.6,24;B.S.6,26; | |
| | Oil fuel F. P. above 150° F. C-45 | | | | | | | | | | SBP;CL | |
| | W.B.—A.P.161t;D.T.a38′148t;W | T.a38′ | 241t;D | .B.363′1795t;W. | T.29′2 | 81t..... | ..... | D.T.38′1375t;F.P.1 | 59t | | | |
| | F.O..... | ..... | .....D | .B.330′1470t... | ..... | ...W.T.76′1 | 341t; | D.T.38′1282t;F.P.1 | 48t | | | |
| 11466 | **President Van Buren** | Scw | Am | San Fran. | 6195 | 10′ | 1920 | Camden, | Dollar S. S. | 2-4Cyl TE24,40½,54,54x45; | ✠A1Ⓔ | |
| 220,709 | xOld North State Steel | Twin | 502 | 62.2 \| 28.3 \| 42′ | 10533 | 32′ 2″ | 10 | (New [N. J. | Line of Cal. | New York S. B. Corp; | ✠AMS | |
| MBRD | 3D;Wireless; 11BH | | | | 12375 | | | York S. B. Corp.) | | 6SB;New York S. B. Corp; | ✠RMC9,26 | |
| | SUB.SIG;W. Bal; C-44 | | P42′ | B204′ F42′ | | | | | | 15998HS;WP220lbs;7000IHP; | S.S.No.1,NY11,24; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | EAC;d rpd4,24;Dkd,s rps3,26 | M.S.8,24;shfts drn7,25; | |
| | | | | | | | | | | | B.S.3,26;Clh BB | |
| | W.B.—A.P.59t;D.T.a40′99t;D.T. | a28′15 | 8t;D.B | .371′2583t..... | ..... | ..... | F.P.1 | 64t | | | | |
| | F.O..... | ..... | ...D.B | .334′2202t;W.T | 40′258 | t; I.T.1173t; | F.P.1 | 53t | | | | |
| 11467 | **President Wilson** | Scw | Am | San Fran. | 8319 | 10′ 8″ | 1921 | Camden, | Dollar S.S. | Stm Tbns; | ✠A1Ⓔ with Freeboard. | |
| 221,374 | xEmpire State Steel | Twin | 516.5 | 72.2 \| 27.8 \| 41′ | 14127 | 30′ 5″ | 6 | (New [N. J. | Line of Cal. | Bethlehem S. B. Corp; | ✠AMS | |
| MCVN | 3D;Super dk;Long. frmg; 13BH | | | | 11460 | | | York S. B. Corp.) | | 8WTB;Babcock & Wilcox Co; | ✠RMC9,26 | |
| | Wireless;D.F; 1BH to Fbd dk | | B222′ | | | | | | | 41376HS;WP265lbs;12000SHP;EAC; | S.S.No.1,SanF7,25; | |
| | SUB.SIG;W. Bal; 12BH to Super dk | | | | | | | | | d rpd1,25;rps7,25;Dkd,s rps11,26 | n shft12,23;M.S.7,25; | |
| | Oil fuel F. P. above 150° F. C-45 | | | | | | | | | | Pt shft drn9,25; | |
| | | | | | | | | | | | Stbd shft drn11,25;B.S.6,26; | |
| | | | | | | | | | | | Clh BB;CL | |
| | W.B.—A.P.161t;D.T.a38′148t;W. | T.a38′ | 241t;D | .B.361′1793t;W. | T.29′2 | 81t..... | .... | .....F.P.159t | | | | |
| | F.O..... | ..... | .....D | B.328′1470t... | ..... | ...W.T.76′1 | 341t; | I.T.576t;F.P.148t | | | | |
| 11468 | **Presidente Wilson** | Scw | It | Trieste | 6784 | | 1912 | Monfalcone, | "Cosulich" | 2-4Cyl QE28,40,57,82x57; | | I |
| 520 | xKaiser Franz Josef I Steel | Twin | 477.5 | 60.2 \| 43.2 | 12578 | | 5 | (Cant. [Aust. | Soc. Triestina | 6DB;1AuxSB;WP200lbs | | |
| PDEH | 3D;Shel dk;Wireless;SUB.SIG; 9BH | | | | | | | Nav. Triestino.) | di Nav. | | | |
| | W. Bal;Oil fuel | | | | | | | | | | | |
| 11469 | **Presque Isle** | Scw | Am | Fairport | 3486 | | '98 | Cleveland, | Presque Isle | 4Cyl QE17,25½,39,60x40; | (★100(GL) | |
| 150,786 | Steel | | 407 | 50 \| 28 | 4578 | | rb'15 | (Cleveland [Ohio | Trans. Co., Mgrs. | 2WTB;WP250lbs;1500IHP. | P.S.4,25 | |
| | 1D;B;Mchy aft;W. Bal 4BH | | | | | | | S. B. Co.) | | | | |
| 11470 | **Preston** | Brg | Am | Phila. | 823 | | '94 | Noank, | Reading Co. | O,Ch,Hk,YP;Gif(Sltd) | — Exp | |
| 150,679 | | Sch | 194 | 34.6 \| 16 | 855 | | 7 | (Robt. [Conn. | | | | |
| KMGC | 1D;B | | | | | | | Palmer & Son.) | | | | |
| 11471 | **Prestonic** | Scw | Swd | Gothenb'g | 1383 | | '89 | Middlesbro, | Kallman & | 3Cyl TE21,34,56x39; | | BL |
| 5,271 | xSmyrna xErikholm Iron | | 274.8 | 38.2 \| 19 | 2229 | | 9 | (R. Dixon [Eng. | Co. (Lim.), A/B. | 2SB;WP160lbs | | |
| JSMH | 1D;Web frms;Well dk; 4BH | | P29′ | B122′ F32′ | | | | & Co.) | | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 11472 | **Pretoria** | Scw | Br | London | 8415 | | '97 | Hamburg, | Ellerman | 4Cyl QE23,33,48,69x54; | | G |
| 144,407 | Steel | | 561.1 | 62.2 \| 37.9 | 13234 | | 10 | Ger. | Lines (Lim.), | 5Blrs | | |
| KDTN | 4D;SUB.SIG;Wireless;W. Bal 12BH | | B163′ | | | | | (Blohm & Voss) | Mgrs. | | | |
| 11473 | **Price McKinney** | Scw | Am | Fairport | 3433 | | 1908 | Lorain, | Pioneer | 3Cyl TE22,35,58x40; | | |
| 205,324 | Steel | Sch | 432 | 54 \| 28 | 4671 | | 9 | (American [Ohio | S.S. Co. | 2SB;WP180lbs:1500IHP. | | |
| | 1D;Mchy aft;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11474 150,146 | **Pride of the River** Wood 1D | StW | Am 175 | San Fran. 39 \| 8 | 553 619 | | '78 | San Francisco, Cal. | California Trans. Co. | 2CylC20,42¼x84; 4Blrs;WP155lbs;650IHP. | | |
| 11475 HBDZ | **Primavera** 1D | Sch | Arg 126.6 | Buen Aires 29.1 \| 10 | 280 291 | | 1912 | Paisley, (Bow, MacLachlan & Co.) [Eng. | L. Grandval y Co. | Stl;4BH | | |
| 11476 1,369 | **Primiero** xYorkbrook Steel 1D;B;Wireless;W. Bal 7BH | Scw | It 342.1 P21′ | Genoa 46.6 \| 24.7 F35′ | 2380 3711 | | 1904 | Sunderland, (W. Doxford & Sons, Lim.) [Eng. | Soc. Anon. di Nav. Cia. del Tirreno | 3CylTE26,42,68x42 | | V |
| 11477 NWTH | **Primo** 1D | Trn | Dan 122.2 | Marstal 28.2 \| 12.3 | 246 278 | | 1919 | Marstal, (N. Hansen & Co.) [Den. | N. Hansen | O,Bch,P;Gif(Sltd) | | V |
| 11478 94,990 | **Primrose** Oak 1D | SW | Br 140.2 | Toronto 28.2 \| 6.8 | 119 189 | | '90 | Toronto, (J. Doty.) [Ont. | Toronto Ferry Co. | 2Cyl25,25x40; 1SB;WP65lbs;235IHP. | | |
| 11479 107,349 | **Prince Albert** xMessenger Wood 1D | Scw | Br 97 | Yarmouth 20 \| 8.4 | 64 127 | | 1901 | Shelburne, (J. McGill.) [N. S. | Dominion Atlantic Ry. Co. | 2CylC12,24x18 | | |
| 11480 110,131 RMHL | **Prince Arthur** Steel Sch 2D;Oil fuel;Wireless;W. Bal 6BH Twin | Scw | Br 290.5 | Yarmouth 38 \| 16.5 | 923 2188 | | '99 1 | Hull, (Earl's Co., Lim.) [Eng. | Boston & Yarmouth S.S. Co. (Lim.) | 2-4CylTE26,40,45,45x30; 4SB;WP170lbs | | BL |
| 11481 124,202 JKMB | **Prince Charles** xSt. Margaret xChieftain Steel 1D;Shel dk;Wireless;W. Bal 5BH | Scw | Br 241.7 | Vancouv'r 33.1 \| 11.1 | 767 1344 | | 1907 8 | Ayr, (Ailsa S. B. Co., Lim.) [Scot. | Canadian National S.S. Co. (Lim.) | 3CylTE21½,35,58x36; 2SB;WP185lbs;169RHP. | S.S.No.3,Abrdn5,21;A.S.3,26; shft drn1,26;M.&B.S.3,26 | C |
| 11482 129,748 HQTW | **Prince George** Steel Sch 2D;Shel dk;Oil fuel;Wireless; W. Bal 7BH Twin | Scw | Br 306.7 | Pr. Rupert 42.2 \| 24 B170′ | 1626 3372 | | 1910 5 | Newcastle, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | Grand Trunk Pacific Development Co. (Lim.) | 2-4CylTE23½,37,41,41x33; 2DB:2SB;WP180lbs;800RHP | | BL |
| 11483 110,003 QKBS | **Prince George** Steel Sch 2D;Oil fuel;Wireless;W. Bal 6BH Twin | Scw | Br 290.5 | Yarmouth 38 \| 16.5 | 863 2194 | | '98 11 | Hull, (Earl's Co., Lim.) [Eng. | Boston & Yarmouth S. S. Co. (Lim.) | 2-4CylTE26,40,45,45x30; 4SB;WP180lbs | | BL |
| 11484 129,472 HQMK | **Prince John** xAmethyst Steel 1D;Well dk;Mchy aft;Wireless; Oil fuel;W. Bal 3BH | Scw | Br 185.3 | Pr. Rupert 29.6 \| 10.9 | 540 905 | | 1910 3 | Bowling, (Scott & Sons.) [Scot. | Grand Trunk Pacific Coast S.S. Co. (Lim.) | 3CylTE17,28,45x33; 2SB;WP150lbs | | BL |
| 11485 129,743 HQNV | **Prince Rupert** Steel 2D;Shel dk;Oil fuel; Wireless;W. Bal 7BH | Scw Twin | Br 306.7 | Pr. Rupert 42.2 \| 23.9 B170′ | 1626 3379 | | 1910 3 | Newcastle, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | Grand Trunk Pacific Coast S.S. Co. (Lim.) | 2-4CylTE23,37,41,41x33; 2DB;2SB;WP180lbs | | BL |
| 11486 140,585 JTSC | **Princesa** Steel 3D;Shel dk;Wireless;W. Bal 7BH | Scw Twin | Br 430.2 P225′ | Liverpool 61.2 \| 36 F35′ | 5453 8731 | | 1918 7 | Glasgow, (A. Stephen & Sons, Lim.) [Scot. | Furness, Houlder Argentine Lines (Lim.) | 2-3CylTE25,41,70x48; 5SB;WP200lbs | RMC*6,26 S.S.No.1,Ldn2,22;A.S.12,25; Stbd shft drn7,24;B.S.9,25; n Pt shft3,26;M.S.5,26 | C |
| 11487 96,347 | **Princess** xJohn Lee Wood 3D;B 3BH | StW | Am 160 | Memphis 30 \| 4.1 | 181 181 | | '96 | Jefferson-ville, Ind. (Howard Ship Yard Co.) | Delta Line Steamers | 1Cyl14x54; 2Blrs;WP170lbs;258IHP. | | |
| 11488 203,445 KVQS | **Princess** Wood 1D | Scw | Am 107 | New York 22.2 \| 10.7 | 103 151 | | 1906 | Baltimore, (Jas. Clark Co.) [Md. | Cahill Towing Line | 500IHP. | | |
| 11489 126,948 | **Princess Adelaide** Steel 1D;Wireless;W. Bal 7BH | Scw Sch | Br 290.5 | Victoria 46.1 \| 15 | 1910 3061 | | 1910 9 | Glasgow, (Fairfield Co., Lim.) [Scot. | Canadian Pacific Railway Co. | 4CylTE27,42,48,48x39; 4SB | | |
| 11490 130,609 | **Princess Alice** Steel 1D;Wireless;W. Bal 8BH | Scw | Br 290.6 | Victoria 46.1 \| 14.3 | 1904 3099 | | 1911 9 | Newcastle, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | Canadian Pacific Railway Co. | 4CylTE27,42,48,48x39; 4SB | | |
| 11491 116,405 | **Princess Beatrice** Wood 1D;Wireless | Scw | Br 193.4 | Victoria 37.4 \| 15.2 | 635 1290 | | 1903 | Victoria, (British Columbia Mar. Rlwy. Co., Lim.) [B. C. | Canadian Pacific Railway Co. | 3CylTE18,30,50x36 | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11492<br>126,236 | **Princess Charlotte**<br>Steel<br>2D;Shel dk;Wireless;W. Bal 6BH | Scw<br>Sch<br>Twin | Br<br>330 | Victoria<br>46.7 \| 23.7 | 2080<br>3925 | | 1908<br>10 | Glasgow,<br>(Fairfield [Scot. Co., Lim.) | Canadian Pacific Railway Co. | 2-4CylTE24,38,43,43x33;<br>6SB | | |
| 11493<br>122,887 | **Princess Ena**<br>Steel<br>1D;Spar dk;Deep frmg; Wireless;W. Bal 4BH | Scw | Br<br>195.1<br>B61′ | Victoria<br>38.2 \| 22.6 | 827<br>1368 | | 1907<br>10 | Garston,<br>(Garston [Eng G. D. & S. B. Co.) | Canadian Pacific Railway Co. | 2CylC20,43x30;<br>2SB;75RHP. | | |
| 11494<br>150,908 | **Princess Kathleen**<br>Steel<br>3D;Oil fuel;Wireless;W. Bal | Scw<br>Twin | Br<br>350.1 | Victoria<br>60.1 \| 17.1 | 2719<br>5875 | | 1925<br> | Clydebank,<br>(J. Brown [Eng. & Co., Lim.) | Canadian Pacific Railway Co | Stm Tbns | | |
| 11495<br>72,682 | **Princess Louise**<br>xOlympia | Brg | Br<br>185 | Vancouv'r<br>30 \| 13 | 397 | | '69<br>rb '07 | New York,<br>N. Y. | Vancouver Dredging & Salvage Co. | O,P;Gicf;M | — Exp | |
| 11496<br>150,555 | **Princess Louise**<br>Steel<br>4D;Oil fuel;Wireless;W. Bal 6BH | Scw | Br<br>317.2 | Victoria<br>48.1 \| 34.6 | 2449<br>4032 | | 1921<br>11 | Vancouver,<br>(Wallace [B. C. S. B. & D. D. Co., Lim.) | Canadian Pacific Railway Co. | 4CylTE28,43,50,50x39;<br>4SB;WP180lbs | | |
| 11497<br>133,769 | **Princess Maquinna**<br>Steel<br>1D;Wireless;W.Bal. 6BH | Scw | Br<br>232.5 | Victoria<br>38 \| 14.5 | 979<br>1777 | | 1913<br>6 | Victoria,<br>(British [B. C. Columbia M. R. Co., Lim.) | Canadian Pacific Railway Co | 3CylTE20,33,54x36;<br>2SB;WP180lbs | | |
| 11498<br>150,910 | **Princess Marguerite**<br>Steel<br>3D;Oil fuel;Wireless;W. Bal 8BH | Scw<br>Twin | Br<br>350.1 | Victoria<br>60.1 \| 17.1 | 2719<br>5875 | | 1925<br>3 | Glasgow,<br>(J. Brown [Scot. & Co., Lim.) | Canadian Pacific Railway Co | Stm Tbns;<br>6SB;2WTB;WP200lbs | | |
| 11499<br>126,950 | **Princess Mary**<br>Steel<br>1D;B;Wireless;W. Bal 6BH | Scw<br>Sch<br>Twin | Br<br>248.4 | Victoria<br>40.1 \| 14 | 1346<br>2155 | | 1910<br>11 | Paisley,<br>(Bow, [Scot. McLachlan & Co., Lim.) | Canadian Pacific Railway Co | 2-3CylTE16,27,44x30;<br>2SB | | |
| 11500<br>109,860<br>PVNQ | **Princess May**<br>xNingchow Steel<br>2D;Wireless;SUB.SIG; 6BH<br>Oil fuel F. P. above 150° F. | Scw<br>Sch<br>Twin | Br<br>249<br>F32′ | Vancouv'r<br>33.2 \| 17.7<br>\| 19′ | 1022<br>1708 | 2′ 7½″<br>16′ 6″ | '88 | Newcastle,<br>(Hawthorne, Leslie & Co., Lim.) | DiGiorgio Fruit Co. | 2-3CylTE19,30,50x33;<br>Hawthorne, Leslie & Co;<br>3SB;Bow & McLachlan;<br>5700HS;WP165lbs;2000IHP;<br>i d rpd11,21;d rpd4,25;s rps10,25;<br>Dkd5,26 | **A1** With Freeboard<br>Coastwise & W.I.<br>AMS<br>4thS.S.No.1,NY10.23<br>n Pt shft11,21;M.S.10,23;<br>B.S;shfts drn10,25;<br>n Stbd shft5,26;SBP | |
| 11501<br>115,685<br>HVDJ | **Princess Patricia**<br>xQueen Alexandra Steel<br>1D;Wireless;W. Bal | Scw<br>Trpl | Br<br>270 | Victoria<br>32.1 \| 11.6 | 535<br>1158 | | 1902 | Dumbarton,<br>(W. Denny [Scot. & Bros.) | Canadian Pacific Railway Co. | Stm Tbns | | |
| 11502<br>121,988 | **Princess Royal**<br>Wood<br>1D;Wireless 4BH | Scw | Br<br>228 | Victoria<br>40 \| 16.6 | 981<br>1997 | | 1907<br>3 | Esquimault,<br>(British [B. C. Columbia Mar. Rlwys. Co., Lim.) | Canadian Pacific Railway Co. | 3CylTE22,35,60x36;<br>3SB | | |
| 11503<br>115,953<br>TSQJ | **Princess Victoria**<br>Steel<br>1D;Web frms;Wireless;W. Bal 8BH | Scw<br>Sch<br>Twin | Br<br>300 | Victoria<br>40.5 \| 15.4 | 785<br>1943 | | 1903<br>2 | Newcastle,<br>(C. S. Swan [Eng. & Hunter, Lim.) | Canadian Pacific Railway Co. | 2-4CylTE26,40,43½,43½x33;<br>6SB;WP160lbs;800RHP | | |
| 11504<br>150,876 | **Princeton**<br>Steel<br>1D;Mchy aft;W. Bal 3BH | Scw | Am<br>454 | Duluth<br>50 \| 28.5 | 3379<br>4473 | | 1900<br>rb '21 | Lorain,<br>(Ameri- [Ohio can S. B. Co.) | Pittsburg S.S. Co. | 4CylQE18,26¾,41,63x42;<br>2WTB;WP250lbs;2000IHP. | | |
| 11505<br>212,833<br>LFBP | **Princeton**<br>xSioux Steel<br>2D;Web frms;Long. frmg; 13BH<br>Mchy aft;Wireless; 10BH to Fbd dk<br>SUB.SIG;W. Bal; 3BH to 2d dk<br>Oil fuel F. P. above 150° F.<br><br>W.B.—A.P.66t;D.B.a38′74t;D.T. f28′30<br>F.O.....D.B.a40′85t;D.T. a15′48 | Scw | Am<br>385.1<br>P115′<br><br>0t;F.P.<br>0t..... | New York<br>52.5 \| 25.9<br>B30′ F37′<br><br>169t<br>.... | 3049<br>5081<br>7500 | | 1912<br>12 | Kiel,<br>Ger.<br>(Howaldtswerke.) | Standard Oil Co. (N. J.) | 4CylQE19½,28,41,59x41⅜;<br>Howaldtswerke;<br>2SB;Howaldtswerke;<br>4512HS;WP213lbs;1500IHP;DB;<br>EAC;d rpd11,25;Dkd,s rps5,26 | **A1** Oil Carrier.<br>AMS<br>S.S.No.3,Mbl4,25;<br>M.S.4,25;B.S;n shft5,26;<br>Clh BB;CL | |
| 11506<br>127,534 | **Princeton**<br>xSagamore Steel<br>3D 5BH | Scw<br>Twin | Am<br>155.5 | Phila.<br>32 \| 7.4 | 311<br>458 | | 1901 | Philadel-<br>(Neafie [phia, Pa. & Levy.) | Francis J. McDonald | 2-3CylTE10,15,25x16;<br>2SB;WP200lbs;1000IHP. | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11507 | **Principe di Udine** | Scw | It | Genoa | 4936 | | 1908 | Glasgow, | Lloyd | 2-4CylQE25½,36,52,74x51; | | C-I |
| 372 | Steel | Sch | 450.8 | 55.2 \| 25.1 | 7828 | | 2 | (Barclay, [Scot. | Sabaudo Soc. | 7SB;WP220lbs;8569IHP | | |
| RLTN | 2D;Shel dk;Wireless;Deep frmg; 8BH | Twin | F58′ | | | | | Curle & Co., Lim.) | di Nav. a Vap. | | 2dS.S.No.1,Gen8,24;A.S.9,25; M.&B.S;shfts drn4,26 | |
| | W. Bal | | | | | | | | | | | |
| 11508 | **Principessa Cristiana** | Scw | It | Trieste | 1670 | | '96 | Sunderland, | Nav. Gen. | 3Cyl TE22,37,61x42; | | [I |
| 282 | Steel | Sch | 308.5 | 42.1 \| 20.2 | 2863 | | 7 | (Osbourne [Eng. | Gerolimich & | 2SB;WP160lbs | | |
| PDHY | 1D;Web frms;W. Bal 5BH | | P29′ | | | | | Graham & Co.) | Co., S.A. | | | |
| 11509 | **Principessa Giovanna** | Scw | It | Genoa | 5098 | | 1923 | Taranto, | Lloyd | Stm Tbns | | C-I |
| 1,170 | Steel | Twin | 447.3 | 57 \| 29.1 | 8389 | | 8 | (Soc. An. [It. | Sabaudo | 4SB;WP180lbs;6650SHP. | RMC3,26 | |
| PDIE | 3D;Oil fuel;W. Bal 8BH | | | | | | | Cant. Nav. Franco Tosi.) | | | A.S.9,25; B.S.1,26;M.S 4,26 | |
| 11510 | **Principessa Mafalda** | Scw | It | Genoa | 5087 | | 1908 | Riva Trigoso | Nav. Gen. | 2-4CylQE27,39,56,79x53 | | I |
| 410 | Steel | Twin | 485.2 | 55.6 \| 32.6 | 9210 | | | (Soc. [It. | Italiana | | | |
| RMCF | 3D;Wireless;W. Bal 9BH | | P59′ | B230′ F52′ | | | | Esercizio Bacim.) | | | | |
| 11511 | **Principessa Maria** | Scw | It | Genoa | 5061 | | 1923 | Taranto, | Lloyd | Stm Tbns; | | C-I |
| 1,196 | Steel | Twin | 445.4 | 59.2 \| 29.1 | 8329 | | 11 | (Franco [It. | Sabaudo | 4SB;WP180lbs;7200SHP | RMC1,26 | |
| PDJU | 3D;Oil fuel;Wireless;W. Bal 8BH | | | | | | | Tosi.) | | | A.S.2,25;M.&B.S.1,26 | |
| 11512 | **Principio** | MV | Br | Vancouv'r | 344 | | 1920 | Flensburg, | Shell Ship- | 2-6CylOilEng13¾x12 | | |
| 151,192 | xErna David Steel | Twin | 190.8 | 24.1 \| 15.7 | 597 | | 5 | (Flensburger [Ger. | ping & Trading | | | |
| | 1D;W. Bal;Wireless 5BH | | P11′ | | | | | Schiffsb. Ges.) | Co. (Lim.) | | | |
| 11513 | **Prindoc** | Scw | Br | Ft.Will'm | 2836 | | 1901 | W.Bay City, | Paterson | 3Cyl TE22,35,58x42; | | |
| 116,578 | xLupus Steel | | 364.8 | 50.2 \| 23.8 | 3813 | | 6 | (W. Bay [Mich. | S.S. (Lim.) | 2SB;WP170lbs;1480IHP | | |
| | 1D;B;Mchy aft;W. Bal;SUB.SIG. 3BH | | | | | | | City S. B. Co.) | | | | |
| 11514 | **Prins der Nederlanden** | Scw | Hol | Amst'dam | 5689 | | 1914 | Amsterdam, | Stoomv. | 2-4CylQE24,34,47,70x47; | | BL |
| | Steel | Twin | 481.2 | 57.2 \| 26.8 | 9322 | | 1 | (Nederl. [Hol. | Maats. Neder- | 3DB;2SB;WP213lbs | | |
| PQMS | 2D;Shel dk;SUB.SIG; 8BH | | P43′ | F74′ | | | | Schps. Maats.) | land | | | |
| | Wireless;D.F;W. Bal | | | | | | | | | | | |
| 11515 | **Prins der Nederlanden** | Scw | Hol | Amst'dam | 1429 | | 1902 | Hamburg, | Koninklijke | 3Cyl TE22,37,59x39; | | BL |
| | Steel | | 290 | 38 \| 18.8 | 2287 | | 8 | (Blohm & [Ger. | West-Indische | 2SB;WP180lbs | | |
| PQMT | 2D;Wireless;W. Bal 5BH | | | | | | | Voss) | Maildienst | | | |
| 11516 | **Prins Frederik Hendrik** | Scw | Hol | Amst'dam | 1367 | | 1904 | Amsterdam, | Koninklijke | 3Cyl TE22,37½,59x39; | | V |
| | Steel | Sch | 317.1 | 40 \| 18.8 | 2165 | | 10 | (Nederl. [Hol. | West-Indische | 2SB;WP180lbs;1400IHP | | |
| PQMV | 2d;Wireless;W. Bal 6BH | | P109′ | F48′ | | | | Schps. Maats.) | Maildienst | | | |
| 11517 | **Priscilla** | SW | Am | Fall River | 2673 | | '93 | Chester, | New Eng- | 2-2CylC51,95x132; | | |
| 150,666 | Steel | | 425.8 | 52.3 \| 18.3 | 5292 | | 8 | (Del. River [Pa. | land S.S. Co. | 10CRTB;WP150lbs;8500IHP. | | |
| KLWJ | 2D;SUB.SIG;Wireless;Web frms | | | | | | | I. S. B. & E. W.) | | | | |
| 11518 | **Priscilla** | Scw | Am | New York | 4160 | 7′ 8½″ | 1924 | Camden, | Tidewater | 3Cyl TE27,45,75x51; | ✠A1Ⓔ Oil Carrier. | |
| 223,641 | Steel | | 419.5 | 56.5 \| 32.8 | 6648 | 25′ 10½″ | 4 | (New [N. J. | Associated Oil Co. | New York S. B. Corp; | ✠AMS | |
| MFKN | 2D;Mchy aft;Wireless; 14BH | | | 33′ 4″ | 9855 | | | York S. B. Corp.) | | 3SB;New York S. B. Corp; | shft drn1,26;Clh BB;CL | |
| | Long. frmg; 11BH to Fbd dk | | P101′ | B36′ F34′ | | | | | | 10060HS;WP195lbs;3000IHP;EAC; | | |
| | 3BH to 2d dk | | | | | | | | | d rpd9,26;Dkd10,26 | | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.46t;D.B.a65′280t..... | ..... | ..... | ..... F.P.30 | 5t | | | | | | | |
| | F.O.....D.T. | a9′ 441 | t; D.T. | (11′534t; F.P.28 | 5t | | | | | | | |
| 11519 | **Priwall** | Bk | Ger | Hamburg | 2875 | | 1917 | Hamburg, | Reederei F. | Stl;2BH | | G |
| | | | 323.1 | 47.5 \| 26.3 | 3105 | | 6 | (Blohm [Ger | Laeisz | | | |
| RWLN | 2D;Wireless | | | | | | | & Voss.) | | | | |
| 11520 | **Procida** | Scw | It | Genoa | 2435 | | 1901 | Riva Tri- | Tito Cam- | 3Cyl TE23½,39⅜,64½x43; | | I |
| 84 | xIsola di Procida Steel | Sch | 359.5 | 45.2 \| 26.4 | 3928 | | 5 | goso, It. | panella, Soc. An. | 3SB;2226IHP | | |
| PDKA | 2D;B;Spar dk;W. Bal;Wireless 7BH | | P32′ | B100′ F38′ | | | | (Soc. Esercizio Baccini.) | di Navigazione | | | |
| 11521 | **Proctor** | Scw | Am | New York | 1396 | 3′ 4″ | 1919 | Superior, | U. S. Ship- | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 217,682 | xCoolspring Steel | | 251 | 43.5 \| 22.2 | 2324 | 21′ 1¾″ | 5 | (Globe [Wis. | ping Board | National Iron Wks; | ✠AMS | |
| LQFP | 1D;Wireless;SUB.SIG;W. Bal 4BH | | | 24′ 2″ | 3530 | | | S. B. Co.) | | 2SB;Duluth Blr. Wks; | Scip;CL | |
| | C-28 | | P24′ | B43′ F31′ | | | | | | 166GS;5144HS;WP180lbs;1350IHP; | (Laid up) | |
| | W.B.—A.P.95t;D.B.208′551t;F.P. | .60t | | | | | | | | EAC;Dkd,s rps8,20 | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11522 218,282 LRNV | **Procyon** xShaume 2D;sub.sig;Wireless;W. Bal; Oil fuel / Steel 8BH | Scw | Am 390 P50′ | 54.2 \| 27.6 \| 32′ B121′ F40′ | 3336 5524 7825 | | 1919 6 | Hog Island, (American Int. S. B. Corp.) Pa. | U. S. Govt. (Navy Dept.) | Stm Tbns; 3WTB;WP200lbs;2500SHP | | |
| 11523 PQSK | **Procyon** Steel 1D;W. Bal;Wireless 7BH | Scw | Hol 345 P25′ | Rotterd'm 48.6 \| 23.3 B115′ F35′ | 2175 3566 | | 1915 | Rotterdam, (Rotterdamsche Droogdok Mij.) [Hol. | Van Nievelt Goudriaan & Co. Stoomv. Maats | 3CylTE25,41,67x45; 2SB;WP180lbs;1500IHP | | V |
| 11524 128,017 PQKF | **Professor** Steel 1D;Spar dk;Deep frmg; Wireless;W. Bal 6BH | Scw Sch | Br 350.2 P31′ | Liverpool 46.1 \| 27 B102′ F34′ | 2271 3596 | | 1910 2 | Belfast, (Workman, Clark & Co., Ltd.) [Ire. | Charente S.S. Co. (Ltd.) | 3CylTE20,34,58x48; 3SB;WP200lbs | | BL |
| 11525 MFST | **Professor Gruvel** xBombay 2D;B;Wireless;W. Bal Iron 6BH | Scw | Nor 336.8 P40′ | Sandefj'rd 41.4 \| 26.5 B42′ \| F46′ | 1999 3311 | | '82 6 | Newcastle, (C. Mitchell & Co.) [Eng | A/S. Congo | 3CylTE23,39,64x42; 2SB;WP160lbs | | N |
| 11526 130,863 KQCF | **Progreso** xNuuanu 1D;B;Oil in bulk Aux | Brg | Am 203.2 P27′ | Manila 34 \| 19.6 F30′ | 786 988 | | '82 | Leith, (Ramage & Ferguson.) [Eng | Ty Camco Sobrino | I;1BH; OilEng | | |
| 11527 NCVL | **Progress** Steel 2D;Wireless;W. Bal 6BH | Scw | Dan 385.9 | Haderslev 52.8 \| 22.4 | 4028 5195 | | 1920 8 | Lubeck, (Schiffsw. v. Henry Kock A. G.) [Ger. | Jens Petersen | 3CylTE27,43,66x47; 2SB | | G |
| 11528 150,598 | **Progress** xPathfinder 1D;Mchy aft (Whaleback); W. Bal Steel 3BH | Scw | Am 320 | Fairport 42 \| 25 | 1762 2425 | | '92 6 | W. Superior, (Am. Steel Barge Co.) [Mich | Thompson Transit Corp. | 3CylTE21,37,62x42; 2CRTB;WP180lbs;1600IHP | 95(GL) P.S.4,26 | |
| 11529 211,230 | **Progress** 1D Wood | MV | Am 96.7 | Provncetn 23.2 \| 11.8 | 61 117 | | 1913 | Essex, Mass. | Philip P. Manta | OilEng; 36BHP. | | |
| 11530 150,205 | **Progress** 1D | Brg | Am 248 | Duluth 37.6 \| 15 | 844 844 | | '80 | Milwaukee, (Wolf & Davidson.) [Wis. | Edward Gillen Dock, Dredge & Constr. Co. | O | | |
| 11531 212,081 | **Progress** 1D OP 2BH | MV | Am 90 | Los Angles 22 \| 16 | 115 169 | | 1914 | Seattle, Wash | A. E. Rollins | 4CylOilEng | | |
| 11532 JGTH | **Progresso** Steel 1D | MV Twin | Brz 90 | Bahia 23 \| 9 | 105 159 | | 1911 | Fredrikshaven, Ger. (Fredrikshaven Skibsvaerft.) | Costa, Ribeiro & Co. | 2OilEngs | | |
| 11533 RDTP | **Prometheus** Steel 2D;B;Long. frmg;Mchy aft; Oil in bulk;sub.sig;Wireless;W. Bal 5BH | MV Twin | Ger 499 B45′ | Hamburg 64.1 \| 31.7 | 5323 9267 | | 1923 8 | Kiel, (Howaldts-werke A. G.) [Ger | Deutsch-Amer. Petrol. Ges. | 2-6CylOilEng25½x39½ | | G |
| 11534 150,590 | **Promise** 2D | Scw | Am 119.5 | Detroit 38.8 \| 15 | 296 473 | | '92 | Detroit, Mich (D. D. D. Co.) | Detroit & Windsor Ferry Co. | 3Cyl22,22,22x24; 2SB;WP125lbs;700IHP. | | |
| 11535 475 TPCQ | **Prompt** 2D | Bk | Fin 238.8 | Mariehmn 38.1 \| 20.5 | 1354 1416 | | '87 4 | Hamburg, Ger. (Blohm & Voss.) | Hugo Lund-qvist | Stl;2BH | | |
| 11536 139,626 JSKW | **Promus** Steel 1D;Wireless;W. Bal 6BH | Scw | Br 370.1 P52′ | Cardiff 51.4 \| 24 B & F285′ | 2470 4144 | | 1918 2 | Stockton, (Craig, Taylor & Co., Ltd.) [Eng. | W. H. Seager & Co. (Lim.), Mgrs. | 3CylTE26,42,69x45; 2SB;1AuxSB;WP180lbs | | BL |
| 11537 6,278 WNTR | **Pronto** xLombardia 1D;Shel dk;Wireless;W. Bal Steel 4BH | Scw | Nor 271.2 | Hauges'nd 41.3 \| 15.6 | 1283 2201 | | 1920 5 | Hansweert, (N. V. Werf Zeeland.) [Swd. | H. M. Wrangell & Co., A/S., Mgrs. | 3CylTE23,37,62x39; 2SB;WP180lbs | | BL |
| 11538 219,671 | **Propeller** 1D O,YP,F;Gll 1BH | Scw | Am 94.2 | Galveston 25 \| 13.2 | 123 181 | | 1920 5 | Nyack, (International S. B. Co.) [N. Y. | Suderman & Young Towing Co. | 2CylC18,38x26; 1SB;WP155lbs;450IHP | ✠ — — ✠ — — Cancelled12,22 | |
| 11539 150,781 | **Prosper** 1D Wood | Scw | Am 84.1 | Seattle 18.6 \| 9.6 | 52 111 | | '98 | Port Townsend, Wash. | Bellingham Tug & Barge Co. | 2CylC11,24x20; 450IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11540<br>140,808<br>TNVC | **Protea**<br>1D | Trn | Br<br>117.3 | C'pe Town<br>26.4 \| 11.8 | 174<br>199 | | 1918<br>12 | Liverpool,<br>(Nova Scotia S. B. & Trans. Co.) [N. S. | E. East | B,Bch,P,Sp;Gif | ✠ — —<br>Suspended10,22 | |
| 11541<br>128,014<br>HQGV | **Protesilaus**<br>Steel<br>3D;Wireless;W. Bal | Scw<br>Sch<br>Twin | Br<br>484.9 | Liverpool<br>60.4 \| 39.5 | 6118<br>9547 | | 1910 | Newcastle,<br>(Hawthorn, Leslie & Co. Lim.) [Eng. | China<br>Mutual Steam Nav. Co. (Lim.) | 2-3Cyl TE23,38½,65x48 | | |
| 11542 | **Proteus** | Scw | Am<br>500 | <br>62 \| 27.8 | | | 1912 | Newport News, Va.<br>(Newport News S. B. Co.) | U. S. Government (Navy Dept.) | 7200IHP. | | |
| 11543<br>HGDF | **Proteus**<br>Steel<br>1D;Spar dk;W. Bal;Wireless 4BH | Scw | Nor<br>260 | Hauges'nd<br>36.8 \| 20<br>F33′ | 1024<br>1678 | | 1902<br>6 | Sunderland,<br>(John Crown.) [Eng. | H. M.<br>Wrangell & Co., Mgrs. | 3Cyl TE19,31,51x33;<br>2SB;WP175lbs | | N |
| 11544<br>ORDH | **Provence**<br>Steel and Iron<br>2D;Spar dk;Wireless 7BH | Scw | Fr<br>389 | Marseilles<br>42.4 \| 22.6 | 2480<br>3941 | | '84 | La Seyne,<br>(Forges & Ch. de la Medit.) [Fr. | Cie. de Nav.<br>France-Amerique | 2Cyl C43,79x48;<br>4SB;WP85lbs;2400IHP. | | |
| 11545<br>201,723<br>KTQP | **Providence**<br>Steel<br>2D;Wireless | SW | Am<br>379.4 | Fall River<br>50 \| 18.6 | 2502<br>4365 | | 1905<br>8 | Quincy,<br>Mass. | New England S.S. Co. | 2-2Cyl C44,83x108;<br>5500IHP. | | |
| 11546<br>ORDS | **Providence**<br>Steel<br>4D;Wireless;W. Bal 10BH | Scw<br>Twin | Fr<br>489.7<br>B234′ | Marseilles<br>59.7 \| 40.3<br>F70′ | 6694<br>11996 | | 1920 | La Seyne,<br>(Forg. & Chant de la Medit.) [Fr. | Fabre Line | 2-3Cyl TE30,49,80x51;<br>9SB;WP185lbs;9300IHP;<br>Dkd,d rpd2,26 | Stbd shft drn2,26 | I |
| 11547<br>53,271 | **Providence**<br>x117<br>(Whaleback);W. Bal | Brg | Am<br>268 | New York<br>36 \| 22 | 1115<br>1159 | | '91 | W. Superior,<br>(American Steel Barge Co.) [Wis. | Island Oil & Trans. Co. | Stl;4BH | — Exp | |
| 11548<br>215,749<br>LJFH | **Providence**<br>1D | Brg<br>Sch | Am<br>228.7 | Baltimore<br>40 \| 16 | 1257<br>1371 | | 1917 | Wilmington,<br>Del. | P. Dougherty Co. | Wd | | |
| 11549<br>223,673<br>MFKV | **Providence Socony**<br>Steel<br>1D;Mchy aft;Web frms; 11BH<br>Oil fuel F. P. above 150° F. C-18<br>W.B.—A.P.47t.....<br>F.O.....D.T.4′52t | MV<br>Twin<br>Brg | Am<br>252.9 | New York<br>40.1 \| 12.8 | 753<br>1199<br>1870 | | 1924<br>4 | Camden,<br>(New York S. B. Corp.) [N. J. | Standard Transportation Co. | 2-6Cyl Oil Eng 13x18;<br>McIntosh & Seymour Corp;<br>700BHP;EAC;<br>Dkd8,24;d rpd10,24 | ✠A1Ⓔ Oil Carrier.<br>Inland & Sound; New York to Boston via Cape Cod Canal; Short Lake Trips in Summer, as Oswego to Cape Vincent.<br>✠AMS<br>Csh BB | |
| 11550<br>OUPW | **Providencia**<br>xOlson and Mabony Steel<br>1D;B;Wireless 3BH | Scw<br>Sch | Fr<br>224.3 | Bordeaux<br>41.2 \| 20.6 | 947<br>1630 | | 1907<br>7 | Wilmington,<br>(Harlan & Hollingsworth.) [Del. | Cie. du Boleo | 3Cyl TE19,30,50x36;<br>2SB;1200IHP. | | |
| 11551<br>220,625<br>MBLR | **Provincetown**<br>Steel<br>2D;Long. frmg; 7BH<br>Wireless; 6BH to Fbd dk<br>SUB.SIG; 1BH to 2d dk<br>Oil fuel F. P. above 150° F. C-36<br>W.B.—A.P.51t;D.B.344′1291t;D. T.20′5<br>F.O.—A.P.47t;D.B.289′ 942t... | Scw | Am<br>402.6<br>P33′<br>84t...<br>...S.T | N. London<br>53.2 \| 32 \| 34′ 6″<br>F38′<br>....F.P.73t<br>.79t;F.P.67t | 3805<br>6216<br>9400 | 8′ 1½″<br>26′ 6½″ | 1920<br>10 | Groton,<br>(Groton Iron Wks.) [Ct. | U. S. Shipping Board | Stm Tbn;<br>W. & A. Fletcher Co;<br>3WTB;Heine Safety Blr. Co;<br>9510HS;WP195lbs;2800SHP;EAC;<br>Dkd,s rps1,21 | ✠A1Ⓔ With Freeboard.<br>✠AMS<br>Clh BB;CL<br>(Laid up) | |
| 11552<br>257<br>PDMH | **Provvidenza**<br>xRoberto Ginori Steel<br>xBattinin Accame 6BH<br>1D;Spar dk;Web frms;Wireless;<br>W. Bal | Scw | It<br>368<br>P29′ | Naples<br>49.5 \| 19<br>B112′ F45′ | 2701<br>4297 | | '99<br>9 | Sunderland,<br>(J. L. Thomspon & Sons, Lim.) [Eng. | Fratelli Rizzuto | 3Cyl TE26,44,72x48;<br>3SB;WP180lbs;2050IHP. | | I |
| 11553<br>954<br>PDNA | **Provvidenza di Dio**<br>xAmalia Gargiulo<br>1D;B | Bk | It<br>123 | Genoa<br>27 \| 18 | 332<br>398 | | '73<br>7 | Alimuri,<br>(S. Mauro.) It. | Piceni,<br>Gessaga & C. | O,P;Icf | | |
| 11554<br>150,885<br>KQMR | **Prudence**<br>Steel<br>1D 5BH | Scw | Am<br>122.3 | Phila.<br>25 \| 14 | 198<br>392 | | 1900<br>12 | Camden,<br>(J. H. Dialogue & Son.) [N. J. | Prudence Co. | 3Cyl TE16,24,40x28;<br>1SB;750IHP. | | |
| 11555 | **Prudente de Moraes**<br>xRio de Janeiro Steel<br>2D;Deep frmg;Wireless;W. Bal 6BH | Scw<br>Twin | Brz<br>340.3<br>P33′ | Rio Jan'ro<br>45.1 \| 24.8<br>B130′ F48′ | 2213<br>3583 | | 1908<br>2 | Belfast,<br>(Workman, Clark & Co., Lim.) [Ire. | Lloyd Brasileiro | 2-3Cyl TE18,30,49x42;<br>3SB | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11556 | **Prusa** | Scw | Am | Phila. | 3102 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,591 | Steel | | 390 | 54.2 \| 27.9 \| 32′ | 5113 | 24′ 5″ | 2 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LPVW | 2D; 8BH | | | | 7825 | | | Int. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,NY3,23; | |
| | W. Bal; SUB.SIG;Wireless; C-36 | | P50′ | B122′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | M.S.3,23;shft drn2,25;B.S.8,26; | |
| | Oil fuel F.P. above 150° F. | | | | | | | | | Dkd,s rps8,26 | Clh BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t. | | | D.T | .36′892t; F.P.14 | 4t | | | | | | |
| | F.O. D.B.257′1162t;S. | T.14′1 | 29t | | | | | | | | | |
| 11557 | **Psara** | Scw | Grk | Syra | 1855 | | 1903 | Sunderland, | C. D. | 3Cyl TE24,40,64x42; | | BL |
| JFBH | xOxholm xSan Paolo Steel | | 325.6 | 45.1 \| 14.8 | 2907 | | 1 | (Short [Eng. | Calafatis | 2SB;WP180lbs | | |
| | 1D;B;Spar dk;Deep frmg; 6BH | | P30′ | B271′ | | | | Bros., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 11558 | **Psara** | Scw | Grk | Chios | 1585 | | '91 | Sunderland, | M. Basil- | 3Cyl TE22,27,62x42; | | |
| MDBP | xBosnian xClan Macleod Steel | | 312 | 39 \| 23.5 | 2057 | | 5 | (W. Doxford [Eng. | lades | 2SB;WP180lbs;300RHP. | | |
| | 2D;B;Wireless;W. Bal 6BH | | P31′ | B74′ F40′ | | | | & Sons, Lim.) | | | | |
| 11559 | **Psyche** | Scw | Fr | Nantes | 1895 | | 1904 | Sunderland, | Cie. du | 3Cyl TE23,38,63x42; | | V |
| | Steel | | 315.1 | 46.2 \| 24.7 | 2951 | | | (J. Blumer [Eng | Chemins de fer | 2SB;WP180lbs;1750IHP | | |
| ORES | 2D;Wireless;W. Bal 7BH | | P30′ | B80′ F34′ | | | | & Co.) | Paris-à Orleans | | | |
| 11560 | **Puchoco** | Scw | Chl | Valparaiso | 1500 | | 1921 | Dublin, | Cia. Car- | 3Cyl TE20,33,54x36; | | BL |
| 1,129 | Steel | | 290 | 44.3 \| 18.5 | 2515 | | 12 | (Dublin [Ire. | bonifera y de | 3SB;WP180lbs | | |
| HBLG | 1D;Well dk;W. Bal 4BH | | | F32′ | | | | Dkyd. Co., Lim.) | Fundicion Schwager | | | |
| 11561 | **Puerto Rico** | Scw | Fr | Havre | 3666 | | 1914 | Rouen, | Cie. | 2-3Cyl TE21,33,55x41; | | V |
| | Steel | Twin | 413.1 | 51.4 \| 28.4 | 6126 | | | (Chant. [Fr | Generale | | | |
| OREZ | 3D;Wireless;W Bal 11BH | | P268′ | F46′ | | | | de Normandie.) | Transatlantique | 4SB;WP200lbs;4500IHP | | |
| 11562 | **Puget** | Scw | Am | Seattle | 395 | | 1908 | Seattle, | Puget | 3Cyl TE12½,19¾,33x16; | | |
| 205,849 | xVashonian Wood | Sch | 115 | 24.5 \| 7.5 | 471 | | 11 | Wash | Sound Nav. Co. | 800IHP. | | |
| KWSC | 2D;Oil fuel | | | | | | | | | | | |
| 11563 | **Puget Sound** | Scw | Am | Seattle | 3630 | 5′ 10½″ | 1918 | Tacoma, | U. S. Ship- | 3Cyl TE24,40,70x48; | ✠A1Ⓔ | |
| 217,015 | Steel | | 379.1 | 53.1 \| 27 \| 29′ 4″ | 4838 | 23′ 8″ | 9 | (Todd [Wash. | ping Board | Skinner & Eddy S. B. Corp; | ✠AMS | |
| LNFG | 2D;W. Bal;Long. frmg; 7BH | | | | 7482 | | | D. D. & Const. | | 3SB;Seattle Const. & D. D. Co; | S.S.Phila6,21; | |
| | Wireless C-36 | | P39′ | B102′ F42′ | | | | Corp.) | | 169GS;6831HS;WP190lbs:2100IHP; | M.&B.S;n shft12,22; | |
| | W.B.—A.P.318t;D.B.334′1089t;D | T.24′6 | 66t; F. | P.91t | | | | | | EAC;d rpd9,23;s rps3,24;Dkd5,24 | Clh BB;CL | |
| | | | | | | | | | | | (Laid up) | |
| 11564 | **Pura Rasilla** | Scw | Sp | Villagarcia | 3039 | | 1901 | Newcastle, | W. Gonzalez | 3Cyl TE24,40,68x48; | | BL |
| | xCraonne xTurnwell Steel | | 360 | 48 \| 20.2 | 4641 | | 7 | (Northum- [Eng. | Garra | 3SB;WP180lbs | | |
| JTDS | 1D;Spar dk;Web frms;Wireless; 6BH | | P32′ | B90′ F33′ | | | | berland S. B. Co., | | | | |
| | W. Bal | | | | | | | Lim.) | | | | |
| 11565 | **Pure Oil S.S. Co. No. 3** | Brg | Am | Phila. | 743 | | 1905 | Wilmington, | Pure Oil | Stl | | |
| 162,424 | | Sch | 172.4 | 34.2 \| 13.2 | 754 | | | Del. | S. S. Co. | | | |
| | 1D | | | | | | | | | | | |
| 11566 | **Pure Oil S.S. Co. No. 9** | Brg | Am | Pt. Arthur | 1108 | | '91 | W. Superior, | Pure Oil | Stl;4BH | — Exp | |
| 53,272 | xFreeport Sulphur No. 3 | | 268 | 36 \| 22 | 1165 | | | (American [Wis. | S.S. Co. | | | |
| | 1D;Bulk carrier | | | | | | | Steel Brg. Co.) | | | | |
| 11567 | **Pure Oil S.S. Co. No. 10** | Brg | Am | Phila. | 1125 | | '93 | W. Superior, | Pure Oil | Stl;4BH | | |
| 53,278 | xFreeport Sulphur No. 4 | | 268 | 36 \| 22 | 1177 | | rb'05 | (American [Wis | S. S. Co. | d rpd10,26 | | |
| | Bulk Carrier | | | | | | | S. B. Co.) | | | | |
| 11568 | **Puriri** | Scw | Br | London | 5038 | | 1915 | Flensburg, | Federal | 3Cyl TE32,53,86x55; | | BL |
| 143,094 | xTremere xAugsburg Steel | | 475.6 | 60.9 \| 33 | 8047 | | 1 | (Flens- [Ger. | Stm. Nav. Co. | 4SB;WP205lbs | | |
| JWQM | 2D;SUB.SIG;Wireless;W. Bal 8BH | | P29′ | B148′ | | | | burger Schiffsb. | (Lim.) | | | |
| | | | | | | | | Ges.) | | | | |
| 11569 | **Purisima Concepcion** | Scw | Cuban | Havana | 962 | | '95 | Philadelphia | Empresa | 2-3Cyl TE14,21,36x26; | | |
| | xCienfuegos Steel | Twin | 234 | 35 \| 20.4 | 1349 | | | (Neafie [Pa. | Naviera de | 4SB | | |
| HGQR | 2D;W. Bal | | | | | | | & Levy S. & | Cuba, S. A. | | | |
| | | | | | | | | E. B. Co.) | | | | |
| 11570 | **Puritan** | Scw | Am | MichgnCy | 1267 | | 1901 | Toledo, | Michigan | 3CylTE21,34,58x40; | | |
| 150,898 | Steel | | 259 | 40.5 \| 26.6 | 1762 | | 5 | Ohio | Transit Co. | 4SB;WP200lbs;1700IHP. | | |
| | 3D;Wireless 4BH | | | | | | | (Craig S. B. Co.) | | | | |
| 11571 | **Purnell T. White** | Sch | Am | Cristfield | 688 | | 1917 | Sharptown, | R. B. White | O,YP,Hk;Gif(Sltd) | ✠A1 | |
| 215,687 | | 4 M | 184.4 | 37.4 \| 14 | 751 | | 11 | (White [Md. | | clk b1,20;d rpd10,22;clk dk6,23; | S.S.No.2,Balt2,25 | |
| LJCH | 1D | | | | | | | Shipping Co.) | | clk t2,25; s rps s clkg, a 11,26; | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11572 | **Purol** | Brg | Am | Pt. Arthur | 2029 | | 1916 | Baltimore | Sabine | Stl;11BH | | |
| 214,597 | xPennant | | 292.3 | 47.2 \| 26.9 | 3253 | 12 | (Baltimore [Md. | Towing Co | | | |
| LGNO | 2D;Web frms;Long. frmg | | P76′ | F26′ | | | | D. D. & S. B. Co.) | | | | |
| 11573 | **Purpura** | Scw | Br | London | 2729 | | 1904 | Stockton, | Anglo- | 3CylTE26,42,70x48; | | BL |
| 115,162 | xHartlepool Steel | | 349.5 | 50 \| 27.6 | 4409 | 1 | (Ropner [Eng. | Saxon Petroleum | 3SB;WP180lbs | | | |
| VLSR | 1D;B.Web frms;Wireless; 10BH | | P30′ | B69′ F35′ | | | & Son.) | Co. (Lim.) | | | | |
| | Oil fuel;W. Bal | | | | | | | | | | | |
| 11574 | **Purus** | Scw | Brz | Rio Jan'ro | 2495 | | 1900 | Sunderland, | Lloyd Bra- | 3CylTE25,42,68x48; | | |
| | xRas Dara Steel | Sch | 339 | 48 \| 19.4 | 3822 | 6 | (Osbourne, [Eng. | silelro | 2SB;WP180lbs | | | |
| | 1D;Spar dk;Oil fuel; 6BH | | P29′ | B86′ F34′ | | | Graham & Co.) | | | | | |
| | Deep frmg;Wireless;W. Bal | | | | | | | | | | | |
| 11575 | **Put-in-Bay** | Scw | Am | Detroit | 731 | | 1911 | Wyandotte, | Ashley & | 4CylTE25,40,45,45x36; | | |
| 208,636 | Steel | Sch | 226 | 46.5 \| 17.6 | 1182 | 5 | (Detroit [Mich. | Dustin | 4SB;WP180lbs;3000IHP. | | | |
| | 5D; W. Bal 5BH | | | | | | S. B. Co.) | | | | | |
| 11576 | **Putnam** | Scw | Am | Newark | 2174 | 5′ 9″ | 1919 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,795 | Steel | | 324 | 46.2 \| 25 | 3545 | 22′ 11″ | 9 | (Submarine [N. J. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LSNV | 1D;2d dk at ends; 7BH | | | \| 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | Wireless; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC | (Laid up) | |
| | SUB.SIG;W. Bal; 1BH to 2d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T.20′394t | | | | | | | | | F.P.111t | | |
| | F.O.—A.P.66t;D.B.214′643t | | | | | | | | | S.T.3 1t | | |
| 11577 | **Putney** | Scw | Br | London | 2300 | | 1904 | So. Shields, | Watts, | 3CylTE24,40,65x45; | | BL |
| 118,360 | xTapton Steel | | 341.4 | 46.6 \| 24.8 | 3569 | 1 | (J. Read- [Eng. | Watts & Co., | 2SB;WP180lbs | | | |
| VLSH | 1D;B;Deep frmg; 6BH | | P29′ | B82′ F32′ | | | head & Sons.) | Lim., Mgrs. | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 11578 | **Pyramid** | StW | Am | San Fran. | 457 | | '90 | San Fran- | California | 1Cyl16x72; | | |
| 116,371 | xSunol Wood | | 161 | 27.5 \| 7 | 603 | | cisco, Cal. | Salt Co. | 2Blrs;WP164lbs;120IHP | | |
| 11579 | **Pyrineus** | Scw | Brz | Rio Jan'ro | 1044 | | 1910 | Belfast, | Lloyd | 2-3CylTE14,22,37x21; | | C |
| | Steel | Twin | 276.3 | 44.9 \| 16.4 | 1696 | 3 | (Workman, [Ire. | Brasileiro | 2SB;WP180lbs | S.S.No.3,RioJ9,21;A.S.1,25; | | |
| | 1D;Wireless;Deep frmg; 4BH | | F29′ | | | | Clark & Co., Lim.) | | | shfts drn9,21;M.&B.S.1,25 | | |
| | W. Bal | | | | | | | | | | | |
| 11580 | **Pyrrhus** | Brg | Am | Phila. | 275 | | 1915 | Wilmington, | | Stl | | |
| 165,874 | | | 146 | 22.7 \| 8 9 | 283 | | (Harlan & [Del. | | | | | |
| | 1D | | | | | | Hollingsworth.) | | | | | |
| 11581 | **Pyrrhus** | Scw | Br | Liverpool | 4818 | | 1914 | Belfast, | Ocean S.S. | 3CylTE31,51½,86x60; | | |
| 137,410 | Steel | | 455.5 | 56.5 \| 32.5 | 7633 | | (Workman, [Ire. | Co. (Lim.) | Dkd2,26 | | |
| JHDR | 2D;Wireless;W. Bal | | P53′ | B162′ F59′ | | | Clark & Co., Lim.) | | | | | |
| 11582 | **Pyrula** | Scw | Br | London | 5285 | | '94 | Belfast, | Anglo- | 2-3CylTE23,38,64x48; | | |
| 102,126 | xBayleaf xCevic Steel | Twin | 500 | 60.2 \| 34 | 8455 | 1 | (Harland [Ire. | Saxon Petroleum | 2DB;2SB;WP175lbs | | | |
| JPFS | 3D;Oil in bulk;Wireless; 9BH | | P58′ | B210′ F104′ | | | & Wolff, Lim.) | Co. (Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 11583 | **Pytheas** | Scw | Fr | Brest | 4467 | | 1900 | Newcastle, | M. Valous- | 3CylTE30,50,81½x42; | | V |
| | xPort de St. Nazaire Steel | | 451.1 | 52.2 \| 35.1 | 6992 | 12 | (Palmers' [Eng. | siere | 3DB;WP180lbs;3600IHP | | | |
| OVZW | xBayramento 9BH | | | | | | Co., Lim.) | | | | | |
| | 3D;Deep frmg;Wireless; | | | | | | | | | | | |
| | W. Bal | | | | | | | | | | | |
| 11584 | **Pythia** | Scw | Nor | Sandefjord | 2570 | | '97 | Glasgow, | A/S. Thor | 3CylTE26,44,70x48; | | BL |
| | xRaglan Castle xSt. Domingo Steel | Sch | 383.5 | 46.3 \| 20 | 4401 | 3 | (Barclay, [Scot. | Dahl, Mgrs. | 3SB;WP180lbs | | | |
| MHNF | 2D;Spar dk;Wireless;W.Bal 7BH | | P49′ | B119′ F47′ | | | Curle & Co., Lim.) | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11585 | **Q. A. Gilmore** | Scw | Am | Cleveland | 59 | | 1912 | Cleveland, | Great Lakes | 2CylC18,36x30; | | |
| 211,152 | Steel | | 71 | 20 \| 12.6 | 99 | | | (Great [Ohio | Towing Co. | 1RTB;WP154lbs;400IHP. | | |
| | 1D 3BH | | | | | | | Lakes Towing Co.) | | | | |
| 11586 | **Quaco Queen** | MV | Br | St. John | 479 | | 1919 | St. Martins, | E. C. Elkin | 2-4CylOilEng10½x12½; | | V |
| 138,596 | Wood | Twin | 158.9 | 35.5 \| 12.1 | 522 | | | (St. [N. B. | | 320IHP. | | |
| TPGW | 1D | | | | | | | Martins S. B. Co.) | | | | |
| 11587 | **Quadra** | Scw | Br | Vancouv'r | 375 | | '91 | Paisley, | Canadian | 4CylQE15,23,30,45x33 | | |
| 96,899 | Steel | | 174.5 | 31.1 \| 13.6 | 683 | | | (Fleming [Scot. | Mexican Ship- | | | |
| | 2D;W. Bal | | P44′ | B28′ F31′ | | | | & Ferguson.) | ping Co. (Lim.) | | | |
| 11588 | **Quail** | Scw | Am | | | | 1919 | Chester, | U. S. Govt. | 3CylTE19,29,46x30; | | |
| | Steel | | 180 | 35.3 \| 17.2 | | | 4 | (Chester [Pa. | (Navy Dept.) | 2WTB;WP200lbs;1400IHP. | | |
| | 2D;W. Bal; 7BH | | | | | | | S. B. Co.) | | | | |
| | Oil fuel | | | | | | | | | | | |
| 11589 | **Quaker City** | Scw | Am | Phila. | 3032 | 7′ 9½″ | 1920 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,524 | Steel | | 390 | 54.2 \| 27.8 | 4961 | 24′ 5″ | 1 | (American [Pa | ping Board | General Electric Co; | ✠AMS | |
| LVKT | 2D; 8BH | | | \| 32′ | 7840 | | | Int. S. B. Corp. | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,Balt2,24; | |
| | Wireless;SUB.SIG;W. Bal; C-36 | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | M. S. 2,24; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | i d rpd1,23;d rpd5,26;Dkd7,26; | shft drn1,25;B.S.3,25; | |
| | | | | | | | | | | s rps9,26 | Cih BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t | | ...D.T | .36′892t; F.P.14 | 4t | | | | | | | |
| | F.O.....D.B.257′1162t;S. | T.14′1 | 29t | | | | | | | | | |
| 11590 | **Qualicum** | Scw | Br | Victoria | 98 | | 1904 | Philadel- | Canadian | 2CylC16,32x24 | | |
| 130,607 | xColima Steel | | 96 | 22 \| 11.9 | 200 | | | phia, Pa. | Pacific Railway | | | |
| | 1D | | | | | | | (Neafie & Levy.) | Co. | | | |
| 11591 | **Quality** | Brg | Am | New York | 281 | | 1916 | Rondout, | B. R. | Wd | | |
| 166,560 | xCady Quality No. 1 | | 95 | 34.2 \| 9.7 | 281 | | | (Daniel [N. Y. | Roome | | | |
| | 1D | | | | | | | J. Murphy.) | | | | |
| 11592 | **Quantico** | Scw | Am | Baltimore | 1391 | | '82 | Chester, | Merchants | 3CylTE28,38,74x54; | — Exp | |
| 126,076 | xChattahoochee Iron | | 280 | 40.7 \| 15.8 | 2461 | | 11 | (Roach [Pa. | & Miners | 4CRTB;WP160lbs;2400IHP. | | |
| JWRL | 3D;Spar dk;Wireless 4BH | | | | | | | & Son.) | Transp. Co. | | | |
| 11593 | **Quantico** | Brg | Am | Phila. | 297 | | '93 | Elkton, | ---------- | Wd;Gif | | |
| 56,672 | xReliance | | 148.3 | 23.6 \| 9.9 | 297 | | rb '09 | (H. Delbert [Md. | | | | |
| | 1D | | | | | | | Barge Building Co.) | | | | |
| 11594 | **Quebec** | SW | Br | Montreal | 2013 | | '65 | Sorel, | Canada | 1Cyl60x132; | | |
| 122,405 | Iron & Steel | | 311 | 64.1 \| 12 | 3498 | | rb '07 | (Richelieu [Que. | S.S. Lines (Lim.) | 4RTB;WP55lbs;1500IHP. | | |
| | 4D;Wireless 7BH | | | | | | | & Ontario Nav. Co.) | | | | |
| 11595 | **Quebec** | Brg | Br | Montreal | 989 | | 1901 | Levis, | John E. | Comp;1BH | 90(GL) | |
| 111,663 | | | 200 | 40 \| 14.6 | 1016 | | rb '21 | (Carrier- [Que. | Russell | | Lake Erie & St. Law. River. | |
| | 1D | | | | | | | Laine Co.) | | | P.S.4,26 | |
| 11596 | **Quebec City** | Scw | Br | Bideford | 3134 | | 1911 | Flensburg, | St. Just S.S. | 3CylTE28,47,78x54; | | C |
| 143,413 | xHaimon Steel | | 402.3 | 54.2 \| 26.6 | 4936 | | 2 | (Flensburger [Ger. | Co. (Lim.) | 3SB;WP185lbs | S.S.No.3,Hbg1,23;A.S.7,26; | |
| KCLQ | 2D;Shel dk;Wireless;W. Bal 7BH | | | | | | | Schiffsb. Ges.) | | | M.&B.S;shft drn7,26 | |
| 11597 | **Quedoc** | Scw | Br | Ft. Will'm | 1874 | | '90 | Cleveland, | Paterson | 3CylTE24½,38,61x42; | 90(GL) | |
| 130,979 | xKamaris Steel | | 346.4 | 40.2 \| 22 | 3072 | | 2 | (Globe [Ohio | S.S. (Lim.) | 2SB;WP125lbs;1200IHP. | P.S.5,26 | |
| TPHQ | 1D;B;Web frms;Mchy aft; 4BH | | P106′ | F44′ | | | rb '23 | Iron Works.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 11598 | **Queen** | Scw | Am | Duluth | 1604 | | 1919 | Wyandotte, | Queen S.S. | 3CylTE20,33,54x40; | (★100(GL) | |
| 217,551 | xLake Flovilla Steel | | 251 | 43.6 \| 26.1 | 2592 | | 2 | (Detroit [Mich. | Corp. | 2SB;WP185lbs;1250IHP. | | |
| LPTD | 1D;B;Wireless; 4BH | | P25′ | B64′ F23′ | 4200 | | | S. B. Co.) | | | | |
| | W. Bal; | | | | | | | | | | | |
| 11599 | **Queen** | Scw | Am | Tacoma | 1672 | | '82 | Philadel- | Pacific | 3CylTE23,43,68x48; | — Exp | |
| 20,587 | xQueen of the Pacific Iron | ½B | 331.2 | 38.5 \| 21.2 | 2727 | | 5 | (Cramp [phia, Pa. | S.S. Co. | DB;WP175lbs;3000IHP. | | |
| JVWG | 2D;Wireless;Oil fuel;SUB.SIG; 5BH | | | | | | | & Sons.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 11600 | **Queen City** | Scw | Am | Duluth | 2574 | | '96 | Cleveland, | Pittsburg | 3CylTE21,38,63x40; | | |
| 20,612 | Steel | | 401.4 | 48 \| 28 | 3785 | | 5 | (Cleve- [Ohio | S.S. Co. | 2WTB;WP225lbs;1400IHP. | | |
| | 1D;Mchy aft;SUB.SIG; 3BH | | | | | | rb '26 | land S. B. Co.) | | | | |
| | Web frms; W. Bal | | | | | | | | | | | |
| 11601 | **Queen Eleanor** | Scw | Br | Glasgow | 3204 | | 1918 | Sunderland, | Queen Line | 3CylTE27,44,73x48; | | BL |
| 142,628 | xSierra Blanca xWar Cygnet Steel | | 400.3 | 52.3 \| 28.4 | 5271 | | 8 | (Bartram [Eng. | (Lim.) | 3SB;WP180lbs | | |
| KQCW | 2D;Wireless;W. Bal 7BH | | P49′ | B112′ F38′ | | | | & Sons, Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11602 146,417 | **Queen Maeve** Steel xOswego xGargoyle 2D;Web frms;Oil fuel; 10BH Oil in bulk;Wireless;W. Bal | Scw | Br 365.1 P28′ | Dublin 50.1 \| 27.5 B78′ F39′ | 2478 4634 | | 1903 1 | Greenock, (Grange- [Scot. mouth & Greenock Dkyd. Co.) | Irish- American Oil Co. (Lim.) | 3Cyl TE26,42,70x48; 3SB;WP180lbs;2500IHP. | | BL |
| 11603 147,886 KQGN | **Queen Maud** Steel xEvangelos 2D;Wireless;W. Bal 7BH | Scw | Br 400.2 P49′ | Glasgow 52.3 \| 28.5 B113′ F40′ | 3135 5209 | | 1919 9 | Hong Kong, (Taikoo [China Dkyd. & Eng. Co., Lim.) | T. Dunlop & Sons, Mgrs. | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 11604 | **Queen of Scots** 1D;B | Bkt | Fin 229.4 P33′ | Abo 33 \| 22.8 F32′ | **1296 1418** | | '77 5 | Stockton, (Richardson, [Eng. Duck & Co.) | W.K.Jensen | I;1BH | | |
| 11605 142,767 JVWP | **Queen Olga** Steel xBembridge xWar Anchusa 2D;Wireless;W. Bal 7BH | Scw | Br 400 P50′ | Glasgow 52.3 \| 28.5 B113′ F39′ | 3161 5242 | | 1919 1 | Greenock, (Caird [Scot. & Co., Lim.) | Cadogan S.S. Co. (Lim.) | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 11606 146,416 | **Queen Tailte** Steel xWestwego xSteana Romana 2D;Web frms;Mchy aft; 15BH Oil in bulk;Oil fuel; Wireless;W. Bal | Scw | Br 387.7 P89′ | Dublin 51.7 \| 28.7 B34′ F42′ | 2889 5088 | | 1914 6 | Einswarden, (J. Frerichs [Ger. & Co., A. G.) | Irish- American Oil Co. | 3Cyl TE27,45,74x48; 3SB;WP190lbs | | BL |
| 11607 147,578 KPWL | **Queenmoor** Steel 2D;Wireless;W. Bal 6BH | Scw | Br 405 | London 53.6 \| 26.5 | 2986 4862 | | 1924 1 | So. Shields, (J. Read- [Eng. head & Sons, Ltd.) | Moor Line (Lim.) | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 11608 202,347 | **Queens** Steel 2D;B 6BH | Scw Twin | Am 246.4 | New York 46.1 \| 18.4 | 1329 1954 | | 1905 10 | Sparrows (Mary- [Pt., Md. land Steel Co.) | City of New York | 2-2CylC22½,50x30; 4WTB;WP225lbs;3500IHP. | ✠ — — Cancelled. | |
| 11609 129,522 HRQS | **Queensbury** Steel xYonne xStrathan 2D;Deep frmg;Wireless;W. Bal 6BH | Scw Sch | Br 377 P36′ | Glasgow 52.2 \| 25.5 B100′ F39′ | 2829 4385 | | 1910 10 | Dumbarton, (A. [Scot. McMillan & Son, Lim.) | Alexander Shipping Co. (Lim.) | 3Cyl TE25,41,68x48; 3SB;WP180lbs;366RHP | S.S.No.3,Crdf5,23;A.S.4,26; shft4,23;B.S.5,24;M.S.7,25 | C |
| 11610 97,530 LSTB | **Queensland** Steel 2D;B;Web frms;Wireless;W. Bal 6BH | Scw Sch | Br 360 P29′ | Sund'rl'nd 43 \| 24.7 B80′ F42′ | 2420 3840 | | '90 7 | Sunderland, (J. L. [Eng. Thompson & Son.) | R. M. Hudson& Sons, Mgrs. | 3Cyl TE26,43,70x45; 2SB;WP160lbs | | BL |
| 11611 135,881 JCDV | **Queensland Transport** Steel 1D;Deep frmg;Wireless;W. Bal 6BH | Scw | Br 385 P36′ | W.Hartlpl 52 \| 27.1 B120′ F41′ | 2922 4669 | | 1913 5 | W. Hartlepool, Eng. (Irvine's S. B. & D. D. Co., Lim.) | Houlder Bros. & Co. (Lim.) Mgrs. | 3Cyl TE25,40,68x48; 3SB;WP180lbs;376RHP. | S.S.No.2,Nprt8,21;A.S.3,26; B.S.7,25;M.S;shft drn4,26 | C |
| 11612 147,776 KSHL | **Queenswood** Steel 1D;Web frms;Wireless;W. Bal 6BH | Scw | Br 370.5 P22′ | Middlsbro 56 3 \| 25.4 B110′ F35′ | 2790 4537 | | 1925 3 | Schiedam, (New [Hol Waterway S. B. Co. | Joseph Constantine S.S. Line (Lim.) | 3Cyl TE24½,40½,67x45; 2SB;WP180lbs | | BL |
| 11613 148,761 KVCG | **Quercus** Steel 1D;Wireless;W. Bal 5BH | Scw | Br 314.1 P29′ | London 47.2 \| 21.5 B93′ F31′ | 1672 2697 | | 1926 5 | Pt. Glasgow, (Dunlop [Scot. Bremmer & Co., Lim.) | Arbor Shipping Co. (Lim.) | 3Cyl TE22,36,59x39; 2SB;WP180lbs | | BL |
| 11614 | **Querida** Steel 1D;Deep frmg;W. Bal 4BH (*Now Ella*) | Scw Sch | Swd 230 P16′ | 36.5 \| 16 B60′ F27′ | **690 1175** | | 1909 9 | Newcastle, (Swan, [Eng. Hunter & Wigham Richardson.) | | 3Cyl TE17,28,46x33; 2SB;WP180lbs | | BL |
| 11615 147,210 KNWH | **Quernmore** Steel 1D;B;SUB.SIG;Oil fuel; 8BH Wireless;W. Bal | Scw | Br 363.5 P33′ | Liverpool 52.1 \| 23.8 B179′ F80′ | 2117 3787 | | 1923 5 | Haverton Hill, Eng. (Furness S. B. Co., Lim.) | Furness, Withy & Co. (Lim.), Mgrs. | 3Cyl TE26,43,73x48; 3SB;WP180lbs | | BL |
| 11616 20,717 | **Quickstep** Wood 1D | StW | Am 123.8 | Juneau 24.8 \| 4.4 | 233 343 | | '98 | Seattle, Wash. | Kuskokwim Com'l Co. | 300IHP. | | |
| 11617 20,581 | **Quickstep** Wood 1D | Scw | Am 144.8 | N. London 19.9 \| 9.9 | 128 231 | | '79 | Noank, Conn. | Fisheries Co. | 350IHP. | | |
| 11618 220,250 LWTF | **Quillwark** Steel 2D;Shel dk;Long. frmg; 7BH SUB.SIG;Wireless; 6BH to Fbd dk W. Bal; 1BH to 2nd dk Oil fuel F. P. above 150° F. C-36 | Scw | Am 402.5 P34′ | San Fran. 53 \| 32 \| 34′ 6″ B81′ F37′ | 4445 6034 9416 | 8′ 3¼″ 26′ 5″ | 1920 6 | Oakland, (Moore [Cal. S. B. Co.) | U. S. Shipping Board | Stm Tbn; W. & A. Fletcher Co; 4WTB;Heine Safety Blr. Co; 11132HS;WP225lbs;2800SHP; Dkd,s rps8,21 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.SanF12,20; Ch BB;CL (Laid up) | |
| | W.B.—A.P.49t;D.B.345′1295t;D. T.30′5 F.O.—A.P.46t;D.B.327′1132t;D. T.30′5 | | | 46t. . . 09t; S. | .....F.P.73t T.43t;F.P.68t | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11619 | **Quimistan** | Scw | Hon | Pto. Cortz | 1037 | | '71 | Liverpool, | Cuyamel | 3Cyl TE23,36,58x36; | | |
| | xJoseph Vaccaro Iron | | 269.4 | 33.2 \| 16.4 | 1661 | | | (T. Royden [Eng. & Sons) | Fruit Co. | 2SB;WP160lbs | | |
| | 2D;B;W. Bal 6BH | | | | | | | | | | | |
| 11620 | **Quinault** | Scw | Am | San Fran. | 610 | | 1921 | Portland, | Hart-Wood | 3Cyl TE15,23,39x24; | ✠A1 Great Coastwise. | |
| 220,985 | Fir;Gll | | 210 | 43.1 \| 15.4 | 1138 | | 1 | (G. F. [Ore | Lumber Co. | Pacific Marine Iron Wks; | ✠AMS | |
| MCHT | 1D;Oil fuel F. P. above 150° F. 3BH | | P13′ | B55′ F26′ | 2000 | | | Matthews S.B. Co.) | | 2WTB;Babcock & Wilcox Co; | S.S.No.1,SanF7,25; | |
| | | | | | | | | | | 2820HS;WP225lbs;EAC;DB; | M.S.2,25;shft drn7,25; | |
| | | | | | | | | | | clk dk1,22;d rpd,clk9,23; | B.S.12,25;SBP | |
| | | | | | | | | | | s rps,s b clkg8,26 | | |
| 11621 | **Quincy** | Scw | Am | New York | 3193 | 3′ 11½″ | 1909 | Sunderland, | Quincy S.S. | 3Cyl TE23,38,64x42; | A1 | |
| 222,706 | xVogesen Steel | | 350.5 | 51 \| 22.6 \| 25′ 3″ | 4236 | 21′ 6″ | 10 | (Wm. [Eng | Co. | Wm. Doxford Sons, Lim; | AMS | |
| MDWB | 1D;Wireless;W. Bal 6BH | | | | 6500 | | | Doxford Sons, | (Potter S.S. Co., | 2SB;Wm. Doxford Sons, Lim; | 2d8.S.No.3,Phila1,23; | |
| | C-33 | | P23′ | B156′ F37′ | | | | Lim.) | Mgrs.) | 129GS;5487HS;WP178lbs; | M.S.1,23;B.S.3,26; | |
| | | | | | | | | | | 1500IHP;EAC;DB;Dkd,d rpd8,26 | shft drn8,26;Scip;CL | |
| 11622 | **Quincy A. Shaw** | Scw | Am | Fairport | 5013 | | 1911 | Lorain, | Calumet | 3Cyl TE23,38,63x42; | (★100(GL) | |
| 208,762 | Steel | Sch | 504 | 54 \| 30 | 6336 | | 6 | (Amer. [Ohio | Trans. Co. | 2SB;WP180lbs;1765IHP | P.S.4,26 | |
| | 1D;Mchy aft;Web frms; 4BH | | F48′ | | | | | S. & B. Co.) | | | | |
| | Long. frmg;W. Bal | | | | | | | | | | | |
| 11623 | **Quinnipiac** | Scw | Am | N. London | 3844 | 6′ 1″ | 1919 | Groton, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,309 | Steel | | 409.6 | 54.4 \| 27.4 \| 30′ | 6202 | 24′ 2″ | 12 | (Groton [Conn | ping Board | General Electric Co; | ✠AMS | |
| LTWM | 2D;Long. frmg; 7BH | | | | 8800 | | | Iron Wks.) | | 4WTB;Heine W. T. Blr. Co; | Scip;CL | |
| | SUB.SIG;Wireless;W. Bal; C-36 | | P40′ | B120′ F43′ | | | | | | 11132HS;WP200lbs;2500SHP;EAC; | (Laid up) | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | d rpd9,20;s rps11,20 | | |
| | W.B.—A.P.48t; D.B.340′1237t... | ..... | ...F.P | .149t | | | | | | | | |
| | F.O.....D.B.304′ 995t;S. | T..... | ..t... | .... | | | | | | | | |
| 11624 | **Quistconck** | Scw | Am | Phila. | 3072 | 7′ 9½″ | 1918 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,144 | Steel | | 390 | 54.2 \| 27.6 \| 32′ | 5144 | 24′ 5″ | 11 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LNMR | 2D; 8BH | | | | 7825 | | | International S. B. | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,NO11,22; | |
| | SUB.SIG;Wireless;W. Bal; C-36 | | P50′ | B121′ F40′ | | | | Corp.) | | 8700HS;WP200lbs;2500SHP;EAC; | M.S.11,22;B.S;shft drn4,26; | |
| | Oil fuel F. P. above 150° F | | | | | | | | | rps7,25;U.C.kd4,26 | Cih BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t.. | ..... | .... D. | T.36′892t;F.P.1 | 44t | | | | | | | |
| | F.O.....D.B.257′1162t;S. | T.14′1 | 29t; D. | T.36′833t..... | ... | | | | | | | |
| 11625 | **Quittacas** | Scw | Am | Tacoma | 2950 | 5′ 10½″ | 1919 | Tacoma, | U. S. Ship- | 3Cyl TE24,40,70x48; | ✠A1Ⓔ | |
| 218,370 | Steel | | 379.4 | 53.1 \| 27 \| 29′ 4″ | 4767 | 23′ 7½″ | 6 | (Todd [Wash. | ping Board | Skinner & Eddy; | ✠AMS | |
| LRSD | 2D;Well dk;SUB.SIG;W. Bal; 7BH | | | | 7600 | | | D. D. & Const. | | 3WTB;Badenhausen W. T. Blr. Co; | shft drn4,21;Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-35 | | | | | | | Co.) | | 9012HS;WP200lbs;2500IHP;EAC; | (Laid up) | |
| | | | | | | | | | | d rpd2,21;s rps1,22;Dkd5,24;Exmd5,25 | | |
| | W.B.—A.P.318t;D.B.334′1237t;D | .T.36′9 | 93t; F. | P.91t | | | | | | | | |
| | F.O.....D.B.....828t;D | .T.36′9 | 27t... | .... | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11626 166,084 | **R. B. Du Bois** 1D | Brg | Am 111.7 | New York 33.3 \| 8.8 | 311 311 | | 1910 | Rondout, (Jacob Rice.) [N. Y. | Jacob Rice | Wd | | |
| 11627 110,532 | **R. Bottsford** 1D | Brg | Am 167.1 | Fairport 32.9 \| 10.3 | 474 499 | | '82 | Lorain, (Roop.) [Ohio | Saginaw Bay Transit Co. | O | | |
| 11628 RBHP | **R. C. Rickmers** Steel 2D;sub.sig;Wireless;W.Bal 6BH | Scw | Ger 401.5 P49′ | Hamburg 53.2 \| 27.5 B133′ F34′ | 3197 5198 | | 1921 6 | Geeste-munde, Ger. (Nordd. Werft G. m. b. H.) | Rickmers Reed Akt. Ges | 3CylTE28,45,78x57; 3SB;WP205lbs | | G |
| 11629 110,896 | **R. C. Veit** Wood 1D | Scw | Am 106.2 | Galveston 23.9 \| 12.2 | 96 192 | | '91 | Athens, N. Y. | Christie & Lowe. | 3CylTE14,21,36x26; 500IHP | | |
| 11630 221,897 MDJV | **R. D. Leonard** Steel 1D;Long. frmg;Oil in bulk; 13BH Oil fuel;Mchy aft | Scw | Am 265.9 | Phila. 39.2 \| 19.6 | 1082 1778 | | 1922 | Wilmington, (Bethlehem S. B. Corp., Lim.) [Del. | Atlantic Refining Co. | Stm Tbns; 2WTB;WP225lbs;750SHP. | | |
| 11631 201,815 | **R. E. Do Ville** Steel 1D 6BH | Scw | Am 120.5 | Toledo 28 \| 72 | 69 102 | | 1905 | Toledo, (Craig S. B. Co.) [Ohio | Do Ville Lake Sand & Gravel Co. | 2CylC12,24x18; 2FB;WP150lbs;250IHP. | | |
| 11632 218,515 L8BF | **R. Granger Benson** xGuardian O,F;Gif 1D 1BH | Scw | Am 94.8 | New York 24.7 \| 14.6 | 30 177 | | 1919 | Green Bay, (Northwest Eng. Wks.) [Wis. | East Jersey R.R. & Terminal Co. | 2CylC18,38x26; 1SB;WP155lbs;450IHP | ✠ — — ✠ — — Cancelled6,22 | |
| 11633 221,169 MCQN | **R. J. Hanna** Steel 2D;Mchy aft;Long. frmg; 14BH Wireless; 9BH to Fbd dk sub.sig; 5BH to 2d dk Oil fuel F. P. above 150° F. C-38 W.B.—A.P.60t;D.B.a66′184t.... F.O.....D.T. a19′95 | Scw | Am 435 P105′ ....D.T 8t;D.T | San Fran. 56.2 \| 33.4 33′ 6″ B38′ F42′ f.50′983t;F.P.1 f.50′1052t..... | 4388 7095 10400 19t ... | 7′ 6″ 26′ 3″ | 1921 4 | Oakland, (Union Const. Co.) [Cal. | Standard Oil Co. (Cal.) | 3CylTE27,47,78x48; Llewellyn Iron Wks; 3SB;Moore S. B. Co; 9000HS;WP220lbs;3000IHP;EAC; Dkd,s rps8.26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,SPed4,25; M.&B.S;shft drn4,25; Cih BB;CL | |
| 11634 204,701 | **R. L. Agassiz** xWm. A. Hawgood Steel 1D;Mchy aft;W. Bal 3BH | Scw | Am 532 | Fairport 56 \| 31 | 4910 6530 | | 1907 | So. Chicago, (Chicago S. B. Co.) [Ill. | Calumet Transp. Co | 3CylTE23½,38,63x42; 2SB;WP180lbs;1765IHP. | (★100(GL) P.S.6,25 | |
| 11635 215,115 LHFB | **R. L. Barnes** Steel 1D;B;Mchy aft 6BH | Scw | Am 245 | Duluth 43 \| 23.8 | 1118 1914 | | 1917 7 | Duluth, Minn. (McDougall-Duluth Co.) | U. S. Govt. (Navy Dept.) | 3CylTE18,30,50x42; 2SB;WP180lbs;900IHP | | |
| 11636 218,894 LSTM | **R. R. Govin** 1D | Sch 4 M | Am 186.5 | Calais 37 \| 17 | 779 872 | | 1919 | Linoleum-ville, S. I. (Carteret Ferry S. B. Co.) | Ernest L. Wasson | Wd;Gif(Sltd) | | V |
| 11637 77,532 | **R. R. Richardson** xJ. M. Jenks Steel 1D;B;W. Bal 3BH | Scw | Am 414 | Duluth 50 \| 28 | 2925 4046 | | 1902 rb '14 | Lorain, (American S. B. Co.) [Ohio | Pittsburg S.S. Co. | 3CylTE22,35,58x40; 2SB;WP170lbs;1480IHP. | | |
| 11638 203,687 KVRN | **R. W. MacDonald** xJohn T. Donohue 1D | Brg Sch | Am 199 | Wilm'gton 32.1 \| 11.7 | 590 630 | | 1906 11 | Elkton, (Delbert Bros.) [Md. | Eastern Transportation Co. | O,YP;Gif | — Exp | |
| 11639 214,951 | **R. W. Stewart** xEdward L. Doheny, Jr. Steel 2d;Mchy aft;Long. frmg; 16BH Oil in bulk;Oil fuel;Shel dk;Wireless; Web frms;W. Bal | Scw | Am 467.6 | Los Angles 62.7 \| 32 | 4596 7530 | | 1917 6 | Camden, (New York S. B. Corp.) [N. J. | Pan-American Petroleum & Transport Co. | 4CylQE24,35,51,75x51; 3SB;WP220lbs;3200IHP | | BL |
| 11640 OJYV | **Rabelais** xJean Stern Steel 1D;Wireless;W. Bal 6BH | Scw | Fr 386.4 P35′ | Rouen 52.4 \| 25 F46′ | 3156 4999 | | 1921 2 | Bordeaux, (Atel. & Chant. du Sud Ouest.) [Fr. | Cie. des Affreteurs Francais | 3CylTE25,42,70x48; 3SB;WP180lbs | | V |
| 11641 147,306 KSLR | **Raby Castle** Steel 2D;Shel dk;Web frms; 7BH Long. frmg;Wireless;W. Bal | MV | Br 400.1 | Liverpool 52.4 \| 26.6 | 3078 4996 | | 1925 | Dundee, (Caledon S. B. & E. Co., Lim.) [Scot. | Lancashire Shipping Co. (Lim.) | 8CylOilEng28¾x51 1 3/16 | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11642 220,673 MBPS | **Racehorse** WO,YP;Gif 1D | Scw | Am 94.5 | Norfolk 24.8 \| 12 | 101 164 | | 1920 12 | Annapolis, (Chance [Md. Marine Const. Co.) | U. S. Shipping Board | 2CylC18,38x26; Dodge Mfg. Co; 18B;W. A. Fletcher & Co: 74GS;2506HS;WP155lbs;450IHP; EAC;clk dk7,24;d rpd,s t clkg11,24; s b,dk clkg8,25;Dkd,s rps2,26 | ✠A1 River, Bay & Harbor Towing Service. ✠AMS S.S.No.1,Nflk7,24; shft drn;M.&B.S.7,24;Scip | |
| 11643 | **Racer** xRubicon 1D | Trn | Hon 132 | Ruatan 31 \| 12 | 225 262 | | 1918 | Oak Ridge, (Lem. [Hon. Cooper Bros.) | | Mhg,P;Gif | | |
| 11644 | **Rachel H. Boyd** 1D | Sch | Dom 91.2 | S. Dom'go 24.4 \| 10 | 119 132 | | 1900 4 | Pt. Medway, (Jas. [N. S. P. Mitchell.) | Jaime Mota | O,Hw,Sp;Gicf(Sltd) | — Exp | |
| 11645 111,199 KNQP | **Rachel W. Stevens** 2D | Sch 4 M | Am 195.5 | New York 40.4 \| 18.4 | 1032 1211 | | '98 9 | Bath, (New [Me. England S. B. Co.) | Pendleton Bros., Inc. | O,Hw,Hk,YP;Gicf(Sltd) | — Exp | |
| 11646 110,460 KGSR | **Radha** Iron 1D | Scw | Am 135 | N. Orleans 20 \| 12.2 | 116 255 | | '81 | Newburgh, N. Y. | NewOrleans & Louisiana Transp. Co. | 3CylTE13⅜,23,35x24; 1RTB;WP180lbs;750IHP. | | |
| 11647 211,610 LDFT | **Radiant** Steel 1D;Mchy aft;Wireless; 11BH SUB.SIG;Oil in bulk; Long. frmg;Oil fuel;W. Bal;Web frms | Scw Sch | Am 250 P83′ | Los Angles 43 \| 26 F53′ | 1258 2487 | | 1913 9 | Cleveland, Ohio (American S. B. Co.) | Union Oil Co. | 3CylTE19,31,54x42; 2SB;WP200lbs;1400IHP. | | BL |
| 11648 223,569 MFJT | **Radio** Wood 1D;B 2BH | MV | Am 97.1 | Boston 24.6 \| 13.5 | 62 131 | | 1924 | Essex, (J. F. [Mass. James & Sons.) | Francis Minot | 3CylOilEng13⅛x11⅛; 120BHP. | | |
| 11649 150,044 VHKQ | **Radioleine** Steel 2D;Mchy aft;Oil in bulk; 2SBH Wireless;W. Bal | Scw Sch | Br 352.7 P97′ | Capetown 47.3 \| 25 B18′ F38′ | 2413 3876 | | 1912 | Rouen, (Chant. [Fr. & Ateliers de Normandie.) | Irwin & Johnson (Lim.) | 3CylTE24,40,65x48; 2SB;WP186lbs;2400IHP. | | V |
| 11650 210,806 LCRK | **Radium** Steel 1D;Mchy aft 8BH | MV | Am 140.4 | Pt. Arthur 23.2 \| 13 | 230 339 | | 1912 12 | Baltimore, (Skinner [Md. S. B. & D. D. Co.) | Gulf Refining Co. | 6CylOilEng; 300BHP. | | |
| 11651 220,477 | **Radium** Wood 1D | Scw | Am 59 | Rockland 24.1 \| 7.5 | 54 107 | | 1920 9 | Rockland, (Henry [Me. Maker.) | Abraham Feinberg | 2CylC5,11x8; WP125lbs;75IHP. | | |
| 11652 142,849 KJTD | **Radix** xLinerton Steel 1D;Shel dk;Mchy aft; 15BH Oil in bulk;Oil fuel;Wireless;W. Bal | Scw | Br 411.8 F36′ | London 55.7 \| 34.2 | 3967 6852 | | 1919 10 | Sunderland, (W. Doxford [Eng. & Sons, Lim.) | Anglo-Saxon Petroleum Co. (Lim.) | 3CylTE27,45,75x54; 3SB;WP180lbs | | BL |
| 11653 PQWC | **Radja** Steel 2D;Shel dk;Wireless;W. Bal 7BH | Scw | Hol 450.5 P46′ | Amst'dam 55.9 \| 35.6 B29′ F52′ | 4704 7503 | | 1913 11 | Pt. Glasgow, (W. [Scot. Hamilton & Co., Lim.) | Stoomv. Maats Nederland | 3CylTE28½,47,82x54; 6SB;WP213lbs | | BL |
| 11654 216,293 LKJN | **Radnor** Steel 3D;Shel dk; 7BH Wireless;W. Bal; 1BH to Fbd dk 5BH to 2d dk 1BH to 3d dk Oil fuel F. P. above 150° F. C-38 W.B.—A.P.76t;D.B.371′1325t; D. T.30′8 F.O.....D.B.322′1029t; D. T.30′8 | Scw | Am 434.3 | Phila. 57.7 \| 27.1 \| 38′ 82t; F. 20t..... | 5598 7699 11250 P.117t ..... | 10′ 1¾″ 28′ | 1918 5 | Chester, (Sun [Pa. S. B. Co.) | U. S. Shipping Board | 3CylTE27,45½,76x51; Sun S. B. Co; 3SB;Sun S. B. Co; 8331HS;WP190lbs;2600IHP; d rpd8,25;Dkd,s rps10,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,Phila12,22; M.S.12,22;shft drn1,25; B.S.10,26;Clh BB;CL | |
| 11655 145,728 KPJF | **Radnor** Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | Br 400 F33′ | Cardiff 52 \| 24.3 | 2798 4576 | | 1923 7 | Stockton, (Richardson, [Eng. Duck & Co., Lim.) | Cardigan Shipping Co. (Lim.) | 3CylTE26,43,71x48; 3SB;WP180lbs | | BL |
| 11656 143,441 KCPR | **Radnorshire** Steel 1D;Shel dk;SUB.SIG; 7BH Wireless;W. Bal | Scw | Br 412.5 F36′ | London 55.5 \| 34.4 | 4133 6723 | | 1919 9 | Sunderland, (J. L. [Eng. Thompson & Sons, Lim.) | Royal Mail Steam Packet Co. | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11657 | **Raeburn** | Scw | Br | Liverpool | 4050 | | 1900 | Glasgow, | Lamport & | 3CylTE29½,47,78x54; | | C |
| 113,365 | Steel | Sch | 405.4 | 52.2 \| 28.3 | 6511 | | 6 | (D. & W. [Scot. | Holt, Mgrs. | 3SB;WP200lbs;592RHP. | 3dS.S.No.1,Glas6,24; | |
| RQKJ | 3D dk;Deep frmg; 6BH | | P50′ | B101′ F51′ | | | | Henderson & Co.) | | | shft drn1,23;B.S.3,26;M.S.7,26 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 11658 | **Raffaello** | Scw | It | Trieste | 2173 | | '99 | Newcastle, | D. Trip- | 3CylTE22,37,62x42; | | I |
| 218 | xKranco xDjebres xSolo Steel | | 332.9 | 44.2 \| 28.1 | 3522 | | 12 | (Wigham, [Eng. | covich | 2SB;WP180lbs;1500IHP. | | |
| PDZK | 2D;B;Spar dk;Wireless;W. Bal 7BH | | B81′ | F52′ | | | | Richardson & Co.) | | | | |
| 11659 | **Ragni** | Scw | Nor | Oslo | 577 | | '79 | Aberdeen, | E. Morten- | 2CylC26½,48x30; | | BL |
| | xKate Forster xBallogie Iron | | 220.4 | 29.7 \| 16.7 | 959 | | 10 | (Russell [Scot. | sen | 1SB;WP80lbs | | |
| HDNM | 1D;B;Well dk;W. Bal 5BH | | P112′ | F28′ | | | | & Co.) | | | | |
| 11660 | **Rahane** | Scw | Br | Newcastle | 1350 | | 1924 | Wallsend- | W. Craw- | 3CylTE18,30,49x36; | | BL |
| 148,089 | Steel | | 248 | 43 \| 22.8 | 2222 | | 9 | on-Tyne, Eng. | ford | 2SB;WP180lbs;1050IHP. | | |
| KRHL | 1D;Mchy aft;W. Bal 4BH | | F42′ | | | | | (Swan, Hunter & Wigham Richardson.) | | | | |
| 11661 | **Rahn** | Brg | Am | New York | 794 | | 1912 | Bath, | Lehigh Coal | Hw,YP,Sp;Gif | | |
| 210,570 | | Sch | 194.5 | 34.4 \| 17.5 | 932 | | 9 | (Kelley, [Me. | & Navigation | | | |
| LCPD | | | | | | | | Spear Co.) | Co. | | | |
| 11662 | **Raimund** | Scw | Ger | Bremen | 2202 | | 1921 | Emden, | Nord- | 3CylTE24,38,63x43; | | G |
| | xAltair Steel | | 369.7 | 50.8 \| 21.7 | 3667 | | 12 | (Nord- [Ger. | deutscher Lloyd | 2SB;WP192lbs | | |
| QLNM | 2D;SUB.SIG;Wireless;W. Bal 1BH | | B24′ | F37′ | | | | seewerke A. G.) | | | | |
| 11663 | **Raisdale** | Scw | Br | Cardiff | 2754 | | 1911 | Newcastle, | Turnbull | 3CylTE25,41,69x48; | | BL |
| 132,811 | xDrammensfjord Steel | | 380 | 49 \| 26.4 | 4346 | | 12 | (North- [Eng. | Coal & Shipping | 3SB;WP180lbs | | |
| KRCG | xChiltern Range 6BH | | P31′ | B94′ F36′ | | | | umberland S. B. Co., Lim.) | Co. (Lim.) | | | |
| | 2D;Wireless;W. Bal | | | | | | | | | | | |
| 11664 | **Rajah** | Scw | Am | N. Orleans | 1350 | | 1902 | Bremer- | Rajah S.S. | 3CylTE20,32¼,52x33½; | A1 | |
| 215,818 | xHohnstein Steel | | 283.5 | 42.1 \| 18.8 | 2264 | | 4 | haven, Ger. | Co., Inc. | A. G. Seebeck; | AMS | |
| LHSG | 1D;Deep frmg;W. Bal;Wireless 4BH | | B64′ | F25′ | 3250 | | | (A. G. Seebeck.) | | 2SB;A. G. Seebeck; 104GS;3166HS,WP175lbs;9001HP; EAC;1 d rpd12,25;rps8,26; Dkd,s rps10,26 | 2dS.S.No.2,NO5,22; B.S.7,25;shft drn12,25;Scip | |
| 11665 | **Rakuyo Maru** | Scw | Jap | Yokoh'ma | 5678 | | 1921 | Nagasaki, | Toyo Kisen | Stm Tbns; | | BL |
| | Steel | Twin | 460 | 60 \| 40.5 | 9419 | | 5 | (Mitsubishi [Jap. | Kabushiki | 5SB;WP200lbs | | |
| | 2D;Shel dk;Oil fuel; 7BH | | F42′ | | | | | Zosen Kaisha, Lim.) | Kaisha | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 11666 | **Raleigh** | Brg | Am | Phila. | 740 | | 1917 | Wilmington, | Southern | O,YP,Hk;Gif(Sltd) | ✠ — — | |
| 166,664 | | | 205.5 | 32 \| 12.5 | 765 | | 3 | (American [Del. | Trans. Co. | | Suspended9,22 | |
| | 1D | | | | | | | Car & Foundry Co.) | | | | |
| 11667 | **Raleigh** | Scw | Am | Saginaw | 805 | | 1906 | Sparrows | Walter C. | 3CylTE19,30,50x30; | | |
| 203,422 | Steel | Sch | 222.5 | 33 \| 21.3 | 1185 | | 7 | Point, Md. | Hill | 2SB;WP160lbs;1200IHP. | | |
| KVNS | 2D;W. Bal 4BH | | | | | | | (Md. Steel Co.) | | | | |
| 11668 | **Raleigh** | Scw | Am | New York | 205 | | '72 | Portsmouth | William A. | 1Cyl24x24; | | |
| 110,081 | Wood | | 119.1 | 23.2 \| 8.2 | 261 | | | Va | Rigoulet | 335IHP. | | |
| | 1D | | | | | | | | | | | |
| 11669 | **Ralph J. Palumbo** | Scw | Am | Boston | 513 | | 1921 | Chelsea, | City of | 2-2CylC15,30x22; | | |
| 221,673 | Steel | Twin | 162.3 | 40 \| 14.2 | 755 | | 6 | (Winnisim- [Mass. | Boston | 2SB;WP150lbs;700IHP. | | |
| | 5BH | | | | | | | met S. Y., Inc.) | | | | |
| 11670 | **Ralph S. Parsons** | Sch | Am | Pt. Arthur | 388 | | 1917 | Cheverie, | Neches | Bch,Sp;Gif(Sltd) | | V |
| 221,737 | xLena Ford xRalph S. Parsons | | 155.2 | 33.8 \| 12.1 | 431 | | | (G. M. [N. S. | Transp. Co. | | | |
| MDHF | 1D | | | | | | | Parsons.) | | | | |
| 11671 | **Ralph T. Holcomb** | Scw | Br | Cardinal | 250 | | '98 | Marine City, | Canada | 2CylC15,26x32; | 95(GL) | |
| 116,400 | xIsaac Lincoln Wood | | 133 | 30 \| 9.6 | 375 | | rb'21 | Alex. [Mich. | Starch Co. | 1SB | P.S.9,26 | |
| | 1D | | | | | | | Anderson.) | | | | |
| 11672 | **Rama** | Scw | Nic | Bluefields | 957 | | 1905 | Sunderland, | Cuyamel | 2-3CylTE15½,25,41x27; | | BL |
| | xMadrid Steel | Twin | 255 | 38.1 \| 14 | 1577 | | 7 | (Sir J. [Eng. | Fruit Co. | 2SB;WP180lbs | | |
| | 1D;Wireless;Oil fuel 4BH | | P59′ | B82′ F60′ | | | | Laing & Sons, Lim.) | | | | |
| 11673 | **Ramapo** | Scw | Am | NwptNws | 6246 | | 1919 | Newport | U. S. Govt. | 4CylQE24,35,51,75x51; | | |
| | Steel | | 461.6 | 60 \| 27.7 | 8267 | | 11 | News, Va. | (Navy Dept.) | 3SB;WP220lbs;2990IHP. | | |
| | 3D;Long. frmg; 18BH | | | \| 37′ 2″ | 11375 | | | (Newport News S. B. & D. D. Co.) | | | | |
| | Wireless;Mchy aft;SUB.SIG; W. Bal;Oil fuel | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11674 | **Ramon** | Scw | Sp | Bilbao | 1376 | | '99 | W. Hartle- | Cie. Nav. | 3CylTE22,35,59x39; | | BL |
| | xSheppy Allison Steel | Sch | 302.2 | 43.1 \| 19.8 | 2310 | | 10 | (W. [pool, Eng. | Euzkera | 2SB;WP160lbs | | |
| JFBH | 1D;Deep frmg;Wireless; 5BH | | P27′ | B69′ F29′ | | | | Gray & Co., Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 11675 | **Ramon** | MV | Am | San Fran. | 527 | | 1914 | Pittsburg, | Oakland, | Gas Eng; | | |
| 212,870 | Steel | | 202.8 | 39.9 \| 8.3 | 775 | | | (Oakland, [Cal. | Antioch & | 500BHP. | | |
| | 1D | | | | | | | Antioch & | Eastern R.R. Co. | | | |
| | | | | | | | | Eastern R.R. Co.) | | | | |
| 11676 | **Ramon de Larrinaga** | Scw | Br | Liverpool | 3550 | | 1920 | Port Glas- | Larrinaga | 3CylTE26,44,73x48; | | BL |
| 143,616 | Steel | | 449.9 | 57.9 \| 26.6 | 5791 | | 3 | (R. [gow, Scot. | & Co. (Lim.) | 2DB;WP200lbs | | |
| KDVQ | 2D;Shel dk;Wireless;W. Bal 7BH | | F55′ | | | | | Duncan & Co., Lim.) | Mgrs. | | | |
| 11677 | **Ramona** | Bk | Brz | Rio Jan'ro | 400 | | '90 | Bideford, | F. Passos | Wd | | |
| | 1D | | 149.5 | 30.2 \| 14.9 | 432 | | 9 | (J. W. [P. E. I. | & Co. | | | |
| | | | | | | | | Richards.) | | | | |
| 11678 | **Ramona** | SW | Am | San Diego | 263 | | 1903 | Alameda, | San Diego & | 1Cyl20x72; | | |
| 111,474 | Wood | | 118 | 29 \| 12.2 | 417 | | | (Risdon [Cal. | Cor. F. Co. | 2SB;WP150lbs;700IHP. | | |
| | 1D | | | | | | | Iron Wks.) | | | | |
| 11679 | **Ramoncita** | Scw | Am | Manila | 114 | | 1901 | Hong Kong, | F. Tarnate | | | |
| | xChicago Wood | | 130 | 20 5 \| 7 | 201 | | | (Kwong [China | | | | |
| | 1D | | | | | | | Tuck Chong.) | | | | |
| 11680 | **Ramos** | Brg | Am | Baltimore | 1145 | 4′ 7″ | 1919 | Morgan | T. J. | YP;Gif✕;2BH; | ✠A1Ⓔ Towing Barge. | |
| 218,601 | | Sch | 227.2 | 37.4 \| 18.6 \| 20′10½″ | 1208 | 18′ 1″ | 8 | City, La. | Hooper | clk b2,20;tr b clkg5,23; | Coastwise. | |
| LSDF | 1D;B | | | | 2500 | | | (Union Bridge & Const. Co.) | | Dkd,d rpd,s dk clkg10,23 | | |
| 11681 | **Ramses** | MV | Ger | Hamburg | 4899 | | 1925 | Flensburg, | Deutsch, | 6CylOilEng27 9/16x47¼; | | BL |
| | Steel | | 481.5 | 62.7 \| 27 | 7983 | | 5 | (Flensburger [Ger. | Austral & | OB | | |
| RFTC | 2D;Wireless;W. Bal 8BH | | P & B | 395′ F59′ | | | | Schiffsb. Ges.) | Kosmos Linien | | | |
| 11682 | **Ramsholm** | Scw | Nor | Hauges'nd | 856 | | 1909 | Sunderland, | Johan | 3CylTE19,31,51x36; | | |
| 1,236 | xVosbergen xRidderkirk Steel | | 249.9 | 37.5 \| 17.1 | 1435 | | 5 | (Short [Eng. | Hendriksson, | 1SB;WP180lbs;800IHP. | | |
| MPSB | 1D;Deep frmg;W. Bal 4BH | | B199′ | F27′ | | | | Bros., Lim.) | Mgr. | | | |
| 11683 | **Ran** | Scw | Swd | Landskr'a | 1169 | | '83 | Sunderland, | Rederi | 2CylC29½,60x39; | | V |
| 3,381 | xMulgrave Iron | | 260.4 | 36.1 \| 16.9 | 1649 | | 11 | (J. L. [Eng. | A/B Skaldervik | 2SB;WP75lbs;720IHP | | |
| JMFV | 1D;B;Well dk;W. Bal 5BH | | | B58′ F26′ | | | | Thompson & Sons.) | | | | |
| 11684 | **Rancagua** | Scw | Chl | Valparaiso | 3802 | | '98 | Newcastle, | Chilian | 3CylTE31,52,91x60; | | |
| | xIdaho Steel | Sch | 460 | 50.1 \| 31.6 | 6210 | | 4 | (C. S. Swan [Eng. | Government | 2DB;2SB;WP180lbs | | |
| | 3D;Shel dk;W. Bal 6BH | | | | | | | & Hunter, Lim.) | | | | |
| 11685 | **Rancocas** | Scw | Am | Phila. | 71 | | 1910 | Camden, | Hainesport | 2CylC15, 30x20; | | |
| 208,158 | Steel | | 79 | 20 \| 9.6 | 106 | | | (J. H. [N. J. | Mining & | 1Blr;WP150lbs;350IHP. | | |
| LBRK | 1D;W. Bal 3BH | | | | | | | Dialogue & Son.) | Trans. Co. | | | |
| 11686 | **Rancocas** | Brg | Am | Phila. | 455 | | 1911 | Elkton, | Southern | O,Hk,YP;Gif(Sltd) | ✠ — — | |
| 164,409 | | | 196 | 23.8 \| 11 | | | 4 | (Henry [Md. | Transportation | | Suspended6,19 | |
| | 1D | | | | | | | Delbert Barge | Co. | | | |
| | | | | | | | | Building Co.) | | | | |
| 11687 | **Rancocas** | Scw | Am | New York | 122 | | '86 | Wilmington, | United | 1Cyl16x16; | | |
| 110,718 | Wood | | 95.8 | 22.5 \| 8.3 | 150 | | | Del. | States Gypsum | 1SB;WP115lbs;100IHP. | | |
| | 1D;B 1BH | | | | | | | | Transp. Co. | | | |
| 11688 | **Randolph** | Brg | Am | Fall River | 499 | | '99 | Noank, | Staples | O,Ch,YP;Gif | | |
| 111,210 | | Sch | 175 | 34.6 \| 11.7 | 567 | | | (Robt. [Conn. | Trans. Co. | | | |
| KNWL | 1D | | | | | | | Palmer & Son.) | | | | |
| 11689 | **Randsfjord** | Scw | Nor | Oslo | 2019 | | 1914 | Sunderland, | Den Norske | 3CylTE24,39,65x42; | | N |
| | xKongsfos Steel | | 339.4 | 48.5 \| 21.9 | 3258 | | 6 | (R. [Eng. | Amerikalinje | 2SB;WP180lbs | | |
| MKGB | 1D;W. Bal;Wireless 6BH | | P29′ | B210′ F34′ | | | | Thompson & Sons, Lim.) | | | | |
| 11690 | **Randwijk** | Scw | Hol | Rotterd'm | 1517 | | 1912 | Alblasser- | Erhardt & | 3CylTE22½,37,62x39; | | BL |
| | Steel | | 287.4 | 45.2 \| 20.9 | 2401 | | 7 | dam, Hol. | Dekkers, Mgrs. | 2SB;WP160lbs | | |
| PQWF | 1D;SUB.SIG;W. Bal;Wireless 4BH | | P22′ | B74′ F34′ | | | | (Schpw. Jans Smit Czn.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11691 | **Ranella** | Scw | Br | London | 3372 | | 1912 | Newcastle, | Anglo- | 3Cyl TE 26½,43,72x48; | | BL |
| 132,715 | Steel | | 406.4 | 51.3 \| 28.9 | 5590 | | 5 | (Swan, [Eng. | Saxon Petroleum | 3SB;WP180lbs | | |
| HVTG | 2D;Mchy aft;Web frms; 15BH | | P110′ | B33′ F38′ | | | | Hunter & Wigham | Co. (Lim.) | | | |
| | Oil in bulk;Oil fuel; | | | | | | | Richardson, Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 11692 | **Ranenfjord** | Scw | Nor | Oslo | 3356 | | 1908 | San Fran- | Den Norske | 3Cyl TE 28,47,78x48; | | BL |
| | xIsthmian Steel | | 383.3 | 50 \| 25.8 | 5354 | | 4 | cisco, Cal. | Amerika | 3SB;WP200lbs | | |
| MPNF | 2D;Shel dk;Deep frmg; 6BH | | | B84′ | | | | (Union Iron | Linje Akties | | | |
| | Wireless; sub.sig;Oil fuel; | | | | | | | Works) | | | | |
| | W. Bal | | | | | | | | | | | |
| 11693 | **Ranger** | Scw | Am | Greenport | 115 | | '82 | Mystic, | Consoli- | | | |
| 110,584 | Wood | | 137.4 | 21.2 \| 12 | 213 | | | Conn. | dated Fisheries | 250IHP. | | |
| | 1D | | | | | | | | | Co. (Del.) | | |
| 11694 | **Rangoon Maru** | Scw | Jap | Tokio | 3638 | | 1908 | Pt. Glasgow, | Nippon | 3Cyl TE 27,44,73x48; | | BL |
| 15,804 | xHillcrag xBannockburn Steel | Sch | 400 | 52 \| 27.3 | 5059 | | ∎ | (Russell [Scot. | Yusen Kabushiki | 2SB;WP180lbs | | |
| MDJL | 1D;Spar dk; Deep frmg; 6BH | | P36′ | B120′ F40′ | | | | & Co.) | Kaisha | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 11695 | **Ransom** | Scw | Am | New York | 326 | | 1918 | Essex, | Charles J. | 3Cyl TE 13,21,35x24; | | |
| 217,121 | xRoseway Wood | | 142.1 | 29.6 \| 11.8 | 479 | | | (A. D. [Mass | King | 550IHP | | |
| LNKQ | 1D | | | | | | | Storey.) | | | | |
| 11696 | **Rapallo** | Scw | It | Genoa | 3944 | | 1921 | Riva | Soc. | 3Cyl TE 26,42,69x48; | | C-I |
| 1,072 | Steel | | 385.5 | 52 \| 27.3 | 6467 | | 12 | (Soc. [Trigoso, It. | Nazionale Olii | 2SB;WP180lbs;2250IHP;d rpd5,24 | A.S.1,25; | |
| PEAO | 1D;Web frms;Well dk; 14BH | | P & B | 237′ F37′ | | | | Esercizio Bachi ) | Minerali | | B.S.1,24;n shft7,25;M.S.12,25 | |
| | Mchy aft;Oil in bulk; | | | | | | | | | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 11697 | **Raphael** | Scw | Br | Liverpool | 3652 | | '98 | Glasgow, | Lamport & | 3Cyl TE 27½,46,74x48; | | C |
| 109,494 | Steel | Sch | 380 | 50.2 \| 27.8 | 5854 | | 11 | (D. & W. [Scot | Holt (Lim.) | 4SB;WP180lbs;d rpd4,26 | 2dS.S.No.3,Glas10,20;A.S.8,25; | |
| QKMB | 3D;Shel dk;Deep frmg; 6BH | | P45′ | B98′ F47′ | | | | Henderson & Co.) | | | n shft10,20;shft drn5,23; | |
| | Wireless;W. Bal | | | | | | | | | | B.S.11,24;M.S.12,24 | |
| 11698 | **Rapidan** | Scw | Am | NwptNws | 6192 | | 1919 | Newport | U. S. Govt. | 4Cyl QE 24,35,51,75x51; | | |
| 219,403 | Steel | | 461.6 | 60 \| 27.7 | 8333 | | 11 | News, Va. | (Navy Dept.) | 3SB;WP220lbs;29921HP | | |
| LVDF | 3D;Long. frmg;Oil fuel; 18BH | | | | 11375 | | | (Newport News | | | | |
| | sub.sig;Mchy aft;Wireless;W. Bal | | | | | | | S. B. & D. D. Co. | | | | |
| 11699 | **Rapido** | MV | Cuban | Havana | 248 | | 1919 | Bordeaux, | Empresa | 4Cyl Oil Eng 13⅜x21¼ | | |
| 1,262 | xBacardi I Steel | | 184.8 | 24.7 \| 13.2 | 449 | | ∎ | (At. & Ch. [Fr | Nav. de Cuba | | | |
| HBTJ | 2D 8BH | | | | | | | Marit. du Sud | | | | |
| | | | | | | | | Quest.) | | | | |
| 11700 | **Rapids King** | Scw | Br | Montreal | 1199 | | 1907 | Toronto, | Canada | 2-4Cyl TE 15½,24,30,30x22; | | |
| 122,407 | Steel | Twin | 239 | 40 \| 25.5 | 1801 | | | (Canadian [Ont | S.S. Lines (Lim.) | 2SB;WP175lbs;1800IHP. | | |
| | 3D;Wireless | | | | | | | S. B. Co., Lim.) | | | | |
| 11701 | **Rapids Prince** | Scw | Br | Montreal | 955 | | 1910 | Toronto, | Canada | 2-4Cyl TE 12½,20,22,22x16; | | |
| 130,418 | Steel | Twin | 196.5 | 37 \| 22.6 | 1384 | | | (Toronto [Ont. | S.S. Lines (Lim.) | 1SB;900IHP. | | |
| | 3D;Wireless 6BH | | | | | | | Shipyards, Lim.) | | | | |
| 11702 | **Rapids Queen** | Scw | Br | Montreal | 770 | | '92 | Chester, | Canada | 2-3Cyl TE 12½,19,30x15; | | |
| 101,254 | xBrockville xColumbian Steel | Twin | 194.4 | 33.5 \| 8.8 | 1307 | | | (Delaware [Pa. | S.S. Lines (Lim.) | 2SB | | |
| | 3D;Wireless 3BH | | | | | | rb '01 | River Co.) | | | | |
| 11703 | **Rapot** | Scw | Ger | Bremen | 3669 | | 1923 | Kiel, | Nord- | 3Cyl TE 28½,47,75x51 | | G |
| | Steel | | 392 | 54 \| 23 | 5943 | | 3 | (Fred. [Ger. | deutscher Lloyd | | | |
| QLRS | 2D;sub.sig;Wireless;W. Bal 7BH | | | | | | | Krupp Akt. Ges.) | | | | |
| 11704 | **Rappahannock** | Scw | Am | San Fran. | 4021 | | 1913 | Vegesack, | U. S. Govt. | 3Cyl TE 32,52,75x55; | | |
| 215,709 | xPommern Steel | | 471.2 | 59.2 \| 28.7 | 6478 | | 3 | (Bremer [Ger. | (Navy Dept.) | 3SB;WP220lbs;4000IHP | | |
| LJCV | 3D;sub.sig;Wireless;W. Bal 7BH | | | | | | | Vulcan.) | | | | |
| 11705 | **Rappahannock** | Scw | Am | Reedville | 71 | | 1903 | Pocomoke | Megill | 2Cyl C 12,20x20; | | |
| 111,445 | Wood | | 121 | 19.9 \| 8.2 | 146 | | ∎ | City, Md. | McNeal Co. | 1Blr;WP125lbs;225IHP. | | |
| | 1D 3BH | | | | | | | (E. Jas. Tull.) | | | | |
| 11706 | **Rappahannock** | Brg | Am | Crisfield | 285 | | '90 | Washington | | YP;If | | |
| 46,414 | xJ. Hillies | | 149 | 23.4 \| 10 | 295 | | | N. C. | | | | |
| | 1D | | | | | | rb '07 | | | | | |
| 11707 | **Raranga** | Scw | Br | Sthamptn | 5073 | | 1916 | Newcastle, | Shaw, Savill | 2-4Cyl QE 23,32,45,65x48; | | BL |
| 135,699 | Steel | Twin | 478 | 63.2 \| 31.2 | 7956 | | 12 | (Armstrong, [Eng. | & Albion Co. | 5SB;WP220lbs | | |
| JNQH | 2D;Shel dk;Wireless;W. Bal 9BH | | B181′ | F51′ | | | | Whitworth & Co., | (Lim.) | | | |
| | | | | | | | | Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11708 164,820 | **Raritan** 1D | Brg | Am | Phila. 201.3 \| 23.8 \| 10.8 | 477 477 | | 1912 5 | Elkton, Md. (E. Delbert Bros.) | Southern Trans. Co. | O,Hk,OP,YP;Gif(Sltd) | ✠ — — Suspended6,19 | |
| 11709 168,371 | **Raritan** 1D | Brg | Am | Pt. Arthur 157.9 \| 36.1 \| 10.7 | 552 552 | | 1922 5 | Kearny, (Federal [N. J. S. B. Co.) | Gulf Refining Co. | Stl | | |
| 11710 120,605 HDKT | **Rassay** xHatumet Steel 1D;B;Wireless;W. Bal 7BH | Scw | Br | Newcastle 350 \| 51.1 \| 24 P28′ \| F43′ | 2584 4147 | | 1905 | Sunderland, (W. Doxford [Eng. & Sons, Lim.) | Sunderland S.S. Co. (Lim.) | 3Cyl TE 24,41,68x45; 2SB;WP170lbs;1500IHP. | | V |
| 11711 | **Rata** xVilla Franca xFagertum Steel 2D;Spar dk;Wireless;W. Bal 4BH | Scw | Arg | Buen Aires 210 \| 30.2 \| 15.8 B55′ | 462 848 | | 1904 1 | Hoboken, (Soc. Anon. Chant. Nav. Anversois.) [Blg. | Chadwick Weir & Co. (Lim.) | 3Cyl TE 17,28,46x30; 2SB;WP160lbs | | N |
| 11712 110,510 RKVF | **Rathlin Head** Steel 2D;B;Web frms;Wireless;D.F; W. Bal 8BH | Scw Twin | Br | Belfast 469 \| 53.4 \| 32.3 P54′ \| B135′ F55′ | 4326 6736 | | '99 12 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | G. Heyn & Sons, Mgrs. | 2-3Cyl TE 19,32,54x45; 3SB;WP200lbs | | BL |
| 11713 | **Raul Soares** xMadeira xCap Verde Steel 2D;Web frms;Wireless;W. Bal 7BH | Scw | Brz | Rio Jan'ro 410.5 \| 48.3 \| 29.1 P & B \| 273′ F47′ | 3703 6003 | | 1900 5 | Flensburg, (Flensburger Schiffsb. Ges.) [Ger. | Lloyd Brasiliero | 4Cyl QE 25,35,53,77x54; 3SB;WP213lbs | | |
| 11714 90,925 HGVJ | **Ravelston** Steel 1D;Deep frmg;Wireless;W. Bal 4BH | Scw Sch | Br | Grangmo'th 288 \| 43.1 \| 18.8 P29′ \| B76′ F31′ | 1316 2085 | | 1906 8 | W. Hartlpl, (W. Gray & Co., Lim.) [Eng. | Gillespie & Nicol, Mgrs. | 3Cyl TE 21½,34,57x39; 2SB;WP160lbs | | BL |
| 11715 118,219 HDMN | **Ravenscar** xPathan Steel 2D;Shel dk;Deep frmg; Wireless;W. Bal 6BH | Scw | Br | Rochester 360 \| 50.2 \| 33.4 P30′ \| B285′ F45′ | 3304 5145 | | 1905 9 | Middlesbro, (Sir Raylton [Eng. Dixon & Co., Lim.) | British Dominions S.S. Co. (Lim.) | 3Cyl TE 25,40,68x48; 3SB;WP180lbs | | BL |
| 11716 139,223 JNQR | **Ravenshoe** xMarnetown xKepwickhall Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | Br | Cardiff 380 \| 51.4 \| 23.7 | 2564 4129 | | 1916 12 | W. Hartle- pool, Eng. (Irvine's S. B. & D. D. Co., Lim.) | Orders & Handford S.S. Co. (Lim.) | 3Cyl TE 26,42,70x48; 3SB;WP180lbs | | BL |
| 11717 122,826 HDGR | **Ravenstone** Steel 1D;B;Deep frmg;Wireless; W. Bal 5BH | Scw | Br | Newcastle 330.4 \| 47.2 \| 21.8 P29′ \| B168′ F30′ | 1946 3049 | | 1905 9 | Blyth, (Blyth [Eng. S. B. Co., Lim.) | Chr. Salve- sen & Co. | 3Cyl TE 24,40,65x42; 2SB;WP180lbs | | BL |
| 11718 120,598 HDGS | **Ravensworth** xDuns Law Steel 2D;Shel dk;Deep frmg; Wireless;W. Bal 6BH | Scw | Br | Newcastle 380.5 \| 49 \| 25.7 | 2608 4077 | | 1905 8 | Newcastle, (Hawthorn, Leslie & Co., Lim.) [Eng. | R. S. Dalgliesh, Mgr. | 3Cyl TE 27,45,74x48; 2SB;WP180lbs | | BL |
| 11719 MTSW | **Ravnanger** Steel 1D;Wireless;W. Bal 6BH | Scw | Nor | Bergen 335.6 \| 48.2 \| 22.9 P29′ \| B87′ F41′ | 2004 3371 | | 1919 6 | Krimgen a/d Ysel, Hol. (C. V. D. Giessen & Zonen's Schosw.) | Westfal Larsen & Co. | 3Cyl TE 23,37,63x42; 2SB;WP180lbs | | N |
| 11720 LCSB | **Ravnefjell** Steel 1D;Wireless;W. Bal 4BH | Scw | Nor | Oslo 295.5 \| 43.7 \| 22.5 | 1420 2475 | | 1921 10 | Hebburn- on-Tyne, Eng. (Newcastle S. B. Co.) | A/S. Rudolf | 3Cyl TE 20½,33,54x39; 2SB;WP180lbs | | N |
| 11721 56,584 | **Ray** 1D | Brg | Am | N.London 147.5 \| 32 \| 10.5 | 367 383 | | '89 | N. London, Conn. | Thames Tow Boat Co. | O,YP;Gif | | |
| 11722 203,448 KVPF | **Raymond** Wood 1D;Oil fuel | Scw Sch | Am | San Fran. 182.4 \| 38 \| 13 | 350 595 | | 1906 8 | Prosper, (E. Henckendorff.) [Ore. | Sudden & Christenson | 2CylC 14,32x24; 1SB;425IHP. | | |
| 11723 ORPT | **Raymond Poincare** xWar Karma Steel 1D;Wireless;W. Bal 4BH | Scw | Fr | Rouen 251 \| 43.8 \| 20.7 P25′ \| B64′ F28′ | 1197 1975 | | 1918 11 | Port Arthur, (Pt. Arthur [Ont. S. B. Co., Lim.) | Lapicque & Cie | 3Cyl TE 20,34,56x40; 2SB;WP190lbs | | BL |
| 11724 210,519 LCNT | **Rayo** Steel 2D;Oil fuel; Mchy aft;SUB.SIG;Web frms; Oil in bulk;Wireless;W. Bal 13BH | Scw | Am | New York 321.7 \| 46.2 \| 27.5 P116′ \| B30′ F43′ | 2223 3663 | | 1912 10 | Camden, (New York [N. J. S. B. Co.) | Standard Transportation Co. | 3Cyl TE 21,35,58x42; 2SB;WP200lbs;1800IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11725 341 PEBV | **Re d'Italia** Steel 2D;Shel dk; 8BH Deep frmg;Wireless;W. Bal | Scw Twin | It 430 | Genoa 52.7 \| 25 | 3982 6236 | | 1907 3 | Sunderland, (Sir J. Laing & Sons, Ltd.) [Eng. | Lloyd Sabaudo Soc. di Nav. a Vap. | 2-3Cyl TE24,39,64x45; 5SB;WP180lbs;5200IHP. | 2dS.S.No.1,Gen1,24;A.S.10,25; shfts drn10,23;M.&B.S.2,26 | C-I |
| 11726 392 RPLC | **Re Vittorio** Steel 3D;Shel dk;Wireless;W. Bal 9BH | Scw Twin | It 476.7 | Genoa 53.3 \| 30.3 | 4363 7977 | | 1907 | Genoa, (N. Odero & Co.) [It. | Nav. Gen. Italiana | 2-4Cyl QE23,33,49,72x51; 4DB;8660IHP | | I |
| 11727 136,968 JHNR | **Reading** Steel 1D;Shel dk; 6BH Wireless;W. Bal | Scw | Br 374.9 | Cardiff 51.3 \| 23.7 | 2396 3801 | | 1914 11 | Newcastle, (Northumberland S. B. Co., Ltd.) [Eng. | J. Cory & Sons (Lim.), Mgrs. | 3Cyl TE25,41,69x48; 3SB;WP180lbs | | BL |
| 11728 LCRS | **Real** xJenfeld xHathor Steel 2D;Web frms;Wireless; 6BH SUB.SIG;W. Bal | Scw | Ger 340.5 P197′ | Kiel 44.3 \| 25 F47′ | 2298 3610 | | '95 3 | Newcastle, (Wigham Richardson & Co.) [Eng. | Paulsen & Ivers | 4Cyl QE20,29,43,63x42; 3SB | | G |
| 11729 220,864 MCBN | **Reaper** Steel 2D;Web frms;Long. frmg; 16BH Mchy aft;Oil fuel;SUB.SIG; Oil in bulk;Wireless;W. Bal | Scw | Am 416.8 P107′ | New York 56.1 \| 32.7 B35′ F33′ | 5160 6774 | | 1920 11 | Bath, (Texas Co.) [Me. | Texas S.S. Co. | 3Cyl TE26½,44,74x51; 3SB;WP190lbs;2900IHP | | BL |
| 11730 222,560 MDTK | **Rebecca C. Scott** xWhiteson 2D | Sch | Am 177.8 | Mobile 36.4 \| 18.3 | 724 813 | | 1919 | Alma, (C. J. White & Sons, Lim.) [N. S. | L. A. Scott | Wd | | V |
| 11731 110,142 JNRL | **Rebecca J. Moulton** 2D | Sch | Am 143.6 | Boston 32.5 \| 16.1 | 448 482 | | '73 | East Boston, (D. Lank) [Mass. | Chas. D Rood | Wd | | |
| 11732 140,516 JQFL | **Rebecca M. Walls** 2D | Trn | Br 145.6 | Liverpool 34.6 \| 16.3 | 507 582 | | '79 | Milton, (D. H. Atkins.) [Del. | H. A. Imossi | O,YP;Icf | — Exp | |
| 11733 111,071 KMCP | **Rebecca R. Douglas** 1D | Trn C B | Am 133.8 | Machias 33.9 \| 9.5 | 399 476 | | '94 11 | Bath, (Kelley, Spear & Co.) [Me. | Clarence A. Small & Bartlett F. Small | O,Hw,Hk;Gicf | ✠ — — Suspended5,22 | |
| 11734 590 PECX | **Recca** Steel 1D;Shel dk;Wireless;W. Bal 7BH | Scw | It 404.1 | Trieste 53.9 \| 29 | 3428 5400 | | 1921 9 | Trieste, (Stabilimento Tecnico.) [It. | Nav. Libera Triestina Soc. An. | 3Cyl TE27,42,69x48; 3SB;WP180lbs;2100IHP | | I |
| 11735 1,027 PEDG | **Recco** Steel 1D;Web frms;Mchy aft; 12BH Oil fuel;Wireless;W. Bal | Scw | It 385.5 P238′ | Genoa 51.9 \| 27.2 F37′ | 3842 6214 | | 1921 11 | Riva Trigoso (Soc. Esercizio Baccini.) [It. | Societa Nazionale Olie Minerali | 3Cyl TE26,42,69x48; 2SB;WP180lbs;2250IHP | S.S.No.1,Gen9,25;A.S.3,26; B.S.4,25;M.S;shft drn9,25 | C-I |
| 11736 | **Recife** xMameli xB. Kemeny Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Brz 320 P39′ | Rio Jan'ro 42.5 \| 13.1 B112′ F35′ | 1664 2692 | | '99 11 | Middlesbro, (R. Craggs & Sons.) [Eng. | Soc. Anon. Lloyd Nacional | 3Cyl TE21,37,62x42; 2SB;WP200lbs | | BL |
| 11737 162,758 | **Reciprocity** 1D | Brg | Am 175 | Buffalo 25 \| 12 | 446 446 | | '97 | S.Ste.Marie, (Dunbar & Sullivan) [Mich. | Dunbar & Sullivan Drdg. Co. | Stl | | |
| 11738 110,796 | **Red Ash** Wood 1D 2BH | Scw | Am 92.6 | New York 22 \| 9.6 | 58 117 | | '88 | Brooklyn, N. Y. | Red Ash Towing Line, Inc. | 2CylC20,36x24; 1Blr;WP100lbs;450IHP. | | |
| 11739 145,475 | **Red Ash No. 2** xTransfer No. 5 Iron 1D 3BH | Scw | Am 91 | New York 20 \| 9.5 | 71 142 | | '88 | Wilmington, Del. | Red Ash Towing Line | 2CylC22,40x26; 1SB;WP100lbs;600IHP | | |
| 11740 91,477 KRJM | **Red Ash No. 3** xMinnie Wood 1D | Scw | Am 106.5 | New York 23.5 \| 11 | 86 167 | | '82 | Mystic, Conn. | Atlantic Coast Towing & Transp. Co. | 2CylC20,36x26; 450IHP | | |
| 11741 111,411 | **Red Bank** Steel 2D | Scw | Am 200 | New York 44 \| 17.3 | 501 1016 | | 1902 5 | Wilmington, Del. (Harlan & Hollingsworth Corp.) | Central R.R. of New Jersey | 3Cyl TE19,30,35x30; WP170lbs;1000IHP. | | |
| 11742 111,067 | **Red Bluff** 1D | St W | Am 150.5 | San Fran. 33 \| 3.2 | 185 246 | | '94 | Sacramento, Cal. | Sacramento Trans. Co. | 1Cyl; 1Blr;160IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11743 | **Red Island** | Scw | Br | Quebec | 81 | | ---- | ---------- | W. McFatridge | 2CylC12,22x12 | | |
| 96,888 | Iron | x Sch | 102 | 22 \| 10.6 | 149 | | | | | | | |
| | 1D | | | | | | | | | | | |
| 11744 | **Red Jacket** | Scw | Am | New York | 90 | | 1910 | Tonawanda, | Harry A. | 2CylC; | | |
| 207,553 | Wood | | 92.1 | 17.6 \| 9.7 | 136 | | | N. Y. | Killian | 1Blr | | |
| | 1D 1BH | | | | | | | | | | | |
| 11745 | **Red Lion** | Brg | Am | New York | 455 | | 1916 | Kingston, | McWilliams | Wd | | |
| 166,431 | | | 115.3 | 34.5 \| 13.8 | 455 | | | (Wm. J. Turck Co.) [N. Y. | Bros., Inc. | | | |
| | 1D | | | | | | | | | | | |
| 11746 | **Red Mountain** | Scw | Am | Pensacola | 3360 | 7′ 10½″ | 1919 | Pensacola, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,442 | Steel | | 400.7 | 54 \| 30.2 | 5395 | 25′ 1″ | 12 | (Pensacola [Fla. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LVFT | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | 32′ 10″ | 9000 | | | S. B. Co.) | | 3WTB;Oil City Blr. Wks; | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P35′ | B123′ F43′ | | | | | | WP225lbs;9150HS;3000SHP;EAC; | (Laid up) | |
| | | | | | | | | | | Dkd7,21;s rps9,21 | | |
| | W.B.—A.P.136t;D.B.338′1307t;D | T.27′8 | 34t... | .....F.P.109t | | | | | | | | |
| | F.O.....D.B.284′1086t;D | T.27′7 | 78t; S. | T.59t;F.P.102t | | | | | | | | |
| 11747 | **Red Tiger** | Brg | Am | New York | 487 | | 1905 | Port Rich- | McWilliams | Wd | | |
| 162,472 | xFrank A. Lawrence | | 125.9 | 28.8 \| 13.4 | 487 | | 7 | mond, N. Y. | Bros., Inc. | | | |
| | 1D | | | | | | | (Burlee D. D. Co.) | | | | |
| 11748 | **Red Wing** | Scw | Am | ---------- | ---- | | 1919 | Baltimore, | U. S. Govt. | 3CylTE19,29,46x30; | | |
| | Steel | | 180 | 35.3 \| 17.2 | | | 10 | (Baltimore [Md. | (Navy Dept.) | 2WTB;WP200lbs;1400IHP | | |
| | 2D; 11BH | | | | | | | | D. D. & S. B. Co.) | | | |
| | W. Bal;Oil fuel | | | | | | | | | | | |
| 11749 | **Redbird** | Scw | Am | Wilm'gton | 1965 | | 1921 | Port Jeffer- | Redbird | 3CylTE22,37½,60x42; | | BL |
| 221,062 | xConimicut Steel | | 324 | 46.2 \| 25 | 3285 | | | (New [son, N. Y. | S.S. Corp. | 2WTB;1600IHP. | | |
| MCLD | 1D;B;Web frms;Oil fuel;W. Bal. 6BH | | P30′ | B90′ F35′ | | | | York Harbor D. D. Co.) | | | | |
| 11750 | **Redgate** | Scw | Br | London | 2461 | | 1908 | So. Shields, | Redgate | 3CylTE25,42,68x45; | | BL |
| 125,663 | xGordonia Steel | | 346.1 | 49.6 \| 26.5 | 3860 | | 1 | (J. [Eng. | S.S. Co. (Lim.) | 2SB;WP180lbs | | |
| HMFB | 1D;B;Deep frmg; 6BH | | P30′ | B96′ F33′ | | | | Readhead & Sons.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 11751 | **Redline** | MV | Am | Los Ang's | 223 | | 1925 | Oakland, | Union Oil | 2-4CylOilEng10½x15; | ✠A1Ⓔ Oil Carrier. | |
| 224,783 | Steel | Brg | 170.2 | 36.1 \| 7.2 | 389 | | 6 | (Moore [Cal. | Co. of Cal. | Western Machinery Co; | River & Harbor Service. | |
| | 1D;Oil fuel F. P. above 150° F. 14BH | Twin | | | 436 | | | D. D. Co.) | | 330BHP;EAC;Dkd,s rps 3,26 | ✠AMS | |
| | | | | | | | | | | | SBP;CL | |
| 11752 | **Redman** | Scw | Am | Wilm'gton | 1965 | | 1921 | Port Jeffer- | Redman | 3CylTE22,37½,60x42; | | BL |
| 221,063 | xBeezelake Steel | | 324 | 46.2 \| 25 | 3285 | | | son, N. Y. | S.S. Corp. | 2WTB;WP200lbs;1600IHP | | |
| MCLF | 1D;B;Web frms;Oil fuel; 6BH | | | | | | | (New York Harbor | | | | |
| | Wireless;W. Bal | | | | | | | D. D. Co.) | | | | |
| 11753 | **Redondo** | Scw | Am | New York | 735 | | 1902 | Toledo, | Alaska S. S. | 3CylTE15½,25,42x36; | | |
| 111,405 | Steel | | 188 | 38 \| 19.3 | 1224 | | 5 | Ohio | Co., Inc. | 2CRTB;WP180lbs;900IHP. | | |
| KRPW | 1D;Mchy aft; 5BH | | | | | | | (Craig S. B. Co.) | | | | |
| | Wireless;Oil fuel; | | | | | | | | | | | |
| | SUB.SIG;W. Bal | | | | | | | | | | | |
| 11754 | **Redwood** | Scw | Am | Seattle | 1045 | | 1917 | South Bell- | Pacific | 2-3CylTE13,21,35x24; | | V |
| 214,849 | Wood | Twin | 226.4 | 41.8 \| 23.1 | 1793 | | | ingham, Wash. | American | 2SB;WP180lbs;1000IHP. | | |
| LGTR | 2D;Oil fuel;Wireless | | | | | | | (Pacific American Fisheries) | Fisheries | | | |
| 11755 | **Reedpool** | Scw | Br | Stockton | 2994 | | 1924 | Stockton, | Pool | 3CylTE26,43,71x48; | | BL |
| 135,609 | Steel | | 390 | 55.5 \| 26.4 | 4838 | | 9 | (Ropner [Eng. | Shipping Co. | 3SB;WP180lbs | | |
| KRLJ | 1D;Wireless;W. Bal 6BH | | P29′ | B221′ F41′ | | | | S. B. & Repairing Co., Lim.) | (Lim.) | | | |
| 11756 | **Reedville** | Trn | Br | Nassau | 216 | | 1911 | Pocomoke, | Abaco | O,YP;Gif | | |
| 139,523 | | C B | 129.1 | 26.6 \| 8.6 | 234 | | 8 | (E. James [Md. | Shipping Co. | | | |
| | 1D;B | | | | | | | Tull.) | (Lim.) | | | |
| 11757 | **Reform** | StW | Am | San Fran | 560 | | '98 | Wood | California | 2CylC18,40x84; | | |
| 203,696 | Wood | | 178 | 40 \| 6 | 627 | | | Island, Cal. | Transp. Co. | 2Blrs;375IHP. | | |
| | 1D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11758 | **Regent** | Scw | Br | Sunderlnd | 2055 | | 1903 | Sunderland, | J. Westoll | 3CylTE24,40,65x42; | | BL |
| 114,650 | Steel | Sch | 325.1 | 46.9 \| 24.2 | 3281 | | 1 | (Bartram [Eng. | | 2SB;WP180lbs | | |
| TSVC | 1D;B;Deep frmg; 6BH | | P29′ | B90′ F35′ | | | | & Sons.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 11759 | **Regina** | Sch | Am | Portland | 96 | | '91 | Machias, | Emery C. | M;If | | |
| 110,950 | | C B | 87.8 | 25.5 \| 7.6 | 114 | | 10 | Me. | Wallace | | | |
| KJWF | 1D | | | | | | | (John Shaw.) | | | | |
| 11760 | **Regina** | Scw | Cuban | Havana | 669 | | 1904 | Belfast, | Compania | 3CylTE17,28,46x30; | | |
| | Steel | Sch | 247.5 | 36.7 \| 14.2 | 1155 | | | (Workman, [Ire. | de Transportes | 2SB;WP180lbs;180RHP | | |
| HGSN | 1D;Web frms; 9BH | | | B16′ F26′ | | | | Clark & Co., Lim.) | de Mieles | | | |
| | Mchy aft;W. Bal | | | | | | | | | | | |
| 11761 | **Regina** | Scw | Br | Liverpool | 9874 | | 1918 | Glasgow, | F. Leyland | 2-4CylTE28,44,49,49x54; | | |
| 140,596 | Steel | Trpl | 575.3 | 67.8 \| 41.2 | 16500 | | | (Harland [Scot. | & Co. (Lim.) | Stm Tbn | | |
| JVMC | 4D;SUB.SIG;WirelessD.F;W. Bal | | | | | | | & Wolff, Lim.) | | | | |
| 11762 | **Regina d'Italia** | Scw | It | Genoa | 3998 | | 1907 | Sunderland, | Lloyd | 2-3CylTE24,39,64x45; | | C-I |
| 344 | Steel | Sch | 430 | 52.7 \| 25 | 6237 | | 4 | (Sir J. Laing [Eng. | Sabaudo Soc di | 5SB;WP180lbs;5500IHP | 2dS.S.No.1,Gen5.23;A.S 8.25; | |
| PEGR | 2D;Shel dk;Wireless; 8BH | Twin | | | | | | & Sons, Lim.) | Nav. a Vap. | | shft drn1.25;M.&B.S.8.25 | |
| | Deep frmg;W. Bal | | | | | | | | | | | |
| 11763 | **Reginald R. Moulton** | Trn | Br | St. Johns | 112 | | 1917 | Dayspring, | Burgeo La | Wd | | |
| 140,086 | | | 113.6 | 26 \| 11.2 | 141 | | | (M. Leary.) [N. S. | Poile Export Co. (Lim.) | | | |
| | 1D | | | | | | | | | | | |
| 11764 | **Register** | MV | Br | Kingston | 415 | | 1913 | Cornigliano | J. S. | 4CylOilEng13$\frac{2}{5}$x21$\frac{1}{4}$; | | V |
| 140,037 | xBice xAquila Steel | | 159 | 28.2 \| 13.1 | 537 | | | Ligure, It. | Webster & Sons | 420BHP | | |
| TBDS | 1D;Mchy aft 6BH | | P33′ | F16′ | | | | (Cantieri Officine Savoia.) | | | | |
| 11765 | **Regulus** | Scw | Nor | Oslo | 2307 | | 1917 | San Fran- | A. O. | 3CylTE24,39,65x42; | | BL |
| | Steel | | 340 | 48.2 \| 26 | 3785 | 4 | cisco, Cal. | Lindvig, Mgr. | 2SB;WP180lbs;1600IHP | | |
| LBGP | 1D;B;Oil fuel;Wireless;W. Bal 6BH | | P29′ | B73′ F36′ | | | | (Union Iron Wks.) | | | | |
| 11766 | **Regulus** | Scw | Am | Fairport | 3298 | | 1901 | Cleveland, | Interlake | 3CylTE23,37$\frac{1}{2}$,63x42; | | |
| 77,456 | xJohn J. Albright Steel | | 416 | 50 \| 28 | 4805 | | 3 | (American [Ohio | S.S. Co. | 3SB;WP180lbs;1700IHP. | | |
| | 1D;B;Mchy aft;W. Bal;SUB.SIG 4BH | | | | | | | S. B. Co.) | | | | |
| 11767 | **Regulus** | Bk | Ltv | Riga | 348 | | '97 | Susikas | A. Behrsing | Wd | | |
| | | | 141.9 | 31.1 \| 14.3 | 406 | | | (P. Krause.) | & Co. | | | |
| HCBS | 1D;B | | | | | | | | | | | |
| 11768 | **Regulus** | Scw | Am | | 3087 | | 1920 | Wilmington, | U. S. Govt. | 3CylTE24,41,68x48; | | |
| 220,644 | xGlenora Steel | | 376.3 | 52.4 \| 27 | 4980 | 9 | (Bethlehem [Del. | (Navy Dept.) | 3SB;WP200lbs;2500IHP | | |
| MBNR | 2D;Long. frmg;Wireless; 7BH | | | \| 29′ 6″ | 7400 | | | S. B. Corp.) | | | | |
| | Oil fuel;SUB.SIG;W. Bal | | P40′ | B92′ F38′ | | | | | | | | |
| 11769 | **Reichenfels** | Scw | Ger | Bremen | 2936 | | 1903 | Newcastle, | Deutsche | 4CylQE23,32,48,72x54; | | G |
| | xPolglass Castle xReichenfels Steel | | 390 | 51.5 \| 27.5 | 4722 | 10 | (Swan, [Eng. | Dampfs. Ges. | 3SB;WP213lbs | | | |
| QLKN | 2D;Web frms;SUB.SIG; 7BH | | P50′ | B123′ F53′ | | | | Hunter & Wigham | Hansa | | | |
| | Wireless;W. Bal | | | | | | | Richardson.) | | | | |
| 11770 | **Reina de Los Angeles** | Scw | Cuban | Havana | 956 | | '96 | Philadelphia | Empresa | 2-3CylTE14,21,36x26; | | |
| | xManzanillo Steel | Twin | 232 | 35 \| 20.4 | 1234 | | 3 | (Neafie [Pa. | Naviera de | 4SB;WP155lbs | | |
| HGTC | 2D;Web frms;W. Bal 5BH | | | | | | | & Levy S. & E. B. Co.) | Cuba, S. A. | | | |
| 11771 | **Reina Maria Christina** | Scw | Sp | Barcelona | 2436 | | '89 | Dumbarton, | Cia. Tras- | 3CylTE34,57,91x60; | | V |
| | Steel | | 408.6 | 48 \| 32.3 | 4818 | | | (W. Denny [Scot. | atlantica | 3DB;WP170lbs;5700IHP | | |
| JFHR | 3D;Wireless;Web frms;W. Bal 10BH | | P20′ | | | | | & Bros.) | | | | |
| 11772 | **Reina Victoria Eugenia** | Scw | Sp | Barcelona | 5564 | | 1913 | Newcastle, | Cia. Tras- | 2-4CylTE29,43,47,47x42; | | BL |
| | Steel | Quad | 480 | 61.3 \| 40.7 | 10137 | | 2 | (Swan, [Eng. | atlantica | 2StmTbns;7SB;WP180lbs | | |
| JFGW | 3D;SUB.SIG;Wireless; 9BH | | | | | | | Hunter & Wigham | | | | |
| | W. Bal;D.F. | | | | | | | Richardson, Lim.) | | | | |
| 11773 | **Reinbek** | Scw | Ger | Hamburg | 811 | | 1922 | Elbing, | Knohr & | 3CylTE16,27,42x27 | | G |
| | Steel | | 237.5 | 37.5 \| 16.8 | 1432 | 12 | (F. [Ger. | Burchard | | | |
| RDHK | 1D;SUB.SIG;W. Bal 4BH | | B97′ | F26′ | | | | Schichau.) | | | | |
| 11774 | **Reinbek** | Bk | Am | San Fran. | 2630 | | '89 | White- | Robert | Stl;4BH | | |
| | xLord Rosebery xWindermere | 4 M | 304.1 | 46 \| 25 | 2765 | | 5 | haven, Eng. | Dollar Co. | | | |
| | 2D | | B56′ | F32′ | | | | (Whitehaven S. B. Co., Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11775 219,366 LWGQ | **Reindeer** YP,WO;Gll 1D 1BH | Scw | Am | Annapolis 94.5 24.8 \| 12 | 101 164 | | 1920 9 | Annapolis, (Chance [Md. Marine Const. Co.) | U. S. Shipping Board | 2CylC18,38x26; Dodge Mfg. Co: 1WTB;Traylor Engr. Co; 77GS;251SHS;WP155lbs;450IHP; EAC;tr b clkg,clk dk9,24; Dkd,rps,s t,dk clkg10,25 | ✠A1 River, Bay & Harbor Towing Service. ✠AMS S.S.No.1,Nflk9,24; M.S;shft drn9,24;B.S.10,25; Scip | |
| 11776 219,338 LVBQ | **Reine Marie Stewart** 2D | Bkt 4 M | Am | Rockland 41 \| 18 | 1186 1307 | | 1919 | Thomaston, (Dunn [Me. & Elliott.) | Dunn & Elliott Co | O,Hw;Gif(Sltd) | | |
| 11777 HPCQ | **Reinunga** xGrove xAurora Steel 1D;B;W. Bal 4BH | Scw | Nor 225.1 P31′ | Bergen 34.2 \| 17.1 B59′ F25′ | 665 1072 | | 1902 6 | Grimstad. (Fevigs [Nor. Jernskibsbygerri.) | Dampsk A/S. Rein | 3CylTE16,27,44x30; 1SB;WP175lbs | | N |
| 11778 27,736 SFTB | **Reiyo Maru** Steel 2D;Wireless;W. Bal;Oil fuel 6BH | Scw | Jap 400 P33′ | Yokoh'ma 53.2 \| 29.4 B124′ F41′ | 3311 5446 | | 1920 12 | Tsurumi, (Asano [Jap S. B. Co.) | Toyo Kisen Kabushiki Kaisha | 3CylTE26,43,72x48; 3SB;WP200lbs | | BL |
| 11779 | **Relay** Steel 2D;Cable Vessel;Mchy aft; 5BH Wireless;W. Bal | Scw Twin | Am 240 | New York 32.2 \| 14.2 | 742 1198 | | '90 3 | Sunderland, (R. [Eng. Thompson & Sons.) | Mexican Tel. Co | 2-3CylTE16,26,43x30; 2SB;WP160lbs | | BL |
| 11780 206,001 | **Reliable** xJas. A. Pugh 1D | Brg | Am 124 | Pt. Arthur 37 \| 14 | 404 404 | | 1909 | Manitowoc, (Manitowoc [Wis. S. B. Co.) | Texas Co. | Stl | | |
| 11781 200,023 KSNR | **Reliance** Wood 1D | Scw | Am 109.8 | Boston 30.5 \| 10.1 | 122 251 | | 1903 7 | Bath, (Kelley, [Me Spear Co.) | Boston Sand & Gravel Co. | 4CylQE8,12,16,24x18; 1Blr | | |
| 11782 111,278 | **Reliance** Wood 1D | Scw | Am 118 | Seattle 20.5 \| 6.5 | 51 98 | | 1900 | Portland, Ore. | Kitsap County Trans. Co. | 3CylC11½,18½,18½x14; 1WTB;WP250lbs;265IHP. | | |
| 11783 163,349 | **Reliance** 1D | Brg | Am 250 | Duluth 40 \| 20 | 1612 1738 | | 1907 10 | Buffalo, (Buffalo [N. Y. D. D. Co.) | Great Lakes Towing Co. | Stl;2BH | | |
| 11784 204,486 | **Reliance** Wood 1D | StW | Am 120 | St. Mich'el 25.6 \| 4.6 | 171 291 | | 1907 | St. Michael, (St. John [Alaska S. B. Co.) | American Yukon Nav. Co. | 2CylC9,18x26; 1Blr;WP225lbs;125IHP. | | |
| 11785 | **Reliance** xLimburgia Steel 5D;sub.sig;Oil fuel;W. Bal 9BH | Scw Trpl | Ger 590.4 B & F | Hamburg 72.2 \| 39.6 47′ | 7460 16798 | | 1920 5 | Geeste- (J. [munde, Ger. C. Tecklenborg.) | Hamburg-Amerik-Paketf. Akt. Ges. | 2-4CylTE29,49,53,53x59; 1LPTbn;14WTB;WP225lbs | | G |
| 11786 214,117 | **Reliance** xHecla Wood 1D | StW | Am 136.6 | Pittsbu'gh 26 \| 4.7 | 126 204 | | 1916 | Elizabeth, Pa. | Union Barge Line | 2-1Cyl14x84; 3Blrs;WP216lbs;339IHP. | | |
| 11787 169,061 | **Relief** 1D | Brg | Am 160 | Duluth 40 \| 9 | 513 513 | | 1924 | Cleveland, (Great [Ohio Lakes Towing Co.) | M. M. Wardwell | Stl;4BH | | |
| 11788 203,988 KWBH | **Relief** Steel 2D;Wireless;W. Bal 6BH | Scw Sch | Am 184.6 | New York 30.2 \| 20.6 | 322 889 | | 1907 5 | Wilmington, (Harlan [Del. & Hollingsworth.) | Merritt-Chapman & Scott Corp. | 3CylTE18,30,50x30; 2SB;WP200lbs;1000HP | ✠ — — Suspended3.21 | |
| 11789 110,886 | **Relief** Iron 1D | Scw Sch | Am 112.7 | Norfolk 23 \| 12.1 | 113 242 | | '91 1 | Philadel- phia, Pa. (Neafie & Levy.) | W. R. Boutwell | 2CylC22,40x26; 1CRTB;WP110lbs;510IHP. | | |
| 11790 110,655 KCSM | **Relief** Iron 1D;Oil fuel | Scw Sch | Am 112 | San Fran. 22.5 \| 12.6 | 8 210 | | '84 | Phila., Pa. (Wm. Cramp & Sons' Co.) | Rolph Nav. & Coal Co. | 2CylC22,40x30; 600IHP. | | |
| 11791 203,513 | **Relief** Wood 1D | StW | Am 117.5 | Portland 22.5 \| 4.7 | 198 229 | | 1906 | Blalock, Ore. | W. H. Hembree | 150IHP. | | |
| 11792 PRFN | **Rembrandt** Steel 2D;B;Shel dk; 6BH sub.sig;Wireless;W. Bal | Scw | Hol 420.8 B102′ | Amst'dam 47.9 \| 34.7 F75′ | 3670 5876 | | 1906 10 | Amsterdam, (Nederl. [Hol. Schps. Maats.) | Stoomv. Maats. Nederland | 4CylQE29,41,58,88x59; 3DB;WP210lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11793 | **Remenham** | Scw | Br | London | 2086 | | 1911 | Sunderland, | Britain | 3Cyl TE23,38,64x45; | | BL |
| 131,833 | xMonkshaven Steel | Sch | 334.5 | 48.5 \| 23.3 | 3368 | | 4 | (W. Doxford [Eng. | S.S. Co. (Lim.) | 2SB;WP180lbs | | |
| HSLN | 1D;Wireless;W. Bal 5BH | | P27′ | B109′ F30′ | | | | & Sons, Lim.) | | | | |
| 11794 | **Remlik** | Scw | Br | Kingston | 210 | | 1903 | Hull, | J. S. | 3Cyl TE14½,24,40x27; | A1 Coastwise & W. I. | |
| 140,029 | xCandace Steel | | 199 | 23 \| 12.5 | 405 | | 3 | (Cook, [Eng. | Webster | Cook, Welton & Gemmell; | AMS | |
| | 1D 4BH | | | | | | | Welton & Gemmell) | | 1SB;Cook, Welton & Gemmell; WP170lbs;750IHP;rps7,25; Dkd,s rps9,26 | 2dS.S.No.2,Mbl7,25; M.S;shft drn7,25;B.S.9,26 | |
| 11795 | **Remuera** | Scw | Br | Plymouth | 7113 | | 1911 | Dumbarton, | New Zealand Shipping Co. (Lim.) | 2-3Cyl TE28,47,78x48; | | C |
| 124,590 | Steel | Twin | 485 | 62.3 \| 40.1 | 11158 | | 9 | (W. Denny [Scot. & Bros.) | | 5SB;WP200lbs;605RHP. | S.S.No.3,Ldn5,24;A.S.3,26; shfts drn10,25;M.&B.S.7,26 | |
| HTJK | 3D;Shel dk;Deep frmg; 6BH | | | | | | | | | | | |
| | Wireless;W. Bal;Oil fuel | | | | | | | | | | | |
| 11796 | **Remus** | Brg | Am | Fall River | 464 | | 1900 | Noank, | Staples | O,YP,Ch;Gif | | |
| 111,266 | | Sch | 167 | 34.6 \| 11.5 | 531 | | 2 | (R. [Conn. | Trans. Co. | | | |
| KPQW | 1D | | | | | | | Palmer & Son.) | | | | |
| 11797 | **Remus** | Scw | Am | Tacoma | 2931 | 5′ 10½″ | 1919 | Tacoma, | U. S. Shipping Board | 3Cyl TE24,40,70x48; | ✠A1Ⓔ | |
| 218,189 | xElderon Steel | | 379.9 | 53.1 \| 26.9 \| 29′ 4″ | 4744 | 23′ 7½″ | 5 | (Todd [Wash. | | Seattle Machine Wks; | ✠AMS | |
| LRJQ | 2D;Well dk;SUB.SIG;W. Bal; 7BH | | | | 7600 | | | D. D. & Const. | | 3WTB;Badenhausen W. T. Blr. Co; | S.S.No.1,Balt3,24; | |
| | Oil fuel F. P. above 150° F. C-35 | | | | | | | Co.) | | 9012HS;WP200lbs;2500IHP;EAC; | shft drn8,22;M.&B.S.3,24; | |
| | | | | | | | | | | Dkd,d rpd3,24 | Clh BB;CL | |
| | W.B.—A.P.318t;D.B.334′1237t;D | T.36′9 | 93t; F. | P.91t | | | | | | | | |
| | F.O.....D.B. — 828t;D | T.36′9 | 27t..... | | | | | | | | | |
| 11798 | **Remus** | Scw | Nor | Oslo | 3078 | | 1921 | Pt. Glasgow, | Akties. | 3Cyl TE25,41,67x45; | | N |
| | Steel | | 350 | 50.2 \| 32.4 | 4893 | | 8 | (Clyde [Scot | Baja California | | | |
| LCGJ | 1D;Shel dk;Oil fuel; 6BH | | F35′ | | | | | S. B. & E. Co., Lim.) | | 3SB;WP180lbs | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 11799 | **Rena** | Scw | Nor | Tonsberg | 2885 | | 1911 | Sunderland, | Wilh. | 3Cyl TE27,45,77x54; | | N |
| | Steel | | 390 | 53.5 \| 26.1 | 4686 | | 11 | (William [Eng. | Wilhelmsen, | | | |
| MGVJ | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Doxford & Sons, Lim.) | Mgr. | 3SB;WP180lbs | | |
| 11800 | **Renaico** | Scw | Chl | Valparaiso | 2980 | | '98 | Sunderland, | Cia. Sud | 2-3Cyl TE28,46,75x48; | | |
| 1,095 | xNippon Maru Steel | Twin | 431 | 50.7 \| 29.7 | 5961 | | 8 | (J. [Eng. | Americana de | 4DB;1SB;WP180lbs | | |
| HBFS | 2D;Web frms;Wireless;W. Bal 7BH | | P78′ | F300′ | | | | Laing.) | Vapores | | | |
| 11801 | **Rene** | Scw | Fr | Brest | 740 | | 1901 | Toledo, | French | 3Cyl TE15,25,42x24; | | |
| | xRacine Steel | | 181.5 | 31.6 \| 12.6 | 1089 | | | (Craig [Ohio | Govt. | 2SB;WP179lbs;700IHP. | | |
| ORUF | 1D;Well dk;W. Bal;Wireless 6BH | | | | | | | S. B. Co.) | | | | |
| 11802 | **Rene Kerviler** | S | Fr | Nantes | 2291 | | 1902 | St. Nazaire, | Soc. Generale d'Armement | Stl;2BH | | |
| | | | 282.8 | 40 \| 22.1 | 2677 | | | (Chant. [Fr. | | | | |
| ORUY | ID;B | | P141′ | F62′ | | | | & Atel. de St. Nazaire.) | | | | |
| 11803 | **Renfrew** | Scw | Br | Midland | 1472 | | '93 | Cleveland, | Steamships | 3Cyl TE24,38,62x42; | 90(GL) | |
| 126,659 | xGlenfinnan Steel | | 324 | 42 \| 23.9 | 2406 | | | (Cleveland [Ohio | Limited | 2SB;WP160lbs;1500IHP | P.S.4,26 | |
| | 2D;Mchy aft;W. Bal;Wireless 3BH | | | | | | | S. B. Co.) | | | | |
| 11804 | **Reno** | Brg | Am | New York | 236 | | 1916 | Rondout, | Southern | Wd | | |
| 166,565 | | | 95 | 34.2 \| 8.3 | 236 | | | (Jacob [N. Y. | Pacific Co. | | | |
| | 1D | | | | | | | Rice & Sons.) | | | | |
| 11805 | **Reno** | Brg | Am | New York | 361 | | 1908 | Brooklyn, | James T. | Wd | | |
| 166,364 | | | 109.5 | 27.9 \| 11.1 | 361 | | | (Ira S. [N. Y. | O'Donnell | | | |
| | 1D | | | | | | | Bushey) | | | | |
| 11806 | **Renovator** | Scw | Am | New York | 367 | | '90 | Hoboken, | Interna- | 2CylC16,32x29; | | |
| 126,663 | xColumbia Wood | | 135 | 31.8 \| 14.2 | 471 | | | N. J. | tional Elevating | 1WTB;WP250lbs;300IHP. | | |
| | 1D | | | | | | | (James Walsh.) | Co. | | | |
| 11807 | **Renown** | Scw | Am | Chicago | 2098 | | 1912 | Lorain, | Standard | 3Cyl TE23½,38,63x42; | | BL |
| 210,175 | Steel | Sch | 373 | 52 \| 25 | 4154 | | 7 | (Amer. [Ohio | Oil Co. (Ind.) | 2SB;WP180lbs;1760IHP. | | |
| | 1D;Mchy aft;SUB.SIG; 12BH | | P54′ | | | | | S. B. Co.) | | | | |
| | Web frms;Oil in bulk;Oil fuel; | | | | | | | | | | | |
| | Long. frmg;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11808 | **Rensselaer** | Scw | Am | Duluth | 3411 | | 1900 | Cleveland, | Pittsburg | 4Cyl QE18,26,41,63x42; | | |
| 111,302 | Steel | | 454 | 50 \| 28.5 | 4472 | | | (American [Ohio S. B. Co.) | S.S. Co. | 2WTB;WP250lbs;2000IHP | | |
| | 1D;B;Mchy aft; 3BH | | | | | | | | | | | |
| | sub.sig;W. Bal | | | | | | | | | | | |
| 11809 | **Rensselaer** | SW | Am | New York | 1796 | | 1909 | Newburgh, | Hudson | 1CylVB70x144; | | |
| 206,501 | Steel | | 317.3 | 42.5 \| 12.5 | 2690 | 7 | (Marvel [N. Y. S. B. Co.) | River Nav. Co. | 2500IHP. | | |
| | 3D | | | | | | | | | | | |
| 11810 | **Renvoyle** | Scw | Br | Midland | 2172 | | 1925 | Newcastle, | Steamships | 3Cyl TE22½,37,62x42; | | C |
| 148,133 | xGlenledi Steel | | 379.1 | 44.2 \| 23.9 | 3571 | 7 | (Swan, [Eng. Hunter & Wigham Richardson, Lim.) | Limited | 2SB;WP190lbs | M.S.7,25 | |
| KSWP | 2D;Mchy aft;Wireless;W. Bal 3BH | | F48′ | | | | | | | | | |
| 11811 | **Report** | Brg | Am | New York | 161 | | 1901 | Brooklyn, | N. Y. & | Wd | | |
| 56,679 | | | 85.9 | 30.4 \| 7.3 | 161 | | | (Theo. [N. Y. Crane & Sons.) | Cuba Mail S.S. Co. | | | |
| | 1D | | | | | | | | | | | |
| 11812 | **Republic** | Scw | Am | New York | 10810 | 19′ 8½″ | 1907 | Belfast, | U. S. Ship- | 2-4Cyl QE25,36,52½,75x54; | A1 | |
| 215,452 | xPresident Buchanan Steel | Twin | 599.6 | 68.2 \| 48.3 | 17910 | 33′ | 9 | (Harland [Ire. & Wolff.) | ping Board | Harland & Wolff; | AMS | |
| LHQM | xPresident Grant 11BH | | | 52′ 3½″ | 19810 | | | | | 4DB;1SB;Harland & Wolff; | RMC9,26 | |
| | 5D;sub.sig; 10BH to Fbd dk | | B241′ | | | | | | | 1SB;Bethlehem S. B. Corp; | | |
| | Wireless;D.F;W. Bal 1BH to 2d dk | | | | | | | | | 25988HS;WP215lbs;8000IHP;EAC; | 2dS.S.No.1,NptN4,24; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd,d rpd5,26;s rps8,26;Exmd11,26 | M.S;n shfts4,24;B.S.3,26; | |
| | | | | | | | | | | | shfts drn5,26;Cih BB;CL | |
| | W.B.—A.P.150t;D.B.515′2565t;D | T.a51′ | 216t;D | T.33′ 748t;..F. | P.180t | | | | | | | |
| | F.O. | | D | T.81′3175t. | | | | | | | | |
| 11813 | **Republic** | Scw | Am | Houston | 3700 | | 1920 | Wilmington, | Petroleum | 3Cyl TE27,45,75x48; | ✠ — — | |
| 219,636 | xLiberty Minquas Steel | | 391.8 | 51.2 \| 28.6 | 5056 | | 3 | (Bethlehem [Del. S. B. Corp.) | Nav. Co. | 3SB;WP190lbs;2700IHP | ✠ — — | |
| LVRC | 2D;Oil fuel; 14BH | | | 30′ 2″ | 7540 | | | | | | Withdrawn5,26 | |
| | Wireless;sub.sig;W. Bal; | | P89′ | B33′ F43′ | | | | | | | | |
| | Mchy aft;Long. frng. | | | | | | | | | | | |
| 11814 | **Republica Argentina** | Scw | Blg | Antwerp | 2226 | | '94 | Newcastle, | Armement | 3Cyl TE22½,40,64x45; | | BL |
| | xPort Elliot Steel | | 345.5 | 44.1 \| 19.7 | 3495 | 3 | (W. [Eng. Dobson & Co.) | Deppe, Mgrs. | 2SB;WP180lbs | | |
| MRFG | 1D;B;Spar dk;W. Bal;Wireless 6BH | | | 27.5 | | | | | | | | |
| | | | P30′ | B60′ F33′ | | | | | | | | |
| 11815 | **Rescue** | Scw | Am | New York | 284 | | '99 | Tottenville, | Merritt- | 3Cyl TE16,26,42x28 | | |
| 111,215 | O,YP;Icf | | 160.3 | 32.2 \| 16.8 | 537 | 10 | N. Y. (J. C. Brown.) | Chapman & Scott Corp. | | | |
| KPBN | 1D;Wireless | | | | | | | | | | | |
| 11816 | **Rescue** | Brg | Am | Duluth | 790 | | 1904 | Lorain, | Great Lakes | Stl;2BH | | |
| 162,272 | | Lgtr | 180 | 36 \| 15 | 894 | | | (American [Ohio S. B. Co.) | Towing Co. | | | |
| | 1D | | | | | | | | | | | |
| 11817 | **Reserv** | Scw | Swd | Sundsvall | 1014 | | '82 | W. Hartlpl, | H. E. | 2CylC35,65x36; | | BL |
| 3,857 | xMerkur xBestevaer xWellfield Iron | Sch | 275 | 35.6 \| 19.5 | 1725 | 8 | Eng. (E. Withy & Co.) | Hammarberg, Mgr. | 2SB;WP80lbs | | | |
| JMDN | 1D;B;Well dk;W. Bal;Wireless 4BH | | P30′ | B66′ F31′ | | | | | | | | |
| 11818 | **Resolute** | Scw | Ger | Hamburg | 7990 | | 1914 | Bremen, | Hamburg- | 2-4Cyl TE29,49,53,53x59; | | G |
| | xBrabantia Steel | Trpl | 587.1 | 72.2 \| 40.1 | 17258 | 3 | (A. G. [Ger. "Weser.") | Amerik-Packetf. Akt. Ges. | | 1LPTbn;14WTB | | |
| | 3D;Long. frng;Oil fuel;sub.sig. 10BH | | P36′ | B & F 523′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 11819 | **Resolute** | Sch | Am | Mobile | 610 | | 1902 | Hoquiam, | Whitney & | YF;Icf | | |
| 111,392 | | | 182.2 | 39.5 \| 14.2 | 684 | 2 | Wash. | Bodden Shipping Co. | | | |
| KRMF | 1D | | | | | | | | | | | |
| 11820 | **Resolute** | Scw | Am | Baltimore | 199 | | 1908 | Camden, | P. Dough- | 3Cyl TE15,24,40x30; | | |
| 205,311 | xSarah E. McWilliams Steel | | 122.3 | 25 \| 14 | 294 | 7 | (J. H. [N. J. Dialogue & Son.) | erty Co. | WP180lbs;500IHP. | | |
| KWQF | 1D 3BH | | | | | | | | | | | |
| 11821 | **Resolute** | Scw | Am | New York | 219 | | 1916 | Ashtabula, | Merritt- | 2CylC19,42x28; | | |
| 214,265 | Steel | | 135 | 30 \| 16 | 453 | | | (Great [Ohio Lakes Engr. Wks.) | Chapman & Scott Corp. | 1Blr;900IHP. | | |
| LGDP | 2D;Wireless | | | | | | | | | | | |
| 11822 | **Restless** | Scw | Am | Greenport | 291 | | 1904 | Noank, | Fishers' | 3Cyl TE14,22,36x24; | | |
| 200,963 | Wood | | 140 | 30.5 \| 12.5 | 475 | 5 | (Robt. [Conn. Palmer & Son S. B. & M. Ry. Co.) | Isld. Nav. Co | 2Blrs | | |
| | 1D;Wireless | | | | | | | | | | | |
| 11823 | **Restorer** | Scw | Am | New York | 1284 | | 1903 | Newcastle, | Commercial | 2-3Cyl TE23,39,64x42; | | BL |
| | Steel | Twin | 358.4 | 44 \| 20.8 | 3180 | 1 | (Armstrong, [Eng. Whitworth & Co.) | Pacific Cable Co. | 4SB;WP180lbs | | | |
| LDVN | 1D;Spar dk;Web frms;Wireless; 6BH | | | | | | | | | | | |
| | Oil fuel;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11824 | **Restorer** | Scw | Am | New York | 732 | | 1900 | Wilmington, | C. L. | 3CylTE18,28,45x30 | | |
| | xChesapeake Steel | | 210.2 | 32 \| 21.7 | 1101 | | | (Harlan & Hollingsworth Co.) [Del. | Dimon | | | |
| | 2D;Wireless | | | | | | | | | | | |
| 11825 | **Retriever** | Sch | Am | Seattle | 178 | | 1922 | Anacortes, | Frank | F; | | |
| 221,977 | | Aux | 65.2 | 24 \| 7.7 | 193 | | 3 | (Elmer J. Barger.) Wash. | Wright | 3CylGasEng9x11;60IHP | | |
| | 1D | | | | | | | | | | | |
| 11826 | **Reventazon** | Scw | Br | Belfast | 3292 | | 1921 | Belfast, | Elders & | 3CylTE27,46,78x54; | | C |
| 145,415 | Steel | | 400.3 | 51.3 \| 30 | 5394 | 3 | (Workman, Clark & Co., Lim.) [Ire. | Fyffes (Lim.) | 4SB;WP205lbs;760RHP. | A.S.4,26; | |
| KHVG | 4D;Wireless;sub.sig;W. Bal 7BH | | P42′ | B155′ F41′ | | | | | | | B.S.3,25;M.S;shft drn10,25 | |
| 11827 | **Revere** | Scw | Am | New York | 76 | | '89 | Philadelphia | Olsen Water | 2CylC20,40x26; | | |
| 136,052 | xThomas J. Scully Iron | | 102 | 21.6 \| 9 | 153 | | | Pa. | & Towing Co. | 1SB;WP125lbs;550IHP. | | |
| 11828 | **Reviver** | Scw | Br | Nassau | 446 | | '87 | Newcastle, | Bahamian | 2-3CylTE20,30,45x24 | | |
| 151,864 | xIsla de Luzon Steel | Twin | 192.8 | 30.1 \| 15 | 863 | | Eng. | Salvors (Lim.) | | | | |
| | 2D;W. Bal | | | | | | | | | | | |
| 11829 | **Rewa** | Bk | Br | Wellingt'n | 2817 | | '89 | Whitehaven, | Geo. H. | Stl;1BH | | |
| 96,349 | xAlice A. Leigh | | 309.6 | 46.1 \| 25.2 | 2999 | 8 | (Whitehaven [Eng. S. B. Co., Lim.) | Scales (Lim.) | | | |
| LGWF | 2D | | P37′ | B34′ F32′ | | | | | | | | |
| 11830 | **Rexmore** | Scw | Br | Liverpool | 2897 | | 1918 | Sunderland, | Johnston | 3CylTE29,49,80x54; | | BL |
| 140,584 | Steel | | 420.3 | 55 \| 36.4 | 5277 | 6 | (J. Laing [Eng. & Sons, Lim.) | Line (Lim.) | 4SB;WP180lbs | | | |
| JTRW | 2D;Shel dk;Oil fuel;Wireless; 7BH | | | | | | | | | | | |
| | sub.sig;W. Bal | | | | | | | | | | | |
| 11831 | **Rey Alfonso** | Scw | Nor | Hauges'nd | 3480 | | '97 | Newcastle, | H. M. | 3CylTE30,50,81x54; | | BL |
| | xCrenella xMontcalm Steel | | 445 | 52.5 \| 27.6 | 5938 | 8 | (Palmers' Co., Lim.) [Eng. | Wrangell & Co., A/S | | | | |
| LDJN | 2D;Deep frmg;Shel dk; 7BH | | | | | | | | | | | |
| | sub.sig;Oil fuel;Oil in bulk; Wireless;W. Bal | | | | | | | | | | | |
| 11832 | **Rey del Rio** | Scw | Nic | | 73 | | 1913 | Pascagoula, | | 2-2CylC8,16x—; | | |
| | YP | Twin | 111.6 | 22 \| 9 | 146 | | | Miss. | | 1Blr;WP150lbs;250IHP. | | |
| | 1D 2BH | | | | | | | (T. C. Gatte.) | | | | |
| 11833 | **Rhea** | MV. | Hol | Amst'dam | 702 | | 1922 | Lobith, | Koninkl. | 6CylOilEng20½x35 7/16; | | BL |
| | Steel | | 264.5 | 39.2 \| 14.8 | 1386 | 4 | (N V. Hol Lobithsche Scheepsb. Mij.) | Nederl. Stoomb. Maats | Exmd1,26 | | |
| PRHL | 1D;Shel dk;Wireless;W. Bal 4BH | | B76′ | | | | | | | | | |
| 11834 | **Rhesus** | Scw | Br | Liverpool | 4289 | | 1911 | Greenock, | China | 3CylTE30,50,83x66; | | |
| 131,363 | Steel | | 443.5 | 52.8 \| 36.1 | 6731 | | (Scott's S. B. & Eng. Co., Lim.) [Scot | Mutual S. N. Co. (Lim.) | Dkd11,26 | | |
| HTDP | 2D;Wireless;W. Bal | | P50′ | B162′ F52′ | | | | | | | | |
| 11835 | **Rhine** | Brg | Am | New York | 1556 | | '86 | Greenock, | Edward S. | I;1BH | | |
| 212,658 | | x s | 257.2 | 38.3 \| 23.1 | 1690 | 12 | (Russell & Co.) Scot. | Reese | | | |
| LDSW | 2D | | P36′ | F35′ | | | | | | | | |
| 11836 | **Rhine Maru** | Scw | Jap | Kobe | 4112 | | 1922 | Kobe, | Kawasaki | Stm Tbns; | | BL |
| 28,930 | Steel | | 405 | 53 \| 37 | 6577 | 5 | (Kawasaki Dockyard Co., Lim.) [Jap. | Dockyard Co. (Lim.) | 3SB;WP200lbs | | |
| SKVN | 2D;Oil fuel;W. Bal 6BH | | F33′ | | | | | | | | | |
| 11837 | **Rhio** | Scw | Br | Newport | 1505 | | 1903 | Sunderland, | Orders & | 3CylTE21,36,59x39; | | BL |
| 115,176 | Steel | | 299 | 44.5 \| 19.8 | 2365 | 11 | (R. Thompson & Sons) [Eng. | Handford S.S. Co. (Lim.) | 2SB;WP180lbs | | |
| VHJW | 1D;Deep frmg;Wireless;W. Bal 5BH | | B74′ | F30′ | | | | | | | | |
| 11838 | **Rhode Island** | Scw | Br | Liverpool | 3530 | | 1918 | Old Kil- | Warren | 3CylTE26,44,73x51; | | C |
| 140,568 | Steel | | 420.7 | 54.2 \| 29 | 5055 | 3 | patrick, Scot. (Napier & Miller, Lim.) | Line (Lim.) | 2SB;WP200lbs;s rps1,25;Exmd11,26 | S.S.No.2,Glas1,26;A.S.1,26; | |
| JSQR | 2D;Wireless;sub.sig;W. Bal 6BH | | P48′ | B129′ F46′ | | | | | | | shft drn11,25;M.&B.S.6,26 | |
| 11839 | **Rhodesia** | Scw | Dan | Cop'hagen | 2625 | | 1914 | Newcastle, | Dmpsk. | 3CylTE22,36,62x42; | | BL |
| | Steel | | 360.2 | 51.2 \| 27.7 | 4112 | 5 | (W. Dobson & Co.) [Eng. | Aktles Orient | 3SB;WP200lbs | | |
| NSTH | 1D;Wireless;W. Bal 6BH | | P27′ | B97′ F34′ | | | | | | | | |
| 11840 | **Rhodesian Transport** | Scw | Br | W.Hartlpl | 3145 | | 1914 | W. Hartle- | Houlder | 3CylTE26,42,70x48; | | BL |
| 135,913 | xClutha River Steel | | 400 | 52 \| 27.4 | 4986 | 12 | pool, Eng. (Irvine's S. B. & D. D. Co., Lim.) | Bros. & Co. (Lim.), Mgrs | 3SB;WP180lbs | | |
| JHGT | 2D;Wireless;W. Bal 6BH | | P36′ | B126′ F43′ | | | | | | | | |
| 11841 | **Rhodopis** | Scw | Ger | Hamburg | 4493 | | 1907 | Hamburg, | Deutsche | 2-3CylTE22,36,62x42; | | G |
| | Steel | Twin | 435.6 | 53.2 \| 29.2 | 7056 | 3 | (Blohm & Voss.) [Ger. | Dampfschiffs Ges. Kosmos. | 4SB;WP200lbs | | |
| RCGT | 2D;Web frms;Wireless;W. Bal 8BH | | P & B | 283′ F51′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11842 207,254 LBJQ | **Rhodora** 1D | Sch Aux | Am 103.9 | Gloucester 23.5 \| 11 | 70 116 | | 1910 | Essex, Mass. | Gorton-Pew Vessels Co. | Wd; GasEng;60IHP. | | |
| 11843 RBKM | **Rhon** xSelma Steel 1D;Wireless;W. Bal 4BH | Scw | Ger 260.9 P14′ | Geestmde. 40.9 \| 17.5 B116′ F33′ | 1035 1777 | | 1921 6 | Kiel, (Howaldswerke, A. G.) [Ger. | Uebersee-Reederei A. G. | 3CylTE20,32,51x35; 1SB;WP175lbs | | G |
| 11844 ORXP | **Rhone** 2D | Bk 4 M | Fr 322.2 P49′ | Dunkirk 45.7 \| 25.4 F53′ | 2610 2896 | | '96 10 | La Seyne, (Forges et Chant de la Medit.) [Fr. | G. Duriez | Stl;1BH | | BL |
| 11845 ORXY | **Rhuys** Steel 1D;Wireless;W. Bal 7BH | Scw | Fr 312.3 P36′ | Nantes 46.6 \| 21 B79′ F26′ | 1812 2921 | | 1920 | Nantes, (Atel. & Ch. de la Loire.) [Fr. | Soc. Anon. des Chargeurs de l'Ouest | 3CylTE23,38,64x42; 3SB;WP185lbs;1600IHP | | V |
| 11846 132,714 KNHM | **Rhymney** xMaasdijk xSouthern Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | Br 388.7 | London 54.1 \| 26 | 2970 4859 | | 1912 5 | Sunderland, (J. L. Thompson & Sons, Lim.) [Eng. | Rhymney S.S. Co. (Lim.) | 3CylTE27,44,74x48; 3SB;WP180lbs | | BL |
| 11847 142,987 TCSJ | **Ria** 1D | Trn | Br 100.7 | St. Johns 27.6 \| 11.4 | 154 190 | | 1920 | Marystown, (J. H. Forsey.) [Nfld. | A. F. Buffett | Wd | | |
| 11848 143,155 KBCH | **Rialto** xOlympos Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | Br 339 | London 48.1 \| 20.9 F33′ | 1773 2948 | | 1911 3 | Rostock, (Akt. Ges. "Neptun.") [Ger | Ellerman & Bucknall S.S. Co. (Lim.) | 3CylTE23,38,62x41; 2SB;WP190lbs | | BL |
| 11849 ORYD | **Ribeauville** xWar Badger Steel 1D;Wireless;W. Bal 4BH | Scw | Fr 251 P24′ | Rouen 43.5 \| 22.9 B68′ F22′ | 1244 2055 | | 1919 | Welland, (British American S.B. Co.) [Ont. | Les Armateurs Francais | Stm Tbns; 2SB;WP180lbs | | BL |
| 11850 143,782 KCRN | **Ribera** xHanau Steel 2D;Deep frmg;W. Bal;Wireless 7BH | Scw | Br 389.3 P & B | London 51 \| 24.8 315′ F50′ | 2633 4221 | | 1907 10 | Flensburg, (Flensburger Schiffsb. Ges.) [Ger. | Bolton Steam Shipping Co. (Lim.) | 3CylTE27,46,76x48; 3SB;WP180lbs | | BL |
| 11851 HSJN | **Ricardo Hernandez** xLuis Casanova 1D;B;Wireless | Bkt Aux Twin | Sp 193.3 Q37′ | LasPalm's 30.8 \| 18.7 F26′ | 759 795 | | '76 | Sunderland, (J. Laing.) [Eng. | M. Hernandez Martin | I;2BH; 2-2CylOilEngs10x14½ (Wrecked11,26) | | |
| 11852 165,370 | **Richard** 1D | Brg | Am 108.8 | New York 30.1 \| 13.5 | 436 460 | | 1913 7 | Brooklyn, (Ira S. Bushey & Sons) [N. Y. | Cleary Bros. | YP;If | | |
| 11853 165,654 | **Richard B. Mellon** 1D | Brg Drg | Am 110 | Ogdensb'g 40 \| 12 | 618 618 | | 1914 | Manitowoc, (Manitowoc S. B. & D. D. Co.) [Wis. | U. S. Govt. | Stl | | |
| 11854 | **Richard C.** 1D | Brg | Cuban 105.2 | ---------- 34.2 \| 8.9 | 291 291 | | 1916 | Brooklyn, (Ira S. Bushey & Sons, Inc.) [N. Y. | ---------- | Wd | | |
| 11855 110,808 KGCV | **Richard Cromwell** 1D | Sch C B | Am 98.5 | Baltimore 26.5 \| 6.6 | 112 118 | | '88 12 | Madison, (J. W. Brooks & Son.) [Md. | Charles M. Struven | O,YP;Gif(Sltd) | — Exp | |
| 11856 210,354 | **Richard Fitzgerald** Steel 1D 3BH | Scw | Am 82 | Chicago 22 \| 12 | 110 167 | | 1912 7 | Manitowoc, (Manitowoc S. B. & D. D. Co.) [Wis. | Kelley Island Lime & Transport Co. | 2CylC18,38x30; 1SB;WP180lbs;500IHP. | | |
| 11857 166,964 | **Richard H. Diggs** 1D | Brg | Am 208 | Wilmngtn 23.8 \| 13.2 | 554 554 | | 1917 8 | Baltimore, (Chas. Rohde & Sons.) [Md. | Eastern Trans. Co. | WO,P;Gif(Sltd) | ✠ — — Suspended10,20 | |
| 11858 110,335 JSPL | **Richard Holyoke** Wood 1D | Scw | Am 115.6 | Seattle 24.3 \| 11.8 | 90 181 | | '77 | Seabeck, Wash. | Bellingham Tug & Barge Co. | 2CylC20,36x24; 344IHP. | | |
| 11859 219,389 LVCK | **Richard J. Barrett** xFort Howard O,Fir;Gff 1D 1BH | Scw | Am 95.5 | New York 24.7 \| 12.2 | 29 176 | | 1919 12 | Green Bay, (Northwest Eng. Wks.) [Wis. | Edward E. Barrett | 2CylC18,38x26; 1SB;WP155lbs;450IHP | ✠ — — ✠ — — Cancelled1,23 | |
| 11860 86,582 | **Richard J. Reiss** xGeorge W. Peavey Steel 1D;B;Mchy aft;Wireless;W.Bal 4BH | Scw | Am 430 | Cleveland 50 \| 28.5 | 3488 4409 | | 1901 8 | Cleveland, (American S. B. Co.) [Ohio | Reiss S.S. Co. | 4CylQE15,23,36,56x40; 2WTB;WP250lbs;1700IHP. | 100(GL) P.S.5,26 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11861 110,971 KLGF | **Richard Peck** Iron;Steel 2D;Wireless 4BH | Scw Twin | Am 303.3 | N. London 48 \| 17.9 | 1819 2906 | | '92 4 | Wilmington, (Harlan & Hollingsworth.) [Del. | New England S.S. Co. | 2-3CylTE24,38,60x30; CRTB;WP160lbs;2906IHP | | |
| 11862 216,161 LKMT | **Richard T. Green** 2D | Sch 4 M | Am 214.7 | Boston 42 \| 20.6 | 1355 1467 | | 1918 4 | Chelsea, (R. T. Green Co.) [Mass. | Boston Ship Brokerage Co. | O,YP,Hw;Gicf(Sltd) s rps,s clkg7,23 | ✠A1 Non-perishable Cargo. (Laid up) | |
| 11863 211,287 | **Richard Trimble** Steel 1D;Mchy aft;Web frms; 4BH SUB.SIG;Long. frmg;W. Bal | Scw | Am 580 F51′ | Duluth 58 \| 32 | 5868 7607 | | 1913 5 | Lorain, (American Shipbuilding Co.) [Ohio | Pittsburg S.S. Co. | 3CylTE24,39,65x42; 2SB;WP170lbs;1800IHP. | | BL |
| 11864 222,849 MFBV | **Richard V. Lindabury** Steel 1D;W. Bal;SUB.SIG. 4BH | Scw | Am 586.3 | Duluth 60 \| 28 | 6213 7940 | | 1923 | Lorain, (American S. B. Co.) [Ohio | Pittsburg S.S. Co. | 3CylTE24½,41,65x42; 3SB;WP185lbs;2200IHP. | | |
| 11865 150,528 | **Richelieu** xNarragansett Steel 1D;Web frms;Oil fuel; 6BH Wireless;W. Bal | Scw Sch Twin | Br 322.9 | Montreal 48.2 \| 22.1 | 3096 5528 | | 1913 9 | Wilmington, (Harlan & Hollingsworth Corp.) [Del. | Canada S.S. Lines (Lim.) | 2-4CylTE23,37,42,42x36; 6SB;WP170lbs | S.S.No.3,Qbc6,23; M.&B.S;shfts drn6,25 | C |
| 11866 211,620 LDGB | **Richfield** xBrilliant Steel 2D;Mchy aft;Oil in bulk; 11BH SUB.SIG;Wireless;Web frms; Oil fuel;Long. frmg;W. Bal | Scw | Am 250 P83′ | Los Ang's 43 \| 26 F53′ | 1436 2360 | | 1913 9 | Lorain, (American S. B Co.) Ohio | Richfield Oil Co. | 3CylTE19,31,54x42 2SB;WP200lbs;1650IHP. | | |
| 11867 225,570 MGCD | **Richlube** Steel 1D; 6BH Oil fuel F. P. above 150° F. | MV Brg | Am 180.6 | Los Ang's 32 \| 13.7 | 390 609 1065 | | 1926 5 | San Francisco, Cal. (Bethlehem S. B. Corp., Lim.) | Richfield Oil Co. | 2-6CylOilEngs11½x15; 1 Electric Motor; Atlas Imperial Eng. Co; Westinghouse Elec. & Mfg. Co; 350SHP;EAC;d rpd11,26 | ✠A1Ⓔ Crude Oil Barge. Bay & River Service. ✠AMS SBP;CL | |
| 11868 201,898 | **Richmond** Steel 2D;B 6BH | Scw Twin | Am 246.4 | New York 46.1 \| 18.4 | 1364 2006 | | 1905 10 | Pt. Richmond, N. Y. (Burlee D. D. Co.) | City of New York | 2-2CylC22½,50x30; 4WTB;WP225lbs;3500IHP. | ✠ — — Cancelled. | |
| 11869 111,261 KPQB | **Richmond** Steel 1D;SUB.SIG;Wireless;W. Bal 3BH | Scw | Am 135 | Pensacola 27.5 \| 15.7 | 196 401 | | 1900 1 | Philadelphia, Pa. (Neafie & Levy Co.) | Aiken Towboat & Barge Co., Inc. | 3CylTE16½,24,41x30; 1SB;WP175lbs;1000IHP. | | |
| 11870 206,175 LBCF | **Richmond** 1D | Trn C B | Am 135.3 | Miami 26.5 \| 9 | 265 288 | | 1909 4 | Sharptown, (Sharptown Marine Ry. Co.) [Md. | R. G. Mills | O,YP;Gif(Sltd) | ✠ — — Suspended2,20 | |
| 11871 211,443 LDCJ | **Richmond** Steel 2D;Long. frmg;Web frms; 15BH Mchy aft;Wireless; 10BH to Fbd dk SUB.SIG;D.F;W. Bal; 5BH to 2d dk Oil fuel F. P. above 150° F. | Scw | Am 419.4 P116′ | San Fran. 54.2 \| 31.2 B34′ F44′ | 3962 6444 10265 | | 1913 9 | Quincy, (Fore River S. B. Co.) [Mass. | Standard Oil Co. (Cal.) | 4CylQE23,32¾,49,71½x51; Fore River S. B. Co; 3SB;Lake Erie Boiler Wks; 8793HS;WP220lbs;2800IHP; DB;EAC;Dkd,d rpd6,26;s rps8,26 | A1 Oil Carrier. AMS S.S.SanF1,26; n shft5,23;M.&B.S.1,26; shft drn6,26;Clh BB;CL | |
| 11872 212,940 | **Richmond** Steel 1D 5BH | MV Twin | Am 141.3 | Savannah 30 \| 4.9 | 507 569 | | 1915 1 | Savannah, (Wilkinson Machine Co.) [Ga. | Augusta, Savannah Nav. Co. | 2-3CylGasEng; 150IHP. | | |
| 11873 216,582 LMDS | **Richmond** Wood 1D 2BH | MV | Am 109.4 | Reedville 19.9 \| 8.4 | 76 141 | | 1918 3 | Weems, (Humphreys Marine Ry. & Lumber Co.) [Va. | Joseph F. Bellows | OilEng10½x12½; 100IHP. | | |
| 11874 168,563 | **Richmond Cedar Wks. No. 4** xNashville 1D | Brg | Am 200 | Nwpt Nws 37 \| 9 | 427 435 | | '97 4 | Newport News, Va. (Newport News S. B. Co.) | Richmond Cedar Works | Stl;3BH | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11875 155,122 | **Richmond Cedar Wks. No. 5** xOld Point Comfort 1D | Brg | Am 176 | Richmond 31 \| 10 | 326 | | '86 6 | Wilmington. (Harlan & Hollingsworth.) [Del. | Richmond Cedar Works | I | | |
| 11876 | **Richmond Cedar Wks. No. 6** 1D;B | Brg xScw | Am 167.8 | Richmond 32 \| 9.1 291 | 291 | | '98 rb '25 | Cleveland, Ohio | Richmond Cedar Works | Stl | | |
| 11877 111,967 | **Rickarton** xChippewa 2D | Brg | Br 220 | Picton 36 \| 22 | 1105 1234 | | '90 | Marine City, (M. P. Lester.) [Mich. | John E. Russell | O | | |
| 11878 107,742 | **Rideau Queen** Oak 1D | Scw | Br 108 | Kingston 27.3 \| 6.9 | 196 351 | | 1900 | Kingston, (M. R. Davis.) [Ont. | Robert G. Weddell | 3Cyl TE $8\frac{1}{2}$,$12\frac{3}{4}$,27x14; 1WTB;WP200lbs | | |
| 11879 PRHW | **Rietfontein** xMaristo xTaiyo Maru Steel 2D;Wireless;W. Bal 7BH | Scw | Hol 407.2 P40′ | Rotterd'm 51 1 \| 30 1 B137 F46′ | 3667 5796 | | 1917 12 | Osaka, (Osaka Iron Wks, Lim.) [Jap | Holland Zuid Afrika Lijn | 3Cyl TE27,45,75x51; 3SB;WP180lbs | | BL |
| 11880 145,353 KJHP | **Rigdin** xIngrid 1D | Sch Aux | Br 141.2 | Sthamptn 29.9 \| 13.2 | 311 397 | | 1907 | Geta, (E. Soderstrom.) [Rus. | J. Fletcher-Campbell | Wd; 4Cyl Oil Eng. $14\frac{7}{8}$x$15\frac{5}{8}$ | | |
| 11881 ORYS | **Rigel** xAbbey Holme Steel 1D;Spar dk;Deep frmg; Wireless;W. Bal 6BH | Scw Sch | Fr 342 P29′ | Marseilles 45.2 \| 16.1 B94′ F26′ | 2191 3365 | | '99 6 | Sunderland, (J.L.Thompson & Sons,Lim.) [Eng. | Soc. Gen. de Trans. Maritimes a Vap. | 3Cyl TE23,39,66x42; 2SB;WP180lbs | | |
| 11882 217,412 LPHV | **Rigel** xEdgecombe Steel 3D;Oil fuel;W. Bal 8BH | Scw | Am 409.6 | 54.2 \| 27.2 | 5338 6892 | | 1918 12 | Seattle, (Skinner & Eddy Corp.) [Wash | U. S. Govt. (Navy Dept.) | Stm Tbn; 3SB;WP210lbs;2500SHP | | |
| 11883 LDNK | **Rigel** Steel 2D;Shel dk;Wireless;W. Bal 6BH | MV Twin | Nor 367.5 | Bergen 51.5 \| 22.6 | 2298 3828 | | 1924 8 | Copenhagen, (Akt. Burmeister & Wain.) [Den. | Det Bergenske D/S. | 2-6Cyl Oil Eng 19x35 | | BL |
| 11884 LBQC | **Rigi** Steel 1D;Shel dk;Oil fuel;Wireless; W. Bal 6BH | Scw | Nor 400.2 | Oslo 53 \| 32.9 | 3637 5810 | | 1921 2 | Haverton Hill, Eng. (Furness S. B. Co., Lim.) | A/S. Uto (C. Eitzen & Co., Mgrs.) | 3Cyl TE27,45,75x51; 3SB;WP180lbs | | N |
| 11885 PRMV | **Rijn** Steel 1D;Wireless;W. Bal 4BH | Scw | Hol 281.3 P23′ | Rotterd'm 40.3 \| 19.1 B70′ F24′ | 1165 1964 | | 1916 9 | Capelle a/d (A. Vuijk & Zonen.) [Ysel, Hol | Vinke & Co. Mgrs. | 3Cyl TE21,34$\frac{1}{2}$,57x36; 2SB;WP190lbs | | BL |
| 11886 PRNB | **Rijndam** Steel 3D;SUB.SIG;Wireless;W. Bal 10BH | Scw Sch Twin | Hol 550.3 | Rotterd'm 62.3 \| 26.2 | 7592 12525 | | 1901 10 | Belfast, (Harland & Wolff, Lim.) [Ire. | Holland American Line | 2-3Cyl TE28,47,78x57; 3DB;3SB;WP180lbs | | BL |
| 11887 PRMT | **Rijndijk** Steel 1D;W. Bal;Wireless 6BH | Scw | Hol 345.6 P25′ | Rotterd'm 48.8 \| 23.2 B115′ F35′ | 2172 3557 | | 1915 3 | Rotterdam, (Rotterdam Droodg. Maat.) [Hol. | Solleveld, van der Meer & H. T. Van Hattum's Stoomv. Maats | 3Cyl TE25,41,67x45; 2SB;WP180lbs | | BL |
| 11888 PRNH | **Rijnland** Steel 2D;Deep frmg;W. Bal;Wireless 6BH | Scw | Hol 389.4 | Amst'dam 51.2 \| 25.2 | 2587 4244 | | 1900 11 | Pt. Glasgow, (Russell & Co.) [Scot. | Koninkl. Hollandsche Lloyd | 3Cyl TE27,42,69x54; 3SB;WP180lbs | | BL |
| 11889 PRNF | **Rijswijk** Steel 1D;SUB.SIG;W. Bal;Wireless 4BH | Scw | Hol 256.5 P18′ | Rotterd'm 39 \| 18.7 B65′ F31′ | 1037 1673 | | 1910 7 | Alblasserdam, Hol. (Schpw. v. Jan Smit, Czn.) | Erhardt & Dekkers, Mgrs. | 3Cyl TE19,32,51x36; 2SB;WP180lbs | | BL |
| 11890 | **Rimac** xEten xRhakotis Steel 2D;Well dk;SUB.SIG;Wireless; W. Bal 8BH | Scw Twin | Pvn 435.7 P & B | Callao 53.2 \| 29.2 268′ F53′ | 4475 6982 | | 1907 | Hamburg, (Blohm & Voss.) [Ger. | Cie. Peruana de Vapores y Dique del Callao | 2-3Cyl TE22,35,61x42; 4SB;WP205lbs;3265IHP. | | V |
| 11891 140,589 JTWF | **Rimouski** Steel 4D;SUB.SIG;Wireless;W. Bal | Scw Twin | Br 460.3 P39′ | Liverpool 58.3 \| 37.3 B130′ F53′ | 5590 8950 | | 1918 | Glasgow, (Harland & Wolff, Lim.) [Scot. | F. Leyland & Co. (Lim.) | 2-4Cyl QE 20,29,42,61x48 | | |
| 11892 111,355 SDJL | **Rimutaka** Steel 2D;Shel dk;Deep frmg; Wireless;W. Bal 7BH | Scw Twin | Br 457.7 | Plymouth 58.2 \| 30.8 | 5724 8897 | | 1900 12 | Dumbarton, (W. Denny & Bros.) [Scot | New Zealand Shipping Co. (Lim.) | 2-3Cyl TE24,39,63x48; 4SB;WP180lbs;Exmd11,26 | 2dS.S.No.3,Glas5,25;A.S.7,26; M.&B.S;shfts drn7,26 | C |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11893 | **Rindjani** | Scw | Hol | Rotterd'm | 3127 | | 1906 | Flushing, | W. Ruys & | 3Cyl TE28½,48,82x60; | | V |
| | Steel | | 394 | 47 \| 28 | 4762 | | | (Koninklijke [Hol. | Zonen, Mgrs. | 2DB;2SB;WP200lbs;3600IHP; | | |
| PRJH | 3D;SUB.SIG;Wireless;W. Bal 7BH | | P72′ | B176′ F80′ | | | | Maats de Scheide) | | | | |
| 11894 | **Rio Amazonas** | Scw | Brz | Rio Jan'ro | 1040 | | '82 | Sunderland, | Lloyd Na- | 2CylC27,63x39; | | V |
| | xRemembrance Iron | Sch | 255.3 | 34.7 \| 20.9 | 1143 | | 4 | Eng. | cional | 2SB;950IHP. | | |
| HRLU | 1D;B;Well dk;Wireless;W. Bal 6BH | | P67′ | | | | | (Short Bros.) | | | | |
| 11895 | **Rio Azul** | Scw | Br | London | 2513 | | 1921 | Blyth, | Thompson | 3Cyl TE26,43,72x48; | | BL |
| 146,122 | Steel | | 363.1 | 53.2 \| 26.3 | 4088 | | 7 | (Blyth S. B. [Eng. | Steam Shipping | 3SB;WP180lbs | | |
| KJQM | 1D;Web frms;Wireless;W. Bal 6BH | | P30′ | B219′ F37′ | | | | & D. D. Co., Lim.) | Co. (Lim.) | | | |
| 11896 | **Rio Blanco** | Scw | Br | London | 2511 | | 1922 | Blyth, | Thompson | 3Cyl TE26,43,72x48; | | BL |
| 146,514 | Steel | | 363.1 | 53.2 \| 26.3 | 4086 | | 2 | (Blyth S. B. [Eng. | Steam Shipping | 3SB;WP180lbs | | |
| KLQN | 1D;Web frms;Wireless;W Bal 6BH | | P30′ | B219′ F37′ | | | | & D. D. Co., Lim.) | Co. (Lim.) | | | |
| 11897 | **Rio Bravo** | MV | Ger | Flensburg | 3546 | | 1924 | Kiel, | Flensburger | 2-6CylOilEng25x39 | | G |
| | Steel | Twin | 393 | 51.9 \| 25.2 | 5946 | | 1 | (Frled. [Ger. | Dampfer-comp. | | | |
| LNSM | 2D;W. Bal;Wireless;SUB.SIG. 8BH | | | B280′ F82′ | | | | Krupp Germania-werft A. G.) | | | | |
| 11898 | **Rio Claro** | Scw | Br | London | 2510 | | 1922 | Blyth, | Thompson | 3Cyl TE26,43,72x48; | | BL |
| 146,681 | Steel | | 363.1 | 52.2 \| 26.3 | 4086 | | 12 | (Blyth S. B. [Eng. | Steam Shipping | 3SB;WP180lbs | | |
| KNFT | 1D;Web frms;Wireless;W. Bal 6BH | | P20′ | B219′ F37′ | | | | & D. D. Co., Lim.) | Co. (Lim.) | | | |
| 11899 | **Rio de Janeiro** | Scw | Ger | Hamburg | 3194 | | 1914 | Vegesack, | Hamburg- | 3Cyl TE27,45,75x49; | | G |
| | xSanta Ines Steel | | 401.9 | 54.9 \| 27.7 | 5261 | | 4 | (Bremer [Ger. | Sudamer. | 3SB;WP200lbs | | |
| RBVH | 3D;SUB.SIG;Wireless;W. Bal 1BH | | | F43′ | | | | Vulkan.) | Dampf. Ges | | | |
| 11900 | **Rio Dorado** | Scw | Br | London | 2766 | | 1924 | Blyth, | Thompson | 3Cyl TE26,43,72x48; | | BL |
| 147,726 | Steel | | 390 | 55.3 \| 25.5 | 4507 | | 9 | (Blyth S.B. [Eng. | Steam Shipping | 3SB;WP180lbs | | |
| KRJW | 1D;Shel dk;Web frms; 6BH | | | | | | | & D. D. Co.) | Co. (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 11901 | **Rio Ica** | Scw | Prvn | Callao | 59 | | 1911 | Tonsberg, | Cia. | 3Cyl TE12,20,33x24 | | N |
| | xRuggen Steel | | 106.5 | 20 \| 12.4 | 164 | | | (Kaldnaes [Nor. | Ballenera del | | | |
| | 1D | | | | | | | Mek. Vaerks.) | Peru, Lda. | | | |
| 11902 | **Rio Negro** | Scw | Urg | Mntevdeo | 3061 | | 1901 | Glasgow, | Uruguayan | 3Cyl TE25,41,70x48; | | |
| | xMera Steel | Sch | 374 | 48.1 \| 27.6 | 4819 | | 2 | (C. [Scot. | Govt. | 3SB;WP200lbs | | |
| | 2D;Web frms;Wireless;W. Bal 6BH | | P242′ | B20′ F48′ | | | | Connell & Co.) | | | | |
| 11903 | **Rio Panuco** | MV | Ger | Flensburg | 3563 | | 1924 | Kiel, | Flensburger | 2-6CylOilEng25x39 | | G |
| | Steel | Twin | 392 | 52 \| 25.2 | 5944 | | 6 | (Frd. [Ger. | Dampfer Co. | | | |
| LNSQ | 2D;Wireless;SUB.SIG;W. Bal 8BH | | P & B | 280′ F82′ | | | | Krupp Akt. Ges.) | | | | |
| 11904 | **RioVistaL.&B.Co.No.1** | Brg | Am | San Fran. | 250 | | 1915 | Oakland, | F. E. | Wd | | |
| 166,077 | | | 130.1 | 34.1 \| 7.2 | 253 | | | (D. J. [Cal. | Benjamin | | | |
| | 1D | | | | | | | Hanlon.) | | | | |
| 11905 | **Rioco No. 1** | Brg | Am | Los Ang's | 2052 | | 1912 | Lorain, | Richfield | Stl;10BH | | |
| 210,589 | xSocony 89 | Sch | 250 | 43 \| 26 | 2452 | | 10 | (American [Ohio | Oil Co., Inc. | | | |
| LCPK | 1D;Web frms;Oil in bulk; | | | | | | | S. B. Co.) | | | | |
| | Long. frmg;Wireless | | | | | | | | | | | |
| 11906 | **Riol** | Scw | Br | Bideford | 3418 | | 1907 | Stettin, | Leeds Ship- | 4CylQE24,34,50,72x53; | | C |
| 146,204 | Steel | | 420.5 | 54.5 \| 27.9 | 5341 | | 3 | (Bremer [Ger. | ping Co. (Lim.) | 3SB;WP225lbs;386RHP;s rps10,26 | 2dS.S.No.1,No.Shlds12,25 | |
| KLJF | 2D;Wireless;W. Bal 6BH | | P & B | 266′ F54′ | | | | Vulkan.) | | | M.&B.S;shft drn12,25 | |
| 11907 | **Riol** | Scw | Ger | Bremen | 2204 | | 1922 | Emden, | Nord- | 3Cyl TE24,38,68x43; | | G |
| | xArcturus Steel | | 369.7 | 50.8 \| 21 9 | 3667 | | 11 | (Nord- [Ger. | deutscher Lloyd | 2SB;WP192lbs | | |
| QLPV | 2D;SUB.SIG;Wireless;W. Bal 1BH | | | | | | | seewerke A. G.) | | | | |
| 11908 | **Riouw** | Scw | Hol | Amst'dam | 4710 | | 1914 | Dumbarton, | Stoomv. | 3Cyl TE28½,47,82x54; | | BL |
| | Steel | | 450.7 | 55.9 \| 35.5 | 7624 | | 4 | (A. [Scot. | Maats Nederland | 6SB;WP218lbs | | |
| PRJL | 2D;Shel dk;Wireless;W. Bal 7BH | | P46′ | B29′ F51′ | | | | McMillan & Co., Lim.) | | | | |
| 11909 | **Ripley Castle** | Scw | Br | London | 4636 | | 1917 | Kobe, | Union | 3Cyl TE21,35,59x48; | | BL |
| 140,379 | xWar Soldier Steel | Twin | 445.5 | 58.4 \| 31.3 | 7446 | | 6 | (Kawasaki [Jap. | Castle Mail | 4SB;WP200lbs | | |
| JRLB | 2D;Wireless;SUB.SIG;W. Bal 7BH | | P34′ | B138′ F37′ | | | | Dkyd. Co., Lim.) | S.S. Co. (Lim.) | | | |
| 11910 | **Ripogenus** | Scw | Am | Belfast | 1379 | | 1919 | Rockland, | Great | 2-3Cyl TE15,22,38x24; | | BL |
| 218,623 | Wood | Twin | 267 | 42.1 \| 25.8 | 2369 | | 5 | (Francis [Me. | North. Paper Co. | 2SB;WP180lbs | | |
| LSDW | 2D;Mchy aft | | | | | | | Cobb S. B. Co.) | | | | |
| 11911 | **Riposo** | MV | Am | New York | 111 | | 1926 | Camden, | Dr. H. B. | 2-6CylGasEngs7x8; | | |
| 225,498 | Wood | Yct | 84.8 | 18 \| 6.2 | 121 | | | (Mathis [N. J. | Baruch | 300BHP | | |
| MGBS | 1D 5BH | Twin | | | | | | Yacht B. Co.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11912 224,385 | **Ripple** Steel 1D;Oil fuel | MV Yct Twin | Am 127 | New York 23.1 \| 8.6 | 144 284 | | 1923 | Kiel- Gaarden, Ger. (Germania Werft.) | Clifford M. Leonard | 2-6CylOilEng; 250BHP. | | |
| 11913 216,973 LRCH | **Ripple** Steel 1D 4BH | Scw | Am 135 | Boston 22.8 \| 13.4 F26′ | 96 301 | | 1918 | Superior, (Globe [Wis. S. B. Co.) | Bay State Fishing Co. | 3Cyl TE12¾,21½,35x24; 1SB;WP180lbs | | |
| 11914 230 PEMO | **Risano** xZvir xMonviso Steel 1D;Wireless;W. Bal 6BH | Scw | It 352.9 P35′ | Trieste 50.8 \| 21.6 B215′ F36′ | 2073 3310 | | 1912 5 | Sunderland, (R. [Eng. Thompson & Sons, Lim.) | Nav. Libera Triestina Soc. in Az. | 3Cyl TE24,40,66x45; 2SB;WP180lbs | | I |
| 11915 165,099 | **Rita Dempsey** 1D | Brg | Am 175 | Phila. 23 \| 12 | 426 457 | | 1912 12 | Gildersleeve, (Gilder- [Conn. sleeve S. B. Co.) | Dempsey & Son | O,YP;Gif | | |
| 11916 JBGD | **Rita Sister** xNuria Steel xAlmirall Lluis de Requesens 5BH 1D;B;Deep frmg;Wireless;W. Bal | Scw | Sp 323.4 P33′ | Valencia 46.9 \| 21.3 B88′ F37′ | 1803 2845 | | 1900 9 | Sunderland, (S. P. [Eng Austin & Son.) | Linea Vapores Cano | 3Cyl TE23,38,62x42; 2SB;WP160lbs | | BL |
| 11917 124,174 HKLT | **River Araxes** xFitzclarence Steel 1D;Spar dk;Deep frmg; 7BH Wireless;W. Bal | Scw | Br 376 P28′ | London 52.3 \| 17.5 B92′ F40′ | 2832 4407 | | 1907 4 | Middlesbro, (R. Craggs [Eng. & Sons, Lim.) | Stanley & John Thompson, (Lim.), Mgrs. | 3Cyl TE25,41,68x48; 3SB;WP180lbs | | **BL** |
| 11918 128,659 JMTF | **River Dart** xDenpark Steel 1D;Wireless;W. Bal 4BH | Scw | Br 280.2 P21′ | Cardiff 41.9 \| 18.9 B68′ F29′ | 1199 1976 | | 1916 6 | Grange- mouth, Scot (Greenock & Grangemouth Dkyd. Co., Lim.) | C. Angel & Co. (Mgr.) | 3Cyl TE21,35,57x36; 2SB;WP180lbs | | BL |
| 11919 142,627 JVGB | **River Delaware** xVenusia xWar Snake Steel 2D;Wireless;W. Bal 7BH | Scw | Br 400.4 P49′ | London 52.3 \| 28.4 B113′ F40′ | 3172 5222 | | 1918 8 | Belfast, (Harland & [Ire. Wolff, Lim.) | American- Levant Line (Lim.) | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 11920 142,630 JVDK | **River Hudson** xVennonia xWar Carp Steel 2D;Wireless;W. Bal 7BH | Scw | Br 400.6 P49′ | London 52.2 \| 28.6 B113′ F39′ | 3193 5225 | | 1918 9 | Dundee, (Caledon [Scot. S. B. & Eng. Co., Lim.) | American- Levant Line (Lim.) | 3Cyl TE27,44,73x48; 3SB;WP180lbs;Dkd,s rps10,26 | S.S.No.1,Ldn3,23;A.S.1,26; shft drn4,25;M.&B.S.6,26 | C |
| 11921 135,161 JBFW | **River Orontes** Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw Sch | Br 375.8 P36′ | London 52.2 \| 25.5 B99′ F41′ | 2809 4351 | | 1912 11 | Greenock, (Greenock [Scot. Grangemouth Dyd. Co., Lim.) | American- Levant Line (Lim.) | 3Cyl TE25,41,68x48; 3SB;WP180lbs;352RHP;Dkd8,26 | S.S.No.3,Snd2,26; n shft11,24;shft drn2,26; M.&B.S.3,26 | C |
| 11922 137,053 JQWC | **River Taff** xBroompark Steel 1D;Wireless;W. Bal 4BH | Scw | Br 279.8 P21′ | Cardiff 41.9 \| 18.9 B68′ F29′ | 1203 1978 | | 1917 9 | Grange- mouth, Scot. (Greenock & Grangemouth Dkyd. Co., Lim.) | Manor Line (London) (Lim.) | 3Cyl TE21,35,57x36; 2SB;WP180lbs | | BL |
| 11923 142,434 JSPK | **River Tigris** xVellavia Steel 2D;Wireless;W. Bal 7BH | Scw | Br 400.2 P49′ | London 52.3 \| 28.4 B112′ F39′ | 3195 5272 | | 1918 6 | Newcastle, (Armstrong [Eng. Whitworth & Co., Lim.) | America- Levant Line (Lim.) | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 11924 98,081 | **River Tyne** xConstantin xHighland Ghillie Steel 1D;B;Spar dk;Wireless;W. Bal 6BH | Scw | Br 365 P28′ | London 44.2 \| 19.4 B88′ F37′ | 2621 3855 | | '90 4 | Sunderland, (W. [Eng. Doxford & Sons.) | M. Gumuchdijan (Lim.) | 3Cyl TE27,44,72x48; 2DB;WP160lbs | | BL |
| 11925 | **Rivera** xSilvia Steel 2D;WirelessW. Bal 7BH | Scw | Urg 420.1 P283′ | Mntevdeo 46.3 \| 27.8 B24′ F56′ | 4198 6580 | | 1901 3 | Flensburg, (Flensburger [Ger. Schiffsb. Ges.) | Uruguayan Govt. | 4Cyl QE24,34,51,74x54; 3SB;WP213lbs | 3dS.S.No.1,Mtv2,24; B.S.2,24;shft drn5,24;M.S.7,25 | C |
| 11926 102,129 | **Riversdale** xHarvestehude 1D;B | Brg Trn | Br 275.8 P45′ | Vancouv'r 41.9 \| 24 F34′ | 2150 2259 | | '94 3 | Pt. Glasgow, (W. [Scot. Hamilton & Co.) | Coastwise Steamship & Barge Co. (Lim.) | Stl;1BH | | |
| 11927 111,098 KMNF | **Riverside** Steel 1D | Scw | Am 141.5 | Baltimore 27.1 \| 10.3 | 373 453 | | '95 | Chester, (Del. Riv. I. [Pa. S. B. & E. Works.) | Rock Creek Stmbt. Co. (Inc.) | 2CylC18,36x26; 450IHP. | | |
| 11928 130,470 KHCN | **Riverside** xN. & W. 3 | Brg Sch | Am 176 | New York 36.8 \| 17.3 | 845 863 | | '90 | Brooklyn, N. Y. | Neptune Line | Wd | | |
| 11929 202,856 KVFW | **Riverside** Steel 1D | Scw | Am 118.1 | New York 25 \| 8.7 | 204 300 | | 1906 | Port Rich- mond, N. Y. | City of New York (Health Dept.) | 550IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11930 219,585 LVNS | **Riverside Bridge** Steel 1D;2d dk at ends;Wireless; 7BH SUB.SIG; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252'847t;D.T .20'394 F.O.—A.P.66t;D.B.214'643t;D.T .20'368 | Scw | Am 324 P41' | Newark 46.2 \| 25 \| 28' 6" B90' F35' t. . . . . ..F.P.111t t;S.T.3 1t. . . . . | 2174 3545 5500 | 5' 9" 22' 11" | 1920 3 | Newark, (Submarine [N. J. Boat Corp.) | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP:EAC; Dkd,d rpd1,21;s rps7,21 | ✠A1Ⓔ ✠AMS shft drn1,21;Clh BB;CL (Laid up) | |
| 11931 137,898 | **Riverton** xL. C. Waldo Steel 1D;Wireless 3BH | Scw | Br 451 | Toronto 48.2 \| 23.1 | 2684 4423 | | '96 rb'16 | West Bay City, Mich. (F. W. Wheeler & Co.) | Mathews S.S. Co. | 3Cyl TE23,37½,63x44; 2SB;WP170lbs;1800IHP. | 95(GL) P.S.4,26 | |
| 11932 137,479 JLVF | **Riverway** xFraser River Steel 1D;Deep frmg;Wireless;W. Bal 6BH | Scw | Br 350.2 P31' | Liverpool 51.1 \| 24 B104' F39' | 2376 3805 | | 1915 10 | W. Hartlepool, Eng. (Irvine's S. B. & D. D. Co., Lim.) | Yule, Catto & Co. (Lim.) | 3Cyl TE25,40,67x45; 2SB;WP180lbs;342RHP. | S.S.No.2,Crdf9,23;A.S.12,25; B.S;shft drn12,25;M.S.1,26 | C |
| 11933 ORZI | **Rivoli** xPetalis xPacifique Steel 1D;W. Bal;Wireless 5BH | Scw Twin | Fr 205 | Brest 27.3 \| 15.5 | 200 488 | | 1905 6 | Nantes, (Dela [Fr. Brosse & Fouche.) | Soc. Francaise de Trav. Sous-Marins | 2-3Cyl TE11½,20,31½x23½; 2SB;WP214lbs;1200IHP. | | V |
| 11934 LDFJ | **Roald Amundsen** xCape Breton Steel 1D;Spar dk;Deep frmg; 6BH Oil in bulk;Wireless;W. Bal | Scw | Nor 360 P32' | Oslo 49 \| 17.5 B201' F40' | 2665 4479 | | 1904 9 | Pt. Glasgow, (Russell [Scot. & Co.) | A/S. Laboremus | 3Cyl TE25,42,68x48; 3SB;WP180lbs | | BL |
| 11935 MJFT | **Roald Jarl** Steel 1D;W. Bal 4BH | Scw | Nor 253.3 P23' | Trondhjm 38.5 \| 15.4 B86' F35' | 810 1404 | | 1913 3 | Trondhjem, (Trondhjems [Nor. Mek. Vaerksted.) | Det Nordenfjeldske Dampskisk | 3Cyl TE18,29,50x33; 1SB;WP180lbs | | N |
| 11936 943 RQNF | **Roana** xWar Craft Steel 1D;Shel dk;Wireless;W. Bal 8BH | Scw | It 412.4 F41' | Genoa 55.6 \| 34.4 | 4070 6521 | | 1920 3 | Middlesboro (Furness [Eng. S. B. Co.) | Soc. di Nav. "Roma" | Stm Tbns; 3WTB;WP200lbs | | I |
| 11937 56,70[illegible] | **Roanoke** 1D | Brg | Am 163 | Phila. 23.9 \| 11 | 388 388 | | 1901 | Elkton, (E. Delbert [Md. & Bros.) | Southern Transp. Co. | Wd;Gif | | |
| 11938 219,512 LVKC | **Roanoke** Steel 2D;Mchy aft;Long. frmg; 16BH Web frms;Oil in bulk;Oil fuel; SUB.SIG;Wireless;W. Bal | Scw | Am 416.8 P107' | New York 56.1 \| 31.1 B35' F33' | 4053 6541 | | 1920 2 | Bath, (Texas [Me. S.S. Co.) | Texas S. S. Co. | 3Cyl TE26½,44,74x51; 3WTB;WP200lbs;3500IHP. | | BL |
| 11939 MPCF | **Roar** Steel 1D;W. Bal 4BH | Scw | Nor 234.9 P21' | Oslo 37.2 \| 15.9 B60' F23' | 704 1250 | | 1916 8 | Stavanger, (Stavanger [Nor. Stöiberi & Dok.) | A/S Bill | 3Cyl TE17½,28½,48x33; 2SB;WP180lbs | | N |
| 11940 115,363 STMJ | **Roath** Steel 1D;Spar dk;Web frmg; 6BH Wireless;W. Bal | Scw Sch | Br 360 P32' | Cardiff 48.1 \| 20.2 B94' F40' | 2808 4317 | | 1901 10 | Newcastle, (North- [Eng. umberland S. B. Co., Lim.) | J. Cory & Sons (Lim.). Mgrs. | 3Cyl TE24½,40,68x48; 3SB;WP180lbs | | BL |
| 11941 225,877 | **Robador** Steel 2D 4BH | MV Yct | Am 147.2 | New York 26.1 \| 13 | 183 433 | | 1926 8 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Robert Law, Jr. | 4Cyl OilEng 14x18; 900BHP | | |
| 11942 165,739 | **Robert** 1D | Brg | Am 130 | Lockmoor 34 \| 8 | 258 258 | | 1914 | West Lake, (Clooney [La. Const. & Twg. Co.) | Chas. Clarke & Co. | Wd;Gif | | |
| 11943 RBPC | **Robert** xSigne xMediana Steel 1D;Deep frmg;Wireless;W. Bal 5BH | Scw | Ger 311.8 P31' | Hamburg 43.1 \| 20.4 B77' F30' | 1685 2704 | | '97 11 | Middlesbro, (Sir Raylton Dixon & Co.) | Aug. Bolten, Wm. Miller's Nachf. | 3Cyl TE22½,36½,60x42 | | G |
| 11944 166,357 | **Robert** 1D | Brg | Am 110.5 | Hartford 32.5 \| 9.5 | 310 316 | | 1916 | Gildersleeve, (Gilder- [Conn. sleeve S. B. Co.) | Oliver Gildersleeve & Sons, Inc. | Wd | | |
| 11945 75,589 JNVS | **Robert** xJohn A. Curtis 1D | Trn C B | Am 111.2 | Baltimore 23.6 \| 8.5 | 147 155 | | '74 3 | Laurel, Del. | Lottie V. Wathen | O,P;If | | |
| 11946 203,108 | **Robert B. Wallace** xE. J. Earling Steel 1D;Mchy aft;SUB.SIG;W. Bal 3BH | Scw | Am 525.5 | Fairport 55 \| 31 | 5140 6657 | | 1906 | Superior, (Superior [Wis. S. B. Co.) | Kinney S.S. Co. | 3Cyl TE23,38,63x42; 2SB;WP180lbs;1760IHP. | 100(GL) P.S.4,26 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11947 110,778 | **Robt. C. Wente** Wood 1D | Scw | Am 141 | Detroit 30 \| 12 | 267 336 | | '88 rb '17 | Gibraltar, (Linn & Craig.) [Mich. | D. O. Lockhart | 2CylC19,36x30; 1SB;WP130lbs;375IHP. | 90CF(GL) Lower Lake Erie & Nia. River; P.S.5,26 | |
| 11948 141,168 KHJF | **Robert Dollar** xKulrand Steel 3D;Oil fuel;Wireless;W. Bal 9BH | Scw Twin | Br 523.5 P64′ | Vancouv'r 65.7 \| 37.5 B14′F44′ | 6791 10893 | | 1920 5 | Geestemunde, Ger. (J. C. Tecklenborg, A. G.) | Dollar S.S. Lines (Lim.) | 2-3CylTE28,45,74x51; 5SB;WP200lbs | | BL |
| 11949 221,663 MDFT | **Robert E. Hopkins** Steel 2D;Web frms;Long. frmg; 16BH Mchy aft;Oil fuel;Oil in bulk; SUB.SIG;Wireless;W. Bal | Scw | Am 424.4 P128′ | New York 58.2 \| 32.9 B25′ F41′ | 4117 6624 | | 1921 8 | Chester, (Merchant S. B. Corp.) [Pa. | Tide Water Oil Co. | 3CylTE27,45,75x51; 3SB;WP210lbs;3000IHP. | | BL |
| 11950 224,339 MFQV | **Robert E. Lee** Steel 2D;Super dk; 6BH Wireless; 2BH to Fbd dk SUB.SIG; 4BH to Super dk Oil fuel F. P. above 150° F. C-35 W.B.—A.P.78t;D.B.314′ 817t.....F.P.58t F.O.....D.B.278′ 641t; W. T.42′2 26t.... | Scw | Am 375.5 B257′ | Wilm'gton 54.2 \| 17.2 \| 29′ 9″ F56′ | 3167 5184 | 12′ ½″ 17′ 10″ | 1925 1 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Robert E. Lee S.S. Corp. | Stm Tbn; Newport News S. B. & D. D. Co; 4WTB;Babcock & Wilcox Co; 16628HS;WP260lbs;4750SHP;EAC; d rpd6,26;Dkd11,26 | ✠A1Ⓔ With Freeboard. ✠AMS SBP;CL | |
| 11951 111,129 | **Robt. Fulton** Steel 1D;Mchy aft;SUB. SIG;W. Bal 2BH | Scw | Am 424.6 | Duluth 45.8 \| 27.8 | 2680 3801 | | '96 9 | Wyandotte, (Detroit D. D. Co.) [Mich. | Pittsburg S.S. Co. | 3CylTE24,38,64x42; 2SB;WP175lbs;2000IHP. | | |
| 11952 206,288 | **Robert Fulton** Steel 2D;B 4BH | SW | Am 337 | New York 42 \| 11.5 | 1344 2168 | | 1909 5 | Camden, (New York S. B. Co) [N. J. | Hudson River Day Line | 1CylVB75x144; 3RTB;3850IHP. | | |
| 11953 110,536 | **Robert H. Cook** Iron 1D | Scw | Am 102 | Albany 21 \| 9.6 | 79 158 | | '82 rb '08 | Buffalo, N. Y. | Lake Champlain Trans. Co. | 2CylC18,34x26; 1SB;WP125lbs;350IHP. | | |
| 11954 151,043 | **Robert J. Buck** Steel 1D;Mchy aft;W. Bal 3BH | Scw | Br 252 F35′ | Montreal 43.1 \| 16.8 | 983 1824 | | 1925 5 | Collingwood (Collingwood S. B. Co.) [Ont. | Geo. Hall Coal & Shipping Corp. | 3CylTE15½,26,44x26; 2SB;WP195lbs;850IHP. | M.S.5,25 | C |
| 11955 211,235 | **Robert J. Close** Steel 1D 1BH | Scw | Am 86.5 | Duluth 28 \| 8.1 | 112 187 | | 1913 | Superior, (Superior Ship Bldg. Co.) [Wis | Duluth-Superior Marine Repairs Co. | 1Cyl14x14; 1FB;WP107lbs;100IHP. | | |
| 11956 86,662 | **Robert J. Paisley** xGeo. L. Craig Steel 1D;B;Mchy aft;W. Bal 2BH | Scw | Am 360 | Fairport 50.2 \| 28 | 3130 3762 | | 1903 3 | Toledo, (Craig S. B. Co.) [Ohio | Paisley S. S. Co. | 3CylTE21,34,58x40; 3SB;WP175lbs;1400IHP. | (★100(GL) P.S.9,25 | |
| 11957 111,372 | **Robt. Jno. Beswick** 1D | Sch | Am 80 | N. Haven 26.5 \| 6 | 80 105 | | 1901 | Milford, Del. | DanielWalls | Wd | | |
| 11958 216,355 LKRV | **Robert Johnson** xLake Sebago Steel 1D;W. Bal;Wireless 4BH Oil fuel F. P. above 150° F. C-28 W.B.—A.P.51t;D.B.208′491t.....F. P.60t F.O.—A.P.48t;D.B.166′374t;S.T. 43t; F. P.56t | Scw | Am 252 P21′ | Newport 43.6 \| 18.9 B64′ F30′ | 1227 2010 3000 | | 1918 5 | Toledo, (Toledo S. B. Co.) [Ohio | Pacific Spruce Corp. | 3CylTE20½,33,54x40; Toledo S. B. Co; 2SB;Toledo S. B. Co; 126GS;4828HS;WP180lbs; 1250IHP;EAC;d rpd12,25; Dkd,s rps8,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY2,23; M.S.2,23;shft drn7,25;B.S.8,26; Scip;CL | |
| 11959 | **Robert K.** Steel 2D 2BH | Scw | Am 126 | Manila 24 \| 12.5 | 186 322 | | 1903 | Osaka, (Hunter & Co.) [Jap. | | 3CylTE13,21¼,36x27; 2Blrs;WP180lbs | | |
| 11960 111,180 | **Robert Kerr** 1D | StW | Am 176.1 | Juneau 35.4 \| 5.9 | 409 718 | | '98 | Seattle, Wash. | Waechter Brothers Co. | 400IHP. | | |
| 11961 134,019 | **Robert L. Fryer** Oak 1D | Scw | Br 281 | Pt. Arthur 41.4 \| 20 | 1158 2033 | | '88 rb '24 | W. Bay City, (F. W. Wheeler Co.) [Mich. | Davidson & Smith | 3CylTE19,32,50x40; 2SB;WP150lbs;850IHP. | 90(GL) Harbor Service. P.S.4,25 | |
| 11962 110,436 | **Robert L. Fryer** 1D | Brg Sch | Am 175 | Gary 33 \| 11 | 501 527 | | '80 rb '91 | Detroit, (Detroit D. D. Co.) [Mich. | Central Trans. Co | O | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11963 212,078 | **Robert L. Ireland** Steel 1D;Mchy aft;Long. frmg; Web frms;W. Bal 4BH | Scw | Am 504 F43′ | Duluth 54 \| 30 | 4889 6387 | | 1914 4 | Lorain, (American S. B. Co.) [Ohio | Kinney S.S. Co. | 3CylTE22½,36,60x42; 2SB;WP180lbs;1600IHP. | 100(GL) P.S.5,26 | |
| 11964 215,430 LNSW | **Robert L. Linton** xAsta 2D | Sch | Am 246.6 | New York 42.8 \| 22.5 | 1828 1965 | | 1917 9 o'26 | Mystic, (Pendleton Bros.) [Conn. | Coast & West Indies Ship Corp. | WD✕(Sltd) DB;clkt1924;s rps,clk b,dk8,26 | A1 S.S.No.2,PA8,26; B.S.8,26 | |
| 11965 213,062 | **Robert L. Stevens** Wood 1D | Scw | Am 83.2 | New York 29.2 \| 9.8 | 92 165 | | 1915 4 | West Brighton, N. Y. (Verdon & Co.) New | Atlantic Gypsum Products Co. | 1Cyl18x24; 1Blr;WP135lbs;350IHP | | |
| 11966 219,776 LWCG | **Robert Luckenbach** xEastern Merchant Steel 2D;Super Dk;Wireless;W. Bal; 7BH 3BH to Fbd dk 4BH to Super dk Oil fuel F. P. above 150° F. C-39 | Scw Twin | Am 445 | New York 58 \| 29.4 \| 32′ | 3998 6461 12995 | 5′ 27′ 2½″ | 1920 2 | Tsurumi Kabushika, Jap. (Asano S. B. Corp.) | Luckenbach S.S. Co. | 2-3CylTE22,36½,61x48; Asano S. B. Co; 4SB;Asano S. B. Co; 9835HS;WP200lbs;4200IHP; Dkd,d rpd9,26. | ✠A1Ⓔ With Freeboard ✠AMS S.S.No.1,NY6,23; M.S.6,23;B.S.6,26; n Pt shft;Stbd shft drn9,26; Cth BB;CL | |
| | W.B.—A.P.34t;D.B 386′1384t. F.O.—A.P.32t;D.B,365′1205t;S. T. | | | T.D .36′313t; F.P.87 t 50t. 39′4 F.P.81 t | | | | | | | | |
| 11967 210,287 LCMP | **Robert M. Thompson** Steel 2D;Wireless;W. Bal 4BH | Scw | Am 247 | Ogdensb'g 43.7 \| 26.5 | 1596 2561 | | 1912 8 rb'24 | Ecorse, (Great Lakes Eng. Works.) [Mich. | George Hall Corp. | 3CylTE19¼,35½,58x42; 2SB;WP180lbs;1400IHP. | (★100(GL) P.S.5,26 | |
| 11968 165,559 | **Robert M. Woodburn** 1D | Brg | Am 112.5 | Newark 29.3 \| 13.3 | 451 451 | | 1913 | South Rondout, N. Y. (C. Hiltebrandt D. D. Co.) | J. H. Blanchard | Wd | | |
| 11969 NBQK | **Robert Maersk** Steel 1D;W. Bal 5BH | Scw | Dan 241.7 F23′ | Svendborg 36.4 \| 16.3 B60′ P17′ | 789 1307 | | 1920 5 | Odense, (Skbvs. v/d A. P. Moller.) [Den. | Dampskibs Selskabet Svendborg | 3CylTE14½,27,44x30; 2SB;WP190lbs;600IHP. | | V |
| 11970 26,649 HSTN | **Robt. McClintock** xWm. F. Burden 1D | Sch C B | Am 95 | Baltimore 26 \| 7.4 | 126 154 | | '58 | Norwalk, Conn. | Joseph M. White | O,Ch;If | | |
| 11971 215,529 LHSK | **Robert P. Clark** LO,YP;Gif 1D;Oil fuel;Wireless | Scw | Am 128 | Pt. Arthur 25.8 \| 13.2 | 147 291 | | 1917 | Orange, (F. H. Swails.) [Tex. | Gulf Refining Co. | 3CylTE16½,28,42x24; 2SB;WP180lbs;1000IHP. | | |
| 11972 111,363 | **Robert P. Gillham** Wood 3D 3BH | StW | Am 149.5 | Cincinnati 31.5 \| 4.3 | 158 158 | | 1901 | Parkersburg (Parkersburg Dock Co.) [W. Va. | Campbell's Creek Coal Company | 2CylC14,24x84; 4Blrs;WP202lbs;575IHP. | | |
| 11973 151,045 | **Robert P. Kernan** Steel 1D;Mchy aft;W. Bal 3BH | Scw | Br 252 F35′ | Montreal 43 \| 16.8 | 983 1823 | | 1925 7 | Collingwood (Collingwood S. B. Co.) [Ont | Geo. Hall Coal & Shipping Corp. | 3CylTE15½,26,44x26; 2SB;WP195lbs;850IHP. | M.S.2,26 | C |
| 11974 166,412 | **Robert R.** 1D | Brg | Am 112.8 | New York 33.2 \| 8.9 | 305 305 | | 1915 | Rondout, (Jacob Rice) [N. Y. | Jacob Rice | Wd | | |
| 11975 | **Robert R. Hind** 1D | Sch 4 M | Br 162.8 | 37 \| 13 | 520 564 | | '99 6 | Alameda, (Hay & Wright.) [Cal. | | P;Gif(Sltd) | | |
| 11976 86,245 | **Robert S** xGov. Flower Wood 1D 1BH | Scw | Am 88 | New York 19 \| 9 | 51 100 | | '93 | Perth Amboy, N. J. (Ramsey.) | Chas. F. Bickel | 2CylC14,28x20; 1SB;WP125lbs;200IHP. | | |
| 11977 110,960 | **Robert S. Bradley** Iron 1D | Scw | Am 83 | Boston 20 \| 10.4 | 60 122 | | '92 | Camden, N. J. | American Agricultural Chemical Co. | 2CylC15,30x22; 1SB;WP150lbs;350IHP. | | |
| 11978 215,507 | **Robert S. Parsons** Wood 1D | Scw | Am 103.2 | New York 29.3 \| 10.6 | 137 202 | | 1916 | Brooklyn, N. Y. | Erie R.R. Co. | 1Cyl20x24; 1Blr;WP150lbs;400IHP. | | |
| 11979 111,294 | **Robt. W. E. Bunsen** Steel 1D;Mchy aft;SUB.SIG;W. Bal 3BH | Scw | Am 439 | Duluth 50.2 \| 29.6 | 2815 4473 | | 1900 6 rb'22 | Chicago, (Chicago S. B. Co.) [Ill. | Pittsburg S.S. Co. | 4CylQE20,30,43,63x42; 2SB;WP210lbs;1750IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11980 147,076 | **Robert W. Pomeroy** Steel 1D;Mchy aft;W. Bal 3BH | Scw | Br 253 F35' | Hull 43.2 \| 17.8 | 1112 1724 | | 1923 4 | Hull, (Earle's S. B. [Eng. & Eng. Co., Lim.) | Eastern S.S. Co. (Lim.) | 3CylTE16,27,44x33; 2SB;WP180lbs;1000IHP. | Lake Survey3,25; M.S.4,26 | C |
| 11981 JFNP | **Roberto R.** xRita Steel 1D;Deep frmg;Wireless;W. Bal 4BH | Scw | Sp 230 | Barcelona 32.8 \| 16.3 | 768 1238 | | 1901 2 | Campbell-town, Scot. (Campbelltown S. B. Co.) | Hijo de Ramon A. Ramos | 3CylTE18,27½,45x33; 1SB;WP160lbs | | |
| 11982 111,347 KQVP | **Robesonia** 1D;B | Brg Trn | Am 195 | Phila. 85 \| 17.6 | 866 955 | | 1901 5 | Noank, (R. [Conn Palmer & Son.) | Reading Co. | O,YP;Gif✕ | — Exp | |
| 11983 | **Robin** Steel 2D;Oil fuel;W. Bal 11BH | Scw | Am 180 | 35.3 \| 17.2 | | | 1918 11 | Brooklyn, (Todd's [N. Y. Shipyard Corp.) | U. S. Govt. (Navy Dept.) | 3CylTE19,29,46x30; 2WTB;WP200lbs;1400IHP. | | |
| 11984 219,473 LVHG | **Robin Adair** Steel 3D;Wireless; 7BH SUB.SIG; 3BH to Fbd dk W. Bal; 4BH to 2d dk Oil fuel F. P. above 150° F. C-37 W.B.—A.P.200t;D.B.358'1241t;D .T.35'8 F.O.—A.P.187t;D.B.308' 951t;D .T.35'7 | Scw | Am 424.8 | New York 55.2 \| 33.4 \| 36' 11t... 57t; S. | 4267 6895 10400 | 8' 9¼" 27' 6" .....F.P.91t T.76t;F.P.85t | 1920 1 | Seattle, (Skinner [Wash. & Eddy Corp.) | Seas Shipping Co., Inc. | Stm Tbn; General Electric Co; 3SB;Commercial Blr. Wks; 8874HS;WP210lbs;3000SHP;EAC; Dkd,d rpd5,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,NptN9,24; n shft1,23;M.S.9,24; shft drn2,25;B.S.1,26; Clh BB;CL | |
| 11985 219,569 LVND | **Robin Goodfellow** Steel 3D;SUB.SIG; 7BH Wireless; 3BH to Fbd dk W. Bal; 4BH to 2d dk Oil fuel F. P. above 150° F. C-37 W.B.—A.P.200t;D.B.358'1241t;D .T.35'8 F.O. D.B.308' 951t S.T. | Scw | Am 424.8 | San Fran. 55.2 \| 33.4 \| 36' 11t... .....F.P.91t .76t | 4260 6885 10400 | 8' 9¼" 27' 6" | 1920 2 | Seattle, (Skinner [Wash. & Eddy Corp.) | Robin Line S.S. Co. | Stm Tbn; General Electric Co; 3SB;Commercial Blr. Wks; 8874HS;WP210lbs;3000SHP;EAC; Dkd,d rpd7,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,NptN8,24; shft drn;M.S.8,24;B.S.11,26; Clh BB;CL | |
| 11986 219,511 LVKB | **Robin Gray** Steel 3D;SUB.SIG; 7BH Wireless; 3BH to Fbd dk W. Bal; 4BH to 2d dk Oil fuel F. P. above 150° F. C-37 W.B.—A.P.200t;D.B.358'1241t;D .T.35'8 F.O. D.B.308' 951t;D .T.35'7 | Scw | Am 424.8 | San Fran. 55.2 \| 33.4 \| 36' 11t... .....F.P.91t 57t; S. T.76t | 4267 6896 10400 | 8' 9¼" 27' 6" | 1920 1 | Seattle, (Skinner [Wash. & Eddy Corp.) | Robin Line S.S. Co. | Stm Tbn; General Electric Co; 3SB;Commercial Blr. Wks; 8874HS;WP210lbs;3000SHP;EAC; Dkd,d rpd8,26;s rps10,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,Balt1,24; M.S.1,24;shft drn9,25;B.S.1,26; Clh BB;CL | |
| 11987 219,436 LVFR | **Robin Hood** Steel 3D;SUB.SIG; 7BH Wireless; 3BH to Fbd dk W. Bal; 4BH to 2d dk Oil fuel F. P. above 150° F. C-37 W.B.—A.P.200t;D.B.358'1241t;D .T.35'8 F.O.—A.P.187t;D.B.308' 951t S.T. | Scw | Am 424.8 | New York 55.2 \| 33.4 \| 36' 11t... .....F.P.91t .76t;F.P.85t | 4263 6887 10400 | 8' 9¼" 27' 6" | 1919 12 | Seattle, (Skinner [Wash. & Eddy Corp.) | Seas Shipping Co., Inc. | Stm Tbn; General Electric Co; 3SB;Commercial Blr. Wks; 8874HS;WP210lbs;3000SHP;EAC; Dkd,d rpd9,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,Balt3,24; M.S.3,24;shft drn4,25;B.S.2,26; Clh BB;CL | |
| 11988 OSAN | **Rochambeau** Steel 4D;SUB.SIG;Wireless; 13BH D.F;W. Bal | Scw Quad | Fr 533.9 | Havre 64.1 \| 39.7 B287' F69' | 6620 12678 | | 1911 8 | St. Nazaire, (Chant. de [Fr l'Atlantique.) | CieGenerale Transatlantique | 2-4CylTE34½,51,57½,57½x39; 2StmTbns;9SB;WP200lbs; 12500IHP | | V |
| 11989 148,274 KRBG | **Rochdale** Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | Br 400 F35' | Cardiff 53 \| 24.7 | 2867 4745 | | 1924 7 | Stockton, (Richardson, [Eng. Duck & Co., Lim.) | Charles Radcliffe (Lim.) | 3CylTE26,43,71x48; 3SB;WP180lbs | | BL |
| 11990 OURI | **Roche Noire** xValerie W. xWillam Barnett Steel 1D;Wireless;W. Bal 4BH | Scw | Fr 115.9 | Arcachon 21.1 \| 10.1 | 53 208 | | 1917 | Aberdeen, (Hall, [Wash. Russell & Co., Lim.) | Soc. Nouvelle des Pecheries a Vapeur | 3CylTE12,20,34x23; 1SB;WP180lbs;300IHP. | | V |
| 11991 135,231 | **Rochelie** Steel 1D;Well dk;Oil fuel; 8BH Wireless;W. Bal | Scw | Br 241 | Vancouv'r 36 \| 16.7 B58' F29' | 904 1487 | | 1913 6 | Alloa, (Mackay [Scot. Bros.) | Pacific Line Co. (Lim.) | 3CylTE19,30,50x33; 2SB;WP180lbs | | BL |
| 11992 110,879 | **Rochester** Iron 1D | Scw | Am 90 | New York 22.2 \| 9.8 | 59 118 | | '90 | Philadel-phia, Pa. | Erie R.R. Co. | 2CylC20,36x26; 1CRTB;WP100lbs;400IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11993 219,491 | **Rochester** xForeman O,YP,HK;Gif 1D 1BH | Scw | Am 94.2 | New York 25.1 \| 12.1 | 87 173 | | 1920 3 | New York, (Consoli- [N. Y dated S. B. Corp.) | Lehigh Valley R.R. Co | 2CylC18,38x26; 1SB;WP150lbs;450IHP | ✠ — — ✠ — — Cancelled2,23 | |
| 11994 220,133 LWQR | **Rochester** Steel 2D;Web frms;Mchy aft; 15BH Oil in bulk;Long. frmg;Oil fuel; sub.sig;Wireless;W. Bal | Scw | Am 435.6 P122′ | New York 56.2 \| 31.7 B50′ F44′ | 4221 6836 | | 1920 4 | Sparrows Pt., Md. (Bethlehem S. B. Corp.) | Vacuum Oil Co. | 3CylTE27,47,78x48; 3SB;WP220lbs;2800IHP | | BL |
| 11995 220,806 | **Rochester Socony** Steel 1D;Oil in bulk;W. Bal 2BH | MV | Am 188.7 | New York 28.4 \| 11.8 | 401 533 | | 1920 9 | Elizabeth, (Bethlehem [N. J S. B. Co.) | Standard Oil Co. (N. Y.) | 6CylOilEng12x14; 300IHP. | | |
| 11996 217,065 LNHM | **Rocinante** xPriscilla Alden O,YP,Gif(Sltd) 1D | MV xSch | Am 156 | New York 33.4 \| 13.6 | 289 404 | | 1918 10 | East Booth- (F. C. [bay, Me. Adams.) | A. M. Huntington | Oil Eng | | |
| 11997 135,798 JLSC | **Rocio** Steel 1D;Wireless;W. Bal 6BH | Scw Sch | Br 350 P35′ | Newport 50.5 \| 22.8 B210′ F36′ | 2320 3729 | | 1915 8 | Sunderland, (R. [Eng. Thompson & Sons, Lim.) | Orders & Handford S.S. Co. (Lim.) | 3CylTE25,42,68x48; 2SB;WP180lbs | | BL |
| 11998 222,623 MDTV | **Rock Harbor** 1D | Brg Sch | Am 188.9 | Rockland 34.1 \| 16.3 | 915 943 | | 1922 | Camden, (New York [N. J. S. B. Corp.) | Rockland Transportation Co. | Stl;5BH | | |
| 11999 222,648 MDVH | **Rock Haven** 1D | Brg Sch | Am 188.9 | Rockland 34.1 \| 16.3 | 915 943 | | 1922 | Camden, (New York [N. J. S. B. Corp.) | Rockland Transportation Co. | Stl;5BH | | |
| 12000 110,389 | **Rockaway** Iron 1D | SW | Am 150 | Norfolk 32 \| 10.5 | 362 521 | | '79 | Wilmington, Del. | City of Portsmouth | 1Cyl44x108; WP35lbs | | |
| 12001 218,866 LSRF | **Rockaway Park** Steel 2D;sub.sig;Wireless;W. Bal 7BH C-34 W.B.—A.P.48t;D.B.324′1029t;D. T.678t; F.P.106t | Scw | Am 392.5 P39′ | New York 52.1 \| 26 \| 29′ B105′ F40′ | 2925 4753 7500 | 5′ 5½″ 23′ 8½″ | 1919 12 | Shooters Island, N. Y. (Standard S. B. Corp.) | U. S. Shipping Board | 3CylTE25,42,70x48; Standard S. B. Corp; 3SB;Standard S. B. Corp; 181GS;6900HS;WP190lbs;2500IHP; EAC;d rpd2,24;Dkd,s rps10,26 | ✠A1Ⓔ ✠AMS n shft10,22;B.S;shft drn10,26; SBP;CL | |
| 12002 222,519 MDST | **Rockland** 1D | Brg Sch | Am 188.9 | Rockland 34.1 \| 16.3 | 915 943 | | 1922 10 | Camden, (New York [N. J. S. B. Corp.) | Rockland Transp. Co. | Stl;5BH; DB | | |
| 12003 111,339 KQTG | **Rockland** 1D | Brg Sch | Am 163.6 | Fall River 34.3 \| 10.4 | 403 481 | | 1901 5 | Bath, (Kelley, [Me. Spear Co.) | Staples Trans. Co. | Sp,Hw;Gif | | |
| 12004 110,767 | **Rockland** Wood | SW | Am 129.4 | New York 31.7 \| 9.7 | 304 393 | | '88 | Athens, N. Y. | Margaret T. W. Hatch | 583IHP | | |
| 12005 219,517 LVKJ | **Rockport** Steel 2D;Wireless;sub.sig;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.136t;D.B.338′1307t;D T.27′83 F.O.....D.B.284′1086t;D T.27′77 | Scw | Am 400.7 P35′ 4t... 8t; S. | Pensacola 54.2 \| 30.1 \| 32′ 10″ B123′ F43′ .....F.P.109t T.59t..... | 3364 5401 9000 | 7′ 10½″ 25′ 1″ | 1920 2 | Pensacola, (Pensacola [Fla. S. B. Co.) | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 3WTB;Oil City Bir. Wks; 9150HS;WP225lbs;3000SHP;EAC; Dkd,s rps7,21 | ✠A1Ⓔ ✠AMS Clh BB;CL (Laid up) | |
| 12006 222,548 MDKC | **Rockport** 1D | Brg Sch | Am 88.9 | Rockland 34.1 \| 16.3 | 915 943 | | 1922 10 | Camden, (New [N. J. York S. B. Corp.) | Rockland Transp. Co. | Stl;5BH; DB | | |
| 12007 222,586 MDTQ | **Rockville** 1D | Brg Sch | Am 188.9 | Rockland 34.1 \| 16.3 | 915 943 | | 1922 | Camden, (New [N. J. York S. B. Corp.) | Rockland Transp. Co. | Stl;5BH; DB | | |
| 12008 223,021 | **Rodman Wanamaker** Steel 2D 5BH | Scw F. B. | Am 215 | New York 45 \| 18 | 595 875 | | 1923 | Mariners Harbor, N. Y. (Staten Island S. B. Co.) | City of New York (Dept. of Plant & Structures) | StmTbn;ElectMotors; WP250lbs;2300SHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12009 900 PETZ | **Rodosto** xWar Haida Wood 1D;B;Well dk;Wireless | Scw | It | Genoa 249.8 \| 43.4 \| 23 P & B \| 138′ F32′ | 1490 2350 | | 1918 4 | Victoria, (Cameron- [B. C. Genoa Mills, Lim.) | Soc. di Nav. e Cabotaggio "Peninsulare" | 3Cyl TE20,33,54x40; 2WTB;WP185lbs | | I |
| 12010 | **Rodrigues Alves** xAcre Steel 2D;Wireless;W. Bal Sch 5BH | Scw | Brz | Rio Jan'ro 300 \| 40.4 \| 18 \| 26.4 | 1555 2587 | | 1907 6 | Stockton, (Craig, [Eng. Taylor & Co.) | Lloyd Brasileiro | 3Cyl TE25,42,68x45; 2SB;WP180lbs | | |
| 12011 MLVS | **Rodskjaer** xEngland xBentala Steel 1D;B;Web frms;Well dk; Wireless;W. Bal 4BH | Scw | Nor | Lang'sund 303 \| 40.2 \| 20.2 P17′ \| B124′ F33′ | 1729 2725 | | '89 7 | Newcastle, (Schlesinger, [Eng. Davis & Co.) | Jacobsen & Co., Mgrs. | 3Cyl TE22,34,56x42; 2SB;WP160lbs | | BL |
| 12012 QLSV | **Roedelheim** xNoorddijk Steel 1D;W. Bal;Wireless 6BH | Scw | Ger | Bremen 331.7 \| 48.1 \| 22.3 P25′ \| B94′ F31′ | 2035 3306 | | 1914 5 | Rotterdam, (Rotterdam [Hol. Droogd. Maats.) | Unterweser Reederei Akt. Ges. | 3Cyl TE23,38,62x42; 2SB;WP180lbs | | G |
| 12013 PRLN | **Roepat** Steel 2D;Shel dk;Wireless;W. Bal 7BH | Scw | Hol | Amst'dam 450 \| 55.9 \| 35.6 P46′ \| B29′ F51′ | 4746 7563 | | 1914 3 | Port Gl'gow, (W. [Scot Hamilton & Co., Lim.) | Stoomv. Maats. Nederland | 3Cyl TE28½,47,82x54; 6SB;WP213lbs | | BL |
| 12014 216,353 | **Roger C. Sullivan** 1D | Scw | Am | Duluth 105.5 \| 24.4 \| 12.1 | 122 179 | | 1917 | Albany, N. Y. | Great Lakes D. & D. Co. | 2CylC16,34x26; 1SB;WP175lbs;550IHP. | | |
| 12015 | **Roger Poizat** xJ. Rodrigues Wood 2D | Scw | Am | Manila 167.7 \| 27.3 \| 13.4 | 304 497 | | 1903 | Manila, (J. [P. I Rodrigues.) | J. Poizat | 2CylC30½,61x38 | | |
| 12016 200,246 | **Roger Williams** Wood 1D 2BE | Scw | Am | New York 108 \| 25.9 \| 10.6 | 101 149 | | 1903 | Athens, (Allen [N. Y. & Co.) | Neptune Line, Inc | 2CylC15¾,32x24; 1SB;WP145lbs;650IHP. | | |
| 12017 MROG | **Rogier** Steel 1D;Wireless;W. Bal 7BH | Scw | Blg | Antwerp 331 \| 46.7 \| 23.2 P33′ \| B100′ F28′ | 1853 3016 | | 1919 3 | Glasgow, (Lloyd [Scot. Royal Belge, Lim.) | Lloyd Royal Belge Soc. Anon | 3Cyl TE25,41,68x45; 3WTB;WP180lbs | | BL |
| 12018 MROV | **Roi Leopold** xJanus xAssuan Steel 2D;Web frms;Wireless;W. Bal 7BH | Scw | Blg | Antwerp 374.3 \| 48.4 \| 27.5 P & B \| 230′ F45′ | 3333 4710 | | 1900 | Glasgow, (C. Connell [Scot. & Co.) | L. Dens & Co., Mgrs. | 3Cyl TE25,41,70x45; 3SB;WP200lbs;2200IHP | | V |
| 12019 106,424 QBLC | **Roker** Steel 1D;B;Deep frmg; Wireless;W. Bal 6BH | Scw | Br | Sund'rl'nd 360 \| 47.2 \| 24.7 P31′ \| B84′ F37′ | 2263 3499 | | '98 3 | Sunderland, (Short [Eng Bros.) | J. Westoll | 3Cyl TE25,40,67x45; 2SB;WP160lbs | | BL |
| 12020 29,132 SLRQ | **Rokko Maru** Steel 2D;Wireless;W. Bal 5BH | Scw | Jap | Tokio 315 \| 46 \| 27 P22′ \| B80′ F36′ | 1821 3038 | | 1923 3 | Nagasaki, (Mitsubishi [Jap. Dockyard & Engine Wks.) | Nippon Yusen Kabushiki Kaisha | 3Cyl TE23,38,64x48; 2SB;WP200lbs;202RHP. | A.S.11,25; M.S;shft drn10,23 | C-J |
| 12021 HTWC | **Rokos Vergottis** Steel 1D;W. Bal;Wireless 7BH | Scw | Grk | Argostoli 400 \| 52.4 \| 28.5 P49′ \| B113′ F38′ | 3166 5637 | | 1919 11 | Sunderland, (W. Doxford [Eng. & Sons, Lim.) | Panaghis Vergottis | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 12022 6,756 KDNQ | **Roland** Steel 1D;Shel dk;Wireless;W. Bal 4BH | Scw | Swd | Gothenb'g 300 \| 43.2 \| 16.3 | 1520 2502 | | 1922 4 | Gothenburg, (Eriksbergs [Swd. M. V. Aktieb.) | Angf. Aktieb. Tirfing | 3Cyl TE22,35,58x36; 2SB;WP185lbs | | BL |
| 12023 QLJW | **Roland** Steel 2D;SUB.SIG;Wireless;W. Bal 6BH | Scw | Ger | Bremen 359.4 \| 51 \| 24.4 P33′ \| B109′ F41′ | 2584 4174 | | 1921 7 | Stettin, (Akt. Ges. [Ger. "Neptun.") | Nord- deutscher Lloyd | 3Cyl TE22,36,61x47; 3Birs | | G |
| 12024 QLKP | **Rolandseck** xBrocklane xFlorenz Steel 1D;Shel dk;Wireless;W. Bal 4BH | Scw | Ger | Bremen 269.4 \| 37.8 \| 20 | 1142 1843 | | 1905 8 | Flensburg, (Flensbur- [Ger. ger Schiffsb. Ges.) | Deutsche Dampfs. Ges. "Hansa" | 3Cyl TE20,33,55x37; 2Birs | | G |
| 12025 JTNF | **Rolf** xJonstorp xSirrah 1D;B | Bk | Swd | Halmstad 140.1 \| 30.1 \| 14.1 | 407 466 | | '91 | Grimstad, Nor. | Axel Lindblom | O,P;M;Gif | | V |
| 12026 NMDS | **Rolf** Steel 1D;Wireless;W. Bal Sch 5BH | Scw | Dan | Cop'hagen 280.2 \| 40.3 \| 18 | 1202 1916 | | 1903 12 | Elsinore, (Helsingfors [Den. Jernskibsbyggeri.) | P. Brown & Co., Mgr. | 3Cyl TE19,32,53x36; 2SB;WP180lbs;800IHP. | | V |
| 12027 LBHQ | **Rolf Jarl** Steel 1D;Wireless;W. Bal 4BH | Scw | Nor | Trondhjm 265.6 \| 42 \| 17.9 P27′ \| B72′ F30′ | 1118 1917 | | 1920 10 | Trondhjem, (Trondhjems [Nor. Mek. Vaerks.) | Norden- fjeldske Dampskibsselskab | 3Cyl TE20,33,56x36; 2SB;WP180lbs | | N |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12028 | **Rollin E. Mason** | Scw | Am | N. London | 145 | | 1911 | Essex, | Fisheries | | | |
| 208,918 | Wood | | 155.6 | 23.1 \| 12.9 | 323 | | 7 | Mass | Products Co. | 600IHP. | | |
| LCBN | 1D 4BH | | | | | | | | | | | |
| 12029 | **Rollon** | Scw | Fr | Rouen | 1032 | | 1911 | Rostock, | Cie de | 3Cyl TE 22,35,56x37 | | V |
| | xPortici Steel | | 288 | 41.1 \| 16.8 | 1560 | | | (Akt. [Ger. | Transp. Mar. & | 2SB;WP185lbs;1100IHP | | |
| OSCG | 1D;Wireless;W. Bal 7BH | | P & B | 226′ F20′ | | | | Ges. Neptun.) | Fluv | | | |
| 12030 | **Rolph** | Bkt | Am | San Fran. | 1224 | 4′ 5½″ | 1919 | Rolph, | Rolph Nav- | Fir;Gif✕(Sltd) | ✠A1Ⓔ | |
| 218,534 | | | 231.4 | 43.5 \| 18.6 \| 21′ 6″ | 1386 | 19′ 11½″ | 8 | (Rolph [Cal. | igation & Coal | Dkd,d rpd8,20 | (Laid up) | |
| LSBP | 1D;B | | | | | | | S. B. Co.) | Co. | | | |
| 12031 | **Roma** | Scw | It | Genoa | 19357 | | 1926 | Sestri | Nav. Gen. | Stm Tbns | | I |
| 1,407 | Steel | Quad | 664.7 | 82.6 \| 51.5 | 32582 | | | Ponente, It. | Italiana | 4SB;9DB | | |
| | 6D;B;Web frms;Wireless 12BH | | P40′ | B475′ F47′ | | | | (G. Ansaldo & Co.) | | | | |
| 12032 | **Roma** | Scw | Fr | Marseilles | 2827 | | 1902 | La Seyne, | C. Fabre | 3Cyl TE 39,59,90½x51½; | | V |
| | Steel | Sch | 411.1 | 46.1 \| 28.7 | 5302 | | | (Forges & C. [Fr. | & Co. | 6SB;WP160lbs;4500IHP. | | |
| OSCJ | 2D;Spar dk;Wireless;W. Bal 8BH | | | | | | | de la Medit.) | | | | |
| 12033 | **Romagne** | Scw | Am | Detroit | 1429 | | 1920 | Cleveland, | Edward P. | 3Cyl TE 20,33,54x40; | ✠A1Ⓔ | |
| 220,790 | Steel | | 251 | 43.6 \| 22 | 2283 | 10 | (American [Ohio | Farley & Co. | American S. B. Co; | ✠AMS | |
| MBTR | 1D;Wireless; 4BH | | P27′ | B64′ F26′ | 3500 | | | S. B. Co.) | | 2SB;American S. B. Co; | S.S.No.1,Osk12,24; | |
| | Oil fuel F. P. above 150° F. C-28 | | | | | | | | | 3580HS;WP185lbs;1200IHP; | M.S.12,24;shft drn10,26; | |
| | | | | | | | | | | d rpd6,26;Dkd,s rps11,26 | B.S.11,26;Cih BB;CL | |
| | W.B.—A.P.89t;D.B.204′530t . . . . | . . . F. | P.59t | | | | | | | | | |
| | F.O. . . . . D.B.186′442t;S.T. | 23t; F. | P.55t | | | | | | | | | |
| 12034 | **Roman Prince** | Scw | Br | Newcastle | 3299 | | 1914 | Sunderland, | Prince Line | 3Cyl TE 27,44½,75x54; | | BL |
| 133,549 | Steel | | 420 | 54.1 \| 26.3 | 5291 | | 3 | (W. Doxford [Eng. | (Lim.) | 3SB;WP180lbs | | |
| DWV | 2D;Shel dk;Wireless; 6BH | | | | | | | & Sons, Lim.) | | | | |
| | SUB.SIG;W. Bal | | | | | | | | | | | |
| 12035 | **Romance** | Sch | Am | N.Bedford | 96 | | 1906 | Essex, | Hipolito G. | Wd | | |
| 202,878 | | | 108 | 25.2 \| 11.6 | 136 | | | Mass. | Lamas | | | |
| | 1D | | | | | | | | | | | |
| 12036 | **Romania** | Scw | It | Genoa | 2983 | | 1905 | Riva | Soc. | 2-3Cyl TE 21¼,33½,59x39 | | I |
| 530 | xIndiana Steel | Sch | 381.1 | 48 \| 25.8 | 4941 | | | Trigoso, It. | Italiana di Servizi | 5SB;3200IHP. | | |
| PVRC | 3D;Wireless;W. Bal 8BH | Twin | | | | | | (Soc. Esercizio | Marittimi | | | |
| | | | | | | | | Bacini.) | | | | |
| 12037 | **Romanitza** | Scw | Fr | Dunkirk | 2422 | | 1902 | Sunderland, | Cie. de | 3Cyl TE 25,42,68x48; | | BL |
| | xSan Martino xAltai Steel | | 360.6 | 46.6 \| 19.4 | 3813 | | 8 | (Short [Eng. | Commerce & | 2SB;WP180lbs | | |
| LBVQ | 1D;Spar dk;Deep frmg; 6BH | | P35′ | B226′ F40′ | | | | Bros., Lim.) | d'Armement | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 12038 | **Romanstar** | Scw | Br | London | 3588 | | '95 | Newcastle, | Blue Star | 3Cyl TE 30,48,78x54; | | BL |
| 105,262 | xBrodmead xRakaia Steel | | 420 | 54 \| 28.7 | 5617 | | 6 | (Hawthorn, [Eng. | Line(Lim.),Mgrs. | 3SB;WP160lbs | | |
| NVRP | 2D;Shel dk;Deep frmg; 7BH | | P46′ | B266′ F49′ | | | | Leslie & Co., | | | | |
| | Wireless;Oil fuel;W. Bal | | | | | | | Lim.) | | | | |
| 12039 | **Rome Socony** | MV | Am | New York | 753 | | 1924 | Chester, | Standard | 2-6CylOilEng 13x18; | ✠A1Ⓔ Oil Carrier. | |
| 223,674 | Steel | Twin | 252.9 | 40.1 \| 12.8 | 1199 | | 5 | (Sun [Pa. | Transp. Co. | McIntosh & Seymour Corp; | Inland & Sound;New York to | |
| MFKW | 1D;Mchy aft;Web frms; 11BH | Brg | | | | | | S. B. & D. D. | | 700BHP;EAC;Dkd,d rpd2,25 | Boston via Cape Cod Canal; | |
| | Oil fuel F. P. above 150° F. | | | | | | | Co.) | | | Short Lake Trips in Summer, | |
| | | | | | | | | | | | as Oswego to Cape Vincent. | |
| | W.B.—A.P.47t. . . . . | | | | | | | | | | ✠AMS | |
| | F.O. . . . . D.T.4′52t | | | | | | | | | | Cih BB | |
| 12040 | **Romeo** | Scw | Br | Liverpool | 3236 | | 1919 | W. Hartle- | Hall Line | 3Cyl TE 27,44,73x48; | | BL |
| 140,630 | Steel | | 400 | 52.3 \| 28.5 | 5157 | | 6 | pool, Eng. | (Lim.), Mgrs. | 3SB;WP180lbs | | |
| KBMW | 2D;Wireless;W. Bal 7BH | | P49′ | B219′ F39′ | | | | (W. Gray & Co., | | | | |
| | | | | | | | | Lim.) | | | | |
| 12041 | **Romera** | Scw | Br | Glasgow | 3168 | | 1909 | Glasgow, | Maclay & | 3Cyl TE 25,41,67x51; | | BL |
| 129,424 | Steel | Sch | 402.2 | 52.2 \| 27.3 | 4962 | | 8 | (A. [Scot. | McIntyre, Mgrs. | 3SB;WP175lbs | | |
| HPQS | 2D;Deep frmg;Wireless;W. Bal 6BH | | P45′ | B125′ F38′ | | | | Stephen & Sons, | | | | |
| | | | | | | | | Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12042 | **Romeu** | Scw | Sp | Valencia | 1965 | | 1919 | Carthagena, | Compania | 3CylTE24,40,65x45; | | V |
| | Steel | | 310 | 43.1 \| 26.4 | 3070 | | | (Soc. de [Sp. Construcion Naval.) | Transmedlt. | 2SB;WP180lbs;2000IHP | | |
| JFSD | 2D;W. Bal;Wireless 7BH | | | | | | | | | | | |
| 12043 | **Romney** | Scw | Br | Liverpool | 3568 | | '99 | Middlesbro, | Lamport & | 3CylTE27½,44,75x48; | | C |
| 110,532 | Steel | Sch | 380 | 50.2 \| 27.7 | 5718 | | 1 | (Sir Raylton [Eng. Dixon & Co., Lim.) | Holt, Mgrs. | 3SB;WP180lbs;487RHP;Dkd5,25 | 2dS.S.No.3,Lvpl1,20;A.S.3,24; B.S.3,24;M.S;shft drn5,25 | |
| QRCS | 3D;Shel dk;Deep frmg; 6BH | | P46′ | B102′ F49′ | | | | | | | | |
| | Wireless:W. Bal | | | | | | | | | | | |
| 12044 | **Romsdalshorn** | Scw | Nor | Bergen | 4121 | | 1921 | Sunderland, | A/S. D/S. | 3CylTE27,44,75x54; | | BL |
| | Steel | | 420 | 54 \| 34.3 | 6583 | | 8 | (W. Doxford [Eng. & Sons, Lim.) | Romsdalshorn | 3SB;WP180lbs | | |
| LCJQ | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | | | | | |
| 12045 | **Romulus** | Scw | Am | Manila | 534 | | '79 | Paisley, | Compania | 2CylC28,50x33; | | |
| | Steel | | 210 | 29.1 \| 15.2 | 853 | | | (H. M. [Scot. Tyre & Co.) | Maritima of Manila | 1Blr;WP80lbs | | |
| | 1D;Mchy aft;Well dk;W. Bal 2BH | | | | | | | | | | | |
| 12046 | **Romulus** | Scw | Am | Wilm'gton | 3748 | 6′ 1″ | 1919 | Wilmington, | U. S. Ship- | 3CylTE27,45,75x48; | ✠A1Ⓔ Oil Carrier. | |
| 218,003 | Steel | | 391.8 | 51.3 \| 28.8 \| 30′ 2″ | 5104 7500 | 24′ 3″ | 7 | (Bethlehem [Del. S. B. Corp.) | ping Board | Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 8125HS;WP190lbs;2700IHP;EAC; d rpd8,20;Dkd3,21;s rps4,22 | ✠AMS shft drn8,20;Cih BB;CL (Laid up) | |
| LRBD | 2D;Long. frmg; 14BH | | P98′ | B33′ F43′ | | | | | | | | |
| | Wireless;Mchy aft; 8BH to Fbd dk | | | | | | | | | | | |
| | SUB.SIG;W. Bal; 6BH to 2d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.30t;D.B.a76′214t | | | D.T.f.6 | 5′818t; | F.P.89t | | | | | | |
| | F.O. D.T. | a8′377 | t;D.T. | f.8′377t | | | | | | | | |
| 12047 | **Romulus** | Scw | Nor | Oslo | 2300 | | 1921 | Sunderland, | A/S. | 3CylTE25,42,68x45; | | N |
| | Steel | | 347.4 | 50 \| 24 | 3707 | | 2 | (R. Thomp- [Eng. son & Sons, Lim.) | Romulus | 2SB;WP180lbs | | |
| LBNM | 2D;Oil fuel;Wireless;W. Bal 6BH | | | F31′ | | | | | | | | |
| 12048 | **Rona** | Bk | Br | Sydney | 610 | | '85 | Belfast, | The | I | | |
| 90,129 | xPolly Woodside | | 192.2 | 30.1 \| 16 | 694 | | | (Workman, [Ire. Clark & Co.) | Adelaide S.S. Co. (Lim.) | | | |
| KDCN | 1D:B | | | F20′ | | | | | | | | |
| 12049 | **Rona** | Scw | Br | Sydney | 3784 | | 1918 | Middlesbro | Colonial | 3CylTE27,45,74x48; | | BL |
| 136,451 | Steel | | 400 | 54.5 \| 32.2 | 6205 | | 3 | (R. Dixon [Eng & Co., Lim.) | Sugar Refining Co. (Lim.) | 3SB;WP180lbs | | |
| TMLW | 1D;Shel dk;Molasses Carrier; 6BH | | P40′ | | | | | | | | | |
| | Mchy aft;Wireless;W. Bal | | | | | | | | | | | |
| 12050 | **Ronald** | Scw | Nor | Tonsberg | 3619 | | 1920 | Pt. Glasgow, | A/S. | 3CylTE27,45,74x51; | | BL |
| | Steel | | 423.3 | 56 \| 28.8 | 6249 | | 7 | (R. Duncan [Scot. & Co., Lim.) | "Hektor" | 3SB;WP180lbs | | |
| MVLT | 2D;Oil in bulk;Wireless;W. Bal 11BH | | P45′ | B & F 338′ | | | | | | | | |
| 12051 | **Ronald C. Longmire** | Trn | Br | Annapolis | 149 | | 1921 | Meteghan, | Charles A. | Bch,Sp,Hw;Gif | ✠ — — | |
| 138,440 | | | 102.5 | 28.1 \| 10.1 | 183 | | 1 | (Meteghan [N. S. Mar. Railway Co.) | Bent | | Suspended4,24 | |
| | 1D | | | | | | | | | | | |
| 12052 | **Ronald G. Keeler** | Scw | Am | New York | 60 | | '81 | Fly Moun- | Keeler | | | |
| 110,493 | xResolute Wood | | 101 | 22 \| 9.6 | 120 | | | tain, N. Y. | Transp. Line | 350IHP. | | |
| LGWC | 1D | | | | | | | | | | | |
| 12053 | **Ronald M. Douglas** | Trn | Br | St. John's | 147 | | 1921 | Bay | W. Garland | Wd | | |
| 143,027 | | | 113 | 26.9 \| 9.9 | 189 | | | D'Espoir, Nfld. (Morgan Roberts.) | & T. Douglas | | | |
| | 1D | | | | | | | | | | | |
| 12054 | **Ronchi** | Scw | It | Genoa | 2377 | | 1904 | Sunderland, | Soc. Anon. | 3CylTE26,42,68x42; | | C-I |
| 1368 | xYorkriver xWhatley Hall Steel | Sch | 342.3 | 46.6 \| 24.7 | 3756 | | 7 | (W. Doxford [Eng. & Sons, Lim.) | Parodi & Corrado | 2SB;WP160lbs;313RHP | 2dS.S.No.1,Bdfd11,21;A.S.3,26; shft drn5,23;M.&B.S.3,26 | |
| | 2D;B;Deep frmg; 7BH | | P21′ | F35′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 12055 | **Ronda** | Scw | Br | London | 3030 | | 1920 | So. Shields, | Bowring | 3CylTE26½,44,73x48; | | BL |
| 144,511 | Steel | | 385 | 53.6 \| 27.1 | 4943 | | 4 | (J. Read- [Eng. head & Sons, Lim.) | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| KFHT | 1D;Wireless;W. Bal 6BH | | P36′ | B119′ F40′ | | | | | | | | |
| 12056 | **Rondane** | Scw | Nor | Oslo | 716 | | '80 | Stockton, | E. Morten- | 2CylC27⅝,55x36; | | BL |
| | xSouthwood Iron | | 240 | 35 \| 16 | 1188 | | 7 | (Richard- [Eng. son, Duck & Co.) | sen, Mgr. | 2SB;WP90lbs;99RHP | | |
| HDKQ | 1D;B;Well dk;W. Bal 5BH | | | B63′ F28′ | | | | | | | | |
| 12057 | **Rondo** | Scw | Hol | Amst'dam | 4759 | | 1914 | Rotterdam, | Stoomv. | 3CylTE28,47,83x53; | | BL |
| | Steel | | 450.3 | 55.9 \| 35.6 | 7549 | | 12 | (Droogd. [Hol. Maat.) | Maats. Nederland | 6SB;WP213lbs | | |
| PRMF | 2D;Shel dk;Wireless;W. Bal 7BH | | P46′ | B29′ F52′ | | | | | | | | |
| 12058 | **Rondout** | Brg | Am | New York | 764 | | '96 | Bath, | Morecraft | Wd | | |
| 111,108 | | Sch | 181.6 | 35.3 \| 16.1 | 831 | | | Me. | Transp. Corp. | - | | |
| KMQP | 1D | | | | | | | | | | | |
| 12059 | **Roode Zee** | Scw | Hol | Rotterd'm | 91 | | 1908 | Kinderdijk, | L. Smit & | 3CylTE22,33,55x30; | | BL |
| | Steel | | 172 | 30.6 \| 16.2 | 573 | | 7 | (J. & K. [Hol. Smit.) | Co.'s Sleepdienst (Lim.) | 2SB;WP165lbs | | |
| PRMG | 1D;Wireless;W. Bal;D.F. 4BH | | P46′ | F17′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12060 | **Roosevelt** | Scw | Am | Seattle | 315 | | 1905 | Verona, | Washington | 2CylC24,52x30; | | |
| 202,129 | O,YP;Gif | Sch | 182 | 35.5 \| 16.2 | 618 | | 6 | (Chas. [Me. Dix.) | Tug & Barge Co. | 2SB;WP179lbs;900IHP. | | |
| KTWC | 1D;B;Wireless | | | | | | | | | | | |
| 12061 | **Roquelle** | Scw | Br | Liverpool | 2761 | | 1918 | Campbel- | Imperial | 3CylTE25,40,65x45; | | BL |
| 140 532 | Steel | | 348.6 | 49.9 \| 23.6 | 4364 | | 5 | town, Scot. | Direct Line | 3SB;WP180lbs | | |
| JTMW | 1D;Wireless;W. Bal 6BH | | P29′ | B213′ F37′ | | | | (Campbeltown S. B. Co., Lim.) | (Lim.) | | | |
| 12062 | **Rosa Ferlita** | Trn | Br | Kingston | 590 | | 1918 | Meteghan, | D. D. Yates | Wd | | |
| | xE. L. Comeau | | 169 | 37.4 \| 13.2 | 673 | | | (Clan [N. S. | | | | |
| | 1D | | | | | | | Shipping Co.) | | | | |
| 12063 | **Rosalia** | Scw | It | Venice | 2673 | | 1902 | Stockton, | Soc. di Nav. | 3CylTE25,42,68x48; | | I |
| 98 | xBarkston Steel | Sch | 361 | 48.5 \| 20.4 | 4184 | | 1 | (Craig, [Eng. | Lloyd Adriatico | 3SB;WP180lbs;1400IHP. | | |
| SRQM | 1D;Spar dk;Web frms;W. Bal 6BH | | P31′ | B90′ F38′ | | | | Taylor & Co.) | | | | |
| 12064 | **Rosalie Belliveau** | Trn | Br | St. Johns | 197 | | 1909 | Belliveau's | Malcolm | Hw,Sp,YP;Gicf(Sltd) | ✠ — — | |
| 122,035 | | | 114 | 29 \| 10 | 239 | | | Cove, N. S. | Bros. | | Suspended12,23 | |
| SRDJ | 1D | | | | | | | (Benj. Belliveau.) | | | | |
| 12065 | **Rosalind** | Scw | Br | Liverpool | 1563 | | 1911 | Glasgow, | C. T. | 3CylTE26,42,68x45; | | BL |
| 132,505 | xLady Gwendolin Steel | | 300.2 | 39.7 \| 17.5 | 2390 | | 9 | (Clyde [Scot. | Bowring & Co. | 2DB;WP170lbs | | |
| HVBC | 2D;Shel dk;Wireless;D.F; 5BH | | P62′ | B115′ F54′ | | | | S. B. & Eng. Co., | (Lim.), Mgrs. | | | |
| | Oil fuel;W. Bal | | | | | | | Lim.) | | | | |
| 12066 | **Rosamond** | Sch | Am | Seattle | 1068 | | 1900 | Benicia, | North | O,P;Icf(Sltd) | | |
| 111,293 | | 4 M | 201 | 41 \| 17 | 1084 | | 6 | Cal. | American | | | |
| KQDL | 1D;B | | | | | | | (M. Turner.) | Fisheries, Inc. | | | |
| 12067 | **Rosandra** | Scw | It | Venice | 4797 | | 1921 | Trieste, | Nav. Libera | 3CylTE32,51,83x54; | | I |
| 179 | Steel | | 464.2 | 57.4 \| 32.5 | 7746 | | 6 | (Cantiere [It. | Triestina Soc. | 4SB;WP180lbs | | |
| PEZI | 2D;Shel dk;Wireless;W. Bal 7BH | | | | | | | San Rocco.) | in Az. | | | |
| 12068 | **Rosario** | Bk | It | Genoa | 358 | | '70 | Cassano, | F. Dodero | O,P;Icf | | |
| 3,945 | xIgnazio | | 126.3 | 26.9 \| 17.9 | 377 | | 8 | (De Rosa) [It. | | | | |
| RSTP | 1D;B | | | | | | | | | | | |
| 12069 | **Rosario** | Scw | It | Venice | 3386 | | 1918 | Newcastle, | Lloyd Ad- | 3CylTE27,44,73x48; | | I |
| 174 | xWar Maker Steel | | 400.3 | 52.2 \| 28.4 | 5468 | | | (Swan, [Eng. | riatico Soc. di | 3SB;WP180lbs;3000IHP. | | |
| PFAB | 1D;Oil fuel;Oil in bulk; 11BH | | P49′ | B113′ F38′ | | | | Hunter & Wigham | Nav. | | | |
| | Wireless;W. Bal | | | | | | | Richardson) | | | | |
| 12070 | **Rose Anne Belliveau** | Trn | Br | Weymo'th | 247 | | 1919 | Belliveau, | B. Belliveau | Bch,Sp;Gif(Sltd) | | V |
| 141,230 | | | 130.5 | 30.8 \| 10.5 | 310 | | | (B. [N. S. | | | | |
| TPKR | 1D | | | | | | | Belliveau.) | | | | |
| 12071 | **Rose Castle** | Scw | Br | Montreal | 4351 | | 1915 | Sunderland, | Dominion | 3CylTE28½,47,79x54; | | BL |
| 137,438 | Steel | | 455 | 58 \| 31.1 | 7546 | | 4 | (Short [Eng. | Shipping Co. | 3SB;WP180lbs | | |
| JKNS | 1D;Web frms;Long. frmg; 7BH | | P27′ | B76′ F33′ | | | | Bros., Lim.) | (Lim.) | | | |
| | Wireless;SUB.SIG;W. Bal | | | | | | | | | | | |
| 12072 | **Rose City** | Scw | Am | Portland | 2154 | | '90 | Chester, | Rose City | 3CylTE28,44,70x48; | ✠A1 | |
| 27,637 | xBadger xYumuri Steel;Iron | | 336.2 | 43.2 \| 22.3 | 3468 | | 1 | (Delaware [Pa. | S.S. Co. | Delaware River I. S. B. & E. Wks; | AMS | |
| KGTR | 3D;Wireless;SUB.SIG;D.F; 5BH | | | | 2400 | | | River I. S. B. & E. | | 4WTB;Ballin W. T. Boiler Co; | 3dS.S.No.1,SanF3,26; | |
| | Oil fuel F. P. above 150° F. | | | | | | | Wks.) | | 1200HS;WP200lbs;3200IHP;EAC; | n shft3,23;M.S;shft drn3,26; | |
| | | | | | | | | | | n Blrs;clk dk5,16;Dkd,d rpd3,26; | B.S.10,26;Cih BB;CL | |
| | | | | | | | | | | s rps9,26 | | |
| 12073 | **Rose E. Hanley** | Brg | Am | New York | 100 | | 1901 | Whitehall, | Charles E. | Wd | | |
| 165,503 | | | 96 | 17.5 \| 7.8 | 107 | | | (John [N. Y. | Hanley | | | |
| | 1D | | | | | | | Ryan.) | | | | |
| 12074 | **Rose Mahony** | Bkt | Am | San Fran. | 1933 | | 1918 | Benicia, | Andrew F. | Fir;Gif | | |
| 216,507 | | | 260.7 | 43.3 \| 22.4 | 2051 | | | (Benicia [Cal. | Mahony | | | |
| LMBF | Wireless | | | | | | | S. B. Co.) | | | | |
| 12075 | **Rose Murphy** | Scw | Am | Mobile | 1179 | | 1918 | Duluth, | John G. | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 216,990 | xLake Indian Steel | | 251 | 43.6 \| 18.1 | 1991 | | 10 | (McDougall [Minn. | Murphy | McDougall Duluth Co; | ✠AMS | |
| LNCS | 1D;Wireless 4BH | | P27′ | B64′ F35′ | 2969 | | | Duluth Co.) | | 2SB;McDougall, Duluth Co; | S.S.Bost8,20; | |
| | | | | | | | | | | 126GS;5246HS;WP180lbs; | M.&B.S;shft drn12,25; | |
| | W.B.—A.P.86t;D.B.200′583t;F.P. 70t | | | | | | | | | 1250IHP;Dkd,d rpd12,25 | Scip;CL | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D W | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12076 | **Rose Schiaffino** | Scw | Fr | Algiers | 2027 | | 1920 | Blyth, | Soc. Alger. | 3CylTE25,41,68x45; | | BL |
| | xNotton Steel | | 331.3 | 46.7 \| 23.2 | 3349 | 3 | (Blyth [Eng. S. B. & D. D. Co., Lim.) | de Nav. pour l'Afrique du Nord | 3SB;WP180lbs | | |
| | 1D;Wireless;W. Bal 6BH | | P33′ | B98′ F29′ | | | | | | | | |
| 12077 | **Rose Standish** | SW | Am | Boston | 504 | | 1912 | Wilmington, | Nantasket | 2CylC31,56x102; | | |
| 209,822 | Steel | | 205.4 | 34.5 \| 11.4 | 993 | | (Harlan & [Del. Hollingsworth Corp.) | Beach Steamboat Co. | 1500IHP. | | |
| LCJK | 1D | | | | | | | | | | | |
| 12078 | **Roseden** | Scw | Br | Newcastle | 2700 | | 1918 | Blyth, | Stephens, | 3CylTE25,41,68x48; | | BL |
| 140,712 | Steel | | 363.2 | 51 \| 26.3 | 4323 | 4 | (Blyth S. B. [Eng. & D. D. Co., Lim.) | Sutton (Lim.) | 3SB;WP180lbs | | |
| JTDL | 1D;Wireless;W. Bal 6BH | | P31′ | B98′ F36′ | | | | | | | | |
| 12079 | **Rosefield** | Scw | Dzg | Danzig | 1902 | | '96 | Sunderland, | Baltische | 3CylTE24,40,66x45; | | |
| | Steel | Sch | 325 | 47 \| 23.6 | 3079 | 3 | (J. Priest- [Eng man & Co.) | & Weissmeer Handels & Schiffo. | 2SB;WP160lbs | | |
| | 1D;B;Web frms; 5BH | | P31′ | B88′ F36′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 12080 | **Roselle** | Scw | Am | New York | 149 | | 1903 | Phila., | Central | 2CylC18½,40x28; | | |
| 111,453 | Steel | | 98 | 24.5 \| 13.8 | 220 | 4 | (Neafie & Levy) [Pa | R.R. of N. J. | 1CRTB;WP150lbs;500IHP. | | |
| KSHV | 1D 4BH | | | | | | | | | | | |
| 12081 | **Rosemary** | Sch | Am | Mobile | 790 | | 1917 | Handsboro, | J. M. Scott | Cps,LO,YP;Gicf(Sltd) | ✠A1Ⓔ | |
| 215,861 | | 4 M | 184 | 38 \| 16.2 | 901 | 12 | (Matio [Miss Martinolich) | | clk b8,20;s rps,s b,dk clkg,clk t1,26 | | |
| LJMB | 1D | | | | | | | | | | | |
| 12082 | **Rosenborg** | Scw | Dan | Cop'hagen | 1206 | | 1914 | W. Hartle- | C. K. Han- | 3CylTE20,31½,53x36; | | BL |
| | Steel | | 280 | 40 \| 19.1 | 1997 | 6 | pool, Eng. | sen, Mgr. | 2SB;WP180lbs | | |
| NSWL | 1D;Wireless;W. Bal 4BH | | P21′ | B74′ F31′ | | | | (W. Gray & Co., Lim.) | | | | |
| 12083 | **Rosendal** | Scw | Swd | Gothenb'g | 833 | | 1920 | Kalundborg, | Rederi A/B | 3CylTE16,25,42x29; | | BL |
| | xBedehome Steel | | 233.3 | 37.1 \| 16.8 | 1439 | 5 | (Kalundborg [Den. | Rosenborg | 2SB;WP185lbs | | |
| | 1D;W. Bal 4BH | | P12′ | B50′ F29′ | | | | Skibsverft.) | | | | |
| 12084 | **Rosenhjem** | Bkt | Dan | Thoreh'vn | 112 | | 1910 | Bergen, | Hans | P,O;Gif; | | N |
| | xRosenhelm | Aux | 108.5 | 24.8 \| 10.7 | 178 | | | (Knut [Nor Skaaluren) | Petersen, Mgr. | 2CylOilEng11½x16 | | |
| KCHN | 1D;Mchy aft | | | | | | | | | | | |
| 12085 | **Roseric** | Scw | Br | Glasgow | 3005 | | 1910 | Pt. Glasgow, | Bank Line | 3CylTE27,44,73x48; | | BL |
| 129,498 | Steel | | 405.2 | 52 \| 25.8 | 4738 | 6 | (Russell [Scot. & Co.) | (Lim.) | 2SB;WP180lbs | | |
| HRBW | 2D;Shel dk;Deep frmg;Oil fuel; 5BH | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 12086 | **Roseway** | Trn | Am | Boston | 244 | | 1907 | Shelburne, | Boston Ship | Hw,O,Hk,Sp,P;Gicf(Sltd) | — Exp | |
| 212,568 | | | 120 | 28.4 \| 12.4 | 291 | 10 | (George [N. S. A. Cox.) | Brokerage Co. | | | |
| LDPM | 1D | | | | | | | | | | | |
| 12087 | **Roseway** | MV | Am | Newport | 63 | | 1926 | Essex, | | Oil Eng; | | |
| 225,756 | Wood | | 94.5 | 24.6 \| 10.2 | 112 | | (John F. [Mass. James.) | | 110IHP | | |
| | 1D | | | | | | | | | | | |
| 12088 | **Roseworth** | Scw | Br | Newcastle | 1408 | | 1919 | Pt. Glasgow, | Robert | 3CylTE22,36,59x39; | | BL |
| 142,852 | Steel | | 302.9 | 42.9 \| 20.9 | 2554 | 11 | (Dunlop, [Scot. Bremner & Co.) | Stanley Shipping Co. (Lim.) | 2SB;WP180lbs | | |
| KCWM | 1D;Oil fuel;Wireless;W. Bal 5BH | | P33′ | B80′ F32′ | | | | | | | | |
| 12089 | **Rosinco** | MV | Am | Chicago | 49 | | 1916 | Wilmington, | | 6CylOilEng7½x11; | — — | |
| 214,160 | xWhitemarsh Steel | | 88 | 15 \| 7.8 | 91 | | (Harlan [Del. & Hollingsworth.) | | 115BHP | — — | |
| LGCH | 1D;W. Bal 6BH | | | | | | | | | Cancelled10,25 | | |
| 12090 | **Roslagen** | Scw | Swd | Helsngbrg | 823 | | '84 | Sunderland, | A. Nilsson, | 2CylC31,57x36; | | BL |
| 3,847 | xProbus xTudor Prince Iron | Sch | 245.2 | 35 \| 17.6 | 1445 | 10 | (J. L. [Eng. Thompson & Sons.) | Mgr. | 1DB;WP80lbs | | | |
| JMCT | 1D;Well dk;Web frms;W. Bal 4BH | | P23′ | B59′ F27′ | | | | | | | | |
| 12091 | **Rossetti** | Scw | Br | Liverpool | 4100 | | 1900 | Glasgow, | Lamport & | 3CylTE29½,47,78x54; | | C |
| 113,401 | Steel | | 405.4 | 52.2 \| 28.3 | 6540 | 9 | (D. & W. [Scot. Henderson & Co.) | Holt (Lim.), Mgrs. | 3SB;WP200lbs;592RHP. | 3dS.S.No.1,Glas3,24;A.S.2,26; | |
| RTVQ | 3D;Deep frmg;Wireless;W. Bal 6BH | | | | | | | | | n shft2,23;M.&B.S.7,26 | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12092 | **Rotarian** | Scw | Am | Wilmngtn | 2925 | 5′ 10½″ | 1920 | Tacoma, | Grace S. S. | 3CylTE24,40,70x48; | ✠A1Ⓔ | |
| 220,444 | Steel | | 380.3 | 53.1 \| 27 | 4747 | 23′ 8″ | 7 | (Todd [Wash. | Co. | Todd D. D. & Const. Co; | ✠AMS | |
| MBFV | 2D;Long. frmg; 7BH | | | 29′ 4″ | 7500 | | | D. D. & Const. Co.) | | 3SB;Todd D. D. & Const. Co; | S.S.No.1,SanF1,25; | |
| | Wireless;SUB.SIG; C-35 | | P52′ | B102′ F41′ | | | | | | 6831HS;WP190lbs;2500IHP;EAC; | n shft8,23;M.&B.S.1,25; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd5,26;s rps6,26 | Clh BB;CL | |
| | W.B.—A.P.318t;D.B.334′1237t;D | T.36′9 | 93t; F. | P.91t | | | | | | | | |
| | F.O.....D.S. —′ 828t;D | T.36′9 | 27t... | ..... | | | | | | | | |
| 12093 | **Rotarian** | Scw | Am | Galveston | 264 | | '91 | West Bay | A. E. Weiss | 2-2CylC14,24x14; | | |
| 218,452 | Steel | Twin | 132 | 27 \| 9.2 | 473 | | | City, Mich. | | 1SB;WP130lbs;500IHP. | | |
| LSJG | 2D;Oil fuel 4BH | | | | | | rb 7,19 | (Wheeler & Co.) Galveston, Tex. | | | | |
| 12094 | **Rothley** | Scw | Br | Newcastle | 2481 | | 1911 | Blyth, | Stephens, | 3CylTE35,41,68x45; | | BL |
| 129,780 | Steel | Sch | 352.5 | 50.8 \| 24.9 | 3959 | | 9 | (Blyth S. B. [Eng. | Sutton (Lim.) | 2SB;WP180lbs | | |
| HTMF | 1D;Wireless;W. Bal 6BH | | P31′ | B98′ F39′ | | | | & D. D. Co., Lim.) | | | | |
| 12095 | **Rotorua** | Scw | Br | London | 7705 | | 1911 | Clydebank, | Federal | 2-4CylQE25,35,51,72x51; | | BL |
| 132,607 | xShropshire Steel | | 526.4 | 61.4 \| 33.3 | 12112 | | 9 | (J. Brown [Scot. | Steam Nav. Co. | 2DB;2SB;WP215lbs | | |
| HTLR | 2D;Shel dk;Oil fuel;Wireless; 8BH | | | | | | | & Co., Lim.) | (Lim.) | | | |
| | D.F;W. Bal | | | | | | | | | | | |
| 12096 | **Rotterdam** | Scw | Hol | Rotterd'm | 15056 | | 1908 | Belfast, | Holland- | 2-4CylQE33,47,68,97½x60; | | BL |
| | Steel | Sch | 650.5 | 77.4 \| 43.5 | 24149 | | 6 | (Harland 'Ire. | America Line | 8DB;2SB;WP215lbs | | |
| PRMN | 4D;SUB.SIG;Wireless; 12BH | Twin | B & F | 535′ | | | | & Wolff, Lim.) | | | | |
| | D.F;W. Bal | | | | | | | | | | | |
| 12097 | **Rottl** | Scw | Hol | Amst'dam | 4736 | | 1914 | Amsterdam, | Stoomv. | 3CylTE27,47,82x53; | | BL |
| | Steel | | 450 | 55.8 \| 35.6 | 7518 | | 8 | (Nederl. [Hol. | Maats. Nederland | 6SB;WP213lbs | | |
| PRMQ | 2D;Shel dk;Wireless;W. Bal 8BH | | P46′ | B29′ F51′ | | | | Schps. Maats.) | | | | |
| 12098 | **Roubaisien** | Scw | Fr | Dunkirk | 1970 | | 1921 | S. Shields, | Cie. des | 3CylTE23½,39,64½x44½; | | V |
| | Steel | | 331.2 | 47.2 \| 22.1 | 3152 | | 5 | (J. [Eng. | Bateaux a Vap. | 2SB;WP180lbs;1400IHP | | |
| OSET | 3D;Wireless;W. Bal 7BH | | P30′ | B170′ F33′ | | | | Readhead & Sons, Lim.) | du Nord | | | |
| 12099 | **Roubaix** | Scw | Fr | La Roch'le | 1488 | | 1917 | Port Arthur, | Cie. Delmas | 3CylTE20,33,54x40; | | BL |
| | xWar Fish Steel | | 251 | 43.8 \| 26.5 | 2412 | | 9 | (Pt. Arthur [Ont | Freres & | 2SB;WP190lbs | | |
| OSEU | 1D;Wireless;W. Bal 4BH | | P27′ | B78′ F27′ | | | | S. B. Co., Lim.) | Vieljeux | | | |
| 12100 | **Rouen** | Scw | Br | W.Hartlpl | 1201 | | 1909 | W. Hartle- | Furness, | 3CylTE20,33,54x36; | | C |
| 127,438 | Steel | | 279.2 | 40.1 \| 18.2 | 1968 | | 2 | pool, Eng | Withy & Co. | 2SB;WP180lbs;148RHP. | 2dS.S.No.1,Jarw7,25; | |
| HNMK | 1D;Deep frmg;Wireless; 4BH | | P25′ | B61′ F29′ | | | | (Irvine's S. B. & D. D. Co., Lim.) | (Lim.) | | shft drn6,25;B.S.7,25;M.S.7,26 | |
| | SUB.SIG;W. Bal | | | | | | | | | | | |
| 12101 | **Rouffach** | Scw | Sp | Mahon | 598 | | 1919 | North Van- | Cabiro- | 2-2CylC12,24x16; | | |
| | Flr;Glf | Twin | 195.4 | 40.7 \| 15.3 | 1131 | | | couver, B. C. | Mora | 1WTB;WP180lbs;500IHP. | | |
| OSEX | 2D;Wireless | | P91′ | B10′ F28′ | | | | (Wm. Lyall S. B. Co., Lim.) | | | | |
| 12102 | **Roumania** | Scw | Am | Wilm'gton | 1441 | | '87 | W.Bay City, | Nicholson | 2CylC21,44x36; | 90CF(GL) | |
| 110,733 | Wood | | 273.5 | 39.5 \| 23.5 | 1837 | | | (J. [Mich. | Trans. Co. | 2SB;WP150lbs;400IHP. | Except Lake Superior. | |
| | 1D | | | | | | | Davidson.) | | | P.S.5,26 | |
| 12103 | **Roumanie** | Scw | Blg | Antwerp | 2674 | | 1906 | Flensburg, | Armement | 3CylTE19½,35,61x25½; | | V |
| | xPyrgos xHorncap xHalmon Steel | | 340 | 48.6 \| 24.3 | 3535 | | 6 | (Flensburg [Ger. | A. Deppe | 2SB;WP200lbs;1400IHP. | | |
| MRSO | 2D;Wireless;W. Bal 7BH | | | | | | | Schiffsb. Ges.) | | | | |
| 12104 | **Rounton Grange** | Scw | Br | W.Hartlpl | 2850 | | 1913 | Howden-on- | Houlder | 3CylTE25,40,68x48; | | C |
| 132,837 | Steel | | 385 | 52 \| 27.1 | 4495 | | 3 | Tyne, Eng. | Bros. & Co. | 3SB;WP180lbs;385RHP. | S.S.No.3,Nprt5,25;A.S.7,26; | |
| JBST | 1D;Deep frmg;Wireless;W. Bal 6BH | | P35′ | B119′ F41′ | | | | (Northumberland S. Co., Lim.) | (Lim.), Mgrs. | | shft drn12,24;M.&B.S.7,26 | |
| 12105 | **Roussillon** | Scw | Fr | Havre | 5073 | | 1907 | Bremen, | Comp. Gen. | 2-4CylQE23½,34,50,72x53; | | V |
| | xGoeben Steel | Twin | 462.2 | 57.6 \| 35.8 | 8800 | | 12 | (A. G. [Ger. | Transatlantique | 3DB;WP220lbs;6500IHP; | | |
| OSFJ | 3D;Web frms;SUB.SIG; 10BH | | | | | | | "Weser.") | | | | |
| | Wireless;D.F;W. Bal | | | | | | | | | | | |
| 12106 | **Rouzic** | Trn | Fr | St. Servan | 218 | | 1919 | White Cove, | Potet, | P,Sp,B;Gif(Sltd) | | V |
| | xDonald & Keith | | 120 | 29.7 \| 12.6 | 285 | | | (Westport [N. S. | Lamare & Co. | | | |
| OSFL | 2D | | | | | | | S. B. Co.) | | | | |
| 12107 | **Rovato** | Scw | It | Genoa | 2285 | | 1918 | Harima, | Soc. di | 3CylTE22,37,67x42; | | I |
| 988 | xWar Amazon Steel | | 305 | 43.7 \| 27.2 | 3154 | | 3 | (Harima [Jap. | Nav. Roma | 2SB;WP200lbs;1200IHP | | |
| PFEV | 2D;Wireless;W. Bal 5BH | | P25′ | B94′ F33′ | | | | Dkyd. Co.) | | | | |
| 12108 | **Roverbella** | Scw | It | Naples | 1890 | | 1917 | North Van- | "Unione | 3CylTE24,38,62x42; | | I |
| 116 | xWar Dog Steel | | 300 | 45.3 \| 24.9 | 3201 | | 8 | couver, B. C. | Italica" Soc. | 2SB;WP160lbs;1784IHP | | |
| PFGO | 1D;Wireless;W. Bal 5BH | | P25′ | B57′ F35′ | | | | (Wallace Shipyards, Lim.) | Anon. di Nav. | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12109 | **Rovereto** | Scw | It | Genoa | 52.3 \| 28.5 | 3233 | | 1918 | Greenock, | Soc. di | 3CylTE27,44,73x48; | | I |
| 951 | xWar Angler Steel | | 400.3 | | B113′ F39′ | 5322 | | 3 | (Scotts [Scot. | Nav. Roma | 3SB;WP180lbs | | |
| PFHD | 1D;Wireless;W. Bal 7BH | | P50′ | | | | | | S. B. & Eng. Co., Lim.) | | | | |
| 12110 | **Rowanpark** | Scw | Br | Greenock | 41.9 \| 19 | 1183 | | 1920 | Grange- | Denholm | 3CylTE21,35,57x36; | | BL |
| 143,762 | Steel | | 280.2 | | | 1935 | | 11 | mouth, Scot. | Shipping Co. | 2SB;WP180lbs | | |
| KHFV | 1D;Long. frmg;Wireless;W. Bal 4BH | | P24′ | | B65′ F29′ | | | | (Grangemouth DockyardCo.,Lim.) | (Lim.) | | | |
| 12111 | **Rowe** | Scw | Am | N. Haven | | 394 | | '88 | Manitowoc, | Steamer | | | |
| 120,718 | xFannie C. Hart Wood | | 142.8 | | 30 \| 10.6 | 476 | | | Wis. | Rowe, Inc. | 360IHP. | | |
| LGWJ | 1D | | | | | | | | | | | | |
| 12112 | **Rowena** | Scw | Nor | Trond'jm | 49.1 \| 24.9 | 2346 | | 1907 | Sunderland, | Det. | 3CylTE24,40,66x45; | | N |
| | xNorfolk Steel | | 344 | | B100′ F32′ | 3779 | | 12 | (J. Priestman [Eng. | Selmerske & Co. | 2SB;WP180lbs | | |
| MDQL | 1D;Wireless;W. Bal 6BH | | P27′ | | | | | | & Co.) | | | | |
| 12113 | **Rowland H. Wilcox** | Scw | Am | N. London | 22.3 \| 10.7 | 119 | | 1911 | Noank, | Wilcox | 2CylC15,30x24; | | |
| 208,410 | Wood | | 132 | | | 247 | | | (R. Palmer [Conn. | Fertilizer Co. | 450IHP. | | |
| | 1D | | | | | | | | & Son.) | | | | |
| 12114 | **Roxana** | Scw | Am | Wash'ton | 17 \| 4.5 | 74 | | 1903 | Racine, | Larz | 2-3CylTE6,10,17x9; | | |
| 200,436 | Steel | Twin | 112.2 | | | 132 | | | (Racine [Wis. | Anderson | 1Blr;400IHP. | | |
| KSRM | 1D | | | | | | | | Boat Mfg. Co.) | | | | |
| 12115 | **Roxen** | Scw | Swd | Gothenb'g | 54.2 \| 24.4 | 2709 | | 1921 | Gothenburg, | Rederi A/B | 3CylTE27,44,72x48; | | BL |
| 6,749 | xAthaulf Steel | | 377.8 | | | 4528 | | 9 | (Akt. [Swd. | Transatlantic | 3SB;WP185lbs | | |
| KDNM | 1D;Shel dk;Oil fuel;Wireless 6BH | | F38′ | | | | | | Lindholmen-Motala.) | | | | |
| | W. Bal | | | | | | | | | | | | |
| 12116 | **Roy Hoober** | Scw | Am | New York | 23 \| 12.3 | 149 | | 1901 | Philadel- | Sinclair | 2CylC16,32x24; | | |
| 145,897 | xTexas Steel | | 103 | | | 220 | | 10 | phia, Pa. | Nav. Co. | 1Blr;WP150lbs;500IHP. | | |
| KRFT | 2D 3BH | | | | | | | | (Neafie & Levy.) | | | | |
| 12117 | **Roy Somers** | Sch | Fr | Papeete | 34 \| 9.4 | 299 | | '91 | Fairhaven, | Cie. Navale | YF;Gif | | |
| | | | 135 | | | 315 | | 6 | Cal. | de Oceanie, Mgrs. | | | |
| OUSI | 1D | | | | | | | | (Bendixson). | | | | |
| 12118 | **Royal Arrow** | Scw | Am | New York | 62.7 \| 32 | 4800 | | 1916 | Camden, | Standard | 4CylQE24,35,51,75x51; | | BL |
| 214,581 | Steel | | 467.6 | | | 7794 | | 12 | (New York [N. J | Transportation | 3SB;WP220lbs;3200IHP. | | |
| LGNF | 2D;Shel dk;Oil in bulk; 16BH | | | | | | | | S. B. Co.) | Co. | | | |
| | SUB.SIG;Web frms, Long. frmg; | | | | | | | | | | | | |
| | Oil fuel;Wireless;W. Bal;Mchy aft | | | | | | | | | | | | |
| 12119 | **Royal City** | Scw | Br | Bideford | 53.8 \| 26.3 | 3481 | | 1913 | Hull, | St. Just S.S. | 3CylTE26,42,70x51; | | C |
| 143,099 | xGertrid xFederik Glavic Steel | | 419.7 | | | 5411 | | 4 | (Earle's [Eng | Co. (Lim.) | 3SB;WP180lbs | S.S.No.3,Barry7,25;A.S.8,26; | |
| JWRG | 1D;Wireless;W. Bal 7BH | | P49′ | | B250′ F45′ | | | | Co., Lim.) | | | shft drn12,24;B.S.7,25;M.S.8,26 | |
| 12120 | **Royal Palm** | Scw | Am | Tampa | 24 \| 9 | 142 | | '90 | Wilmington, | Fort Myers | 2Cy.C14,26x18; | | |
| 76,877 | xJohn F. Smith Iron | | 126 | | | 235 | | 4 | (Pusey & [Del. | S.S. Co. | 1WTB;WP120lbs;265IHP. | | |
| | 1D 3BH | | | | | | | | Jones.) | | | | |
| 12121 | **Royal Sceptre** | Scw | Br | Newcastle | 50.1 \| 22.4 | 2435 | | 1906 | Sunderland, | Laurium | 3CylTE25,41,67x45; | | V |
| 122,862 | Steel | | 350.2 | | | 3838 | | | (W. Doxford [Eng. | Transport Co. | 2SB;WP160lbs;1450IHP | | |
| HJMG | 1D;Wireless;W. Bal 7BH | | P32′ | | F31′ | | | | & Sons, Lim.) | (Lim.) | | | |
| 12122 | **Royal Transport** | Scw | Br | W.Hartlpl | 52 \| 27 | 2927 | | 1913 | W. Hartle- | Houlder | 3CylTE25,40,68x48; | | C |
| 135,895 | Steel | | 385 | | | 4652 | | 12 | pool, Eng. | Bros. & Co. | 3SB;WP180lbs;376RHP. | S.S.No.2,S.Shl8,21; | |
| JDRG | 1D;Deep frmg;Wireless;W. Bal 6BH | | P36′ | | B120′ F41′ | | | | (Irvine's S. B. & | (Lim.), Mgrs. | | n shft4,25;B.S.12,25;M.S.6,26 | |
| | | | | | | | | | D. D. Co., Lim.) | | | | |
| 12123 | **Royalite** | Scw | Br | Sarnia | 43.1 \| 16.6 | 1542 | | 1916 | Collingwood | Imperial | 3CylTE16,26,44x36; | | |
| 134,513 | Steel | | 250 | | | 2052 | | 6 | (Collingwood [Ont. | Oil Co. (Lim.) | 1SB;WP160lbs;937IHP. | | |
| TMPL | 1D;Web frms;Mchy aft; 13BH | | P63′ | | F43′ | | | | S. B. Co., Lim.) | | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | | |
| 12124 | **Royalstar** | Scw | Br | London | 58.5 \| 37.1 | 4880 | | 1919 | Belfast, | Union Cold | 2-3CylTE26,44,73x48; | | BL |
| 142,772 | Steel | Twin | 450 | | | 7900 | | 2 | (Workman, [Ire. | Storage Co. | 3DB;WP200lbs | | |
| JWFC | 2D;Shel dk;Oil fuel;Wireless; 8BH | | P31′ | | F43′ | | | | Clark & Co., Lim.) | (Lim.) | | | |
| | W. Bal | | | | | | | | | | | | |
| 12125 | **Royalton** | Scw | Br | Toronto | 58.2 \| 27.2 | 5194 | | 1924 | Collingwood | Mathews | 3CylTE24½,41½,72x48; | | C |
| 151,108 | Steel | | 536.5 | | | 7164 | | 9 | (Colling- [Ont. | S.S. Co. | 3SB;WP195lbs;2800IHP | M.S.9,24 | |
| | 1D;Long. frmg;Mchy aft; 4BH | | | | F53′ | | | | wood S. B. Co., | | | | |
| | Wireless;W. Bal | | | | | | | | Lim.) | | | | |
| 12126 | **Royan** | Scw | Br | Montreal | 39.8 \| 15 | 878 | | 1900 | Toledo, | Geo. Hall | 3CylTE20,32½,55x40; | 100(GL) | |
| 150,356 | xWaccamaw Steel | | 249 | | | 1470 | | 10 | (Craig [Ohio | Coal & | 2SB;WP180lbs;1400IHP. | P.S. 4,25 | |
| | 1D;B;Mchy aft;Wireless 4BH | | | | | | | | S. B. Co.) | Shipping Corp. | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12127 108,276 PWDH | **Royston Grange** Steel Sch 1D;Spar dk;Deep frmg; Wireless;W. Bal | Scw 6BH | Br 370 P37′ | London 47.6 \| 19 B174′ F79′ | 2519 4058 | | '97 12 | Belfast, (Workman, Clark & Co [Ire. Lim.) | Houlder Bros. & Co. (Lim.), Mgrs. | 3Cyl TE26,43,72x48; 2SB;1AuxSB;WP190lbs | | BL |
| 12128 25,086 RMBJ | **Rozan Maru** Steel 2D;Wireless;W. Bal | Scw 6BH | Jap 400 P33′ | Kobe 53 \| 29.4 B124′ F41′ | 3406 5447 | | 1919 5 | Tsurumi, (Asano S. B. Co., Lim.) [Jap. | Kokusai Kisen Kabushiki Kaisha | 3Cyl TE26,43,72x48; 3SB;WP200lbs | | BL |
| 12129 124,582 HPVS | **Ruahine** Steel 3D;Deep frmg;Oil fuel;Wireless; D.F;W. Bal | Scw Twin 6BH | Br 480.6 | Plymouth 60.3 \| 32.1 B157′ | 6770 10720 | | 1909 11 | Dumbarton, (W. Denny & Bros.) [Scot. | New Zealand Shipping Co. (Lim.) | 2-3Cyl TE28,47,78x48; 5SB;WP200lbs;605RHP. | S.S.No.3,Ldn4.22;B.S.3,25; shfts drn7,25;M.&B.S.5,26 | C |
| 12130 111,357 SHBP | **Ruapehu** xAustralasian Steel 3D;Shel dk;Deep frmg;Wireless; W. Bal | Scw 7BH Twin | Br 457.3 | Plymouth 58.2 \| 38.8 | 5798 9018 | | 1901 4 | Dumbarton, (Wm. Denny & Bros.) [Scot. | New Zealand Shipping Co. (Lim.) | 2-3Cyl TE24,39,63x48; 4SB;WP180lbs;404RHP. | 2dS.S.No.3,Glas4,25;A.S.3,26; shfts drn4,25;B.S.11,25; M.S.3,26 | C |
| 12131 123,046 SRDM | **Rubens** xGaby 1D | Trn Aux | Br 137.9 | Bridgetwn 30.9 \| 11.8 | 275 375 | | 1918 | Hoquiam, (Chilman Shpyds.) [Wash | R. Bewley | Wd;2BH; 4Cyl OilEng12x16½;159IHP. | | V |
| 12132 118,719 KJFB | **Rubens** xPera xHelmfeld xWellgunde Steel 1D;Spar dk;Deep frmg; Wireless;W. Bal | Scw 6BH | Br 360 P31′ | London 50.2 \| 17 B100′ F33′ | 2576 4071 | | 1905 8 | Glasgow, (D. & W. Henderson & Co., Lim.) [Scot | F. Bolton & Co., Mgrs. | 3Cyl TE25,41,67x45; 2SB;WP180lbs | | BL |
| 12133 210,550 LCNW | **Ruby** Steel 2D;Wireless;W. Bal | Scw 4BH | Am 247 P19′ | Ogdensb'g 43.7 \| 26.5 B68′ F23′ | 1596 2561 | | 1912 8 rb '24 | Ecorse, (Great Lakes Eng. Works.) [Mich. | George Hall Corp. | 3Cyl TE23½,35½,58x42; 2SB;WP180lbs;1350IHP. | (★100(GL) P.S.5,24 | |
| 12134 111,419 KRVP | **Ruby** 1D | Trn Aux CB | Am 132 | Seattle 34 \| 9 | 273 345 | | 1902 8 | Alameda, (John W. Dickie.) [Cal. | Kuskokwim Fishing & Transp. Co. | YF;Gif; GasEng;140IHP. | | |
| 12135 139,234 KRSW | **Rudby** Steel 1D;Wireless;W. Bal | Scw 6BH | Br 390 P30′ | W.Hartlpl 55 \| 26.4 B220′ F40′ | 2994 4846 | | 1924 12 | W. Hartle- (W. Gray & Co., Lim.) [pool, Eng. | Ropner Shipping Co. (Lim.) | 3Cyl TE26,43,71x48; 3SB;WP180lbs | | BL |
| 12136 JQHR | **Rudnik** xBuda Steel 2D;Spar dk;Deep frmg; Wireless;W. Bal | Scw 7BH | Ig-Slw 353.1 P29′ | Susak 43.5 \| 26.7 B88′ F37′ | 2445 3858 | | 1904 8 | Sunderland, (R. Thompson & Sons.) [Eng | Prekomorska Plovidba D. D. | 3Cyl TE24,39,64x45½; 2SB;WP160lbs;1500IHP. | | V |
| 12137 RCMJ | **Rudolf Albrecht** Steel 2D;Mchy aft;Oil fuel; Oil in bulk;Wireless;W. Bal | Scw 15BH | Ger 329 P88′ | Hamburg 45.6 \| 23 B28′ F44′ | 1612 3227 | | 1922 6 | Kiel, (Frd. Krupp Akt. Ges.) [Ger | Mineralolwerke Albrecht & Co. | 3Cyl TE23,38,62x41 | | G |
| 12138 HDFG | **Rudolph** 1D | Sch | Ltv 140 | Riga 28.7 \| 13.6 | 346 418 | | 1904 | Adiamunde, (R. Tuum.) | P. Legsding & Co. | Wd | | V |
| 12139 200,514 KSTM | **Ruffhouse** xChelsea Wood | MV Twin Yct | Am 91 | New York 20.4 \| 5 | 109 131 | | 1903 | Baltimore, (Nilson Y. B. Co.) [Md. | ..... | 2-6Cyl GasEngs6½x9 | | |
| 12140 HFPC | **Rufina** xAlgorteno xRoumania Steel 1D;Web frms;Well dk; Wireless; W. Bal. | Scw 5BH | Sp 290 P27′ | Bilbao 38.1 \| 20 B119′ F31′ | 1459 2412 | | '93 9 | W. Hartle- (W. Gray & Co., Lim.) pool, Eng. | Mendialdua & Cia. (Lim.) | 3Cyl TE23,36,62x39; 2SB;WP160lbs | | BL |
| 12141 110,263 JRKP | **Rufus E. Wood** 1D | Brg Sch | Am 200.1 | San Fran. 40.4 \| 24.5 | 1350 1432 | | '75 | Deering, (Russel) [Me. | John L. Key | Wd | | |
| 12142 205,088 | **Rufus P. Ranney** Steel 1D;Mchy aft;W. Bal 3BH | Scw Sch | Am 425 | Fairport 52 \| 28 | 3505 4797 | | 1908 4 | Superior, (Superior S. B. Co.) [Wis. | Triton S.S. Co. | 3Cyl TE22,35,58x40; 2SB;WP180lbs;1600IHP. | | |
| 12143 RBPJ | **Rugia** Steel 2D;Web frms;Wireless;SUB.SIG; W. Bal 9BH | Scw Sch | Ger 409.5 P & B | Hamburg 52.8 \| 28 263′ F48′ | 3951 6672 | | 1905 5 | Vegesack, (Bremer Vulcan.) [Ger. | Hamburg American Line | 4Cyl QE24,34½,50,72x53; 14WTB;WP228lbs | | G |
| 12144 113,441 SDCT | **Runic** Steel 3D;SUB.SIG;Wireless;W. Bal | Scw 4 M Twin | Br 550.2 | Liverpool 63.3 \| 39.9 | 7989 12663 | | 1900 | Belfast, (Harland & Wolff, Lim.) [Ire. | Oceanic Stm. Nav. Co. (Lim.) | 2-4Cyl QE22,31½,46,67x51 | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12145 148,280 KSCJ | **Ruperra** Steel 2D;Wireless;W. Bal 6BH | Scw | Br 397.1 F32′ | Cardiff 53 \| 24.6 | 2800 4548 | | 1925 1 | W. Hartle- (W. [pool, Eng. Gray & Co., Lim.) | British Steam Shipping Co. (Lim.) | 3CylTE26,42,70x48; 3SB;WP180lbs | | BL |
| 12146 219,644 LVRH | **Rushville** Steel 1D;B;Wireless;W. Bal; 4BH Oil fuel F. P. above 150° F. C-29 W.B.—A.P.105t.....D.B .204′44 F.O.—A.P. 98t;D.T.a12′80t;D.B .158′29 | Scw | Am 251 P24′ 1t.....F.P.71t 3t;W.T .30′208t..... | New York 43.6 \| 25.8 \| 28′ 2″ B64′ F19′ | 1586 2559 4050 | 4′ 2″ 24′ 2″ | 1920 4 | Toledo, (Toledo [Ohio S. B. Co.) | Clifton Co., Inc. | 3CylTE22,36,59x42; Toledo S. B. Co; 2SB;Toledo S. B. Co; 4640HS;WP180lbs;1500IHP; Dkd,d rpd1,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY1,26; M.&B.S;shft drn1,26;Scip;CL | |
| 12147 219,909 LWHV | **Russell Haviside** Bkt 5 M 1D;B | Am 266.5 | San Fran. 46 \| 24.1 \| 26′ | 2132 2263 | 5′ 3½″ 22′ 5½″ | 1920 10 | Rolph, (Rolph [Cal. S. B. Co.) | Pacific Freighters Co. | Fir;Gif✕;2BH; Dkd9,23 | ✠A1Ⓔ (Laid up) | |
| 12148 142,076 | **Russell Lake** 1D | Trn | Br 96.6 | St. Johns 26.5 \| 10.5 | 132 150 | | 1919 | Fortune, (Jasper [Nfld. Lake.) | Lake & Lake | Wd | | V |
| 12149 141,139 | **Russell S. Zinck** 1D | Trn | Br 109.1 | La Have 26.5 \| 10.8 | 121 160 | | 1918 | Dayspring, (F. A. [N. S. Robar.) | Ritcey Bros. (Lim.) | Wd | | |
| 12150 148,519 KRWJ | **Rustington** Steel 1D;Wireless;W. Bal 6BH | Scw | Br 360 P29′ | London 51 \| 22.9 B225′ F36′ | 2274 3734 | | 1924 12 | W. Hartle- (W. [pool, Eng. Gray & Co., Lim.) | Southdown S.S. Co. (Lim.) | 3CylTE25,40½,67x45; 2SB;WP180lbs | | BL |
| 12151 LCWF | **Rutenfjell** xUgelstad Steel 1D;Wireless;W. Bal 4BH | Scw | Nor 251 P27′ | Farsund 43.8 \| 26.5 B78′ F27′ | 1456 2431 | | 1917 8 | Port Arthur, (Pt. Arthur [Ont. S. B. Co.) | J. Samuel- son & B. Olsen | 3CylTE20,33,54x40; 2SB;WP190lbs | | BL |
| 12152 166,561 | **Ruth** 1D | Brg | Am 94.8 | New York 32.1 \| 8.3 | 224 224 | | 1916 | Brooklyn, (Olsen & [N. Y. Jensen Boat Bldg. Co.) | L. Boyer's Sons Co. | Wd | | |
| 12153 166,630 | **Ruth** 1D | Brg | Am 109.8 | New York 33.4 \| 9.2 | 300 300 | | '99 | Rockland Lake, N. Y. (Michael W. Martin) | The Conklin & Foss Co. | Wd | | |
| 12154 207,775 LBPS | **Ruth** Steel 1D;Web frms;Long. frmg; 5BH SUB.SIG;Wireless;W. Bal | Scw Sch | Am 313.6 P36′ | New York 46.1 \| 22.1 B94′ F37′ | 2423 3102 | | 1910 8 | N'port News, (Newport [Va. News S. B. & D. D. Co.) | A. H. Bull S.S. Co. | 3CylTE22,37,60x42; 2SB;WP180lbs;1200IHP;Exmd2,26 | | BL |
| 12155 HDNQ | **Ruth** Steel 1D;B;Deep frmg; 5BH Wireless;W. Bal | Scw Sch | Nor 330 P24′ | Oslo 48 \| 24.7 B70′ F34′ | 2227 3535 | | 1900 4 | Newcastle, (C. S. Swan & [Eng. Hunter, Lim.) | H. Waage, Mgr. | 3CylTE24,38,64x42; 2SB;WP180lbs | | N |
| 12156 111,103 | **Ruth** Steel 3D 5BH | SW | Am 156.4 | Oregon Cy 34 \| 4.6 | 392 416 | | '95 | Portland, Ore. (P. Carston.) | Willamette Nav. Co. | 1Cyl14x84; 1FB;WP145lbs;500IHP. | | |
| 12157 81,467 | **Ruth** xW. K. Moore 1D | Brg Sch | Am 180 | Baltimore 34.3 \| 13.3 | 588 618 | | '94 | Algomac, (Abram [Mich. Smith.) | ..... | O | | |
| 12158 NFDR | **Ruth** xAvant xParthia Wood 1D;Well dk | MV | Dan 174.1 B32′ | Cop'hagen 30.4 \| 15.5 F32′ | 467 670 | | 1919 4 | Linton, (Columbia [Ore. Eng. Wks.) | H. Petersen | 4CylOilEng17¾x18½ | | BL |
| 12159 220,966 MCHJ | **Ruth Alexander** xCallao Steel 3D;Wireless;SUB.SIG;D.F; 7BH W. Bal; C-41 Oil fuel F. P. above 150° F. W.B.—A.P.99t;D.B.370′1201t;D.T .17′151 F.O.....D.B.301′ 840t..... | Scw Twin | Am 439.1 B151′ t.....F.P.83t S.T.34 t..... | San Fran. 56 \| 35.1 \| 37′ 11″ F103′ | 4988 8135 8550 | 10′ 10″ 27′ 6″ | 1912 11 | Stettin, (Akt. Ges. [Ger. Vulcan.) | Pacific S.S. Co. | 2-3CylTE24 1/32,39 1/16,64 3/2 1/2x49 7/32; Vulcan Wks; 4SB;Vulcan Wks; 2WTB;Babcock & Wilcox Co; 16349HS;WP200lbs;4000IHP;EAC; 1 rps;2n Blrs2,22;d rpd1,26; Dkd,s rps9,26 | **A1** With Freeboard AMS 2dS.S.No.1,Seat9,26; shft drn11,25; B.S;Pt shft drn1,26;M.S.9,26; C1h BB | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12160 111,181 | **Ruth B. Lute** Wood 1D;B | Scw | Am 95 | Provide'ce 21.5 \| 7.6 | 91 148 | | '98 | Wilmington, Del. | Dyer Transportation Co. | 2CylC10½,18x18; 1FB;WP110lbs;125IHP. | | |
| 12161 138,550 | **Ruth D. Adams** 1D | Sch | Br 108.4 | Lunenb'rg 26.2 \| 10.4 | 100 135 | | 1917 | Chester (Chester Basin S. B. Co., Lim.) [Basin, N.S. | W. Duff | Wd | | |
| 12162 75,839 | **Ruth Decker** xJosie Crowley 1D | Sch C B | Am 98.6 | Baltimore 27 \| 6.6 | 85 122 | | '76 5 | Pt. Jefferson, N. Y. | C. C. Paul & Co. | O,Ch;If | | |
| 12163 219,494 LVJQ | **Ruth Martin** xIda May 2D | Sch 4 M | Am 191.1 | New York 37.8 \| 16.9 | 792 875 | | 1920 | Portland, (Russell S. B. Co.) [Me. | Morecraft Transp. Co. | O,YP;Gif(Sltd) rps,clk a8,23;s rps1,24;Dkd2,25 | A1 S.S.No.2,Bost8,23 | |
| 12164 166,268 | **Ruth Shaw** xNorthern No. 2 1D | Brg | Am 196 | Phila. 23.8 \| 12 | 451 485 | | 1916 4 | Elkton, Md. | L. B. Shaw | O,YP,Hk;Gif(Sltd) | ✠ — — Suspended10,22 | |
| 12165 213,013 | **Ruth and Margaret** 1D | Sch | Am 102.5 | Boston 23.2 \| 11.4 | 77 118 | | 1915 | Essex, (Arthur D. Story.) [Mass. | Arthur D. Story | Wd;Gif | | |
| 12166 110,650 GSJK | **Ruthenia** xLake Champlain Steel 2D;Shel dk;Deep frmg; 7BH Wireless;W. Bal | Scw Twin | Br 446 | London 52 \| 27.8 | 4866 7239 | | 1900 | Glasgow, (Barclay, Curle & Co., Lim.) [Scot. | The Admiralty | 2-3CylTE22½,37¾,60x48; 3DB;WP180lbs | | |
| 12167 PRLS | **Ruurlo** xElgen Hulp II Steel 1D;Wireless;W. Bal 5BH | Scw | Hol 325 P24′ | Amst'dam 47.2 \| 21.8 B206′ F29′ | 1940 3151 | | 1917 8 | Rotterdam, (Wilton's E. & Slipway Co.) [Hol. | Stoomv. Maats. Noordzee | 3CylTE22,37,62x39; 2SB;WP180lbs | | BL |
| 12168 219,749 LWBC | **Ruxton** 1D·B | Brg Sch | Am 228 | Baltimore 38 \| 19.1 | 1210 1281 | | 1920 | Baltimore, (H. E. Croak & Co.) [Md. | T. J. Hooper | F,YP;Gif✕ DB | ✠ — — Suspended8,24 | |
| 12169 | **Ruy Barbosa** xCaxias xBahia Laura Steel 3D;Wireless;W. Bal 8BH | Scw Twin | Brz 491.2 B141′ | Rio Jan'ro 59.2 \| 35.7 F103′ | 6172 9791 | | 1913 4 | Vegesack, (Bremer Vulkan.) [Ger. | Lloyd Brasileiro | 2-3CylTE24,39,66x47; 4SB;WP200lbs | | BL |
| 12170 123,952 HLWS | **Ruysdael** xBlackwell Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Br 401.7 P27′ | London 50.7 \| 17.8 B112′ F42′ | 2966 4712 | | 1907 12 | Sunderland, (J. L. Thompson & Sons, Lim.) [Eng. | Bolton Steam Shipping Co. (Lim.) | 3CylTE27,45,76x48; 3SB;WP180lbs | | BL |
| 12171 127,462 HRPF | **Ryburn** Steel 1D;Wireless;W. Bal 5BH | Scw Sch | Br 331 P29′ | W.Hartlpl 46 \| 21.9 B106′ F35′ | 1848 2985 | | 1910 9 | W. Hartlepool, (W. Gray & Co., Lim.) [Eng. | Tom Huss, Griffiths & Payne (Lim.) | 3CylTE24,38,64x42; 2SB;WP180lbs | | BL |
| 12172 124,559 HKLD | **Ryde** Steel 1D;Deep frmg;Wireless;W. Bal 6BH | Scw | Br 348.5 P28′ | Whitby 50.1 \| 23.1 B100′ F37′ | 2288 3556 | | 1907 ‖ | Newcastle, (Tyne I. S. B. Co., Lim.) [Eng. | Headlam & Rowlands, Mgrs. | 3CylTE24,40,66x45; 2SB;WP180lbs | | BL |
| 12173 220,052 LWNS | **Ryder Hanify** Flr;Gff 1D; 2BH Oil fuel F. P. above 150° F. | Scw | Am 225 P18′ | San Fran. 43 \| 17.7 B67′ F38′ | 756 1343 | | 1920 6 | North Bend, (Kruse & Banks S. B. Co.) [Ore. | J. R. Hanify Co. | 3CylTE16,27,46x33; Pacific Marine Iron Wks; 2WTB;Chas. Ward Eng. Wks: 1500HS;WP225lbs;1000IHP;EAC; DB;d rpd,clk,s dk clkg3,24; s b clkg10,25;Dkd,s rps5,26 | ✠A1 Great Coastwise. ✠AMS S.S.No.1,SanF3,24; M.S.3,24;n shft1,25;B.S.5,26; SBP | |
| 12174 MYHJ | **Rygja** Steel 1D;Wireless;W. Bal 6BH | Scw | Nor 356.2 P35′ | Bergen 48.7 \| 23.9 B170′ F30′ | 2146 3534 | | 1920 6 | Sunderland, (J. Blumer & Co., Lim.) [Eng. | A/S. J. Ludwig Mowinckels Rederi | 3CylTE24,40,66x45; 3SB;1AuxSB;WP180lbs | | BL |
| 12175 225 QBTN | **Ryoka Maru** xOneka xSchuylkill Steel 2D;Shel dk;Deep frmg; 7BH Wireless;W. Bal | Scw | Jap 411.8 | Dairen 52.3 \| 27.6 | 3302 5308 | | 1903 6 | Pt. Glasgow, (Russell & Co.) [Scot. | Saka Kisen Kabushiki Kaisha | 3CylTE27,43,72x48; 3SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12176 | **Ryokai Maru** | Scw | Jap | Kobe | 2900 | | 1911 | Newcastle, | Yamamoto | 3Cyl TE25,41,69x48; | | BL |
| 29,704 | xOristano Steel | | 380 | 49 \| 26.4 | 4643 | | 10 | (Northum- [Eng. | Kisen Kabushiki | 3SB;WP180lbs | | |
| SPFR | 2D;Wireless;W. Bal 6BH | | P31′ | B94′ F36′ | | | | berland S. B. Co., Lim.) | Kaisha | | | |
| 12177 | **Ryoto Maru** | Scw | Jap | Mikuni | 1506 | | '86 | Glasgow, | Matsuda | 3Cyl TE24,40,61x45; | | |
| 8,949 | xBenlawers Steel | Sch | 319.7 | 38 \| 25.3 | 2363 | | 11 | (Barclay, [Scot. | Tyogyo Goshi | 2DB;WP160lbs | | |
| JRPN | 2D;B;W. Bal 6BH | | P37′ | B84′ F36′ | | | | Curie & Co., Lim.) | Kaisha | | | |
| 12178 | **Ryufuku Maru** | Scw | Jap | Kobe | 4259 | | 1919 | Kobe, | Kokusai | 3Cyl TE26,43,72x48; | | BL |
| 24,083 | Steel | | 385 | 51 \| 36 | 5857 | | 1 | (Kawasaki [Jap. | Kisen Kabushiki | 2SB;1AuxSB;WP200lbs | | |
| RGTL | 5BH | | | | | | | Dkyd. Co., Lim.) | Kaisha | | | |
| 12179 | **Ryui Maru** | Scw | Jap | Dairen | 2085 | | '98 | Glasgow, | Ryuoh | 3Cyl TE26½,42,66½x51; | | C |
| 220 | xUmta Steel | | 410 | 50.7 \| 31.7 | 5491 | | 7 | (A. Stephen [Scot. | Kisen Kabushiki | 2SB;WP160lbs;230RHP | 3dS.S.No.1,Innsh11,25; | |
| QBTH | 2D;Deep frmg;Wireless;W. Bal 6BH | | B87′ | F60′ | | | | & Sons.) | Kaisha | | M.&B.S;shft drn11,25 | |
| 12180 | **Ryujin Maru** | Scw | Jap | Dairen | 3966 | | 1907 | Dumbarton, | Ryuoh | 3Cyl TE33,53,86x60; | | BL |
| | xCulna Steel | | 430.5 | 54.2 \| 31.9 | 6243 | | 2 | (W. Denny [Scot. | Kisen Kabushiki | 4SB;WP180lbs | | |
| | 2D;B;Wireless;W. Bal 7BH | | P31′ | B82′ F39′ | | | | & Bros.) | Kaisha | | | |
| 12181 | **Ryukwo Maru** | Scw | Jap | Am'gasaki | 975 | | 1903 | Grimstad, | Uyeno | 3Cyl TE18,27,47x33; | | C-J |
| 29,713 | xOpland Steel | Sch | 235.7 | 35 \| 21.9 | 1408 | | 7 | (Fevigs [Nor. | Kisen Goshi | 1SB;WP175lbs;110RHP;Dkd4,22 | 2dS.S.No.3,Osaka5,24;A.S.5,26; | |
| SPGJ | 2D;W. Bal 4BH | | | | | | | Jernskibsbyg.) | Kaisha | | shft drn5,24;M.&B.S.5,26 | |
| 12182 | **Ryuoh Maru** | Scw | Jap | Dairen | 3370 | | 1902 | Sunderland, | Ryuoh | 3Cyl TE26,42,66½x51; | | C-J |
| 207 | xSofala Steel | | 410 | 50.5 \| 32 | 5547 | | 6 | (Sir J. [Eng. | Kisen Kabushiki | 2SB;WP160lbs;230RHP; | 2dS.S.No.3,Nsaki11,23;A.S.3,26; | |
| QBSW | 2D;Shel dk;Web frms; 6BH | | | | | | | Laing & Sons Co.) | Kaisha | Dkd,d rpd11,24 | shft drn2,26;M.&B.S.3,26 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 12183 | **Ryvarden** | Scw | Nor | Kragero | 646 | | 1907 | Bergen, | K. J. Breds- | 3Cyl TE16,25½,43x30; | | N |
| | Steel | | 229 | 35.2 \| 15.9 | 1116 | | 3 | (Laxevaags [Nor. | dorff & N. Chr. | 1SB;WP175lbs | | |
| MDGB | 1D;W. Bal 4BH | | P19′ | B61′ F25′ | | | | Maskin & Jernskibsbyggerl.) | Sorensen, Mgrs. | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12184 | **S. A. C. 2** | Scw | Sp | Barcelona | 2260 | | 1922 | Sunderland, | Soc. Anon | 3CylTE24,40,65x45; | | |
| | Steel | | 331 | 47.7 \| 21.9 | 2959 | | 2 | (J. Blumer [Eng. & Co., Lim.) | Cros. | 2SB;WP180lbs | | |
| MBCP | 1D;Wireless;W Bal 5BH | | P29′ | B94′ F30′ | | | | | | | | |
| 12185 | **S. A. Horan** | Brg | Am | New York | 204 | | 1913 | Brooklyn, | Thomas J. | Wd | | |
| 165,889 | | | 90 | 30.4 \| 8.2 | 204 | | | (Ira S. [N. Y. Bushey & Sons, Inc.) | Horan | | | |
| | 1D | | | | | | | | | | | |
| 12186 | **S. A. Perkins** | Scw | Am | Seattle | 2978 | 5′ 10½″ | 1920 | Tacoma, | James | 3CylTE24,40,70x48; | ✠A1Ⓔ | |
| 220,115 | xPallas Steel | | 380.5 | 53.1 \| 27 | 4839 | 23′ 8″ | 6 | (Todd [Wash. D. D. & | Griffith & Sons | Todd D. D. & Const. Corp; | ✠AMS | |
| LWQF | 2D;Long. frmg;Wireless; 7BH | | | \| 29′ 4″ | 7500 | | | Const. Corp.) | | 3SB;Todd D. D. & Const. Corp; | S.S.No.1,SanF6,24; | |
| | SUB.SIG;W. Bal; C-35 | | P52′ | B102′ F41′ | | | | | | 6331HS;WP190lbs;2500IHP; | n shft1,21;M.S.6,24; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | EAC;d rpd6,24;Dkd4,26;s rps9,26 | shft drn4,26;B.S.9,26; | |
| | W.B.—A.P.318t;D.B.334′1237t;D | .T.36′ | 993t;F | .P.91t | | | | | | | Cih BB;CL | |
| | F.O.....D.B....′828t;D | .T.36′ | 927t... | ..... | | | | | | | | |
| 12187 | **S. A. Souder** | Brg | Am | Norfolk | 277 | | ′87 | Camden, | Hastings | O,YP;If | | |
| 3,387 | xBertie & Maud | xSch | 137.8 | 23.7 \| 10 | 277 | | 11 | N. J. | Bros. | | | |
| | 1D | C·B | | | | | | (S. J. Tilton.) | | | | |
| 12188 | **S. B. Coolidge** | Scw | Am | Cleveland | 2818 | | ′97 | Chicago, | Pioneer S.S. | 3CylTE19,33½,56x42; | | |
| 30,094 | xAustralia Steel | xSch | 376 | 48.2 \| 22.4 | 3695 | | rb′26 | (Chicago [Ill. | Co. | 2SB;WP175lbs;1500IHP. | | |
| | 1D 4BH | | | | | | | S. B. Co.) | | | | |
| 12189 | **S. B. Hunt** | Scw | Am | Bayonne | 4268 | 7′ 10¾″ | 1919 | Chester, | Standard | 3CylTE27,45½,76x51; | ✠A1Ⓔ Oil Carrier. | |
| 218,630 | Steel | | 429.3 | 59.2 \| 31 | 6840 | 25′ 7″ | 8 | (Sun [Pa. | Oil Co. (N. J.) | Sun S. B. Co; | ✠AMS | |
| LSFJ | 2D;Mchy aft;Long. frmg; 17BH | | | \| 33′ 3″ | 10500 | | | S. B. Co.) | | 3SB;Sun S. B. Co; | S.S.No.1,NY12,23; | |
| | Wireless; 13BH to Fbd dk | | P146′ | B36′ F40′ | | | | | | 9198HS;WP190lbs;2600IHP;EAC; | n shft8,22;M.S.12,23; | |
| | SUB.SIG;W. Bal; 4BH to 2d dk | | | | | | | | | d rpd3,26;Dkd,s rps8,26;Exmd9,26 | B.S;shft drn8,26;Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| 12190 | **S. B. Way** | Scw | Am | Cleveland | 2778 | | 1902 | Chicago, | Valley | 3CylTE20,33½,53x40; | 90(GL) | |
| 107,738 | xC. B. Nienaber xSargent Steel | | 346 | 47.2 \| 28 | 3582 | | 4 | (Chicago [Ill. | Camp S.S. Co. | 2SB;WP175lbs;1200IHP. | P.S.4,26 | |
| | 1D;Mchy aft 3BH | | | | | | | S. B. Co.) | (Lim.) | | | |
| 12191 | **S. C. T. Dodd** | Scw | Am | Bayonne | 4374 | 7′ 1″ | 1920 | Oakland, | Standard | 3CylTE27½,46,78x51; | ✠A1Ⓔ Oil Carrier. | |
| 220,941 | Steel | | 425.8 | 57 \| 33.1 | 7054 | 26′ 2″ | 12 | (Moore [Cal. | Oil Co. (Cal.) | Hooven, Owens, Rentschler Co; | ✠AMS | |
| MCGK | 2D;Mchy aft;Long. frmg; 17BH | | | \| 33′ | 10100 | | | S. B. Co.) | | 3SB;Moore S. B. Co; | S.S.No.1,SanF1,25; | |
| | Wireless;D.F; 13BH to Fbd dk | | P105′ | B34′ F41′ | | | | | | 9078HS;WP220lbs;3200IHP;EAC; | M.S.1,25;B.S.5,25; | |
| | SUB.SIG; 4BH to 2d dk | | | | | | | | | DB;d rpd5,24;Dkd,rps11,26 | shft drn11,26;Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.29t;D.B.a66′168t.... | ..... | ..... | .....D.T.f.4 | 3′564t | | | | | | | |
| | F.O.....D.T. | a12′56 | 0t;D.T | .f.9′471t;D.T.f.4 | 3′526t | | | | | | | |
| 12192 | **S. D. Warriner** | Brg | Am | N. Orleans | 2125 | | 1901 | West Bay | Gulf Barge | Stl; | | |
| 117,033 | | | 300 | 41.6 \| 21 | 2279 | | 4 | (Bay [City, Mich. | & Towing Co. | s rps7,26 | | |
| | 1D | | | | | | | City S. B. Co.) | Inc. | | | |
| 12193 | **S. F. Tolmie** | Bk | Br | Vancouv'r | 1497 | | 1920 | Victoria, | The Ship | Wd | | BL |
| 141,617 | | 4 M | 238.8 | 45.2 \| 19.9 | 1612 | | 12 | (Cholberg [B. C. | "S. F. Tolmie" | | | |
| TQGD | 1D;B | | P33′ | F39′ | | | | Shipyard.) | (Lim.) | | | |
| 12194 | **S. G. Simpson** | StW | Am | Tacoma | 168 | | 1907 | Tacoma, | Shelton | 2-1Cyl13x72; | | |
| 204,649 | Wood | | 115.4 | 26.3 \| 6.1 | 267 | | | (Crawford [Wash. & Reid.) | Trans. Co. | 1FB;WP225lbs;360IHP. | | |
| | 1D;Oil fuel | | | | | | | | | | | |
| 12195 | **S. G. Wilder** | Bkt | Am | Wilm'gton | 557 | | ′87 | Pt. Blakely, | R. R. Stone | YF;Icf | | |
| 116,145 | | | 166.8 | 37.3 \| 14 | 604 | | 6 | Wash. | | | | |
| KGMH | 1D;B | | | | | | | (Hall Bros.) | | | | |
| 12196 | **S. H. Basset** | Brg | Am | Albany | 201 | | 1912 | Rondout, | DwyerBros. | Wd | | |
| 165,747 | | | 96 | 24.5 \| 9.2 | 205 | | | (R. [N. Y. Lenahan Co.) | | | | |
| | 1D | | | | | | | | | | | |
| 12197 | **S. H. Edwards** | Scw | Am | New York | 122 | | 1911 | Port Rich- | East Jersey | 2CylC16,32x24 | | |
| 209,036 | xS. Q. Brown Steel | | 88.9 | 22.8 \| 11.8 | 179 | | | mond, N. Y. (Staten Island S. B. Co.) | R.R. & Terminal Co. | | | |
| | 1D;W. Bal | | | | | | | | | | | |
| 12198 | **S. H. Robbins** | Scw | Am | Fairport | 3617 | | ′99 | Lorain, | Wilson | 3CylTE22,38,63x40; | (★100(GL) | |
| 96,445 | xHenry W. Oliver Steel | | 444 | 50 \| 28.6 | 4909 | | 5 | (Cleveland [Ohio | Transit Co. | 2SB;WP180lbs;1500IHP. | P.S.4,25 | |
| | 1D;B;Mchy aft;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12199 216,019 LJRW | **S. M. Spalding** Steel 2D;sub.sig;Long. frmg; 15BH Mchy aft; 10BH to Fbd dk W. Bal; 5BH to 2d dk Oil fuel F. P. above 150° F. | Scw | Am 428 | Los Ang's 56 \| 33 | 4361 7175 10175 | | 1918 2 | San Francisco, Cal. (Union Iron Wks. Co.) | Pan American Petroleum Trans. Co. | Stm Tbn; General Electric Co; 3SB;Union Iron Wks. Co; WP220lbs;8265HS;2600SHP;EAC; Dkd,d rpd5,26;Exmd7,26 | **A1** Oil Carrier. AMS S.S.No.1,NY6,22; n shft11,24; M.&B.S;shft drn5,26; Clh BB;CL | – |
| 12200 115,722 | **S. M. Stephenson** Oak 1D | Scw | Am 166.2 | Detroit 33 \| 12 | 426 546 | | '80 rb'14 | Manitowoc, (Rand & Burger.) [Wis. | William Burns | 2CylC20,40x30; 1FB;WP125lbs;330IHP. | 90(GL) P.S.4,26 | |
| 12201 165,627 | **S. N. 100** xF7 1D | Brg | Am 150 | Houston 36 \| 8 | 343 343 | | 1914 4 | Westlake, (Clooney Const. & Twg. Co.) [La. | C. F. Ireland | YP;Gif | | |
| 12202 167,959 | **S. N. 103** 1D;Web frms;Long. frmg;Oil in bulk | Brg | Am 176 | New York 38 \| 9.6 | 545 545 | | 1920 10 | Kearny, (Federal S. B. Co.) [N. J. | Sinclair Oil Co. | Stl;5BH | | BL |
| 12203 | **S. N. 104** 1D;Web frms;Long. frmg;Oil in bulk | Brg | Cuban 176 | Havana 38 \| 9.6 | 545 545 | | 1920 10 | Kearny, (Federal S. B. Co.) [N. J. | Sinclair Cub. Nav. Co. | Stl;5BH | | BL |
| 12204 167,998 | **S. N. 105** 1D;Web frms;Long. frmg;Oil in bulk | Brg | Am 176 | New York 38 \| 9.6 | 545 545 | | 1920 10 | Kearny, (Federal S. B. Co.) [N. J. | Sinclair Oil Co. | Stl;5BH | | BL |
| 12205 168,053 | **S. N. 106** 1D;Web frms;Long. frmg;Oil in bulk | Brg | Am 176 | New York 38 \| 9.6 | 545 545 | | 1920 11 | Kearny, (Federal S. B. Co.) [N. J. | Sinclair Oil Co. | Stl;5BH | | BL |
| 12206 116,130 KDNQ | **S. N. Castle** 1D | Bkt | Am 155.8 | San Fran. 35.1 \| 13.7 | 464 514 | | '86 12 | Pt. Blakeley (Hall Bros.) [Wash. | Famous Players-Lasky Corp. | YF;Icf | | |
| 12207 107,282 | **S. O. Co. C** xSocony 96 xAntrim 1D;Oil in bulk | Brg | Am 366 | New York 44 \| 26 | 2903 3200 | | '97 | Cleveland, (Globe Iron Wks.) [Ohio | Standard Oil Co. (Ind.) | Stl | | |
| 12208 166,077 | **S. O. Co. No. 2** 1D | Brg | Am 130.1 | San Fran. 34.1 \| 7.2 | 250 253 | | 1915 | Oakland, (Hanlon.) [Cal. | Standard Oil Co. (Cal.) | Wd | | |
| 12209 164,838 | **S. O. Co. No. 3** 1D | Brg | Am 131 | Seattle 35 \| 8 | 346 346 | | 1912 | Seattle, Wash. | Standard Oil Co. (Cal.) | Wd | | |
| 12210 | **S. O. Co. No. 4** 1D | Brg | Am 160 | San Fran. 31 \| 12 | 425 437 | | 1913 | Alameda, (United Eng. Wks.) [Cal. | Standard Oil Co. (Cal.) | Stl | | |
| 12211 | **S. O. Co. No. 5** 1D | Brg | Am 130 | San Fran. 35 \| 8.6 | 212 306 | | 1907 | Oakland, (Boole.) [Cal. | Standard Oil Co. (Cal.) | Wd | | |
| 12212 165,828 | **S. O. Co. No. 7** 1D | Brg | Am 160 | San Fran. 31 \| 12 | 425 437 | | 1913 | Alameda, (United Eng. Wks.) [Cal. | Standard Oil Co. (Cal.) | Stl | | |
| 12213 169,027 | **S. O. Co. No. 9** 1D | Brg | Am 110 | San Fran. 37.7 \| 8 | 277 284 | | 1924 | Los Angeles, Cal. | Standard Oil Co. (Cal.) | Stl;4BH | | |
| 12214 117,224 KSGH | **S. O. Co. No. 12** Steel xSocony No. 12 4BH 1D | Scw | Am 90 | Baltimore 20 \| 11 | 107 158 | | 1903 2 | Camden, (J. H. Dialogue & Son.) [N. J. | Standard Oil Co. (N. J.) | 2CylC15,30x22; 1CRTB;WP130lbs;1000IHP | | |
| 12215 117,195 KSCL | **S. O. Co. No. 93** 1D;Oil in bulk | Brg Sch | Am 280.1 | San Fran. 45.4 \| 23.4 | 1857 2473 | | 1902 | Bath, (Arthur Sewall.) [Me. | Standard Oil Co. (Cal.) | Stl | | |
| 12216 200,955 KTDJ | **S. O. Co. No. 95** 2D;Oil in bulk | Brg Sch | Am 360.5 | San Fran. 50 \| 27 | 3708 4212 | | 1904 | Shooters Island, N. Y. (Townsend & Downey.) | Standard Oil Co. (Cal.) | Stl | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12217 | **S. Salvador** Steel 2D;Wireless;W. Bal 4BH | Scw | Brz 282 F48′ | Rio Jan'ro 38.1 \| 20.7 | 1240 2020 | | '91 9 | Clydebank, (J. & G. Thomson.) [Scot. | Lloyd Brasileiro | 3CylTE27,40,61x45; 2DB | | |
| 12218 122,441 | **S. T. Co. No. 1** 1D | Brg Sch | Br 171.4 | St. John 38.3 \| 12.4 | 565 656 | | 1907 | Salmon River, N. B. (Robt. Connely.) | G. W. D. Wallace | Sp,B,O;Gicf(Sltd) | | |
| 12219 204,088 KWCH | **S. T. Co. No. 2** 1D | Brg Sch | Am 148.5 | Bath 36 \| 12.2 | 430 526 | | 1907 6 | Bath, (Kelley, Spear Co.) [Me. | Sagadahoc Towing Co. | Hw,WO,Hk,YP;Gif(Sltd) | ✠ — Exp 6,22 | |
| 12220 126,281 | **S. T. Co. No. 3** 1D | Brg | Br 175.3 | St. John 38.5 \| 12.6 | 623 680 | | 1908 | Salmon (R. [River, N. B. Connely.) | G. W. D. Wallace | Wd | | |
| 12221 204,654 | **S. T. Co. No. 4** 1D | Brg Sch | Am 150.7 | Bath 35.9 \| 12.3 | 421 526 | | 1907 10 | Bath, (Kelley, Spear Co.) [Me. | Sagadahoc Towing Co. | Hw,Hk,YP;Gicf(Sltd) | ✠ — Exp 11,22 | |
| 12222 168,178 | **S. T. Co. No. 7** 1D | Brg | Am 110 | Belfast 29.6 \| 6.6 | 178 189 | | 1921 | Stockton, Springs, Me. (Stockton Yds., Inc.) | Sagadahoc Towing Co. | Wd | | |
| 12223 168,181 | **S. T. Co. No. 8** 1D | Brg | Am 110 | Belfast 29.6 \| 6.6 | 178 189 | | 1921 | Stockton, Springs, Me. (Stockton Yds., Inc.) | Sagadahoc Towing Co. | Wd | | |
| 12224 HSME | **S. Thome** xSanto Antao xHelmburg Steel 1D;Spar dk;Web frms; Wireless;W. Bal 6BH | Scw | Ptg 386.6 P48′ | Lisbon 51.9 \| 16.8 B116′ F42′ | 2674 4196 | | 1905 2 | Vegesack, (Bremer Vulkan.) [Ger. | Cia. Nacional de Nav. | 4CylQE22,32,48,70x49; 2SB;WP213lbs | | BL |
| 12225 115,554 | **S. W. Smith** Wood | SW | Am 119.5 | Baltimore 40.8 \| 8.5 | 278 320 | | '77 rb '01 | Baltimore, (Stevenson & Newman.) [Md. | City of Baltimore | 1Cyl30x84; 1Blr;WP20lbs;147IHP. | | |
| 12226 217,864 | **S. W. Sommers** Wood 1D | MV | Am 94.9 | Baltimore 23.5 \| 6.5 | 71 110 | | 1919 | W. Norfolk, a. | Chesapeake Marine Ry. Co. | Oil Eng; 100BHP. | | |
| 12227 169,516 | **S. & C. Barge No. 2** 1D | Brg | Am 120 | San Diego 38 \| 8 | 341 341 | | 1926 7 | Los Angeles, (Los Angeles S. B. & D. D. Co.) [Cal. | Star & Crescent Boat Co. | Stl | | |
| 12228 165,471 | **S. & F. Co. No. 21** 1D | Brg | Am 99.5 | P. Amboy 30.5 \| 7.6 | 155 160 | | 1913 9 | Perth Amboy, N. J. (Perth Amboy Dry Dock Co.) | Sayre & Fisher Co., Inc. | YP,O,WP;If; | | |
| 12229 QLVC | **Saarbrucken** Steel 3D;SUB.SIG;Wireless;W. Bal 9BH | Scw Twin | Ger 458.7 B142′ | Bremen 57.6 \| 30.8 F44′ | 5386 9429 | | 1923 10 | Bremen, (Act. Ges. Weser.) [Ger. | Nord-deutscher Lloyd | 2-3CylTE24,40,66x47 | | G |
| 12230 | **Sabah** Wood 1D 3BH | Scw Sch | Br 125.6 | Sandakan 21.4 \| 9.2 | 137 212 | | 1904 | Sandakan, (China-Borneo Co., Lim.) [Borneo | Darby & Co., Mgrs. | 2CylC15,30x21 | | |
| 12231 214,284 LGDT | **Sabalo** Steel 1D | MV Twin | Am 131.3 | Baltimore 19.5 \| 10.4 | 109 204 | | 1916 | Boston, (Geo. Lawley & Son) [Mass. | Van Lear Black | 2-6Cyl-DOilEng; 795IHP. | | |
| 12232 | **Sabalo** xFelicia D. Steel 1D | Scw | Mex 81 | Tampico 22.2 \| 11.6 | 80 161 | | 1914 | Sorel, (Sincennes-McNaughton Line, Lim.) [Que. | Cia. International de Petroleo | 2CylC18,36x24 | | |
| 12233 | **Sabara** xMonte Penedo Steel 2D;Wireless;W. Bal 7BH | MV Twin | Brz 330.9 P & B | Rio Jan'ro 50.1 \| 23.7 279′ F33′ | 2312 3693 | | 1912 | Kiel, Ger. (Howaldtswerke.) | Lloyd Brasileiro | 2-4CylOilEng18⅛x27; 1600BHP | | V |
| 12234 216,033 LJSD | **Sabine Sun** Steel 2D;Oil in bulk;Long. frmg; Web frms;Mchy aft;Oil fuel; Wireless;W. Bal 17BH | Scw | Am 429.3 P133′ | Phila. 59.2 \| 31.4 B36′ F40′ | 4083 6723 | | 1918 3 | Chester, (Sun S. B. Co.) [Pa. | Sun Oil Co. | 3CylTE27,45½,76x51; 3SB;WP190lbs;2500IHP | | BL |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12235 162,972 | **Sable** | Brg | Am 86 | St. Mich'el 24.9 \| 4 | 186 186 | | 1906 | St. Michael, Alaska | American-Yukon Nav. Co | Wd | | |
| 12236 136,307 | **Sable I** Steel 1D;Shade dk;Wireless;W. Bal 4BH | Scw | Br 183 | Windsor 28.6 \| 12.2 | 341 734 | | 1914 6 | Paisley, (Bow, McLachlan & Co., Lim.) [Scot. | Bras d'Or Bay Nav. Co. (Lim.) | 3CylTE15,25,41x30; 2SB;WP200lbs | | BL |
| 12237 144,504 KFHQ | **Sabor** Steel 2D;SUB.SIG;Wireless;W. Bal 7BH | Scw | Br. 400.4 F49′ | London 52.2 \| 28.5 B113′ F38′ | 3227 5212 | | 1920 4 | Hull, (Earle's Co., Lim.) [Eng. | Royal Mail Steam Packet Co. | 3CylTE27,44,73x48; 3SB;WP180lbs;517RHP. | S.S.No.1,Nprt6,24;A.S.2,26; shft drn12,24;M.&B.S.6,26 | C |
| 12238 218,186 LRJN | **Sabotawan** Steel 2D; 7BH SUB.SIG; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-35 W.B.—A.P.48t;D.B.311′1119t; D. T.27′6 F.O.....D.B.268′ 854t; D. T.27′6 | Scw | Am 388.8 P36′ | Wilm'gton 52.2 \| 27.4 \| 30′ B110′ F39′ 41t.....F.P.108t 01t; S. T.62t..... | 3045 4834 7500 | 6′ 8″ 23′ 6″ | 1919 6 | Arlington, (Downey S. B. Corp.) [S. I. | Finkbine-Guild Trans. Co., Inc. | 3CylTE24,40,70x48; Downey S. B. Co; 3SB;Sun S. B. Co; 7197HS;WP190lbs;2500IHP;EAC; Dkd,d rpd6,26;Exmd7,26 | ✠A1Ⓔ ✠AMS S.S.No.2,Balt2,26; n shft6,24;shft drn1,26; M.&B.S.2,26;Clh BB;CL | |
| 12239 217,365 LPFR | **Sac City** Steel 2D; 8BH SUB.SIG;Wireless;W. Bal; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.100t;D.B.284′1380t..D. T.36′892t;F.P.1 F.O.....D.B.257′1162t;S. T.14′1 29t; D. T.36′833t..... | Scw | Am 390 P50′ | Phila. 54.2 \| 27.6 \| 32′ B121′ F40′ | 3445 5735 7825 | 7′ 9½″ 24′ 5″ | 1919 1 | Hog Island, (American Int. Corp.) [Pa. | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; d rpd6,26;Dkd,s rps9,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NO6,23: M.S.6,23;n shft10,25;B.S.6,26; Clh BB;CL | |
| 12240 217,439 LPKQ | **Sacandaga** Steel 2D; 8BH SUB.SIG;Wireless;W. Bal; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.100t;D.B.284′1380t..D.T 36′892t; F.P.14 F.O.....D.B.257′1162t;S. T.14′1 29t..... F.P.13 | Scw | Am 390 P50′ | Phila. 54.2 \| 27.6 \| 32′ B122′ F40′ | 2944 4967 7825 | 7′ 9½″ 24′ 5″ | 1919 1 | Hog Island, (American Int. Corp.) [Pa. | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; Dkd5,26;d rpd7,26 | ✠A1Ⓔ ✠AMS S.S.No.2,Balt5,26; shft drn10,25;M.&B.S.5,26; Clh BB;CL | |
| 12241 217,328 LPDF | **Saccarappa** Steel 2D;Wireless;SUB.SIG;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.100t;D.B.284′1380t..D. T.36′892t;F.P.1 F.O.....D.B.257′1162t;S. T.14′1 29t; D. T.36′833t..... | Scw | Am 390 P50′ | Phila. 54.2 \| 27.6 \| 32′ B121′ F40′ | 2952 4965 7825 | 7′ 9½″ 24′ 5″ | 1918 12 | Hog Island, (American Int. Corp.) [Pa. | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; d rpd7,19;Dkd,rps7,24 | ✠A1Ⓔ ✠AMS S.S.No.1,NY2,23; M.&B.S.2,23;shft drn7,24; Clh BB;CL | |
| 12242 102,114 NFKJ | **Sachem** Steel 3D;Wireless;W. Bal;SUB.SIG. 6BH | Scw | Br 445.5 P77′ | Liverpool 46.2 \| 31.1 B122′ F94′ | 3429 5423 | | '93 10 | Belfast, (Harland & Wolff, Lim.) [Ire. | Warren Line (Lim.) | 3CylTE31,49,79x60; 2DB;WP160lbs | | BL |
| 12243 116,267 | **Sachem** Oak 1D | Scw | Am 187 | Detroit 33.5 \| 14.8 | 542 739 | | '89 | Grand Haven, Mich. (D. Robertson.) | United Fuel Supply Co. | 2CylC21,38x36; 1SB;WP120lbs;425IHP. | | |
| 12244 204,106 | **Sachem** xJohn Kelderhouse Steel 1D | Scw | Am 71.8 | Buffalo 20.1 \| 10.5 | 70 100 | | 1907 | Buffalo, (B. T. Cowles.) [N. Y. | Dunbar & Sullivan Dredging Co. | 2CylC14,32x22; 1FB;WP140lbs | | |
| 12245 116,994 | **Sachem** Steel 1D | Scw | Am 110.3 | Hartford 24 \| 10 | 132 195 | | 1900 | Baltimore, (Columbian Iron Wks.) [Md. | Hartford & N. Y. Trans. Co. | 2CylC20,40x28; 500IHP. | | |
| 12246 127,649 | **Sachem** xCelt Steel 1D | Scw | Am 143.3 | New York 23.7 \| 12.6 | 123 217 | | 1902 | Wilmington, (Pusey & Jones Co.) [Del. | M. B. Metcalf | 4CylTE14,21,24,24x18; 2SB;1200IHP. | | |
| 12247 RCSD | **Sachsen** Steel 2D;Oil fuel;SUB.SIG;Wireless; 8BH W. Bal | Scw | Ger 468.7 P55′ | Hamburg 58.2 \| 32.7 B224′ F41′ | 4883 8109 | | 1922 9 | Vegesack, (Bremer Vulkan.) [Ger. | Hamburg-America Line | 3CylTE32,52,86x55; 3SB;WP199lbs | | G |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12248 | **Sachsenwald** | Scw | Ger | Hamburg | 2864 | | 1910 | Pt. Glasgow | Hamburg- | 3CylTE25,42,68x48; | | G |
| | xMette Jensen xBaklav Steel | | 385 | 49.7 \| 26.2 | 4561 | | 4 | (Russell [Scot. & Co.) | America Line | 2SB;WP180lbs;402RHP. | | |
| RBFC | 2D;W. Bal;Oil fuel;Deep frmg; 6BH | | P45′ | B109′ F29′ | | | | | | | | |
| | Wireless;SUB.SIG. | | | | | | | | | | | |
| 12249 | **Saco** | Scw | Am | Phila. | 3097 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,693 | Steel | | 390 | 54.2 \| 27.6 \| 32′ | 5106 | 24′ 5″ | 4 | (American [Pa. Int. S. B. Corp.) | ping Board | General Electric Co; | ✠AMS | |
| LQFV | 2D; 8BH | | P50′ | B121′ F40′ | 7825 | | | | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,NO7,23; | |
| | SUB.SIG;Wireless;W. Bal; C-36 | | | | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | M.S.7,23 B.S;shft drn11,25; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | d rpd1,25;rps11,25;Dkd6,26; | Cih BB;CL | |
| | | | | | | | | | | s rps10,26 | | |
| | W.B.—A.P.100t;D.B.284′1380t | | | D.T | 36′892t; F.P.14 | 4t | | | | | | |
| | F.O.....D.B.257′1162t;S. | T.14′1 | 29t | | | | | | | | | |
| 12250 | **Sacramento** | SW | Am | San Fran. | 1758 | | ′77 | San Fran., | Southern | 1CylVB65x144; | | |
| 130,118 | xNewark Wood | | 268 | 42.5 \| 18.8 | 2197 | | rb ′02 | Cal. | Pacific Co. | 2SB;WP56lbs;1200IHP. | | |
| | 1D | | | | | | | | | | | |
| 12251 | **Sacramento** | Scw | Am | Bay City | 1903 | | ′95 | West Bay | Jas. David- | 3CylTE20,33,54x42; | 95(GL) | |
| 116,682 | Oak | | 308.2 | 42.6 \| 22.6 | 2381 | | rb ′18 | (J. [City, Mich. Davidson.) | son | 2SB;WP160lbs;1200IHP. | P.S.4,26 | |
| | 1D | | | | | | | | | | | |
| 12252 | **Sacramento** | Scw | Am | New York | 3595 | 5′ 9″ | 1918 | Seattle, | U. S. Ship- | 3CylTE24,40,70x48; | ✠A1Ⓔ | |
| 215,939 | Steel | | 380 | 53.2 \| 27 \| 29′ 4″ | 4856 | 23′ 9″ | 1 | (Seattle [Wash. Const. & D.D. Co.) | ping Board | Seattle Const. & D. D. Co; | ✠AMS | |
| LJPF | 2D;W. Bal;Wireless; 7BH | | P40′ | B100′ F41′ | 7500 | | | | | 3SB;Seattle Const. & D. D. Co; | S.S.Balt1,21;shft drn1,21; | |
| | SUB.SIG. C-35 | | | | | | | | | 169GS;6831HS;WP190lbs; | Cih BB;CL | |
| | | | | | | | | | | 2100IHP;EAC;rps8,20; | (Laid up) | |
| | W.B.—A.P.264t;D.B.325′1039t;F | P.115t | | | | | | | | Dkd,Exmd5,23 | | |
| 12253 | **Sadie** | Trn | Am | San Fran. | 295 | | ′90 | Fairhaven, | George A. | YF,If | | |
| | 1D | | 142 | 34 \| 10.2 | 311 | | | Cal. (Bendixsen.) | Moore & Co. | | | |
| 12254 | **Sadie A. Knickle** | Sch | Br | Lunenb'rg | 97 | | 1918 | Liverpool, | Roland | O,Bch,B,Sp,P;Gif | | |
| 138,828 | | | 113.2 | 25.8 \| 10.4 | 142 | | 5 | (Nova [N. S. Scotia S. B. Co., Lim.) | Knickle | | | |
| | 1D | | | | | | | | | | | |
| 12255 | **Sadko** | Scw | Rus | Odessa | 3060 | | 1900 | Sunderland, | Russian | 3CylTE26,43,71x51; | | |
| 672 | xWinkfield Steel | | 370.4 | 48.1 \| 20.3 | 5018 | | 2 | (Short [Eng. Bros.) | Steam Nav. & Trading Co. | 2SB;WP180lbs | | |
| NACB | 1D;Spar dk;Deep frmg;W. Bal 6BH | | P35′ | B228′ F37′ | | | | | | | | |
| 12256 | **Sado Maru** | Scw | Jap | Tokio | 3629 | | ′98 | Belfast, | Nippon | 2-3CylTE20,33½,56x48; | | BL |
| 2,475 | Steel | Sch | 445 | 49.7 \| 30.4 | 5898 | | 2 | (Workman, [Ire. Clark & Co., Lim.) | Yusen Kabushiki Kaisha | 2DB;2SB;WP200lbs | | |
| HPKL | 2D;Deep frmg;Wireless; 7BH | Twin | P60′ | B111′ F57′ | | | | | | | | |
| | W. Bal | | | | | | | | | | | |
| 12257 | **Saelmo** | Scw | Am | New York | 206 | | 1914 | Brooklyn, | W. H. Todd | 4CylTE14,21,24,24x18; | ✠A1 | |
| 212,143 | xNokomis Steel | | 175 | 23.5 \| 14 | 303 | | 5 | (Robins [N. Y. D.D. & Repair Co.) | | John Sullivan; | AMS | |
| LDKG | 2D;Oil fuel F. P. above 150° F. 6BH | | | | | | | | | 2WTB;Chas. Seabury Gas Eng. & | S.S.No.3,NY5,26; | |
| | | | | | | | | | | Power Co;2860HS;WP250lbs; | n Birs5,24;M.S;n shft5,26;SBP | |
| | | | | | | | | | | 1000IHP;EAC;s rps5,26;Dkd10,26 | | |
| 12258 | **Safety** | Scw | Am | P. Amboy | 91 | | 1903 | Jersey City, | New York | | | |
| 117,264 | Wood | | 85.6 | 27.2 \| 8.8 | 134 | | 6 | N. J. | & N. J. Stmbt. Co. | 130IHP. | | |
| | 1D | | | | | | | | | | | |
| 12259 | **Safety** | Brg | Am | Wilm'gton | 516 | | 1902 | Camden, | Geo. R. | O,YP;If | | |
| 117,107 | | Sch | 193.8 | 23.1 \| 12.2 | | | 4 | (Dan'l. [N. J. C. Kemble.) | Dilkes & Co. | | | |
| | 1D | | | | | | | | | | | |
| 12260 | **Sag Harbor** | SW | Am | Beaumont | 474 | | ′84 | Newburgh, | Magnolia | 1CylVB44x108; | | |
| 116,007 | Iron | | 152.1 | 32.5 \| 12.2 | 520 | | | N. Y | Petroleum Co. | WP40lbs | | |
| | 1D | | | | | | | | | | | |
| 12261 | **Sag Harbor** | Scw | Am | New York | 1417 | 3′ 4″ | 1918 | Staten | U. S. Ship- | 3CylTE18,30,51x36; | ✠A1Ⓔ | |
| 216,845 | Steel | | 264 | 42.2 \| 21.9 \| 24′ | 2431 | 20′10″ | 8 | Island, N. Y. (Staten Island S. B. Co.) | ping Board | Staten Island S. B. Co; | ✠AMS | |
| LMSD | 1D;Wireless;SUB.SIG;W. Bal 5BH | | P22′ | B65′ F29′ | 3500 | | | | | 2SB;Staten Island S. B. Co; | S.S.NptN8,20; | |
| | C-28 | | | | | | | | | 88GS;3650HS;WP190lbs;1200IHP; | shft drn1,22;Scip;CL | |
| | | | | | | | | | | Dkd1,22;s rps9,22 | (Laid up) | |
| | W.B.—A.P.49t;D.B.231′461t;F.P | .45t | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12262 / 5,035 / JRPG | **Saga** / Steel / 2D;Well dk;sub.sig; 5BH / Wireless;W. Bal | Scw | Swd / 322.4 / P & B | Gothenb'g / 46.2 \| 19.5 / 222′ F78′ | 1684 / 2809 | | 1909 / 6 | Newcastle, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | H. Metcalfe, Mgr. | 3CylTE28,46,75x48; 3SB;WP170lbs | | BL |
| 12263 / 216,584 / LMDV | **Sagadahoc** / xBath Steel / 2D;Oil fuel;Web frms; 8BH / Long. frmg;Shel dk;Wireless;W. Bal | Scw | Am / 420.5 / P42′ | New York / 54.2 \| 31.4 / B130′ F39′ | 3849 / 6223 | | 1918 / 7 | Bath, (Texas S. B. Co.) [Me. | Sagadahoc S.S. Corp. | 3CylTE26½,44,74x51; 3SB;WP190lbs;3000IHP | | BL |
| 12264 / LBVG | **Sagaland** / Steel / 1D;Wireless;W. Bal 5BH | Scw | Nor / 310.8 / P28′ | Hauges'nd / 44.2 \| 23.8 / B86′ F32′ | 1583 / 2677 | | 1921 / 6 | Bristol, (C. Hill & Sons, Lim.) [Eng. | D/S. A/S. Vestland | 3CylTE21,34,56x36; 2SB;WP180lbs | | BL |
| 12265 / 137,422 / JHRM | **Sagama River** / Steel / 1D;Deep frmg;Wireless;W. Bal 6BH | Scw | Br / 335 / P36′ | Liverpool / 52 \| 27.1 / B126′ F40′ | 2989 / 4732 | | 1915 / 1 | W. Hartle- (Irvine's[pool, Eng. S. B. & D. D. Co. Lim.) | Houlder Bros. & Co. (Lim.), Mgrs. | 3CylTE25,40,68x48; 3SB;WP180lbs;372RHP. | S.S.No.2,Nprt11,23;A.S.3,26; B.S;shft drn9,24;M.S.6,25 | C |
| 12266 / 122,218 | **Sagamo** / Steel / 2D | Scw / Twin | Br / 152 | Toronto / 29 \| 9.7 | 420 / 744 | | 1906 | Toronto, (Canadian S. B. Co.) [Ont. | Muskoka Lakes Nav. & Hotel Co | 2-3CylTE10,16,26x16; 4SB;WP175lbs | | |
| 12267 / 150,166 | **Sagamore** / xPort Chester Wood / 1D | Scw | Am / 85 | ColdSprng / 25 \| 7.2 | 96 / 142 | | '79 | Brooklyn, N. Y. | Port Chester Trans. Co. | 1Cyl20x22; 140IHP. | | |
| 12268 / 157,506 | **Sagamore** / xDavid Z. Norton / 1D;B | Brg / Trn | Am / 369 | Cleveland / 44 \| 26 | 2926 / 3251 | | '98 / 4 | Cleveland, (Globe Iron Works.) [Ohio | The Pringle Barge Line Co. | Stl;2BH | 90(GL) P.S.5,26 | |
| 12269 / 219,574 / LVNJ | **Sagamore** / xLake Feodora Steel / 2D;3d dk Ford;Wireless;W. Bal; 4BH / Oil fuel F. P. above 150° F. C-30 / W.B.—A.P.96t;D.B.204′436t;D.T .a12′80 / F.O.—A.P.90t;D.B.158′288t;D.T .a12′75 | Scw | Am / 251 / P25′ | P'tsmouth / 43.5 \| 26.1 \| 28′ 2″ / B64′ F23′ / t.....F.P.72t / t;W.T. 30′200t..... | 1613 / 2592 / 4050 | 4′ 2″ / 24′ 2″ | 1920 / 4 | Lorain, (American S. B. Co.) [Ohio | Eastern S.S. Lines | 3CylTE21,35,59x42; American S. B. Co; 2SB;American S. B. Co; 5467HS;WP185lbs;1500IHP; d rpd3,26;Dkd10,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY1,26; shft drn12,25;M.&B.S.1,26; CL | |
| 12270 / 117,031 | **Sagamore** / Wood / 1D;B | Scw | Am / 110 | Provide'ce / 25 \| 12 | 62 / 173 | | 1900 | Fall River, (Reid Bros.) [Mass. | Dyer Transportation Co. | 2CylC12,26x12; 1Blr;WP175lbs;250IHP. | | |
| 12271 / | **Sagamore** / Steel / 1D;Oil fuel;W. Bal 4BH | Scw | Am / 142.5 | Wash'ton / 30.1 \| 15.1 | 215 / 507 | | 1918 / 5 | Buffalo, (Buffalo D. D. Co.) [N. Y. | U. S. Govt. (Navy Dept.) | 3CylTE21,33½,55½x42; 2SB;WP185lbs | | |
| 12272 / 217,619 / LQBK | **Sagaporack** / Steel / 2D; 8BH / sub.sig;Wireless;W. Bal; C-36 / Oil fuel F. P. above 150° F. / W.B.—A.P.100t;D.B.284′1380t.....D. / F.O.....D.B.257′1162t;S. T.14′1 | Scw | Am / 390 / P50′ | Phila. / 54.2 \| 27.6 \| 32′ / B121′ F40′ / T.36′892t;F.P.1 / 29t; D. T.36′833t..... | 3101 / 5113 / 7825 / 44t / ... | 7′ 9½′ / 24′ 5″ | 1919 / 3 | Hog Island, (American Int. Corp.) [Pa. | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP2001bs;2500SHP;EAC; Dkd,d rpd9,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Balt8,23; M.S.8,23;shft drn9,24;B.S.3,26; Clh BB;CL | |
| 12273 / MQJL | **Sagatind** / xGeneral Hubbard Steel / 1D;Wireless;Mchy aft;W.Bal 4BH | Scw | Nor / 259.2 / P48′ | Drammen / 42.1 \| 17.2 / B21′ F38′ | 964 / 1698 | | 1911 / 1 | Long Beach, (Craig S. B. Co.) [Cal. | F. Friis & C. O. Lund, Mgrs. | 3CylTE19,31,52x36; 3SB;WP180lbs;1250IHP. | | N |
| 12274 / 115,118 | **Saginaw** / Wood / 1D | Scw | Am / 194 | Charlotte / 28.8 \| 13.4 | 430 / 508 | | '66 / rb '06 | Marine City, (Arnold.) [Mich. | Frank S. Upton | 1Cyl22x22; WP110lbs | | |
| 12275 / 204,673 / LBFK | **Saginaw** / Wood / 1D;Oil fuel | Scw | Am / 191.4 | San Fran. / 39.1 \| 14.2 | 498 / 886 | | 1907 / 12 | Hoquiam, (Matthews S. B. Co.) [Wash. | The Chas. Nelson Co. | 3CylTE14,23,40x30; 2SB;750IHP | | |
| 12276 / OSIV | **Sagittaire** / Steel / 1D;Wireless;W. Bal 6BH | Scw | Fr / 187.3 | Arcachon / 29.7 \| 14.3 | 296 / 732 | | 1922 | Nantes, (Ateliers & Chantiers de Bretagne.) Fr. | Ste. Nouvelle des Pecheries d'Arcachon | 3CylTE15,25,40x26; 1SB;WP179lbs;800IHP. | | V |
| 12277 / 5,522 / JTMR | **Sagoland** / Steel / 1D;Shel dk;Wireless;W. Bal 7BH | Scw | Swd / 430.2 | Gothenb'g / 54.2 \| 26.2 | 3299 / 5334 | | 1913 / 6 | Hull, (Earle's Co., Lim.) [Eng. | S. G. Janson, Mgr. | 3CylTE28,45½,76x54; 3SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12278 | **Sagua** | Scw | Dom | San Pedro | 1254 | | '81 | Newcastle, | Macoris S.S. | 2CylC30,63x39; | | |
| | xIxia Iron | | 287 | 37 \| 21.9 | 1970 | | 10 | (Tyne [Eng | Corp. | 2SB;WP80lbs | | |
| | 2D;B;W. Bal 6BH | | P28′ | B28′ F22′ | | | | I. S. B. Co., Lim.) | | | | |
| 12279 | **Sagua la Grande** | Scw | Cuban | Sagua | 389 | | 1921 | Hamburg, | Jose Maria | 3CylTE14,23,38x27; | | |
| | Steel | | 191 | 30.4 \| 12.4 | 780 | | 10 | (Schiffsw. [Ger. | Beguristan | 2SB;WP185lbs | | |
| | 1D;W. Bal 4BH | | | | | | | u. Maschf.) | | | | |
| 12280 | **Saguache** | Scw | Am | Phila. | 3040 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,501 | Steel | | 390 | 54.2 \| 27.6 | 5021 | 24′ 5″ | 1 | (American [Pa. | ping Board | General Electric Co: | ✠AMS | |
| LPQT | 2D; 8BH | | | 32′ | 7825 | | | Int. Corp.) | | 3WTB;Babcock & Wilcox Co: | S.S.No.1,NO6,23; | |
| | SUB.SIG;Wireless;W. Bal; C-36 | | P50′ | B122′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | M.S.6,23;B.S;n shft3,26; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd,d rpd3,26;s rps8,26 | Clh BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t. | | ....D. | T.36′892t;F.P.1 | 44t | | | | | | | |
| | F.O.....D.B.257′1162t;S. | T.14′1 | 29t;D. | T.36′833t..... | ... | | | | | | | |
| 12281 | **Saguenay** | Scw | Br | Montreal | 1864 | | 1911 | Glasgow, | Canada S.S. | 2-4CylTE16,25,29,29x24; | | |
| 130,526 | Steel | Twin | 275.5 | 40 \| 14.9 | 2777 | | 6 | (Fairfield [Scot. | Lines (Lim.) | 3SB;WP175lbs;2100IHP | | |
| | 2D;Wireless;W. Bal 6BH | | | | | | | S. B. & Eng. Co.) | | | | |
| 12282 | **Sahale** | Scw | Am | Phila. | 3422 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,692 | Steel | | 390 | 54.2 \| 27.6 | 5593 | 24′ 5″ | 4 | (American [Pa. | ping Board | General Electric Co: | ✠AMS | |
| LQFT | 2D; 8BH | | | 32′ | 7825 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co: | S.S.No.1,Balt8,23; | |
| | SUB.SIG;Wireless;W. Bal; C-36 | | P50′ | B122′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP: | M.S.8,23;n shft7,24; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | EAC;d rpd4,25;Dkd,s rps11,26 | B.S.11,26;Clh BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t. | | ....D.T | .36′892t; F.P.14 | 4t | | | | | | | |
| | F.O.....D.B.257′1162t;S. | T.14′1 | 29t... | ..... | | | | | | | | |
| 12283 | **Saikai Maru** | Scw | Jap | Kobe | 2320 | | '93 | Glasgow, | Katsuda | 3CylTE24,39,64x48; | | BL |
| 13,907 | xBucentaur xOolong Steel | Sch | 360 | 44.2 \| 29.8 | 3709 | | 8 | (London & [Scot. | Kisen Kabushiki | | | |
| LRPK | 2D;B;W. Bal;Wireless 6BH | | P17′ | B72′ F44′ | | | | Glasgow Co., Lim.) | Kaisha | 2SB;WP160lbs | | |
| 12284 | **Saikoh Maru** | Scw | Jap | Dairen | 2884 | | 1918 | Pt. Glasgow, | Yamashita | 3CylTE26,43,70x48; | | BL |
| 171 | xTullamore xArdgroom Steel | | 385 | 52 \| 26.5 | 4639 | | 10 | (Russell [Scot. | Kisen Kabushiki | | | |
| QBRF | 2D;Wireless;W. Bal 6BH | | P34′ | B111′ F47′ | | | | & Co.) | Kaisha, Mgrs. | 3SB;WP180lbs | | |
| 12285 | **Sailor** | StW | Am | Pittsbu'gh | 327 | | 1924 | Pt. Pleasant, | Vesta Coal | 2CylC16,32x96; | | |
| 223,970 | Steel | | 135 | 30 \| | 445 | | | (Marietta [W. Va. | Co. | 5Blrs | | |
| | | | | | | | | Mfg. Co.) | | | | |
| 12286 | **Sailor Prince** | Scw | Br | Newcastle | 2734 | | 1907 | Glasgow, | Rio Cape | 3CylTE25,42,68x48; | | BL |
| 124,243 | xGlendevon Steel | | 377 | 49.5 \| 26.1 | 4317 | | 11 | (C.Connell [Scot. | Line (Lim.) | | | |
| HLVP | 2D;Deep frmg;SUB.SIG; 6BH | | P38′ | B113′ F34′ | | | | & Co., Lim.) | | 2SB;WP180lbs | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 12287 | **Saima** | Scw | Nor | Bergen | 1268 | | 1914 | Sunderland, | D/S A/S. | 3CylTE20½,33,54x36; | | BL |
| | xClapton xPensacola Steel | | 279.3 | 40.3 \| 22.6 | 2092 | | 7 | (Osbourne [Eng. | Saima | | | |
| LDQB | 1D;Wireless;W. Bal 4BH | | P25′ | F29′ | | | | Graham & Co.) | | 2SB;WP180lbs | | |
| 12288 | **St. Andre** | Scw | Fr | Havre | 3269 | | 1912 | St. Nazaire, | Cie. | 3CylTE25½,42,½68½x51; | | V |
| | Steel | | 397 | 50.4 \| 28.2 | 5343 | | 5 | (Atel. & Ch. [Fr. | Generale | | | |
| OSJN | 2D;W. Bal;Wireless 7BH | | P40 | B121′ F43′ | | | | de la Loire.) | Transatlantique | 2SB;WP180lbs;2500IHP | | |
| 12289 | **St. Andrew** | Scw | Br | Liverpool | 3535 | | 1919 | Newcastle, | Rankin, | 3CylTE27,44,73x48; | | BL |
| 140,652 | Steel | | 399.6 | 53 \| 32.8 | 5616 | | 9 | (Northum- [Eng. | Gilmour & Co. | | | |
| KCMF | 1D;Shel dk;Wireless;W. Bal 6BH | | F39′ | | | | | berland S. B. Co., Lim.) | (Lim.) | 3SB;WP180lbs | | |
| 12290 | **St. Andrews** | Scw | Am | New York | 141 | | 1901 | S. Portland, | William M. | 2CylC15,30x20; | | |
| 96,564 | xHenry F. Eaton WO;Glf | | 113.6 | 27.2 \| 8.9 | 240 | | 7 | (Portland [Me. | Mills | WP180lbs;300IHP. | | |
| | 1D 1BH | | | | | | | Shipbuilding Co.) | | | | |
| 12291 | **St. Anthony** | Scw | Am | Tacoma | 2994 | 5′ 10½″ | 1920 | Tacoma, | U. S. Ship- | 3CylTE24,40,70x48; | ✠A1Ⓔ | |
| 219,567 | Steel | | 379.9 | 53.1 \| 27 | 4839 | 23′ 8″ | 1 | (Todd [Wash. | ping Board | Todd D. D. & Const. Co: | ✠AMS | |
| LVNB | 2D;Long. frmg;Wireless; 7BH | | | 29′ 4″ | 7500 | | | D. D. & Const. Co.) | | 3SB;Willamette I. & S. Wks; | S.S.No.1,Balt5,24; | |
| | SUB.SIG;W. Bal; C-35 | | P52′ | B102′ F41′ | | | | | | 6831HS;WP190lbs:2500IHP;EAC; | B.S.2,24;M.S.5,24; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | d rpd2,26;Dkd,s rps10,26 | n shft8,26;Clh BB;CL | |
| | W.B.—A.P.318t;D.B.334′1237t;D | T.36′9 | 93t; F. | P.91t | | | | | | | | |
| | F.O.—A.P.297t;D.B. —′ 828t;D | T.36′9 | 27t... | ..... | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12292 | **St. Augustine** | Scw | Am | Newark | 2000 | 5′ 9″ | 1919 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,242 | Steel | | 324 | 46.2 \| 25 | 3283 | 22′ 11″ | 6 | (Submarine [N. J. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LRMK | 1D;2d dk at ends; 7BH | | | 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | Scip;CL | |
| | SUB. SIG; W. Bal; 6BH to Fbd dk | | P30′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | Wireless; 1BH to 2d dk | | | | | | | | | d rpd12,19;Dkd10,20;s rps8,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T .20′394 | | t..... | ..F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T .20′368 | | t;S.T.3 | 1t..... | | | | | | | | |
| 12293 | **St. Barthelemy** | Scw | Fr | Havre | 918 | | ′89 | W. Hartlpl, | Societe | 3CylTE19,30½,51x36; | | V |
| | xSahel xKarthagot Iron & Steel | Sch | 245.5 | 35.1 \| 21.6 | 1476 | | 7 | (W. Gray [Eng. | Navale del Ouest | 2SB;WP150lbs;700IHP. | | |
| OSKN | 2D;Wireless;W. Bal 5BH | | | | | | | & Co., Lim.) | | | | |
| 12294 | **St. Catherine** | Brg | Am | New York | 466 | | 1914 | Kingston, | Daniel J. | Wd | | |
| 165,960 | | | 115 | 30.4 \| 13.1 | 466 | | | (Albert [N. Y. | Mulqueen | | | |
| | 1D | | | | | | | M. Cooper.) | | | | |
| 12295 | **St. Clair Theriault** | Trn | Br | Weymo'th | 274 | | 1919 | Belliveau | St. Clair | O,Bch,Sp;Gif; | ✠A1 | |
| 141,223 | | | 135.5 | 31.6 \| 11.3 | 331 | | 4 | Cove, N. S. | Theriault | clk dk5,23;s rps,3,24;clk,1,26 | S.S.No.1,Brbds5,23 | |
| TPFK | 1D | | | | | | | (P. A. Theriault | Shipping Co. | | | |
| | | | | | | | | & Co.) | | | | |
| 12296 | **Saint Didier** | Scw | Fr | Havre | 1670 | | 1920 | Hull, | Soc. Navale | 3CylTE20½,33,54x39; | | BL |
| | Steel | | 324.5 | 44.1 \| 23.2 | 2778 | | 11 | (Livingston [Eng. | de l'Ouest | 2SB;WP180lbs | | |
| OSLZ | 1D;Oil fuel;Wireless;W. Bal 6BH | | P28′ | B85′ F35′ | | | | & Cooper, Lim.) | | | | |
| 12297 | **St. Dunstan** | Scw | Br | Liverpool | 3567 | | 1919 | Newcastle, | Rankin, | 3CylTE27,44,73x48; | | BL |
| 140,635 | Steel | | 400 | 53 \| 32.8 | 5662 | | 7 | (Northum- [Eng. | Gilmour & Co. | 3SB;WP180lbs | | |
| KBRT | 1D;Shel dk;Wireless;W. Bal 6BH | | F39′ | | | | | berland S. B. | (Lim.), Mgrs. | | | |
| | | | | | | | | Co., Lim.) | | | | |
| 12298 | **Saint Fereol** | Scw | Fr | Marseilles | 1713 | | 1904 | Newcastle, | Soc. | 3CylTE24,38,64x42; | | BL |
| | xPort de Lorient xBaymingo Steel | | 315.4 | 43.1 \| 16.9 | 2760 | | 9 | (Swan, [Eng. | Francaise | 2SB;WP160lbs | | |
| OVRS | 1D;Spar dk;Deep frmg; 5BH | | P & B | 202′ F34′ | | | | Hunter & Wigham | d'Armement | | | |
| | Wireless;W. Bal | | | | | | | Richardson, Lim.) | Em. Frisch & Cie. | | | |
| 12299 | **St. George** | Scw | Br | Harwich | 1112 | | 1906 | Birkenhead, | London & | Stm Tbns; | | |
| 123,673 | Steel | Trpl | 352 | 41.1 \| 16.2 | 2676 | | 9 | (Cammell, [Eng. | North Eastern | 8SB;WP185lbs | | |
| HGQK | 2D;Shel dk;Wireless;SUB.SIG; 9BH | | F45′ | | | | | Laird & Co., Lim.) | Railway Co. | | | |
| | W. Bal | | | | | | | | | | | |
| 12300 | **St. Georges** | Scw | Am | ..... | 150 | | 1918 | Ft. Williams | ..... | 3CylTE13,22,36x24; | | |
| | Steel | | 135.6 | 22.6 \| 12.7 | 321 | | 11 | (Canadian [Ont. | | 1SB;WP1 5lbs | | |
| | 1D 5BH | | | F27′ | | | | Car & Foundry | | | | |
| | | | | | | | | Co., Lim.) | | | | |
| 12301 | **St. Heliers** | Scw | Am | Los Angles | 9 | | 1919 | Pt. Glasgow, | Huasteca | 3CylTE18,28,48x28; | | C |
| 220,957 | Steel | | 135.4 | 29 \| 13.6 | 458 | | 10 | (Ferguson [Scot. | Petroleum Co. | 2SB;WP180lbs;d rpd9,24;Dkd9,26 | S.S.No.1,NO9,24; | |
| MCHB | 1D;Wireless 3BH | | | | | | | Bros., Lim.) | | | shft drn9,24;M.S.5,26;B.S.9,26 | |
| 12302 | **St. Hilda** | Scw | Am | New York | 306 | | 1902 | Renfrew, | Standard | 2-2CylC16½,33x21; | | BL |
| 222,635 | Steel | Twin | 169.9 | 30.4 \| 14.4 | 432 | | 6 | (W. Simons [Scot. | Dredging Co. | 2SB;630IHP. | | |
| | 1D 4BH | | | | | | | & Co., Lim.) | | | | |
| 12303 | **Saint Ignace** | Scw | Am | Detroit | 206 | | 1919 | Milwaukee, | Michigan | 2-2CylC13,26x18; | | |
| 223,693 | xColonel Pond Steel | Twin | 172.2 | 44 \| 12 | 515 | | rb '26 | (Fab. Ship [Wis. | State Ferry | 1WTB;WP200lbs;700IHP. | | |
| | 1D 6BH | | | | | | | Corp. & Codding- | | | | |
| | | | | | | | | to Eng. Co.) | | | | |
| 12304 | **St. Isadore** | Scw | Br | Chatham | 89 | | ′95 | Chatham, | Prescott | 2CylC15,28x24; | | |
| 103,290 | M;If | | 96.2 | 23.1 \| 5.5 | 142 | | 7 | (J. B. [N. B. | Lumber Co. | 31RHP. | | |
| | 1D | | | | | | | Snowball Co.) | | | | |
| 12305 | **St. Jean** | Scw | Fr | Havre | 3228 | | 1915 | Nantes, | Cia. Gen. | 3CylTE25½,42½,68½x51; | | V |
| | Steel | | 397 | 50.1 \| 28.1 | 5280 | | 11 | (Atel. & Ch. [Fr. | Transatlantique | 2SB;WP180lbs;2400IHP. | | |
| OSRQ | 2D;Wireless;W. Bal 7BH | | P40′ | B121′ F43′ | | | | de la Loire.) | | | | |
| 12306 | **Saint Jerome** | Scw | Fr | Havre | 2261 | | 1922 | Glasgow, | L'Associa- | 3CylTE23,36,58x42; | | BL |
| | Steel | | 351.4 | 49.1 \| 27.1 | 4121 | | 4 | (W. [Scot. | tion Petroliere | 2SB;WP180lbs | | |
| OSRZ | 2D;Mchy aft;Oil in bulk; 14BH | | P83′ | B40′ F57′ | | | | Beardmore & | | | | |
| | Wireless;Oil fuel;W. Bal | | | | | | | Co., Lim.) | | | | |
| 12307 | **St. Johns** | SW | Am | Washngtn | 667 | | ′78 | Wilmington, | Colonial | 1CylVB66x144; | — Exp | |
| 115,633 | Iron | Sch | 250 | 38 \| 12.5 | 1099 | | 10 | (Harlan & [Del. | Beach Co. | 1CRTB;1500IHP. | | |
| JTDQ | 1D 3BH | | | | | | | Hollingsworth.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12308 218,235 LRMV | **St. Johns County** Steel 1D;2d dk at ends; 7BH W. Bal; 6BH to Fbd dk SUB.SIG;Wireless; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252'847t;D.T 20'394t F.O.—A.P.66t;D.B.214'643t;D.T 20'368t | Scw | Am 324 | Newark 46.2 \| 25 \| 28' 6" F.P.111t 1t;S.T.3 | 1983 3256 5500 | 5' 9" 22' 11" | 1919 7 | Newark, (Submarine Boat Corp.) [N. J. | Ford Motor Co. | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; n Eng2,20;Dkd4,21;s rps7,21 | ✠A1Ⓔ ✠AMS shft drn6,20;Scip;CL (Laid up) | |
| 12309 103,626 | **St. Joseph** 1D | Sch | Br 98.9 | Quebec 22.9 \| 7.2 | 111 111 | | '95 | Les Ecureuils, Quebec (Arthur Bois.) | Arthur Bois | Hk,P;If | | |
| 12310 OSTG | **St. Joseph** Steel 2D;Wireless;W. Bal 7BH | Scw | Fr 398 P40' | Havre 50.4 \| 28.2 B121' F43' | 3666 5505 | | 1912 8 | St. Nazaire, (Atel. & Ch. de la Loire.) [Fr. | Cia. Generale Transatlantique | 3Cyl TE25½,42½,68½x51; 2SB;WP180lbs;2500IHP. | | V |
| 12311 116,362 KHPV | **St. Katherine** 2D | Bk | Am 202.8 | San Fran. 39.2 \| 19 | 1090 1201 | | '90 | Bath, Me. | Red Salmon Canning Co. | O,YP;If | | |
| 12312 141,757 | **St. Lawrence** Iron 1D Wsh | SW | Br 154.2 | Montreal 26 \| 7.2 | 95 275 | | '84 | Clayton, N. Y. (Pierce.) | Kingston Nav. Co. | 1Cyl32x72; 1FB;WP87lbs;350IHP. | | |
| 12313 116,669 HSPT | **St. Louis** Steel 3D;SUB.SIG;Wireless;W. Bal 9BH | Scw Twin | Am 535.5 P104' | New York 63 \| 26.8 F100' | 4667 10230 | | '95 5 | Phila., Pa. (Wm. Cramp & Sons' S. & E. B. Co.) | Anderson Overseas Corp. | 2-6CyTE28½,28½,55,77,77,77x60; 6DB;4SB;WP200lbs;22200IHP. | ✠ — Exp 5,21 | |
| 12314 75,636 | **St. Louis** 1D | Sch | Br 127.7 | Kingston 26.2 \| 11.9 | 334 | | '77 | St. Catharines, Ont. (Shickluna.) | H. Woodhouse | O | | |
| 12315 221,137 | **St. Louis** Steel 1D;Wireless | Scw Twin | Am 200 | NewOrl'ns 40 \| 7.9 | 410 757 | | 1921 | Pt. Pleasant, (Marietta Mfg. Co.) [Va. | U. S. Govt. (Federal Barge Line) | 2-3Cyl TE15½,25,44x26; 2WTB;1800IHP. | | |
| 12316 116,755 | **St. Louis** Steel D | Scw | Am 200 | New York 46 \| 15.2 | 530 779 | | '96 12 | Phila., Pa. (Chas. Hillman S. & E. B. Co.) | Penn. R.R. Co. | 2CylC20,32x24; 1800IHP. | | |
| 12317 OSUV | **St. Louis** 1D;B | Bk | Fr 258.6 | Nantes 38.1 \| 22.7 | 1779 1996 | | 1902 | Nantes, Fr (A. Dubigeon.) | Soc. Generale d'Armement | Stl;2BH | | |
| 12318 OSVC | **St. Louis** Steel 2D;W. Bal;Wireless 8BH | Scw Sch | Fr 352.1 P40' | Havre 52.7 \| 28.9 \| 31.6 B121' F43' | 3277 5202 | | 1913 7 | Dunkirk, (Ateliers & Chantiers de France.) [Fr. | Societe Navalede l'Ouest | 3CylT26,41½,70x48; 3SB;WP200lbs;2500IHP. | | V |
| 12319 145,446 KJCF | **St. Mary** Steel 1D;Shel dk;Oil fuel;Wireless; W. Bal 4BH | Scw | Br 270.2 | Kingston 38.8 \| 22.6 | 1194 2141 | | 1921 4 | Sunderland, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | St. Mary S.S. Co. (Lim.) | 4Cyl TE20,33,37,37x30; 2SB;WP190lbs | | BL |
| 12320 222,632 MDVB | **St. Michael** xEstrada Palma Iron 2D;Wireless | Scw Twin | Am 228.2 | New York 35.1 \| 18.6 | 824 1415 | | '92 | Philadelphia Pa. | Joseph Scotto | 2-2CylC20,40x28; 1200IHP. | | |
| 12321 116,816 | **St. Michael** Wood 1D;Wireless | StW | Am 176 | St.Mich'el 35 \| 5.9 | 409 718 | | '98 | Seattle, (Moran Bros.) [Wash. | Northern Nav. Co. | 1Cyl20x84; 3Blrs;WP150lbs;700IHP | | |
| 12322 220,739 MBRW | **St. Mihiel** Steel 3D;W. Bal; 13BH Wireless;D.F; 11BH to Fbd dk SUB.SIG; 2BH to 2d dk Oil fuel F. P. above 150° F. C-40 W.B.—A.P.161t;W.T.53t;D.B.29 0'1284t F.O. D.B.24 1' 922t | Scw | Am 436.9 P90' | Phila. 58.2 \| 26.4 \| 40' B135' F81' F.P.10 D.T.a 9'370t.f.13'611t | 3908 7555 6970 | 12' 2½" 28' 3t | 1920 10 | Hog Island, (American [Pa. Int. S. B. Corp.) | U. S. Govt. (War Dept.) | Stm Tbns; General Electric Co; 6WTB;Babcock & Wilcox Co; 17400HS;WP200lbs;6000SHP;EAC; Dkd,s rps3,25 | ✠A1Ⓔ With Freeboard. ✠AMS shft drn4,22 Clh BB; CL | |
| 12323 OSWX | **Saint Nazaire** Steel 1D;W. Bal;Wireless 7BH | Scw | Fr 319.2 P28' | Nantes 44.5 \| 23.3 B85' F33' | 1774 2910 | | 1919 6 | Alloa, (Forth [Scot. S. B. & E. Co., Lim.) | Soc. Mar. Auxiliare de Transports | 3CylTE20½,33,54x39; 2SB;WP180lbs;1200IHP. | | V |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12324 23,801 JHDG | **St. Nicholas** 3D | S | Am 206.9 | Astoria 42.8 \| 19.8 | 1687 1798 | | '69 10 | Bath, (Chapman & Flint.) [Me | Columbia River Packers' Assn | O,YP;Icf | — Exp | |
| 12325 OSWZ | **Saint Nicolas** xTeikoku Maru Steel 1D;Deep frmg;Spar dk; 6BH Wireless;W. Bal | Scw | Fr 400 P28′ | Marseilles 48 \| 21.8 B84′ F42′ | 3228 5175 | | '94 7 | Glasgow, (A. Stephen & Sons.) [Scot. | French Govt. | 3CylTE27,45,72x48; 2DB;WP160lbs | | |
| 12326 147,297 | **Saint Oswald** Steel 2D;Wireless;W. Bal 6BH | Scw | Br 404.9 P38′ | Liverpool 53 \| 27.6 B119′ F39′ | 3186 5030 | | 1925 2 | Pt. Glasgow, (R. Duncan & Co., Lim.) [Scot. | Saint Line (Lim.) | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 12327 115,300 JQDN | **St. Paul** 3D | S | Am 228.2 | Seattle 42.1 \| 19.7 | 1824 1893 | | '74 9 | Bath, Me. | Booth Fisheries Co. | O,YP;Icf | — Exp | |
| 12328 OSXP | **Saint Paul** Steel 1D;Wireless;W. Bal 6BH | Scw | Fr 288.7 | Havre 38.1 \| 24.2 | 1337 2456 | | 1908 | Dunkirk, (Atel. & Chant. de France.) [Fr | Soc. Navale de l'Ouest | 3CylTE19,30½,51x36; 2SB;WP185lbs;1225IHP. | | V |
| 12329 | **St. Pierraise** xHiram D. McLean 1D | Trn | Fr 152 | S.PierMiq 35.5 \| 12.8 | 447 490 | | 1919 | Economy, (MacLean & Mackay.) [N. S. | Wm. Miller | Wd | | |
| 12330 OURM | **St. Priest** xSt. Mihiel Steel 1D;Wireless;W. Bal 4BH | Scw | Fr 251.2 P25′ | Rouen 43.6 \| 25.8 B68′ F20′ | 1497 2472 | | 1918 12 | Toronto, (Dominion S. B. Co., Lim.) [Ont. | Cie. Franco Anglaise de Nav | 3CylTE20,33,54½x39; 2SB;WP185lbs;1295IHP. | | BL |
| 12331 OSZM | **Saint Raphael** xAmericano xFlora Steel 2D;Wireless;W. Bal 6BH | Scw | Fr 250.9 | Marseilles 38 \| 15.4 | 1099 1660 | | 1908 | Newcastle, (Wood, Skinner & Co., Lim.) [Eng | Cie. Gen. Trans-Atlantique | 3CylTE19,39,51x36; 3SB;WP160lbs;1065IHP. | | V |
| 12332 318 VBTM | **St. Stephen** Steel 2D;Web frms;Long. frmg; 6BH Wireless;W. Bal | Scw Sch | Fin 376 P31′ | Nystad 52.2 \| 25.5 B105′ F40′ | 2889 4746 | | 1911 4 | Pt. Glasgow, (W. Hamilton & Co., Lim.) [Scot. | J. A. Zachariassen & Co. | 3CylTE25,41,68x48; 3SB;WP180lbs | | BL |
| 12333 OTAF | **Saint Tropez** xWar Halton Steel 1D;Wireless;W. Bal 4BH | Scw | Fr 251 P23′ | Marseilles 43.6 \| 20.7 B69′ F21′ | 1261 2096 | | 1919 10 | Toronto, (Polson Iron Wks. Co., Lim.) [Can | Soc. Franc-aise d'Armement | 3CylTE20½,33,54x36; 2SB;WP180lbs | | |
| 12334 OTAQ | **Saint Vincent** Steel 2D;Wireless;W. Bal 7BH | Scw | Fr 352.1 P29′ | Havre 52.7 \| 28.9 B100′ F35′ | 3272 5195 | | 1913 | Dunkirk, (Atel. & Ch. de France.) [Fr. | Soc. Navale de l'Ouest | 3CylTE26,41½,70x48; 3SB;WP200lbs;2500IHP. | | V |
| 12335 207,582 | **Ste. Claire** Steel 4D;W. Bal | Scw | Am 181 | Detroit 50 \| 14.9 | 507 870 | | 1910 | Toledo, (Toledo S. B. Co.) [Ohio | Detroit & Windsor Ferry Co. | 3CylTE20½,32,50x36; 2SB;WP180lbs;2000IHP. | | |
| 12336 222,668 | **Ste. Genevieve** Steel 1D | SW | Am 286.3 | St. Louis 54 \| 11 | 1639 1667 | | 1922 | Charleston, (Chas. Ward Eng. Wks.) [W. Va. | Missouri & Illinois R.R. Co | 2-1Cyl22x96; 6Blrs;WP200lbs;1200IHP. | | |
| 12337 210,944 | **Sainte Marie** 1D;W. Bal | Scw Twin 5BH | Am 250 | Gd.Haven 62.2 \| 21.7 | 1620 2383 | | 1913 2 | Toledo, (Toledo S. B. Co.) [Ohio | Mackinac Trans. Co | 2CylC28,52x40; 2CylC32,58x48; 6SB;WP125lbs;2550IHP. | | |
| 12338 OSPA | **Sainte Maxime** xParnassos Steel 2D;W. Bal;Wireless 7BH | Scw | Fr 339.1 | Marseilles 48.1 \| 28.7 | 3043 4051 | | 1911 6 | Bremen, (Akt. Ges. "Weser.") [Ger. | Cie. Franc-aise d'Armement | 3CylTE23½,38,62x41½; 2SB;WP190lbs;1750IHP. | | V |
| 12339 29,820 SBQM | **Saisho Maru** xYarborough Steel 1D;B;Web frms; 5BH Wireless;W. Bal | Scw Sch | Jap 324.5 P27′ | Mikage 47.1 \| 24.8 B62′ F37′ | 1974 3121 | | 1900 8 | W. Hartlepool, (W. Gray & Co., Lim.) [Eng | Sajiro Yamamoto | 3CylTE24,38,64x42; 2SB;WP160lbs | 2dS.S.No.3,Kobe5,24;A.S.5,26; M.&B.S;shft drn5.26 | C-J |
| 12340 205 QBST | **Saka Maru** xSanthia Steel 2D;B;Web frms;Wireless;W. Bal 6BH | Scw | Jap 410 B90′ | Dairen 50.7 \| 32 F57′ | 3401 5567 | | 1901 11 | Dumbarton, (W. Denny & Bros.) [Scot. | Saka Kisen Kabushiki Kaisha | 3CylTE26½,42,66½x51; 2SB;WP160lbs;230RHP; d rpd11,24 | 2dS.S.No.3,Nsaki10,23; M.&B.S;shft drn6,25 | C-J |
| 12341 | **Sakaria** xAfricshore xLome Steel 2D;Wireless;W. Bal 5BH | Scw | Trk 334.3 P93′ | Constnple 40.2 \| 22.1 B76′ F52′ | 1899 2612 | | '89 | Hamburg, (Blohm & Voss.) [Ger. | Sadik Zade Freres & Co. | 3CylTE26,40,66x42; 2DB;WP160lbs | | |
| 12342 167.706 | **Sakonnet** xFort Dade 1D;B | Brg Sch | Am 268 | Phila. 46 \| 26 | 2159 2204 | | 1919 | Tampa, (Tampa Dock Co.) [Fla. | Southern Trans. Co. | YP;Gif✠ | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2343 219,991 LWMF | **Salaam** Steel 2D;Deep frmg;W. Bal; 7BH Wireless;SUB.SIG; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.143t,D.B.335'1311t;D.T.27'8 F.O.....D.B.281'1092t;D.T.27'7 | Scw | Am | Phila. 54.3 \| 30.3 \| 32' 10" 400.6 P35' B123' F44' 46t; F. P.120t 90t..... | 3709 5990 8822 | 7′ 10½″ 25′ 2″ | 1920 7 | Bristol, (Merchant [Pa S. B. Corp.) | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 3WTB;Babcock & Wilcox Co 8700HS;WP200lbs;3000SHP;EAC; d rpd7,23;Dkd4,24;s rps8,24; Exmd10,24 | ✠A1Ⓕ ✠AMS n shft11,22; Cih BB;CL (Laid up) | |
| 2344 PRQC | **Salabangka** Steel 2D;Shel dk;W. Bal;Wireless 8BH | Scw | Hol | Amst'dam 54.7 \| 33.4 420.7 P41′ F41′ | 4180 6647 | | 1920 11 | Pt. Glasgow, (W. [Scot Hamilton & Co., Lim.) | Stoomv. Maats "Nederland" | 3Cyl TE28,46,77x54; 4WTB;WP180lbs | | BL |
| 2345 129,418 JBCQ | **Salacia** xDunachton Steel 2D;Wireless;D.F;Oil fuel;W Bal 6BH | Scw | Br | Glasgow 52.3 \| 28.6 410.5 P34′ B130′ F44′ | 3311 5201 | | 1912 10 | Glasgow, (C. Connell [Scot & Co., Lim.) | Donaldson Bros. (Lim.), Mgrs. | 3Cyl TE26,44,73x51; 3SB;WP200lbs | | BL |
| 2346 124,035 HKCT | **Salaga** Steel 2D;Shel dk;Deep frmg;Wireless; 6BH W. Bal | Scw | Br | Liverpool 50.3 \| 30.9 380.5 P27′ B102′ F48′ | 2396 3879 | | 1907 2 | Belfast, (Workman, [Ire. Clark & Co., Lim.) | Elder, Dempster & Co. (Lim.), Mgrs. | 3Cyl TE26,44,74x48; 3SB;WP205lbs;650RHP. | 2dS.S.No.1,Lvpl11,23;A.S.8,25; shft drn8,25;M.&B.S.2,26 | C |
| 2347 | **Salatiga** Steel 2D;Shel dk;Wireless;Oil fuel; 7BH W. Bal | Scw | Am | San Fran. 57.8 \| 35.2 435.2 F41′ | 5064 7646 | | 1920 4 | Chester, (Sun [Pa. S. B. Co.) | Alaska Packers Assn. | 3Cyl TE27,45½,76x51; 3SB;WP190lbs | | BL |
| 2348 PRNV | **Salawati** Steel 2D;Shel dk;Wireless;W. Bal 8BH | Scw | Hol | Amst'dam 54.7 \| 33.4 420.8 P41′ F41′ | 4143 6639 | | 1920 9 | Pt. Glasgow, (Lithgows, [Scot Lim.) | Stoomv. Maats "Nederland" | 3Cyl TE28,46,77x54; 4WTB;WP180lbs | | BL |
| 2349 JGHT | **Salazar** xWar Sirocco Steel 1D;Wireless;W. Bal 7BH | Scw | Sp | Bilbao 46.8 \| 23.2 331.1 P33′ B100′ F28′ | 1865 3103 | | 1919 1 | W. Hartlepool, Eng (Irvine's S. B. & D. D. Co., Lim.) | J. De Gobeo, Mgr. | 3Cyl TE25,41,68x45; 3WTB;WP180lbs | | BL |
| 2350 PRQF | **Saleirer** Steel 2D;Shel dk;Wireless;W. Bal 8BH | Scw | Hol | Amst'dam 54.7 \| 33.4 420.5 P41′ F41′ | 4157 6611 | | 1920 12 | Pt. Glasgow, (Lithgows, [Scot Lim.) | Stoomv. Maats "Nederland" | 3Cyl TE28,46,77x54; 4WTB;WP180lbs | | BL |
| 2351 117,196 KSCM | **Salem** 1D | Sch 4 M | Am | Mobile 41 \| 15 195 | 698 767 | | 1902 10 o '24 | San Francisco, Cal. (W. F. Stone.) | J. M. Scott Shipping Co. | YF;Gif; s rps,clk a2 6 | A1 Biennial Survey. 2dS.S.No.3,Mbl9,24 | |
| 2352 211,806 | **Salem** Steel 1D 6BH | Scw | Am | Phila. 38.1 \| 14.6 142.6 | 526 774 | | 1913 | Wilmington, (Harlan & [Del. Hollingsworth Co.) | Philadelphia & Camden Ferry Co. | 2CylC18,26x22; 2WTB;WP220lbs;700IHP | | |
| 2353 111,323 KQNH | **Salem** xR. J. Camp 1D | Brg Sch | Am | Phila. 35 \| 12.2 179 | 703 703 | | 1901 1 | Bethel, (John C. [Del Moore.) | Southern Trans. Co | O,YP;Gif(Resltd) | — Exp 1,21 | |
| 2354 216,211 LKNR | **Salem** 1D;B | Brg Sch | Am | Phila. 35 \| 15.6 177.6 | 731 801 | | 1918 8 | Baltimore, (Coastwise [Md. S. B. Co.) | Reading Co. | O,Ch,P,Hk;Gif(Sltd) | | V |
| 2355 119,210 HCBT | **Salient** Steel 1D;B;Web frms;Wireless; 6BH W. Bal | Scw | Br | Sund'rl'nd 49.6 \| 25.5 346.3 P29′ B74′ F30′ | 2419 3879 | | 1905 3 | Sunderland, (Short [Eng. Bros., Lim.) | J. Westoll | 3Cyl TE24½,40,66x45; 2SB;WP180lbs | | BL |
| 2356 220,256 LWTK | **Salina** Steel 2D;Long frmg;Mchy aft; 16BH W. Bal;Wireless; 9BH to Fbd dk SUB.SIG; 7BH to 2d dk Oil fuel F. P. above 150° F. C-37 W.B.—A.P.29t;D.B.61'147t;D.T.a 4'207t F.O.....D.T.a 11'532t | Scw | Am | San Fran. 57. \| 31.2 \| 33' 425 P105′ B40′ F41′ D T.f 43'541t;T.D.36t D.T.f 9'404t..... | 4555 7311 10000 | 7′ 7¼″ 25′ 7″ | 1920 6 | Oakland, (Moore [Cal. S. B. Co.) | U. S. Shipping Board | 3Cyl TE24½,41½,72x48; Llewellyn Iron Wks; 3SB;Moore S. B. Co; 8745HS;WP210lbs;2800IHP; Dkd,s rps6,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,Oak8,24; shft drn11,23;M.&B.S.8,24; Cih BB;CL | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12357 587 PFSD | **Salina** Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | It 402.9 | Trieste 53.8 \| 29.8 | 3349 5345 | | 1915 | Montfalcone (Cant. Nav. Triestina) [It. Triestina Soc. in Az. | Nav. Libera | 3CylTE27,42,68x48; 3SB;WP180lbs;2290IHP. | | I |
| 12358 219,592 LVPG | **Salinas** xHudsonian Steel 3D;Wireless;sub.sig;W. Bal; Mchy aft; Oil in bulk; Long. frmg;Oil fuel 18BH | Scw | Am 461.9 | 60 \| 27.7 | 6258 8246 | | 1920 5 | Newport News, Va. (Newport News S. B. & D. D. Co.) | U. S. Govt. (Navy Dept.) | 4CylQE24,35,51,75x51; 3SB;WP220lbs;2990IHP. | | |
| 12359 107,539 KPVC | **Salisbury** xAbram Minis Steel 1D | Scw | Am 123.9 | C. Charles 25 \| 12.6 | 164 284 | | 1900 5 | Camden, (J. H. Dalogue & Son.) [N. J. | N.Y., Phila. & Norfolk R.R. Co | 3CylTE17,24,41x30; 1200IHP. | | |
| 12360 NFPW | **Salisbury** 1D | Sch 4 M | Dan 162.1 | Cop'hagen 34 9 \| 12 | 509 579 | | 1903 12 | Bath, (Kelley, Spear & Co.) [Me. | Hans Petersen | Hw,Hk,WO,YP;Gicf(Sltd) | | V |
| 12361 PRNW | **Salland** Steel 2D;Shel dk;Wireless;W. Bal; Oil fuel 7BH | Scw | Hol 449.2 P35′ | Amst'dam 58.2 \| 29.2 F43′ | 3972 6447 | | 1920 6 | Glasgow, (Barclay, Curle & Co., Lim.) [Scot. | Koninkl. Hollandsche Lloyd | Stm Tbns; 4SB;WP210lbs | | BL |
| 12362 NDVK | **Sally Maersk** Steel 1D;Shel dk;Wireless;W. Bal 4BH | MV | Dan 331 | Odense 44 \| 28.9 F28′ | 1985 3252 | | 1923 4 | Odense, (Staal- skibswft Odense.) [Den. | Dampskib- selsk af 1912 | 6CylOil Eng24¾x50¾ | | BL |
| 12363 217,315 LPCN | **Sally Persis Noyes** 2D | Sch 4 M | Am 187.1 | Boston 38.3 \| 19.4 | 912 1034 | | 1918 11 | Harrington, (Frye, Flynn Co.) [Me. | New England Maritime Co. | Hw,Sp,Hk,P;Gicf(Sltd) | | V |
| 12364 215,732 LJDQ | **Sally Wren** 1D | Sch 4 M | Am 190 P44′ | Savannah 38.1 \| 14.7 F20′ | 754 863 | | 1917 8 | Savannah, (Georgia S. B. Co.) [Ga. | J.F.O'Brien | YP,O;Gif(Sltd) | | |
| 12365 216,542 LMDC | **Salmon King** xH. B. Lovejoy Fir;Gif 1D;Wireless 2BH | Scw | Am 202 | Seattle 40.1 \| 16.2 | 768 1067 | | 1918 | Seattle, (Ballard S. B. Co.) [Wash. | Crosby Fisheries Co. | 2CylC18,38x30; 1SB;WP120lbs;600IHP. | | |
| 12366 139,231 KQHM | **Salmonpool** Steel 1D;Wireless;W. Bal 6BH | Scw | Br 390.1 P30′ | W.Hartlpl 55.5 \| 26.2 B221′ F41′ | 3002 4803 | | 1924 3 | W. Hartlepool, Eng. (Irvines S. B. & D. D. Co., Lim.) | Pool Shipping Co. (Lim.) | 3CylTE26,43,72x48; 3SB;WP180lbs | | BL |
| 12367 MHKN | **Salonica** Steel 1D;W. Bal;Wireless 6BH | Scw | Nor 324 P29′ | Hauges'nd 46.5 \| 19.8 B207′ F31′ | 1607 2694 | | 1912 5 | Newcastle, (Wood, Skinner & Co., Lim.) [Eng. | Brummenaes & Torgerson | 3CylTE23,37½,61½x39; 2SB;WP180lbs | | N |
| 12368 MTPC | **Salta** xSalerno Steel 2D;Wireless;W. Bal 6BH | MV Twin | Nor 375.8 P31′ | Bergen 51.5 \| 22.4 B & F 323′ | 2347 3907 | | 1920 2 | Kinderdijk, (J. & K. Smits Scheepsw.) [Nor. | A/S J. Ludwig Mowinckel Rederi | 2-6CylOilEng22x39⅔ | | N |
| 12369 MBJC | **Salto** xHarzburg Steel 2D;Spar dk;Wireless;W. Bal 6BH | Scw | Urg 396.9 P62′ | Mntevdeo 53.9 \| 16.9 B116′ F48′ | 4069 5118 | | 1907 7 | Flensburg, (Flensburg. Schiffsb. Ges.) [Ger. | Uruguayan Govt. | 3CylTE26,42,70x48; 2SB;WP185lbs | 2dS.S.No.1,Mtv3,24; shft drn5,24;M.&B.S.11,25 | C |
| 12370 203,826 KVTH | **Salutation** Wood 1D;W. Bal | Scw | Am 107.5 | New York 22.5 \| 11 | 125 184 | | 1907 | Camden, (Bernard Tucker & Son.) [N. J. | James McWilliams Blue Line | 3CylTE14,22,36x26; 1SB;WP180lbs;500IHP. | | |
| 12371 129,041 HPSR | **Salvador** Steel 1D;Oil fuel;Wireless;W. Bal 4BH | Scw | Br 215 F26′ | London 33.5 \| 19.4 | 650 1128 | | 1909 9 | Newcastle, (Swan, Hunter & Wigham Richardson, Lim.) [Eng. | Pacific Steam Nav. Co. | 3CylTE17,28,46x33; 2SB;WP180lbs | | BL |
| 12372 | **Salvador II** xW. P. Clark xRobt. K. Steel 2D 2BH | Scw | Am 126 | Ilo Ilo 24 \| 12.5 | 186 332 | | 1904 | Osaka, (Osaka Iron Works.) [Jap. | Visayan Stevedoring & Transp. Co. | 3CylTE13,21,36x27; 2SB;WP175lbs | | |
| 12373 150,909 TQHW | **Salvage King** Steel 1D;Oil fuel;Wireless;W. Bal 6BH | Scw | Br 186.3 B & | Victoria 36.2 \| 16.2 F140′ | 483 1164 | | 1925 2 | Paisley, (Bow, McLachlan & Co., Lim.) [Scot. | Pacific Salvage Co. (Lim.) | 3CylTE22½,38.64x36; 2SB;WP190lbs | | BL |
| 12374 95,929 NTBW | **Salvage Queen** xTees Steel 1D;Shel dk;Wireless;W. Bal | Scw | Br 165 | Victoria 26 \| 10.8 | 405 643 | | '93 | Stockton, (Richardson, Duck & Co.) [Eng. | Pacific Salvage Co. (Lim.) | 3CylTE16,27,44x30 | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where Built. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12375 | **Salvager** | Scw | Am | New York | 71 | | '83 | Chester, | Salvage | 2CylC15,28x18; | | |
| 25,254 | xJohn Gully Iron | | | 125.6 \| 20.6 \| 10 | 141 | | 7 | (John Roach & Son.) [Pa. | Process Corp. | 2WTB | | |
| KBND | 1D | | | | | | | | | | | |
| 12376 | **Salvager** | Scw | Am | Manila | 1654 | 4′ 1½″ | 1919 | Detroit, | Atlantic, | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 217,989 | xLake Gilpen Steel | | 251 | 43.6 \| 26.1 \| 28′ 2″ | 2664 | 24′ 3″ | 7 | (American [Mich. | Gulf & Pacific | Detroit S. B. Co; | ✠AMS | |
| LQWM | 1D;B;Wireless;W. Bal; 4BH | | | | 4050 | | | S. B. Co.) | Co. | 2SB;American S. B. Co; | S.S.No.1,Man3,26; | |
| | Oil fuel F. P. above 150° F. C-29 | | P25′ | B64′ F23′ | | | | | | 5467HS;WP185lbs;1500IHP; | n shft2,22;shft drn9,25; | |
| | | | | | | | | | | DB;Dkd,s rps3,26 | M.&B.S;n DB3,26;Scip;CL | |
| | W.B.—A.P.96t;D.B.204′436t;D.T .a12′80 t. | | | F.P.72t | | | | | | | | |
| | F.O.—A.P.90t;B.D.158′288t;D.T .a12′75 t;W.T. 30′200t. | | | | | | | | | | | |
| 12377 | **Salvation Lass** | Scw | Am | Phila. | 3057 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,349 | Steel | | 390 | 54.2 \| 27.6 \| 32′ | 4985 | 24′ 5″ | 7 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LRQN | 2D; 8BH | | | | 7825 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,NO5,23; | |
| | Wireless;SUB.SIG;W. Bal; C-36 | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | n shft;M.&B.S.5,23; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd,d rpd8,26 | shft drn8,26;Cih BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t. D. | | | T.36′892t; F.P.1 | 44t | | | | | | | |
| | F.O. D.B.257′1162t;S. T.14′1 29t; D. | | | T.36′833t. | | | | | | | | |
| 12378 | **Salvator** | Sch | Am | San Fran. | 385 | | '90 | Eureka, | Libby, | YF; If | | |
| 116,364 | | | 160 | 36 \| 11.6 | 468 | | | Cal. | McNeill & Libby | | | |
| KHRG | 1D | | | | | | | | | | | |
| 12379 | **Salvatrice** | Scw | It | Catania | 1128 | | '95 | Campbel- | G. Giuffrida | 3CylTE20,33,53x36; | | BL |
| | xBromma xSagatind Steel | | 260.4 | 36.9 \| 18.4 | 1807 | | 10 | town, Scot. | | 2SB;WP165lbs | | |
| | 1D;Web frms;Wireless;W. Bal 4BH | | | F35′ | | | | (Campbeltown S. B. Co.) | | | | |
| 12380 | **Salvore** | Scw | It | Trieste | 3768 | | 1924 | Trieste, | Nav. Libera | 3CylTE27,42,68x48; | | BL |
| 120 | Steel | | 390 | 54 \| 29.6 | 5915 | | 5 | (Stabilimento [It. | Triestina Soc. | 3SB;WP180lbs | | |
| PFVI | 1D;Shel dk;Wireless;D.F;W.Bal 7BH | | | B125′ F36′ | | | | Tecnico.) | in Az. | | | |
| 12381 | **Sama** | Scw | Nor | Oslo | 970 | | 1911 | Oslo, | Chr. Gun- | 3CylTE21½,34½,60x39; | | N |
| | xConcettina di Giorgio Steel | | 250.1 | 34.7 \| 22.2 | 1580 | | 3 | (Nylands [Nor. | dersen & Co. | 2SB;WP180lbs | | |
| MGLD | 2D;B;W. Bal 4BH | | | | | | | Vaerksted.) | Mgr. | | | |
| 12382 | **Samar** | Sch | Am | San Fran. | 673 | | 1901 | Alameda, | Sanders & | YF;Gif(Sltd) | ✠ — — | |
| 117,080 | | 4 M | 189 | 38.6 \| 14 | 710 | | 9 | Cal. | Kirchman, Inc. | | Cancelled | |
| KRFM | 1D | | | | | | | (Hay & Wright.) | | | | |
| 12383 | **Samaria** | Scw | Br | Liverpool | 11834 | | 1921 | Birkenhead, | Cunard S.S. | Stm Tbns; | | BL |
| 145,923 | Steel | Twin | 601.5 | 73.7 \| 40.7 | 19597 | | 8 | (Cammell [Eng. | Co. (Lim.) | 3DB;3SB;WP220lbs | | |
| KLWD | 2D;Shel dk;SUB.SIG;Oil fuel; 10BH | | B284′ | | | | | Laird & Co. Lim.) | | | | |
| | Wireless;D.F;W. Bal | | | | | | | | | | | |
| 12384 | **Samarinda** | Scw | Hol | Rotterd'm | 4384 | | 1912 | Glasgow, | W. Ruys & | 3CylTE29,48,82x54; | | V |
| | Steel | | 430.3 | 55.3 \| 34.5 | 6825 | | | (W. [Scot | Zonen | 2DB;2SB;WP200lbs;4200IHP | | |
| PRNT | 3DWireless;W. Bal 7BH | | | | | | | | Hamilton & Co., Lim.) | | | |
| 12385 | **Sambre** | Scw | Br | London | 3226 | | 1919 | Sunderland, | Royal Mail | 3CylTE27,44,73x48; | | BL |
| 143,770 | Steel | | 400 | 52.4 \| 28.5 | 5260 | | 11 | (Short [Eng. | Steam Packet | 3SB;WP180lbs | | |
| KCTB | 2D;SUB.SIG;Wireless;W. Bal 7BH | | P49′ | B113′ F40′ | | | | Bros., Lim.) | Co. | | | |
| 12386 | **Sambro** | Scw | Br | Halifax | 497 | | 1909 | Sunderland, | Farquhar | 3CylTE15,25,41x27; | | BL |
| 129,051 | xPellegrini xSkerne Steel | | 195.7 | 34.1 \| 11.5 | 888 | | 6 | (Short [Eng. | & Co. (Lim.), | 1SB;WP180lbs | | |
| | 1D;Well dk;Wireless;W. Bal 4BH | | B17′ | F22′ | | | | Bros., Lim.) | Mgrs. | | | |
| 12387 | **Samland** | Scw | Blg | Antwerp | 7421 | | 1903 | Camden, | Red Star | 2-3CylTE25,42½,72x48; | | BL |
| | xBelgic xSamland Steel | Twin | 490.4 | 58.2 \| 39.4 | 9748 | | 4 | (New York [N. J. | Line | 2SB;2DB;WP200lbs | | |
| MSBL | 3D;Shel dk;Wireless;SUB.SIG; 8BH | | | | | | | S. B. Co.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 12388 | **Samnanger** | Scw | Nor | Bergen | 2618 | | 1918 | Montreal, | Westfal, | 3CylTE25,41,67x45; | | BL |
| | Steel | | 380.7 | 49.2 \| 26.8 | 4276 | | 8 | (Canadian [Can. | Larsen & Co. | 2SB;WP180lbs | | |
| LBSH | 1D;Wireless;W. Bal 6BH | | P44′ | B102′ F42′ | | | | Vickers, Lim.) | | | | |
| 12389 | **Samoa** | Scw | Am | San Fran. | 1172 | 2′ 7¾″ | 1918 | Duluth, | Hammond | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 216,718 | xLake Pepin Steel | | 251 | 43.6 \| 18.1 \| 20′ 3″ | 1997 | 17′ 9″ | 8 | (McDougall [Minn. | Lumber Co. | McDougall, Duluth Co; | ✠AMS | |
| LMJT | 1D;W. Bal;Wireless 4BH | | | | 2969 | | | Duluth Co.) | | 2SB;Duluth Boiler Wks; | S.S.No.1,SanF5,23; | |
| | Oil fuel F. P. above 150° F. C-28 | | P27′ | B64′ F35′ | | | | | | 5246HS;WP160lbs; | M.S.5,23;n shft3,24;B.S.2,25; | |
| | | | | | | | | | | 1250IHP;d rpd4,26;Dkd,s rps6,26 | shft drn6,26;Cih BB;CL | |
| | W.B.—A.P.86t;D.B.208′611t;F.P. 70t | | | | | | | | | | | |
| | F.O. D.B.180′480t;F.P. 65t | | | | | | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. / Lth. \| Bth. \| Dth. / Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. / Corresponding Draft. | Built. / When | Where. Builder. | Owners. | Remarks. / Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12390<br>218,854<br>LSQW | **Sampson**<br>O,F;Gff<br>1D 1BH | Scw | Am<br>95.5 | Green Bay<br>24.7 \| 12.2 | 30<br>177 | | 1919<br>9 | Green Bay,<br>(Northwest [Wis<br>Eng. Wks.) | U. S. Shipping Board | 2CylC18,38x26;<br>Montague Iron Wks;<br>1SB;Manitowoc Bir. Wks;<br>74GS;2506HS;WP155lbs;450IHP;<br>EAC;rps.s b clkg,clk t,dk11,25 | ✠A1<br>River, Bay & Harbor Towing Service.<br>✠AMS<br>S.S.No.1,NY1,25;<br>M.&B.S.1,25;shft drn11,25;<br>Scip | |
| 12391<br>226,060 | **Samson**<br>Steel<br>1D 3BH | MV | Am<br>83.5 | Phila.<br>21.1 \| 10.5 | 93<br>138 | | 1926<br>10 | Baltimore,<br>(Spedden [Md.<br>S. B. Co.) | Geo. F. Pettinos | 6CylOilEng;<br>400BHP | | |
| 12392<br>117,240<br>KSJW | **Samson**<br>F;Icf<br>1D | Scw | Am<br>116 | Seattle<br>32.5 \| 7.5 | 223<br>328 | | 1903<br>5 | Seattle,<br>Wash | Ainsworth Dunn Co. | 2CylC10,16x16;<br>75IHP. | | |
| 12393<br>115,791<br>JVSH | **Samson**<br>Iron<br>1D 3BH | Scw | Am<br>108 | N. Orleans<br>22 \| 10.6 | 79<br>159 | | '81 | Camden,<br>N. J. | Bd. of Commissioners of N. O. | 2CylC20,36x28;<br>560IHP. | | |
| 12394<br>116,846 | **Samson**<br>Wood<br>1D | Scw | Am<br>110.4 | Portland<br>25.4 \| 15.6 | 189<br>278 | | '98 | Portland,<br>Ore | Columbia Contract Co. | 2CylC20,40x28;<br>400IHP. | | |
| 12395<br>116,841 | **Samuel F. B. Morse**<br>Steel<br>1D;Mchy aft;SUB.SIG;W. Bal 3BH | Scw | Am<br>456 | Duluth<br>50 \| 29 | 3376<br>4477 | | '98<br>rb '22 | W. Bay City,<br>(F. W. [Mich.<br>Wheeler & Co.) | Pittsburg S.S. Co. | 4CylQE17,25,38,60x42;<br>2WTB;WP250lbs;2200IHP. | | |
| 12396<br>117,000 | **Samuel H. Ashbridge**<br>Steel<br>1D 4BH | Scw | Am<br>134 | Phila.<br>24 \| 10 | 182<br>268 | | 1900<br>9 | Phila., Pa.<br>(Neafie & Levy Co.) | City of Philadelphia | 2CylC20,40x28;<br>700IHP. | | |
| 12397<br>200,374 | **Samuel H. Squire**<br>xCetus<br>Steel<br>1D;B;Mchy aft SUB.SIG. 3BH | Scw | Am<br>416 | Cleveland<br>50 \| 28 | 3282<br>4720 | | 1903 | Superior,<br>(Superior [Wis.<br>S. B. Co.) | Forest City S.S. Co. | 3CylTE22,35,58x40;<br>2SB;WP170lbs;1300IHP. | 100(GL)<br>P.S.6,25 | |
| 12398<br>220,955<br>MCGV | **Samuel L. Fuller**<br>Steel<br>2D;Long. frmg;Web frms; 18BH<br>Mchy aft;Oil in bulk;Oil fuel;<br>SUB.SIG;Wireless;W. Bal | Scw | Am<br>430.2<br>P133′ | New York<br>59.2 \| 32.8<br>B36′ F40′ | 5072<br>7052<br>10600 | | 1921<br>1 | Chester,<br>(Sun [Pa<br>S. B. Co.) | Sinclair Navigation Co. | 3CylTE27,45½,76x51;<br>3SB;WP190lbs;3300IHP. | | BL |
| 12399<br>225,409 | **Samuel Mather**<br>Steel<br>1D;W. Bal 3BH | Scw | Am<br>580 | Cleveland<br>62 \| 32 | 6442<br>8151 | | 1926 | Lorain,<br>(American [Ohio<br>S. B. Co.) | Interlake S.S. Co. | 3CylTE24½,41,65x42;<br>3WTB;WP200lbs;2200IHP. | | |
| 12400<br>116,495 | **Saml. Mitchell**<br>Steel<br>2D;Mchy aft;W. Bal 2BH | Scw | Am<br>293 | Alpena<br>40.6 \| 24.6 | 1694<br>2278 | | '92<br>5<br>rb '18 | Cleveland,<br>(Globe [Ohio<br>Iron Works.) | Huron Portland Cement Co. | 3CylTE20,32,52x42;<br>2SB;WP160lbs;1475IHP. | | |
| 12401<br>221,721<br>MDGT | **Samuel Q. Brown**<br>Steel<br>2D;Long. frmg;Web frms; 16BH<br>Mchy aft;Oil fuel;Oil in bulk;<br>Wireless;SUB.SIG;W. Bal | Scw | Am<br>424.4<br>P128′ | New York<br>58.2 \| 32.9<br>B25′ F41′ | 4117<br>6624 | | 1921<br>11 | Chester,<br>(Merchant Pa.<br>S. B. Co.) | Tidewater Oil Co. | 3CylTE27,45,75x51;<br>3SB;WP210lbs;2700IHP. | | BL |
| 12402<br>115,649 | **Samuel S. Brown**<br>O,Ch,YP;If<br>1D | Scw | Am<br>121 | Fernand'a<br>20 \| 10.2 | 102<br>150 | | '79 | Mystic,<br>Conn.<br>(M. C. Hill.) | Nassau Fertilizer & Oil Co., Inc. | ----------<br>207IHP. | | |
| 12403<br>LCHJ | **San Andres**<br>Steel<br>1D;Wireless;W. Bal 5BH | MV | Nor<br>302<br>P32′ | Oslo<br>42.2 \| 17.7<br>B & F 249′ | 1105<br>1974 | | 1921<br>12 | Krimpen,<br>(J. & K. [Hol.<br>Smits Scheepsw.) | A/S.<br>Ganger Rolf | 6CylOilEng26⅜x47¼ | | N |
| 12404<br>86,415<br>LHCV | **San Antonio**<br>xHardy xGrace Dollar Wood<br>1D;Oil fuel;Wireless | Scw | Am<br>158.5 | San Fran.<br>34 \| 19.4 | 521<br>785 | | '98 | San Francisco, Cal.<br>(Fulton Iron Wks.) | James K. Nelson | 3CylTE10½,18,30x24;<br>1SB;350IHP. | | |
| 12405 | **San Antonio**<br>Steel<br>2D;Oil in bulk;Mchy aft; 16BH<br>Web frms;Wireless;Oil fuel;W. Bal | Scw<br>Sch | Mex<br>390.5<br>P96′ | Vera Cruz<br>50.4 \| 30.3<br>B25′ F42′ | 3236<br>5251 | | 1909<br>5 | Newcastle,<br>(Swan, [Eng.<br>Hunter & Wigham Richardson, Lim.) | Cia. Mexicana de Vap. San Antonio | 3CylTE26,43,72x48;<br>3SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12406 | **San Antonio** | Scw | Am | Phila. | 1667 | | 1920 | Manitowoc, | Southern | 3Cyl TE21,35,59x42; | ✠A1 Ⓔ | |
| 219593 | xLake Ikatan Steel | | | 43.9 \| 25.2 | 2689 | | 4 | (Manitowoc [Wis | S.S. Co. | Nordberg Mfg. Co; | ✠AMS | |
| LV'PH | 2D;Wireless;W. Bal 4BH | | | 253.5 | 4050 | | | (S. B. Co.) | | 2SB;Manitowoc S. B. Co; | S.S.No.3,Phila10,26; | |
| | Oil fuel F. P. above 150° F. C-29 | | | P25′ B64′ F23′ | | | | | | 4876HS;WP185lbs;1500IHP; | M.&B.S;shft drn10,26; | |
| | | | | | | | | | | Dkd,s rps10,26 | Scip;CL | |
| | W.B.—A.P.99t.....D.B | 205′41 | 6t..... | .....F.P. | 51t | | | | | | | |
| | F.O.—A.P.92t;D.T.a14′111t;D.B | .167′29 | 7t; W. | T.m38′170t.... | ... | | | | | | | |
| 12407 | **San Benito** | Scw | Br | Glasgow | 2086 | | 1921 | Belfast, | Unifruitco | Elect. Motor;Stm Tbn; | | C |
| 144,268 | Steel | | | 46.3 \| 29.2 | 3724 | | 9 | (Workman, [Ire. | Steamship Co. | 3SB;WP200lbs;460RHP; | S.S.No.1,Bost12,25; | |
| KJNS | 4D;Oil fuel;W. Bal;SUB.SIG; 4BH | | | 325.3 | | | | Clark & Co., Lim.) | (Lim.) | Dkd,s rps10,26 | shft drn5,25;B.S.8,25;M.S.4,26 | |
| | Wireless | | | P37′ B105′ F40′ | | | | | | | | |
| 12408 | **San Blas** | Scw | Br | Glasgow | 2142 | | 1920 | Belfast, | Unifruitco | 3Cyl TE24,41,69x48; | | C |
| 144,209 | Steel | | | 46.3 \| 29.2 | 3628 | | 8 | (Workman, [Ire. | S.S. Co. | 3SB;WP200lbs;s rps4,26;Dkd11,26 | S.S.No.1,Bost10,25;A.S.7,26; | |
| KGMP | 4D;Oil fuel;SUB.SIG; 4BH | | | 325 | | | | Clark & Co., Lim.) | (Lim.) | | n shft;B.S.4,25;M.S.4,26 | |
| | Wireless;W. Bal | | | P37′ B102′ F40′ | | | | | | | | |
| 12409 | **San Bruno** | Scw | Br | Glasgow | 2141 | | 1920 | Belfast, | Unifruitco | 3Cyl TE24,41,69x48; | | C |
| 144,219 | Steel | | | 46.3 \| 29.2 | 3627 | | 10 | (Workman, [Ire. | S.S. Co. | 3SB;WP200lbs;355RHP;Dkd4,26 | A.S.4,26; | |
| KGTC | 4D;Wireless;SUB.SIG;W. Bal 4BH | | | 325 | | | | Clark & Co., Lim.) | (Lim.) | | shft drn4,25;M.S.4,26 | |
| | Oil fuel | | | P37′ B103′ F40′ | | | | | | | | |
| 12410 | **San Carlo** | Scw | It | Tor.d'lGr. | 858 | | '92 | Detroit, | Del Gatto | 3Cyl TE20½,31½,55x42; | | V |
| 1,186 | xNatironco Steel | | | 240.1 | 1430 | | | (Detroit [Mich. | & Loffredo | 2SB;WP140lbs;800IHP. | | |
| | 2D;W. Bal 7BH | | | 35 \| 19.8 | | | | D. D. Co.) | | | | |
| 12411 | **San Carlos** | Scw | Nor | Oslo | 1546 | | 1914 | Sunderland, | A/S | 3Cyl TE24,40,66x42; | | N |
| | xRio de la Plata Steel | | | 333.6 | 2844 | | 12 | (J. Blumer [Eng. | Ganger Rolf | 3SB;WP180lbs | | |
| MKQL | 1D;Wireless;W. Bal 5BH | | | 48.7 \| 19.5 | | | | & Co.) | | | | |
| | | | | P25′ B & F288′ | | | | | | | | |
| 12412 | **San Cristobal** | Scw | It | ..... | 1258 | | 1906 | Newcastle, | Soc. Arma- | 3Cyl TE20½,33,54x36; | | BL |
| | Steel | | | 46.2 \| 18.2 | 2074 | | 8 | (Armstrong [Eng. | trice Italiana | 3SB;WP180lbs | | |
| | 1D;Web frms;Mchy aft; 9BH | | | 258 | | | | Whitworth & Co., | | | | |
| | Oil in bulk;Oil fuel;W. Bal | | | P33′ F31′ | | | | Lim.) | | | | |
| | (*Now Riva Ligure*) | | | | | | | | | | | |
| 12413 | **San Diego** | Scw | Am | San Fran. | 835 | | 1918 | Hoquiam, | Hart-Wood | 3Cyl TE14,23,40x30; | ✠A1 Great Coastwise. | |
| 216,794 | Fir;Gif | Sch | | 45 \| 19 | 1487 | | 4 | (Mathews [Wash. | Lumber Co | Llewellyn Iron Wks; | ✠AMS | |
| LMPR | 1D; 2BH | | | 240 | 1700 | | | S. B. Co.) | | 2WTB;Llewellyn Iron Wks; | S.S.No.2,SanF8,26; | |
| | Oil fuel F. P. above 150° F. C-27 | | | | | | | | | 3000HS;WP225lbs;750IHP;DB; | n shft4,23;shft drn9,25; | |
| | | | | | | | | | | EAC;d rpd,clk a4,23; | M.&B.S.8,26;SBP | |
| | | | | | | | | | | s rps,s b,dk clkg8,26 | | |
| 12414 | **San Dunstano** | Scw | Br | London | 3965 | | 1912 | Newcastle, | Eagle Oil | 3Cyl TE27,45,75x48; | | BL |
| 132,743 | Steel | Sch | | 54.5 \| 30.9 | 6238 | | 7 | (Swan, [Eng. | Transport Co. | 3SB;WP180lbs | | |
| HWGN | 2D;Web frms;Mchy aft; 17BH | | | 420.2 | | | | Hunter & Wigham | (Lim.) | | | |
| | Oil in bulk;Wireless;Oil fuel; | | | P101′ B26′ F42′ | | | | Richardson.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 12415 | **San Eduardo** | Scw | Br | London | 3959 | | 1912 | Newcastle, | Eagle Oil | 3Cyl TE27,45,75x48; | | BL |
| 135,179 | Steel | Sch | | 54.6 \| 31 | 6225 | | 12 | (Swan, [Eng. | Transport Co. | 3SB;WP180lbs | | |
| JBKR | 2D;Mchy aft;Oil fuel; 17BH | | | 420.3 | | | | Hunter & Wigham | (Lim.) | | | |
| | Web frms;Oil in bulk;Wireless: | | | P101′ B26′ F42′ | | | | Richardson.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 12416 | **San Fabian** | Scw | Br | London | 8216 | | 1922 | Newcastle, | Eagle Oil | Stm Tbns; | | BL |
| 146,560 | Steel | | | 69.4 \| 42.2 | 13031 | | 5 | (Armstrong, [Eng. | Transport Co. | 5SB;WP220lbs | | |
| KMCT | 1D;Shel dk;Web frms; 23BH | | | 530.5 | | | | Whitworth | (Lim.) | | | |
| | Long. frmg;Mchy aft;Oil fuel; | | | B39′ | | | | & Co., Lim.) | | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 12417 | **San Felix** | Scw | Br | London | 8207 | | 1921 | Newcastle, | Eagle Oil | Stm Tbns; | | BL |
| 145,252 | Steel | | | 69.4 \| 42.2 | 13037 | | 7 | (Armstrong, [Eng. | Transport Co. | 5SB;WP220lbs | | |
| KJFW | 1D;Shel dk;Web frms; 23BH | | | 530.4 | | | | Whitworth | (Lim.) | | | |
| | Long. frmg;Mchy aft;Oil fuel; | | | F39′ | | | | & Co., Lim.) | | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 12418 | **San Fernando** | Scw | Br | London | 8335 | | 1919 | Newcastle, | Eagle Oil | Stm Tbns; | | BL |
| 143,425 | Steel | | | 69.4 \| 42.2 | 13056 | | 10 | (Armstrong, [Eng. | Transport Co. | 5SB;WP220lbs | | |
| KCNF | 1D;Web frms;Shel dk; 23BH | | | 530.4 | | | | Whitworth & Co., | (Lim.) | | | |
| | Long. frmg;Mchy aft;Oil in bulk; | | | | | | | Lim.) | | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel, Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. & No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12419 143,056 JWKQ | **San Florentino** Steel 1D;Web frms;Shel dk; 2BBH Long. frmg;Oil in bulk;Oil fuel; Mchy aft;Wireless;W. Bal | Scw | Br 530.4 | London 68.5 \| 42 | 8107 12842 | | 1919 4 | Newcastle, (Swan, [Eng. Hunter & Wigham Richardson.) | Eagle Oil Transport Co. (Lim.) | Stm Tbns; 5SB;WP220lbs | | BL |
| 12420 212,786 LDPV | **San Francisco** xSt. Francis xSan Francisco Steel 2D;Wireless;W. Bal 7BH | Scw | Am 405 P40′ | New York 52 \| 28.1 B254′ F42′ | 3164 5102 8350 | | 1914 5 | London- (N. of [derry, Ire. Ireland S. B. Co., Lim.) | U. S. Steel Products Co. | 3Cyl TE27,45,75x51; 3SB;WP180lbs | | BL |
| 12421 201,830 | **San Francisco** YF;Icf 2D 5BH | Scw | Am 180 | San Fran. 38 \| 18 | 727 1070 | | 1905 4 | Alameda, Cal. (Jas. W. Dickie.) | Key System Transit Co. | 1Cyl20x42; 2Blrs;WP200lbs;2000IHP. | | |
| 12422 5,701 JVGH | **San Francisco** Steel 2D;Shel dk;Wireless;W. Bal 6BH | MV Twin | Swd 362 | Stockholm 51.5 \| 22.6 | 2230 3707 | | 1915 6 | Copenhagen (Akt. [Den. Burmeister & Wain.) | A. A. Johnson, Mgrs. | 2-6Cyl Oil Eng 21½x28¾ | | BL |
| 12423 24,755 RKPG | **San Francisco Maru** Steel 2D;Oil fuel;Wireless;W. Bal 5BH | Scw | Jap 385 | Kobe 51 \| 36 | 4259 5831 | | 1919 3 | Kobe, (Kawasaki [Jap. Dkyd. Co., Lim.) | Kokusai Kisen Kabushiki Kaisha | 3Cyl TE26,43,72x48; 2SB;1AuxSB;WP200lbs | | BL |
| 12424 135,208 JBWC | **San Fraterno** Steel 2D;Mchy aft;Shel dk; 20BH Web frms;Long. frmg; Oil in bulk;Oil fuel;Wireless;W.Bal | Scw | Br 527.3 | London 66.6 \| 42.7 | 7584 11929 | | 1913 4 | Newcastle, (Swan, [Eng. Hunter & Wigham Richardson, Lim.) | Eagle Oil Transport Co. (Lim.) | 4Cyl QE28½,41,58,84x54; 4SB;WP220lbs | | BL |
| 12425 146,148 KJVH | **San Gaspar** Steel 1D;Shel dk;Web frms; 22BH Long. frmg;Mchy aft;Oil fuel; Oil in bulk;Wireless;W. Bal | Scw | Br 530.2 F40′ | London 68.5 \| 42.1 | 8152 12910 | | 1921 11 | Newcastle, (Palmers' [Eng Co., Lim.) | Eagle Oil Transport Co. (Lim.) | Stm Tbns; 5SB;WP200lbs | | BL |
| 12426 146,518 KLRG | **San Gerardo** Steel 1D;Shel dk;Web frms; 22BH Long. frmg;Mchy aft;Oil in bulk; Oil fuel;Wireless;W. Bal | Scw | Br 530.2 F40′ | London 68.5 \| 42.1 | 8150 12915 | | 1922 2 | Newcastle, (Palmers' [Eng. Co., Lim.) | Eagle Oil Transport Co. (Lim.) | Stm Tbns; 5SB;WP200lbs | | BL |
| 12427 144,225 KHDC | **San Gil** Steel 4D:Oil fuel:Wireless;SUB.SIG; 4BH W. Bal | Scw | Br 325 P37′ | Glasgow 46.3 \| 29.2 B103′ F40′ | 1957 3627 | | 1920 12 | Belfast, (Workman, [Ire. Clark & Co., Lim.) | Unifruitco S.S. Co | 3Cyl TE24,41,69x48; 3SB;WP200lbs;355RHP; 1 d rpd2,24:Dkd,d rpd9,26;s rps11,26 | S.S.No.1,Mbl2,24;A.S.5,26; B.S;shft drn2,24;M.S.5,26 | C |
| 12428 935 SBVG | **San Giuseppe** xWar Trefoil Steel 1D;W. Bal;Wireless 7BH | Scw | It 400.4 P48′ | Genoa 52.3 \| 28.4 B113′ F38′ | 2948 4859 | | 1917 10 | Belfast, (Harland [Ire. & Wolff, Lim.) | Corrado & Ravano | 3Cyl TE27,44,73x48; 3SB;WP180lbs;2500IHP | | I |
| 12429 200,468 KSRV | **San Jacinto** Steel 2D;Super dk; 6BH Wireless; 1BH to Fbd dk SUB.SIG; 5BH to 2d dk Oil fuel F. P. above 150° F. C-35 | Scw Twin | Am 380 | New York 53 \| 24.7 | 3870 6069 4950 | | 1903 8 | Chester, (Delaware [Pa. River I. S. B & E. Wks.) | Mallory S.S. Co. | 2-3Cyl TE23,39,66x42; Hooven. Owens, Rentschler Co; 2SB;Newport News S. B. & D. D. Co; 3SB;Sun S. B. Co; 12361HS;WP190lbs;4200IHP;EAC; d rpd3,26:Dkd,s rps11,26 | **A1** Coastwise & W. I. AMS 2dS.S.No 3,NY6,22; n Eng;n Blrs6,22;n Stbd shft; Pt shft drn11,24; Stbd shft drn3,26;B.S.11,26; SBP;CL | |
| 12430 135,314 JDSV | **San Jeronimo** Steel 2D;Shel dk;Web frms; 20BH Mchy aft;Oil fuel;Oil in bulk; Long. frmg;Wireless;W. Bal | Scw | Br 525.5 | London 66.5 \| 33.9 | 7710 12028 | | 1914 2 | Sunderland, (W. Doxford [Eng & Sons, Lim.) | Eagle Oil Transport Co. (Lim.) | 4Cyl QE28,41,58,84x54; 4SB;WP220lbs | | BL |
| 12431 115,504 JSCB | **San Joaquin** | Brg Sch xS | Am 219.8 | New York 41.6 \| 24.2 | 1523 1551 | | '76 10 | Freeport, Me. (E. C. Soule.) | Neptune Lines | Hw,Hk,YP;Icf | | |
| 12432 MJVK | **San Joaquin** Steel 2D;Mchy aft;Web frms; 15BH Long. frmg;Oil in bulk;Oil fuel; Wireless;W. Bal | Scw | Nor 425.5 P101′ | Tonsberg 57.1 \| 33.1 B28′ F40′ | 4421 6987 | | 1913 12 | Sunderland, (Sir [Eng. J. Laing & Sons, Lim.) | W. Wilhelmsen, Mgrs. | 3Cyl TE27,45,74x54; 4SB;WP180lbs | | BL |
| 12433 HFEA | **San Jose** xJose Luis Orive xTres Amigos xHavelock 1D | Sch | Cuban 112 | Havana 30.3 \| 11.2 | 205 236 | | 1901 | Bridgetown, (L. D. [N. S. Shafner.) | Orive Hermanos | Wd | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12434 116,850 | **San Jose** Wood 1D | StW | Am 101 | San Fran. 28 | 5.5 | | 165 192 | | '98 | Benicia, Cal. | Crowley Launch & Towing Co | 1Cyl12x48; 1Blr;WP160lbs;125IHP. | | |
| 12435 200,206 | **San Jose** Wood 1D 4BH | Scw F. B. | Am 175.4 | San Fran. 38 | 17 | | 412 630 | | 1903 rb'19 | Alameda, Cal. | Rodeo Vallejo Ferry Co. | 3CylTE18,27,42x28; 2WTB;WP200lbs;1200IHP. | | |
| 12436 212,635 LDSB | **San Jose** Steel 1D;B;SUB.SIG;Wireless;W. Bal· Oil fuel 4BH | Scw Sch | Am 330 F41′ | New York 44.6 | 13.9 | | 2069 3309 | | 1904 7 | Belfast, (Workman; Clark & Co., Lim.) [Ire. | United Fruit S.S. Corp. | 3CylTE25,41,68x48; 3SB;WP190lbs;2750IHP; d rpd8,24;Dkd,s rps10,26 | 2dS.S.No.2,NY1,23;A.S.3,26; n shft2,24;B.S.2,26;M.S.5,26; shft drn10,26 | C |
| 12437 116,935 KPNW | **San Juan** Steel 2D;Wireless;Web frms; 6BH W. Bal | Scw | Am 317 P49′ | New York 42 B116′ | 23.8 F33′ | | 2194 3511 | | 1900 1 | Wilmington, (Harlan & Hollingsworth Co.) [Del. | New York & Porto Rico S.S. Co. | 3CylTE24,38,62x42; 2CRTB;WP180lbs;1650IHP | ✠ — — Cancelled. | BL |
| 12438 | **San Juan** Wood 1D;Oil fuel | Scw | Mex 139 | Vera Cruz 25.6 | 10 | | 288 336 | | 1918 | Vera Cruz, (M. A. Fernandez & Cia.) [Mex. | M. A. Fernandez & Cia. | 3CylTE8½,14,23x12 | | |
| 12439 115,863 JWHL | **San Juan** Iron 2D;Wireless;W. Bal; 5BH Oil fuel F. P. above 150° F. C-27 | Scw | Am 283 | San Fran. 37 | 21 16′ | 1′ 5½″ 15′ | 1308 2152 2250 | | '82 7 | Chester, (J. Roach & Sons.) [Pa. | James K. Nelson | 2CylC34,62x54; J. Roach & Sons; 2DB;Union Iron Wks; 5222HS;WP107lbs;1250IHP; d rpd2,24;Dkd,s rps5,25 | ✠A1 Biennial Survey. AMS 4th S.S.No.2,SanF3,25; n Blrs12,97;n shft6,23; M.S.3,25;B.S.5,25;Scip | |
| 12440 201,483 KTLJ | **San Juan** Wood 1D | Scw | Am 118 | Seattle 24.5 | 13.5 | | 128 284 | | 1904 | Seattle, Wash. | San Juan Fishing & Packing Co. | 2CylC16,33x18; 400IHP. | | |
| 12441 202,913 | **San Juan** Wood xCity of Milford 1D | Scw | Am 127.3 | New York 26 | 7 | | 179 264 | | 1906 | Milford, Del. | Bluefields S.S. Co. | 2CylC13,18x20; 2Blrs;350IHP. | | |
| 12442 145,184 KHWJ | **San Lamberto** Steel 1D;Shel dk;Web frms; 14BH Long. frmg;Oil fuel;Oil in bulk; Mchy aft;W. Bal;Wireless | Scw | Br 395.6 P124′ | London 55.2 B52′ | 31.6 F38′ | | 3664 6094 | | 1921 2 | Wilmington, (Geo. A. Fuller S. B. Co.) [Del. | Eagle Oil Transport Co. (Lim.) | 3CylTE24½,41½,72x48; 3SB;WP200lbs | | BL |
| 12443 222,781 | **San Leandro** Steel 1D; 7BH Oil fuel F. P. above 150° F. | Scw F. B. | Am 225 | San Fran. 42 | 19.6 | | 1048 1653 | | 1923 7 | San Pedro, (Los Angeles S. B. & D. D. Co.) [Cal. | Key System Transit Co. | 2ElectMotors;Stm Tbn; General Electric Co; 2WTB;Babcock & Wilcox Co; 5094HS;WP225lbs;1350SHP;EAC; Dkd,s rps2,26 | ✠A1Ⓔ Ferry Service. ✠AMS shfts drn7,25;SSP;CL | |
| 12444 145,225 KJDM | **San Leon** Steel 1D;Shel dk;Web frms; 14BH Long. frmg;Oil fuel;Oil in bulk; Mchy aft;Wireless;W. Bal | Scw | Br 395.5 P124′ | London 55.2 B52′ | 31.7 F38′ | | 3697 6115 | | 1921 3 | Wilmington, (Geo. A. Fuller S. B. Co.) [Del. | Eagle Oil Transport Co. (Lim. | 3CylTE24½,41½,72x48; 3SB;WP200lbs;2800IHP. | | BL |
| 12445 146,139 KTHF | **San Leonardo** Steel 2D;Mchy aft;Web frms; 16BH Oil fuel;Oil in bulk;Wireless;W. Bal | Scw | Br 401.9 P119′ | London 54.3 B34′ | 30.2 F43′ | | 3411 5674 | | 1921 8 | Baltimore, (Globe S. B. & D. D. Co.) [Md. | Eagle Oil Transport Co. (Lim.) | 3CylTE24½,41½,72x48; 3SB;WP210lbs;2800IHP. | | BL |
| 12446 146,176 KLFB | **San Leopoldo** Steel 2D;Web frms;Mchy aft; 16BH Oil fuel;Oil in bulk;Wireless;W. Bal | Scw | Br 401.9 P119′ | London 54.4 B34′ | 30.2 F43′ | | 3149 5671 | | 1921 7 | Baltimore, (Globe S. B. & D. D. Co.of Md.) [Md. | Eagle Oil Transport Co. (Lim.) | 3CylTE24½,41½,72x48; 3SB;WP210lbs;2800IHP | | BL |
| 12447 204,660 KWJN | **San Lorenzo** xBrazos Steel 2D;Hur dk;3rd dk Ford; 7BH W. Bal;Wireless; 6BH to Fbd dk Web frms 1BH to 2d dk C-36 | Scw Twin | Am 401 | New York 54 | 26.3 | | 4016 6576 5000 | | 1907 10 | Newport News, Va. (Newport News S. B. & D. D. Co.) | New York & Porto Rico S.S. Co. | 2-4CylQE23,33½,48½,70x51; Newport News S. B. & D. D. Co; 6SB;Newport News S. B. & D. D. Co; 439GS;17478HS;WP215lbs;7000IHP; DB;EAC;rps9,22;d rpd7,24; s rps3,26;Dkd10,26 | A1 Coastwise & W. I. AMS ✠RMC9,22 2dS.S.No.3,Ches9,22; n Blrs9,20;M.S.9,22;B.S.11,24; shft drn12,25;Clh BB;CL | |
| | W.B.—A.P.269t;D.T.a24′78t;D.T F.O. D.T | .13′283 .20′468 | t; D.B. t; D.B. | 80′252t. 80′235t;W.T.61′ | | | F. 470t. | P.77t | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12448 136,639 JDVQ | **San Lorenzo** Steel 2D;Shel dk;Web frms; 20BH Long. frmg;Oil fuel;Oil in bulk; Mchy aft;Wireless;W. Bal | Scw | Br | London 527.5 \| 66.6 \| 42 | 9003 12097 | | 1914 2 | Newcastle, (Swan, [Eng. Hunter & Wigham Richardson, Lim.) | Eagle Oil Transport Co. (Lim.) | 4Cyl◻E28,41,58,84x54; 4SB;WP220lbs | | BL |
| 12449 146,663 KNCF | **San Macedonio** Steel 2D;Web frms;Long. frmg; 15BH Mchy aft;Oil fuel;Oil in bulk; Wireless;W. Bal | Scw | Br | London 407.2 \| 52.3 \| 31.3 P105′ B40′ F60′ | 3613 5938 | | 1922 11 | Newcastle, (Palmers' [Eng Co., Lim.) | Eagle Oil Transport Co. (Lim.) | 3Cyl TE27,46,77x48; 3SB;WP180lbs | | BL |
| 12450 146,677 KNFH | **San Manuel** Steel 2D;Web frms;Long. frmg; 15BH Mchy aft;Oil in bulk; Oil fuel;Wireless;W. Bal | Scw | Br | London 407.2 \| 52.3 \| 31.3 P105′ B40′ F60′ | 3616 5923 | | 1922 12 | Newcastle, (Palmers' [Eng. Co., Lim.) | Eagle Oil Transport Co. | 3Cyl TE27½,46,77x48; 3SB;WP180lbs | | BL |
| 12451 222,386 | **San Mateo** Steel 1D 5BH | Scw | Am | San Fran. 216.7 \| 42.1 \| 17.3 | 1120 1782 | | 1922 | San Francisco, Cal (Bethlehem S. B. Corp.) | Southern Pacific Co. | 3Cyl TE19,32,54x36; 3WTB;WP200lbs;1400IHP. | | |
| 12452 213,201 LFJQ | **San Mateo** Steel 4D;sub.sig;Wireless;W. Bal; 4BH Oil fuel | Scw | Am | New York 315.2 \| 44.3 \| 28.8 P33′ B75′ F39′ | 1878 3228 | | 1915 7 | Belfast, (Workman, [Ire. Clark & Co., Lim.) | United Fruit S.S. Corp. | 3Cyl TE23½,39½,66x48; 3SB;WP200lbs;2500IHP; s rps10,25;Dkd10,26;Exmd11,26 | S.S.No.2,NO1,24;A.S.4,26; shft drn3,24;M.&B.S.10,25 | C |
| 12453 136,669 JFLN | **San Melito** Steel 2D;Shel dk;Long. frmg; 20BH Web frms;Mchy aft;Oil fuel; Oil in bulk;Wireless;W. Bal | Scw | Br | London 530 \| 66.5 \| 33.5 | 7880 12286 | | 1914 4 | Newcastle, (Palmers' [Eng. Co., Lim.) | Eagle Oil Transport Co. (Lim.) | 4Cyl QE28½,41,58,84x54; 4SB;WP220lbs | | BL |
| 12454 152 PGDX | **San Michele** Steel 1D;Shel dk;W. Bal 7BH | Scw | It | Venice 375.2 \| 51.2 \| 31.7 P32′ | 3191 5157 | | 1920 11 | Newcastle, (Northum- [Eng. berland S. B. Co., Lim.) | Soc. Veneziana di Nav | 3Cyl TE25,41,69x48; 3SB;WP180lbs | | I |
| 12455 JLVS | **San Mus** 1D | Sch | Sp | Majorca 167.8 \| 37.6 \| 15.6 | 579 607 | | 1919 | Palma, (Astilleros [Maj. Llompart.) | J. Casciano Boracino | Wd | | |
| 12456 136,702 JGFS | **San Nazario** Steel 2D;Shel dk;Mchy aft; 20BH Web frms;Long frmg; Oil in bulk;Oil fuel;Wireless; W. Bal | Scw | Br | London 525.5 \| 66.5 \| 41.4 | 7440 12029 | | 1914 9 | Sunderland, (W. Doxford [Eng. & Sons, Lim.) | Eagle Oil Transport Co. (Lim.) | 4Cyl QE28½,41,58,84x54; 4SB;WP220lbs | | BL |
| 12457 | **San Nicolas** Wood 1D | Scw | Am | Manila 184 \| 25 \| 12 | 390 | | '97 | Manila, P. I | Medezona & Co. | 2CylC16,32x24; 1Blr | | |
| 12458 117,008 | **San Pablo** Steel 1D | SW | Am | San Fran. 226.1 \| 36.2 \| 17.6 | 966 1584 | | 1900 | San Francisco, Cal. | Santa Fe Terminal Co. | 2CylC38,77x66; 3SB;1WTB;WP125lbs;465IHP | | |
| 12459 139,111 JMGR | **San Pablo** Steel 4D;Wireless;sub.sig; 4BH W. Bal | Scw | Br | Glasgow 315.2 \| 44.2 \| 28.8 P33′ B75′ F39′ | 1847 3305 | | 1915 10 | Belfast, (Workman, [Ire. Clark & Co., Lim.) | Unifruitco S.S. Co. (Lim.) | 3Cyl TE23,39,66x48; 3SB;WP200lbs;Dkd10,26 | S,S.No.2,N.Y.6,24;A.S.5,26; shft drn,2,23;B.S.3,26;M.S.5,26 | C |
| 12460 | **San Pasqual** 2D;Oil in bulk | Brg | Cuban | 420.7 \| 54 \| 34.3 \| 36′ B72′ F37′ | 4082 6486 6000 | | 1920 10 | San Diego, (Pacific [Cal. Marine & Const. Co.) | Old Time Molasses Co. | Concrete;15BH | ✠ — — Suspended12,24 | |
| 12461 139,006 JKWQ | **San Patricio** Steel 2D;Shel dk;Web frms; 20BH Mchy aft;Long. frmg;Oil fuel; Oil in bulk;Wireless;W. Bal | Scw | Br | London 530 \| 66.6 \| 33.5 | 7353 11877 | | 1915 5 | Newcastle, (Armstrong, [Eng Whitworth & Co., Lim.) | Eagle Oil Transport Co. (Lim.) | 4Cyl QE28,41,58,84x54; 4SB;WP220lbs | | BL |
| 12462 216,512 LMBH | **San Pedro** xPoint Bonita Steel 1D;Wireless;sub.sig;W. Bal; 6BH Oil fuel F. P. above 150° F. C-29 | Scw | Am | San Fran. 289 \| 44.1 \| 19 P24′ B144′ F32′ | 1360 2235 3760 | | 1918 6 | Portland, (Albina Eng. [Ore. & Machine Wks.) | Hammond Lumber Co. (Inc.) | 3Cyl TE22,37½,60x42; Ellicott Mach. Corp; 2SB;Willamette I. & S. Wks; 4522HS;WP172lbs;1600IHP;EAC; dB;d rpd1,25;Dkd,s rps12,25 | ✠A1Ⓔ ✠AMS S.S.No.1,SanF3,23; M.S.3,23;shft drn1,25; B.S.2,26;Clh BB;CL | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12463 | **San Pedro** | Bk | Urg | Mntevideo | 1061 | | '64 | Hull, | P. Molins | I;2BH | | |
| | xCharlotte xVille de Redon | | 207.8 | 34.4 \| 22.9 | 1142 | | 6 | (M. [Eng. | | | |
| MBCQ | 2D | | | | | | | Samuelson & Co.) | | | | |
| 12464 | **San Pietro** | Scw | It | Genoa | 3109 | | 1918 | Glasgow, | Parodi & | 3Cyl TE27,44,73x48; | | I |
| 968 | xPrimola xWar Cowslip Steel | | 400.9 | 52.3 \| 28.5 | 5199 | | 12 | (Harland [Scot. | Corrado | 3SB;WP180lbs;3000IHP | | |
| PGEZ | 1D;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | & Wolff, Lim.) | | | | |
| 12465 | **San Quirino** | Scw | Br | London | 3577 | | 1923 | Newcastle, | Eagle Oil | 3Cyl TE27,45,75x48; | | BL |
| 147,516 | Steel | | 407.2 | 52.2 \| 31.4 | 5843 | | 7 | (Armstrong, [Eng. | Transport Co. | 3SB;WP180lbs | | |
| | 2D;Web frms;Long. frmg; 15BH | | P105′ | B37′ F60′ | | | | Whitworth | (Lim.) | | | |
| | Mchy aft;Oil in bulk; | | | | | | | & Co., Lim.) | | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 2466 | **San Ramon** | Sch | Mex | Vera Cruz | 420 | | 1919 | Harbor | Cia. de | Wd(Sltd) | | |
| 142,075 | xJayo Aux | | 135.6 | 32.1 \| 13.6 | 498 | | 1 | Grace, Nfld. | Nav. Mexicana | 2Cyl OilEng14⅜x15¾ | | |
| | 1D | | | | | | | (Newfoundland | Soc. Anon. | | | |
| | | | | | | | | S. B. Co., Lim.) | | | | |
| 2467 | **San Ricardo** | Scw | Mex | Tampico | 3927 | | 1913 | Newcastle, | Cia. Nav. | 4Cyl QE24,35,50½,73x51; | | BL |
| | Steel | Sch. | 420.2 | 54.7 \| 32.6 | 6465 | | 6 | (Armstrong, [Eng. | San Ricardo, | 3SB;WP220lbs | | |
| | 2D;Mchy aft;Long. frmg; 17BH | | P103′ | B26′ F43′ | | | | Whitworth & Co., | S. A. | | | |
| | Web frms;Oil in bulk;Oil fuel; | | | | | | | Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2468 | **San Roberto** | Scw | Br | London | 3611 | | 1922 | Newcastle, | Eagle Oil | 3Cyl TE27,45,75x48; | | BL |
| 146,632 | Steel | | 407.1 | 52.2 \| 31.4 | 5890 | | 9 | (Armstrong, [Eng. | Transport Co. | 3SB;WP180lbs | | |
| KMTC | 2D;Web frms;Long. frmg; 15BH | | P105′ | B37′ F60′ | | | | Whitworth | (Lim.) | | | |
| | Mchy aft;Oil fuel;Oil in bulk; | | | | | | | & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2469 | **San Rosendo** | Scw | Br | London | 3613 | | 1922 | Newcastle, | Eagle Oil | 3Cyl TE27,45,75x48; | | BL |
| 146,672 | Steel | | 407.1 | 52.2 \| 31.4 | 5891 | | 11 | (Armstrong, [Eng. | Transport Co. | 3SB;WP180lbs | | |
| KNDL | 2D;Web frms;Long. frmg; 15BH | | P105′ | B37′ F60′ | | | | Whitworth & | (Lim.) | | | |
| | Mchy aft;Oil fuel;Oil in bulk; | | | | | | | Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2470 | **San Salvador** | Scw | Br | London | 3547 | | 1924 | Newcastle, | Eagle Oil, | 3Cyl TE27,45,75x48; | | BL |
| 147,603 | Steel | | 407 4 | 52.2 \| 31.4 | 5805 | | 3 | (Armstrong, [Eng. | Transport Co. | 3SB;WP180lbs | | |
| KQGS | 2D;Web frms;Long. frmg; 15BH | | P105′ | B37′ F60′ | | | | Whitworth | (Lim.) | | | |
| | Mchy aft;Oil fuel;Oil in bulk; | | | | | | | & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2471 | **San Salvador** | Scw | Sp | Bilbao | 1976 | | 1913 | Sunderland, | Mendiguren | 3Cyl TE24,40,65x42; | | BL |
| | xFairhaven Steel | | 331.3 | 47.7 \| 22.5 | 3249 | | 6 | (J. Blumer [Eng. | y Zabalia | 2SB;WP180lbs | | |
| JPFH | 1D;Wireless;W. Bal 5BH | | P27′ | B94′ F30′ | | | | & Co.) | | | | |
| 2472 | **San Silvestre** | Scw | Br | London | 3948 | | 1913 | Newcastle, | Eagle Oil | 4Cyl QE24,35,50½,73x51; | | BL |
| 135,234 | Steel | | 420.5 | 54.6 \| 32.4 | 6233 | | 7 | (Swan, [Eng. | Transport Co. | 3SB;WP220lbs | | |
| JCMK | 2D;Mchy aft;Long. frmg; 17BH | | P102′ | B26′ F43′ | | | | Hunter & Wigham | (Lim.) | | | |
| | Oil fuel;Oil in bulk;Web frms; | | | | | | | Richardson, Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2473 | **San Teodoro** | Scw | Br | London | 3780 | | 1921 | Shooters | Eagle Oil | 3Cyl TE27,45,74x48; | | BL |
| 145,182 | Steel | | 412 | 53.4 \| 30.9 | 6137 | | 2 | Island, N. Y. | Transport Co. | 3SB;WP180lbs | | |
| KHVR | 2D;Web frms;Long. frmg; 16BH | | P126′ | B53′ F45′ | | | | (Standard S. B. | (Lim.) | | | |
| | Mchy aft;Oil fuel;Oil in bulk;Wireless; | | | | | | | Co., Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 2474 | **San Terenzo** | Scw | It | Genoa | 3111 | | 1901 | Sunderland, | G. B. | 3Cyl TE27,43,72x51; | | I |
| 1,326 | xYork Castle Steel | Sch | 408 | 50.3 \| 29.2 | 5517 | | 5 | (Sir J. [Eng. | Bibolini | 3SB;WP120lbs;2640IHP | | |
| PGJX | 2D;Deep frmg;Wireless; 6BH | | P40′ | B121′ F49′ | | | | Laing & Sons, | | | | |
| | W. Bal | | | | | | | Lim.) | | | | |
| 2475 | **San Tiburcio** | Scw | Br | London | 3618 | | 1921 | Shooters | Eagle Oil | 3Cyl TE27,45,74x48; | | BL |
| 145,221 | Steel | | 413 | 53.4 \| 31.1 | 5995 | | 3 | Island, N. Y. | Transport Co. | 3SB;WP180lbs | | |
| KJCW | 2D;Web frms;Long. frmg; 16BH | | P129′ | B35′ F45′ | | | | (Standard S. B. | (Lim.) | | | |
| | Mchy aft;Oil fuel;Oil in bulk; | | | | | | | Corp.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2476 | **San Tirso** | Scw | Br | London | 3951 | | 1913 | Newcastle, | Eagle Oil | 4Cyl QE24,35,50½,73x51; | | BL |
| 135,267 | Steel | | 420.6 | 54.6 \| 32.4 | 6236 | | 9 | (Swan, [Eng. | Transport Co. | 3SB;WP220lbs | | |
| JDBS | 2D;Web frms;Long. frmg; 17BH | | P102′ | B26′ F43′ | | | | Hunter & Wigham | (Lim.) | | | |
| | Mchy aft;Oil in bulk;Oil fuel; | | | | | | | Richardson, Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2477 | **San Ubaldo** | Scw | Br | London | 3684 | | 1921 | Shooters | Eagle Oil | 3Cyl TE27,45,74x48; | | BL |
| 145,22 | Steel | | 412 | 53.4 \| 31 | 5999 | | 4 | Island, N. Y. | Transport Co. | 3SB;WP180lbs | | |
| KJDC | 2D;Web frms;Long. frmg; 16BH | | P125′ | B35′ F45′ | | | | (Standard S. B. | (Lim.) | | | |
| | Mchy aft;Oil fuel;Oil in bulk; | | | | | | | Corp.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material. Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12478 | **San Ugon** | Scw | Br | London | 3619 | | 1921 | Shooters | Eagle Oil | 3Cyl TE 27,45,74x48; | | BL |
| 146,097 | Steel | | 413 | 53.4 \| 31.1 | 5998 | | 5 | Island, N. Y. | Transport Co. | 3SB;WP180lbs | | |
| KJMW | 2D;Web frms;Mchy aft; 16BH | | P125′ | B35′ F45′ | | | | (Standard S. B. Corp.) | (Lim.) | | | |
| | Long. frmg;Oil in bulk;Oil fuel; Wireless;W. Bal | | | | | | | | | | | |
| 12479 | **San Valerio** | Scw | Br | London | 4054 | | 1913 | Newcastle, | Eagle Oil | 4Cyl QE 24,35,50½,73x51; | | BL |
| 135,301 | Steel | | 420 | 54.6 \| 32.4 | 6433 | | 12 | (Palmer's [Eng. | Transport Co. | 3SB;WP220lbs | | |
| JDQK | 2D;Web frms;Long. frmg; 17BH | | P102′ | B25′ F42′ | | | | Co., Lim.) | (Lim.) | | | |
| | Mchy aft;Wireless;Oil in bulk; Oil fuel;W. Bal | | | | | | | | | | | |
| 12480 | **San Zeferino** | Scw | Br | London | 4052 | | 1914 | Newcastle, | Eagle Oil | 3Cyl TE 27,44,73x48; | | BL |
| 136,653 | Steel | Sch | 420.1 | 54.6 \| 32.4 | 6430 | | 3 | (Palmer's [Eng. | Transport Co. | 3SB;WP180lbs | | |
| JFDR | 2D;Long. frmg;Web frms; 17BH | | P102′ | B25′ F42′ | | | | Co., Lim.) | (Lim.) | | | |
| | Mchy aft;Oil in bulk;Oil fuel; Wireless;W. Bal | | | | | | | | | | | |
| 12481 | **San Zotico** | Scw | Br | London | 3370 | | 1919 | Newcastle, | Eagle Oil | 3Cyl TE 27,44,73x48; | | BL |
| 143,326 | xWar Kootri Steel | | 400.2 | 52.3 \| 28.4 | 5582 | | 7 | (Swan, [Eng. | Transport Co. | 3SB;WP180lbs | | |
| KBJN | 1D;Web frms;Long. frmg; 11BH | | P49′ | B121′ F39′ | | | | Hunter & Wigham Richardson, Lim.) | (Lim.) | | | |
| | Oil fuel;Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 12482 | **Sand Beach** | Scw | Am | New York | 168 | | 1901 | Tomkins, | Rockaway | | | |
| 100,754 | xInterstate No. 3 Wood | | 119.1 | 29 \| 9.3 | 248 | | 12 | N. Y. | White Sand Co. | 350IHP. | | |
| KRJT | 1D | | | | | | | | | | | |
| 12483 | **Sandcraft** | Scw | Am | Chicago | 1251 | | 1918 | Chicago, | Construc- | 3Cyl TE 20,33,54x40; | ✠A1Ⓔ | |
| 216,199 | xSeeansee xLake Clear Steel | | 247 | 43.5 \| 18.2 | 2054 | | 5 | (Amer. [Ill. | tion Materials | Detroit S. B. Co; | ✠AMS | |
| LKNJ | 1D;Wireless;SUB.SIG. 6BH | | P25′ | B64′ F20′ | 3000 | | | S. B. Co.) | Co. | 2SB;American S. B. Co; 126GS,5244HS;WP180lbs;1200IHP; Dkd,s rps9,23 | S.S.NptN2,21; Scip;CL | |
| | W.B.—A.P.69t;D.B.208′542t;F.P. 56t | | | | | | | | | | | |
| 12484 | **Sanderling** | Scw | Am | | | | 1918 | New York, | U. S. Govt. | 3Cyl TE 19,29,46x30; | | |
| | Steel | | 180 | 34.3 \| 17.9 | | | 12 | (Todd [N. Y. | (Navy Dept.) | 2WTB;WP200lbs;1400IHP | | |
| | 2D;Oil fuel;W. Bal 11BH | | | | | | | Shipyard Corp.) | | | | |
| 12485 | **Sandgate** | Scw | Br | London | 2329 | | 1906 | Newcastle, | Turnbull, | 3Cyl TE 24,40,67x45; | | BL |
| 143,070 | xAlster Steel | | 354.6 | 48.1 \| 26 | 3687 | | 5 | (W. Dobson [Eng. | Scott & Co., | 3SB;WP180lbs | | |
| JWLT | 2D;Deep frmg;W. Bal;Wireless 6BH | | P41′ | B112′ F38′ | | | | & Co.) | Mgrs. | | | |
| 12486 | **Sandgate Castle** | Scw | Br | London | 4725 | | 1922 | Sunderland, | Union | Stm Tbns; | | BL |
| 146,633 | Steel | | 425.5 | 56.3 \| 36.4 | 7634 | | 9 | (Short [Eng. | Castle Mail S.S. | 3SB;WP220lbs | | |
| KMTL | 2D;Shel dk;Web frms; 7BH | | B130′ | F45′ | | | | Bros., Lim.) | Co. (Lim.) | | | |
| | Long. frmg;Oil fuel;SUB.SIG; Wireless;W. Bal | | | | | | | | | | | |
| 12487 | **Sandland** | Scw | Br | Newcastle | 821 | | 1925 | Newcastle, | Ontario | 3Cyl TE 16,27,44x30; | | BL |
| 148,132 | Steel | | 205.2 | 42.7 \| 18.4 | 1549 | | 7 | (Swan, [Eng. | Gravel Freighting | 2SB;WP180lbs;900IHP | | |
| KSVL | 1D;Mchy aft;W. Bal 5BH | | F35′ | | | | | Hunter & Wigham Richardson.) | Co. (Lim.) | | | |
| 12488 | **Sandmaster** | MV | Am | Chicago | 1030 | | 1918 | Lorain, | Construc- | Elect. Motor; | (★100(GL) | |
| 216,330 | xLake Weir Steel | | 251 | 43.5 \| 20 | 1849 | | 5 | (American [Ohio | tion Materials | 2-6CylOilEngs17x25;1200SHP. | P.S.7,26 | |
| LKRJ | 1D;Wireless;SUB.SIG. 6BH | | P25′ | B64′ F20′ | | | | S. B. Co.) | Co. | | | |
| 12489 | **Sandown Castle** | Scw | Br | London | 4707 | | 1921 | Sunderland, | Union | Stm Tbns; | | BL |
| 146,167 | Steel | | 425.5 | 56.3 \| 36.4 | 7607 | | 4 | (Short [Eng. | Castle Mail | 3SB;WP220lbs | | |
| KLCQ | 2D;Shel dk;Web frms; 7BH | | B130′ | F45′ | | | | Bros., Lim.) | S.S. Co. (Lim.) | | | |
| | Long. frmg;Oil fuel;SUB.SIG;Wireless; W. Bal | | | | | | | | | | | |
| 12490 | **Sandusky** | Brg | Am | Baltimore | 310 | | 1916 | Brooklyn, | Baltimore & | Wd | | |
| 166,356 | | | 80.4 | 27.9 \| 7.3 | 310 | | | (Theo. A. [N. Y. | Ohio R.R. Co. | | | |
| | 1D | | | | | | | Crane's Sons Co.) | | | | |
| 12491 | **Sandwich** | Scw | Am | P'tsmouth | 1612 | 4′ 1½″ | 1920 | Wyandotte, | Eastern S.S. | 3Cyl TE 21,35,59x42; | ✠A1Ⓔ | |
| 219,414 | xLake Falun Steel | | 251 | 43.6 \| 26.1 | 2606 | 24′ 3″ | 2 | (Detroit [Mich. | Lines | Detroit S. B Co; | ✠AMS | |
| LVDS | 2D;3d Dk Ford;SUB.SIG; 4BH | | | 28′ 2″ | 4050 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; | S.S.No.1,NY2,26; | |
| | Wireless;W. Bal; C-30 | | P25′ | B64′ F23′ | | | | | | 5467HS;WP185lbs;1500;IHP; | shft drn12,25;M.&B.S.2,26; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | rps2,26;Dkd10,26 | Scip;CL | |
| | W.B.—A.P.96t;D.B.204′436t;D.T .a12′80t.....F.P.72t | | | | | | | | | | | |
| | F.O.—A.P.90t;D.B.158′288t;D.T .a12′75t;W.T. 30′ 200t..... | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12492 | **Sandy Hook** | Scw | Am | New York | 213 | | 1902 | Elizabeth- | United | 3Cyl TE 14,24,36x24; | ✠A1 | |
| 107,803 | xPrivateer Steel | | | 24.4 \| 12.6 | 361 | | 10 | port, N. J. | New York, Sandy | 2AlmyWTB;WP250lbs;1000IHP; | AMS | |
| KSCR | 3D;B;Wireless 4BH | | 168.6 | | | | | (Crescent Shipyard.) | Hook Pilot Assn. | EAC;d rpd10,25;Dkd,s rps,9,26; Exmd10,26 | 2dS.S.No.3,NY9,26; n shft10,25;M.&B.S.9,26;Scip | |
| 12493 | **Sandy Hook** | Scw | Am | New York | 987 | | '89 | Wilmington, | Central | 2-3Cyl TE 22,36,55x28; | | |
| 116,264 | Iron | Twin | 260.5 | 37.1 \| 14.3 | 1560 | | 3 | (Harlan & Hollingsworth.) | R.R. of N. J. | 4CRTB;WP160lbs | | |
| | 1D 6BH | | | | | | | | | | | |
| 12494 | **Sandy Hook** | Sch | Am | Baltimore | 101 | | '70 | E. Haddam, | Lottie V. | O,YP;Gif | — Exp | |
| 23,838 | | C B | 89.4 | 23.6 \| 7.3 | 106 | | | Conn. | Wathen | | | |
| JHQN | 1D | | | | | | | | | | | |
| 12495 | **Sangamon** | Scw | Am | New York | 3113 | 7′ 9½″ | 1919 | Hog Island, | Export S.S. | Stm Tbn; | ✠A1Ⓔ | |
| 217,885 | Steel | | 390 | 54.2 \| 27.6 | 5083 | 24′ 5″ | 5 | (American [Pa. | Corp. | General Electric Co; | ✠AMS | |
| LQRV | 2D;sub.sig;Wireless;W. Bal; 8BH | | | \| 32′ | 7825 | | | Int. S. B. Co.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,NY5,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; d rpd9,24;Dkd,s rps9,26 | M.S.5,24;shft drn9,25;B.S.9,26; Clh BB;CL | |
| | W.B.—A.P.100;D.B.284′1380t... | | | ....D. | T.36′892t;F.P.1 | 44t | | | | | | |
| | F.O.....D.B.257′1162t; S. | | T.14′1 | 29t; D. | T.36′833t..... | ... | | | | | | |
| 12496 | **Sangamon** | Brg | Am | Phila. | 888 | | 1918 | Chesapeake | Southern | Wd | | |
| 167,211 | | | 214 | 32 \| 14.3 | 914 | | | City, Md. (Southern Transp. Co.) | Transp. Co. | | | |
| | 1D;B | | | | | | | | | | | |
| 12497 | **Sangro** | Scw | It | Genoa | 3795 | | 1925 | Baia, | Nav. Gen. | Stm Tbns | | I |
| 1,338 | Steel | | 397 | 52.5 \| 27.7 | 6466 | | | (Cantieri ed. Officine Meredionali.) [It. | Italiana | | | |
| PGBU | 2D;Mchy aft;Oil fuel; | | P321′ | F22′ | | | | | | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 12498 | **Sanjin Maru** | Scw | Jap | Kobe | 1510 | | 1919 | Tama. | Mitsui | 3Cyl TE 21,34,55x33; | | C-J |
| 25,306 | Steel | | 284.5 | 42.5 \| 23 | 2494 | | 6 | Okayama, Jap. | Bussan Kabushiki | 2SB;WP180lbs;156RHP. | S.S.No.2,Kobe1,26;A.S.1,26; | |
| RMWL | 1D;W. Bal 4BH | | P37′ | B70′ F38′ | | | | (Mitsui Bussan Kabushiki Kaisha.) | Kaisha | | M.&B.S;shft drn1,26 | |
| 12499 | **Sanka Maru** | Scw | Jap | Kobe | 1514 | | 1918 | Tama. | Mitsui | 3Cyl TE 20,33½,57x39; | | C-J |
| 24,069 | Steel | | 284.5 | 42.5 \| 23 | 2489 | | 12 | Okayama, Jap. | Bussan Kabushiki | 2SB;WP180lbs;159RHP. | S.S.No.2,Tama5,26; | |
| RGSM | 1D;W. Bal 4BH | | P37′ | B70′ F34′ | | | | (Mitsui Bussan K. K.) | Kaisha | | shft drn4,25;M.&B.S.5,26 | |
| 12500 | **Sans-Coulotte** | Scw | Fr | Bordeaux | 1343 | | 1919 | Rotterdam, | Cie. | 3Cyl TE 20,32,52x35; | | |
| | xFrancillon xZuiderdiep Steel | | 290 | 43 \| 17.8 | 2206 | | | (Burgerhouts Mach. Fabrik & Scheeps.) [Hol. | Nationale de Nav. | 2SB;WP182lbs;1100IHP | | |
| OHMN | 1D;Wireless;W. Bal 5BH | | P27′ | B71′ F24′ | | | | | | | | |
| 12501 | **Sant Anna** | Bk | It | Genoa | 1217 | | '84 | Glasgow, | Fratelli | I;2BH | | V |
| 453 | xEdinburghshire | | 239.5 | 35.3 \| 21.3 | 1336 | | 10 | (A. Stephen & Son.) [Scot. | Dufour | | | |
| SDRP | 2D;B | | P24′ | F28′ | | | | | | | | |
| 12502 | **Santa Ana** | Scw | Am | New York | 2892 | | 1918 | Philadel- | Grace S.S. | 4Cyl QE 25,37,52,76x54; | | BL |
| 215,880 | Steel | | 360.2 | 51.6 \| 22.8 | 4869 | | 1 | (Wm. Cramp & Sons S. & E. B. Co.) [phia, Pa. | Co. | 4SB;WP223lbs;3400IHP | | |
| LJMQ | 2D;Shel dk;Wireless;Oil fuel; 7BH | | | | | | | | | | | |
| | W. Bal | | | | | | | | | | | |
| 12503 | **Santa Ana** | Scw | Am | Seattle | 730 | | 1900 | Marshfield, | Santa Ana | 3Cyl TE 13,22,38x30; | | |
| 116,944 | Wood | | 182.4 | 36.2 \| 12.4 | 1203 | | | (H. R. Reid & Son.) [Ore. | S.S. Co. | 1SB;600IHP. | | |
| KPRF | 1D;Oil fuel;Wireless 3BH | | | | | | | | | | | |
| 12504 | **Santa Aurora** | Scw | Br | London | 2604 | | 1919 | Geeste- | Eagle Oil | 3Cyl TE 24,40,65x47; | | BL |
| 145,103 | xIbicuhy Steel | | 367.5 | 51 \| 26.4 | 4278 | | | munde, Ger. | Transport Co. | 3SB;WP200lbs | | |
| KHDN | 2D;Shel dk;Oil fuel;Oil in bulk; 6BH | | | F46′ | | | | (G. Seebeck Akt. Ges.) | (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 12505 | **Santa Barbara** | Scw | Am | San Fran. | 527 | | 1900 | San Fran., | J. R. Hanify | 3Cyl TE 13,22,36x24; | | |
| 117,003 | Wood | | 183.5 | 37.5 \| 13.5 | 695 | | | (W. F. Stone.) [Cal. | Co. (Inc.) | 1SB;550IHP. | | |
| KQJW | 1D;Oil fuel | | | | | | | | | | | |
| 12506 | **Santa Cecilia** | Scw | Am | New York | 3725 | | 1913 | Philadel- | Planet | 4Cyl QE 25½,37,52½,76x54; | | BL |
| 211,722 | Steel | Sch | 404.6 | 53.9 \| 26.3 | 6263 | | 11 | (Wm. Cramp & Sons S. & E. B. Co.) [phia, Pa. | S.S. Corp. | 2SB;WP223lbs;5000IHP. | | |
| LDGW | 2D;B;Shel dk;Web frms; 7BH | | | | | | | | | | | |
| | Long. frmg;Oil fuel; | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |

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| No. / Dft. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12507<br>115,437<br>JRNP | **Santa Clara**<br>2D;B | S | Am<br>209.5 | San Fran.<br>40 \| 25.5 | 1453<br>1535 | | '76<br>1 | Bath,<br>(Chapman & Flint.) [Me. | Thomas B. White | O,YP;Icf | — Exp | |
| 12508<br>213,389 | **Santa Clara**<br>Steel<br>2D 12BH | SW | Am<br>273 | San Fran.<br>42.3 \| 15.3 | 1308<br>2282 | | 1915 | Oakland,<br>(Southern Pacific Co.) [Cal. | Southern Pacific Co. | 2-2CylC20,40x96;<br>4WTB;WP225lbs;2500IHP. | | |
| 12509<br>210,888<br>LCSM | **Santa Cruz**<br>Steel<br>2D;Web frms;Long. frmg; 7BH<br>Wireless;Oil fuel;W. Bal | Scw<br>Sch | Am<br>384<br>P31′ | New York<br>50.2 \| 26.6<br>B122′ F40′ | 2874<br>4665 | | 1913<br>2 | Philadelphia, Pa.<br>(W. Cramp & Sons S. & E. B. Co.) | Atlantic & Pacific S.S. Co. | 3CylTE26,43½,72x51;<br>3SB;WP180lbs;2400IHP | | BL |
| 12510 | **Santa Cruz**<br>Steel<br>2D;Web frms;Long. frmg; 14BH<br>Mchy aft;Oil fuel;Oil in bulk;<br>Wireless;W. Bal | Scw | Arg<br>351.2<br>P31′ | Buen Aires<br>47 \| 28.2<br>B32′ F46′ | 2390<br>3934 | | 1921<br>11 | Glasgow,<br>(Fairfield Co., Lim.) [Scot. | Argentine Govt. | 3CylTE23,38,62x42;<br>2SB;WP180lbs | | |
| 12511<br>218,128<br>LRGV | **Santa Elisa**<br>Steel<br>3D;Shel dk;Oil fuel;SUB.SIG; 7BH<br>Wireless;W. Bal | Scw | Am<br>360.3 | New York<br>51.7 \| 23.1 | 3021<br>5004 | | 1919<br>3 | Camden,<br>(New York S. B. Co.) [N. J. | Grace S.S. Co. | 4CylQE25,38,55,81x54;<br>4SB;WP220lbs;3850IHP. | | BL |
| 12512<br>220,573<br>MBKC | **Santa Eulalia**<br>Steel<br>1D;B;Oil fuel;Wireless;W. Bal 4BH | Scw | Am<br>251<br>P25′ | New York<br>43.6 \| 25.8<br>B64′ F23′ | 1542<br>2647 | | 1920<br>9 | Toledo,<br>(Toledo S. B. Co.) [Ohio | American & Cuban S.S. Line | 3CylTE22,36,59x42;<br>2SB;WP180lbs;1100IHP. | | BL |
| 12513<br>JPRM | **Santa Eulalia**<br>1D | Sch | Sp<br>133.8<br>P23′ | Palamos<br>28 \| 13.1 | 308<br>345 | | 1919 | Villagarcia,<br>(M. Canabeiro.) [Sp. | Isaac Matas Cauler | Wd | | |
| 12514<br>RCGH | **Santa Fe**<br>Steel<br>1D;B;Deep frms;Spar dk; 7BH<br>SUB.SIG;Wireless;W. Bal | Scw<br>Sch | Ger<br>390.5<br>P37′ | Hamburg<br>47.8 \| 27<br>B238′ F48′ | 2753<br>4477 | | 1901<br>12 | Newcastle,<br>(C. S. Swan & Hunter, Lim.) [Eng. | Hamburg, Sudamer. Dampfs. Ges. | 3CylTE25,43,74x48;<br>3SB;WP200lbs | | G |
| 12515<br>216,005<br>LJRK | **Santa Flavia**<br>Fir;Gif(Wsh)<br>2D;Wireless 2BH | MV<br>Twin | Am<br>225 | Seattle<br>43.6 \| 29.6 | 1424<br>2113<br>1980 | | 1918<br>7 | Aberdeen,<br>(Aberdeen S. B. Co.) [Wash. | International Packing Co. | 2-4CylOilEng16½x18¾;<br>J. & C. G. Bolinders, Lim:<br>640BHP;DB;EAC;s rf,clk a4,20;<br>d rpd,s b clkg5,21;tr clkg a4,23;<br>Dkd,s rps5,25 | ✠A1<br>✠AMS<br>S.S.No.1,Seat4,23;<br>n Pt shft4,20;shfts drn;<br>M.S.4,23;Scip;CL | |
| 12516<br>205,095<br>KWPF | **Santa Inez**<br>xFalcon Steel<br>1D;Wireless;W. Bal;Mchy aft; 3BH<br>Oil fuel F. P. above 150° F. C-26<br>W.B.—A.P.19t..... D.B.206′4 90t; F. P.140t<br>F.O.....S.T.29t; D.B.158′3 89t; F. P.131t | Scw | Am<br>240<br>P71′ | San Fran.<br>41 \| 16.5<br>F30′ | 982<br>1742<br>2600 | | 1908<br>4 | Seattle,<br>(The Moran Co.) [Wash. | Andrew F. Mahoney | 3CylTE17,28,47½x36;<br>Moran Co;<br>2SB;Moran Co;<br>2800HS;WP180lbs;850IHP;<br>DB;Dkd,d rpd4,26;Exmd11,26 | A1<br>AMS<br>S.S.No.3,SanF12,21;<br>shft drn1,25;M.&B.S.12,25;<br>Clh BB | |
| 12517<br>220,419<br>MBFC | **Santa Isabel**<br>Steel<br>1D;B;Oil fuel;Wireless;W. Bal 4BH | Scw | Am<br>251<br>P25′ | New York<br>43.6 \| 25.8<br>B64′ F23′ | 1542<br>2647 | | 1920<br>8 | Toledo,<br>(Toledo S. B. Co.) [Ohio | American & Cuban S. S. Line | 3CylTE22,36,59x42;<br>2SB;WP180lbs;2000IHP. | | BL |
| 12518<br>216,215<br>LKNV | **Santa Luisa**<br>Steel<br>3D;Oil fuel;Shel dk;Wireless; 7BH<br>W. Bal | Scw | Am<br>360.5<br>F40′ | New York<br>51.5 \| 22.8 | 2889<br>4847 | | 1918<br>5 | Philadelphia, Pa.<br>(Wm. Cramp & Sons S. & E. B. Co.) | Grace S.S. Co. | 4CylQE25½,37,52,76x54;<br>4SB;WP223lbs;3400IHP | | BL |
| 12519 | **Santa Maria**<br>xAlbani<br>1D | Trn | Ptg<br>126 | Vianna de Castello<br>29.9 \| 11 | 249<br>303 | | 1902<br>9 | Liverpool,<br>(John Hutt.) [N. S. | Soc. Pescarias de Vianna | Sp,Bch;Gicf(Sltd) | — Exp | |
| 12520<br>223,849<br>MFND | **Santa Maria**<br>Steel<br>2D;Web frms;Long. frmg; 17BH<br>Mchy aft;Oil in bulk;Oil fuel;<br>Wireless;SUB.SIG;W. Bal | Scw | Am<br>460<br>P122′ | Los Ang's<br>60.3 \| 35.5<br>B35′ F41′ | 4922<br>8088 | | 1922<br>4 | Pt. Glasgow,<br>(R. Duncan Co., Lim.) [Scot. | Union Oil Co. | 3CylTE28,47,80x54;<br>4SB;WP200lbs;3000IHP. | | BL |
| 12521 | **Santa Maria II**<br>1D | Brg | Cuban<br>110 | Havana<br>26.1 \| 10.3 | 256<br>265 | | 1909 | Quincy,<br>(Fore River S. B. Cor.) [Mass. | Compania Cubana de Transporte, de Mieles | Stl | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12522 212,651 LDSM | **Santa Marta** Steel 3D;sub.sig;Wireless;W. Bal; 4BH Oil fuel | Scw Sch | Am 378.8 B160′ | New York 50.3 \| 29.1 F44′ | 2811 4601 | | 1909 11 | Belfast, (Workman, Clark & Co., Ltd. [Ire | United Fruit S.S. Corp., Inc. | 3CylTE27,45,75x54; 5SB;WP190lbs;648RHP; d rpd5,26;Dkd9,26;s rps10,26; Exmd11,26 | S.S.No.3,NY9,22;A.S.4,26; shft drn4,25;M.S.10,25; B.S.9,26 | C |
| 12523 | **Santa Martha** 1D | Trn Aux | Ptg 141.1 | Vianna de Castello 28.1 \| 16.6 | 385 443 | | 1919 | Vianna de Castello, Ptg. (J. Francisco Pereira.) | Cia. Empreza de Constr. Navaes (Lim.) | Wd; 4CylOilEng13¾x16½;220IHP. | | V |
| 12524 117,115 KRLT | **Santa Monica** Wood 1D;Oil fuel | Scw Sch | Am 166 | San Fran. 34 \| 12 | 318 497 | | 1902 1 | San Francisco, Cal. (W. F. Stone) | J. R. Hanify Co. | 2CylC14,32x24; 1SB;400IHP. | | |
| 12525 116,964 KPTH | **Santa Paula** 1D;Oil in bulk | Sch | Am 183.1 | Los Ange's 30.3 \| 16.1 | 632 650 | | 1900 | Fairhaven, Cal | Mission Transportation & Refining Co., Inc | Wd | | |
| 12526 217,402 LPHG | **Santa Rosa** 1D | Trn | Am 169.5 | Pensacola 37.8 \| 13.4 | 627 695 | | 1918 12 o'25 | Milton, (Santa Rosa Marine Co.) [Fla. | Capt. A. S. Publicover | LO,YP;Gif; s rps,clk11,25 | ✠A1 S.S.No.2, Pncla11,25 (Laid up) | |
| 12527 212,569 LDPN | **Santa Rosalia** Steel 2D;Web frms;Long. frmg; 6BH Wireless;W. Bal | Scw | Am 406 P36′ | New York 52.6 \| 27.7 B120′ F45′ | 3440 5482 8715 | | 1911 9 | Pt. Glasgow, (W. Hamilton & Co., Lim.) [Scot. | U. S. Steel Products Co. | 3CylTE27,44,73x48; 2SB;WP180lbs;2700IHP | | BL |
| 12528 216,380 LKSR | **Santa Tecla** Steel 2D;Oil fuel;Wireless;W. Bal 6BH | Scw | Am 298 P35′ | New York 40 \| 22.9 B78′ F28′ | 1483 2492 | | 1918 7 | Camden, (New York S. B. Co.) [N. J. | New Orleans & South American S.S. Co. | 3CylTE19¾,31½,54¼x36; 2SB;WP200lbs;1500IHP | | BL |
| 12529 216,969 LNBP | **Santa Teresa** Steel 2D;B;Oil fuel;Shel dk; 7BH Wireless;W. Bal | Scw | Am 360.2 | New York 51.6 \| 22.8 | 2888 4858 | | 1918 11 | Philadelphia, Pa. (Wm. Cramp & Sons S. & E. B. Co.) | Grace S.S. Co. | 4CylQE25½,37,52½,76x54; 4SB;WP223lbs;3000IHP | | BL |
| 12530 RBSG | **Santa Theresa** Steel 2D;Mchy aft;sub.sig; 6BH Wireless;W. Bal | Scw | Ger 351 P24′ | Hamburg 50.2 \| 23.8 B224′ F40′ | 2342 3881 | | 1911 1 | Vegesack, (Bremer Vulkan.) [Ger. | Hamburg, Sudamer. Damfs. Ges | 3CylTE22,36,58x41; 2Blrs | | G |
| 12531 220,624 MBLQ | **Santa Veronica** Steel 1D;Oil fuel;Wireless;W. Bal 4BH | Scw | Am 251 P25′ | New York 43.6 \| 25.8 B64′ F23′ | 1542 2647 | | 1920 10 | Toledo, Toledo S. B. Co.) [Ohio | American & Cuban S.S. Line | 3CylTE22,36,59x42; 2SB;WP180lbs;1500IHP | | BL |
| 12532 210,556 LCPB | **Santanta** Wood 1D;Wireless | MV Twin | Am 84.8 | Boston 19.8 \| 5.8 | 74 103 | | 1912 | Neponset, (Geo. Lawley & Son.) [Mass. | Osborne Howes | 2-4Cyl Gas Eng8¼x9; 160BHP. | | |
| 12533 HRCP | **Santarem** xEisenach Steel 2D;sub.sig;Wireless 9BH | Scw | Brz 419.8 P & B | Rio Jan'ro 54.7 \| 28.5 286′ F63′ | 4212 6757 | | 1910 | Vegesack, (Bremer Vulkan.) [Ger. | Lloyd Brasileiro | 4CylQE24,35,50½,73x53; 3SB;WP228lbs;3250IHP | | V |
| 12534 | **Santarosa** xLoughborough xKyleakin Steel 1D;Deep frmg;Wireless;W. Bal 5BH | Scw | It 330.5 P27′ | Genoa 48 \| 22 B96′ F34′ | 1976 3073 | | 1905 6 | Greenock, (Grange-mouth & Greenock Dkyd. Co.) [Scot. | A. T. Rosasco | 3CylTE24,40,65x42; 2SB;WP160lbs | | BL |
| 12535 | **Santiago** xRise 1D | Sch | Ptg 110.8 | Fgra d' F'z 27.2 \| 11.2 | 176 208 | | 1902 | Odense, (N. F. Hansen.) [Den. | Sociedade Figueirense de Plasa (Lim.) | Wd | | V |
| 12536 116,973 KQCL | **Santiago** 1D;B;Oil in bulk | Brg | Am 200 | San Fran. 33 \| 20 | 928 979 | | '85 1 | Belfast, (Harland & Wolff.) [Ire. | Associated Oil Co. | Stl,I;2BH | | |
| 12537 | **Santiago** xByron xLoyalist Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Chl 371.6 P34′ | Valparaiso 45.2 \| 19.8 B120′ F40′ | 2526 3909 | | 1901 1 | Glasgow, (A. Stephen & Sons, Lim.) [Scot. | Soc. Anon. y Commercial Braun & Blanchard | 3CylTE28,46,75x51; 4SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12538 | **Santiago de Cuba** xCaridad Sala Steel 1D;W. Bal; 4BH Oil fuel F. P. above 150° F. | Scw | Cuban 261.4 P20′ | Havana 40.1 \| 17.3 B65′ F25′ | 1005 1685 | | 1908 9 | Rostock, (Act. Ges. [Ger. Neptune.) | Empresa Naviera de Cuba | 3Cyl TE 18,30½,48x33; Actien Gesellschaft; 2SB;Actien Gesellschaft; 73GS;3014HS;WP188lbs; 850IHP;EAC;rps2,23;s rps6,23; Dkd1, 26 | A1 AMS S.S.No.3, Hvna2,23 M.S.2,23;shft drn6,23;B.S.3,26; Sclp;CL | |
| 12539 214,512 LGKR | **Santiam** Wood 1D;Oil fuel F. P. above 150° F. | Scw | Am 209.8 | San Fran. 42 \| 14 | 543 946 | | 1916 10 | Fairhaven, (Hammond [Cal. Lumber Co.) | Hammond Lumber Co | 3Cyl TE 13½,22,36x24; Union Iron Wks; 2WTB;Babcock & Wilcox Co; 650IHP;DB;clk a10,24; d rpd,s clkg t,dk10,25; s rps,s b clkg10,26 | ✠A1 AMS S.S.No.2, San F9,23 M.S.9,23;n shft10,25;B.S.10,26; SBP | |
| 12540 JPWF | **Santofirme** xBagona No. 1 xElorrio Steel 1D;B;Deep frmg;Wireless;W.Bal 5BH | Scw. | Sp 304.4 P31′ | Gijon 44.1 \| 20.6 B68′ F27′ | 1514 2485 | | '96 3 | Sunderland, (Short [Eng. Bros.) | L. Ibran | 3Cyl TE 23,37,61x39; 2SB;WP170lbs | | |
| 12541 216,009 LJRN | **Santore** Steel 1D;B;Mchy aft;Bulk carrier; 6BH W. Bal;Long frmg. 5BH to Fbd dk Wireless; 1BH to 2d dk Oil fuel F. P. above 150° F. C-39 W.B.—A.P.213t;D.B.381′1627t F.O. D.B. 23′ 106t;D .T.a23′ 1103t. P.390t | Scw | Am 449.1 P88′ W .T.301′1950t; F. | New York 57.2 \| 34 F39′ | 4498 7117 11300 | | 1918 3 | Sparrows Pt, (Bethlehem [Md. S. B. Corp.) | Ore S.S. Corp., Mgrs. | 3Cyl TE 26½,46,76x48; Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 7920HS;WP200lbs;2800IHP;EAC; d rpd6,26;Dkd,s rps12,26 | ✠A1Ⓔ ✠AMS S.S.No.2,Balt6,26; n shft4,25;M.&B.S.6,26; Clh BB;CL | |
| 12542 HRGJ | **Santos** Steel 2D;Wireless;W. Bal 6BH | Scw | Brz 365.6 P & B | Rio Jan'ro 51.5 \| 22.3 259′ F48′ | 2311 3840 | | '98 12 | Hamburg, (Reiherstieg [Ger. Schiffsw.) | Lloyd Brasileiro | 4Cyl QE 21,32,46,66x51; 2DB;WP220lbs | | |
| 12543 117,111 | **Santos** | Scw | Am 105 | New York 27.8 \| 11.1 | 147 216 | | 1902 1 | Shooters Island, N. Y. | Jay Street Terminal | 325IHP. | | |
| 12544 7,197 KFSC | **Santos** Steel Twin 2D;Shel dk;Wireless;W.Bal 6BH | MV | Swd 365 | Stockholm 51.5 \| 22.3 | 2912 3877 | | 1925 5 | Malmo, (Kockums [Swd. M. V. Aktieb.) | Rederi A/B. Nordstjernan | 2-6Cyl Oil Eng 22x39 | | BL |
| 12545 1,699 HLDR | **Sanuki Maru** Steel Sch Twin 2D;Deep frmg;Wireless;W. Bal 8BH | Scw Jap | 445 P36′ | Nishnmya 49.4 \| 30.5 B97′ F55′ | 3560 5871 | | '97 6 | Glasgow, (Napier, [Scot. Shanks & Bell.) | Toranosuke Akita | 2-3Cyl TE 20,33,56x48; 2DB;2SB;WP200lbs | 3dS.S.No.1,Oak.8,25; M.S.8,25;shft drn4,24 | J |
| 12546 215,367 LHNK | **Sanwan** Wood Twin 1D | MV | Am 107.6 | Seattle 26 \| 15.1 | 174 219 | | 1917 | Rosario, (Robert [Wash. Moran.) | Robert Moran | 2-6Cyl Gas Eng 6½x7½; 130BHP. | | |
| 12547 161 QBPL | **Sanyo Maru** xKyokuto Maru No. 2 xBarotse Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw | Jap 360.6 P36′ | Dairen 47 \| 28.4 B96′ F40′ | 2723 4336 | | 1901 3 | Sunderland, (Sir J. Laing [Eng. & Sons, Lim.) | Goshi Kaisha Sanyo Sha | 3Cyl TE 26½,46,77x48; 3SB;WP180lbs | | BL |
| 12548 PRSB | **Saparoea** Steel 3D:Wireless;W. Bal 9BH | Scw | Hol 418.4 | Amst'dam 54.5 \| 33.5 | 4225 6713 | | 1921 | Rotterdam, (Rotterdam [Hol. Droogd. Maat.) | Stoomv. Mij. "Nederland" | 3Cyl TE 28,46,76½x54; 4SB;WP180lbs;3600IHP | | V |
| 12549 219,470 LVHD | **Sapelo** Steel 3D;Mchy aft;Long. frmg; 18BH Oil in bulk;Oil fuel;SUB. SIG;Wireless; W. Bal | Scw | Am 461.6 | Nwpt Nws 60 \| 27.7 29′ 8″ | 6246 8267 11357 | | 1920 2 | Newport News, Va. (Newport News S. B. & D. D. Co.) | U. S. Govt. (Navy Dept.) | 4Cyl QE 24,35,51,75x51; 3SB;WP220lbs;2990IHP | | |
| 12550 217,546 LPTB | **Sapinero** Steel 2D;SUB. SIG;Wireless;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.100t;D.B.284′1380t F.O.— D.B.257′1162t;S. T. 14′1 | Scw | Am 390 P39′ D. T.36′892t; F.P.1 29t; D. T.36′833t; F.P.1 | Phila. 54.2 \| 27.6 \| 32′ B122′ F43′ | 3097 5106 7825 44t 34t | 7′ 9½″ 24′ 5″ | 1919 3 | Hog Island, (American [Pa. Int. S. B. Corp.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 3700HS;WP200lbs;2500SHP;EAC; d rpd5,20;rps12,20;s rps2,26;Dkd10,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NO4,23; B.S.2,23;M.S.4,23; shft drn10,26;Clh BB;CL | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12551 | **Sapporo Maru No. 1** | Scw | Jap | Yokoh'ma | 1561 | | '90 | Glasgow, | Inugami | 3CylTE24,39,64x45; | | |
| 27,733 | xAsia Maru xAsia Steel | | 320 | 39 \| 23.2 | 2487 | | 1 | (Aitken [Scot. | Kelgoro | 2DB | | |
| SDWR | 2D;Wireless;W. Bal 5BH | | P26′ | B114′ F38′ | | | | & Mansel.) | | | | |
| 12552 | **Sapporo Maru No. 11** | Scw | Jap | Kobe | 2095 | | 1900 | Sunderland, | Inugami | 3CylTE23,38,62x42; | | C-J |
| 29,805 | xSkegness xPolurrian Steel | | 319.7 | 46.1 \| 23.6 | 2814 | | 8 | (J. Blumer [Eng. | Kelgoro | 2SB;WP160lbs | 2dS,S.No.3,Kobe3,24;A.S.2,26; | |
| SPMW | 1D;Deep frmg;Web frms; 5BH | | P28′ | B72′ F32′ | | | | & Co.) | | | shft drn2,24;B.S.2,26;M.S.3,26 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 12553 | **Sapporo Maru No. 12** | Scw | Jap | Kobe | 1756 | | 1903 | Sunderland, | Inugami | 3CylTE23,38,62x42; | | C |
| 30,500 | xIngeborg Larsen xIda Zelk Steel | | 320 | 45.7 \| 23.5 | 2865 | | 7 | (J. Blumer [Eng. | Kelgoro | 2SB;WP160lbs;195RHP | 2dS.S.No.2,Innsh11,24; | |
| STQG | xPortland 5BH | | P28′ | B90′ F34′ | | | | & Co.) | | | A.S.12,25; | |
| | 1D;Deep frmg;Web frms;Wireless; W. Bal | | | | | | | | | | B.S.11,24;M.S;shft drn2,26 | |
| 12554 | **Sara Thompson** | Scw | Am | | 1715 | | '88 | Newcastle, | U. S. Govt. | 3CylTE23,37,60x39; | | |
| | xGut Hell Steel | | 309.5 | 40.2 \| 28.2 | 2691 | | | (Armstrong, [Eng. | (Navy Dept.) | 2SB;WP150lbs;1200IHP. | | |
| | 2D;Mchy aft;Oil in bulk; 12BH | | | | | | | Mitchell & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 12555 | **Saragossa** | Scw | Br | Stanley | 4489 | | 1911 | Sunderland, | South | 3CylTE27,45,74x51; | | BL |
| 129,776 | xSiamese Prince Steel | | 396 | 54.4 \| 26.9 | 6359 | | 9 | (Sunderland [Eng. | Georgia Co.(Lim.) | 2SB;WP180lbs | | |
| HTJM | 2D;Shel dk;Wireless;W. Bal 10BH | | | | | | | S. B. Co.) | | | | |
| 12556 | **Sarah** | StW | Am | S. Michael | 588 | | '98 | Unalaska, | Northern | | | |
| 116,856 | Wood | | 222.8 | 42 \| 6.2 | 1130 | | | Alaska | Navigation Co. | 5Blrs;1000IHP. | | |
| | 1D | | | | | | | | | | | |
| 12557 | **Sarah** | Brg | Am | New York | 360 | | 1916 | Norfolk, | Robt. S. | Wd | | |
| 166,458 | | | 89.8 | 29.9 \| 6.5 | 360 | | | (Colonna [Va. | Haight | | | |
| | 1D | | | | | | | Marine Ry. Corp.) | | | | |
| 12558 | **Sarah A. Tucker** | Brg | Am | Albany | 97 | | 1914 | Rondout, | R. Lenahan | Wd | | |
| 165,716 | | | 96 | 17.5 \| 7.7 | 103 | | | (R. Lenahan [N. Y. Co.) | Co. | | | |
| | 1D | | | | | | | | | | | |
| 12559 | **Sarah Eaton** | Sch | Am | Boston | 154 | | '74 | Calais, | Irving G. | O,Hw;If | | |
| 115,347 | | | 100 | 29 \| 9 | 199 | | 11 | Me. | Hall, Jr. | | | |
| JQRD | 1D | | | | | | | | | | | |
| 12560 | **Sarah Quinn** | Sch | Am | Elizab. Cy | 108 | | '68 | Tuckerton, | M. G. | Wd | | |
| 23,502 | | | 88 | 27.7 \| 7.2 | 114 | | | N. J. | Wright | | | |
| JLVC | 1D | | | | | | | | | | | |
| 12561 | **Saramacca** | Scw | Am | New York | 1917 | | 1908 | Amsterdam, | United | 3CylTE24,42,68x48; | | BL |
| 212,650 | Steel | Sch | 336.7 | 42 \| 15.2 | 3212 | | 3 | (Nederland, [Hol. | Fruit S.S. Corp. | 3SB;WP180lbs;503IHP. | | |
| LDSJ | 2D;Spar dk;Wireless;W. Bal 5BH | | P & B | 218′ F46′ | | | | Schps. Maats.) | | | | |
| 12562 | **Saranac** | Scw | Br | Newcastle | 7551 | | 1918 | Newcastle, | J. Hamil- | 4CylQE28,41,58,84x54; | | BL |
| 140,714 | Steel | | 530.5 | 66.3 \| 42.7 | 12070 | | 5 | (Palmers' [Eng. | ton, Mgr. | 4SB;WP220lbs | | |
| JTKF | 2D;Shel dk;Web frms; 23BH | | | | | | | Co., Lim.) | | | | |
| | Long. frmg;Mchy aft;Oil fuel; | | | | | | | | | | | |
| | Oil in bulk;SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 12563 | **Saranac** | Brg | Am | Phila. | 473 | | 1913 | Elkton, | Southern | O,Hk,YP;Gif(Sltd) | ✠ — — | |
| 165,331 | | | 201.3 | 23.8 \| 11 | 473 | | 6 | (E. Delbert [Md. | Trans. Co | | Suspended7,19 | |
| | 1D | | | | | | | & Bro.) | | | | |
| 12564 | **Sarasota** | Brg | Am | New York | 249 | | 1916 | Tottenville, | Clyde S.S. | Wd | | |
| 166,563 | | | 102.3 | 32.1 \| 8.2 | 249 | | | (Harry [N. Y. Cossey.) | Co. | | | |
| | 1D | | | | | | | | | | | |
| 12565 | **Saratoga** | Brg | Am | Pt. Arthur | 272 | | 1908 | Westlake, | Texas Co. | Wd | | |
| 163,671 | | | 121.1 | 31.5 \| 9.9 | 272 | | | (F. H. [La. | | | | |
| | 1D | | | | | | | Swalls.) | | | | |
| 12566 | **Saratoga** | Scw | Am | New York | 152 | | 1920 | Erie, | New York | 2-2CylC11,23x14; | | |
| 220,095 | Steel | Twin | 147.5 | 20.1 \| 10.8 | 272 | | | (The Dravo [Pa. | Canal & Great | WTB;WP200lbs;400IHP. | | |
| | 1D 6BH | | | | | | | Contracting Co.) | Lakes Corp. | | | |
| 12567 | **Sarcoxie** | Scw | Am | Phila. | 3103 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,877 | Steel | | 390 | 54.2 \| 27.6 | 5116 | 24′ 5″ | 5 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LQSB | 2D;SUB.SIG;Wireless;W. Bal; 8BH | | | \| 32′ | 7825 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1, NY7,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | 3700HS;WP200lbs;2500SHP;EAC; | M.S.7,23;B.S.6,26;shft drn9,26; | |
| | | | | | | | | | | Dkd,d rpd9,26 | Clh BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t | ..... | ...D.T | .36′892t; F.P.14 | 4t | | | | | | | |
| | F.O.....D.B.257′1162t;S | T.14′1 | 29t... | ..... | .. | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12568 | **Sardegna** | Scw | It | Genoa | 3083 | | 1901 | Genoa, | Soc. Italiana | 3CylTE29,47,77x53 | | I |
| 37 | Steel | Sch | 401 | 46.6 \| 27.7 | 5337 | | | (Soc. Esercizio Bacini.) | di Servizi | | | |
| SGJB | 3D;Wireless;W. Bal | 9BH | P55′ | B155′ F48′ | | | | [It. | Marittimi | | | |
| 12569 | **Sardinero** | Scw | Sp | Bilbao | 1289 | | 1902 | Rostock, | Cia. Vasco | 3CylTE21,35½,55x35½; | | V |
| | xEspana No. 1 xEriphia Steel | | 291.1 | 41.2 \| 17.6 | 2042 | | 8 | (Akt. Ges. | Cantabrica de | 1SB;WP170lbs;850IHP | | |
| HLPN | 1D;Wireless;W. Bal | 5BH | P30′ | B171′ F35′ | | | | [Ger. "Neptun.") | Nav. | | | |
| 12570 | **Sardinia** | MV | Nor | Oslo | 1106 | | 1921 | Kinderijk, | A/S. | 6CylOilEng26¾x47¼; | | N |
| | Steel | | 302 | 42.2 \| 17.7 | 1975 | | 3 | (J. & K. | Bonheur | | | |
| LBPH | 1D;Wireless;W. Bal | 5BH | P32′ | B & F 249′ | | | | [Hol. Smits Scheepsw.) | | | | |
| 12571 | **Sardinian Prince** | Scw | Br | London | 1801 | | 1922 | Haverton | Furness, | 3CylTE26,43,73x48; | | BL |
| 145,959 | xAppomattox Steel | | 363.3 | 52.2 \| 22 | 3491 | | 3 | Hill, Eng. | Withy & Co. | 3SB;WP180lbs | | |
| KMJC | 1D;Shel dk;Oil fuel; | 7BH | F68′ | | | | | (Furness S. B. Co., Lim.) | (Lim.), Mgrs. | | | |
| | sub.sig;Wireless;W. Bal | | | | | | | | | | | |
| 12572 | **Sargento Abuquerque** | Scw | Brz | | 1405 | | '90 | Sunderland, | Brazilian | 3CylTE22,36,59x42; | | |
| | xPratininga Steel | | 292 | 39.1 \| 18.9 | 2204 | | 1 | (Short | Government | 2SB;WP110lbs;2000IHP. | | |
| | 1D;Well dk;Web frms; 5BH | | P32′ | B114′ F30′ | | | | [Eng. Bros.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 12573 | **Sarita** | MV | Am | New York | 102 | | 1920 | E. Boothbay | | 2-4CylGasEng10½x12½; | | |
| 219,589 | xEdithia Wood | Twin | 94.3 | 22 \| 6.3 | 176 | | | (Adams | | 200IHP. | | |
| LVPC | 1D | | | | | | | [Me. S. B. Co.) | | | | |
| 12574 | **Sarmatia** | Scw | Dan | Copenhgn | 1460 | | 1901 | W. Hartlpl, | P. Brown, | 3CylTE22,35,59x39; | | BL |
| | Steel | Sch | 303 | 43.2 \| 19.8 | 2350 | | 3 | (W. Gray | Jr., & Co., Mgrs. | 2SB;WP160lbs | | |
| NLJT | 1D;Deep frmg;Wireless;W. Bal | 5BH | P27′ | B75′ F31′ | | | | [Eng. & Co., Lim.) | | | | |
| 12575 | **Sarnia City** | Scw | Br | Sarnia | 68 | | 1909 | Sarnia, | Reid Tow- | 3CylTE14,24,42x30; | | |
| 126,227 | xDetroiter Oak | | 105 | 25.5 \| 12 | 223 | | | (Reid | ing & Wrecking | 1WTB;WP150lbs;625IHP. | | |
| | 1D | 2BH | | | | | | [Ont. Wrecking Co.) | Co. (Lim.) | | | |
| 12576 | **Sarnian** | Scw | Br | Pt. Arthur | 1710 | | '95 | Cleveland, | Canada | 3CylTE20,33,54x40; | 90(GL) | |
| 134,011 | xChili Steel | | 324 | 42 \| 26.6 | 2656 | | | (Cleveland | S.S. Lines (Lim.) | 2SB;WP170lbs;1000IHP. | P.S.6,26 | |
| | 2D;W. Bal | 2BH | | | | | | [Ohio S. B. Co.) | | | | |
| 12577 | **Sarnolite** | Scw | Br | Sarnia | 1548 | | 1916 | Collingwood | Imperial | 3CylTE16,26,44x36; | | |
| 134,515 | Steel | | 250 | 43.1 \| 16.6 | 2060 | | 11 | (Collingwood | Oil Co. (Lim.) | 1SB;WP180lbs;1000IHP. | | |
| TMPQ | 1D;Web frms;Mchy aft; | 13BH | P63′ | F43′ | | | | [Ont. S. B. Co.) | | | | |
| | Oil fuel;Oil in bulk; | | | | | | | | | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 12578 | **Sarnor** | SW | Br | Montreal | 1152 | | '88 | Bay City, | F. R. | 2CylC24,48x40; | | |
| 133,824 | xBritannic Comp | | 227.6 | 36 \| 21.3 | 1319 | | rb'01 | (James | Johnson | 1FB;WP115lbs;495IHP. | | |
| | 1D | | | | | | | [Mich. Davidson.) | | | | |
| 12579 | **Sarpedon** | Scw | Br | Liverpool | 6921 | | 1923 | Birkenhead, | Ocean S.S. | Stm Tbns | | |
| 147,214 | Steel | Twin | 499 | 62.3 \| 34.9 | 11321 | | | (Cammell, | Co. (Lim.) | | | |
| KPBV | 3D;Wireless;W. Bal | | P57′ | B201′ F62′ | | | | [Eng. Laird & Co., Lim.) | | | | |
| 12580 | **Sarpfos** | Scw | Nor | Oslo | 873 | | 1919 | Oslo, | Skibs A/S | 3CylTE19,31,51x33; | | N |
| | Steel | | 254.9 | 39.2 \| 16.5 | 1493 | | 12 | (Nylands | Thor Thoresen | 2SB;WP163lbs | | |
| MTSJ | 1D;W. Bal | 4BH | P22′ | B & F212′ | | | | [Nor. Vaerkstad.) | Linje | | | |
| 12581 | **Sarrebourg** | Scw | Fr | Rouen | 1200 | | 1919 | Midland, | Soc. Anon. | 3CylTE20,33,54x40; | | BL |
| | xWar Fury Steel | | 251.2 | 43.7 \| 20.4 | 2004 | | 11 | (Midland | de Nav. "Les | 2SB;WP185lbs | | |
| OTER | 1D;Wireless;W. Bal | 4BH | P27′ | B64′ F24′ | | | | [Ont. S. B. Co.) | Armateurs Francais" | | | |
| 12582 | **Sarthe** | Scw | Br | London | 3243 | | 1920 | W. Hartle- | Royal Mail | 3CylTE27,44,73x48; | | BL |
| 144,389 | Steel | | 400 | 52.3 \| 28.5 | 5271 | | 2 | pool, Eng. | Steam Packet Co. | 3SB;WP180lbs | | |
| KDVN | 2D;Wireless;sub.sig;W. Bal | 7BH | P49′ | B115′ F40′ | | | | (W. Gray & Co., Lim.) | | | | |
| 12583 | **Sarvistan** | Scw | Br | HongK'ng | 4817 | | '99 | Geeste- | Oriental | 2-3CylTE22,38,62x43; | | C |
| 143,175 | xFrankfurt Steel | Twin | 430.3 | 54.3 \| 39.6 | 7740 | | 12 | munde, Ger. | Nav. Co. (Lim.) | 2DB;2SB;WP185lbs | 2dS.S.No.3,HK10,23; | |
| JWPL | 2D;B;sub.sig;Wireless;W. Bal | 8BH | B32′ | F34′ | | | | (J. C. Tecklenborg, A. G.) | | | shfts drn5,24;M.&B.S.9,25 | |
| 12584 | **Saskadoc** | Scw | Br | Ft.Will'm | 2875 | | 1900 | Cleveland, | Paterson | 3CylTE23,37½,63x42; | | |
| 116,579 | xUranus Steel | | 422.6 | 50.2 \| 24.1 | 4610 | | 3 | (American | S.S. (Lim.) | 2SB;WP180lbs;1700IHP. | | |
| | 1D;B;Mchy aft;W. Bal;sub.sig. | 4BH | | | | | | [Ohio S. B. Co.) | | | | |
| 12585 | **Saskatchewan** | Scw | Br | Midland | 1089 | | '90 | Cleveland, | Steamships | 3CylTE17,29,47x36; | 90(GL) | |
| 134,261 | xGlenlivet Steel | | 266 | 38 \| 20 | 1860 | | | (Cleveland | (Lim.) | 2SB;WP122lbs;900IHP. | P.S.4,26 | |
| | 1D;B;Mchy aft;W. Bal | 3BH | | | | | | [Ohio S. B. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12586 123,965 PRSK | **Saskatoon** Steel 3BH 1D;Deep frmg;Web frms; Machy aft;Wireless;W. Bal | Scw Sch | Br 250.2 P65′ | Montreal 42.8 \| 16.4 F37′ | 1149 1798 | | 1910 4 | Sunderland, (Sunderland [Eng. S. B. Co., Lim.) | Interlake Nav. Co. (Lim.) | 3CylTE17,28,46x33; 2SB;WP185lbs;122RHP. | S.S.No.3,Clgwd3,23; shft drn6,24;M.&B.S.4,26 | C |
| 12587 51,463 | **Sassafras** xMary S. Brady 1D | Brg | Am 158 | Phila. 23.4 \| 11 | 351 351 | '96 rb '08 | Elkton, (H. Deibert [Md. Barge Bldg. Co.) | Southern Trans. Co. | Wd;Gif | | |
| 12588 PRSN | **Sassenheim** Steel 5BH 1D;Wireless;W. Bal | Scw | Hol 267.1 P27′ | Rotterd'm 42.1 \| 18.1 B78′ F24′ | 1226 2158 | | 1917 | Schiedam, (Werf [Hol. Gusto.) | Geb. Van Uden | 3CylTE20,32,52x39; 2SB;WP180lbs;1150IHP | | V |
| 12589 | **Sata** Steel 2D;Mchy aft;Oil in bulk;W. Bal | Scw | Jap 455 B50′ | ---------- 58 \| 35 F58′ | ------ 8000 | | 1920 | Yokohama, (Yokohama [Jap. Dock Co.) | Govt. of Japan | | | |
| 12590 127,433 HNFB | **Satanta** xSaranac Steel 13BH 2D;Deep frmg;Web frms; Mchy aft;Oil in bulk;Wireless; Oil fuel;W. Bal | Scw Sch | Br 386 P & B | Hong Kong 51.7 \| 28.2 220′ F41′ | 3354 5316 | | 1908 9 | W. Hartlepool, Eng. (W. Gray & Co. Lim.) | Standard Transportation Co. (Lim.) | 3CylTE27,43½,73x48; 3SB;WP180lbs | | BL |
| 12591 218,089 LRFM | **Satartia** Steel 8BH C-36 2D;SUB.SIG;Wireless;W. Bal; Oil fuel F. P. above 150° F. W.B.—A.P.100t;D.B.284′1380t. F.O.....D.B.257′1162t;S. | Scw | Am 390 P50′ ...D.T T.14′1 | Phila. 54 \| 27.6 32′ B121′ F40′ .36′892t; F.P.14 29t | 3021 4994 7825 4t | 7′ 9½″ 24′ 5″ | 1919 5 | Hog Island, (American [Pa. Int. S. B. Corp.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; Dkd,d rpd11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY1,24; M.S.1,24;shft drn10,24; B.S.3,26;Cih BB;CL | |
| 12592 | **Satellite** Steel 4BH 2D;Wireless;W. Bal | Scw Twin | Brz 259.7 B58′ | Rio Jan'ro 34 \| 18.5 | 892 1412 | | '90 9 | Pt. Glasgow, (Blackwood [Scot. & Gordon.) | Lloyd Brasileiro | 2-3CylTE15,25,40x27 | | |
| 12593 211,872 LDHV | **Satilla** 1D | Brg Sch | Am 181.4 | New York 40 \| 15.4 | 922 944 | | 1913 12 o'21 | Wilmington, (American [Del. Car & Foundry Co.) | Savannah-New York Transportation Co. | O,YP,Gicf(Sltd) DB;clk5,21;s rps,s clkg,clk dk6,26 | ✠A1 H.T.P.A.5,21 | |
| 12594 219,295 LTVS | **Satoco** xStandtug No. 1 Steel xBastrop 4BH 1D;Wireless; D.F; Oil fuel F. P. above 150° F. | Scw | Am 142 | Pt. Arthur 27.7 \| 14.8 | 200 427 | | 1920 2 | Pt. Jefferson, N. Y. (Bayles S. B. Co.) | Sabine Towing Co. | 3CylTE17,25,43x30; Knowlson & Kelly Co; 2SB;P. Delaney Co; 3050HS;WP180lbs;900IHP;EAC; d rpd1,26;Dkd,s rps11,26 | A1 Towing Service. AMS S.S.No.1,Balt1,25; shft drn9,24;M.& B.S.1,25 | |
| 12595 209,333 LCFR | **Saturn** Wood 1D | Scw | Am 82.6 | Boston 23.5 \| 11.1 | 65 125 | | 1911 | Boston, Mass. (R. T. Green Co.) | Mystic S. S. Co. | 1Cyl20x26; 1SB;WP135lbs | | |
| 12596 81,743 | **Saturn** xWalter Scranton Steel 3BH 1D;B;Mchy aft;W. Bal;SUB.SIG. | Scw | Am 416 | Fairport 50 \| 28 | 3061 4426 | | 1901 3 | Cleveland, (American [Ohio S. B. Co.) | Interlake S.S. Co. | 3CylTE20,33,57x42; 2SB;WP180lbs;1700IHP. | | |
| 12597 129,489 HQWB | **Saturnia** Steel 7BH 2D;Shel dk;Wireless; D.F;W. Bal | Scw Sch Twin | Br 456.3 | Glasgow 55.3 \| 29.1 | 5494 8611 | | 1910 6 | Glasgow, (C. Connell [Scot. & Co., Lim.) | Henderson Bros. (Lim.), Mgr. | 2-3CylTE26,42,70x48; 6SB;WP180lbs | | BL |
| 12598 PRTB | **Saturnus** Steel 6BH 2D;Wireless;W. Bal | Scw | Hol 325 | Amst'dam 43.2 \| 18.8 B85′ F40′ | 1731 2741 | | 1909 | Rotterdam, (Maats. [Hol. Fyenoord.) | Koninkl. Nederl. Stoomb. | 3CylTE21½,33,57x39; 3SB;WP180lbs;1200IHP. | | V |
| 12599 117,087 KRGQ | **Saucon** 2D;B | Brg Trn | Am 195 | Phila. 34.8 \| 17.6 | 866 955 | | 1901 10 | Noank, (R. [Conn. Palmer & Son.) | Reading Co. | O,Ch,YP;Gif✕(Sltd) | — Exp | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12600 217,730 LQHR | **Saucon** Steel 2D;sub.sig;Wireless;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.100t;D.B.284'1380t.. F.O.....D.B.257'1162t;S. | Scw | Am 390 P50' T.14'1 | New York 54.2 \| 27.6 \| 32' B121' F40' ....D. 29t; D. | 3097 5106 7825 44t ... | 7′ 9½″ 24′ 5″ | 1919 3 | Hog Island, (American [Pa. Int. S. B. Corp.) | Export S.S. Corp. | Stm Tbn; General Electric Co; 3WTB:Babcock & Wilcox Co; 8700HS;WP200lbs:2500SHP;EAC; Dkd,d rpd10,26 T.36'892t;F.P.1 T.36'833t..... | ✠A1Ⓔ ✠AMS S.S.No.1,Gvstn8,23; M.S.8,23;shft drn11,25; B.S.7,26;Cih BB;CL | |
| 12601 203,184 | **Saucon** xJ. Leonard Replogle Steel 1D;Mchy aft;W. Bal Sch 4BH | Scw | Am 549 | Cleveland 56 \| 26.6 | 5511 6996 | | 1906 6 | W. Bay City (Bay City [Mich. S. B. Co.) | Bethlehem Transp. Corp. | 3Cyl TE24,39,65x42; 2SB;WP180lbs;2000IHP. | 100(GL) P.S.5.26 | |
| 12602 116,149 | **Saugatuck** xAlfred Clarke Oak 2D | Scw | Am 110 | Escanaba 23.4 \| 8.6 | 59 96 | | '87 | Saugatuck, (Griffin [Mich. & Henry.) | Phil. Kegel | 1Cyl 18x20; 1FB;WP100lbs;200IHP. | | |
| 12603 217,731 LQHS | **Saugerties** Steel 2D;sub.sig;Wireless;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.100t;D.B.284'1380t.. F.O.....D.B.257'1162t;S. | Scw | Am 390 P50' T.14'1 | Phila. 54.2 \| 27.6 \| 32' B121' F40' ....D. 29t; D. | 3093 5101 7825 44t ... | 7′ 9½″ 24′ 5″ | 1919 4 | Hog Island, (American [Pa. Int. S. B. Corp.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs:2500SHP;EAC; Dkd,rps8,26;d rpd9,26 T.36'892t;F.P.1 T.36'833t..... | ✠A1Ⓔ ✠AMS S.S.No.1,Mbl9,23; shft drn7,24;M.&B.S.8,26; Cih BB;CL | |
| 12604 217,938 LQVF | **Saugus** Steel 2D;sub.sig;Wireless;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.100t;D.B.284'1380t.. F.O.....D.B.257'1162t;S. | Scw | Am 390 P50' T.14'1 | New York 54.2 \| 27.6 \| 32' B121' F40' ....D. 29t; D. | 3048 4985 7825 44t ... | 7′ 9½″ 24′ 5″ | 1919 5 | Hog Island, (American [Pa. Int. S. B. Corp.) | Export S.S. Corp. | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs:2500SHP;EAC; Dkd12,25;d rpd4,26;s rps10,26 T.36'892t;F.P.1 T.36'833t..... | ✠A1Ⓔ ✠AMS S.S.No.1,NY12,23; M.S.12,23;n shft12,25;B.S.7,26; Cih BB;CL | |
| 12605 OTFU | **Saumur** Steel 1D;Wireless;W. Bal 7BH | Scw | Fr 322.2 P28' | Nantes 44.1 \| 23.2 B85' F33' | 1807 2955 | | 1920 1 | Alloa, (Forth S. B. [Scot. & Eng. Co., Lim.) | Chemins de Fer Paris-Orleans | 3Cyl TE20½,33,54x39; 2SB;WP180lbs;12 0IHP. | | V |
| 12606 116,635 | **Sausalito** Wood 1D;Oil fuel | SW | Am 236 | San Fran. 38 \| 15 | 1372 1766 | | '94 | San Francisco, Cal. | Northwestern Pacific R.R. Co. | 1Cyl VB 56x144; 3Blrs;1200IHP. | | |
| 12607 485 NZXT | **Sava** xNereide Steel 1D;Deep frmg;Wireless;W. Bal 6BH | Scw | lg-Sl 330.2 P33' | Susak 46.3 \| 21.2 B164' F40' | 2068 3404 | | 1910 6 | Monfalcone, (Cant. [It. Nav. Triestino.) | Brodarsko Akcionarsko Drustvo "Oceania" | 3Cyl TE23,38,62x42; 2SB;WP180lbs | | BL |
| 12608 116,929 KPNM | **Savage** 1D;Wireless | Scw | Am 142.8 | New York 27 \| 15.6 | 279 410 | | '99 | Baltimore, (Columbian [Md. I. W. & S.S. Co.) | Taylor Dredging Co. | 3Cyl TE16,24,41x30; 750IHP. | | |
| 12609 212,550 LDPB | **Savannah** 1D | Brg Sch | Am 181.4 | New York 40 \| 15.4 | 922 944 | | 1914 9 o'22 | Wilmington, (Jackson [Del. & Sharp.) | Savannah-New York Trans. Co. | O,YP;Gicf(Sltd) DB;clk b6,22;rps,clk t9,22;clk dk9,23; s rps,s b,dk clkg5,26 | ✠A1 Coastwise & W. I. H.T.PA9,22 | |
| 12610 164,821 | **Savannah** 1D | Brg | Am 200.4 | Phila. 23.8 \| 10.8 | 466 466 | | 1912 5 | Chesapeake City, Md. (Henry Delbert Brg. Bldg. Co.) | Southern Trans. Co. | O,Hk;YP,Gif(Sltd) | ✠ — — Suspended 7,19 | |
| 12611 142,685 JVHR | **Savannah** xGrecian Prince xWar Hind Steel 2D;Wireless;sub.sig;W. Bal 7BH | Scw | Br 400 P49' | Liverpool 52.4 \| 28.5 B113' F40' | 3214 5263 | | 1918 10 | Sunderland, (Short [Eng. Bros., Lim.) | Furness, Withy & Co. (Lim.), Mgrs. | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 12612 | **Savannah** xSaxonia Steel 2D;Deep frmg;W. Bal 8BH | Scw | Am 400.2 P & B | ..... 46.1 \| 27.3 342' F45' | 2782 4424 | | '99 4 | Flensburg, (Flensb. [Ger. Schiffsb. Ges.) | U. S. Govt. (Navy Dept.) | 3Cyl TE26,44,72x48; 2SB;WP171lbs;2000IHP. | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12613 226,013 | **Savarona** Steel 1D | MV | Am 185 | Phila. 27 \| | 223 548 | | 1926 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Mrs. Richard M. Cadwalader | 2-6Cyl Oil Engs 16½x22; 1600IHP | | |
| 12614 — | **Saverne** xWar Leveret Steel 1D;Wireless;W. Bal 4BH | Scw | Brz 251 P24′ | Rio Jan'ro 43.5 \| 20.3 B64′ F27′ | 1197 1999 | | 1919 6 | Midland, (Midland [Ont. S. B. Co.) | C. Figue-rodo | 3Cyl TE 20,33,54x40; 2SB;WP185lbs | | BL |
| 12615 11 PGXU | **Savio** xSpermina xBernicia Steel 1D;B;Deep frmg;Wireless; 6BH W. Bal | Scw | It 349.7 P28′ | Ravenna 47.1 \| 23.8 B77′ F34′ | 2164 3402 | | '99 9 | Middlesbro (R. Craggs [Eng. & Sons.) | G.Carnevali & Co. | 3Cyl TE 25,41,67x45; 2SB;WP160lbs | | BL |
| 12616 115 | **Savoia** Steel 1D;Shel dk;Wireless D.F.; 7BH W. Bal | Scw | It 404.2 B125′ | Trieste 54 \| 29 | 3630 5828 | | 1922 11 | Trieste, (Stabilimento [It. Tecnico.) | Navigaz. Libera Triestina, S. A. | Stm Tbns; 3SB;WP200lbs | | I |
| TGDC | **Sawahloento** Steel 1D;Wireless;W. Bal 5BH | Scw | Hol 325.3 P30′ | Batavia 47.6 \| 22 B70′ F33′ | 1830 3085 | | 1921 6 | Bolnes, (Gebr. [Hol. Pot.) | Koninkl. Paketv. Maats. | 3Cyl TE 28,38,62x41; 2SB;WP180lbs | | BL |
| 12618 220,420 MBFD | **Sawokla** Steel 2D;Shel dk;Long. frmg; 7BH Wireless; 4BH to Fbd dk W. Bal;SUB.SIG; 3BH to 2d dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.63t;D.B.335′1076t;D. T.32′1 F.O.....D.B.297′ 847t;D. T.32′1 | Scw | Am 402.1 P34′ 075t. 003t;S. | Tampa 54.2 \| 31.3 \| 33′11″ B120′ F38′ .....F.P.108t T.57t..... | 3847 5984 9550 | 7′ 2″ 26′ 10″ | 1920 10 | Tampa, (Oscar Daniels Co.) [Fla. | U. S. Shipping Board | 3Cyl TE 24½,41½,72x48; Hardie Tynes Mfg. Co; 3WTB;Union Iron Wks; 9745HS:WP200lbs;2800IHP;EAC; s rps7,21;Dkd5,25 | ✠A1 Ⓔ With Freeboard. ✠AMS Cih BB;CL (Laid up) | |
| 12619 146,636 KMTR | **Saxicava** Steel 2D;Web frms;Long. frmg; 16BH Oil fuel;Oil in bulk;Mchy aft; Wireless;W. Bal | Scw | Br 411.7 P109′ | London 53.5 \| 31 B26′ F45′ | 3388 5693 | | 1922 9 | Newcastle, (Swan, [Eng Hunter & Wigham Richardson, Lim.) | Anglo-Saxon Petroleum Co. (Lim.) | 3Cyl TE 24,42,74x48; 3SB;WP220lbs | | BL |
| 12620 135,896 JDSG | **Saxilby** Steel 1D;Wireless;W. Bal 6BH | Scw | Br 346.5 P23′ | W.Hartlpl 50.8 \| 23.3 B204′ F38′ | 2230 3630 | | 1914 1 | Stockton, (Ropner & [Eng. Sons, Lim.) | Ropner Shipping Co. | 3Cyl TE 25,41,67x45; 2SB;WP180lbs | | BL |
| 12621 110,345 RJSD | **Saxoleine** Steel 2D;Spar dk; 19BH Oil in bulk;Wireless;W. Bal; Mchy aft | Scw Sch | Br 335.7 P82′ | Newcastle 45 \| 25.6 B23′ F41′ | 2269 3755 | | '99 | Low Walker, (Armstrong, Whitworth & Co., Lim.) [Eng. | Hunting & Son | 3Cyl TE 24,40,64x48; 2SB;WP160lbs;1750IHP. | | V |
| 12622 112,713 RQNT | **Saxon** Steel 4D;SUB.SIG;Wireless;W. Bal | Scw Twin | Br 570.5 P83′ | London 64.4 \| 38.6 F63′ | 6336 12385 | | 1900 | Belfast, (Harland & Wolff, Lim.) [Ire. | The Union Castle Mail S.S. Co. (Lim.) | 2-4Cyl QE 32,46,66,95x60 | | |
| 12623 110,127 RDNT | **Saxonstar** xBrodiea xKent Steel 2D;Shel dk;Deep frmg; 7BH Oil fuel;Wireless;W. Bal | Scw | Br 420 | London 54 \| 28.6 | 3548 5527 | | '99 6 | Newcastle, (Hawthorn, [Eng. Leslie & Co., Lim.) | Blue Star Line (Lim.), Mgrs. | 3Cyl TE 30,48,78x54; 3SB;WP160lbs | | BL |
| 12624 QLNC | **Sayn** xGunborg xMiles Coverdale Steel 1D;Deep frmg;Wireless;W. Bal 5BH | Scw | Ger 302 P27′ | Bremen 43 \| 19.9 B69′ F29′ | 1341 2321 | | '98 12 | W. Hartle-pool, Eng. (W. Gray & Co., Lim.) | Fried. Krupp's Reed. & Transp., Mgrs. | 3Cyl TE 22,35,59x39; 2SB;WP160lbs | | BL |
| 12625 139,002 JKWB | **Scala Shell** xSpeedonia Steel xUrania 12BH 1D.B;Deep frmg;Oil in bulk;Oil fuel; Mchy aft;Wireless;W. Bal | Scw Twin | Br 330 P46′ | London 47 \| 27.2 F32′ | 2092 3585 | | 1902 3 | Dumbarton, (A. McMillan & Son, Lim.) [Scot. | Anglo-Saxon Petroleum Co. (Lim.) | 2-3Cyl TE 16,26,43x30; 2SB;WP180lbs | | BL |
| 12626 146,132 KJQH | **Scalaria** Steel 2D;Web frms;Long. frmg; 16BH Mchy aft;Oil in bulk;Oil fuel; Wireless;W. Bal | Scw | Br 411.5 P109′ | London 53.4 \| 31 B26′ F45′ | 3435 5683 | | 1921 9 | Newcastle, (Swan, [Eng. Hunter&Wigham Richardson, Lim.) | Anglo-Saxon Petroleum Co. (Lim.) | 3Cyl TE 24,42,74x48; 3SB;WP220lbs | | BL |
| 12627 NDSB | **Scandia** xF. D. Asche Steel 3D;Long. frmg;Mchy aft; 18BH Oil fuel;Oil in bulk;SUB.SIG;Wireless; W. Bal | Scw | Dan 461.6 | Nyborg 60 \| 36.9 | 6504 8548 | | 1918 12 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Det Danske Petroleum A/S | 4Cyl QE 24,35,51,75x51; 3SB;WP220lbs;2601HP;DB | — — — — Suspended10,24 | BL |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12628 NVRW | **Scandia** Steel xDanebrog 1D;Wireless;W. Bal 1BH | Scw | Dan 250.1 P25′ | Cop'hagen 43.7 \| 18 B64′ F26′ | 1092 1866 | | 1917 6 | Chicago, (Chicago [Ill. S. B. Co.) | E. Drost | 3CylTE20,33,54x40; 2SB;WP180lbs | | BL |
| 12629 201,816 | **Scandinavia** Steel 1D | Scw | Am 187.5 | New York 43.4 \| 16.5 | 676 1462 | | 1905 4 | Newport News, Va. | Delaware, Lackawanna & West. R.R. Co. | 2CylC18,36x28; 2SB;WP150lbs;1400IHP. | | |
| 12630 5,869 JVSH | **Scandinavic** Steel xOcean xDemosthenes 1D;B;Well dk;W. Bal;Wireless 7BH | Scw | Swd 286.8 P28′ | Gothenb'g 38.3 \| 19.6 B124′ F32′ | 1793 2346 | | '89 12 | Whitby, (T. Turn- [Eng. bull & Son.) | J. Kallman, Mgr. | 3CylTE22,36½,59x39; 2SB;WP160lbs;900IHP. | | V |
| 12631 4,121 KFQS | **Scania** Steel xSaltburn xNorman 1D;Deep frmg;Wireless;W. Bal 4BH | Scw | Swd 275 P29′ | Arild 40.2 \| 17.8 B66′ F30′ | 1109 1853 | | 1901 8 | Sunderland, (Osbourne [Eng. Graham & Co.) | J. A. Thore, Mgr. | 3CylTE20,32½,53x36; 2SB;WP160lbs | | BL |
| 12632 218,283 LRNW | **Scantic** Steel 2D;sub.sig;Wireless;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.100t;D.B.284′1380t F.O.....D.B.257′1162t;S. T.14′1 | Scw | Am 390 P50′ ..... 29t; | Phila. 54.2 \| 27.6 \| 32′ B121′ F40′ ..... D. D. T.36′892t;F.P.1 T.36′833t..... | 3097 5106 7825 44t ... | 7′ 9½″ 24′ 5″ | 1919 6 | Hog Island, (American [Pa. Int. S. B. Co.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP191lbs;2500SHP;EAC; Dkd,d rpd2,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NO4,24; B.S.11,23;shft drn;M.S.4,24; Clh BB;CL | |
| 12633 132,627 HTQJ | **Scatwell** Steel xMaisie 1D;B;Wireless;W. Bal 6BH | Scw | Br 385 P33′ | London 52 \| 25.1 B237′ F36′ | 2763 4410 | | 1911 10 | Sunderland, (Bartram [Eng. & Sons.) | Cairns, Noble & Co., Mgrs. | 3CylTE26,43,71x48; 3SB;WP180lbs | | BL |
| 12634 RBTW | **Scheer** Steel xSt. Lawrence River 6BH xKronenfels 2D;sub.sig;Wireless;W. Bal | Scw | Ger 478.9 P61′ | Hamburg 62.3 \| 32.7 B139′ F57′ | 5126 8142 | | 1915 5 | Flensburg, (Flensburger [Ger. Schiffsb. Ges.) | A. G. Hugo Stinnes | 4CylQE26,38,56,82x59; 4SB;WP213lbs | | G |
| 12635 | **Scheldedijk** Steel xSaint Patrick 2D;Shel dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Blg 381 | Ghent | 2692 4259 | | 1906 7 | Sunderland, (W. [Eng. Pickersgill & Sons.) | Zeevaart Maats "Sheldstroom" | 3CylTE26,43,72x48; 2SB;WP180lbs | | BL |
| 12636 PRVH | **Scheldestroom** Steel xBanda 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw Sch | Hol 375 P37′ | Amst'dam 43.6 \| 16.5 B & F 298′ | 2477 3893 | | 1906 6 | Pt. Glasgow, (W. [Scot. Hamilton & Co., Lim.) | Hollandsche Stoomv. Maats. | 3CylTE25½,42,70x45; 2SB;WP170lbs | | BL |
| 12637 217,886 LQRW | **Schenectady** Steel 2D;sub.sig; 8BH Wireless;W. Bal; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.100t;D.B.284′1380t F.O.....D.B.257′1162t;S. T.14′1 | Scw | Am 390 P50′ ..... 29t... | Phila. 54.2 \| 27.6 \| 32′ B122′ F40′ ..... D. D. T.36′892t;F.P.1 ..... | 3102 5114 7825 44t ... | 7′ 9½″ 24′ 5″ | 1919 5 | Hog Island, (American [Pa. Int. S. B. Co.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; Dkd,d rpd8,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Balt4,23; M.S.4,23;B.S.3,26;shft drn6,26; Clh BB;CL | |
| 12638 223,675 MFLB | **Schenectady Socony** Steel 1D;Mchy aft;Web frms; 11BH Oil fuel F. P. above 150° F. W.B.—A.P.47t..... F.O.....D.T.4′52t | MV Twin Brg | Am 252.9 | New York 40.1 \| 12.8 | 753 1199 1960 | | 1924 4 | Chester, (Sun S. B. [Pa. & D. D. Co.) | Standard Transp. Co. | 2-6CylOilEng13x18; McIntosh & Seymour Corp; 700BHP;EAC;d rpd9,24; Dkd,s rps3,26 | ✠A1Ⓔ Oil Carrier. Inland & Sound; New York to Boston via Cape Cod Canal; Short Lake Trips in Summer, as Oswego to Cape Vincent. ✠AMS Clh BB | |
| 12639 PRVN | **Schiedijk** Steel 2D;Shel dk;Wireless;W. Bal 7BH | Scw | Hol 426 F48′ | Rotterd'm 54.4 \| 36 | 4435 7040 | | 1916 12 | Rotterdam, (Bonn [Hol. & Mees.) | Holland-Amerika Line | 3CylTE28,46,77x54; 4SB;WP180lbs | | BL |
| 12640 OTHF | **Schirmeck** xC-42 Flr;Gf(Sltd) 2D:B;Wireless | Scw Twin | Fr 195.7 | Brest 40.5 \| 15.2 | 598 1131 | | 1919 | Vancouver, (Northern [B. C. Construction Co., Lim.) | Girardin | 2-2CylC12,24x16; 1SB;WP185lbs;500IHP. | | V |
| 12641 LNRT | **Schleswig Holstein** Steel 1D;sub.sig;Wireless;W. Bal 5BH | Scw | Ger 328.8 P19′ | Flensburg 45.3 \| 18.2 B198′ F35′ | 1654 2745 | | 1922 4 | Hamburg, (Schiffsw. [Ger. u. Maschf.) | Ocean Dampfer A/G. | 3CylTE23,37,60x39; 2SB;WP185lbs | | G |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12642 | **Schodack** | Scw | Am | Phila | 3116 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,800 | Steel | | 390 | 54.2 \| 27.6 \| 32′ | 5041 | 24′ 5″ | 5 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LQMN | 2D;sub.sig;Wireless;W. Bal; 8BH | | | | 7825 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,NY6,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B122′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | M.S.6,23;shft drn9,26; | |
| | | | | | | | | | | d rpd8,24;Dkd,s rps9,26 | B.S.12,25;Cih BB;CL; | |
| | W.B.—A.P.100t;D.B.284′1380t | | | D.T | .36′892t; F.P.14 | 4t | | | | | | |
| | F.O. D.B.257′1162t;S. | T.14′1 | 29t | | | .. | | | | | | |
| 12643 | **Schoharie** | Scw | Am | Savannah | 3070 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,799 | Steel | | 390 | 54.2 \| 27.6 \| 32′ | 4971 | 24′ 5″ | 5 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LQMK | 2D;sub.sig;Wireless;W. Bal; 8BH | | | | 7825 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,Bost3,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | M.S.3,24;B.S;shft drn8,26; | |
| | | | | | | | | | | 1 d rpd3,26;Dkd,s rps9,26 | Cih BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t | | | D.T | .36′892t; F.P.14 | 4t | | | | | | |
| | F.O. D.B.257′1162t;S. | T.14′1 | 29t | | | .. | | | | | | |
| 12644 | **Scholar** | Scw | Br | Liverpool | 2473 | | 1922 | Glasgow, | Charente | 3Cyl TE23,38,64x48; | | BL |
| 145,931 | Steel | | 364.9 | 46.9 \| 27.7 | 3940 | | 6 | (C. Connell [Scot. | S.S. Co. (Lim.) | 3SB;WP215lbs | | |
| KMDF | 2D;Wireless;W. Bal 6BH | | P36′ | B109′ F44′ | | | | & Co., Lim.) | | | | |
| 12645 | **Schoodic** | Scw | Am | Ellsworth | 59 | | 1907 | So. Portland, | Winter | | | |
| 204,236 | | | 90 | 19.5 \| 6 | 111 | | | Me. | Harbor Transp. Co. | 225IHP. | | |
| | 1D | | | | | | | | | | | |
| 12646 | **Schoodic** | Scw | Am | Phila. | 2980 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,002 | Steel | | 390 | 54.2 \| 27.6 \| 32′ | 4932 | 24′ 5″ | 5 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LRBC | 2D;sub.sig;Wireless;W. Bal; 8BH | | | | 7825 | | | Int. S. B. Co.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,Gvstn3,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | u shft;M.S.3,23;shft drn5,25; | |
| | | | | | | | | | | Dkd,d rpd7,26 | B.S.7,26;Cih BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t | | | D.T | .36′892t; F.P.14 | 4t | | | | | | |
| | F.O. D.B.257′1162t;S. | T.14′1 | 29t | | | .. | | | | | | |
| 12647 | **Schouwen** | Scw | Hol | Rotterd'm | 2789 | | 1923 | Schiedam, | Stoomvaart | 3Cyl TE25,41,67x45; | | V |
| | Steel | | 370 | 51.9 \| 25.1 | 4693 | | | (Werf [Hol. | Mij "Triton" | 3SB;WP180lbs;2000IHP | | |
| PRWB | 2D;Wireless;W. Bal 7BH | | P38′ | B22′ F33′ | | | | Gusto.) | | | | |
| 12648 | **Schuyler** | Scw | Am | Baltimore | 152 | | 1920 | Erie, | New York | 2-2CylC11,23x14; | | |
| 220,092 | Steel | Twin | 147.5 | 20.1 \| 10.8 | 272 | | | (The Dravo [Pa. | Canal & Great | WTB;WP200lbs;400IHP. | | |
| | 1D 6BH | | | | | | | Constructing Co.) | Lakes Corp. | | | |
| 12649 | **Schuylkill Bridge** | Scw | Am | Newark | 2000 | 5′ 9″ | 1920 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,757 | Steel | | 324 | 46.2 \| 25 \| 28′ 6″ | 3283 | 22′ 11″ | 5 | (Submarine [N. J. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LWBK | 1D;2d dk at ends;Wireless; 7BH | | | | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | Cih BB;CL | |
| | sub.sig; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd9,20;d rpd4,21;rps10,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′394 | t | | F.P.111t | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T | .20′368 | t;S.T.3 | | 1t | | | | | | | |
| 12650 | **Schwarzes-Meer** | Scw | Ger | Bremen | 1983 | | 1923 | Chepston, | Atlantic- | 3Cyl TE23½,38,62x42; | | BL |
| | xCynthiana Steel | | 331 | 46.8 \| 23.2 | 3443 | | 9 | (Monmouth [Eng. | Tank-Rhederei | 2SB;WP180lbs | | |
| | 1D;Web frms;Mchy aft; 11BH | | P98′ | F29′ | | | | S. B. Co., Lim.) | G. m. b. H. | | | |
| | Oil in bulk;Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 12651 | **Schwarzwald** | Scw | Ger | Hamburg | 3027 | | 1922 | Hamburg, | Hamburg- | Stm Tbns; | | G |
| | Steel | | 399.5 | 54.2 \| 27.4 | 5055 | | 2 | (Deutsche [Ger. | American Line | 3SB;WP200lbs | | |
| RCNQ | 3D;sub.sig;Wireless;W. Bal 5BH | | | | | | | Werft. A. G.) | | | | |
| 12652 | **Schwatka** | SW | Am | St. Mich'el | 291 | | '98 | Pt. Blakeley | American | 1Cyl16x—; | | |
| 116,812 | Wood | | 146 | 30 \| 5 | 484 | | | (Hall [Wash. | Yukon Nav. Co. | 2Birs;400IHP. | | |
| | 1D | | | | | | | Bros.) | | | | |
| 12653 | **Scindia** | Scw | Br | Glasgow | 3281 | | 1900 | Glasgow, | Henderson | 3Cyl TE26,43,71x48; | | C |
| 113,917 | Steel | | 400.7 | 49.2 \| 27.8 | 5178 | | 11 | (D. & W. [Scot. | Bros. (Lim.), | 2DB;WP180lbs;418RHP. | 2dS.S.No.2,Glas2,21;A.S.11,25; | |
| SBJL | 2D;Wireless;Deep frmg;W. Bal 6BH | | P19′ | B128′ F47′ | | | | Henderson & Co.) | Mgrs. | | u shft4,26;M.&B.S.7,26 | |
| 12654 | **Scopas** | Scw | Hol | TheHague | 3381 | | 1921 | East San | Neder- | 3Cyl TE27,45,74x48; | | BL |
| | Steel | | 412 | 53.3 \| 31 | 5789 | | 7 | Pedro, Cal. | landsch-Indische | 3SB;WP180lbs;2800IHP. | | |
| PRWF | 2D;Web frms;Long. frmg; 15BH | | P110′ | B32′ F57′ | | | | (Southwestern | Tankstoomboot | | | |
| | Wireless;D.F;Mchy aft;Oil fuel; | | | | | | | S. B. Co.) | Maatschappij | | | |
| | Oil in bulk;W. Bal | | | | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship-Class-Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers-Class-Dates. Tail Shaft Drawn-Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12655 137,083 KNMD | **Scoresby** Steel 1D;Wireless;W. Bal 6BH | Scw | Br 360.1 P33′ | Whitby 50 \| 22.9 B217′ F36′ | 2310 3843 | | 1923 1 | Sunderland, (R. Thompson & Sons, Lim.) [Eng. | Rowland & Marwood's S.S. Co. (Lim.) | 3CylTE25,42,68x45; 2SB;WP180lbs | | BL |
| 12656 5,964 KBHT | **Scotia** Steel 1D;W. Bal;Wireless 4BH | Scw | Swd 262 P24′ | Gothenb'g 42.7 \| 18.1 B106′ F26′ | 1087 1839 | | 1918 3 | Gothenberg, (Lindholmens V. Akt.) [Swd. | H.Metcalfe, Mgr. | 3CylTE19,32,52x36; 2SB;WP185lbs | | BL |
| 12657 115,167 | **Scotia** 1D;B | Brg | Am 210 | Buffalo 34 \| 13.4 | 858 903 | | '73 rb'96 | Cleveland, (Quayle.) [Ohio | Wm. Keenan | O | | |
| 12658 26,164 RSJF | **Scotland Maru** Steel 2D;Wireless;W. Bal 6BH | Scw | Jap 385 | Kobe 51 \| 36 | 4263 5863 | | 1919 9 | Kobe, (Kawasaki Dkyd. Co., Lim.) [Jap. | Kawasaki Kisen Kabushiki Kaisha | 3CylTE26,43,72x48; 2SB;1AuxSB;WP200lbs | | BL |
| 12659 116,331 | **Scotsman** Oak 1D | Scw | Br 108 | Ottawa 23.6 \| 7 | 114 265 | | 1903 | Ottawa, (N. Tessier.) [Ont. | Ottawa Transp. Co. (Lim.) | 2CylC11,20x16 | | |
| 12660 | **Scotstoun Head** Steel 1D;Well dk;Mchy aft;W. Bal 3BH | Scw Sch | Arg 150.9 B12′ | BuenAires 24.1 \| 9.3 F19′ | 171 438 | | 1921 7 | Aberdeen, (A. Hall & Co., Lim.) [Scot. | S. A. Mercantil Podesta (Ltda.) | 3CylTE13,21½,35x24; 1SB;WP180lbs | | BL |
| 12661 163,906 | **Scott** 1D | Brg | Am 86.6 | Pt. Arthur 23.4 \| 7 | 132 132 | | 1904 | Milford, Del. | Texas Co. | Wd | | |
| 12662 144,695 KGPW | **Scottish American** Steel 2D;Oil fuel;Long. frmg; Mchy aft;Oil in bulk; Wireless;W. Bal 15BH | Scw | Br 425 P101′ | London 57 \| 33.1 B27′ F44′ | 4420 6981 | | 1920 8 | Sunderland, (J. Laing & Sons, Lim.) [Eng. | Tankers (Lim.) | 3CylTE27,45,74x54; 4SB;WP180lbs;559RHP;s rps7,25 | S.S.No.1,Rtdm4,24;A.S.8,25; B.S;shft drn1,25;M.S.3,26 | C |
| 12663 142,731 JVRB | **Scottish Bard** xWar Pundit Steel 1D;B;Web frms;Long. frmg; Oil fuel;Oil in bulk;Wireless;W. Bal 11BH | Scw | Br 400 P50′ | London 52.4 \| 28.5 B121′ F39′ | 3480 5549 | | 1918 12 | Sunderland, (J. Laing & Sons, Lim.) [Eng. | Tankers (Lim.) | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 12664 147,498 KPFH | **Scottish Borderer** Steel 2D;Oil in bulk;Mchy aft; Wireless;W. Bal 15BH | MV Twin | Br 426.5 P94′ | London 56.9 \| 33.4 B37′ F55′ | 4111 6996 | | 1923 6 | Dumbarton, (Wm. Denny & Bros., Lim.) [Scot. | Tankers (Lim.) | 2-4CylOilEng23x41; 2DB | B.S.3,25;M.S;shfts drn6,26 | C |
| 12665 146,674 KNDR | **Scottish Castle** Steel 2D;Mchy aft;Oil fuel; Oil in bulk;Wireless;W. Bal 18BH | Scw | Br 440.8 P101′ | London 57.4 \| 34 B33′ F44′ | 4524 7417 | | 1922 11 | Newcastle, (Armstrong, Whitworth & Co., Lim.) [Eng. | Tankers (Lim.) | 3CylTE27,46,77x51; 4WTB;WP200lbs;788RHP. | A.S.2,26; B.S.12,24;M.S;shft drn2,26 | C |
| 12666 146,198 KLGR | **Scottish Maiden** Steel 2D;Web frms;Long. frmg; Mchy aft;Oil in bulk;Wireless;W. Bal 16BH | MV Twin | Br 425.3 P109′ | London 57 \| 33.2 B34′ F50′ | 4036 6993 | | 1921 12 | Barrow, (Vickers, Lim.) [Eng. | Tankers (Lim.) | 2-6CylOilEng24½x39 | | BL |
| 12667 146,531 KLSV | **Scottish Minstrel** Steel 2D;Web frms;Long. frmg; Mchy aft;Oil in bulk;Oil fuel; Wireless;W. Bal 16BH | MV Twin | Br 425.3 P109′ | London 57 \| 33.2 B34′ F50′ | 4026 6998 | | 1922 3 | Barrow, (Vickers Lim.) [Eng. | Tankers (Lim. | 2-6CylOilEng24½x39 | | BL |
| 12668 146,597 KMLR | **Scottish Musician** Steel 2D;Web frms;Long. frmg; Mchy aft;Oil in bulk;Wireless;W. Bal 16BH | MV Twin | Br 425.3 P109′ | London 57 \| 33.2 B34′ F50′ | 4019 6998 | | 1922 7 | Barrow, (Vickers, Lim.) [Eng. | Tankers (Lim.) | 2-6CylOilEng24½x39 | | BL |
| 12669 129,744 HQPL | **Scottish Prince** Steel 1D;Shel dk; sub.sig;Wireless;W. Bal 6BH | Scw Sch | Br 340.6 F37′ | Newcastle 46.4 \| 21.5 | 1794 2898 | | 1910 | Sunderland, (Short Bros., Lim.) [Eng. | Prince Line (Lim.) | 3CylTE25,42,69x45; 2SB;WP180lbs | | BL |
| 12670 146,137 KJSB | **Scottish Standard** Steel 2D;Web frms;Long. frmg; Mchy aft;Oil in bulk;Wireless;D.F; W. Bal 16BH | MV Twin | Br 425.3 P109′ | London 57 \| 33.2 B34′ F50′ | 4044 6999 | | 1921 10 | Barrow, (Vickers, Lim.) [Eng. | Tankers (Lim.) | 2-6CylOilEng24½x39 | | BL |
| 12671 146,586 KMHL | **Scottish Strath** Steel 2D;Mchy aft;Oil in bulk; Oil fuel;Wireless;W. Bal 18BH | Scw | Br 440.8 P101′ | London 57.4 \| 34 B32′ F44′ | 4524 7417 | | 1922 7 | Newcastle, (Armstrong, Whitworth & Co., Lim.) [Eng. | Tankers (Lim.) | 3CylTE27,46,77x51; 4WTB;WP200lbs;787RHP | shft drn5,25;B.S.12,25; M.S.4,26 | C |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12672 | **Scottsburg** | Scw | Am | Phila. | 4829 | 10′ 5¼″ | 1919 | Camden, | U. S. Ship- | 4CylQE24,36,51,75x51; | ✠A1Ⓔ With Freeboard. | |
| 219,222 | Steel | | 419.5 | 56.5 \| 30.2 \| 41′ 4″ | 7771 | 31′ 1″ | 11 | (New [N. J. | ping Board | New York S. B. Co; | ✠AMS | |
| LTQF | 3D;Wireless;W. Bal;SUB.SIG; 7BH | | P30′ | B56′ | 11750 | | | York S. B. Co.) | | 3SB;New York S. B. Co; | S.S.No.1,NY8,24; | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | 7999HS;WP220lbs;3000IHP; | B.S.2,24;M.S.8,24; | |
| | | | | | | | | | | Dkd,d rpd6,26 | shft drn1,26;Clh BB;CL | |
| | W.B.—A.P.138t.....D.B. | 356′16 | 23t. | .....F.P.36 | 0t | | | | | | | |
| | F.O.....W.T.a8′—t;D.B. | 338′14 | 28t; D. | T.32′964t..... | .. | | | | | | | |
| 12673 | **Scranton** | Scw | Am | Marine Cy | 1595 | | ′88 | Cleveland, | Charles S. | 3CylTE19,30,54x40; | 90(GL) | |
| 116,235 | Steel | Sch | 260 | 39.2 \| 24.6 | 2015 | | 7 | (Cleve- [Ohio | Neff | 2CRTB;WP150lbs;800IHP. | | |
| KJFH | 2D;Mchy aft;W. Bal 2BH | | | | | | | land S. B. Co.) | | | | |
| 12674 | **Scranton** | Scw | Am | New York | 675 | | 1904 | Newport | Delaware, | 2CylC18,36x28; | | |
| 201,628 | Steel | | 187 | 43.4 \| 16.5 | 1462 | | | News, Va. | Lackawanna & | | | |
| | 2D | | | | | | | (Newport News | Western R.R. Co. | 2SB;WP150lbs;1400IHP. | | |
| | | | | | | | | S. B. & D. D. Co.) | | | | |
| 12675 | **Scranton** | Scw | Am | New York | 123 | | 1920 | Nyack, | Delaware, | 2CylC18,38x26; | ✠ — — | |
| 219,674 | xDriver O,YP;Glf | | 95.3 | 24 \| 13.2 | 181 | | 10 | (Inter- [N. Y. | Lackawanna & | | ✠ — — | |
| | 1D 1BH | | | | | | | national S. B. Co.) | Western R.R. Co. | 1SB;WP155lbs;450IHP. | Cancelled2,23 | |
| 12676 | **Scythia** | Scw | Br | Liverpool | 11927 | | 1920 | Barrow, | Cunard S.S. | Stm Tbns; | | BL |
| 143,730 | Steel | Twin | 600.7 | 73.8 \| 40.7 | 19761 | | 12 | (Vickers, [Eng. | Co. (Lim.) | 3DB;3SB;WP220lbs | | |
| KHTW | 2D;Shel dk;Oil fuel; 10BH | | B284′ | | | | | Lim.) | | | | |
| | Wireless;D.F;SUB.SIG;W. Bal | | | | | | | | | | | |
| 12677 | **Scythian** | Scw | Br | Liverpool | 3028 | | 1913 | Stockton, | F. Leyland | 3CylTE26,43,71x48; | | BL |
| 135,476 | Steel | | 390 | 50.5 \| 28 | 4865 | | 7 | (Ropner & [Eng. | & Co. (Lim.) | 3SB;WP180lbs | | |
| JCNF | 2D;Wireless;SUB.SIG;W. Bal 6BH | | P33′ | B115′ F37′ | | | | Sons, Lim.) | | | | |
| 12678 | **Sea** | Scw | Am | Boston | 216 | | 1919 | Savannah, | Bay State | 3CylTE12¾,21½,35x24; | | BL |
| 221,905 | xDego Steel | | 139.4 | 25.2 \| 14.5 | 411 | | 9 | (Founda- [Ga. | Fishing Co. | 1SB;WP180lbs;500IHP | | |
| MDKF | 1D 4BH | | Q79′ | F26′ | | | | tion Co.) | | | | |
| 12679 | **Sea Bird** | Scw | Am | Wilm'gton | 169 | | 1919 | Portland, | Consoli- | 3CylTE14,22,36x24; | | |
| 217,962 | Wood | | 150.4 | 25 \| 13.3 | 383 | | | (Portland [Me. | dated Fisheries | 550IHP. | | |
| LQVT | 1D | | | | | | | S. B. Co.) | Co. (Del.) | | | |
| 12680 | **Sea Bright** | Scw | Am | New York | 163 | | 1906 | Wilmington, | Central | 2CylC18,35x30; | | |
| 203,401 | Steel | | 109.2 | 24.6 \| 14.7 | 240 | | | (Harlan & [Del. | R.R. Co. of N. J. | 700IHP. | | |
| | 1D | | | | | | | Hollingsworth Co.) | | | | |
| 12681 | **Sea Foam** | Scw | Am | San Fran. | 205 | | 1905 | Aberdeen, | Chas. H. | 2CylC14,32x24; | | |
| 201,861 | Wood | | 127 | 32 \| 10 | 339 | | | (J. [Wash. | Higgins | 1SB;420IHP. | | |
| KTSB | 1D;Oil fuel | | | | | | | Lindstrom.) | | | | |
| 12682 | **Sea Fox** | Sch | Am | New York | 96 | | ′88 | Wilmington, | R. D. | I | | |
| 116,216 | | | 96.5 | 23.9 \| 12 | 101 | | | (Harlan & [Del. | Upham | | | |
| KFGC | 1D | | | | | | | Hollingsworth Co.) | | | | |
| 12683 | **Sea Gate** | Scw | Am | Albany | 165 | | 1907 | Newburgh, | Steamer | 2CylC12½,29x18; | | |
| 204,207 | Steel | | 122.2 | 27.2 \| 8.5 | 244 | | | (T. S. [N. Y. | Sea Gate | WP200lbs;450IHP. | | |
| | 3D 5BH | | | | | | | Marvel S. B. Co.) | | | | |
| 12684 | **Sea Gull** | Scw | Am | Portland | 127 | | 1917 | Superior, | Portland | 3CylTE12¾,21½,35x24; | ✠A1Ⓔ Trawler. | |
| 214,820 | Steel | | 143 | 22.6 \| 13.2 | 299 | | 12 | (Globe [Wis. | Trawling Co. | Marine Iron Wks; | ✠AMS | |
| LJHG | 1D 5BH | | | | | | | S. B. Co.) | | 1SB;Manitowoc S. B. Co; | S.S.No.2,NY6,26; | |
| | C-18 | | | | | | | | | 52GS;1516HS;WP180lbs;500IHP; | shft drn8,25;M.&B.S.6,26; | |
| | | | | | | | | | | EAC;tr dk clkg9,22;Dkd,d rpd6,26 | Scip;CL | |
| 12685 | **Sea Gull** | Scw | Am | ..... | ..... | | 1919 | Morris | U. S. Govt. | 3CylTE19,29,46x30; | | |
| | Steel | | 180 | 35.3 \| 17.2 | | | 3 | Heights, N. Y. | (Navy Dept.) | 2WTB;WP200lbs;1400IH. | | |
| | 2D;W. Bal;Oil fuel 11BH | | | | | | | (Gas Engine & Power Co.) | | | | |
| 12686 | **Sea King** | Scw | Am | Seattle | 91 | | ′83 | San Fran- | Gilkey | 2CylC22,44x36; | | |
| 115,923 | Wood | | 119 | 26.1 \| 11.5 | 181 | | | cisco, Cal. | Bros. Towing Co. | 350IHP. | | |
| LHDP | 1D | | | | | | | | | | | |
| 12687 | **Sea King** | Scw | Am | Pensacola | 84 | | 1902 | Baltimore, | Suderman | 2CylC15,30x22; | | |
| 117,141 | O,P | | 95.6 | 21.8 \| 10.4 | 124 | | | Md. | & Young | 1SB;WP125lbs;350IHP. | | |
| KWGH | 1D 2BH | | | | | | | | | Towing Co. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12688 | **Sea Lion** | Scw | Am | San Fran. | 255 | | 1921 | Oakland, | Shipowners | 3Cyl TE 17,25,43x30; | ✠ — — | |
| 221,034 | Fir;Gif | | 141 | 29.8 \| 15.6 | 473 | | 1 | (W. F. Stone & Son.) [Cal. | & Merchants Tow Boat Co. | 2SB;WP180lbs;800IHP | ✠ — — | |
| MCKN | 1D;B;Wireless; 1BH Oil fuel | | | | | | | | | | Withdrawn3,25 | |
| 12689 | **Sea Queen** | Scw | Am | San Fran. | 56 | | '88 | San Fran- | Shipowners | 2CylC 19,38x30; | | |
| 116,251 | Wood | | 100.5 | 22 \| 11.8 | 111 | | | cisco, Cal. | & Merchants Tow Boat Co. | 450IHP. | | |
| | 1D | | | | | | | | | | | |
| 12690 | **Sea Ranger** | Scw | Am | San Fran. | 250 | | 1921 | Oakland, | Shipowners | 3Cyl TE 17,25,43x30; | ✠ — — | |
| 221,353 | Fir,O;Gif | | 141 | 29.8 \| 15.6 | 473 | | 5 | (W. F. Stone & Son.) [Cal. | & Merchants Tow Boat Co | 2SB;WP180lbs;800IHP. | ✠ — — | |
| MCVB | 1D;B;Wireless; 1BH Oil fuel | | | | | | | | | | Withdrawn3,25 | |
| 12691 | **Sea Rover** | Scw | Am | San Fran. | 116 | | 1902 | San Fran- | U. S. Govt. | 2CylC 17,41x28; | | |
| 117,184 | Steel | | 121 | 24.5 \| 15 | 199 | 9 | cisco, Cal. | (Navy Dept.) | 1DB;WP175lbs; 100IHP. | | |
| KSBH | 1D 6BH | | | | | | | | | | | |
| 12692 | **Sea Salver** | Scw | Am | San Fran. | 229 | | 1904 | Philadelphia | Shipowners | 2CylC 16,32x22; | | |
| 223,583 | xMajor Samuel Ringgold Steel | | 137.4 | 30.4 \| 12 | 423 | | | (Neafie & Levy S. & E. B. Co.) [Pa. | & Merchants Tug Boat Co. | 2WTB;WP150lbs;800IHP . | | |
| MFKB | 1D;W. Bal 6BH | | | | | | | | | | | |
| 12693 | **Sea Scout** | Scw | Am | San Fran. | 250 | | 1921 | Oakland, | Shipowners | 3Cyl TE 17,25,43x30; | ✠ — — | |
| 221,392 | O,Fir;Gif | | 141 | 29.8 \| 15.6 | 472 | | 6 | (W. F. Stone & Son.) [Cal. | & Merchants Tow Boat Co. | 2SB;WP180lbs;800IHP. | ✠ — — | |
| MCVS | 1D;B;Wireless; 1BH Oil fuel | | | | | | | | | | Withdrawn3,25 | |
| 12694 | **Sea Sprite** | Sch | Am | Seattle | 518 | | '91 | Pt. Blakely, | H. G. | YF;Gif | | |
| 92,304 | xMeteor | | 177.3 | 38.4 \| 13.5 | 600 | | 12 | (Hall Bros.) [Wash. | Seaborn | | | |
| KJNF | 1D | | | | | | | | | | | |
| 12695 | **Sea Wolf** | MV | Am | Portland | 122 | | 1923 | Portland, | Inde- | 6CylGasEng; | | |
| 222,876 | Wood | | 110.2 | 18.4 \| 9.4 | 161 | | | (G. N. Smith.) [Ore. | pendent Transp. Co. | 220IHP | | |
| | 1D | | | | | | | | | | | |
| 12696 | **Seaboard** | Scw | Am | Hartford | 563 | | '74 | Wilmington, | Hartford | 1Cyl 34x42; | — Exp | |
| 115,348 | xTredgar Iron | | 184.5 | 28.7 \| 12.3 | 662 | | | Del. | & N. Y. Trans. Co. | 1Blr;540IHP. | | |
| JQRK | 2D;Oil in bulk 3BH | | | | | | | | | | | |
| 12697 | **Seaboard No. 333** | Brg | Am | Wilm'gton | 552 | | 1924 | Kearny, | Seaboard | Stl;4BH | | |
| | | | 157.9 | 36.1 \| 10.7 | 552 | 3 | (Federal S. B. Co.) [N. J. | Shipping Co. | | | |
| | 1D | | | | | | | | | | | |
| 12698 | **Seaborn** | MV | Am | New York | 255 | | 1925 | Leith, | Richard F. | 2-4CylOilEngs 14½x20½; | | LY |
| 225,276 | Steel | Yct | 182.3 | 27.1 \| 11.5 | 510 | | 12 | (Ramage & Ferguson, Lim.) [Scot. | Howe | 512IHP. | | |
| MFVN | 1D | Twin | | | | | | | | | | |
| 12699 | **Seal** | Scw | Am | New York | 249 | | 1917 | Essex, | Joseph F. | 3CylTE 13½,21¾,36x24; | | |
| 215,641 | Wood | | 163.1 | 26.2 \| 13 | 474 | 9 | (Arthur D. Story) [Mass. | O'Boyle | 1SB;WP180lbs;650IHP. | | |
| LHWG | 1D 1BH | | | | | | | | | | | |
| 12700 | **Seapool** | Scw | Br | W.Hartlpl | 2828 | | 1913 | Stockton, | R. Ropner | 3CylTE 26,42,70x48; | | BL |
| 135,891 | Steel | Sch | 379 | 56 \| 24.4 | 4549 | | 10 | (Ropner & Sons, Lim.) [Eng. | & Co. Mgrs. | 3SB;WP180lbs | | |
| JDFT | 1D;Wireless;W. Bal 6BH | | P30′ | B221′ F39′ | | | | | | | | |
| 12701 | **Searsport** | Brg | Am | New York | 346 | | 1917 | Tottenville, | New York | Wd | | |
| 166,640 | | | 109.8 | 35 \| 9.5 | 346 | | | (Harvey Cossey) [N. Y. | & Cuba Mail S.S. Co. | | | |
| | 1D | | | | | | | | | | | |
| 12702 | **Seatac** | MV | Am | Tacoma | 221 | | 1926 | Tacoma, | Merchants | 6CylOilEng 10½x12½; | | |
| 225,992 | Wd;If | | 107.4 | 32.7 \| 9.3 | 302 | 9 | (Western Boat B. Co.) [Wash. | Transp. Co. | 180BHP. | | |
| | 1D | | | | | | | | | | | |
| 12703 | **Seatonia** | Scw | Br | W.Hartlpl | 1859 | | 1918 | Sunderland, | The Har- | 3CylTE 25,41,68x45; | | BL |
| 142,394 | xWar Highway Steel | | 331.3 | 46.8 \| 23.2 | 3087 | | 5 | (J. Blumer & Co.) [Eng. | tlepool Seatonia S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| JSWK | 1D;Wireless;W. Bal 7BH | | P33′ | B98′ F28′ | | | | | | | | |
| 12704 | **Seattle** | StW | Am | St.Mich'el | 409 | | '98 | Seattle, | Northern | 1Cyl 20; | | |
| 116,817 | Wood | | 176.1 | 35.4 \| 5.9 | 718 | | | (Moran Bros.) [Wash. | Nav. Co. | 3Blrs;275IHP. | | |
| | 1D | | | | | | | | | | | |
| 12705 | **Seattle** | Scw | Am | Seattle | 343 | | 1909 | Portland, | Navy Yard | 4CylTE 17,28,34,34x24; | | |
| 206,030 | xH. B. Kennedy Steel | | 179.2 | 28.1 \| 11.3 | 504 | 2 | Ore. | Route, Inc. | 2000IHP. | | |
| | 2D;B;Oil fuel 5BH | | | | | | | (Willamette.) | | | | |
| 12706 | **Seattle Maru** | Scw | Jap | Osaka | 3621 | | 1909 | Kobe, | Osaka Sho- | 2-3CylTE 19,32,55x46; | | BL |
| 12,143 | Steel | Sch | 419.7 | 49.5 \| 30 | 5853 | 7 | (Kawasaki Dockyard Co., Lim.) [Jap. | sen Kabushiki Kaisha | 3SB;WP200lbs | | |
| LHMS | 2D;Deep frmg;Wireless;W. Bal 7BH | Twin | P26′ | B158′ F42′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12707 116,854 | **Seattle No. 3** Wood 1D | SW | Am 151 | St. Mich'el 34.9 \| 6.2 | 326 548 | | '98 | Dutch Harbor, Alaska (Seattle Yukon Trans. Co.) | Northern Nav. Co. | 2CylC 14,22x72; 1Blr;WP160lbs;450IHP. | | |
| 12708 218,733 LSKC | **Seattle Spirit** Steel 2D;SUB.SIG;Wireless;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.39t;D.B.355'1259t; D. T.29'7 F.O.....D.B.310' 990t; D. T.29'6 | Scw | Am 409.7 43t... 94t; S. | Seattle 54.2 \| 27.7 \| 30' 2½" .....F.P.148t T.87t..... | 3493 5627 9600 | 6' 4½" 24' | 1919 8 | Seattle, (J. F. Duthie & Co.) [Wash. | U. S. Shipping Board | 3CylTE 24½,41½,72x48; Hooven, Owens, Rentschler Co; 3SB;Willamette I. & S. Wks; 8121HS;WP210lbs;2800IHP;EAC; Dkd,d rpd3,26;Exmd5,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Bost3,24; M.S.3,24;n shft5,24;B.S.3,26; Cih BB;CL | |
| 12709 155,147 | **Seawells Point** xOhio Iron 1D 3BH | SW | Am 174 | Norfolk 36.6 \| 13.3 | 557 868 | | '87 | Wilmington, (Harlan & Hollingsworth.) [Del. | Chesapeake Ferry Co. | 1CylVB 46x120; 1Blr;WP40lbs;600IHP. | | |
| 12710 RCNB | **Sebara** Steel 2D;Deep frmg;Shel dk; 6BH Wireless;W. Bal | Scw Sch | Ger 400 | Hamburg 52 \| 27 | 2937 4682 | | 1907 9 | Newcastle, (Armstrong, Whitworth & Co., Lim.) [Eng. | Deutsche Dampschiff. Ges. "Kosmos" | 3CylTE 27,45,75x48; 3SB;WP180lbs | | G |
| 12711 JRDV | **Sebastian** xWar Apricot Steel 1D;Wireless;W. Bal 6BH | Scw | Sp 303.1 P33' | Bilbao 43 \| 20.8 B81' F32' | 1475 2501 | | 1918 10 | W. Hartlepool, Eng. (W. Gray & Co., Lim.) | F. Sainzé Inchaustegui | 3CylTE 22,36,59x39; 2SB;WP180lbs | | BL |
| 12712 217,746 | **Sebonac** xVictory Wood 1D | MV Twin | Am 122.1 | New York 17.5 \| 9.6 | 51 128 | | 1919 | Bayonne, (Elco Co.) [N. J. | A. C. Burton | 2-6CylGasEng 10x11; 80BHP. | | |
| 12713 PRWH | **Sebu** Steel 2D;Wireless;W. Bal 5BH | Scw | Hol 249.4 | Rotterd'm 38.2 \| 23.7 | 1129 1903 | | 1921 | Limhamn, (Limhamn Sheppsv. A. B.) [Swd. | "Atlas" N. V. Stoomvaart Mij. | 3CylTE 18,29½,48x31½; 2SB;WP185lbs;900IHP. | | V |
| 12714 85,881 WFLM | **Secunder** xArdangorm Iron 1D;B;Well dk;Wireless; 6BH W. Bal | Scw Sch | Br 260.2 | Pt. Lewis 35.3 \| 17.9 B50' F35' | 993 1662 | | '81 10 | Leith, (Ramage & Ferguson.) [Scot. | Colonial Govt. of Mauritius | 2CylC 27,60x39; 2SB;WP100lbs;180RHP. | | |
| 12715 OTIF | **Secundus** Steel 2D;Long. frmg;Wireless;W. Bal 7BH | MV Twin | Fr 399.4 | Marseilles 53.1 \| 31 | 2801 4560 | | 1913 | Hamburg, (Blohm & Voss.) | Soc. An. d'Armements a Moteurs | 2-4CylOilEng 23 1/16 x36 3/16; 4000IHP | | V |
| 12716 204,425 KWGN | **Security** xStandard II. Steel 1D | Scw | Am 152 | New York 26 \| 16 | 270 397 | | 1907 | Port Richmond, N. Y. (Staten Island S. B. Co.) | H. L. Pontin | 3CylTE 17,25,43x30; 1SB;WP180lbs | | |
| 12717 139,224 JSHD | **Sedgepool** Steel 1D;Wireless;W. Bal 7BH | Scw | Br 415 P50' | W.Hartlpl 55.5 \| 26.9 B243' F40' | 3367 5552 | | 1918 2 | Stockton, (Ropner & Sons, Lim.) [Eng. | Pool Shipping Co. (Lim.) | 3CylTE 28,46,75x51; 3SB;WP180lbs | | BL |
| 12718 211,085 | **Seeandbee** Steel 5D;W. Bal;Wireless 9BH | SW | Am 484.5 | Cleveland 58.1 \| 24 | 3434 6381 | | 1913 4 | Wyandotte, Mich. (Detroit S. B. Co.) | Cleveland & Buffalo Transit Co. | 3CylC 66,96,96x108; 9SB;WP165lbs;12000IHP. | (★100(GL) P.S.7,26 | |
| 12719 74 QTKV | **Seeja** 1D;B | Trn | Fin 124.9 P32' | Nystad 29.8 \| 14.7 F11' | 363 382 | | '83 9 | Lvokalaks, (J. Sotka.) [Fin. | T. Leisio | F;If(Sltd) | | |
| 12720 218,088 LRFK | **Seekonk** Steel 2D;SUB.SIG;Wireless;W. Bal; 8BH Oil fuel | MV | Am 390 P50' | Phila. 54.2 \| 27.6 \| 32' B121' F40' | 3114 4998 | | 1919 6 | Hog Island, (American Int. S. B. Corp.) [Pa. | Wm. Cramp & Son S. & E. B. Co. | 6CylOil Engine 29⅛x59; 1725BHP. | ✠ — — ✠ — — Suspended11,23 | BL |
| 12721 165,992 | **Segregansett** 1D | Brg | Am 129.5 | Fall River 31.2 \| 9 | 340 340 | | 1915 | Providence, (Providence Dry Dock & Marine Railway Co.) [R. I. | Atlantic Coal Co. | Wd | | |
| 12722 142,780 JWBF | **Segura** xWar Pansy Steel 1D;Wireless;SUB.SIG;W. Bal 7BH | Scw | Br 400.1 P49' | London 52.4 \| 28.4 B113' F40' | 3239 5295 | | 1919 2 | Stockton, (Richardson, Duck & Co., Lim.) [Eng. | Buenos Aires Great Southern Rlwy. Co. (Lim.) | 3CylTE 27,44,73x48; 2SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12723 116,940 KPQR | **Sehome** 1D | Sch | Am 182.3 | Jcksnville. 37.9 \| 13.3 | 596 626 | | '99 | New Whatcom, Wash.) (C. E. Sutton.) | Brooks-Scanlon Corp. | YP,F;If | | |
| 12724 26,820 RWDV | **Seine Maru** Steel 2D;Shel dk;Oil fuel;Wireless; W. Bal 7BH | Scw | Jap 425 | Esumi 53.6 \| 34.9 | 4988 6783 | | 1920 8 | O'Harima, (Teikoku [Jap. S.S. Co.) | Dainippon Yengyo Kabushiki Kaisha | 3Cyl TE28,47,79x51; 2SB;WP200lbs | | BL |
| 12725 222,449 MDSJ | **Seiner** Steel 1D 5BH C-20 | Scw | Am 139.2 F26′ | Portland 24 \| 13.1 | 175 346 | | 1923 1 | East Boothbay, Me. (Rice Brothers Corp.) | Portland Trawling Co. | 3Cyl TE12¾,21½,35x24; Marine Iron Wks; 2SB;D. M. Dillon; 60GS;1430HS;WP180lbs;500IHP; EAC;Dkd9,26;d rpd11,26;s rps12,26 | **A1** Fishing Service. AMS shft drn9,26;Scip | |
| 12726 LBHS | **Seirstad** Steel 2D;Oil fuel;Wireless;W. Bal 7BH | Scw | Nor 454.6 | Oslo 60.3 \| 27.7 | 3753 6632 | | 1921 1 | Newcastle, (Armstrong, Whitworth & Co., Lim.) [Eng. | A/S. D/S. Seirstad (A. F. Klaveness & Co., Mgr.) | 3Cyl TE27,45,74x51; 3SB;WP180lbs | | N |
| 12727 31,353 TCGF | **Seiun Maru** Steel xHymettus 2D;Shel dk;Deep frmg; Wireless;W. Bal 6BH | Scw | Jap 400.4 | Kobe 52.2 \| 27 | 2986 4727 | | 1906 1 | Newcastle, (Palmers' Co., Lim.) [Eng. | Harada Kisen, K. K. | 3Cyl TE28,46,76x51; 3SB;1AuxSB | 2dS.S.No.2,Osaka3,26; M.&B.S;shft drn3,26 | C-J |
| 12728 16,722 MHJW | **Seiyo Maru** Steel 2D;Shel dk;Wireless;W. Bal 6BH | Scw | Jap 404.6 | Yokohama 52.2 \| 27.4 | 4767 6550 | | 1913 8 | Pt. Glasgow, (Russell [Scot. & Co.) | Toyo Kisen Kaisha | 3Cyl TE26,42,71x48; 2SB;1AuxSB;WP180lbs | | BL |
| 12729 19,904 NGCK | **Sekkow Maru** Steel 2D;Web frms;Long. frmg; Wireless;W. Bal 5BH | Scw | Jap 305 P19′ | Osaka 43.7 \| 27.2 B82′ F32′ | 2013 3186 | | 1917 4 | Osaka, (Osaka [Jap. Iron Wks., Lim.) | Osaka Shosen Kabushiki Kaisha | 3Cyl TE22,37,61x42; 2SB;WP180lbs | | BL |
| 12730 MTVW | **Sekstant** xNordstrand Steel 1D;Wireless;W. Bal 4BH | Scw | Nor 244.3 | Bergen 37.7 \| 15.7 | 956 1626 | | 1919 | Bergen, (Bergen [Nor. Mek. Vaerksted.) | D/S. A/S. Sekstant | 3Cyl TE18,29,49x33; 2SB;WP180lbs | | N |
| 12731 NRTL | **Selandia** Steel 1D;Wireless;W. Bal 6BH | MV Twin | Dan 370.4 P25′ | Cop'hagen 53.2 \| 27.1 F32′ | 3163 4950 | | 1912 2 | Copenhagen, (Akt. [Den. Burmeister & Wain.) | Akties det Ostasiatiske Kompagni | 2-8Cyl Oil Eng 20⅞x28¾ | | BL |
| 12732 PRWL | **Selene** Steel 2D;Mchy aft;Web frms; Oil in bulk;Wireless;D.F;W. Bal 14BH | MV Twin | Hol 344.3 P73′ | S.Grav'h'g 46.1 \| 25.5 F34′ | 2274 3738 | | 1914 6 | Dundee, (Caledon [Scot. S. B. & E. Co., Lim.) | Petroleum Maats "La Corona" | 2-6Cyl Oil Eng 20½x35 7/16 | | BL |
| 12733 113,495 SNVR | **Sellasia** Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw Sch | Br 340.7 P26′ | Leith 47.6 \| 23.5 B76′ F36′ | 2263 3474 | | 1901 9 | Glasgow, (Russell & Co.) Scot. | Chr. Salvesan & Co., Mgrs. | 3Cyl TE24,40,65x45; 2SB;WP180lbs | | BL |
| 12734 211,193 MCRP | **Selma City** Steel 2D;W. Bal;Wireless; Oil fuel F. P. above 150° F. 7BH C-37 | Scw | Am 424.2 P42′ | New York 56.2 \| 26.5 \| 30′ B & F 349′ | 3450 5686 9380 | 4′ 4″ 25′ 10″ | 1921 4 | Chickasaw, (Chickasaw [Ala. S. B. Co.) | U. S. Steel Products Co. | Stm Tbn; Federal S. B. Corp; 3SB;Federal S. B. Corp; 7836HS;WP210lbs;3100SHP;EAC; I d rpd10,23;Dkd,d rpd10,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Balt7,25; M.&B.S.7,25;shft drn10,26; SBP;CL | |
| | W.B.—A.P.63t;D.B.368′1432t F.O.—A.P.59t;D.B.315′1081t;D. | T.22′1 | F. 34t; F. | P.109t P.102t | | | | | | | | |
| 12735 138,642 | **Selma Creaser** 1D | Sch | Br 106.3 | La Have 26.2 \| 10.8 | 99 139 | | 1918 4 | Shelburne, (W. C. McKay & Son) [N. S. | Arthur Creaser | Wd | | |
| 12736 116,555 LGCB | **Selwyn Eddy** Steel 1D;Mchy aft;W. Bal 5BH | Scw | Am 343 | Boston 42.2 \| 21.6 | 2164 2846 4300 | | '93 3 | Wyandotte, (Detroit Dry Dock Co.) [Mich. | Castner, Curran & Bullitt, Inc. | 3Cyl TE22,35,56x44; Detroit D. D. Co; 2SB;Winnisimmet Shipyard; 151GS;4200HS;WP175lbs;11501HP; Dkd,d rpd9,26 | ✠A1 Coastwise & W. I. AMS 3dS.S.No.2,NY2,26; n Birs4,20;n shft8,24; M.&B.S.2,26;shft drn9,26; C'th BB;CL | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12737 | **Sembilan** Steel | Scw | Hol | Amst'dam 54.8 \| 33.8 | 4089 | | 1922 | Rotterdam, (Mij [Hol. Fijenoord.) | Stoomvaart Mij "Nederland" | 3CylTE28½,46,77x54; 4WTB;WP180lbs;3600IHP. | | V |
| PRWN | 3D;Wireless;D.F;W. Bal 9BH | | 419.1 P41′ | B85′ F40′ | 6633 | | | | | | | |
| 12738 | **Seminole** Steel | Scw | Am | New York 54.3 \| 20 | 3514 | 5′ 6½″ | 1925 | Newport News, Va. | Cherokee | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 224,918 | | | 387.5 | | 5897 | 18′ 1½″ | 8 | | Seminole S S. Co. | Newport News S. B. & D. D. Co; | ✠AMS | |
| MFTD | 2D;Super dk; 6BH | | B316′ | F48′ \| 31′6″ | 4000 | | | (Newport News S. B. & D. D. Co.) | | 4SB;Newport News S.B. & D.D.Co; 13680HS;WP240lbs;4200SHP; | SBP;CL | |
| | Wireless; 3BH to Super dk | | | | | | | | | EAC;s rps10,25;Dkd11,26 | | |
| | SUB.SIG; 3BH to Fbd dk | | | | | | | | | | | |
| | Oil fuel F.P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.132t;D.B.112′335t;W.T .12′254 t; F.P. 58t | | | | | | | | | | | |
| | F.O.....D.B.288′774t;W.T .34′256 t..... ... | | | | | | | | | | | |
| 12739 | **Seminole** Steel | Scw | Am | Tampa 54.2 \| 31.3 | 3847 | 7′ 2″ | 1920 | Tampa, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 219,690 | | | 401.9 | | 5984 | 26′ 10″ | 3 | (Oscar [Fla. | ping Board | Hardie-Tynes Mfg. Co; | ✠AMS | |
| LVTF | 2D;Wireless; 6BH | | P34′ | B120′ F38′ | 9550 | | | Daniels Co.) | | 3WTB;Union Iron Wks; 9150HS;WP225lbs;2800IHP;EAC; | Cih BB;CL | |
| | SUB.SIG; 3BH to Fbd dk | | | 33′ 9″ | | | | | | s rps12,21;Dkd5,25 | (Laid up) | |
| | W. Bal; 3BH to 2d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.63t;D.B.335′1076t;D. T.32′1 075t.....F.P.108t | | | | | | | | | | | |
| | F.O.....D.B.297′ 847t;D. T.32′1 003t;S. 1′57t..... | | | | | | | | | | | |
| 12740 | **Seminole** Steel | MV | Am | New York 21 \| 7.1 | 122 | | 1904 | Mariners Harbor, N. Y. | Henry Carnegie Phipps | 2-6CylGasEng; | | |
| 201,644 | xSee-Le-Ruh xMargaret Iron | Twin | 107.7 | | 179 | | | (Marine Const. & D. D. Co.) | | 225BHP | | |
| KTNV | 1D | | | | | | | | | | | |
| 12741 | **Seminole** Steel | MV | Br | Barrow 57 \| 33.2 | 4863 | | 1921 | Barrow, | Anglo- | 2-6CylOilEng24½x39 | | BL |
| 125,910 | | Twin | 425.2 | | 6923 | | 5 | (Vickers, [Eng. | American Oil | | | |
| KJBL | 2D;Web frms;Long. frmg; 16BH | | P92′ | B34′ F53′ | | | | Lim.) | Co. (Lim.) | | | |
| | Mchy aft;Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 12742 | **Seminole** Steel | Scw | Fr | Brest 28 \| 14.2 | 598 | | '95 | Philadelphia (Neafie [Pa. & Levy) | French Govt. | 2CylC25,50x30; 3SB;WP125lbs | | |
| | xCape Ann | | 171.6 | | 720 | | | | | | | |
| OAVJ | 1D;Wireless;SUB.SIG. 7BH | | | | | | | | | | | |
| 12743 | **Semiramis** Steel | Scw | Hol | TheHague 53.3 \| 31 | 3379 | | 1921 | San Pedro, (South- [Cal. western S. B. Co.) | Neder- landsch-Indische Tankstoomboot Maatschappij | 3CylTE27,45,74x48; 3SB;WP180lbs;2800IHP. | | BL |
| PRWT | 2D;Web frms;Long. frmg; 15BH | | 412 P110′ | B33′ F57′ | 5792 | | 9 | | | | | |
| | Mchy aft;Oil in bulk;Oil fuel; Wireless;D.F;W. Bal | | | | | | | | | | | |
| 12744 | **Semper Fidelis** Steel | Brg | Am | N. Orleans 34.2 \| 20 | 1037 | | '84 | Hamburg, Ger. | Gulf Barge & Towing Co., (Inc.) | I | | |
| 130,731 | xSenta xNumber 3 | Sch | 200.2 | | 1060 | | | | | | | |
| KMWF | | | | | | | | | | | | |
| 12745 | **Sempre Avanti** Steel | Scw | It | Catania 45 \| 15.3 | 2033 | | '99 | Sunderland, (R. [Eng. | F. Todero | 3CylTE23,39,65x42; | | |
| | xPutney xLynton | | 340.2 | | 3277 | | 9 | Thompson & | Musmechi & Co. | 2SB;WP180lbs | | |
| | 1D;Spar dk;Deep frmg; 6BH | | P29′ | B74′ F37′ | | | | Sons.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 12746 | **Senang** Steel | Scw | Hol | Bandj'rsin 38 \| 14.5 | 729 | | 1914 | Hong Kong, (Hong [China | The Borneo Sumatra | 3CylTE18,29,48x36; | | BL |
| | | | 235 | | 1196 | | 9 | Kong & Whampoa | Trading Co. | 2SB;WP180lbs | | |
| TGFJ | 1D;W. Bal 4BH | | P20′ | B121′ F28′ | | | | Dock Co., Lim.) | | | | |
| 12747 | **Senator** Steel | Scw | Am | Fairport 45.4 \| 28 | 3179 | | '96 | Wyandotte, | Fontana | 3CylTE22,36,58x44; | 100(GL) | |
| 116,725 | | | 410 | | 4049 | | 5 | (Detroit [Mich. | S.S. Co. | 2SB;WP160lbs;1500IHP. | P.S.5,25 | |
| | 1D;Mchy aft;Web frms; 2BH | | | | | | cb '13 | D. D. Co.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 12748 | **Senator** Steel | Scw | Br | Liverpool 47.7 \| 26.9 | 2335 | | 1917 | Glasgow, (C. [Scot. | Charente | 3CylTE22,37,62x48; | | BL |
| 137,537 | | | 352.9 | | 3670 | | 2 | Connell & Co., | S.S. Co. (Lim.) | 3SB;WP215lbs | | |
| JNWB | 2D;Wireless;W. Bal 6BH | | P31′ | B104′ F38′ | | | | Lim.) | | | | |
| 12749 | **Senator** Steel | Scw | Nor | Stavanger 33.1 \| 15.3 | 626 | | 1906 | Stavanger, (Stavanger, [Nor. | Holdt & | 3CylTE17,28,47x33; | | N |
| | | Sch | 231.6 | | 995 | | 2 | Stoberl & Dok.) | Isaachsen, Mgrs. | 2SB;WP175lbs | | |
| MCPL | 1D;W. Bal 4BH | | P19′ | B58′ F27′ | | | | | | | | |
| 12750 | **Senator Bailey** Steel | Scw | Am | Pt. Arthur 25.5 \| 13.2 | 31 | | 1913 | Camden, (J. H. [N. J. | Gulf Refining,Co. | 2CylC18,36x26; 1SB;WP150lbs;900IHP | ✠ — — Cancelled10,20 | |
| 211,527 | | | 113.5 | | 293 | | 7 | Dialogue & Son.) | | | | |
| LDCW | 1D;Oil fuel;Wireless 5BH | | | | | | | | | | | |
| 12751 | **Senator Cordill** Wood | StW | Am | Pittsbu'gh 33 \| 5 | 280 | | 1902 | Jefferson- ville, Ind. (Howard Shipyard) | Shippers Packet Co. | 2-2CylC12,24x84; 3Blrs;WP155lbs;421IHP. | | |
| 117,128 | 1D | | 170 | | 280 | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12752 JRFQ | **Sendeja** xNicolas xLombardy Steel 1D;Web frms;W. Bal;Wireless 6BH | Scw Sp | S.Sebast'n 294.1 P27′ | 1554 2429 | 41.4 \| 17.1 | '95 2 | Middlesboro (R. Dixon & Co.) [Eng. | E. Cortina, Mgr. | 3CylTE23,37,61x42; 2SB;WP160lbs;1120IHP | | V |
| 12753 116,029 KCVD | **Seneca** 1D | Brg Sch. | Am 283.7 | 2070 2208 | New York 42 \| 25.2 | '84 | Chester, (John Roach & Son.) [Pa. | Neptune Line | I;5BH | — Exp | |
| 12754 220,789 MBTQ | **Seneca** Steel 1D;Wireless; 4BH Oil fuel F. P. above 150° F. C-28 W.B.—A.P.89t;D.B.204′530t....F. P.59t F.O.....D.B.186′442t;S.T. 23t; F. P.55t | Scw | Am 251 P27′ | 1429 2283 3500 | Detroit 43.6 \| 24.2 B64′ F26′ | 1920 9 | Cleveland, (American S. B. Co.) [Ohio | Independent S.S. Co. | 3CylTE20,33,54x40; American S. B. Co; 2SB;American S. B. Co; 3580HS;WP185lbs;1200IHP. | ✠A1Ⓔ ✠AMS Cih BB;CL (Laid up) | |
| 12755 27,660 KLVM | **Seneca** xCuba Steel 2D;Shel dk;Wireless; 1BH to Fbd dk 3BH to 2d dk Oil fuel F. P. above 150° F. C-28 | Scw | Am 299.5 | 1612 2963 2000 | New York 40 \| 17 | '94 5 rb 11,20 | Chester, (Delaware River S. B. Co.) Brooklyn, N. Y. (Morse D. D. & Repair Co.) [Pa. | Wilmington Terminal Co. | Elect Motor;Stm Tbns; General Electric Co; 4SB;Newport News S. B. & D. D. Co; 7600HS;WP190lbs;3000SHP;EAC; rps,n dk11,20;d rpd5,26; Dkd,s rps11,26 | ✠A1 Coastwise & W. I. ✠AMS 3dS.S.No.2,SanF12,24; n Eng11,20;n shft8,24; M.S.12,24;shft drn6,25; B.S.5,26;Cih BB;CL | |
| 12756 63,091 | **Seneca** xWm. A. Smoot 1D | Brg | Am 148.6 | 336 336 | Phila. 23.5 \| 11 | '94 rb '09 | Elkton, (E. Delbert & Bros.) [Md. | ---------- | Wd;Gif | | |
| 12757 NQBT | **Senegal** xI. P. Justesen Steel xDavid Mainland 4BH 1D;Well dk;Web frms;Wireless;W. Bal | Scw Sch | Dan 270 P27′ | 1166 1923 | Cop'hagen 37 \| 18.4 B116′ F27′ | '93 10 | W. Hartlepool, Eng. (W. Gray & Co.) [Hartle- | E. & H. Nissen, Mgr. | 3CylTE19,31½,51x36; 2SB;WP160lbs | | BL |
| 12758 MPVG | **Senita** xBegna Steel 1D;Web frms;Wireless;W. Bal 4BH | Scw | Nor 271.8 P27′ | 1306 2110 | Oslo 38.1 \| 18.5 | '94 9 | W. Hartlepool, Eng. (W. Gray & Co., Lim.) [Hartle- | H. Rich. Aass | 3CylTE20,31,53x36; 2SB;WP160lbs | | BL |
| 12759 ODBK | **Senneville** xCapitaine Beaudoin Steel 1D;Wireless;W. Bal 8BH | Scw | Fr 362.1 F31′ | 2549 4578 | Havre 49.2 \| 24.5 | 1922 | Le Havre, (Chantiers & Ateliers de la Gironde.) [Fr. | Les Affreteurs Fecampois | 3CylTE24,39,65x44; 3SB;WP185lbs;2000IHP. | | V |
| 12760 217,359 LPFM | **Sentinel** Steel 1D | Scw | Am 90.5 | 79 116 | Baltimore 20 \| 9.5 | '97 | Baltimore, (Spedden S. B. Co.) [Md. | James J. Kehoe | 2CylC; 1SB;300IHP. | | |
| 12761 96,871 | **Sephie** 1D | Sch | Br 136 | ------- 261 | Goderich 27.6 \| 10.1 | '89 | Goderich, (Marlton.) [Ont. | R. H. McMann | O | | |
| 12762 LMWT | **Septima** Steel 1D;Deep frmg;W. Bal 4BH | Scw | Ger 230.6 P25′ | 823 1334 | Flensburg 34.4 \| 15.2 B64′ F30′ | 1905 9 | Flensburg, (Flensburger Schiffsb. Ges.) [Ger. | Flensburger Damps. Ges | 3CylTE15,25,43x29; 2Birs | | G |
| 12763 219,980 LWKV | **Sepulga** xFleetco Steel 3D;Long. frmg;Wireless; 18BH sub.sig;Mchy aft;W. Bal; Oil fuel;Oil in bulk | Scw | Am 461.6 | 6308 8267 11375 | 60 \| 27.7 \| 37′ 2″ | 1920 5 | Newport News, Va. (Newport News S. B. & D. D. Co.) | U. S. Govt. (Navy Dept.) | 4CylQE24,35,51,75x51; 3SB;WP220lbs;2990IHP | | |
| 12764 116,349 KHMC | **Sequoia** 1D | Sch Aux | Am 150 | 263 370 | San Fran. 35 \| 11 | '90 | Fairhaven, (H. B. Bendixsen.) [Cal. | Blaine Ottis | YF;Gif; Gas Eng75BHP. | | |
| 12765 225,115 | **Sequoia II** 1D | MV Wood Yct | Am 104 | 133 147 | Phila. 19 \| 4.4 | 1925 | Camden, (John Mathis & Co.) [N. J. | Richard M. Cadwalader, Jr. | 2-6CylGasEngs7½x8½; 360IHP | | |
| 12766 JRGC | **Serafin Ballesteros** xFeliciana Steel 1D;Well dk;Web frms; 6BH Wireless;W. Bal | Scw Sch | Sp 313 P259′ | 1905 2942 | Gijon 41.3 \| 19.1 F32′ | '91 4 | Newcastle, (Palmers' Co.) Eng. | S. A. Fabrica de Mieres | 3CylTE23½,38,62x42; 2SB;WP160lbs;1300IHP | | V |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12767 | **Serafin-Topic** | Scw | Jg-Sw | Susak | 1611 | | 1900 | Stockton, | Slobodna | 3CylTE23,37½,61½x39; | | BL |
| | xDallington Steel | | 313.1 | 44.6 \| 20.6 | 2542 | 8 | (Richardson, [Eng. | Plovidba | 2SB;WP160lbs | | |
| | 1D;Deep frmg; 5BH | | P29′ | B70′ F35′ | | | Duck & Co.) | Topic D. D′ | | | |
| | Wireless;W. Bal | | | | | | | | | | |
| 12768 | **Serantes** | Scw | Am | Manila | 80 | | ′81 | Paisley, | Gutierrez | 2CylC12,22x20; | | |
| | Iron | Sch | 90 | 20 \| 7.7 | 151 | | | [Scot. | Hermanos | 1SB;WP80lbs | | |
| | 1D;Mchy aft 2BH | | | | | | | (Campbell & Co.) | | | | |
| 12769 | **Serbino** | Scw | Br | Liverpool | 2636 | | 1919 | Leith, | Ellerman | 3CylTE21,36,62x42; | | BL |
| 140,621 | Steel | | 342.4 | 46 \| 24.8 | 4080 | 5 | (Ramage [Scot. | Lines (Lim. | 2SB;WP220lbs | | | |
| KBGJ | 2D;Well dk;Wireless;W. Bal 6BH | | P & B | 262′ F39′ | | | & Ferguson, Lim.) | | | | | |
| 12770 | **Serenitas** | Scw | It | Genoa | 3113 | | 1918 | Sunderland, | Nova | 3CylTE27,44,73x48; | | C |
| | xSierra Roja xWar Coot Steel | | 399.5 | 52.4 \| 28.5 | 5171 | 8 | (Sunderland [Eng. | Genuensis | 2SB;WP180lbs | S.S.No.1,Antw8,23; | |
| PHIT | 2D;Wireless;W. Bal 7BH | | P49′ | B112′ F38′ | | | S. B. Co., Lim.) | | | shft drn7,23;M.&B.S.4,26 | |
| 12771 | **Seresia** | Scw | Blg | Antwerp | 1708 | | 1900 | Antwerp, | Cie. Natl. | 3CylTE22,36,57x43; | | V |
| | Steel | Sch | 288.3 | 44 \| 21.7 | 2380 | | (Soc. Anon. [Blg. | Belge de Transp. | 2SB;WP160lbs;1250IHP | | | |
| MSFI | 1D;Spar dk;Wireless;W. Bal 7BH | | | | | | John Cockerill.) | Marit. | | | | |
| 12772 | **Sergipe** | Scw | Brz | Rio Jan'ro | 990 | | 1902 | Stockton, | Lloyd | 3CylTE24,40,65x42; | | |
| | xGoncalves Dias xAchaia Steel | Sch | .280.3 | 40.3 \| 17.6 | 1859 | 10 | (Craig, [Eng. | Brasileiro | 2SB;WP160lbs | | | |
| | 2D;Shel dk;Wireless;W. Bal 4BH | | | | | | Taylor & Co.) | | | | | |
| 12773 | **Serula** | Scw | Br | Liverpool | 785 | | 1918 | Stockholm, | British & | 3CylTE22,35½,58½x36; | | |
| 149,591 | xHolmia Steel | | 276 | 41.2 \| 16 | 1600 | 6 | (Aktieb. [Swd. | Continental | 2SB;WP185lbs | | BL |
| KVDN | 1D;Shel dk;Wireless;W. Bal 4BH | | | | | | Finnboda Varf.) | S.S. Co. (Lim.) | | | | |
| 12774 | **Service** | Scw | Am | Buffalo | 129 | | 1921 | Buffalo, | Buffalo | 2CylC8,14x12; | | |
| 221,267 | Steel | | 87.2 | 28.5 \| 8.3 | 190 | 6 | (Buffalo [N. Y. | D. D. Co. | 1SB;WP150lbs;90IHP. | | |
| | 1D 2BH | | | | | | D. D. Co.) | | | | | |
| 12775 | **Service** | StW | Am | Portland | 375 | | 1908 | Ciello, | Milton | | | |
| 205,882 | xInland Empire | | 151 | 32.1 \| 4.8 | 416 | | | Ore. | Smith | 600IHP. | | |
| | 1D | | | | | | | | | | | |
| 12776 | **Sesostris** | Scw | Ger | Hamburg | 2434 | | 1923 | Hamburg, | Deutsche | 3CylTE21,32,47x69; | | G |
| | Steel | | 365.6 | 50.3 \| 23.8 | 4015 | 3 | (Reiherstieg [Ger. | Dampf. Ges. | 3Birs | | |
| RDHN | 2D;Wireless;W. Bal 6BH | | P & B | 247′ F50′ | | | Schiffsw. u. Maschf.) | "Kosmos" | | | | |
| 12777 | **Seth H. Linthicum** | Brg | Am | Wilm'gton | 994 | | 1921 | Solomons, | Eastern | O,YP;Gif | | |
| 168,092 | xNumber 15 | | 200 | 38 \| 15.5 | 1026 | | (M. M. [Md. | Transportation | | | | |
| | 1D | | | | | | Davis & Son.) | Co. | | | | |
| 12778 | **Seth W. Smith** | Trn | Am | Rockland | 157 | | ′72 | Calais, | I. L. Snow | M;If | | |
| 115,160 | | | 114 | 28.2 \| 9.3 | 198 | | (Nickerson [Me. | & Co. | | | | |
| JMDH | 1D | | | | | | & Rideout.) | | | | | |
| 12779 | **Setter** | Scw | Am | Manito'c | 29 | | 1919 | Manitowoc, | McWilliams | 2CylC18,38x26; | ✠ — — | |
| 219,102 | O,F;Gif | | 95.5 | 24.7 \| 12.2 | 176 | 11 | (Burger [Wis. | Bros. | 1SB;WP155lbs;450IHP | ✠ — — | |
| LTJD | 1D 1BH | | | | | | Boat Co.) | | | Cancelled6,22 | | |
| 12780 | **Settler** | Scw | Br | Liverpool | 2687 | | 1912 | So. Shields, | Charente | 3CylTE28,46,75x48; | | BL |
| 135,125 | xSaba Steel | | 370.3 | 50.3 \| 25.8 | 4257 | 8 | (J. Read- [Eng. | S.S. Co. (Lim.) | 2SB;WP180lbs | | |
| HWMG | 2D;Wireless;W. Bal 6BH | | P83′ | B132′ F38′ | | | head & Sons, Lim.) | | | | | |
| 12781 | **Seven Brothers No. 6** | Brg | Am | New York | 211 | | 1913 | Rondout, | Chiarello | Wd | | |
| 166,533 | | | 96.8 | 32.1 \| 7.7 | 211 | | (Jacob [N. Y. | Bros. Co., Inc. | | | | |
| | 1D | | | | | | Rice.) | | | | | |
| 12782 | **Seven Brothers No. 7** | Brg | Am | New York | 221 | | 1910 | Rondout, | Chiarello | Wd | | |
| 165,942 | | | 92 | 31.2 \| 8.4 | 221 | | (Jacob [N. Y. | Bros. Co., Inc. | | | | |
| | 1D | | | | | | Rice.) | | | | | |
| 12783 | **Severance** | Scw | Am | New York | 3653 | | 1909 | Stockton, | Union Sul- | 3CylTE26,42½,69½x45; | | |
| 215,795 | xGladstone Steel | | 366 | 53 \| 24.9 | 4993 | 9 | (Ropner [Eng. | phur Co. | 2SB;WP180lbs;1800IHP. | | | |
| LGHD | 2D;Deep frmg; 4BH | | | F34′ | | | & Son, Lim.) | | | | | |
| | Web frms;Wireless;W. Bal | | | | | | | | | | | |
| 12784 | **Severn** | Brg | Am | New York | 762 | | 1907 | Sharptown, | Richard C. | O,YP;Gif(Sltd)7BH | ✠ — — | |
| 204,802 | | | 206 | 35.3 \| 13.4 | 780 | 12 | (Sharp- [Md. | Hayes | | Suspended7,19 | | |
| KWLR | 2D | | | | | | town M. R. Co.) | | | | | |
| 12785 | **Severn** | Scw | Am | Norfolk | 77 | | ′91 | Baltimore, | B. F. | 2CylC11,22x12; | | |
| 106,901 | Wood | | 76.5 | 28.6 \| 7 | 113 | | Md. | McHorney | 1SB;WP150lbs;70IHP. | | |
| | 1D 2BH | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12786 143,220 KBJS | **Severn** Steel 2D;SUB.SIG;Wireless;W. Bal 7BH | Scw | Br | London 400 52.4 \| 28.5 P49′ B113′ F40′ | 3253 5246 | | 1919 5 | Sunderland, (Short [Eng. Bros.) | Royal Mail Steam Packet Co. | 3Cyl TE 27,44,73x48; 3SB;WP180lbs | | BL |
| 12787 162,169 | **Severn** xOverbrook 1D | Brg | Am | Phila. 154.4 23.4 \| 10.5 | 339 339 | | '97 rb '08 | Elkton, (Henry [Md. Deibert B. B. Co.) | ---------- | Wd;Gif | | |
| 12788 146,549 KMLT | **Sevilla** Steel 2D;Shel dk;Web frms;Wireless; W. Bal 6BH | Scw Sch | Br | Stanley 397 52.2 \| 28 | 3299 5156 | | 1900 4 | Sunderland, (J. Priestman & Co.) [Eng. | T. E. Salvesen, Mgr. | 3Cyl TE 27,43,72x48; 3SB;WP180lbs | 2dS.S.No.3,Mdbro9,22; shft drn8,24;M.&B.S.9,25 | C |
| 12789 OTKL | **Sevre** Steel 2D;Well dk;W. Bal;Wireless 7BH | Scw | Fr | Nantes 365 49.3 \| 24.8 P & B 219′ F36′ | 2326 3689 | | 1920 | Glasgow, (Napier [Scot. & Miller, Lim.) | Cie Nantaisede Nav. a Vap. | 3Cyl TE 26,42½,69x48; 3SB;WP180lbs;2400IHP. | | V |
| 12790 216,101 LJWB | **Sewalls Point** Steel 1D;SUB.SIG;Web frms;Wireless; W. Bal 7BH | Scw | Am | Boston 368.6 55.2 \| 30.5 | 3373 5431 | | 1918 4 | Camden, (New [N. J. York S. B. Corp.) | Mystic S.S. Co. | 3Cyl TE 25,41½,70x46; 3SB;WP195lbs;2500IHP. | | BL |
| 12791 QLJN | **Seydlitz** Steel 3D;Web frms;SUB.SIG; Wireless;W. Bal 9BH | Scw Sch Twin | Ger | Bremen 450.1 55.5 \| 35.9 P61′ B186′ F89′ | 4679 8049 | | 1903 6 | Danzig, (F. Schichau.) Ger. | Nordd. Lloyd | 2-3Cyl TE 25,43,70x47; 4Blrs | | G |
| 12792 223,799 MFLT | **Seyon** xAras Steel 1D 5BH | MV Twin | Am | Boston 113.4 18.7 \| 10.1 | 92 184 | | 1924 | Bath, (Bath [Me. Iron Works, Lim.) | Harry K. Noyes | 2-6Cyl GasEng 9½x14; 400BHP. | | |
| 12793 132,076 JDHG | **Shabonee** Steel 2D;Mchy aft;Oil in bulk; Web frms;Oil fuel; Wireless;W. Bal 15BH | Scw Sch | Br | Hong Kong 380 50.5 \| 29.2 P97′ B28′ F40′ | 3230 5167 | | 1913 10 | Sunderland, (Sir J. [Eng. Laing & Sons, Lim.) | Standard Transportation Co. (Lim.) | 3Cyl TE 26,44,72x48; 2SB;WP180lbs | | BL |
| 12794 225,094 MFTP | **Shadow K.** Steel 1D | MV Yct Twin | Am | New York 150 24 \| 11 | 211 311 | | 1925 | Morris Heights, N. Y. (Consolidated S. B. Co.) | Carl G. Fisher | 2-6Cyl OilEngs 14x15; 1000BHP. | | |
| 12795 KFNV | **Shakespeare** 1D;B | Bk | Nor | Brevik 191.8 31.8 \| 19.2 F25′ | 720 798 | | '76 4 | Liverpool, (R. & J. [Eng. Evans.) | Shakespeare Skibs. A/S | I;1BH | | BL |
| 12796 223,462 | **Shamrock** Wood 1D | MV | Am | Boston 116.5 26 \| 12.1 | 68 148 | | 1923 | Essex, (Arthur [Mass. D. Story.) | O'Hara Bros., Inc. | Oil Eng; 100BHP. | | |
| 12797 143,369 KCDR | **Shandon** xWar Gale Steel 1D;Wireless;W. Bal 7BH | Scw | Br | London 331 46.8 \| 23.1 P33′ B100′ F28′ | 1847 3069 | | 1919 8 | W. Hartlepool, Eng. (Irvine's S. B. & D. D. Co.) | W.J.Tatem (Lim.) | 3Cyl TE 25,41,68x45; 3SB;WP180lbs;368RHP | S.S.No.1,Crdf10,23;A.S.11.25; shft drn10,23;M.&B.S.9,25 | C |
| 12798 25,450 RNLP | **Shanghai Maru** Steel 1D;Wireless;W. Bal 6BH | Scw | Jap | Kobe 345 48 \| 30 P29′ B74′ F41′ | 2524 4104 | | 1919 5 | Kobe, (Kawasaki [Jap. Dkyd. Co., Lim.) | Kokusai Kisen Kabushiki Kaisha | 3Cyl TE 23,39,65x48; 2SB;WP200lbs | | BL |
| 12799 218,617 LSDR | **Sharon** Steel 2D;W. Bal;Long. frmg; 16BH Wireless;SUB.SIG; 9BH to Fbd dk Mchy aft; 7BH to 2d dk Oil fuel F. P. above 150° F. C-34 | Scw | Am | Phila. 364.9 51 \| 29.5 \| 31′ 3″ P96′ B36′ F31′ | 3457 4936 7000 | 7′ ¼″ 24′ 5½″ | 1919 9 | Gloucester City, N. J. (Pusey & Jones Co.) | Atlantic Refining Co | Stm Tbn; General Electric Co; 2SB;Sun S. B. Co; 5200HS;WP210lbs;2400SHP;EAC | ✠A1Ⓔ Oil Carrier. ✠AMS CL | |
| 12800 116,963 KPTG | **Sharon** 1D | Brg Sch | Am | Boston 163.1 34.2 \| 10.3 | 406 482 | | 1900 4 | Bath, (Kelley, [Me. Spear Co.) | Samuel Cabot, Inc. | O,Hk,YP;Gif | | |
| 12801 205,041 KWNJ | **Shasta** Wood 1D;Oil fuel | Sch Aux | Am | San Fran. 192.3 41 \| 14 | 517 878 | | 1908 4 | Hoquiam, (Mathews [Wash. S. B. Co.) | E. K. Wood Lumber Co. | 3Cyl TE 12½,20,34x24; 1SB;500IHP. | | |
| 12802 165,364 | **Shasta** 1D | Brg | Am | New York 95 34 \| 9.6 | 243 243 | | 1913 7 | Brooklyn, (Ira S. Bushey & Sons) [N. Y. | Southern Pacific Co. | YP;Gicf | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12803 222,598 | **Shasta** Steel 1D 5BH | Scw | Am | San Fran. 216.7 42.1 \| 17.3 | 1120 1702 | | 1922 | San Francisco, Cal. (Bethlehem S. B. Corp.) | Southern Pacific Co. | 3Cyl TE 19,32,54x36; 3WTB;WP200lbs;1400IHP. | | |
| 12804 205,179 | **Shaver** Wood 1D | StW | Am | Portland 155 30.8 \| 6.7 | 305 368 | | 1908 6 | Portland, [Ore. (Portland S. B. Co.) | Shaver Transportation Co. | 725IHP | | |
| 12805 204,012 KWBM | **Shawmut** xMassachusetts Steel 2D;B;Wireless;W. Bal 7BH | Scw Twin | Am 375 | Boston 54.2 \| 31.6 | 2575 4779 | | 1907 4 | Philadelphia, Pa. (Wm. Cramp & Sons S. & E. B. Co.) | U. S. Govt. (Navy Dept.) | 2-4Cyl TE 26,43,51,51x42; 8SB;WP185lbs;7000IHP. | | |
| 12806 148,069 KQSB | **Sheaf Brook** Steel 1D;Wireless;W. Bal 4BH | Scw | Br 285 P22′ | Newcastle 40.3 \| 23 F19′ | 1344 2179 | | 1924 6 | Burntisland, [Eng. (Burntisland S. B. Co., Lim.) | Sheaf Steam Shipping Co. (Lim.) | 3Cyl TE 21,35,58x39; 2SB;WP180lbs | | BL |
| 12807 148,097 KRNS | **Sheaf Crest** Steel 1D;Wireless;W. Bal 5BH | Scw | Br 320.2 P21′ | Newcastle 42.9 \| 24.3 F26′ | 1617 2730 | | 1924 10 | Blyth, [Eng. (Blyth S. B. & D. D. Co., Lim.) | Sheaf Steam Shipping Co. (Lim.) | 3Cyl TE 23½,38,64x42; 2SB;WP180lbs | | BL |
| 12808 120,484 HB8N | **Sheaf Dart** xLeander Steel 1D;Deep frmg;Wireless;W. Bal 5BH | Scw | Br 331 P27′ | Newcastle 47.5 \| 20.1 B176′ F34′ | 1775 2830 | | 1905 1 | W. Hartlepool, [Eng. (W. Gray & Co., Lim.) | W. A. Souter & Co., Mgrs. | 3Cyl TE 24,38,64x42; 2SB;WP180lbs | | BL |
| 12809 148,042 KPRB | **Sheaf Field** Steel 1D;Wireless;W. Bal 5BH | Scw | Br 320.3 P21′ | Newcastle 42.9 \| 24.3 F26′ | 1682 2719 | | 1923 11 | Blyth, [Eng. (Blyth S. B. & D. D. Co., Lim.) | Sheaf Steam Shipping Co. (Lim.) | 3Cyl TE 23½,38,64x42; 2SB;WP180lbs | | BL |
| 12810 142,706 JVNM | **Sheaf Lance** Steel 1D;Wireless;W. Bal 7BH | Scw | Br 331.3 P33′ | Newcastle 46.6 \| 23.2 B98′ F29′ | 1866 3112 | | 1918 11 | Blyth, [Eng. (Blyth S. B. & D. D. Co., Lim.) | W. A. Souter & Co., Mgrs. | 3Cyl TE 23,41,68x45; 3SB;WP180lbs | | BL |
| 12811 137,072 JLTK | **Sheaf Mead** xHawsker Steel 1D;Oil fuel;Wireless;W. Bal 6BH | Scw | Br 380.2 P27′ | Newcastle 53.5 \| 24.1 B230′ F36′ | 2689 4273 | | 1915 10 | W. Hartlepool, [Eng. (W. Gray & Co., Lim.) | W. A. Souter & Co., Mgrs. | 3Cyl TE 25,41,68x48; 2SB;1AuxSB;WP180lbs | | BL |
| 12812 133,145 JCTW | **Sheaf Mount** xGifford Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | Br 420 | Newcastle 54.1 \| 26.3 | 3207 5123 | | 1913 8 | Sunderland, (W. Doxford Sons, Lim.) [Eng. | W. A. Souter & Co., Mgrs. | 3Cyl TE 27,44,75x54; 3SB;WP180lbs | | BL |
| 12813 142,825 JWFD | **Sheaf Spear** Steel 1D;Wireless;Oil fuel;W. Bal 7BH | Scw | Br 331.3 P33′ | Newcastle 46.8 \| 23.2 B98′ F28′ | 1913 3050 | | 1919 1 | Sunderland, (J. Blumer & Co.) [Eng. | W. A. Souter & Co., Mgrs. | 3Cyl TE 25,41,68x45; 3SB;WP180lbs | | BL |
| 12814 148,115 KSCN | **Sheaf Water** Steel 1D;Wireless;W. Bal 5BH | Scw | Br 320.2 P21′ | Newcastle 42.9 \| 24.3 F26′ | 1617 2730 | | 1925 1 | Blyth, [Eng. (Blyth S. B. & D. D. Co., Lim.) | Sheaf Steam Shipping Co. (Lim.) | 3Cyl TE 23½,38,64x42; 2SB;WP180lbs | | BL |
| 12815 143,649 KGDQ | **Shean** xCarla xFullagar Steel 1D;Well dk;Mchy aft;W. Bal 3BH | MV | Br 150 B9′ | Victoria 23.8 \| 10.6 F26′ | 181 420 | | 1920 7 | Birkenhead, [Eng. (Cammell, Laird & Co., Lim.) | British Columbia Cement Co. (Lim.) | 4Cyl Oil Eng 16½x19; 84RHP | | BL |
| 12816 222,985 | **Sheboygan** Wood 2D | Scw | Am 143 | Kenosha 30 \| 17 | 519 763 | | 1919 | Sturgeon Bay, Wis. (Sturgeon Bay D. D. Co.) | West Ports S.S. Line | 3Cyl TE 17,25,43x30; 1SB;WP180lbs;750IHP. | 100(GL) P.S.7,26 | |
| 12817 219,681 LVSP | **Sheldrake** Steel 1D;Wireless 5BH | Scw | Am 139.4 | Rockland 25.2 \| 14.2 | 208 411 | | 1920 | Savannah, (Foundation Co.) [Ga. | Deep Sea Fisheries, Inc. | 3Cyl TE 12¾,21½,35x24; 1SB;WP180lbs;500IHP. | | |
| 12818 116,967 | **Shelikof** Wood 1D | Scw | Am 113 | Seattle 23 \| 9.6 | 183 269 | | 1900 rb'20 | Alameda, Cal. | Booth Fisheries Co. | 2Cyl C 12,18x20; 1SB;WP180lbs;200IHP. | | |
| 12819 145,191 | **Shelley** xAltmark Steel 1D;Shel dk;Long. frmg; Web frms;W. Bal;Wireless 6BH | Scw | Br 399.7 | London 52.8 \| 23.3 | 2733 4476 | | 1911 | Weser-munde, Ger. (J. C. Tecklenborg, A. G.) | Shakespear Shipping Co. (Lim.) | 4Cyl QE 23,31,48,71x48; 3SB;WP213lbs | | BL |
| 12820 148,453 | **Shelton Weed** Steel 1D;Mchy aft;W. Bal 3BH | Scw | Br 253 F35′ | Hull 43.2 \| 17.8 | 1123 1745 | | 1925 4 | Hull, (Earle's Co., Lim.) [Eng. | Eastern S.S. Co. (Lim.) | 3Cyl TE 17,28,46x33; 2SB;WP180lbs;1000IHP. | M.S;shft drn2,26 | C |
| 12821 34,447 | **Shenandoah** xChas. C. McIlvaine xMildred 1D | Brg | Am 157 | Phila. 22.8 \| 12.6 | 330 330 | | '97 rb'08 | Elkton, (E. Delbert & Bros.) [Md. | Southern Trans. Co. | Wd;Gif | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12822 | **Shenandoah** | Scw | Am | Pt. Arthur | 4058 | | 1919 | Bath, | Texas Co., | 3CylTE26½,44,74x51; | | BL |
| 217,920 | Steel | | 416.8 | 56.1 \| 31.1 | 6531 | | 6 | (The Me. | Inc. | 3WTB;WP200lbs,3000IHP | | |
| LQTF | 2D;Oil in bulk;SUB.SIG; 16BH | | P107′ | B35′ F33′ | | | | Texas S.S. Co.) | | | | |
| | Long. frmg;Oil fuel;Mchy aft; Web frms;W. Bal;Wireless | | | | | | | | | | | |
| 12823 | **Shenango** | Scw | Am | Pittsburg | 6498 | | 1909 | Ecorse, | Shenango | 3CylTE24,38,65x42; | | |
| 206,329 | Steel | Sch | 585 | 58 \| 32 | 8047 | | 5 | (Gt. Lakes Eng. Wks.) [Mich. | S.S. & Trans. Co. | 2SB;WP180lbs;1900IHP | | |
| | 1D;Mchy aft;W. Bal 4BH | | | | | | | | | | | |
| 12824 | **Shenango** | Brg | Am | Pt. Arthur | 1824 | | 1903 | Bath, | Gulf | Stl;12BH | | BL |
| 117,254 | | Sch | 298 | 44.8 \| 21.9 | 2365 | | 5 | (Bath [Me | Refining Co. | | | |
| KSLR | 2D;Oil in bulk Web frms;Wireless | | F25′ | | | | | Iron Works.) | | | | |
| 12825 | **Shepherd King** | MV | Br | Lunenb'rg | 91 | | 1918 | Lunenburg, | Arctic Ship- | 1CylOil Eng 10½x14 | | |
| 138,834 | Wood | | 117.8 | 26.8 \| 10.6 | 156 | | | (Smith [N. S. | ping Co. (Lim.) | | | |
| | 1D | | | | | | | & Rhuland.) | | | | |
| 12826 | **Sheridan** | Scw | Br | Liverpool | 2876 | | 1918 | Dumbarton, | Lamport & | 3CylTE26,43,70x48; | | BL |
| 140,554 | Steel | | 385.6 | 52.2 \| 27.2 | 4665 | | 1 | (A. [Scot. | Holt (Lim.), | 3SB;WP180lbs | | |
| JSBV | 2D;Wireless;W. Bal 7BH | | P36′ | B118′ F46′ | | | | McMillan & Son.) | Mgrs. | | | |
| 12827 | **Sheridan** | Scw | Ptg | Lisbon | 1557 | | 1904 | Tonning, | Linha de | 3CylTE19,32,53x36; | | V |
| | xDernes xJ. L. Lassen | | 275.1 | 39.7 \| 20 | 2144 | | | (Schomer & [Ger. | Nav. Transocenia | 2SB;WP171lbs;900IHP. | | |
| HSID | 1D;Wireless;W. Bal Steel 5BH | | P12′ | B83′ F29′ | | | | Jansen.) | | | | |
| 12828 | **Sheridan** | Scw | Am | | 5624 | | '92 | Belfast, | Union | 2-3CylTE22½,36½,60x48; | | |
| | xMassachusetts | | 445.5 | 49.2 \| 30 | 7496 | | | (Harland [Ire. | Const. Co. | 2DB;2SB;WP175lbs | | |
| | 3D;W. Bal Steel 7BH | Twin | | | | | | & Wolff, Lim.) | | | | |
| 12829 | **Sherwood** | Brg | Am | Baltimore | 1210 | 4′ 7½″ | 1919 | Locust | T. J. | O,YP;Gif; | ✠A1Ⓔ Towing Barge | |
| 218,751 | | Sch | 228 | 38 \| 19.1 21′ | 1281 2500 | 18′ 2″ | 8 | Point, Md. (Coastwise S. B. Co.) | Hooper | DB;d rpd9,23;s rps,s b,dk clkg4,24 | Coastwise & W. I. | |
| LSKT | 1D;B | | | | | | | | | | | |
| 12830 | **Shickshinny** | Brg | Am | New York | 800 | | '91 | Noank, | Morecraft | Wd | | |
| 116,464 | | Sch | 191.7 | 33.9 \| 15.9 | 836 | | | Conn. | Trans. Corp. | | | |
| | 1D | | | | | | | | | | | |
| 12831 | **Shickshinny** | Scw | Am | Savannah | 3127 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,833 | Steel | | 390 | 54.2 \| 27.6 32′ | 5103 7825 | 24′ 5″ | 9 | (American [Pa. | ping Board | General Electric Co: | ✠AMS | |
| LSQG | 2D;W. Bal; 8BH | | | | | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co: | S.S.No.1,Chstn10,23; | |
| | SUB.SIG;Wireless; C-36 | | | | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | M.S.10,23;B.S.2,26; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | d rpd8,21;rps1,22;Dkd,s rps5,26 | shft drn5,26;Cih BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t | | | D | F.36′892t; F.P.1 | 14t | | | | | | |
| | F.O. D.B.257′1162t;S. | T.14′1 | | 29t; D | F.36′833t | | | | | | | |
| 12832 | **Shidzuoka Maru** | Scw | Jap | Tokio | 3853 | | 1912 | Kobe, | Nippon | 2-3CylTE20,33½,56x48; | | BL |
| 14,818 | Steel | Twin | 409.2 | 49.1 \| 27.6 | 6273 | | 6 | (Kawasaki [Jap. | Yusen Kabushiki | 4SB;WP200lbs | | |
| MBDC | 2D;Shel dk;Wireless;W. Bal 7BH | | | | | | | Dkyd. Co., Lim.) | Kaisha | | | |
| 12833 | **Shinano Maru** | Scw | Jap | Tokio | 3836 | | 1900 | Glasgow, | Kinkai | 2-3CylTE20,33½,56x48; | | |
| 6,487 | Steel | Sch | 445.3 | 49.5 \| 30.4 | 6155 | | 4 | (D. & W. [Scot. | Yusen Kabushiki | 2DB;2SB;WP200lbs | | |
| JBQH | 2D;Wireless;Deep frmg;W. Bal 7BH | Twin | P51′ | B120′ F58′ | | | | Henderson & Co.) | Kaisha | | | |
| 12834 | **Shinbu Maru** | Scw | Jap | Kobe | 3251 | | '94 | Barrow, | TaiyoKaiun | 3CylTE27,44,72x48; | | C-J |
| 13,898 | xIndrani Steel | Sch | 400 | 48.2 \| 29.3 | 5168 | | 5 | (Naval Con. [Eng. | Kabushiki | 2DB;WP180lbs | 3dS.S.No.2,Moj11,26; | |
| LRNW | 2D;B;Web frms;Wireless;W. Bal 6BH | | P25′ | B100′ F49′ | | | | & Arm. Co., Lim.) | Kaisha | | M.&B.S;shft drn1,26 | |
| 12835 | **Shinchiku Maru** | Scw | Jap | Takuma | 2199 | | '90 | Sunderland, | Ono Kisen | 3CylTE23,38,62x42; | | |
| 9,435 | xFirth of Dornoch xPatapsco Steel | Sch | 320 | 41.8 \| 18.1 | 3051 | | 8 | Eng. | Kabushiki | 2SB;WP150lbs | | |
| JTDF | 1D;B;Spar dk;W. Bal 5BH | | B78′ | F30′ | | | | (J. Laing.) | Kaisha | | | |
| 12836 | **Shinkai Maru** | Scw | Jap | Jinsen | 1747 | | '90 | Chester, | OgifuSotaro | 3CylTE28,44,70x48; | | |
| 476 | xYucatan Steel;Iron | | 337.6 | 45.5 \| 24 | 2908 | | 9 | (Delaware [Pa. | | 4SB;WP150lbs;1500IHP. | | |
| PCVL | 2D;Wireless 7BH | | | | | | | River I. S. & E. Works.) | | | | |
| 12837 | **Shinkai Maru** | Scw | Jap | Kobe | 3177 | | 1905 | Pt. Glasgow, | Kishimoto | 3CylTE25,42,70x48; | | BL |
| 28,555 | xMelville Dollar xHazel Dollar Steel | | 370 | 50 \| 18.7 | 4291 | | 3 | (A. [Scot. | Kisen Kabushiki | 3SB;WP180lbs | | |
| SJHF | 1D;Spar dk;Deep frmg; 5BH | | P33′ | B98′ F35′ | | | | Rodger & Co.) | Kaisha | | | |
| | Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12838 | **Shinko Maru** | Scw | Jap | Yesumi | 1891 | | '99 | Stockton, | Machida | 3CylTE23,38,62½x42; | | C-J |
| 20,765 | xWoodford Steel | | 315 | 46.6 \| 22.3 | 3094 | | 2 | (Ropner [Eng. | Shokai Kabushiki | 2SB;WP160lbs;197RHP | 2dS.S.No.3,Innsh10,24; | |
| NKPM | 2D;Web frms;Wireless;W. Bal 5BH | | P31′ | B62′ F32′ | | | | & Son.) | Kaisha | | A.S.10,25; M.S.10,25;B.S;shft drn12.25 | |
| 12839 | **Shinnecock** | SW | Am | New York | 706 | | '96 | Wilmington, | Montauk | 2CylC20,56x102; | | |
| 116,712 | Steel | | 226 | 35 \| 14.3 | 1205 | | | (Harlan [Del. | Steamboat Co. | 1600IHP | | |
| | 1D;Wireless 3BH | | | | | | | & Hollingsworth Co.) | (Lim.) | | | |
| 12840 | **Shinnoh Maru** | Scw | Jap | Amagasaki | 3582 | | 1912 | Newcastle, | Y. Shiozaki | 3CylTE26,42½,70x48; | | BL |
| 29,804 | xBirma Maru xBirma Steel | | 390 | 50.5 \| 27.9 | 4886 | | 3 | (Swan, [Eng. | | 2SB;WP180lbs | | |
| SPMV | 2D;Wireless;W. Bal 6BH | | P39′ | B111′ F42′ | | | | Hunter & Wigham Richardson.) | | | | |
| 12841 | **Shinon** | Scw | Chi | Shanghai | 1105 | | '93 | Sunderland, | San Peh | 3CylTE22,36,59x39; | | |
| | xBaron Lovat Steel | Sch | 260 | 37.1 \| 16.7 | 1753 | | 3 | (J. Blumer [Eng. | S. N. Co. | 2SB;WP160lbs | | |
| | 1D;Web frms;W. Bal 4BH | | P31′ | | | | | & Co.) | | | | |
| 12842 | **Shinsei Maru** | Scw | Jap | Kobe | 3403 | | 1917 | Uraga, | Kishimoto | 3CylTE24,40½,67x48; | | BL |
| 19,787 | Steel | | 360 | 51 \| 28.4 | 4740 | | 4 | (Uraga [Jap. | Kisen Kabushiki | 3SB;WP180lbs | | |
| NFPC | 2D;Wireless;W. Bal 6BH | | P33′ | B91′ F33′ | | | | Dock Co., Lim.) | Kaisha | | | |
| 12843 | **Shinsei Maru No. 1** | Scw | Jap | Dairen | 2711 | | 1901 | Newcastle, | Shinsei | 3CylTE26½,46,77x48; | | BL |
| 159 | xKyokuto Maru xManica Steel | | 360 | 47 \| 28.3 | 4354 | | 11 | (Armstrong, [Eng. | Kisen Goshi | 3SB;WP180lbs | | |
| QBPJ | 2D;Deep frmg;Wireless;W. Bal 7BH | | P36′ | B96′ F42′ | | | | Whitworth & Co., Lim.) | Kaisha | | | |
| 12844 | **Shinsei Maru No. 5** | Scw | Jap | Osaka | 1506 | | 1919 | Manitowoc, | Hara | 3CylTE21,35,59x42; | | C-J |
| 31,547 | xLake Onawa Steel | | 253.5 | 43.9 \| 25.9 \| 28′ 4″ | 2597 | | 10 | (Manitowoc [Wis. | Shoji Kabushiki | 2SB;WP185lbs;1500IHP | | |
| | 1D;B;Wireless;W. Bal; 4BH | | | | | | | S. B. Co.) | Kaisha | | | |
| TDBP | Oil fuel | | P25′ | B65′ F25′ | | | | | | | | |
| 12845 | **Shinsei Maru No. 6** | Scw | Jap | Dairen | 2127 | | 1904 | Sunderland, | Shinsei | 3CylTE24,39,62x42; | | |
| 169 | xEthelwynne Steel | | 332.1 | 46.7 \| 22.1 | 3400 | | | (W. Doxford [Eng. | Kisen Goshi | 2SB;WP160lbs;1250IHP | | |
| QBCP | 1D;B;W. Bal;Wireless 7BH | | | | | | | & Sons, Lim.) | Kaisha | | | |
| 12846 | **Shinshu Maru** | Scw | Jap | Dairen | 2045 | | '96 | Barrow, | Azuma | 3CylTE23,38,63x42; | | |
| 150 | xClan Sutherland Steel | | 326 | 40.2 \| 23.5 | 2896 | | 10 | (Naval [Eng. | Kisen Goshi | 2SB;WP200lbs | | |
| QBNW | 2D;Web frms;Wireless;W. Bal 6BH | | P31′ | B100′ F37′ | | | | Const. & Arm. Co., Lim.) | Kaisha | | | |
| 12847 | **Shintoku Maru** | Bkt | Jap | Kobe | 1173 | | 1924 | Kobe, | Kobe | 2-3CylTE12,20,33x24; | | BL |
| | Steel | Aux | 280 | 44 \| 26.5 | 2518 | | 3 | (Mitsubishi [Jap | Nautical College | 2SB;WP200lbs | | |
| | 2D;Mchy aft;W. Bal;Wireless 6BH | Twin | P107′ | F44′ | | | | Zosen Kaisha,Lim.) | | | | |
| 12848 | **Shinyo Maru** | Scw | Jap | Kobe | 3397 | | 1918 | Uraga, | Kishimoto | 3CylTE24,40,67x48; | | BL |
| 7,165 | xShinpo Maru Steel | | 360 | 51 \| 28.3 | 4737 | | 3 | (Uraga [Jap. | Kisen Kabushiki | 3SB;WP180lbs | | |
| LTDS | 2D;Wireless;W. Bal 6BH | | P33′ | B91′ F33′ | | | | Dock Co., Lim.) | Kaisha | | | |
| 12849 | **Shinyo Maru** | Scw | Jap | Tokio | 6375 | | 1911 | **Nagasaki,** | Nippon | Stm Tbns; | | BL |
| 14,316 | Steel | Trpl | 558 | 61.9 \| 35.5 | 13039 | | 8 | **(Mitsu Bishi [Jap.** | Yusen K. K. | 13SB;WP180lbs | | |
| LRMQ | 3D;Shel dk;Deep frmg; 10BH | | | | | | | **D. & E. Works.)** | | | | |
| | Web frms;Wireless;W. Bal; | | | | | | | | | | | |
| | Oil fuel | | | | | | | | | | | |
| 12850 | **Shinzan Maru** | Scw | Jap | Kobe | 2525 | | 1900 | Middlesbro, | Kishimoto | 3CylTE25,41,69x48; | | C-J |
| 190 | xMonmouth Steel | Sch | 375.1 | 48.1 \| 25.7 | 4249 | | 7 | (R. Dixon [Eng. | Shokai Kabushiki | 3SB;WP180lbs;238RHP | 2dS.S.No.3,Osaka4,23; | |
| QBSD | 2D;Shel dk;Wireless; 7BH | | | | | | | & Co., Lim.) | Kaisha | | shft drn4,23;M &B.S.7,25 | |
| | Deep frmg;W. Bal | | | | | | | | | | | |
| 12851 | **Shinzui Maru** | Scw | Jap | Kobe | 1846 | | 1918 | Yokohama, | Kishimoto | 3CylTE22,37,61x42; | | C-J |
| 24,640 | Steel | | 310 | 43 \| 26 | 2983 | | 11 | (Yokohama [Jap. | Kisen Kabushiki | 2SB;WP180lbs;186RHP. | S.S.No.2,Osaka7,25; | |
| RKHL | 2D;W. Bal 5BH | | P24 | B98′ F38′ | | | | D. Y. Co.) | Kaisha | | shft drn7,24;M.&B.S.7,25 | |
| 12852 | **Shirley** | Brg | Am | New York | 463 | | 1915 | Kingston, | McWilliams | Wd | | |
| 166,163 | | | 115.2 | 30.3 \| 13.3 | 463 | | | (Wm. J. [N. Y. | Bros., Inc. | | | |
| | 1D | | | | | | | Turck Co.) | | | | |
| 12853 | **Shirley G. Taylor** | Scw | Br | Hull | 1124 | | 1925 | Hull, | Eastern | 3CylTE17,28,46x33; | | C |
| 148,440 | Steel | | 253 | 43.2 \| 17.8 | 1746 | | 4 | (Earle's [Eng. | S.S. Co. (Lim.) | 2SB;WP180lbs;1000IHP | M.S.4,25 | |
| | 1D;Mchy aft;W. Bal 3BH | | | F35′ | | | | Co.) | | | | |
| 12854 | **Shogen Maru** | Scw | Jap | Tarumi | 2061 | | 1910 | So. Shields, | Sakai | 3CylTE23½,39,64x42; | | BL |
| 28,543 | xPencisely xUsworth Steel | | 321.4 | 48 \| 21.5 | 3362 | | 8 | (J. Read- [Eng. | Shoten Kabushiki | 2SB;WP180lbs | | |
| SJGT | 1D;Wireless;W. Bal 6BH | | P27′ | B92′ F33′ | | | | head & Sons, Lim.) | Kaisha | | | |
| 12855 | **Shohola** | Scw | Am | New York | 58 | | '91 | Philadelphia | Erie R.R. | 2CylC20,36x24; | | |
| 116,384 | Wood | | 90 | 22.2 \| 9.8 | 117 | | | Pa. | Co. | 1SB;WP130lbs;450IHP. | | |
| | 1D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12856 | **Shonga** | Scw | Br | Liverpool | 1911 | | 1909 | W. Hartlepool, Eng. (Irvine's S. B. & D. D. Co., Lim.) | Elder, Dempster & Co. (Lim.), Mgrs. | 3CylTE25,40,67x45; | | BL |
| 127,994 | Steel | | 340.1 | 46 \| 23 | 3044 | | 9 | | | 2SB;WP180lbs | | |
| HPQV | 2D;Shel dk;Deep frmg; Wireless;W. Bal 6BH | | P29′ | F41′ | | | | | | | | |
| 12857 | **Shooters Island** | Scw | Am | New York | 2961 | 5′ 5½″ / 23′ 9″ | 1919 | Shooters Island, N. Y. (Standard S. B. Corp.) | U. S. Shipping Board | 3CylTE24½,41½,72x48; | ✠A1Ⓔ ✠AMS | |
| 217,539 | Steel | | 377 | 52.2 \| 26.8 \| 29′ | 4755 / 7323 | | 4 | | | Hoovens, Owens, Rentschler Co; 3SB;Standard S. B. Co; 182GS;6960HS;WP190lbs;2500IHP; EAC;d rpd1,23;Dkd,s rps5,23 | shft drn5,23; Cih BB;CL (Laid up) |
| LPSQ | 2D;Long. frmg;SUB.SIG; 7BH | | | | | | | | | | | |
| | Wireless;W. Bal C-34 | | P25′ | B106′ F34′ | | | | | | | | |
| 12858 | **Shreveport** | Scw | Am | Wilm'gton | 4099 | 7′ 10¼″ / 25′ 11″ | 1918 | Alameda, (Bethlehem S. B. Corp.. Lim.) | Cities Service Refining Transport Co. | 3CylTE27,47,78x48; | ✠A1Ⓔ Oil Carrier. ✠AMS | |
| 206,788 | xW. S. Rheem Steel | | 435 | 56 \| 32 \| 33′6″ | 6822 / 10050 | | 8 | | | Bethlehem S. B. Corp., Lim; 3SB;Bethlehem S. B. Corp., Lim; 8265HS;WP220lbs;2700IHP; Dkd,d rpd9,26 | S.S.No.1,Mbl4,23: M.S.4,23;n shft4,24; B.S.9,25;shft drn9,26; Cih BB;CL | |
| LMPF | Wireless; 10BH to Fbd dk | | | | | | | | | | | |
| | SUB.SIG; 5BH to 2d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-38 | | P101′ | B50′ F42′ | | | | | | | | |
| 12859 | **Shrewsbury** | Scw | Br | Newcastle | 2273 | | 1901 | W. Hartlepool, Eng. (W. Gray & Co., Lim.) | Alexander Shipping Co. (Lim.) | 3CylTE25½,40½,67x45; | | BL |
| 112,429 | xSheaf Brook xConiston Steel | | 337 | 47 \| 24.6 | 3544 | | 1 | | | 2SB;W1′180lbs | | |
| SDLR | 1D;B;Deep frmg;Wireless; 5BH | | P27′ | B84′ F32′ | | | | | | | | |
| | W. Bal | | | | | | | | | | | |
| 12860 | **Shumsei Maru** | Scw | Jap | Amag'saki | 3138 | | 1911 | Old Kilpatrick, Scot. (Napier & Miller, Lim.) | Yamamoto Shoji K. K. | 3CylTE27,44,72x48; | | C |
| 31,354 | xBaron Polwarth Steel | | 400.2 | 52.3 \| 27.4 | 4913 | | 3 | | | 2SB;WP185lbs;475RHP | S.S.No.3,Lvpl10,23;A.S.11,25; n shft4,25;M.&B.S.11,25 | |
| TCGH | 2D;Deep frmg;Wireless; 7BH | | P40′ | B117′ F43′ | | | | | | | | |
| | W. Bal | | | | | | | | | | | |
| 12861 | **Shunka Maru** | Scw | Jap | Amag'saki | 1714 | | '99 | Pt. Glasgow, (Blackwood & Gordon.) | Yamamoto Shoji Kabushiki Kaisha | 3CylTE23,38,63x42; | | C-J |
| 28,056 | xShinka Maru xShunka Maru Steel | | 326.2 | 40.2 \| 23.5 | 2839 | | 9 | | | 2SB;WP200lbs;199RHP | 2dS.S.No.3,Osaka1,25; M.&B.S.1,25 | |
| SGHK | xClan Macfayden 6BH | | P29′ | B100′ F36′ | | | | | | | | |
| | 2D;Web frms;Wireless;W. Bal | | | | | | | | | | | |
| 12862 | **Shunko Maru** | Scw | Jap | Osaka | 5027 | | 1919 | O'Harima, (Teikoku S.S. Co.) | Osaka Shosen Kabushiki Kaisha | 3CylTE27,45,75x51; | | BL |
| 26,171 | Steel | | 425 | 53.6 \| 37.5 | 6777 | | 11 | | | 2SB;1AuxSB;WP200lbs | | |
| RSJP | 2D;Shel dk;W. Bal;Wireless 7BH | | | | | | | | | | | |
| 12863 | **Shunsho Maru** | Scw | Jap | Dairen | 3915 | | 1906 | Glasgow, (Barclay, Curle & Co., Lim.) | Yamamoto Kaiun Kabushiki Kaisha | 3CylTE33,54,86x60; | | C-J |
| 223 | xChupra Steel | | 430.2 | 54 \| 34.8 | 6169 | | 5 | | | 4SB;WP160lbs;382RHP. | 2dS.S.No.2,Osaka3,24; A.S.12,25;shft drn2,24; M.&B.S.12,25 | |
| QBTW | 2D;W. Bal;Wireless 6BH | | P43′ | B84′ F49′ | | | | | | | | |
| 12864 | **Shuntai Maru** | Scw | Jap | Amag'saki | 1325 | | 1920 | Bridgeburg, (Canadian Allis Chalmers, Lim.) | Yamamoto Shoji Kabushiki Kaisha | 3CylTE20,33,54x40; | | C-J |
| 30,497 | xNorth American Steel | | 252 | 43.5 \| 23 | 2253 | | 8 | | | 2SB;WP175lbs | S.S.No.1,Osaka11,24;A.S.11,25; shft drn11,24;M.&B.S.11,25 | |
| STQC | 1D;Oil fuel;Wireless;W. Bal 4BH | | P27′ | B64′ F23′ | | | | | | | | |
| 12865 | **Shunzan Maru** | Scw | Jap | Amagasaki | 1404 | | 1907 | Capelle a/d (A. Vuijle & Zonen.) | Yamamoto Shoji K.K. | 3CylTE22,37,61x39; | | C |
| 31,345 | xMatti Steel | | 281 | 41 \| 22.7 | 2360 | | 7 | [Ysel, Hol. | | 2SB;WP160lbs;188RHP | 2dS.S.No.2,Osaka2,26; M.&B.S;shft drn2,26 | |
| TCFP | 1D 4BH | | P18′ | B74′ F32′ | | | | | | | | |
| 12866 | **Si Kiang** | Scw | Fr | Dunkirk | 4287 | | 1914 | Geestemunde, Ger. (J. C. Tecklenborg, A. G.) | Messageries Maritime | 3CylTE32,52,86x55; | | V |
| | xMeiningen Steel | | 474 | 59 \| 28.4 | 6852 | | | | | 4SB;WP207lbs;4000IHP. | | |
| OTMN | 3D;SUB.SIG;Wireless;W. Bal 9BH | | | | | | | | | | | |
| 12867 | **Sialia** | MV | Am | Detroit | 407 | | 1913 | Wilmington, (Pusey & Jones Co.) Detroit, Mich. (American S.B.Co.) | Henry Ford | 2-4Cyl opposed Piston; | A1 Yachting Service. ✠AMS | |
| 211,638 | Steel | Twin | 221.6 | 27 \| 17.3 | 726 | | 9 rb '25 | | | OilEng13x17x22; Sun S. B. & D. D. Co; 1500BHP;DB;EAC;ingtd9,25; Dkd,d rpd1,26 | 2dS.S.No.3,Det9,25; n Engs;n shfts;n DB9,25;Scip | |
| LDGJ | 1D;Wireless;W. Bal; 4BH | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| 12868 | **Siam** | MV | Dan | Cop'hagen | 4223 | | 1913 | Copenhagen (Akt. Burmeister & Wain.) | Akties Det Ostasiatiske Kompagni | 2-8CylOilEng23¼x31½; | | BL |
| | Steel | Twin | 410 | 55.2 \| 27.5 | 6637 | | 4 | [Den. | | Dkd,d rpd3,26 | | |
| NSGT | 2D;Shel dk;Wireless;W. Bal 7BH | | | | | | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. Lth. \| Bth. \| Dth. / Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12869 / 143,333 / KBTF | **Siam City** / xWinfried Steel / 2D;Deep frmg;Well dk; 7BH / Wireless;W. Bal | Scw | Br / 409 / P & B | Bideford / 55.1 \| 28.4 / 327′ F44′ | 3296 / 5271 | | 1911 / 4 | Einswarden, / (J. Frerichs & Co. A. G.) [Ger. | St. Just S.S. Co. (Lim.) | 4CylQE24,35,57,76x47; / 3SB;WP215lbs;s rps6,26 | S.S.No.3,Barry1,25; / B.S;shft drn2,25;M.S.7,26 | C |
| 12870 / PSBM | **Siantar** / Steel / 2D;Shel dk;Oil fuel; 8BH / Wireless;W. Bal | Scw | Hol / 433 / F40′ | Rotterd'm / 57.4 \| 38.4 | 5348 / 8439 | | 1921 / 10 | Sunderland, / (Wear Ship- yard of W. Gray & Co., Lim.) [Eng. | Rotter- damische Lloyd | Stm Tbns; / 4SB;WP225lbs | | BL |
| 12871 / 19,152 / NBPV | **Siberia Maru** / xSiberia Steel / 4D;B;Wireless;Oil fuel;W. Bal 11BH | Scw / Sch / Twin | Jap / 552.2 | Yokoh'ma / 63 \| 21.8 \| 41.8 | 6100 / 11785 | | 1901 / 8 | N'port News / (Newport News S. B. & D.D. Co.) [Va. | Nippon Yusen Kabushiki Kaisha | 2-4CylQE35,50,70,100x66; / 6DB;2SB;WP200lbs;18000IHP | ✠ — — / Cancelled11,19 | V |
| 12872 / 135,729 / JKVN | **Siberian Prince** / xBaron Lovat Steel / 2D;Wireless;Oil fuel;SUB.SIG; 6BH / W. Bal | Scw | Br / 423.5 / P38′ | Newcastle / 56 \| 28.7 / B123′ F50′ | 3582 / 5604 | | 1915 / 5 | Pt. Glasgow, / (W. Russell & Co.) [Scot. | Prince Line (Lim.) | 3CylTE27,45,74x51; / 3SB;WP180lbs | | BL |
| 12873 / 116,082 / LJVK | **Siboney** / Steel / 3D;Oil fuel;Shel dk; 9BH / Wireless;W. Bal | Scw / Twin | Am / 423 | New York / 60 \| 15.7 | 3420 / 6937 | | 1918 / 2 | Philadel- / (W. Cramp & Son S. & E. B. Co.) [phia, Pa. | N. Y. & Cuba Mail S.S. Co. | Stm Tbns; / 8SB;WP193lbs;8500IHP. | | BL |
| 12874 / 1,261 / PHSM | **Sic Vos Non Vobis** / xRoyal Prince Steel / 2D;Shel dk;Deep frmg; 7BH / Wireless;SUB.SIG;W. Bal | Scw / Sch | It / 417.8 | Genoa / 54.5 \| 29.3 | 3515 / 5546 | | 1907 / 12 | Sunderland, / (Short Bros., Lim.) [Eng. | Soc. Anon. de Nav. La Serenissima | 4CylQE24,35,51,74x51; / 3SB;1AuxSB;WP220lbs;2800IHP | | I |
| 12875 / 134,276 | **Sicamous** / Steel / 1D 5BH | Scw / Twin | Br / 200.5 | Victoria / 40 \| 8 | 995 / 1787 | | 1914 | Port Arthur, / (Western D. D & S. B. Co.) [Ont. | Canadian Pacific R.R. Co. | 2-4CylC16,16,35,35x96; / 1FB;WP200lbs;1000IHP. | | |
| 12876 / 18 / PHRM | **Sicilia** / Steel / 3D;Wireless;W. Bal 9BH | Scw / Sch | It / 418.3 / P57′ | Genoa / 47.3 \| 27.6 / B160′ F48′ | 3013 / 5201 | | 1901 | Riva Trigo- / (Soc. Esercizio Bacini.) [so, It. | Soc. Italiana di Servizi Marittimi | 3CylTE29½,47½,77x53 | | I |
| 12877 / 145,963 / KMPB | **Sicilian Prince** / xCastilian Prince xAlleghany Steel / 1D;Shel dk;Oil fuel;Oil in bulk; 7BH / SUB.SIG;Wireless;W. Bal | Scw | Br / 363.3 / F68′ | London / 52.1 \| 22 | 1803 / 3489 | | 1922 / 6 | Haverton Hill, Eng. / (Furness S. B. Co., Lim.) | Rio Cape Line (Lim.) | 3CylTE26,43,73x48; / 3SB;WP180lbs | | BL |
| 12878 / 135,549 / JDWG | **Sicily** / Steel / 1D;Shel dk;Long. frmg; 6BH / Wireless;W. Bal | Scw | Br / 380.5 / P22′ | Liverpool / 48 \| 22.4 / F40′ | 2146 / 3457 | | 1914 / 8 | Stockton, / (Richardson Duck & Co., Lim.) [Eng. | D. MacIver & Sons Co. (Lim.) | 3CylTE26,42,70x45; / 3SB;WP180lbs;413RHP. | S.S.No.2,Lvpl5,22; / shft drn8,23;B.S.3,25;M.S.3,26 | C |
| 12879 / OTLZ | **Sidi Mabrouck** / xMobila Steel & Iron / 2D;W. Bal;Wireless 10BH | Scw | Fr / 309.3 / P52′ | Havre / 36.5 \| 23.1 / B73′ | 1377 / 2198 | | '86 | Low Walker, / (Armstrong, Mitchell & Co.) [Eng. | Chemins de fer Algeriens de l'Etat | 3CylTE24,39,64x42; / 3SB;WP171lbs;1400IHP | | V |
| 12880 / 204.560 / KWHS | **Sidney** / 1D | Sch | Am / 180.9 | New York / 35.1 \| 14.1 | 648 / 745 | | 1907 / 9 | Bath, / (Kelley, Spear Co.) [Me. | N. Y., Ontario & Western Ry. Co. | O,Hw,Hk,YP;Gicf (Sltd) | | |
| 12881 / 116,764 | **Sidney G. Thomas** / 1D;3;W. Bal | Brg / Sch | Am / 366 | Duluth / 44 \| 26 | 2913 / 3200 | | '97 | Cleveland, / (Globe Iron Wks.) [Ohio | Pittsburg S.S. Co. | Stl;2BH | | |
| 12882 / 220,166 / LWRG | **Sidney M. Hauptman** / xArgus Steel / 2D;Long. frmg; 7BH / Shel dk;W. Bal; 5BH to Fbd dk / Wireless;SUB.SIG; 2BH to 2d dk / Oil fuel F. P. above 150° F. C-36 / W.B.—A.P.149t;D.B.343′1217t;D. T.1101 t; / F.O.—A.P.142t;D.B.303′ 967t;D. T. 942 t; | Scw | Am / 401.4 / P34′ | San Fran. / 53.2 \| 31.9 \| 34′ 7″ / B114′ F38′ / ...F.P.82t / S. T. 59t;F.P.76t | 3816 / 6094 / 9601 | 7′ 6¾″ / 27′ 3″ | 1920 / 7 | Vancouver, / (G. M. Standifer Corp. [Wash. | Chas. R. McCormick Lumber Co., Inc. | 3CylTE24½,41½,72x48; / Llewellyn Iron Wks; / 3SB;Willamette Iron & Steel Wks; / 8112HS;WP210lbs;2600IHP; / Dkd,d rpd10,26 | ✠A1Ⓔ With Freeboard. / ✠AMS / S.S.No.1,Seat6,25; / M.S.6,25;n shft1,26;B.S.4,26; / SBP;CL | |
| 12883 / 116,377 | **Sidney O. Neff** / xM. C. & M. C. No. 2 Wood / 1D | Scw | Am / 149.6 | Marinette / 30.2 \| 12 | 338 / 435 | | '90 / rb '10 | Manitowoc, / (Burger & Burger.) [Wis. | Marinette Transit Co. | 2CylC15,26x36; / 1SB;WP150lbs;380IHP. | 90(GL) / P.S.5,26 | |
| 12884 / 225,735 / MGDK | **Siele** / Steel / 1D;B 4BH | MV / Yct / Twin | Am / 113.4 | Detroit / 20.6 \| 9.6 | 124 / 183 | | 1926 / 7 | Wilmington, / (Pusey & Jones.) [Del. | John H. French | 2-6CylOilEngs10x14; / 600BHP | | |
| 12885 / OTMF | **Sierentz** / xWar Cateran Steel / 1D;Wireless;W. Bal 7BH | Scw | Fr / 400.9 / P49′ | Dunkirk / 52.3 \| 28.5 / B117′ F39′ | 3202 / 5207 | | 1918 / 10 | Glasgow, / (C. Connell & Co., Lim.) [Scot. | L. Dreyfus & Co. | 3CylTE27,44,73x48; / 3SB;WP180lbs | | BL |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12886 | **Sierra** | Scw | Am | Duluth | 4287 | | 1906 | Toledo, | Inter Ocean | 4Cyl QE16½,24,35,50x42; | | |
| 203,757 | Steel | | 438.7 | 52 \| 28 | 4846 | 12 | Ohio | S.S. Co. | 2SB;WP210lbs;1250IHP. | | |
| | 1D;B;Mchy aft;W. Bal 3BH | | | | | | | (Toledo S. B. Co.) | (G. A. Tomlinson, Mgr.) | | | |
| 12887 | **Sierra** | Scw | Am | San Fran. | 704 | | 1917 | Marshfield, | E. K. | 3Cyl TE13½,23,40x30; | ✠ — — | |
| 221,878 | xVirginia Olson P;Glf | | 228 | 43.7 \| 17 | 1286 | 12 | (Kruse [Ore. | Wood Lumber | Union Iron Wks; | — — | |
| MDGC | 1D;Wireless; 3BH | | | | | | | & Banks.) | Co. | 2WTB;Union Iron Wks; | Cancelled10,26 | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | 3160IHS;WP225lbs;8001HP; | | |
| | | | | | | | | | | DB;d rpd,s t clkg,clk dk12,23; | | |
| | | | | | | | | | | s rps,s b clkg12,25 | | |
| | | | | | | | | | | (Burnt—TotalLoss,10,26) | | |
| 12888 | **Sierra** | Scw | Am | San Fran. | 3623 | | 1900 | Philadelphia | Oceanic S.S. | 2-3Cyl TE28,46,76x48; | ✠ — — | BL |
| 116,996 | xGdansk xSierra Steel | Twin | 400 | 50 \| 26 | 6076 | 9 | (Wm. [Pa. | Co. | 8SB;WP175lbs;7500IHP | | | |
| KQHP | 3D;Wireless;Oil fuel; 6BH | | | 37.5 | | | Cramp & Sons | | | Cancelled | | |
| | SUB.SIG;W. Bal | | | | | | S. & E. B. Co.) | | | | | |
| 12889 | **Sierra** | MV | Am | San Fran. | 743 | | 1917 | Aberdeen, | Freeman | 2-4Cyl OilEng16½x18⅞; | ✠ — — | |
| 214,391 | Flr;Glf(Sltd) | Twin | 210.6 | 42.5 \| 14.8 | 1034 | 1 | (Matthews [Wash | S.S. Co. | 640BHP | | | |
| LGHR | 2D 1BH | | | | 1440 | | Shipyard.) | | | | — — | |
| | | | | | | | | | | | Cancelled5,23 | |
| 12890 | **Sierra Cordoba** | Scw | Ger | Bremen | 6467 | | 1924 | Vegesack, | Nord- | 2-3Cyl TE28,46,75x51 | | G |
| | Steel | Twin | 490.5 | 61.8 \| 34.3 | 11469 | 1 | (Bremer [Ger. | deutscher Lloyd | | | | |
| QLVN | 4D;SUB.SIG;Wireless;W. Bal 9BH | | B212′ | P30′ F24′ | | | Vulkan.) | | | | | |
| 12891 | **Sierra Leone** | Scw | Dan | Cop'hagen | 1924 | | 1920 | Alblasser- | A/S. D/S. | 3Cyl TE23,38,62x42; | | BL |
| | Steel | | 332.1 | 48.7 \| 21.8 | 3222 | 11 | dam, Hol | Atlanta | 2SB;WP180lbs | | |
| NCFH | 1D;Wireless;W. Bal 5BH | | P30′ | B212′ F24′ | | | (Schpw. v. Jan. | | | | | |
| | | | | | | | Smit, Czn.) | | | | | |
| 12892 | **Sierra Morena** | Scw | Dan | Cop'hagen | 2075 | | 1921 | Burntisland, | A/S. D/S. | 3Cyl TE24,40,65x42; | | BL |
| | Steel | | 331.3 | 48.6 \| 25.1 | 3494 | 11 | (Burntisland [Scot. | Atalanta | 2SB;WP180lbs | | |
| NDJL | 1D;Oil fuel;Wireless;W. Bal 5BH | | P32′ | B200′ F29′ | | | S. B. Co., Lim.) | | | | | |
| 12893 | **Sierra Morena** | Scw | Ger | Bremen | 6429 | | 1924 | Vegesack, | Nord- | 2-3Cyl TE28,46,75x51 | | G |
| | Steel | Twin | 490.5 | 61.8 \| 34.3 | 11430 | 10 | (Bremer [Ger. | deutscher Lloyd | | | | |
| QLWF | 4D;SUB.SIG;Wireless;W. Bal 9BH | | | P & B380′ F79′ | | | Vulkan.) | | | | | |
| 12894 | **Sierra Nevada** | Scw | Dan | Cop'hagen | 2077 | | 1921 | Burntisland, | A/S. D/S. | 3Cyl TE24,40,65x42; | | BL |
| | Steel | | 331.3 | 48.6 \| 25.1 | 3494 | 5 | (Burntisland [Scot. | Atalanta | 2SB;WP180lbs | | |
| NDBW | 1D;Oil fuel;Wireless;W. Bal 5BH | | P33′ | B200′ F29 | | | S. B. Co., Lim.) | | | | | |
| 12895 | **Sierra Nevada** | Sch | Ger | Hamburg | 1018 | | 1916 | Tacoma, | A. Homuth | Wd;2BH; | | |
| | xIle de Ceylan xSeaborn | Aux | 225.3 | 44.7 \| 17.3 | 1293 | | (Seaborn [Wash. | G. m. b. H. | 2-2CylC10¼,23½x18; | | | |
| | 1D;B;Mchy aft | 5 M | P36′ | F46′ | | | Shipyards Co.) | | 2WTB;WP250lbs;500IHP. | | | |
| | | Twin | | | | | | | | | | |
| 12896 | **Sierra Ventana** | Scw | Ger | Bremen | 6400 | | 1923 | Vegesack, | Nordd. | 2-3Cyl TE28,46,75x51; | | G |
| | Steel | Twin | 476.2 | 61.7 \| | 11392 | 5 | (Bremen [Ger. | Lloyd | 3Blrs | | | |
| QLTK | 4D;SUB.SIG;Wireless;W. Bal 9BH | | | | | | Vulkan.) | | | | | |
| 12897 | **Siesta** | MV | Am | St.Augtne. | 114 | | 1919 | Holly Hill, | Wm. F. | 5Cyl GasEng8½x11; | | |
| 218,748 | Wood | | 89.6 | 19.5 \| 8 | 132 | | (McCoy [Fla. | McCoy | 100BHP. | | |
| LSKP | 1D | | | | | | | Bros.) | | | | |
| 12898 | **Sif** | Trn | Dan | Marstal | 97 | | 1918 | Korsor, | Chr. L. | Wd | | V |
| | xMarie | | 89.7 | 24.4 \| 8.8 | 114 | | (Korsor [Den. | Johansen, m. f. | | | |
| NWCD | | | | | | | | Skibs.) | | | | |
| 12899 | **Sigdal** | Scw | Nor | Oslo | 587 | | 1920 | Arendal, | A/S. Ambra | 3Cyl TE15,25,40x30; | | N |
| | Steel | | 211.1 | 33.2 \| 13.7 | 997 | 2 | (Pusnaes [Nor. | | 2SB;WP180lbs | | |
| MVDH | 1D;W. Bal 4BH | | | | | | | Stoberl & Mek. | | | | |
| | | | | | | | | Vaerksted.) | | | | |
| 12900 | **Signal** | Scw | Ger | Kiel | 2058 | | '99 | Sunderland, | Ivers Linie | 3Cyl TE23,39,65x42; | | BL |
| | xIperia xLynalder Steel | Sch | 340.2 | 45 \| 15.3 | 3301 | 2 | (R. [Eng. | Kommandit Ges. | 2SB;WP180lbs | | | |
| LBFM | 1D;Spar dk;Deep frmg; 6BH | | P29′ | B74′ F37′ | | | Thompson & Sons.) | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 12901 | **Sigrid** | Sch | Dan | Thuro | 314 | | 1920 | Svendborg, | A. E. | Wd | | V |
| | | | 135 | 30.7 \| 13.3 | 361 | | (Oxenbjerg [Swd. | Sorensen | | | | |
| NBLG | 1D | | | | | | | Skibsvaerft.) | | | | |
| 12902 | **Sigrun** | Scw | Nor | Helsingor | 3180 | | 1903 | Glasgow, | Det | 3Cyl TE27,43,72x51; | | BL |
| | xLyngenfjord xKaramiai Steel | Sch | 390 | 52 \| 26.9 | 5086 | 6 | (Napier & [Scot. | forenede | 3SB;WP180lbs | | | |
| MNGF | 2D;Deep frmg;Wireless;W. Bal 6BH | | P39′ | B123′ F42′ | | | Miller, Lim.) | Dampskslsk | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2903 | **Sigyn** | Bk | Swd | Raa | 322 | | '87 | Gothenburg, | Sigfrid | O,P;Icf(Sltd) | | V |
| HTCG | 1D | | 149.1 | 29.8 \| 12.5 | 372 | | 8 | Swd. (J. E. Hube.) | Ziegler m. b. | | | |
| 2904 | **Sigyn** | Scw | Swd | Stockholm | 1169 | | '97 | Campbel- | H. Ericson, | 3Cyl TE21,33,53x36; | | BL |
| 3,132 | Steel | | 282.2 | 40.2 \| 19.2 | 2019 | | 11 | town, Scot. (Campbeltown S. B. Co.) | Mgr. | 2SB;WP165lbs | | |
| JHLD | 1D;Deep frmg;W. Bal;Wireless 4BH | | P29′ | B54′ F31′ | | | | | | | | |
| 2905 | **Silarus** | Scw | Br | London | 3237 | | 1919 | Glasgow, | Royal Mail | 3Cyl TE27,44,73x48; | | BL |
| 143,789 | Steel | | 400 | 52.2 \| 28.5 | 5101 | | 11 | (C. Connell [Scot. & Co., Lim.) | Steam Packet Co. | 3SB;WP180lbs | | |
| KCVH | 2D;sub.sig;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | | | | | |
| 2906 | **Siletz** | Scw | Am | Portland | 3560 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,972 | xWest Hasson Steel | | 410 | 54.1 \| 27.5 | 5757 | 23′ 10½″ | 10 | (Columbia [Ore. River S. B. Corp.) | ping Board | General Electric Co; | ✠AMS | |
| LTBV | 2D;Well dk;Wireless; 7BH | | | \| 30′ 2″ | 8700 | | | | | 3SB;Columbia River S. B. Corp; | B.S.11,20;Clh BB;CL | |
| | sub.sig;W. Bal; C-36 | | P43′ | B114′ F47′ | | | | | | 8007HS;WP200lbs;2500SHP;EAC; | (Laid up) | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | d rpd1,20;Dkd,s rps7,21 | | |
| | W.B.—A.P.152t;D.B.356′1170t;D. | T.30′7 | 64t. . . | | . . . . . F.P.137t | | | | | | | |
| | F.O.—A.P.142t;D.B.311′ 911t;D. | T.30′7 | 13t; S. | | T.81t;F.P.128t | | | | | | | |
| 2907 | **Siljan** | Scw | Swd | Gothenb'g | 2729 | | 1911 | Sunderland, | G. Carlsson, | 3Cyl TE24½,40½,67x45; | | BL |
| 5,744 | xVard Steel | | 347.2 | 50.7 \| 23.1 | 3956 | | 7 | (J. Priest- [Eng. man & Co.) | Mgr. | 2SB;WP180lbs | | |
| JVLC | 1D;Wireless;W. Bal 5BH | | P29′ | B100′ F34′ | | | | | | | | |
| 2908 | **Silkeborg** | Scw | Dan | Cop'hagen | 1101 | | 1915 | Fredrikstad, | C. K. | 3Cyl TE20,33,56x36; | | N |
| | Steel | | 265 | 42.2 \| 17.2 | 1806 | | 4 | (Fredrikstad [Nor. Mek Vaerks.) | Hansen, Mgr. | 2SB;WP180lbs | | |
| NTFM | 1D;W. Bal;Wireless 4BH | | P22′ | B71′ F29′ | | | | | | | | |
| 2909 | **Silksworth** | Scw | Br | Newcastle | 2961 | | 1922 | Stockton, | Dalgliesh | 3Cyl TE28,46,75x51; | | BL |
| 145,485 | Steel | | 415.2 | 53.3 \| 25.6 | 4921 | | 4 | (Richardson, [Eng. Duck & Co., Lim.) | Steam Shipping Co. (Lim.) | 3SB;WP180lbs | | |
| KLWB | 1D;Shel dk;Wireless;W. Bal 7BH | | | | | | | | | | | |
| 2910 | **Siltonhall** | Scw | Br | W.H'rt'pl | 4495 | | 1912 | Stockton, | West | 3Cyl TE25½,43,71x48; | | BL |
| 133,512 | xNurtureton Steel | | 415 | 55 \| 30.6 | 6055 | | 8 | (Ropner [Eng. & Sons, Lim.) | Hartlepool Steam Nav. Co. (Lim.) | 2SB;1AuxSB;WP180lbs | | |
| HWMV | 1D;Wireless;W. Bal 7BH | | | | | | | | | | | |
| 2911 | **Silurian** | MV | Br | London | 4345 | | 1924 | Glasgow, | O. & W. | 2-6CylOilEng24⅜x38⅜ | | BL |
| 148,497 | Steel | Twin | 431.2 | 57.2 \| 30.7 | 6903 | | 10 | (Blythswood [Scot. S. B. Co., Lim.) | Williams & Co. | | | |
| KRPM | 1D;Mchy aft;Wireless;W. Bal 7BH | | P85′ | B25′ F36′ | | | | | | | | |
| 2912 | **Silvanus** | Scw | Hol | Gr'v'nh'ge | 3378 | | 1921 | East San | Neder- | 3Cyl TE27,45,74x48; | | BL |
| | Steel | | 412 | 53.3 \| 31 | 5789 | | 8 | Pedro, Cal. (Southwestern S. B. Co.) | landsch-Indische Tankstoomboot Maatschappij | 3SB;WP180lbs;2800IHP | | |
| PSDC | 2D;Long. frmg;Wireless;D.F; 15BH | | P110′ | B34′ F57′ | | | | | | | | |
| | Mchy aft;Web frms;Oil fuel; | | | | | | | | | | | |
| | Oil in bulk;W. Bal | | | | | | | | | | | |
| 2913 | **Silver Brook** | Brg | Am | New York | 842 | | '98 | Noank, | Thomas J. | O,Ch,Hk,YP;Gif ✕ | — Exp | |
| 116,834 | Trn | | 194 | 34.8 \| 17.6 | 904 | | 7 | (Robt. [Conn. Palmer & Son.) | Howard | | | |
| KNMF | 1D;B | | | | | | | | | | | |
| 2914 | **Silver Shell** | Scw | Am | Wilmngtn | 3430 | | 1915 | Wilmington, | Silver Shell | 3Cyl TE27,45,74x48; | | BL |
| 213,752 | Steel | | 411.6 | 53.4 \| 29.8 | 5605 | | 12 | (Harlan & [Del. Hollingsworth.) | S.S. Co. | 3SB;WP180lbs;3450IHP | | |
| LFQM | 2D;Oil in bulk;Mchy aft; 16BH | | P110′ | B28′ F40′ | | | | | | | | |
| | Oil fuel;Web frms;Long. frmg; | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 2915 | **Silver Spray** | SW | Am | Erie | 374 | | '90 | Wyandotte, | Nicholson | 1CylVB48x108; | 90(GL) | |
| 120,796 | xFrank E. Kirby Steel | | 195 | 30.1 \| 10.2 | 532 | | | (Detroit [Mich. D. D. Co.) | Transit Co. | 2FB;WP60lbs;1400IHP | P.S.7,26 | |
| | 2D 2BH | | | | | | | | | | | |
| 2916 | **Silverado** | Scw | Am | San Fran. | 1359 | | 1918 | Long Beach, | Silverado | 3Cyl TE19,35,46x26; | **A1** | |
| 216,304 | Steel | | 245.6 | 42 \| 24.1 | 2298 | | 5 | (Craig [Cal. S. B. Co.) | S.S. Co. | Seabury Eng. Co; | Great Coastwise. | |
| LKJT | 2D;Mchy aft;Wireless;W. Bal; 5BH | | | | 3200 | | | | | 2WTB;Craig S. B. Co; | AMS | |
| | 4BH to Fbd dk | | | | | | | | | WP200lbs;1000IHP;EAC; | S.S.No.1,Seat6,23; | |
| | 1BH to 2d dk | | | | | | | | | Dkd,d rpd8,26;Exmd11,26 | M.S.6,23;B.S.5,25;n shft8,26; | |
| | Oil fuel F. P. above 150° F. C-28 | | | | | | | | | | SBP;CL | |
| | W.B.—A.P.62t;D.B.175′387t;F.P. | 123t | | | | | | | | | | |
| | F.O. . . . . D.B.144′347t;F.P. | 115t | | | | | | | | | | |
| 2917 | **Silveray** | MV | Br | London | 2626 | | 1925 | Sunderland, | Silverline | 3CylOilEng22x91 | | BL |
| 148,621 | Steel | | 395.7 | 57 \| 23.4 | 4535 | | 7 | (J. L. [Eng. Thompson & Sons, Lim.) | (Lim.) | | | |
| KSRL | 2D;Wireless;W. Bal 9BH | | P27′ | B173′ F42′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12918 149,734 | **Silverbrook** Steel 1D;Mchy aft;Wireless;sub.sig; 10BH Fitted with Cyl. Tanks;Oil in bulk; Oil fuel | Scw | Br 400.8 P99′ | London 54.3 \| 30 \| 32′ 9″ B27′ F50′ | 3854 6135 4943 | | 1919 5 | Chester, (Merchant [Pa. S.B. Co.) | Victory Motor Spirit Co., Lim. | Stm Tbn; 3SB;WP180lbs;3000SHP | ✠ — — ✠ — — Withdrawn7,25 | BL |
| 12919 147,694 KRCH | **Silvercedar** Steel 2D;Wireless;W. Bal 8BH | MV | Br 375 F30′ | London 52.6 \| 25.7 | 2637 4354 | | 1924 7 | Sunderland, (W. Doxford [Eng. & Sons, Lim.) | Silverline (Lim.) | 3CylOilEng21¼x85 | | BL |
| 12920 147,648 KQNW | **Silverelm** Steel 2D;Wireless;W. Bal 7BH | MV | Br 375 F30′ | London 52.6 \| 25.7 | 2637 4351 | | 1924 5 | Sunderland, (W. Doxford [Eng. & Sons, Lim.) | Silverline (Lim.) | 3CylOilEng21¼x85 | | BL |
| 12921 147,675 KQVB | **Silverfir** Steel 2D;Wireless;W. Bal 7BH | MV | Br 375 F30′ | London 52.6 \| 25.7 | 2636 4347 | | 1924 6 | Sunderland, (W. Doxford [Eng. & Sons, Lim.) | Silverline (Lim.) | 3CylOilEng21¼x85 | | BL |
| 12922 141,837 TPSM | **Silvergray** xJullus Kessler Steel 1D;Oil fuel:sub.sig; 8BH Wireless;D.F;W. Bal | Scw | Br 251 P36′ | London 43.7 \| 22.2 B64′ F31′ | 1318 2412 | | 1920 7 | Duluth, Minn. (McDougall-Duluth S. B. Co.) | The India Rubber Gutta Percha & Telegraph Wks. Co. (Lim.) | 3CylTE19,32,54x40; 2SB;WP190lbs | | BL |
| 12923 144,412 | **Silverlight** xEngineer Avdakoff Steel 1D;Deep frmg; 4BH Wireless;W. Bal | Scw | Br 275.1 P29′ | London 40.1 \| 18.1 B68′ F30′ | 1154 1885 | | 1904 3 | Sunderland, (Osbourne, [Eng. Graham & Co.) | Shamrock Shipping Co. (Lim.) | 3CylTE20,33,54x36; 2SB;WP180lbs | | BL |
| 12924 147,671 KQTW | **Silverpine** Steel 3D;Wireless;W. Bal 7BH | MV | Br 400.3 P29′ | London 55.3 \| 26.3 F40′ | 3085 5122 | | 1924 6 | Newcastle, (Swan, [Eng. Hunter & Wigham Richardson, Lim.) | Silver Line (Lim.) | 6CylOilEng22½x45 | | BL |
| 12925 163,838 | **Silverthorne** 1D | Brg | Am 104 | Phila. 22 \| 8.5 | 191 191 | | 1905 | Wilmington, (Harlan & [Del. Hollingsworth.) | Sun Oil Co. | Stl;6BH | | |
| 12926 145,944 KMHB | **Silvia** xOrel Steel 2D;Spar dk;Oil fuel;Wireless; 6BH D.F;W. Bal | Scw | Br 336.7 | Liverpool 45.3 \| 29.6 | 1913 3589 | | 1909 8 | Danzig, (F. Schichau.) | New York, Newfoundland & Halifax S.S. Co. (Lim.) | 3CylTE27,46,76x47; 4SB;WP200lbs | | BL |
| 12927 122 PHUL | **Silvio Pellico** xSpuma Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | It 400.1 | Trieste 54 \| 28.8 | 3453 5367 | | 1913 8 | Monfalcone, (Cant. [It. Nav. Triestino.) | Lloyd Triestino | 3CylTE26,42,70x48; 3SB;WP180lbs;2178IHP | | I |
| 12928 PSDH | **Simaloer** Steel 3D;Oil fuel;Wireless;W. Bal 8BH | Scw | Hol 420 P55′ | Amst'dam 54.8 \| 33 B28′ F40′ | 4119 6587 | | 1921 | Amsterdam, (Nederl. [Hol Scheeps. Maats.) | Stoomv. Maats Nederland | 3CylTE28,47,76½x54; 4SB;WP170lbs;3600IHP | | V |
| 12929 112,144 | **Simla** Oak 2D | Scw | Br 225.6 | Montreal 34.8 \| 15 | 731 1197 | | 1903 | Garden Island, Ont. (Calvin Co.) | Canada S.S. Lines (Lim.) | 3CylTE17,28,46x36; 2SB;WP176lbs;700IHP. | | |
| 12930 MVGW | **Simla** xGlastonbury Steel 2D;Shel dk;Wireless;W. Bal 6BH | Scw | Nor 405.3 | Tonsberg 53.5 \| 33.5 | 3810 6031 | | 1917 6 | Sunderland, (J. Laing [Eng. & Sons, Lim.) | W. Wilhelmsen, Mgr. | 3CylTE28,46,75x51; 3SB;WP180lbs | | BL |
| 12931 | **Simla** 1D;B | Brg Sch | Mex 278.2 | 41.9 \| 24.4 | 2111 2237 | | '90 3 | Pt. Glasgow, (Russell [Scot. & Co.) | Cia. Naviera de los Eatados de Mexico, S. A. | Stl;1BH | | |
| 12932 116,987 | **Simon J. Murphy** Steel 1D;B;sub.sig;Mchy aft; 3BH W. Bal | Scw | Am 435.5 | Duluth 51.5 \| 28 | 3064 4241 | | 1900 7 | Wyandotte, Mich. (Detroit S. B. Co.) | Pittsburg S.S. Co. | 3CylTE22,35,58x42; 2SB;WP165lbs;1150IHP. | | |
| 12933 138,373 | **Simon Langell** Oak 1D | Scw | Br 195.3 | Sarnia 34.6 \| 14.6 | 677 845 | | '86 | St. Clair, (Simon [Mich. Langell.) | Langell Transp. Co. | 2CylC24,50x36; 1FB;WP178lbs;575IHP. | 90(GL) P.S.4,26 | |
| 12934 RCNV | **Simon von Urtecht** xWilhelm Hemsoth Steel 1D;Shel dk;Wireless;W. Bal | Scw | Ger 407.6 P43′ | Hamburg 54.4 \| 24.8 B26′ F36′ | 2960 4949 | | 1921 | Kiel, (Deutche [Ger Werke, A. G.) | Hanseatische Reederei Akt. Ges. | Stm Tbns | | |
| 12935 OUTF | **Sinaia** Steel 2D;Spar dk;Wireless;Oil fuel; 8BH W. Bal | Scw Twin | Fr 439.9 | Marseilles 56.1 \| 34.4 | 5072 8567 | | 1922 | Glasgow, (Barclay, [Scot. Curle & Co., Lim.) | Cie. Francaise de Navig. a Vapeur | 2-3CylTE21½,37,64x48; 6SB;WP215lbs;5500IHP | | V |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12936 MKST | **Sinaloa** Steel 2D;W. Bal; 4BH Oil fuel F. P. above 150° F. W.B.—A.P.37t;D.B.426t;F.P.51t F.O.....D.B.397t..... | Scw | Hon | Pt. Cortez 38.5 \| 18 B64′ F32′ | 265 P20′ | 811 1648 | | 1915 2 | Sunderland, (R. [Eng. Thompson & Sons, Lim.) | Empresa Hondurena de Fomento | 3CylTE20 3/16,33,54x36; North Eastern Marine Eng. Co; 2SB;North Eastern Marine Eng. Co; 1355HS;WP155lbs;1165IHP;EAC; d rpd2,25;Dkd6,26;s rps7,26 | A1 AMS S.S.No.3,NO2,24; M.S.2,24;B.S.12,25;n shft6,26; Scip;CL | |
| 12937 | **Sinaloa** xSanta Gertrudis Steel 1D;Oil fuel;Wireless;W. Bal 6BH | Scw | Mex | Mazatlan 36 8 \| 15.8 B60′ F25′ | 238.8 P40′ | 725 1408 | | 1921 | Hardinxveld (N. V. [Hol. Schpsw. de Merwede.) | Cia. Nav. de los Estados de Mexico, S. A | 3CylTE17,28,46x36; 2SB;WP180lbs;950IHP | | | V |
| 12938 HDBV | **Sinams** 1D | Sch | Ltv | Riga 29 \| 12.6 | 119 | 264 300 | | 1902 | Uppesgrewe, (A. Anderson.) | P. Anson & K. Puhling | Wd;Gif(Sltd) | | | |
| 12939 220,295 LWVJ | **Sinasta** Steel 2D;Long. frmg; 7BH SUB.SIG;Wireless; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.49t; D.B.344′1271t; D. T.30′5 40t.... ...F.P.72t F.O.....D.B.327′1106t; D. T.30′5 04t;S.T .41t..... | Scw | Am | San Fran. 53 \| 32 34′ 6″ B80′ F38′ | 402.5 P34′ | 3757 6052 9600 | 8′ 2″ 26′ 6″ | 1920 7 | Bay Point, (Pacific [Cal. Coast S. B. Co.) | U. S. Shipping Board | Stm Tbn; Kerr Turbine Co; 3SB;Moore S. B. Co; 8745HS;WP210lbs;2800SHP;EAC; d rpd4,24;Dkd,s rps10,26;Exmd11,26 | ✠A1Ⓔ With Freeboard. ✠AMS B.S;shft drn10,26;Cih BB;CL | |
| 12940 HSIN | **Sines** xMilos Steel 1D;Deep frmg;Wireless; W. Bal 6BH | Scw | Ptg | Lisbon 42.6 \| 19.3 | 310 | 2278 2978 | | '96 5 | Pt. Glasgow, (W. [Scot. Hamilton & Co.) | F. de Melo Rego, Mgr. | 3CylTE22,36,60x42; 2SB;WP160lbs | | | BL |
| 12941 25,441 RNLB | **Singapore Maru** Steel 2D;Wireless;W. Bal 5BH | Scw | Jap | Kobe 51 \| 36 | 385 | 4260 5859 | | 1919 5 | Kobe, (Kawasaki [Jap. Dkyd. Co., Lim.) | Kokusai Kisen Kabushiki Kaisha | 3CylTE26,43,72x48; 2SB;1AuxSB;WP200lbs | | | BL |
| 12942 | **Singbee** xLake Gitano Steel 1D;B;W. Bal;Wireless; 4BH SUB.SIG; C-30 W.B.—A.P.96t;D.B.204′436t;D.T .a12′80 t..... .....F.P.72t | Scw | Am | Manila 43.6 \| 26.1 28′ 2″ B64′ F23′ | 251 P25′ | 1612 2606 4050 | 4′ 1½″ 24′ 3″ | 1919 9 | Wyandotte, (Detroit [Mich. S. B. Co.) | Dee C. Chuan & Co. | 3CylTE21,35,59x42; Detroit S. B. Co; 2SB;Detroit S. B. Co; 5467HS;WP185lbs;1500IHP; Dkd,s rps9,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Shal9,26; shft drn3,24;M.&B.S.9,26; Cih BB;CL | |
| 12943 135,602 JLNG | **Singleton Abbey** Steel 1D;Wireless;W. Bal 5BH | Scw | Br | Cardiff 43 \| 20 B64′ F27′ | 303 P25′ | 1429 2325 | | 1915 7 | Stockton, (Richardson, [Eng. Duck & Co., Lim.) | Melrose Abbey Shipping Co. (Lim.) | 3CylTE22,36,59x39; 2SB;WP180lbs | | | BL |
| 12944 219,077 LTHN | **Sinsinawa** Steel 2D;W. Bal; 8BH SUB.SIG;Wireless; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.100t;D.B.284′1380t.. .....D. T.36′892t;F.P.1 44t F.O.....D.B.257′1162t;S. T.14′1 29t; D. T.36′833t..... ... | Scw | Am | New York 54.2 \| 27.6 32′ B121′ F40′ | 390 P50′ | 3037 4969 7840 | 7′ 9½″ 24′ 5″ | 1919 10 | Hog Island, (American [Pa. Int. S. B. Corp.) | Export S.S. Corp. | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP; EAC;Dkd,d rpd8,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY5,24; M.S.5,24;shft drn9,25;B.S.9,26; Cih BB;CL | |
| 12945 214,569 LGNC | **Sioux** Steel 1D;W. Bal 5BH | Scw | Am | New York 43.5 \| 20 B64′ F26′ | 251 P27′ | 1265 2048 | | 1917 1 | Cleveland, (American [Ohio S. B. Co.) | New York & Porto Rico S.S. Co. | 3CylTE20,33,54x40; 2SB;WP180lbs;1400IHP;Exmd8,26 | | | BL |
| 12946 219,249 LTRP | **Sioux Falls** Steel 1D;B; 4BH Oil fuel F. P. above 150° F. C-29 W.B.—A.P.103t.....D.B .204′44 7t.... ..... F.P.7 2t F.O.—A.P. 96t;D.T.a12′81t;D.B .158′29 8t;W.T .m30′220t..... .. | Scw | Am | New York 43.6 \| 26.2 B64′ F20′ | 251 P25′ | 1612 2606 4100 | | 1919 10 | Duluth, (Mc- [Minn. Dougall-Duluth Co.) | U. S. Shipping Board | 3CylTE21,35,59x42; McDougall-Duluth Co; 2SB;McDougall-Duluth Co; 5467HS;WP185lbs;1500IHP; Dkd,s rps5,21 | ✠A1Ⓔ ✠AMS S.S.Dith4,20;CL (Laid up) | |
| 12947 202,285 | **Sipsey** xFrank Perry Steel 2D 1BH | Scw | Am | Mobile 25.2 \| 12.7 | 128 | 337 496 | | 1905 | Ferrysburg, (Johnston Bros.) [Mich. | De Bardeleben Coal Co., Inc. (W. G. Coyle & Co., Inc., Mgrs.) | 2CylC22,44x36; 1SB;WP150lbs;1200IHP;rps8,26 | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12948 | **Siptah** | Scw | Br | Swansea | 1741 | | 1906 | Pt. Glasgow, | J. Moss & | 3Cyl TE24,40,65x42; | | BL |
| 124,354 | xShahristan Steel | Sch | 330.8 | 43.2 \| 14.4 | 2811 | | 8 | (Clyde [Scot. | Co., Mgrs. | 2SB;WP180lbs | | |
| HGVK | 1D;Spar dk;Deep frmg; 5BH | | P25′ | B84′ F34′ | | | | S. B. & E. Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 12949 | **Sir Ernest Cassel** | Scw | Swd | Stockholm | 3387 | | 1910 | Newcastle, | Trafik. | 3Cyl TE27,45,74x54; | | C |
| 5,148 | xErnest xSir Ernest Cassel Steel | | 442.5 | 60.4 \| 32 | 7759 | | 7 | (R. & W. [Eng. | Grangesberg- | 3SB;WP180lbs | S.S.No.3,Gtbg8,22;A.S.4,26; | |
| JSCG | 1D;Deep frmg;Web frms; 6BH | | P75′ | B12′ F49′ | | | | Hawthorn, Leslie | Oxelsund | | B.S.3,26;M.S;shft drn4,26 | |
| | Mchy aft;Wireless;W. Bal | | | | | | | & Co., Lim.) | | | | |
| 12950 | **Sir Henry Bessemer** | Scw | Am | Duluth | 2709 | | '96 | Cleveland, | Pittsburg | 3Cyl TE25,41,66x42; | | |
| 116,723 | Steel | | 413.2 | 48 \| 24 | 3850 | | (Globe [Ohio | S. S. Co. | 2SB;WP180lbs;2000IHP. | | |
| | 1D;B;Mchy aft;SUB.SIG;W. Bal 3BH | | | | | | rb'21 | Iron Wks.) | | | | |
| 12951 | **Sir Isaac Lothian Bell** | Sch | Am | Duluth | 3159 | | '96 | W. Bay City, | Pittsburg | Stl;2BH | | |
| 116,741 | | | 366 | 44.6 \| 26 | 3418 | | | (F. W. [Mich. | S.S. Co. | | | |
| | 1D | | | | | | | Wheeler.) | | | | |
| 12952 | **Sir James Bell** | Scw | Br | Hull | 1462 | | 1921 | Southamp- | Bellview | 3Cyl TE21,34,57x36; | | BL |
| 144,097 | Steel | | 300.5 | 43.7 \| 22.2 | 2496 | | 10 | (J. I. [ton, Eng. | Shipping Co. | 2SB;WP180lbs | | |
| KLBN | 1D;Oil fuel;Wireless;W. Bal 4BH | | P28′ | B83′ F33′ | | | | Thornycroft | (Lim.) | | | |
| | | | | | | | | & Co., Lim.) | | | | |
| 12953 | **Sir James Clark Ross** | Scw | Nor | Sandefj'rd | 4882 | | 1905 | Belfast, | J. Rasmus- | 4Cyl QE26,39,56,78x54; | | BL |
| | xMahronda Steel | | 470.3 | 58.4 \| 31.3 | 8224 | | 8 | (Harland [Ire | sen & M. Konow, | 2DB;2SB;WP215lbs | | |
| LDFV | 2D;Deep frmg;Oil fuel; 7BH | | P50′ | B87′ F62′ | | | | & Wolff, Lim.) | Mgrs | | | |
| | Oil in bulk;Wireless;D.F;W. Bal | | | | | | | | | | | |
| 12954 | **Sir Thomas J. Lipton** | Sch | Am | New York | 1188 | | 1919 | Brunswick, | Apex Navi- | LO,YP;Gif(Sltd) | ✠A1Ⓔ | |
| 217,405 | | 4 M | 209.1 | 41.8 \| 19.1 | 1358 | | 3 | (Brunswick [Ga. | gation Co. | DB;s dk clkg5,21; | S.S.No.1,Ptd O7,23 | |
| LPHM | 2D | | | | | | | Marine Const. Co.) | | Exmd,s rps,tr clkg7,23 | (Laid up) | |
| 12955 | **Sir Thomas Shaughnessy** | Scw | Am | Fairport | 3996 | | 1906 | Wyandotte, | Jenkins S.S. | 3Cyl TE22½,36,60x42; | | |
| 203,170 | Steel | Sch | 480 | 52.2 \| 30.2 | 5507 | | 6 | (Detroit [Mich | Co. | 2SB;WP180lbs;16501HP. | | |
| | 1D;SUB.SIG;W. Bal 3BH | | | | | | rb'20 | S. B. Co.) | | | | |
| 12956 | **Sir William Fairbairn** | Scw | Am | Duluth | 2760 | | '96 | Wyandotte, | Pittsburg | 3Cyl TE24,38,64x42; | | |
| 116,736 | Steel | | 414 | 45.6 \| 27.8 | 3807 | | 8 | (Detroit [Mich. | S.S. Co. | 2SB;WP165lbs;1800IHP. | | |
| | 1D;B;Mchy aft;SUB.SIG; 4BH | | | | | | rb'22 | D. D. Co.) | | | | |
| | Web frms;W. Bal | | | | | | | | | | | |
| 12957 | **Sir William Siemens** | Scw | Am | Duluth | 3293 | | '96 | Cleveland, | Pittsburg | 3Cyl TE23,41,66x42; | | |
| 116,732 | Steel | | 413.2 | 48 \| 24 | 4344 | | | (Globe [Ohio | S.S. Co. | 2CRTB;WP180lbs;2000IHP. | | |
| | 1D;B;Mchy aft;SUB.SIG; 3BH | | | | | | | Iron Wks.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 12958 | **Siracusa** | Scw | Ger | Hamburg | 900 | | 1906 | Rotterdam, | Robert M. | 3Cyl TE19,32,51x36; | | G |
| | xUranus Steel | | 251.1 | 34.6 \| 18.6 | 1464 | | | (Rijkee [Hol. | Sloman, Jr. | 2SB;WP160lbs;850IHP | | |
| RCKQ | 1D;Wireless;W. Bal 5BH | | | B69′ F34′ | | | | & Co.) | | | | |
| 12959 | **Siretul** | Scw | Rou | Braila | 2291 | | 1912 | W. Hartle- | Roumania | 3Cyl TE25,40,67x45; | | BL |
| 552 | xBaharistan Steel | | 360 | 51 \| 22.7 | 3629 | | 7 | (W. [pool, Eng. | Prima Soc. | 2SB;1 Aux SB;WP180lbs | | |
| PHBR | 1D;W. Bal 6BH | | P25′ | B221′ F35′ | | | | Gray & Co., Lim.) | Nationala de | | | |
| | | | | | | | | | Nav. Maritima | | | |
| 12960 | **Sirio** | Scw | It | Genoa | 3121 | | 1921 | Palermo, | Soc. Ligure | 3Cyl TE26,42,69x48; | | C-I |
| 1,056 | Steel | | 394.4 | 51.6 \| 27.2 | 5222 | | 4 | (Cant Nav. [It. | d'Armamento | 2SB;WP180lbs | S.S.No.1,Genoa4,25; | |
| SHWA | 1D;Shel dk;Mchy aft;Wireless 9BH | | | | | | | Riuniti.) | | | shft drn4,23;M.&B.S.4,25 | |
| 12961 | **Siris** | Scw | Br | London | 3266 | | 1919 | Greenock, | Royal Mail | 3Cyl TE27,44,73x48; | | BL |
| 143,433 | Steel | | 400.3 | 52.3 \| 28.5 | 5242 | | 10 | (Harland [Scot. | Steam Packet Co. | 3SB;WP180lbs | | |
| KCPD | 2D;SUB.SIG;W. Bal;Wireless 7BH | | P50′ | B113′ F39′ | | | | & Wolff.) | | | | |
| 12962 | **Sirius** | SW | Am | New York | 712 | | '81 | Chester, | Iron Steam- | 1Cyl VB53x144; | — Exp | |
| 115,774 | Iron | | 229 | 32.5 \| 11.1 | 993 | | 5 | (Jno. [Pa. | boat Co. | 2RTB;WP60lbs;900IHP. | | |
| | 3D 15BH | | | | | | | Roach & Son.) | | | | |
| 12963 | **Sirius** | Scw | Am | | 3415 | | 1919 | Hog Island, | U. S. Govt. | Stm Tbn; | | |
| 217,573 | xSaluda Steel | | 390 | 54.2 \| 27.6 \| 32′ | 5581 | | 4 | (American [Pa. | (Navy Dept.) | 3WTB;WP200lbs;2500SHP | | |
| LDTW | 2D;Wireless;SUB.SIG;W. Bal; 8BH | | P50′ | B122′ F40′ | 7825 | | | Int. S. B. Corp.) | | | | |
| | Oil fuel | | | | | | | | | | | |
| 12964 | **Sirius** | Scw | Swd | Stockh'lm | 1098 | | '89 | Sunderland, | C. Abra- | 3Cyl TE21,35,57½x39; | | |
| 7,122 | xDeddington xFrederiksborg Steel | | 280.5 | 39.2 \| 18.8 | 1828 | | 5 | (J. [Eng. | hamsen, Mgr. | 2SB;WP160lbs | | |
| KFNB | 1D;B;Well dk;Wireless;W. Bal 4BH | | P25′ | B112′ F27′ | | | | Priestman.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material. Detail of Decks, etc. | Rig. | Nation. | Hailing Port. | Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where Built. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2965 | **Sirrah** | Scw | Nor | Sandefj'rd | 1853 | | 1910 | Flushing, | H. A. | 3Cyl TE 23½,38,64x42; | | V |
| | xSophie H. Steel | | | 325.2 \| 47.2 \| 21.1 | 2968 | | | (Kon Maats [Hol. | Christensen, | 2SB;WP160lbs;1457IHP | | |
| LCBP | 1D;Long. frmg;W. Bal;Wireless 6BH | | | F33′ | | | | De Scheide.) | Mgr. | | | |
| 2966 | **Sirrah** | Scw | Hol | Rotterd'm | 2140 | | 1917 | Rotterdam, | VanNievelt, | 3Cyl TE 25,41,67x45; | | V |
| | Steel | | 359 | 49.9 \| 22 | 3531 | | (Rotterdam [Hol. | Goudriaan & Co.'s | 3SB;WP180lbs;1450IHP; | | |
| PSFW | 1D;Wireless;W. Bal 7BH | | P24′ | B214′ F34′ | | | | Droogd. Maat) | Stoomv. Maats | | | |
| 2967 | **Siskiyou** | Scw | Am | San Fran. | 523 | | 1912 | Hoquiam, | E. K. Wood | 3Cyl TE 13½,23,40x30; | | |
| 210,872 | Wood | | 204.1 | 41.5 \| 14.2 | 884 | | (Mathews [Wash. | Lumber Co. | 2Blrs;800IHP. | | |
| LCSK | 1D;Mchy aft;Oil fuel;Wireless | | | | | | | S. B. Co.) | | | | |
| 2968 | **Sisto** | Scw | Nor | Hauges'nd | 645 | | 1907 | Bergen, | Lars | 3Cyl TE 16,26,44x30; | | N |
| | xAslaug Steel | | 228.9 | 35.2 \| 15.9 | 1120 | | 5 | (Bergens [Nor. | Fostenes, Mgr. | 1SB;WP175lbs | | |
| MDKF | 1D;Deep frmg;Wireless;W. Bal 4BH | | P20′ | B58′ F25′ | | | | mek. Vaerksted.) | | | | |
| 2969 | **Sithonia** | Scw | Br | London | 4201 | | 1900 | Flensburg, | H. M. | 4Cyl QE 24,34,51,74x54; | | C |
| 144,526 | Steel | Sch | 420.3 | 56.1 \| 27.8 | 6646 | | 12 | (Flens- [Ger. | Thompson | 3SB;WP213lbs | 2dS.S.No.3,Leith9,21;A.S.10,25 | |
| KFLC | 2D;Oil fuel;W. Bal;Wireless 8BH | | P271′ | F52′ | | | | burger S. B. Co.) | | | shft drn10,24;M.&B.S.10,25 | |
| 2970 | **Sitoebondo** | Scw | Hol | Rotterd'm | 4478 | | 1916 | Rotterdam, | Rotter- | Stm Tbns; | | V |
| | Steel | | 444 | 54 \| 34.3 | 7057 | | | (Bonn [Hol. | damsche Lloyd | 2DB;2SB;WP200lbs;3700IHP | | |
| PSHB | 3D;Wireless;W. Bal 7BH | | | | | | | & Mees.) | | | | |
| 2971 | **Sitra** | Scw | Br | Liverpool | 2072 | | 1910 | Stockton, | J. Moss & | 3Cyl TE 25,41,67x45; | | BL |
| 131,288 | xDalrazen Steel | | 365 | 48.6 \| 21.6 | 3392 | | 9 | (Richardson, [Eng. | Co., Mgrs. | 2SB;WP180lbs | | |
| HRPJ | 1D;Shel dk;Web frms; 7BH | | P22′ | F40′ | | | | Duck & Co.) | | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | | | | | |
| 2972 | **Sittang** | Scw | Br | Glasgow | 2747 | | 1910 | Pt. Glasgow, | P. Hender- | 3Cyl TE 25,41,68x48; | | C |
| 129,469 | xLiddesdale Steel | | 384.7 | 51 \| 26.2 | 4411 | | 12 | (Russell [Scot. | son & Co., Mgrs. | 2SB;WP180lbs | S.S.No.3,Glas11,22;A.S.11,25; | |
| HQKJ | 1D;Spar dk;Deep frmg; 6BH | | P40′ | B120′ F52′ | | | | & Co.) | | | shft drn8,23;B.S.11,25; | |
| | Wireless;W. Bal | | | | | | | | | | M.S.4,26 | |
| 2973 | **Siva** | Scw | Br | Grangmth | 788 | | 1921 | Stavanger, | South | 3Cyl TE 17,28,48x33; | | N |
| 130,125 | xSlotholm Steel | | 243.2 | 37.2 \| 16 | 1304 | | 9 | (Stavanger [Nor. | Georgia Co. | 2SB;WP180lbs | | |
| | 1D;W. Bal 4BH | | P21′ | B60′ F24′ | | | | Stoberi & Dok.) | (Lim.) | | | |
| 2974 | **Sixaola** | Scw | Am | New York | 2765 | | 1911 | Belfast, | United | 3Cyl TE 27,45,75x54; | | C |
| 212,585 | Steel | Sch | 378.8 | 50.3 \| 29.1 | 4558 | | 10 | (Workman, [Ire. | Fruit S.S. Corp. | 5SB;WP190lbs;3650IHP; | S.S.No.1,NJ10,25;A.S.3,26; | |
| LDQJ | 3D;SUB;SIG;Wireless;Oil fuel; 4BH | | B161′ | F45′ | | | | Clark & Co., Lim.) | | Dkd,8 rps9,26; | n shft12,20;shft drn10,25; | |
| | W. Bal | | | | | | | | | | B.S.7,26;M.S.7,26 | |
| 2975 | **Sixtyfour** | Scw | Nor | Langes'nd | 1439 | | 1907 | Sunderland, | H. Skou- | 3Cyl TE 22,36,59x39; | | BL |
| | xSommen xSt. Thomas Steel | | 295 | 43.4 \| 20.7 | 2428 | | 11 | (S. P. [Eng. | gaard, Mgr | 3SB;WP180lbs | | |
| LBRG | 1D;Deep frmg; Wireless;W. Bal 4BH | | P21′ | B76′ F30′ | | | | Austin & Son, | | | | |
| | | | | | | | | Lim.) | | | | |
| 2976 | **Sjomand** | Scw | Nor | Oslo | 1566 | | 1921 | Southamp- | Akties. | Stm Tbns; | | BL |
| | Steel | | 300.8 | 43.7 \| 22.3 | 2820 | | 10 | (J. I. [ton, Eng. | Laboremus | 2SB;WP220lbs | | |
| LCHN | 1D;Web frms;Oil in bulk; 11BH | | P38′ | B36′ F33′ | | | | Thornycroft | | | | |
| | Oil fuel;Mchy aft;Wireless;W. Bal | | | | | | | & Co., Lim.) | | | | |
| 2977 | **Skagern** | Scw | Swd | Gothenb'g | 3605 | | 1917 | Gothen- | G. Carls- | 3Cyl TE 28,42,72x48; | | BL |
| 5,866 | Steel | Sch | 406.2 | 53.7 \| 31.6 | 5842 | | 1 | burg, Swd. | son, Mgr. | 3SB;WP185lbs | | |
| JVTK | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | (Goteborgs Nya | | | | |
| | | | | | | | | V. Aktieb.) | | | | |
| 2978 | **Skagway** | Scw | Am | Los Ang's | 955 | | 1908 | Seattle, | Skagway | 3Cyl TE 17,28,47½x36; | | |
| 205,052 | xStanley Dollar Steel | | 240 | 41 \| 20 | 1838 | | 4 | (Moran [Wash. | S.S. Co., Inc. | 2SB;750IHP. | | |
| KWNM | 1D;Wireless;Oil fuel;W. Bal | | | | | | | Co.) | | | | |
| 2979 | **Skald** | Scw | Nor | Bergen | 703 | | '82 | Dumbarton, | A/S Inger | 2Cyl C 26,51x36; | | BL |
| | xSaint Helier Iron | | 240 | 34.1 \| 15.5 | 1173 | | 12 | (Burrell [Scot. | | 1SB;WP120lbs | | |
| JFMS | 1D;B;W. Bal 5BH | | B62′ | F25′ | | | | & Son.) | | | | |
| 2980 | **Skanderborg** | Scw | Dan | Cop'hagen | 1156 | | '97 | Elsinore, | C. K. Han- | 3Cyl TE 20,31,53x36; | | BL |
| | Steel | Sch | 279.6 | 40.5 \| 18 | 1904 | | 4 | Den. | sen, Mgr. | 2SB;WP175lbs | | |
| NVLK | 1D;Deep frmg;W. Bal;Wireless 4BH | | | B68′ F34′ | | | | (Jernsk & Msk.) | | | | |
| 2981 | **Skandia** | Sch | Dan | Marstal | 150 | | 1902 | Stubbekjo- | R. H. Oster- | Wd | | V |
| | | | 100.7 | 24 \| 10.7 | 178 | | | (O. [bing, Den. | mann, Mgr. | | | |
| NLSK | 1D | | | | | | | Hansen.) | | | | |
| 2982 | **Skaraas** | Scw | Nor | Bergen | 1957 | | 1903 | So. Shields, | Skibs-A/S | 3Cyl TE 24,40,64x42; | | N |
| | xUlidia Steel | | 323 | 47 \| 23.7 | 3164 | | 10 | (J. [Eng. | Phoenix | 2SB;WP160lbs | | |
| MVNJ | 1D;Deep frmg;Wireless; 5BH | | P31′ | B94′ F32′ | | | | Readhead & Sons.) | | | | |
| | W. Bal | | | | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12983 | **Skard** Steel | Scw | Nor | Oslo | 1099 | | 1915 | Fredrikstad, | B. A. Sanne. | 3CylTE20½,33,56x36; | | BL |
| MKTB | 1D;W. Bal;Wireless 4BH | | 265 | 42.1 \| 17.9 | 1814 | | 2 | (Fredrikstad [Nor. Mek. Vaerks.) | Mgr. | 2SB;WP180lbs | | |
| | | | P23′ | B66′ F29′ | | | | | | | | |
| 12984 | **Skaregrom** xSvalen xCastleton | S | Nor | Grimstad | 1822 | | 1903 | Pt. Glasgow, | J. Bang, | Stl;1BH | | BL |
| KGJM | 1D;B | | 265.1 | 40.1 \| 23.6 | 1976 | | 7 | (A. [Scot. Rodger & Co.) | Mgr. | | | |
| | | | P37′ | F28′ | | | | | | | | |
| 12985 | **Skauts** xPendennis Steel | Scw | Ltv | Riga | 1328 | | '97 | W. Hartle- | M. Sand- | 3CylTE21½,35,58x39; | | BL |
| TBDQ | 1D;Web frms;Wireless;W. Bal 5BH | | 290 | 42.2 \| 19.1 | 2121 | | 4 | pool, Eng. | berg & Co. | 2SB;WP160lbs | | |
| | | | P25′ | B69′ F29′ | | | | (W. Gray & Co., Lim.) | | | | |
| 12986 | **Skiensfjord** Steel | Scw | Nor | Oslo | 3602 | | 1922 | Glasgow, | Norwegian- | 3CylTE27,43,72x51; | | N |
| LCMQ | 3D;Wireless;Oil fuel;W. Bal 8BH | | 395.8 | 53.2 \| 25.1 | 5922 | | 3 | (Napier & [Scot. Miller, Lim.) | America Line | 3SB;WP180lbs. | | |
| 12987 | **Skipsea** Steel | Scw | Br | Hull | 3238 | | 1922 | Newcastle, | Sea S.S. | 3CylTE25,41,69x48; | | BL |
| 146,436 | | | 375 | 51.2 \| 31.7 | 5108 | | 8 | (Northum- [Eng. | Co. (Lim.) | 3SB;WP180lbs | | |
| KLQT | 1D;Shel dk;Wireless;W. Bal 7BH | | F32′ | | | | | berland S. B. Co., Lim.) | | | | |
| 12988 | **Skipton Castle** Steel | Scw Sch | Br | Liverpool | 2430 | | 1907 | Sunderland, | J. Chambers | 3CylTE24,40,67x45; | | BL |
| 124,031 | | | 361 | 47.4 \| 17.1 | 3323 | | 1 | (W. Pickers- [Eng. | & Co., Mgrs. | 2SB;WP180lbs | | |
| HJWF | 1D;Spar dk;Deep frmg; 6BH | | P29′ | B200′ F39′ | | | | gill & Sons.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 12989 | **Skogheim** Steel | Scw | Nor | Hauges'nd | 1631 | | 1919 | Grimstad, | N. Rogenaes | 3CylTE22,36,60x39; | | N |
| MSWC | 1D;Wireless;W. Bal 4BH | | 300.4 | 47.1 \| 20.9 | 2669 | | 4 | (A/S [Nor. Sorlandets Skebsbyg.) | Mgr. | 2SB;WP180lbs | | |
| | | | P23′ | B68′ F33′ | | | | | | | | |
| 12990 | **Skogland** xPolcarne Steel | Scw | Nor | Hauges'nd | 1898 | | '99 | Blyth, | T. H. Skog- | 3CylTE24,40,65x42 | | |
| MKCJ | 1D;B;Deep frmg; 6BH | | 324.3 | 47 \| 22.4 | 3041 | | 12 | (Blyth [Eng. S. B. Co., Lim.) | land & Sons, Akties, Mgrs. | 2SB;WP160lbs | | |
| | W. Bal;Wireless | | P30′ | B102′ F34′ | | | | | | | | |
| 12991 | **Skogstad** Steel | Scw | Nor | Oslo | 2357 | | 1906 | Sunderland, | Af. Klave- | 3CylTE25,41,67x45; | | N |
| MDBH | 1D;B;Deep frmg;Web frms; 6BH | | 346.5 | 50.8 \| 22.9 | 3655 | | 11 | (R. [Eng. Thompson & Sons, Lim.) | ness & Co., Mgrs. | 2SB;WP180lbs | | |
| | Wireless;W. Bal | | P23′ | B92′ F34′ | | | | | | | | |
| 12992 | **Skolma** Steel | Scw | Nor | Oslo | 1317 | | 1919 | Toronto, | Skibs A/S | 3CylTE20,33,54x40; | | N |
| LCDQ | 1D;Wireless;W. Bal 4BH | | 251 | 43.6 \| 21.3 | 2229 | | 11 | (Dominion [Can. S. B. Co., Lim.) | Grom | 2SB;WP180lbs | | |
| | | | P25′ | B64′ F20′ | | | | | | | | |
| 12993 | **Skookum** Wood | StW | Am | Seattle | 173 | | 1904 | Aberdeen, | St. Helens | 2-2CylC10,22x60; | | |
| 200,803 | | | 112 | 26.8 \| 5.6 | 302 | | | Wash. | Towing Co. | 1FB;WP170lbs;400IHP. | | |
| | 1D;Shel dk | | | | | | | | | | | |
| 12994 | **Skotland** Steel | Scw | Dan | Cop'hagen | 1015 | | 1907 | Copenhagen, | H. A. | 3CylTE18,29,50x33; | | N |
| | xStrandholm xLoly Jensen | | 269.7 | 39.2 \| 17.7 | 1654 | | 9 | (Akt. [Den. Burmeister & Wain.) | Christensen, Mgr. | 2SB;WP180lbs | | |
| NTKQ | 1D;Wireless;W. Bal 4BH | | P18′ | B72′ F28′ | | | | | | | | |
| 12995 | **Skra** Steel | Scw | Grk | Piraeus | 1534 | | '90 | Sunderland, | A. D. Calli- | 3CylTE22,36,60x42; | | BI |
| | xDimitrios Pateras xLyell | | 300 | 39 \| 20.3 | 2399 | | 6 | (Bartram, [Eng. Haswell & Co.) | nicos | 2SB;WP160lbs | | |
| HFMJ | 1D;Web frms;Wireless;W. Bal 6BH | | P30 | | | | | | | | | |
| 12996 | **Skramstad** Steel | MV | Nor | Oslo | 2455 | | 1925 | Hamburg, | Skibs A/S. | 6CylOilEng29⅛x47¼ | | N |
| LFCN | 2D;Wireless;W. Bal | | 382.7 | 53.4 \| 24.9 | 4300 | | | (Deutsche [Ger. Werft A. G.) | Skramstad | | | |
| 12997 | **Skrymer** Steel | Scw | Nor | Oslo | 1139 | | 1921 | Ardrossan, | A/S. Skule | 3CylTE20,33,54x39; | | BI |
| LBKV | 1D;Wireless;W. Bal 4BH | | 271.7 | 41.6 \| 19.4 | 1984 | | 3 | (Ardrossan [Scot. D. D. & S. B. Co., Lim.) | | 2SB;WP180lbs | | |
| | | | P32′ | B75′ F32′ | | | | | | | | |
| 12998 | **Skulda** Steel | Scw | Nor | Bergen | 644 | | 1910 | Bergen, | Wm. | 3CylTE16½,26,44x30; | | N |
| MFWC | 1D;W. Bal 4BH | | 229 | 35.1 \| 15.8 | 1105 | | 2 | (Bergens [Nor. Mek. Vaerksted.) | Hansen, Mgr. | 1SB;WP175lbs | | |
| | | | P10′ | B61′ F25′ | | | | | | | | |
| 12999 | **Slack Barrett** Steel | StW | Am | Cincinnati | 526 | | 1924 | Midland, | Barrett Line | 2-2CylC16,28x96; | | |
| 223,682 | | | 175 | 38 \| 6 | 592 | | | (Midland [Pa. Barge Co.) | | 4Blrs;WP225lbs;1200IHP. | | |
| | 1D 8BH | | | | | | | | | | | |
| 13000 | **Slatington** Steel | Scw | Am | New York | 150 | | 1911 | Pt. Richm'd, | Lehigh | 2CylC18,38x26; | | |
| 209,464 | | | 95.1 | 25 \| 12.2 | 221 | | | (Staten [N. Y. Island S. B. Co.) | Valley R.R. Co. of N. J. | 1SB;750IHP. | | |
| LCGN | 1D 3BH | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13001 | **Slavic Prince** | Scw | Br | Newcastle | 5370 | | 1918 | Newcastle, | Prince Line | 4CylQE25,36,52,76x54; | | BL |
| 140,720 | Steel | | 448.5 | 57.2 \| 39.3 | 8611 | | 10 | (Palmers' [Eng. | (Lim.) | 4SB;WP200lbs | | |
| JVPH | 2D;Shel dk;Wireless;SUB.SIG; 7BH | | | | | | | Co., Lim.) | | | | |
| | W. Bal;Oil fuel | | | | | | | | | | | |
| 13002 | **Sliedrecht** | MV | Hol | Rotterd'm | 2642 | | 1924 | Rotterdam, | Stoomv. | 2-3CylOilEng29⅛x59 | | BL |
| | Steel | | 370 | 53.2 \| 27.8 | 4647 | | 9 | (Rotterdam [Hol. | Maats. "De | | | |
| PSHL | 2D;Long. frmg;Mchy aft; 16BH | | P99′ | F33′ | | | | Droogd. Maat.) | Maas" | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 13003 | **Smaland** | Scw | Swd | Gothenb'g | 1520 | | 1920 | Gothenburg, | S. G. | 3CylTE22,35,58x36; | | BL |
| 6,369 | xGallia Steel | | 299.9 | 43.2 \| 23.3 | 2502 | | 10 | (Eriksbergs [Swd. | Janson, Mgr. | 2SB;WP185lbs. | | |
| KCSG | 1D;Shel dk;Wireless; 4BH | | | | | | | M. V. Aktieb.) | | | | |
| | SUB.SIG;W. Bal | | | | | | | | | | | |
| 13004 | **Smaragd** | Scw | Nor | Oslo | 679 | | 1911 | Fredrikstad, | T. Helliesen, | 3CylTE18,30,49x33; | | N |
| | xCatherine Cuneo Steel | | 225 | 33.6 \| 20 | 1181 | | 4 | (Fredrikstad [Nor. | Mgr. | 2SB;WP180lbs | | |
| MGNB | 1D;Spar dk;W. Bal 4BH | | | | | | | Mek. Vaerks.) | | | | |
| 13005 | **Smith** | Scw | Br | Sarnia | 130 | | '81 | Buffalo, | Reid | 2CylC30,54x45; | | |
| 138,371 | Oak | | 127 | 21.8 \| 21.8 | 191 | | | (Union [N. Y. | Towing & | 1Blr;WP110lbs | | |
| | 2D | | | | | | | D. D. Co.) | Wrecking Co. | | | |
| | | | | | | | | | (Lim.) | | | |
| 13006 | **Smith Line No. 1** | Brg | Am | Portland | 412 | | 1900 | Bath, | Morecraft | Wd | | |
| 130,856 | xScranton | Sch | 163.8 | 34.2 \| 10.5 | 489 | | | Me. | Transp. Corp. | | | |
| KPTC | 1D | | | | | | | | | | | |
| 13007 | **Smith Thompson** | Scw | Am | Oswego | 4227 | | 1907 | Toledo, | Great Lakes | 4CylQE16½,24,35,50x42; | | |
| 204,190 | Steel | Sch | 438.7 | 52 \| 28 | 4736 | | 6 | Ohio | S.S. Co. | 2SB;WP210lbs;1400IHP. | | |
| | 1D;B;Mchy aft;W. Bal 3BH | | | | | | | (Toledo S. B. Co.) | | | | |
| 13008 | **Smith & Terry No. 1** | Brg | Am | Wilm'gton | 1097 | | 1917 | Bethel, | Smith & | O,YP,Hk;Gif(Sltd) | ✠A1 Towing Barge. | |
| 215,546 | | Sch | 203.6 | 41.2 \| 16.7 | 1156 | | 7 | (Smith & Del. | Terry Coastwise | DB;clk dk7,19;clk b5,25; | Coastwise & W. I. | |
| LHST | 1D | | | | | | | o'25 | Terry, Inc.) | Co., | s rps,s b,dk clkg,clk t10,25 | S.S.No.2,PA10,25 | |
| 13009 | **Smith & Terry No. 2** | Brg | Am | Wilm'gton | 1198 | | 1918 | Bethel, | Smith & | WO,YP,O;Gif; | ✠A1 Towing Barge. | |
| 216,876 | | Sch | 221.1 | 41.2 \| 16.5 | 1251 | | 10 | (Bethel [Del. | Terry Transp. | clk t4,19;clk b6,23; | Coastwise & W. I. | |
| LMTF | 1D | | | | | | | Marine Railway.) | Co., | s rps,s clkg a10,25 | S.S.No.1,NLdn6,23 | |
| 13010 | **Smith & Terry No. 4** | Brg | Am | New York | 2069 | | 1918 | Orange, | Fair Oaks | YP;Gif | | |
| 217,160 | xCity of Austin | Sch | 281.8 | 45.8 \| 22.2 | 2231 | | | (Inter- [Tex. | S.S. Corp. | | | |
| LNPJ | 1D | 5 M | | P64′ F33′ | | | | national S. B. Co.) | | | | |
| 13011 | **Smithfield** | SW | Am | New York | 353 | | 1901 | Elizabeth, | Eastern | 1CylVB51x96; | | |
| 96,543 | xHampton Steel | | 202.7 | 29.6 \| 10.1 | 725 | | | N. J. | S.S. Lines | 2SB;WP60lbs;1200IHP. | | |
| | 1D | | | | | | | | | | | |
| 13012 | **Smyrna** | Brg | Am | New York | 626 | | 1907 | Bath, | N. Y., On- | O,Hw,Hk,YP;Gicf(Sltd) | | |
| 204,224 | | Sch | 181.3 | 35.1 \| 14.2 | 741 | | 6 | (Kelley, [Me. | tario & Western | | | |
| KWDM | 1D;B | | | | | | | Spear Co.) | Railway Co. | | | |
| 13013 | **Sneaton** | Scw | Br | Whitby | 2135 | | 1925 | Sunderland, | Rowland & | 3CylTE24,40,66x45; | | BL |
| 137,088 | Steel | | 348 | 50 \| 22.6 | 3677 | | 3 | (R. Thomp- [Eng. | Marwood's S.S. | 2SB;WP180lbs | | |
| KSLC | 1D;Wireless;W. Bal 6BH | | P34′ | B105′ F30′ | | | | son & Sons, Lim.) | Co. (Lim.) | | | |
| 13014 | **Snefjeld** | Scw | Nor | Bergen | 1001 | | 1901 | Alblasser- | H. G. Mar- | 3CylTE20,33,54x36; | | N |
| | xOttoland Steel | Sch | 270 | 37.6 \| 18.4 | 1643 | | 5 | dam, Hol | tens | 2SB;WP155lbs | | |
| MNFG | 1D;Deep frmg;W. Bal; 4BH | | P12′ | B70′ F30′ | | | | (Naamlooze | | | | |
| | Wireless | | | | | | | Vennootschp. | | | | |
| | | | | | | | | Scheepswerf.) | | | | |
| 13015 | **Snefond** | Scw | Nor | Stavanger | 908 | | 1924 | Larvik, | D. Stor- | 3CylTE18,29,49x33; | | N |
| | Steel | | 244.7 | 39.5 \| 17.1 | 1537 | | 11 | (Larvik [Nor. | fonds A/S. | 2SB;WP180lbs | | |
| LDRP | 1D;W. Bal 4BH | | P20′ | B53′ F31′ | | | | Slip & Verksted.) | | | | |
| 13016 | **Sneland** | Scw | Nor | Hauges'nd | 1054 | | 1922 | Stettin, | D/S A/S | 3CylTE20,32,55x35; | | N |
| | xIngeborg Steel | | 268 | 42.3 \| 18 | 1791 | | 9 | (Nuscke [Ger. | Vestland | 2SB;WP200lbs | | |
| LDWB | 1D;Wireless;W. Bal 4BH | | | | | | | & Co., A. G.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13017 | **Snetind** | Sch | Am | Boston | 1305 | | 1918 | Seattle, | Joseph W. | Wd;Gif | | |
| 217,841 | | 4 M | 232.7 | 45.1 \| 18.3 | 1470 | | 11 | (J. H. [Wash. | Gorman | | | |
| LQPH | 1D;B | | P54′ | F30′ | | | | Price S. B. Co.) | | | | |
| 13018 | **Snyg** | Scw | Nor | Hauges'nd | 757 | | 1918 | Amsterdam, | Dampsk. | 3CylTE17,28,46x36; | | N |
| | xGroenlo xKinheim Steel | | 239.4 | 36.7 \| 15.8 | 1326 | | 4 | (Verschure [Hol. | A/S Snyg | 2SB;WP180lbs | | |
| LDSJ | 1D;W. Bal 4BH | | P24′ | B63′ F25′ | | | | & Co.'s Scheeps.) | | | | |
| 13019 | **Soborg** | Scw | Dan | Cop'hagen | 1194 | | 1924 | W. Hartle- | A/S. D/S. | 3CylTE20,31½,53x36; | | BL |
| | Steel | | 280 | 40 \| 19.2 | 1992 | | 6 | (W. [pool, Eng. | Dannebrog | 2SB;WP180lbs | | |
| NFMH | 1D;Wireless;W. Bal 4BH | | P23′ | B83′ F28′ | | | | Gray & Co., Lim.) | | | | |
| 13020 | **Socony** | Scw | Am | New York | 2223 | | 1913 | Camden, | Standard | 3CylTE21,35,58x42; | | |
| 211,184 | Steel | Sch | 321.7 | 46.2 \| 27.5 | 3663 | | 4 | (New York [N. J. | Transp. Co. | 2SB;WP200lbs;1800IHP. | | |
| LCVW | 2D;Mchy aft;SUB.SIG; 13BH | | P116′ | B30′ F43′ | | | | S. B. Co.) | | | | |
| | Oil in bulk;Wireless;Web frms; | | | | | | | | | | | |
| | Oil fuel;W. Bal | | | | | | | | | | | |
| 13021 | **Socony 1** | Brg | Am | New York | 504 | | 1904 | Sparrows Pt. | Standard | Stl | | |
| 162,342 | xS. T. Co. No. 1 | | 160.6 | 30.1 \| 12.2 | 526 | | | (Maryland [Md. | Transp. Co. | | | |
| | 1D;Oil in bulk | | | | | | | Steel Co.) | | | | |
| 13022 | **Socony 2** | Scw | Am | New York | 84 | | '98 | Philadel- | Standard | 3CylTE14,22,36x24; | | |
| 130,795 | xS. T. Co. No. 2 Steel | | 98.1 | 22 \| 10.1 | 157 | | | phia, Pa. | Transp. Co. | 600IHP. | | |
| KNSF | 1D | | | | | | | (C. Hillman | | | | |
| | | | | | | | | S. B. & E. Co.) | | | | |
| 13023 | **Socony 2** | Brg | Am | New York | 504 | | 1904 | Sparrows Pt. | Standard | Stl | | |
| 162,343 | xS. T. Co. No. 2 | | 160.6 | 30.1 \| 12.2 | 526 | | | (Maryland [Md. | Transp. Co. | | | |
| | 1D;Oil in bulk | | | | | | | Steel Co.) | | | | |
| 13024 | **Socony 3** | Scw | Am | New York | 119 | | 1917 | Greenport, | Standard | 2CylC16,34x25; | | |
| 215,885 | Wood | | 97.8 | 25.3 \| 11.2 | 175 | | | (Greenport [L. I. | Transp. Co. | 1SB;WP150lbs;400IHP. | | |
| | 1D | | | | | | | Shipyd. Co.) | | | | |
| 13025 | **Socony 4** | Brg | Am | New York | 504 | | 1904 | Quincy, | Standard | Stl | | |
| 162,366 | xS. T. Co. No. 4 | | 160.4 | 31 \| 12.1 | 509 | | | (Fore [Mass. | Transp. Co. | | | |
| | 1D;Oil in bulk | | | | | | | River S. B. Co.) | | | | |
| 13026 | **Socony 4** | Scw | Am | New York | 161 | | 1914 | Camden, | Standard | 2CylC17,41x30; | | |
| 212,222 | xRobert S. Parsons Steel | | 102.3 | 26.6 \| 12.7 | 238 | | | (J. H. [N. J. | Transp. Co | 1SB;WP180lbs;750IHP. | | |
| | 1D | | | | | | | Dialogue.) | | | | |
| 13027 | **Socony 5** | MV | Am | New York | 631 | | 1906 | Sparrows Pt. | Standard | Oil Eng; | | |
| 162,946 | xS. T. Co. No. 5 Steel | | 185 | 35 \| 15 | 830 | | | (Maryland [Md | Transp. Co. | 320BHP. | | |
| | 1D;Oil in bulk | | | | | | | Steel Co.) | | | | |
| 13028 | **Socony 6** | MV | Am | New York | 514 | | 1906 | Sparrows | Standard | Oil Eng; | | |
| 162,949 | Steel | | 185 | 35 \| 15 | 850 | | | Point, Md. | Transp. Co. | 320BHP. | | |
| | 1D;Oil in bulk | | | | | | | (Maryland | | | | |
| | | | | | | | | Steel Co.) | | | | |
| 13029 | **Socony 7** | Scw | Am | New York | 79 | | '98 | Philadel- | Standard | | | |
| 157,516 | xS. T. Co. No. 7 Wood | | 84.6 | 19 \| 8.8 | 117 | | | phia, Pa. | Transp. Co. | 350IHP. | | |
| | 1D | | | | | | | | | | | |
| 13030 | **Socony 7** | Brg | Am | New York | 374 | | 1907 | Camden, | Standard | Stl | | |
| 163,338 | xS. T. Co. No. 7 | | 150 | 24 \| 11.1 | 374 | | | (New York [N. J. | Transp. Co. | | | |
| | 1D | | | | | | | S. B. Co.) | | | | |
| 13031 | **Socony 8** | Brg | Am | New York | 374 | | 1907 | Camden, | Standard | Stl | | |
| 163,353 | xS. T. Co. No. 8 | | 150 | 24 \| 11.1 | 374 | | | (New York [N. J. | Transp. Co. | | | |
| | 1D | | | | | | | S. B. Co.) | | | | |
| 13032 | **Socony 8** | Scw | Am | New York | 146 | | 1923 | Brooklyn, | Standard | 2CylC18½,40x26; | ✠ — — | |
| 223,240 | Steel | | 100.2 | 24.1 \| 12.3 | 215 | | 9 | (Todd [N. Y. | Transp. Co. | 1SB;WP160lbs;800IHP | ✠ — — | |
| MFGT | 1D;Oil fuel 3BH | | | | | | | Shipyards Corp., | | | Withdrawn10,25 | |
| | | | | | | | | Tebo Plant.) | | | | |
| 13033 | **Socony 9** | Scw | Am | New York | 146 | | 1923 | Brooklyn, | Standard | 2CylC18½,40x26; | ✠ — — | |
| 223,247 | Steel | | 100.2 | 24.1 \| 12.3 | 215 | | 10 | (Todd [N. Y. | Transp. Co. | 1SB;WP160lbs;800IHP | ✠ — — | |
| MFGV | 1D;Oil fuel 3BH | | | | | | | Shipyards Corp., | | | Withdrawn10,25 | |
| | | | | | | | | Tebo Plant.) | | | | |
| 13034 | **Socony 9** | Brg | Am | New York | 374 | | 1907 | Camden, | Standard | Stl | | |
| 163,359 | xS. T. Co. No. 9 | | 150 | 24 \| 11.1 | 374 | | | (New York [N. J. | Transp. Co. | | | |
| | 1D | | | | | | | S. B. Co.) | | | | |
| 13035 | **Socony 10** | Brg | Am | New York | 1100 | | 1909 | Camden, | Standard | Stl | | |
| 163,955 | xS. T. Co. No. 10 | | 264 | 40.1 \| 11.6 | 1113 | | | (New York [N J | Transp. Co. | | | |
| | 1D;Oil in bulk | | | | | | | S. B. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13036 **Socony 11** 201,593 KTND | xS. T. Co. No. 11 1D | Scw | Am | New York 81.7 / 20.5 / 9.9 | 87 129 | | 1904 12 | Philadelphia, Pa. | Standard Transp. Co. | 2CylC15,30x22; 500IHP. | | |
| 13037 **Socony 11** 163,964 | xS. T. Co. No. 11 1D;Oil in bulk | Brg | Am | New York 264 / 40.1 / 11.6 | 1100 1113 | | 1909 | Camden, (New York [N. J. S. B. Co.) | Standard Transp. Co | Stl | | |
| 13038 **Socony 12** 163,969 | xS. T. Co. No. 12 1D;Oil in bulk | Brg | Am | New York 225 / 36.1 / 10.3 | 756 774 | | 1909 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Standard Transp. Co. | Stl | | |
| 13039 **Socony 14** 117,219 KSFL | xS. T. Co. No. 14 Steel 1D;B | Scw | Am | New York 91 / 22 / 9.4 | 111 164 | | 1902 12 | Philadelphia, Pa. (Neafie & Levy.) | Standard Transp. Co. | 2CylC16,32x24; 1CRTB;WP150lbs;500IHP. | | |
| 13040 **Socony 15** 117,220 KSFM | xS. T. Co. No. 15 Steel 1D | Scw | Am | New York 91 / 22 / 9.4 | 111 164 | | 1903 | Philadelphia, Pa. (Neafie & Levy.) | Standard Transp. Co. | 500IHP. | | |
| 13041 **Socony 16** 204,602 | xS. T. Co. No. 16 Wood 1D | Scw | Am | New York 96 / 23 / 11.2 | 119 175 | | 1907 | Baltimore, Md | Standard Transp. Co. | 650IHP. | | |
| 13042 **Socony 17** 204,718 KWLB | xS. T. Co. No. 17 Wood 1D | Scw | Am | New York 96 / 23 / 11.2 | 119 175 | | 1907 | Baltimore, Md. | Standard Transp. Co. | 650IHP. | | |
| 13043 **Socony 18** 204,764 KWLN | xS. T. Co. No. 18 Wood 1D | Scw | Am | New York 96 / 23 / 11.2 | 119 175 | | 1907 | Baltimore, Md. | Standard Tansp.Co. | 650IHP. | | |
| 13044 **Socony 19** 204,860 KWMD | xS. T. Co. No. 19 Wood 1D | Scw | Am | New York 96 / 23 / 11.2 | 119 175 | | 1908 | Baltimore, Md. | Standard Transp. Co. | 650IHP. | | |
| 13045 **Socony 20** 211,790 | xS. T. Co. No. 20 Steel 1D 4BH | Scw | Am | New York 97.1 / 23 / 10.8 | 117 173 | | 1913 11 | Pt. Richmond, N. Y. (Staten Island S. B. Co.) | Standard Transp. Co. | 3CylTE13,22½,36x24; 2WTB;WP190lbs;500IHP. | | |
| 13046 **Socony 21** 211,791 | xS. T. Co. No. 21 Steel 1D 4BH | Scw | Am | New York 96.1 / 23.6 / 10.9 | 124 183 | | 1913 11 | Pt. Richmond, N. Y. (Staten Island S. B. Co.) | Standard Transp. Co. | 3CylTE13,22½,36x24; 2WTB;WP190lbs;500IHP. | | |
| 13047 **Socony 22** 214,050 | Steel 1D | Scw | Am | New York 93.1 / 24.1 / 12 | 116 170 | | 1916 | Pt. Richmond, N. Y. (Staten Island S. B. Co.) | Standard Transp. Co. | 2CylC18,38x26; 1SB;WP150lbs;750IHP. | | |
| 13048 **Socony 24** 219,026 | Wood 1D | Scw | Am | New York 78 / 22.1 / 10.9 | 78 115 | | 1920 | Milford, (W. G. [Del. Abbott S. B. Co.) | Standard Transp. Co. | 1Cyl18x26; 1SB;WP150lbs;250IHP. | | |
| 13049 **Socony 25** 219,027 | Wood 1D | Scw | Am | New York 78 / 22 / 10.9 | 78 115 | | 1920 | Milford, (W. G. [Del. Abbott S. B. Co.) | Standard Transp. Co | 1Cyl18x26; 1SB;WP150lbs;250IHP. | | |
| 13050 **Socony 26** 219,281 | xEvelyn A. Ackerman Wood 1D | Scw | Am | New York 76.9 / 21.8 / 9.3 | 67 99 | | 1919 | Tottenville, (A. C. [N. Y. Brown & Sons.) | Standard Transp. Co. | 1Cyl17x22; 1Blr;WP140lbs;200IHP. | | |
| 13051 **Socony 27** 220,001 | xA. E. Ackerman Wood 1D | Scw | Am | New York 76.9 / 21.8 / 9.3 | 67 99 | | 1919 | Tottenville, (A. C. [N. Y. Brown & Sons.) | Standard Transp. Co. | 1Cyl17x22; 1Blr;WP140lbs;200IHP. | | |
| 13052 **Socony 28** 220,712 | Wood 1D | Scw | Am | New York 96 / 26.5 / 11.9 | 138 204 | | 1920 | Tottenville, (A. C. [N. Y. Brown & Sons.) | Standard Transp. Co. | 2CylC16,34x25; 1SB;WP180lbs;600IHP. | | |
| 13053 **Socony 48** 58,113 | xS. T. Co. No. 48 1D;Oil in bulk | Brg | Am | New York 155.3 / 30.4 / 12.1 | 506 513 | | 1901 | Port Richmond, N. Y. (Burlee D. D. Co.) | Standard Transp. Co. | Stl | | |
| 13054 **Socony 55** 58,091 | xS. T. Co. No. 55 1D | Brg | Am | New York 149.6 / 30.8 / 12.1 | 482 492 | | 1900 | Port Richmond, N. Y. (Burlee D. D. Co.) | Standard Transp. Co. | Stl | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13055 116,199 KFCV | **Socony 56** 1D;Oil in bulk | Brg Sch | Am | New York 162.1 30.1 14.4 | 589 589 | | '88 | Chester, Pa. | Standard Transp. Co | Stl | | |
| 13056 116,528 LDVW | **Socony 57** 1D;Oil in bulk | Brg Sch | Am | New York 247 37 19 | 1310 1381 | | '92 | Chester, (Roach's Shipyard.) [Pa. | Standard Transp. Co. | Stl | | |
| 13057 116,599 KLTB | **Socony 58** x8. T. Co. No. 58 1D;Oil in bulk | Brg Sch | Am | New York 249 37 20 | 1600 1644 | | '93 | Chester, (Delaware River I. S. B. & E. Co.) [Pa. | Standard Transp. Co. | Stl | | |
| 13058 167,528 | **Socony 59** 1D | Brg | Am | New York 100 32.8 8 | 200 200 | | 1916 | Manitowoc, (Manitowoc S B. Co.) [Wis. | Standard Transp. Co. | Stl | | |
| 13059 167,527 | **Socony 60** 1D | Brg | Am | New York 100 32 8 | 200 200 | | 1916 | Manitowoc, (Manitowoc S. B. Co.) [Wis. | Standard Transp. Co. | Stl | | |
| 13060 162,125 | **Socony 61** x8. T. Co. No. 61 1D | Brg | Am | New York 156.6 30.1 12.1 | 482 495 | | 1903 | Port Richmond, N. Y. (Burlee D. D. Co.) | Standard Transp. Co. | Stl | | |
| 13061 209,668 | **Socony 62** x8. T. Co. No. 62 1D;Oil in bulk | MV Steel | Am | New York 197.3 35 14.4 | 721 848 | | 1912 | Port Richmond, N. Y. (Staten Island S. B. Co.) | Standard Transp. Co. | Oil Eng; 300BHP. | | |
| 13062 57,996 | **Socony 72** x8. T. Co. No. 72 1D | Brg | Am | New York 139.4 30.1 11 | 407 407 | | '98 | Elizabeth, N. J. | Standard Transp. Co | Stl | | |
| 13063 58,093 | **Socony 75** x8. T. Co. No. 75 1D | Brg | Am | New York 149.6 30.8 12.1 | 481 490 | | 1900 | Port Richmond, N. Y. (Burlee D. D. Co.) | Standard Transp. Co. | Stl | | |
| 13064 116,667 | **Socony 76** x8. T Co. No. 76 1D;Oil in bulk | Brg | Am | New York 175 33.1 15.5 | 797 797 | | '95 | W. Superior, Mich. | Standard Transp. Co. | Stl | | |
| 13065 57,940 | **Socony 77** x8. T. Co. No. 77 1D | Brg | Am | New York 143.2 22.8 11.1 | 332 342 | | '95 | Elizabeth, N. J. | Standard Transp Co | Stl | | |
| 13066 30,061 | **Socony 78** x8. T. Co. No. 78 1D | Brg | Am | New York 143.2 22.8 11.1 | 332 342 | | '95 | Elizabeth, N. J. | Standard Transp Co | Stl | | |
| 13067 116,763 LDWB | **Socony 81** x8. T. Co. No. 81 1D;Oil in bulk | Brg Sch | Am | New York 254 40.5 23 | 1402 1774 | | '97 | Buffalo, (Union D. D. Co.) [N. Y. | Standard Transp Co | Stl | | |
| 13068 214,518 LGKS | **Socony 82** x8. T. Co. No. 82 1D;Web frms;Long. frmg; Oil in bulk;Wireless | Brg Sch | Am | New York 250 43 25 | 2070 2320 | | 1916 11 | Cleveland, (American S. B. Co.) [Ohio | Standard Transp Co | Stl | | |
| 13069 210,928 LCTD | **Socony 83** x8. T. Co. No. 83 1D;Web frms;Long. frmg; Oil in bulk;Wireless;W.Bal | Brg Sch | Am | New York 250 43 26 | 2040 2440 | | 1913 4 | Cleveland, (American S. B. Co.) [Ohio | Standard Transp. Co. | Stl;10BH | | |
| 13070 211,242 LCWS | **Socony 84** x8. T. Co. No. 84 1D;Oil in bulk;Long. frmg;Wireless | Brg Sch | Am | New York 250 43 26 | 2040 2441 | | 1913 5 | Cleveland, (American S. B. Co.) [Ohio | Standard Transp. Co. | Stl;10BH | | |
| 13071 211,035 LDWC | **Socony 85** x8. T. Co. No. 85 1D;Web frms;Oil in bulk; Long. frmg;Wireless | Brg Sch | Am | New York 250 43 26 | 2042 2441 | | 1913 5 | Lorain, (American S. B. Co.) [Ohio | Standard Transp. Co. | Stl;10BH | | |
| 13072 116,879 LDWF | **Socony 86** x8. T. Co. No. 86 1D;Oil in bulk;Wireless | Brg Sch | Am | New York 208.7 38.1 16 | 999 1102 | | '99 | W. Superior, (American Steel Brg. Co.) [Mich. | Standard Transp. Co. | Stl | | |
| 13073 209,771 LDWG | **Socony 88** x8. T. Co. No. 88 1D;Oil in bulk;Wireless | Brg Sch | Am | New York 250 43 23 | 1612 2005 | | 1912 4 | Lorain, (American S. B. Co.) [Ohio | Standard Transp. Co. | Stl | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13074 | **Socony 90** | Brg | Am | New York | 2052 | | 1912 | Lorain, | Standard | Stl;10BH | | |
| 210,719 | xS. T. Co. No. 90 | Sch | 250 | 43 \| 26 | 2451 | | 11 | (American [Ohio S.B. Co.) | Transp. Co. | | | |
| LCRJ | 1D;Oil in bulk;Long. frmg;Wireless | | | | | | | | | | | |
| 13075 | **Socony 92** | Brg | Am | New York | 3044 | | 1903 | Port Rich- | Standard | Stl | | |
| 200,146 | | Sch | 302.4 | 43.3 \| 28.6 | 3248 | | | mond, N. Y. | Transp. Co. | | | |
| KSPJ | 1D;Oil in bulk;Wireless | | | | | | | | | | | |
| 13076 | **Socony 94** | Brg | Am | New York | 3934 | | 1904 | Shooters | Standard | Stl | | |
| 200,789 | xS. T. Co. No. 94 | Sch | 360.5 | 50 \| 27 | 4167 | | 4 | Island, N. Y. | Transp. Co. | | | |
| KTBG | 1D;Oil in bulk;Wireless | | | | | | | (Townsend & Downey S. B. Co.) | | | | |
| 13077 | **Socony 97** | Brg | Am | New York | 333 | | 1910 | Port Rich- | Standard | Stl | | |
| 164,241 | xS. T. Co. No. 97 | | 150 | 23.2 \| 12.2 | 333 | | | mond, N. Y. | Transp. Co. | | | |
| | 1D | | | | | | | (Staten Island S. B. Co.) | | | | |
| 13078 | **Socony 98** | Brg | Am | New York | 333 | | 1910 | Port Rich- | Standard | Stl | | |
| 164,242 | xS. T. Co. No. 98 | | 150 | 23.2 \| 12.2 | 333 | | | mond, N. Y. | Transp. Co. | | | |
| | 1D | | | | | | | (Staten Island S. B. Co.) | | | | |
| 13079 | **Socony 99** | Brg | Am | New York | 333 | | 1910 | Port Rich- | Standard | Stl | | |
| 164,243 | xS. T. Co. No. 99 | | 150 | 23.2 \| 12.2 | 333 | | | mond, N. Y. | Transp. Co. | | | |
| | 1D | | | | | | | (Staten Island S. B. Co.) | | | | |
| 13080 | **Socony 100** | Brg | Am | New York | 402 | | 1920 | Mariners | Standard | Stl | | |
| 167,852 | | | 150 | 27 \| 11 | 402 | | | Harbor, N. Y. | Transp. Co. | | | |
| | 1D | | | | | | | (Staten Island S. B. Co.) | | | | |
| 13081 | **Socony 101** | Brg | Am | New York | 402 | | 1920 | Mariners | Standard | Stl | | |
| 167,853 | | | 150 | 27 \| 11 | 402 | | | Harbor, N. Y. | Transp. Co. | | | |
| | 1D | | | | | | | (Staten Island S. B. Co.) | | | | |
| 13082 | **Socony 102** | Brg | Am | New York | 402 | | 1920 | Mariners | Standard | Stl | | |
| 167,854 | | | 150 | 27 \| 11 | 402 | | | Harbor, N. Y. | Transp. Co. | | | |
| | 1D | | | | | | | (Staten Island S. B. Co.) | | | | |
| 13083 | **Socony 103** | Brg | Am | New York | 402 | | 1920 | Mariners | Standard | Stl | | |
| 167,855 | | | 150 | 27 \| 11 | 402 | | | Harbor, N. Y. | Transp. Co. | | | |
| | 1D | | | | | | | (Staten Island S. B. Co.) | | | | |
| 13084 | **Socony 104** | Brg | Am | New York | 402 | | 1920 | Mariners | Standard | Stl | | |
| 167,856 | | | 150 | 27 \| 11 | 402 | | | Harbor, N. Y. | Transp. Co. | | | |
| | 1D | | | | | | | (Staten Island S. B. Co.) | | | | |
| 13085 | **Socony 105** | Brg | Am | New York | 402 | | 1920 | Mariners | Standard | Stl | | |
| 167,857 | | | 150 | 27 \| 11 | 402 | | | Harbor, N. Y. | Transp. Co. | | | |
| | 1D | | | | | | | (Staten Island S. B. Co.) | | | | |
| 13086 | **Socony 106** | Brg | Am | New York | 402 | | 1920 | Mariners | Standard | Stl | | |
| 167,994 | | | 150 | 27 \| 11 | 402 | | | Harbor, N. Y. | Transp. Co. | | | |
| | 1D | | | | | | | (Staten Island S. B. Co.) | | | | |
| 13087 | **Socony 107** | Brg | Am | New York | 402 | | 1921 | Mariners | Standard | Stl | | |
| 168,148 | | | 150 | 27 \| 11.6 | 402 | | | Harbor, N. Y. | Transp. Co. | | | |
| | 1D | | | | | | | (Staten Island S. B. Co.) | | | | |
| 13088 | **Socony 108** | Brg | Am | New York | 402 | | 1921 | Mariners | Standard | Stl | | |
| 168,149 | | | 150 | 27 \| 11.6 | 402 | | | Harbor, N. Y. | Transp. Co. | | | |
| | 1D | | | | | | | (Staten Island S. B. Co.) | | | | |
| 13089 | **Socony 109** | Brg | Am | New York | 402 | | 1921 | Mariners | Standard | Stl | | |
| 168,150 | | | 150 | 27 \| 11.6 | 402 | | | Harbor, N. Y | Transp. Co. | | | |
| | 1D | | | | | | | (Staten Island S. B. Co.) | | | | |
| 13090 | **Socony 113** | Brg | Am | New York | 1066 | | 1921 | Mariners | Standard | Stl | | |
| 168,196 | | | 258 | 40 \| 13 | 1105 | | | Harbor, N. Y. | Transp. Co. | | | |
| | 1D | | | | | | | (Staten Island S. B. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13091 168,195 | **Socony 114** 1D | Brg | Am 258 | New York 40 \| 13 | 1066 1105 | | 1921 | Mariners Harbor, N. Y. (Staten Island S. B. Co.) | Standard Transp. Co. | Stl | | |
| 13092 168,197 | **Socony 115** 1D | Brg | Am 258 | New York 40 \| 13 | 1066 1105 | | 1921 | Mariners Harbor, N. Y. (Staten Island S. B. Co.) | Standard Transp. Co. | Stl | | |
| 13093 167,960 | **Socony 116** 1D | Brg | Am 258 | New York 40 \| 13 | 1065 1094 | | 1920 | Long Island City, N. Y. (Terry & Tench Co.) | Standard Transp. Co. | Stl | | |
| 13094 167,961 | **Socony 117** 1D | Brg | Am 258 | New York 40 \| 13 | 1065 1094 | | 1920 | Long Island City, N. Y. (Terry & Tench Co.) | Standard Transp. Co. | Stl | | |
| 13095 167,962 | **Socony 118** 1D | Brg | Am 258 | New York 40 \| 13 | 1065 1094 | | 1920 | Long Island City, N. Y. (Terry & Tench Co.) | Standard Transp. Co. | Stl | | |
| 13096 167,963 | **Socony 119** 1D | Brg | Am 258 | New York 40 \| 13 | 1065 1094 | | 1920 | Long Island City, N. Y. (Terry & Tench Co.) | Standard Transp. Co. | Stl | | |
| 13097 164,621 | **Socony 120** xS. T. Co. No 120 1D;Oil in bulk | Brg | Am 258 | New York 40 \| 13 | 1097 1198 | | 1911 | Lorain, (American [Ohio S. B. Co.) | Standard Transp. Co. | Stl;7BH | | |
| 13098 146,639 | **Socony 121** xS. T. Co. No. 121 1D;Oil in bulk | Brg | Am 258 | New York 40 \| 13 | 1101 1201 | | 1911 | Lorain, (American [Ohio S. B. Co.) | Standard Transp. Co | Stl;7BH | | |
| 13099 164,662 | **Socony 122** xS. T. Co. No. 122 1D;Oil in bulk | Brg | Am 258 | New York 40 \| 13 | 1101 1201 | | 1911 | Lorain, (American [Ohio S. B. Co.) | Standard Transp. Co | Stl;7BH | | |
| 13100 651,102 | **Socony 123** xS. T. Co. No. 123 1D;Oil in bulk | Brg Sch | Am 209.3 | New York 34.9 \| 15.4 | 952 952 | | 1912 | Port Richmond, N. Y. (Staten Island S.B. Co.) | Standard Transp. Co | Stl | | |
| 13101 165,132 | **Socony 124** xS. T. Co. No. 124 1D;Oil in bulk | Brg Sch | Am 209.4 | New York 34.9 \| 15.4 | 952 952 | | 1912 | Port Richmond, N. Y. (Staten Island S. B. Co.) | Standard Transp. Co. | Stl | | |
| 13102 135,504 JDFP | **Socrates** Steel 2D;Deep frmg;Wireless; W. Bal 6BH | Scw | Br 405.3 P37′ | Liverpool 52.2 \| 27.4 B119′ F44′ | 3173 4979 | | 1913 10 | Pt. Glasgow, (Russell [Scot. & Co.) | Lamport & Holt (Lim.), Mgrs. | 3Cyl TE 26,42,70x48; 3SB;WP180lbs;507RHP; Dkd9,24;d rpd1,25;s rps2,25 | S.S.No.2,Ldn1,22; shft drn9,24;M&B.S.2,26 | C |
| 13103 HDQW | **Sodupe** xBegona No. 2 Steel 1D;Well dk;Wireless;W. Bal Steel 6BH | Scw | Sp 300 B138′ | Bilbao 42 \| 19.9 F33′ | 1846 2757 | | '94 6 | Sunderland, (W. Doxford [Eng. & Sons.) | Maura Y. Arestl | 3Cyl TE 23,38,62x42; 2SB;WP160lbs;1255IHP | | V |
| 13104 PSJV | **Soekaboemi** Steel 3D;Oil fuel;Wireless;W. Bal Steel 8BH | Scw | Hol 445.1 B70′ | Rotterd'm 54.4 \| 34.3 F58′ | 4462 7055 | | 1923 | Rotterdam, (Bonn [Hol. & Mees.) | Rotterdamsche Lloyd | Stm Tbns; 4WTB;WP257lbs;3600SHP | | V |
| 13105 | **Sofia** xForestdene Steel 1D;W. Bal | Scw | Urg 112.3 | Mntevdeo 28.4 \| 12.3 | 323 635 | | 1919 | Shedrecht, (Gebr S. [Hol. Hol. Volkerafzn.) | E. J. Vidal | 3Cyl TE 13,21,34x18 1/10 | | V |
| 13106 457 PIBJ | **Sofia** xSofia Hohenberg Steel 2D;Deep frmg;Shel dk; Wireless;W. Bal Steel 7BH | Scw | It 360 | Trieste 48 \| 25.3 | 3391 5527 | | 1905 11 | Trieste, (Lloyd [Aus. Austriaco.) | "Cosulich" Soc. Triestina di Nav. | 3Cyl TE 26,43,73x48; 3SB;WP200lbs;3500IHP | | I |
| 13107 | **Sofia Theodoropulus** xDuburg xHans Steel 1D;Deep frmg;Wireless;W. Bal Steel 4BH | Scw | Grk 245.6 P15′ | Piraeus 35.4 \| 15.2 B112′ F27′ | 1054 1550 | | '99 4 | Rostock, (A. G. [Ger. Neptun.) | P. B. Theodoropulus | 3Cyl TE 17,27,47x33; 1SB;WP170lbs | | |
| 13108 WPFK | **Sokndal** xM. H. Kongshavn Steel xTaikai Maru 4BH 1D;Wireless;W. Bal | Scw | Nor 270 P16′ | Hauges'nd 39.1 \| 21.6 B64′ F29′ | 1176 2031 | | 1919 5 | Yokohama, (Uchida [Jap. S. B. & Eng. Co.) | Dampsk. A/S Varoy | 3Cyl TE 19,31,52x39; 2SB;WP180lbs;1733IHP | | N |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13109 | **Sol Duc** | Scw | Am | Seattle | 667 | | 1912 | Seattle, | Puget | 3Cyl TE 17,28,47½x36; | | |
| 210,133 | Steel | | 189 | 31.5 \| 22.6 | 1085 | | | (Seattle [Wash. | Sound Nav. Co. | 1500IHP. | | |
| LCKW | 2D;Oil fuel | | | | | | | Con. & D. D. Co.) | | | | |
| 13110 | **Solana** | Scw | Am | San Fran. | 4203 | 7′ 9¾″ | 1921 | Camden, | Associated | 3Cyl TE 27,45,75x51; | ✠A1Ⓔ Oil Carrier. | |
| 221,122 | Steel | | 419.5 | 56.5 \| 32.8 | 6702 | 25′ 9″ | 3 | (New York [N. J. | Oil Co. (Inc.) | New York S. B. Corp: | ✠AMS | |
| MCPB | 2D;Long. frmg; 14BH | | P101′ | 33′ 4″ B36′ F34′ | 9870 | | | S. B. Corp.) | | 3SB;New York S. B. Corp: 8952HS;WP195lbs;3000IHP;EAC; d rpd1,26;Dkd,s rps10,26 | S.S.No.1,NY3,25; n shft9,24;M.&B.S.3,25; Clh BB;CL | |
| | Wireless;Mchy aft; 11BH to Fbd dk 3BH to 2d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.46t;D.B.a65′280t | | | F.P.305t | | | | | | | | |
| | F.O. D.T. | | a11′53 | 4t.f.10′ | 141t;F.P.285t | | | | | | | |
| 13111 | **Solano** | SW | Am | San Fran. | 3057 | | '79 | San Fran- | Southern | 2-1Cyl VB 60x132; | | |
| 115,694 | Wood | | 407 | 65.5 \| 17.4 | 3549 | | rb'15 | cisco, Cal. | Pacific Co. | 8SB;WP90lbs;2000IHP. | | |
| | 1D | | | | | | | | | | | |
| 13112 | **Solano** | Scw | Am | San Fran. | 525 | | 1913 | Raymond, | Hart-Wood | 3Cyl TE 13½,23,36x24; | | |
| 211,618 | Wood | | 198.2 | 42.7 \| 14.1 | 943 | | 9 | (Andrew [Wash. | Lumber Co., Inc. | 2WTB;WP225lbs;650IHP. | | |
| LDFW | 1D;Oil fuel | | | | | | | Peterson.) | | | | |
| 13113 | **Soldier Prince** | Scw | Br | Newcastle | 2029 | | 1901 | Newcastle, | Prince Line | 3Cyl TE 25,42,69x45; | | BL |
| 114,417 | Steel | Sch | 331.5 | 44.3 \| 17.4 | 3118 | | 12 | (W. [Eng. | (Lim.) | 2SB;WP180lbs | | |
| TCKJ | 1D;Spar dk;Deep frmg; 6BH | | P35′ | B110′ F37′ | | | | Dobson & Co.) | | | | |
| | Wireless;SUB.SIG;W. Bal | | | | | | | | | | | |
| 13114 | **Solen** | Scw | Br | London | 3385 | | 1922 | Newcastle, | Anglo- | 3Cyl TE 24,42,74x48; | | BL |
| 146,592 | Steel | | 411.5 | 53.4 \| 31 | 5693 | | 7 | (Swan, [Eng. | Saxon Petroleum | 3SB;WP220lbs | | |
| KMJL | 2D;Web frms;Long. frmg; 16BH | | P109′ | B26′ F45′ | | | | Hunter & Wigham | Co. (Lim.) | | | |
| | Mchy aft;Oil fuel;Oil in bulk; | | | | | | | Richardson, Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13115 | **Solhaug** | Scw | Nor | Hauges'nd | 1636 | | 1919 | Wilmington, | A/S | 3Cyl TE 19,31,54x36; | | N |
| | xFire Island Steel | | 300 | 44.1 \| 22.9 | 2844 | | 10 | (Pusey & [Del. | Venborg | 2SB;WP190lbs;1650IHP | | |
| LCJT | 2D;Wireless;SUB.SIG;W. Bal 6BH | | P37′ | B76′ F29′ | | | | Jones Co.) | | | | |
| 13116 | **Solitaire** | Brg | Am | New York | 1384 | | '79 | Bath, | Neptune | O,YP;Icf | — Exp | |
| 115,654 | | Sch | 213.7 | 40.1 \| 24.1 | 1515 | | 4 | (E. [Me. | Line, Inc. | | | |
| JTHF | 2D | x S | | | | | | Sewall.) | | | | |
| 13117 | **Solitaire** | MV | Am | New York | 2627 | | 1920 | Bath, | Texas | 2-6Cyl Oil Eng 16x24; | | BL |
| 219,845 | Steel | Twin | 315 | 43.7 \| 27.8 | 3350 | | | (Texas [Me. | S.S. Co. | 1000IHP;Dkd9,26 | | |
| LWFR | 2D;Mchy aft;Long. frmg; 12BH | | P77′ | B25′ F30′ | | | | S. S. Co.) | | | | |
| | Oil in bulk;Web frms; | | | | | | | | | | | |
| | W. Bal;SUB.SIG;Wireless | | | | | | | | | | | |
| 13118 | **Solombala** | Scw | Rus | | 291 | | 1913 | Pt. Arthur, | Soviet | 3Cyl TE 18,30,48x30; | | |
| | xJ. T. Horne Steel | | 128.6 | 28 \| 14.4 | 428 | | | (Western [Ont. | Union Govt. | 1SB;WP185lbs;1000IHP. | | |
| | 1D;Mchy aft 3BH | | | | | | | D. D. & S. B. Co.) | | | | |
| 13119 | **Solstreif** | Scw | Nor | Larvik | 3289 | | '92 | Newcastle, | Chr. Nielsen | 3Cyl TE 26,43,70x45; | | BL |
| | xSheikh Steel | Sch | 388 | 46 \| 28.5 | 4643 | | 12 | (Palmers' [Eng. | & Co., Mgrs. | 2DB;WP180lbs | | |
| MGDQ | 2D;B;Oil in bulk;Wireless; 6BH | | P38′ | B83′ F39′ | | | | Co., Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 13120 | **Soltind** | Scw | Nor | Oslo | 354 | | 1918 | Hansweert, | Skibs A/S | 3Cyl TE 15,25,41x27; | | N |
| | xBelize xElgen Steel | | 179.2 | 30.1 \| 12.4 | 720 | | 10 | (Werf [Hol. | Kristiania Lloyd | 2SB;WP180lbs | | |
| LBTG | 1D;Mchy aft;W. Bal 3BH | | | | | | | Zeeland.) | | | | |
| 13121 | **Solun** | Scw | Jg-Slv | Dubrovnk | 1626 | | '96 | Sunderland, | Dubrovacka | 3Cyl TE 25,41,68x45; | | BL |
| | xUmtali Steel | | 321 | 41.2 \| 14.8 | 2657 | | 3 | (J. Laing.) [Eng. | Parobrodska Plovidba | 2SB;WP180lbs | | |
| | 1D;Spar dk;Web frms; 6BH | | P11′ | B118′ F40′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13122 | **Solviken** | Scw | Nor | Bergen | 1435 | | 1910 | Copenhagen, | H. J. | 3Cyl TE 20,33,55x36; | | BL |
| | xToula xAleut Steel | | 281 | 41.3 \| 23.1 | 2398 | | 5 | (Akt. [Den. | Wallen, Mgr. | 2SB;WP180lbs | | |
| WNSC | 1D;Wireless;W. Bal 4BH | | | | | | | Burmeister & Wain.) | | | | |
| 13123 | **Somalia** | Scw | It | Genoa | 1327 | | 1918 | Blyth, | Cia | 3Cyl TE 25,41,68x45; | | I |
| 944 | xRosignano Steel | | 285 | 42 \| 19 | 2347 | | 7 | (Blyth S. B. [Eng. | Italiana | 2SB;WP180lbs | | |
| RTBD | 1D;Well dk;Wireless;W. Bal 7BH | | P28′ | B66′ F32′ | | | | & D. D. Co., Lim.) | Transatlantica | | | |
| 13124 | **Somedono Maru** | Scw | Jap | Nshn'mya | 3175 | | 1917 | Nagasaki, | Tatsuuma | 3Cyl TE 26½,44½,75x48; | | BL |
| 19,874 | Steel | | 400 | 54.5 \| 30 | 5155 | | 1 | (Mitsu Bishi [Jap. | Kisen Kabushiki Kaisha | 3SB;WP200lbs | | |
| NFWC | 2D;Wireless; W. Bal 6BH | | P39′ | B121′ F40′ | | | | Dkyd. & E. Wks.) | | | | |
| 13125 | **Somerset** | Brg | Am | Fall River | 253 | | '96 | Bath, | Staples | Wd | | |
| 116,714 | | Sch | 143.4 | 31.3 \| 8.1 | 283 | | | Me. | Trans. Co. | | | |
| KMRL | 1D | | | | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. Deck | Bth. Erections | Dth. Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13126 | **Somerset** | Scw | Br | London | | | 5381 | | 1918 | Hull, | Federal | Stm Tbns; | | C |
| 142,690 | Steel | | 460.6 | 62.8 | 34.6 | 8607 | | 10 | (Earle's Co., Lim.) [Eng. | Steam Nav. Co. (Lim.) | 4SB;WP180lbs;Dkd,d rpd4,26 | S.S.No.1,Avth12,22;A.S.3,26; | |
| JVRW | 3D;Wireless;Oil fuel;W. Bal 7BH | | B270′ | F53′ | | | | | | | | n shft11,24;M.&B.S.4,26 | |
| 13127 | **Somersetshire** | MV | Br | Liverpool | | | 4546 | | 1921 | Belfast, | Bibby S.S. | 2-6Cyl OilEng 29⅛x45¼ | | BL |
| 145,844 | Steel | Twin | 450.3 | 57.3 | 33.7 | 7456 | | 6 | (Harland & Wolff, Lim.) [Ire. | Co. (Lim.) | | | |
| KJCT | 3D;Wireless;W. Bal 7BH | | P37′ | B127′ | F56′ | | | | | | | | |
| 13128 | **Somerton** | Scw | Br | London | | | 3139 | | 1920 | Sunderland, | W. J. Tatem | 3Cyl TE 27,44,73x48; | | BL |
| 144,367 | Steel | | 400 | 52.3 | 28.5 | 5227 | | 2 | (W. Pickers- gill & Sons, Lim.) [Eng. | (Lim.) | 3SB;WP180lbs | | |
| KDRL | 1D;Wireless;W. Bal 7BH | | P49′ | B113′ | F38′ | | | | | | | | |
| 13129 | **Somerville** | Scw | Am | New York | | | 814 | | 1906 | Wilmington, | Central | 4Cyl TE 19,30,35,35x30; | | |
| 202,713 | Steel | | 191.4 | 44 | 15.8 | 1197 | | | (Harlan & Hollingsworth.) [Del. | R.R. of N. J. | 3Blrs;WP175lbs;1500IHP. | | |
| | 2D 5BH | | | | | | | | | | | | |
| 13130 | **Somme** | Scw | Am | | | | 3908 | 12′ 2½″ | 1920 | Hog Island, | U. S. Govt. | Stm Tbns; | ✠A1Ⓔ With Freeboard. | |
| 220,853 | Steel | | 436.9 | 58.2 | 26.4 | 7555 | 28′ | 11 | (American Int. S. B. Corp.) [Pa. | (War Dept.) | General Electric Co; | ✠AMS | |
| MCBD | 3D;W. Bal; 13BH | | | | 40′ | 6970 | | | | | 6WTB;Babcock & Wilcox Co; | | |
| | Wireless; 11BH to Fbd dk | | P90′ | B135′ | F81′ | | | | | | 17400HS;WP200lbs;6000SHP;EAC; | Clh BB;CL | |
| | SUB.SIG; 2BH to 2d dk | | | | | | | | | | Dkd,s rps12,21 | | |
| | Oil fuel F. P. above 150° F. C-40 | | | | | | | | | | | | |
| | W.B.—A.P.161t; W.T.53t; D.B.29 | 0′1284t | | | | F.P.10 | 3t | | | | | | |
| | F.O. D.B.24 | 1′ 922t | D.T.s | 9′370t.f.13′611t | | | | | | | | | |
| 13131 | **Somme** | Scw | Br | London | | | 3230 | | 1919 | Sunderland, | Royal Mail | 3Cyl TE 27,44,73x48; | | BL |
| 143,394 | Steel | | 400 | 52.4 | 28.5 | 5265 | | 8 | (Short Bros., Lim.) [Eng. | Steam Packet Co. | 3SB;WP180lbs | | |
| KCHT | 2D;SUB.SIG;Wireless;W. Bal 7BH | | P49′ | B113′ | F40′ | | | | | | | | |
| 13132 | **Sommelsdijk** | Scw | Hol | Rotterd'm | | | 4030 | | 1909 | Newcastle, | Holland- | 3Cyl TE 28,46,77x54; | | BL |
| | xEmpire Transport xSavannah Steel | | Sch | 52 | 27.6 | | 6291 | | 5 | (Northum- berland S. B. Co.) [Eng. | Amerika Line | 3SB;WP180lbs | | |
| PSNC | 2D;Shel dk;Deep frmg; 7BH | | 410 | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | | |
| 13133 | **Sonderborg** | Scw | Dan | Cop'hagen | | | 1709 | | 1920 | Elsinore, | C. K. | 3Cyl TE 23,38,62x42; | | BL |
| | Steel | | 320.2 | 47.2 | 20.9 | 2876 | | 6 | (Helsingors Jernsk. & Msk.) [Den. | Hansen, Mgr. | 2SB;WP180lbs | | |
| NBRM | 1D;W. Bal;Wireless 5BH | | P28′ | B186′ | F45′ | | | | | | | | |
| 13134 | **Songa** | Scw | Nor | Tonsberg | | | 1892 | | 1921 | Newcastle, | Trygve | 3Cyl TE 23,39,65x45; | | BL |
| | Steel | | 320.5 | 45.2 | 25.3 | 3116 | | 9 | (Armstrong, Whitworth & Co., Lim.) [Eng | Hyenaes, Mgr. | 3SB;WP180lbs | | |
| LCJB | 1D;Wireless;W. Bal 5BH | | P36′ | B98′ | F32′ | | | | | | | | |
| 13135 | **Sonja** | Scw | Nor | Christs'nd | | | 889 | | '81 | So. Shields, | A. I. | 2CylC 27½,55x36; | | BL |
| | xGwentland Iron | | 250.9 | 35.2 | 17.5 | 1438 | | 12 | (J. Read- head & Co.) [Eng. | Langfeldt & Co., Mgrs | 2SB;WP90lbs | | |
| MFNQ | 1D;B;Well dk;Wireless;W. Bal 5BH | | | B56′ | F25′ | | | | | | | | |
| 13136 | **Sonnica** | Sch | Am | New York | | | 102 | | 1906 | So. Boston, | E. S. | Stl; | | |
| 203,104 | xSavarona | Aux | 87.2 | 23 | 11 | 115 | | | (Lawley & Son.) Mass. | Burke, Jr. | 6CylGasEng8x11;100BHP. | | |
| KVJN | 1D | | | | | | | | | | | | |
| 13137 | **Sonoma** | Scw | Am | San Fran. | | | 3911 | | 1900 | Philadel- | Oceanic | 2-3Cyl TE 28,46,76x48; | ✠ — — | BL |
| 117,009 | Steel | Twin | 400 | 50.2 | 21.3 | 6279 | | 10 | (Wm. Cramp & Sons S. & E. B. Co.) [Phia, Pa. | S.S. Co. | 8SB;WP175lbs;8729IHP | Cancelled. | |
| KQLV | 3D;Hur dk;Oil fuel;SUB.SIG; 6BH | | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | | |
| 13138 | **Sonoma** | Brg | Am | New York | | | 239 | | 1913 | Brooklyn, | Southern | YP;Gif | | |
| 165,451 | | | 95 | 34 | 9.6 | 239 | | 8 | (Ira S. Bushey & Sons) [N. Y. | Pacific Co | | | |
| | 1D | | | | | | | | | | | | |
| 13139 | **Sonoma** | Scw | Am | | | | | | 1912 | Camden, | U. S. Govt. | 3Cyl TE 19,31,54x36; | | |
| | Steel | | 183 | 34 | 20 | | | 8 | (New York S. B. Co.) [N. J. | (Navy Dept.) | 2SB;WP200lbs;1800IHP. | | |
| | 1D;B;W. Bal 8BH | | | | | | | | | | | | |
| 13140 | **Sonora** | Scw | Am | Wilm'gton | | | 2731 | | 1902 | W. Superior, | Nicholson | 3Cyl TE 20,33,54x40; | 100(GL) | |
| 117,158 | Steel | | 346 | 48 | 28 | 3630 | | 6 | (Superior S. B. Co.) [Wis. | Transit Co. | 2SB;WP170lbs;1100IHP. | P.S.4,26 | |
| | 1D;B;Mchy aft;W. Bal 3BH | | | | | | | | | | | | |
| 13141 | **Sonora** | Scw | Am | San Diego | | | 168 | | '98 | Pt. Glasgow | American- | 2CylC 20,42x30; | | |
| | xJ. Y. Limantour Steel | | 160 | 25.1 | 11.2 | 449 | | 5 | (R. Stephenson & Co., Lim.) [Scot. | Mexican S.S. & Trading Co. | 1SB | | |
| | 1D;Well dk;W. Bal 4BH | | | B12′ | F10′ | | | | | | | | |
| 13142 | **Sonora** | Scw | Fr | Havre | | | 2969 | | 1912 | Sunderland, | Cie. | 3Cyl TE 27,44,74x48; | | BL |
| | xNorthern Steel | | 388.7 | 54.1 | 26 | 4745 | | 2 | (J. L. Thompson & Sons, Lim.) [Eng. | Generale Transatlantique | 3SB;WP180lbs | | |
| OTSE | 1D;Shel dk;Wireless;D.F;W. Bal 6BH | | | | | | | | | | | | |
| 13143 | **Sophia** | Scw | Am | Rockland | | | 50 | | '92 | Boston, | Snow | 2-1Cyl 10x12; | | |
| 116,529 | Wood | Twin | 81.4 | 23.9 | 7.4 | 100 | | | Mass. | Marine Co. | 1Blr;WP110lbs;150IHP. | | |
| | 1D | | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13144 117,099 KRHV | **Sophie Christenson** 1D | Sch 4 M | Am 180.6 | Seattle 38.9 \| 13.4 P60′ B140′ F48′ | 570 675 | | 1901 11 | Pt.Blakeley, Wash. | J. E. Shields | Wd | | |
| 13145 RWST | **Sophie Rickmers** Steel 2D;sub.sig;Wireless;W. Bal 7BH | Scw | Ger 441.4 | Hamburg 57.5 \| 30.8 P60′ B140′ F48′ | 4433 7033 | | 1920 7 | Geeste-munde, Ger. (Nordd Werft.) | Rickmers Reed, A. G. | 3CylTE30,48,78x55; 3SB;WP205lbs | | G |
| 13146 1,168 HGWJ | **Sorachi Maru** xWyvern Iron 2D;B;Spar dk;W. Bal 6BH | Scw | Jap 257.8 | Kobe 36.5 \| 20.9 | 1262 1778 | | '83 6 | Stockton, (Richard-son, Duck & Co.) [Eng. | Nippon Shokuyen Kaisa Kabushiki Kaisha | 2CylC30,60x39 | | |
| 13147 142,117 TCRK | **Sordello** 1D | Sch Aux | Br 144.3 P38′ | St. Johns 34.5 \| 14.6 | 440 582 | | 1919 11 | Botwood, (A. Chaulk.) [Nfld. | Anglo-Newfoundland Development Co. (Lim.), & A. Reed Co. (Lim.) | Wd(Sltd) 4CylOilEng11x14⅜ | | Bl. |
| 13148 102,384 | **Sorknes** xZinita 1D;B | Bk | Br 251.2 P36′ | Cardiff 38.1 \| 21.6 F28′ | 1525 1633 | | '94 1 | Glasgow, (C. Connell & Co.) [Scot. | H. F. Payne, Mgr. | Stl;1BH | | |
| 13149 MRSK | **Sorland** Steel 1D;W. Bal;Wireless 4BH | Scw | Nor 265 P23′ | Grimstad 42.1 \| 17.9 B71′ F29′ | 1096 1820 | | 1918 3 | Grimstad, (Sorlandets Skibsbyggeri) [Nor. | Johan Bang, Mgr. | 3CylTE20,33,56x36; 2SB;WP180lbs | | N |
| 13150 133,382 HVTC | **Sorrento** Steel 2D;Deep frmg;Wireless;W. Bal 5BH | Scw | Br 300 | Hull 44.7 \| 26.8 | 1124 1903 | | 1912 5 | Hull, (Earle's S. & E Co., Lim.) [Eng | Ellerman's Wilson Line (Lim.) | 3CylTE22,35,59x39; 2SB;WP180lbs;173RHP. | S.S.No.3,Hull10,24; shft drn4,25;B.S.12,25; M.S.4,26 | C |
| 13151 | **Sorsogon** xAntonio Macleod Iron 2D;Awng dk;W. Bal 5BH | Scw Sch | Am 210.3 | Manila 29.7 \| 15.7 | 812 1236 | | '80 1 | Dundee, (Gourlay Bros. & Co.) [Scot. | Ynchausty & Co. | 2CylC23,44x42; 1SB;WP90lbs;590IHP. | | |
| 13152 LDVJ | **Sorvard** Steel 2D;Wireless;W. Bal 6BH | MV Twin | Nor 368 | Oslo 51.5 \| 21.7 | 2158 3672 | | 1925 4 | Copenhagen, (Akt. Burmeister&Wain.) [Den. | L. Kloster | 2-6CylOilEng21⅝x39⅜ | | N |
| 13153 10,282 JWVN | **Soshu Maru** xTai Fu Steel 1D;B;Spar dk;W. Bal | Scw Sch | Jap 259 B74′ | Osaka 34.9 \| 21.2 F37′ | 1006 1650 | | '97 9 | Rostock, (Akt. Ges. Neptun.) [Ger. | Osaka Shosen Kabushiki Kaisha | 3CylTE21,35½,55x36 | | |
| 13154 MHKF | **Sosua** Steel 2D;W. Bal 4BH | Scw | Nor 225 | Oslo 33.6 \| 20 | 693 1181 | | 1912 4 | Grimstad, (Sorlandets Skibsbyggeri.) [Nor. | L. Harboe Jensen, Mgr. | 3CylTE18½,30,49x33; 2SB;WP180lbs | | N |
| 13155 57,888 | **South America** 1D | Brg | Am 171.5 | N. London 24 \| 12.7 | 331 357 | | '85 | Havre de Grace, Md. | Thames Tow Boat Co. | O,YP;Gif | | |
| 13156 212,244 | **South American** Steel 5D;Oil fuel;sub.sig;Wireless 6BH | Scw | Am 291 | Erie 47.1 \| 18.8 | 1427 2662 | | 1914 6 | Ecorse, (Great Lakes Engineering Works.) [Mich. | Chicago, Duluth & Georgian Bay Transit Co. | 4CylQE21,30,44,64x36; 3SB;WP215lbs;2500IHP. | 100(GL) Summer Navigation. P.S.7,25 | |
| 13157 216,000 LJRD | **South American** Steel 1D 5BH | Scw | Am 100.3 | Pt. Arthur 23.5 \| 12.5 | 75 169 | | 1918 | Bath, (The Texas Co.) [Me | The Texas Co. | 2CylC16,34x24; 1SB;WP160lbs;550IHP. | | |
| 13158 169,379 | **South Bend** 1D;B | Brg | Am 100 | New York 31.2 \| 9.2 | 268 268 | | 1925 | East Boston, (Atlantic Works.) [Mass. | New York Central R.R. Co. | Stl | | |
| 13159 116,173 LHND | **South Coast** Wood 1D | SW | Am 131.5 | San Fran. 32.2 \| 10.5 | 225 301 | | '87 | San Fran-cisco, Cal. (Chas. White.) | South Coast S.S. Co. | 2CylC14,28x20; 1SB;190IHP. | | |
| 13160 201,828 KTRW | **South East** 1D | Brg Sch | Am 203 | Jcksnville 35 \| 18 | 835 868 | | 1905 4 | Jacksonville, (Southern S. B. Co.) [Fla. | Brooks-Scanlon Corp. | WO,YP;Icf | | |
| 13161 201,375 KTJF | **South Land** 1D | Brg Sch | Am 203 | Jcksnville 35 \| 18 | 835 869 | | 1904 9 | Jackson-ville, Fla. (Southern S. B. Co.) | Brooks-Scanlon Corp. | WO,YP;Icf | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13162 | **South Pole** | Scw | Am | Baltimore | 2492 | 5′ 8¼″ | 1918 | Baltimore | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,268 | Steel | | 339.3 | 49.1 \| 26.3 | 4116 | 23′ 1½″ | 12 | (Baltimore [Md. | ping Board | Westinghouse E. & M. Co: | ✠AMS | |
| LNWF | 2D;Web frms;Long. frmg; 6BH | | | \| 28′7½″ | 5600 | | | D. D. & S. B. Co.) | | 3SB;Baltimore D. D. & S. B. Co; | RMC3,21; | |
| | W. Bal | | P34′ | B75′ F30′ | | | | | | 5104HS;WP200lbs;1800SHP; | S.S.NY5,20;shft drn3,21; | |
| | W.B.—A.P.132t; D.B.294′794t; F.P. 98t | | | | | | | | | d rpd12,20;Dkd3,21;s rps4,21 | Clh BB;CL | |
| | | | | | | | | | | | (Laid up) | |
| 13163 | **South River** | Scw | Am | P.Amboy | 100 | | '94 | Baltimore, | New York | 2CylC12,24x20; | | |
| 116,629 | xSt. Michaels O,YP;Gif | | 118 | 22.5 \| 8.1 | 162 | | 6 | (Wm. E. [Md. | & N. J. S.S. Co. | 340IHP. | | |
| | 1D | | | | | | | Woodall & Co.) | | | | |
| 13164 | **South Shore** | SW | Am | New York | 516 | | 1906 | Quincy, | William M. | 2CylC; | | |
| 203,001 | Steel | | 200 | 32.5 \| 11.5 | 874 | | | Mass | Mills | 1200IHP. | | |
| KVHF | 1D | | | | | | | | | | | |
| 13165 | **South Shore II** | MV | Am | San Fran. | 259 | | 1925 | Alameda, | South Shore | Oil Engs10½x13; | | |
| 224,665 | Wood | | 99.5 | 32.5 \| 7.1 | 329 | | | (A. W. de [Cal. | Port Corp. | 180BHP. | | |
| | 1D 2BH | | | | | | | Young S. B. | | | | |
| | | | | | | | | Co., Inc.) | | | | |
| 13166 | **Southborough** | Scw | Br | Cardiff | 2754 | | 1924 | Stockton, | Hazelwood | 3CylTE25½,42,70x48; | | BL |
| 148,275 | Steel | | 399.5 | 53 \| 24.9 | 4542 | | 10 | (Richardson, [Eng. | Shipping Co. | 3SB;WP180lbs | | |
| KRMH | 2D;Wireless;W. Bal 7BH | | F37′ | | | | | Duck & Co., Lim.) | (Lim.) | | | |
| 13167 | **Southern** | Brg | Am | Phila. | 1797 | | 1917 | Bath, | Southern | O.YP,Sp,Hw;Gicf✕(Sltd) | ✠A1 | |
| 215,731 | xSamuel W. Fancher | Sch | 262.8 | 44.1 \| 21 | 1972 | | 11 | (Kelley, [Me. | Transp. Co. | clk b,tr dk clkg3,22; | S.S.No.2,NY7,24; | |
| JLDP | 2D | | | | | | | o'24 | Spear Co.) | | s rps,s b clkg,Exmd7,24 | n DB 7,24 | |
| 13168 | **Southern Cross** | Scw | Am | New York | 7977 | 10′ 8″ | 1921 | Camden, | Munson | Stm Tbns; | ✠A1Ⓔ With Freeboard. | |
| 221,574 | xSea Girt Steel | Twin | 516.5 | 72.2 \| 27.8 | 13788 | 30′ 6″ | 9 | (New [N. J. | S.S. Line, Inc. | Westinghouse E. & Mfg. Co; | ✠AMS | |
| MDCL | 3D;Super dk;Long. frmg; 13BH | | | \| 41′ | 11300 | | | York S. B. Corp.) | | 8WTB;Babcock & Wilcox Co; | ✠RMC9,26 | |
| | Wireless;SUB.SIG;D.F; 1BH to Fbd dk | | B222′ | | | | | | | 41376HS;WP265lbs;12000SHP;EAC; | S.S.No.1,NY10,25; | |
| | 12BH to Super dk | | | | | | | | | Dkd,d rpd7,26;s rps11,26 | M S.10,25;B.S.12,25; | |
| | Oil fuel F. P. above 150° F. C-45 | | | | | | | | | | n shfts7,26;Clh BB;CL | |
| | W.B.—A.P.161t;D.T.a38′148t;W. | T.a38′ | 241t;D | .B.361′1793t; W | .T.29′2 | 81t..... | ..... | D.T.38′1375t; D.T. | f.38′302t; F.P.159t | | | |
| | F.O..... | ..... | ....D | .B.328′1470t... | ..... | ...W.T.76′1 | 341t; | D.T.38′1282t; D.T. | f.38′281t; F.P.148t | | | |
| 13169 | **Southern Floe** | Scw | Br | Liverpool | 84 | | 1923 | Middlesbro, | Southern | 3CylTE14,23,39x24; | | C |
| 147,236 | Steel | | 110.4 | 23.1 \| 13.2 | 220 | | 10 | (Smith's [Eng. | Whaling & | 1SB;WP200lbs | | |
| KPQG | 1D;W. Bal 3BH | | | | | | | Dock Co., Lim.) | Sealing Co. (Lim.) | | M.S.10,23 | |
| 13170 | **Southern Isles** | Scw | Br | Liverpool | 2284 | | '93 | Newcastle, | N. C. Watt, | 3CylTE23,38,62x42; | | BL |
| 101,835 | xMexican Prince Steel | | 328.3 | 41 \| 19.5 | 3186 | | 9 | (C. S. [Eng. | Mgr. | 2SB;WP160lbs | | |
| NDLF | 1D;Spar dk;Web frms; 10BH | | P28′ | B24′ F31′ | | | | Swan & Hunter.) | | | | |
| | Mchy aft;Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 13171 | **Southern King** | Scw | Br | London | 3266 | | 1906 | Bremen, | Southern | 4CylQE24,34,50,72x53; | | BL |
| 139,025 | xMoora xLothringen Steel | | 409.6 | 52.7 \| 27.8 | 6261 | | 3 | (Akt. Ges. [Ger. | Whaling & | 3SB;WP220lbs | | |
| JLCR | 2D;Well dk;Deep frmg; 7BH | | P & B | 339′ F42′ | | | | "Weser.") | Sealing Co. (Lim.) | | | |
| | Wireless;D.F;W. Bal | | | | | | | | | | | |
| 13172 | **Southern No. 22** | Brg | Am | Norfolk | 360 | | 1926 | Baltimore, | Southern | Stl | | |
| | C. F. | | 145 | 33 \| 8.8 | 360 | | 10 | (Bethlehem [Md. | R.R. | | | |
| | 1D | | | | | | | S. B. Corp.) | | | | |
| 13173 | **Southern Queen** | Scw | Nor | Oslo | 3304 | | 1902 | Glasgow, | A/S | 3CylTE26,44,73x48; | | BL |
| | xEurymedon Steel | | 410.3 | 49.3 \| 29.5 | 5648 | | 6 | (C. Connell [Scot. | Southern Queen | 3SB;WP200lbs | | |
| LDCW | 2D;Deep frmg;Oil in bulk; 12BH | | P31′ | B147′ F52′ | | | | & Co.) | | | | |
| | Wireless;D.F;W. Bal | | | | | | | | | | | |
| 13174 | **Southland** | Scw | Am | Portland | 924 | | 1917 | Solomons | Atlantic | 3CylTE15,22½,36x18; | | |
| 215,839 | xSarah Weaver Wood | | 206 | 38.5 \| 22.1 | 1521 | | | Island, Md | Transp. Co. | 1SB;WP180lbs;600IHP | | |
| LJKB | 2D 2BH | | | | | | | (M. Mitchell | | | | |
| | | | | | | | | Davis & Son.) | | | | |
| 13175 | **Southland** | SW | Am | N. Orleans | 483 | | '69 | Wilmington, | Lake | 1Cyl48x120; | | |
| 115,028 | xSouthampton Iron | | 170.8 | 33.5 \| 10.6 | 673 | | | Del. | Transit Co., Inc. | 1Blr;WP52lbs;500IHP. | | |
| | 1D 2BH | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13176 | **Southland** | Scw | Am | Wshngton | 1215 | | 1908 | Newport | Norfolk & | 4Cyl TE 26,41,50,50x42; | | |
| 205,896 | Steel | | 291.2 | 51 \| 16.1 | 2081 | | 12 | News, Va. | Washington | WP 180lbs; 3000IHP. | | |
| KWSM | 1D 5BH | | | | | | | (Newport News S. B. & D. D. Co.) | Steamboat Co. | | | |
| 13177 | **Southlands** | Scw | Am | Galveston | 1619 | 4′ 2½″ | 1919 | Chicago, | Lone Star | 3Cyl TE 21,35,59x42; | ✠A1Ⓔ | |
| 219,173 | xLake Gera Steel | | 251 | 43.6 \| 26.1 | 2637 | 24′ 3″ | 11 | (American [Ill. | S.S. Co. | Detroit S. B. Co; | ✠AMS | |
| LTMS | 1D;B;W. Bal; 4BH | | | 28′ 3″ | 4050 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; | S.S.No.1,Gvstn12,23; | |
| | Oil fuel F. P. above 150° F. C-30 | | P24′ | B64′ F19′ | | | | | | 5467HS;WP185lbs;1500IHP; | M.S.12,23;shft drn11,24; | |
| | | | | | | | | | | Dkd,d rpd6,26 | B.S.3,26;SBP;CL | |
| | W.B.—A.P.96t D.B.204′436t;D.T .a12′80 | | t..... | .....F.P.72t | | | | | | | | |
| | F.O.—A.P.90t;D.B.158′288t;D.T .a12′75 | | t;W.T. | 30′200t..... | | | | | | | | |
| 13178 | **Southlea** | Scw | Br | Cardiff | 2208 | | 1917 | Campbel- | James | 3Cyl TE 25,40,56x45; | | BL |
| 139,624 | xLady Charlotte Steel | | 348.5 | 49.9 \| 23.6 | 3527 | | 10 | town, Scot. | Muers & Co., | 3SB;WP180lbs | | |
| JRMV | 1D;Wireless;W. Bal 6BH | | P29′ | B213′ F37′ | | | | (Campbeltown S. B. Co.) | Mgrs. | | | |
| 13179 | **Southport** | Brg | Am | New York | 235 | | 1916 | Wilmington, | N. Y. & | Wd | | |
| 166,367 | | | 100.7 | 34.8 \| 7.4 | 242 | | | (American [Del. Car & Foundry Co.) | Cuba Mail S.S. Co. | | | |
| | 1D | | | | | | | | | | | |
| 13180 | **Southport** | Scw | Am | Boston | 167 | | 1911 | East Boston, | Eastern S.S. | 3Cyl TE 10½,17½,28x18; | | |
| 208,730 | Wood | | 125.6 | 21.2 \| 8.8 | 245 | | (Wm. Mass. McKie.) | Lines (Inc.) | 450IHP. | | |
| | 1D | | | | | | | | | | | |
| 13181 | **Southseas** | Scw | Am | Galveston | 1613 | 4′ 2″ | 1920 | Duluth, | Lone Star | 3Cyl TE 21,35,59x42; | ✠A1Ⓔ | |
| 219,657 | xLake Flournoy Steel | | 251 | 43.6 \| 26.2 | 2606 | 24′ 2″ | 5 | (McDougall [Minn. | S.S. Co. | McDougall, Duluth Co.; | ✠AMS | |
| LVSB | 1D;B;Wireless;W. Bal; 4BH | | | 28′ 2″ | 4100 | | | Duluth Co.) | | 2SB;McDougall, Duluth Co; | S.S.No.1,Gvstn6,25; | |
| | Oil fuel F. P. above 150° F. C-29 | | P25′ | B64′ F20′ | | | | | | 5467HS;WP185lbs;1500IHP; | shft drn8,24;M.S.4,25;B.S.6,26; | |
| | | | | | | | | | | d rpd12,25;Dkd8,26;s rps10,26 | Scip;CL | |
| | W.B.—A.P.103t.....D.B .204′44 | | 7t.... | .....F.P.72 | t | | | | | | | |
| | F.O.—A.P. 96t;D.T.a12′81t;D.B .158′29 | | 8t;W.T | .m30′220t..... | . | | | | | | | |
| 13182 | **Southwestern Miller** | Scw | Br | Liverpool | 4161 | | 1915 | Newcastle, | Norfolk & | 3Cyl TE 29,49,80x54; | | BL |
| 137,462 | Steel | | 420 | 53.4 \| 27.8 | 6514 | | 6 | (Northum- [Eng. | No. American | 3SB;WP180lbs | | |
| JLMC | 2D;Shel dk;Wireless;D.F; 7BH | | F34′ | | | | | berland S. B. Co., Lim.) | Stm. Shipping Co. (Lim.) | | | |
| | SUB.SIG;W. Bal;Oil fuel | | | | | | | | | | | |
| 13183 | **Soutra** | Scw | Br | Leith | 981 | | 1905 | Sunderland, | Chr. Sal- | 3Cyl TE 19,30,48x36; | | BL |
| 118,657 | xCairnavon Steel | | 259 | 36.9 \| 18 | 1591 | | 6 | (Short [Eng. | vesen & Co. | 1SB;WP160lbs | | |
| HCRF | 1D;Deep frmg;W. Bal 4BH | | P21′ | B62′ F26′ | | | | Bros., Lim.) | | | | |
| 13184 | **Sowards** | Scw | Br | Toronto | 148 | | '86 | Manitowoc, | Hugh | 1Cyl 20x30; | | |
| 126,221 | xRand Oak | | 119.6 | 25.4 \| 9.2 | 238 | | | (Burger & [Wis. | McMillan | 1SB;WP110lbs;460IHP. | | |
| | 1D;Well dk | | | | | | | Burger.) | | | | |
| 13185 | **Spaarndam** | Scw | Hol | Rotterd'm | 5406 | | 1922 | Schiedam, | Nederl. | Stm Tbns; | | BL |
| | Steel | | 450.3 | 58.2 \| 37.2 | 8857 | | 7 | (New [Hol. | Amerik. Stoomv. | 4SB;WP215lbs | | |
| PSQH | 2D;Shel dk;Oil fuel;SUB.SIG; 8BH | | B81′ | F50′ | | | | Waterway S. B. Co.) | Maats | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13186 | **Spanker** | Scw | Br | Newcastle | 1104 | | 1917 | Sunderland, | Withering- | 3Cyl TE 20,33,54x39; | | BL |
| 133,600 | Steel | | 268 | 37.9 \| 17.6 | 1875 | | 5 | (J. Crown [Eng | ton & Everett | 2SB;WP180lbs | | |
| JPRB | 1D;Well dk;W. Bal;Wireless 4BH | | P24′ | B51′ F30′ | | | | & Sons, Lim.) | | | | |
| 13187 | **Spar** | Scw | Hol | Rotterd'm | 2162 | | 1924 | Krimpen, | N. V. Hudig | 3Cyl TE 23,37½,63x42; | | BL |
| | Steel | | 361 | 50.3 \| 22.1 | 3616 | | 4 | (N. V. C. [Hol. | & Pieter's | 3SB;WP180lbs | | |
| PSRB | 2D;W. Bal;Wireless 6BH | | | | | | | Van der Giessen & Zonen's Schps.) | Algemeene Scheep. Maats | | | |
| 13188 | **Spartan** | Scw | Am | Hartford | 154 | | 1912 | Baltimore, | U. S. Ship- | 2Cyl C 20,40x24; | | |
| 210,272 | Steel | | 105.9 | 25.1 \| 11.1 | 226 | | 6 | (Skinner [Md. | ping Board | 1SB;WP150lbs;800IHP. | | |
| LCMJ | 1D;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 13189 | **Specialist** | Scw | Br | London | 2695 | | 1917 | S. Shields, | Charente | 3Cyl TE 28,46,75x48; | | BL |
| 140,310 | xSantille Steel | | 370.3 | 50.4 \| 25.8 | 4267 | | 6 | (J. Readhead [Eng. | S.S. Co. (Lim.) | 2SB;WP180lbs | | |
| JQCN | 2D;Wireless;W. Bal 6BH | | P83′ | B132′ F38′ | | | | & Sons, Lim.) | | | | |
| 13190 | **Spectator** | Scw | Br | Liverpool | 2860 | | 1911 | Dumbarton, | Charente | 3Cyl TE 26,42,70x48; | | BL |
| 131,349 | xSaint Leonards Steel | | 384.7 | 50 \| 27.2 | 4574 | | 6 | (A. McMillan [Scot. | S.S. Co. (Lim.) | 2SB;WP180lbs | | |
| HSTR | 2D;Wireless;W. Bal 6BH | | P40′ | B119′ F42′ | | | | & Sons, Lim.) | | | | |
| 13191 | **Speejacks** | MV | Am | Cleveland | 129 | | 1925 | Neponsit, | Albert Y. | Oil Eng 9½x14; | | LY |
| 224,750 | Steel | Yct | 108.5 | 25.9 \| 14.1 | 190 | | 7 | (Geo. [Mass. | Gowan | 230BHP. | | |
| | 6BH | | | | | | | Lawley & Sons Corp.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13192 | **Spenser** | Scw | Br | London | 2342 | | 1905 | Glasgow, | GloverBros. | 3Cyl TE 26,42,70x48; | | BL |
| 118,701 | xErroll Steel | Sch | 365 | 47.4 \| 17.9 | 3779 | | 2 | (C. Connell [Scot. | Mgrs. | 2SB;WP190lbs | | |
| HBWC | 1D;Spar dk;Deep frmg; 6BH | | P39′ | B210′ F48′ | | | | & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13193 | **Spes** | Scw | It | Genoa | 2392 | | 1903 | Sunderland, | P. Ravano | 3Cyl TE 24,40,67x45; | | BL |
| | xAzeus Steel | | 361 | 46.2 \| 17.6 | 3749 | | 2 | (W. [Eng. | fu M. | 2SB;WP180lbs | | |
| | 1D;Spar dk;Deep frmg;Wireless 6BH | | P31′ | B194′ F42′ | | | | Pickersgill & Sons.) | | | | |
| 13194 | **Spes** | Scw | Nor | Christs'nd | 656 | | 1918 | Trondhjem, | S. O. Stray | 3Cyl TE 17,27,46x30; | | N |
| | Steel | | 226.1 | 36.5 \| 15.7 | 1124 | | 1 | (Trondhjems [Nor. | & Co., Mgrs. | 1SB;WP180lbs | | |
| MRPD | 1D;W. Bal 4BH | | P16′ | B52′ F27′ | | | | Mek. Vaerks.) | | | | |
| 13195 | **Spessart** | Scw | Ger | Gees'm'de | 1474 | | 1900 | Rostock, | Ubersee- | 3Cyl TE 20,35,55x35; | | G |
| | xWesfalen Steel | | 291.6 | 41.2 \| 16.4 | 2429 | | 1 | (A. G. [Ger. | Reederie A. G. | 1SB;WP171lbs | | |
| KRJT | 1D;Deep frmg;Wireless;W. Bal 4BH | | P14′ | | | | | "Neptun.") | | | | |
| 13196 | **Speybank** | MV | Br | Glasgow | 3154 | | 1926 | Glasgow, | Bank Line | 2-6 Cyl Oil Engs 24 1/8 x37 1/8; | | BL |
| 148,902 | Steel | Twin | 420.3 | 53.9 \| 26.5 | 5154 | | 4 | (Harland & [Scot. | (Lim.) | DB | | |
| KTWS | 1D;Shel dk;Wireless 7BH | | | | | | | Wolff, Lim.) | | | | |
| 13197 | **Spica** | Scw | Ger | Flensburg | 869 | | 1904 | Rostock, | Holm & | 3Cyl TE 17,26,44x33; | | G |
| | xSchwennan Steel | | 256.5 | 35.9 \| 15.2 | 1385 | | 1 | (Act. Ges. [Ger. | Molzen | 1Blr | | |
| LMVB | 1D;Deep frmg;SUB.SIG;W. Bal 4BH | | P14′ | B110′ F29′ | | | | "Neptun") | | | | |
| 13198 | **Spica** | Scw | Am | | 3434 | | 1919 | Hog Island, | U. S. Govt. | Stm Tbn; | | |
| 218,867 | xShannock Steel | | 390 | 54.2 \| 27.6 \| 32′ | 5562 | | 9 | (American [Pa | (Navy Dept.) | 3WTB;WP200lbs;2500SHP | | |
| LSRG | 2D;W. Bal; 8BH | | P50′ | B121′ F40′ | 7825 | | | Int. S. B. Corp.) | | | | |
| | Oil fuel | | | | | | | | | | | |
| 13199 | **Spigerborg** | Scw | Dan | Cop'hagen | 954 | | 1907 | Kiel, | C. K. | 3Cyl TE 17,26 1/2,42x29 1/2; | | V |
| | xHenrik-Bjelke Steel | | 241.2 | 35.1 \| 16.5 | 1548 | | | (Howalds- [Ger. | Hansen, Mgr. | 2SB;WP178lbs;650IHP | | |
| NQJR | 1D;W. Bal 5BH | | | | | | | werk.) | | | | |
| 13200 | **Spilsby** | Scw | Br | Stockton | 2251 | | 1910 | Stockton, | Ropner | 3Cyl TE 25,41,67x45; | | BL |
| 124,277 | Steel | Sch | 346.5 | 50.8 \| 23.2 | 3673 | | 4 | (Ropner [Eng. | Shipping Co. | 2SB;WP180lbs | | |
| HQTP | 1D;Wireless;W. Bal 6BH | | P23′ | B99′ F36′ | | | | & Sons, Lim.) | (Lim.) | | | |
| 13201 | **Spirila** | Scw | Br | London | 3387 | | 1922 | Newcastle, | Anglo- | 3Cyl TE 24,42,74x48; | | BL |
| 146,611 | Steel | | 411.5 | 53.4 \| 31 | 5695 | | 8 | (Swan, [Eng. | Saxon Petroleum | 3SB;WP220lbs | | |
| KMPR | 2D;Web frms;Long. frmg; 16BH | | P109′ | B26′ F45′ | | | | Hunter & Wigham | Co. (Lim.) | | | |
| | Mchy aft;Oil fuel;Oil in bulk; | | | | | | | Richardson.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13202 | **Splendor** | Scw | It | Genoa | 3727 | | 1913 | Genoa, | Soc. Anon. | 4Cyl QE 20,29,43,61x45; | | I |
| 652 | Steel | | 410.8 | 54.9 \| 29.5 | 6278 | | 8 | (N. Odero [It. | Mar. per Tras. | 3SB;WP227lbs;1935IHP. | | |
| PIFD | 2D;Mchy aft;Wireless; 16BH | | P100′ | B32′ F36′ | | | | & Co.) | Del Petrolio | | | |
| | Web frms;Oil in bulk; | | | | | | | | | | | |
| | Oil fuel;W. Bal | | | | | | | | | | | |
| 13203 | **Spokane** | Scw | Am | Pt. Huron | 1974 | | '86 | Cleveland, | Spokane | 2Cyl C 26,50x42; | 95(GL) | |
| 116,104 | Steel | | 311.8 | 38.2 \| 24 | 2356 | | rb'10 | (Globe [Ohio | S.S. Co. | 2CRTB;WP120lbs;750IHP. | P.S.4,26 | |
| | 2D;Spar dk;Mchy aft 2BH | | | | | | | | Iron Works.) | | | |
| 13204 | **Spokane** | Sch | Am | Seattle | 570 | | '90 | Pt. Blakeley, | H. G. | YF;If | | |
| 116,378 | | | 183 | 38.6 \| 13.2 | 639 | | 11 | Wash. | Seaborn | | | |
| KHWD | 1D | | | | | | | (Hall Bros.) | | | | |
| 13205 | **Sprague** | StW | Am | Pittsbu'gh | 1479 | | 1902 | Dubuque, | Aluminum | 2-2Cyl C 26,63x144; | | |
| 117,174 | Steel | | 276 | 61.7 \| 7.4 | 1479 | | | (Dubuque [Iowa | Ore Co. | 6Blrs;1600IHP. | | |
| | 1D 9BH | | | | | | | Boat & Boiler | | | | |
| | | | | | | | | Wks.) | | | | |
| 13206 | **Spray** | Scw | Am | New York | 159 | | 1905 | Quincy, | Anthony J. | 3Cyl TE 12 3/4,22,36x24; | | |
| 202,668 | Steel | | 126.6 | 22 \| 12.9 | 283 | | | (Fore [Mass. | McAllister | 1RTB;WP180lbs;600IHP. | | |
| KVDN | 1D;Wireless 4BH | | | | | | | River S. B. Co.) | | | | |
| 13207 | **Spray** | Scw | Am | Boston | 91 | | 1917 | Manitowoc, | Bay State | 3Cyl TE 12 3/4,21 1/2,35x24; | | |
| 215,618 | Steel | | 135 | 22.7 \| 13.4 | 303 | | 10 | [Wis. | Fishing Co. | 1SB;WP180lbs;500IHP. | | |
| | 1D 3BH | | | F26′ | | | | (Manitowoc | | | | |
| | | | | | | | | S. B. Co.) | | | | |
| 13208 | **Spreewald** | MV | Ger | Hamburg | 3002 | | 1922 | Hamburg, | Hamburg- | 2-6 Cyl Oil Eng 24 3/4 x38 3/4 | | G |
| | Steel | Twin | 399.6 | 54.2 \| 27.4 | 5083 | | 10 | (Deutsche [Ger. | Amerik. Packet | | | |
| RDFL | 3D;Wireless;SUB.SIG;W. Bal 2BH | | F40′ | | | | | Werft.) | f. Akt. Ges.) | | | |
| 13209 | **Sprigg Carroll** | Scw | Am | Baltimore | 169 | | 1903 | Wilmington, | U. S. Gov- | 2Cyl C 18,36x22; | | |
| | Steel | | 110 | 24.5 \| 10 | 248 | | 1 | (Pusey [Del. | ernment (Quarter- | 1WTB,WP150lbs;350IHP. | | |
| | 1D 3BH | | | | | | | & Jones Co.) | master's Dept.) | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13210 | **Spring** | Brg | Am | Phila. | 1672 | | 1904 | Noank, Ct. | Reading Co. | O,Hk,Ch,YP;Gif✕ | — Exp | |
| 201,167 | | Sch | 256 | 43 \| 20 | 1780 | | 7 | (Robt. Palmer & Son S. B. Co.) | | | | |
| KTGH | 1D;B | | | | | | | | | | | |
| 13211 | **Springfield** | Scw | Am | P'tsmouth | 3504 | 5′ 9½″ | 1920 | Portsmouth, | U. S. Ship- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ | |
| 220,127 | Steel | | 410.5 | 54.2 \| 27 | 5641 | 24′ 2″ | 6 | (Atlantic [N. H. | ping Board | Atlantic Corp; | ✠AMS | |
| LWQK | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | | \| 29′ 9″ | 8800 | | | Corp.) | | 3WTB;Oil City Blr. Wks; | shft drn12,23;B.S.8,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P60′ | B114′ F47′ | | | | | | 8745HS;WP200lbs;2800IHP;EAC; | Clh BB;CL | |
| | | | | | | | | | | 1 d rpd12,23;Dkd,d rpd8,24; | (Laid up) | |
| | W.B.—A.P.250t;D.B.356′1342t;D. | T.29′7 | 65t | F. P. | 87t | | | | | s rps11,24 | | |
| | F.O.....D.B.314′1085t;D. | T.29′7 | 14t; S. | T.———t | | | | | | | | |
| 13212 | **Springfield** | Scw | Am | Phila. | 163 | | 1902 | Wilmington, | Delaware | 2CylC14,26x22; | | |
| 117,092 | Steel | | 127 | 24 \| 9 | 287 | 3 | (Pusey [Del. | River Trans. Co. | 1Blr;WP125lbs;325IHP. | | |
| | 1D | | | | | | | & Jones Co.) | | | | |
| 13213 | **Sprucebay** | Scw | Br | Montreal | 646 | | 1920 | Bordeaux, | Tree Line | 2-3Cyl TE12,20,31½x16½; | | V |
| 150,845 | xSoutier Steel | Twin | 218.1 | 34.4 \| 12.4 | 1238 | | | (Chantiers [Fr. | S.S. Co. (Lim.) | 2SB;WP150lbs;700IHP. | | |
| | 1D;Mchy aft;Wireless;W. Bal 6BH | | P75′ | F29′ | | | | & Ateliers Maritimes du Sud.-Quest.) | | | | |
| 13214 | **Srebreno** | Scw | Jg-Stw | Dubrovnik | 2070 | | 1901 | So. Shields, | Dubrovacka | 3Cyl TE24,40,64x42; | | BL |
| | xLeopoldina Steel | | 331 | 47.1 \| 25 | 3304 | | 10 | (J. Read- [Eng. | Parobrodska | 2SB;WP160lbs | | |
| | 1D;B;Deep frmg;Wireless; 5BH | | P41′ | B93′ F33′ | | | | head & Sons.) | Plovidba | | | |
| | W. Bal | | | | | | | | | | | |
| 13215 | **Srgj** | Scw | Jg-Stw | D'brovnik | 2354 | | 1905 | S. Shields, | Dubrovacka | 3Cyl TE24,40,65x45; | | BL |
| | Steel | | 341 | 46.6 \| 25.9 | 3644 | | 1 | (J. Read- [Eng. | Parobrodska | 2SB;WP160lbs | | |
| | 1D;B;Deep frmg;Wireless; 6BH | | P32′ | B140′ F41′ | | | | head & Sons) | Plovidba | | | |
| | W. Bal | | | | | | | | | | | |
| 13216 | **Stad Amsterdam** | Scw | Hol | Rotterd'm | 2375 | | 1920 | Dordrecht, | N. V. | 3Cyl TE24,41,66x45; | | G |
| | Steel | | 341.9 | 50 \| 25.5 | 3818 | | 6 | (N. V. [Hol. | Stoomb. Mij. | 2Blrs | | |
| PSWF | 1D;SUB.SIG;Wireless;W. Bal 5BH | | P28′ | B102′ F36′ | | | | Schpw. Dordrecht.) | "Stad Amsterdam" | | | |
| 13217 | **Stad Arnhem** | Scw | Hol | Rotterd'm | 2375 | | 1920 | Dordrecht, | N. V. | 3Cyl TE24,40,66x45; | | G |
| | Steel | | 340 | 49.7 \| 27.7 | 3819 | | 9 | (N. V. [Hol. | Arhemsche | 2Blrs | | |
| PSWH | 1D;SUB.SIG;Wireless;W. Bal 5BH | | P28′ | B102′ F36′ | | | | Schpw. Dordrecht.) | Scheepsw. Maats | | | |
| 13218 | **Stad Dordrecht** | Scw | Hol | Rotter'dm | 2322 | | 1920 | Dordrecht, | N. V. | 3Cyl TE24,40,66x45; | | G |
| | Steel | | 341.9 | 50 \| 25.5 | 3748 | | 8 | (N. V. [Hol. | Stoomb. Mij. | 2SB;WP192lbs | | |
| PSWK | 1D;SUB.SIG;Wireless;W Bal 5BH | | P27′ | B104′ F37′ | | | | Schpw. Dordrecht.) | "Stad Dordrecht" | | | |
| 13219 | **Stad Haarlem** | Scw | Hol | Rotterd'm | 1870 | | 1922 | W. Hartle- | Halcyon- | 3Cyl TE25,41,68x45; | | BL |
| | Steel | | 310.1 | 46.5 \| 23.7 | 3201 | | 11 | (W. [pool, Eng. | Lijn | 3SB;WP200lbs | | |
| PSWL | 2D;Oil fuel;Wireless;W. Bal 6BH | | P23′ | B84′ F32′ | | | | Gray & Co., Lim.) | | | | |
| 13220 | **Stad Zalt-Bommel** | Scw | Hol | Rotterd'm | 1230 | | 1918 | Zalt-Bom- | N. V. | 3Cyl TE20,32,55x35; | | G |
| | Steel | | 279 | 41 \| 21.3 | 2055 | | 4 | (J. [mel, Hol. | Stoomb. Mij. | 2SB | | |
| PTBF | 1D;Wireless;SUB.SIG;W. Bal 4BH | | P99′ | B72′ F26′ | | | | Meyer's S. B. Co.) | "Stad Zalt" | | | |
| 13221 | **Stade** | Sch | Ger | Hamburg | 95 | | 1917 | Hammel- | Christopher | Stl;1BH | | G |
| | xKathe Jensen xLisa | | 94.1 | 22.6 \| 89 | 177 | 4 | warden, Ger. | Meyer | | | |
| RVNS | 1D | | | | | | | (C. Luhring.) | | | | |
| 13222 | **Stadsdijk** | Scw | Hol | Rotterd'm | 4958 | | 1920 | O'Harima, | Holland- | 3Cyl TE27,47,79x51; | | BL |
| | xRocky Maru Steel | | 428 | 53.6 \| 37.5 | 6774 | | 3 | (Harima [Jap. | American Line | 2SB;1AuxSB;WP200lbs | | |
| PSWR | 2D;Shel dk;W. Bal;Wireless 7BH | | | | | | | Dkyd. Co.) | | | | |
| 13223 | **Stafford** | Sch | Am | Milw'ukee | 189 | | '68 | Tonawanda, | Samuel | O | | |
| 23,362 | | | 112 | 25.8 \| 9.6 | 199 | | rb '84 | (Parsons [N. Y. | Shields | | | |
| | 1D | | | | | | | & Co.) | | | | |
| 13224 | **Stagpool** | Scw | Br | W.Hartlpl | 2991 | | 1905 | Stockton, | R. Ropner | 3Cyl TE26,42,70x48; | | BL |
| 119,878 | Steel | Sch | 351.5 | 53.1 \| 27.6 | 4625 | | 8 | Eng. | & Co., Mgrs. | 3SB;WP180lbs | | |
| HDCW | 1D;B;Web frms;Wireless; 6BH | | F33′ | | | | | (Ropner & Son.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 13225 | **Stakesby** | Scw | Br | Whitby | 2906 | | 1922 | Sunderland, | Rowland | 3Cyl TE25,41,68x45; | | BL |
| 137,082 | Steel | | 364.5 | 52.8 \| 24.3 | 4767 | | 9 | (J. L. [Eng. | & Marwood's | 3SB;WP180lbs | | |
| KMTS | 1D;Shel dk;Wireless;W. Bal 6BH | | P28′ | B80′ F29′ | | | | Thompson & Sons, Lim.) | S.S. Co. (Lim.) | | | |
| 13226 | **Stal** | Scw | Dan | Cop'hagen | 1311 | | 1921 | Copenhagen, | D/S A/S | Stm Tbn; | | BL |
| | Steel | | 301.9 | 44.2 \| 19.3 | 2242 | | 10 | (A-S. [Den. | Myren | 2SB;WP200lbs | | |
| NDCR | 1D;Shel dk;Wireless;W. Bal 4BH | | F32′ | | | | | Baltica Vaerftet.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. Deck | Bth. Erections | Dth. Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13227 MHWS | **Stalheim** Steel 1D;W. Bal | Scw | Nor 243 P24′ | Oslo 39.3 | 17.3 B98′ F29′ | | 876 1469 | | 1912 12 | Fredriksstad (Fredriks-stad Mek. Verksted.) [Nor | J. B. Stang, Mgr. | 3CylTE18,29½,50x36; 2SB;WP180lbs | | N |
| 13228 220,671 MBPQ | **Stallion** YP,WO;Gil 1D 1BH | Scw | Am 94.5 | Annapolis 24.8 | 12 | | 101 164 | | 1920 10 | Annapolis, (Chance [Md. Marine Const. Co.) | U. S. Shipping Board | 2CylC18,38x26; Valley Iron Wks: 1SB;W. & A. Fletcher & Co; 74GS;2506IHS;WP155lbs;450IHP; EAC;clk t,dk6,24;s rps,s b clkg6,26 | ✠A1 River, Bay & Harbor Towing Service. ✠AMS S.S.No.1,Svnh6,24; M.S;shft drn6,24;B.S.6,25 Scip | |
| 13229 213,154 LFJH | **Standard** xJupiter Steel 2D;Shel dk;Web frms; 17BH Deep frmg;Long. frmg;Mchy aft; Oil in bulk;sub.sig;Wireless;W. Bal | Scw | Am 524.1 | Bayonne 68.7 | 34.6 | | 6138 9724 17000 | | 1914 3 | Kiel, (Howaldts- [Ger. werke.) | Standard Oil Co. (N. J.) | 4CylQE27½,40,57,81¼x57; 3SB;WP203lbs;n Birs2,16;DB; d rpd4,25;Dkd,s rps10,26 | (Class Contemplated.) n shft3,23; B.S.4,25;M.S;shft drn4,26; Clh BB;CL | |
| 13230 213,275 | **Standard** Steel 1D | StW | Am 132 | N. Orleans 30.8 | 5.8 | | 176 273 | | 1915 | Jefferson-ville, Ind. (Howard Shipyard Co.) | Standard Oil Co. (La.) | 2CylC13,26x72; 750IHP. | | |
| 13231 214,196 LGCR | **Standard Arrow** Steel 2D;B;Shel dk;Oil in bulk; 16BH sub.sig;Oil fuel;Web frms; Long. frmg;Mchy aft;Wireless; W. Bal | Scw | Am 467.6 | New York 62.7 | 32 | | 4800 7794 | | 1916 8 | Camden, (New York [N. J. S. B. Co.) | Standard Transportation Co. | 4CylQE24,35,51,75x51; 3SB;WP220lbs;3200IHP | | BL |
| 13232 211,807 | **Standard No. 1** Wood 1D;Oil fuel | Scw | Am 88.9 | San Fran. 21.5 | 11 | | 62 108 | | 1913 11 | Oakland, (United [Cal. Engineering Wks.) | Standard Oil Co. (Cal.) | 2CylC14,32x24; 1SB;WP160lbs;450IHP. | | |
| 13233 200,439 KSRN | **Standard II** xAstral Steel 1D;Wireless | Scw | Am 157 | New York 30 | 16.5 | | 418 616 | | 1903 11 | Philadel-phia, Pa. | Standard Transportation Co. | 3CylTE18,28,45x30; 1000IHP. | | |
| 13234 222,799 MFBN | **Standard Service** Steel 1D;Mchy aft;Oil in bulk; 8BH Oil fuel | MV | Am 210 P65′ | San Fran. 40.1 F28′ | 16.1 | | 765 1271 | | 1923 3 | San Fran-cisco, Cal. (Bethlehem S. B. Corp.) | Standard Oil Co. (Cal.) | Elect.Motor;2-6CylOil Eng13x19½; 600SHP;Dkd4,26 | ✠ — — ✠ — — Cancelled5,24 shft drn4,26 | |
| 13235 57,987 | **Standoil No. 2** xS. O. Co. No. 2 1D | Brg | Am 139 | Baltimore 30.6 | 11.9 | | 407 407 | | '98 | Elizabeth-port, N. J. | Standard Oil Co. (N. J.) | Stl | | |
| 13236 162,345 | **Standoil No. 3** xS. O. Co. No. 3 1D | Brg | Am 160.4 | Baltimore 30 | 12.5 | | 504 509 | | 1904 | Quincy, (Fore [Mass. River S. B. Co.) | Standard Oil Co. (N. J.) | Stl | | |
| 13237 165,092 | **Standoil No. 4** xS. O. Co. No. 4 1D | Brg | Am 192 | Norfolk 23.8 | 13 | | 580 580 | | 1912 12 | Philadelphia (Clinton [Pa. S. B. & R. Co.) | Standard Oil Co. (N. J.) | Stl | | |
| 13238 168,190 | **Standoil No. 5** xS. O. Co. No. 5 1D | Brg | Am 199.2 | Baltimore 38.2 | 14.4 | | 930 962 | | 1921 5 | Baltimore, (Spedden [Md S. B. Co.) | Standard Oil Co. (N. J.) | Stl;6BH | ✠ — — Withdrawn4,25 | |
| 13239 168,915 | **Standoil No. 101** 1D;Oil in bulk | Brg | Am 135 | Parkersb'g 23.1 | 5.7 | | 160 163 | | 1924 4 | Sparrows Pt. (Bethlehem [Md. S. B. Corp.) | Standard Oil Co. (N. J.) | Stl | | |
| 13240 168,916 | **Standoil No. 102** 1D;Oil in bulk | Brg | Am 135 | Parkersb'g 23.1 | 5.7 | | 160 163 | | 1924 4 | Sparrows Pt. (Bethlehem [Md. S. B. Corp.) | Standard Oil Co. (N. J.) | Stl | | |
| 13241 168,917 | **Standoil No. 103** 1D;Oil in bulk | Brg | Am 135 | Parkersb'g 23.1 | 5.7 | | 160 163 | | 1924 4 | Sparrows Pt. (Bethlehem [Md. S. B. Corp.) | Standard Oil Co. (N. J.) | Stl | | |
| 13242 168,934 | **Standoil No. 104** 1D;Oil in bulk | Brg | Am 135 | Parkersb'g 23.1 | 5.7 | | 160 163 | | 1924 5 | Sparrows Pt. (Bethlehem [Md. S. B. Corp.) | Standard Oil Co. (N. J.) | Stl | | |
| 13243 168,935 | **Standoil No. 105** 1D;Oil in bulk | Brg | Am 135 | Parkersb'g 23.1 | 5.7 | | 160 163 | | 1924 5 | Sparrows Pt. (Bethlehem [Md. S. B. Corp.) | Standard Oil Co. (N. J.) | Stl | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13244 168,936 | **Standoil No. 106** 1D;Oil in bulk | Brg | Am 135 | Parkersb'g 23.1 \| 5.7 | 160 163 | | 1924 5 | Sparrows Pt. (Bethlehem [Md. S. B. Corp.) | Standard Oil Co. (N. J.) | Stl | | |
| 13245 MKVT | **Stanja** Steel 1D;Wireless;W. Bal 4BH | Scw | Nor 265.2 P22′ | Oslo 42.1 \| 18.7 B73′ F30′ | 1104 1845 | | 1915 3 | Oslo, (Nylands [Nor. Vaerksted.) | J. B. Stang, Mgr. | 3Cy\|TE20½,33,56x36; 2SB;WP180lbs | | N |
| 13246 111,744 | **Stanley** 1D | Sch | Br 94.8 | Georget'n 24.2 \| 9.6 | 74 114 | | 1902 | Chester Bay (D. [N. S. Wagner.) | Parbhu Sawh & Co. | O,Bch;Gif | | |
| 13247 218,768 LSMP | **Stanley** Steel 2D;Long. frmg: 8BH Wireless; 7BH to Fbd dk sub.sig; 1BH to 2d dk W. Bal; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.158t;D.B.343′1407t;D .T.30′1 F.O.....D.B.303′1114t;D .T.30′ | Scw | Am 401.7 035t.. 966t;S. | Seattle 54.8 \| 32.1 \| 34′ 6″ .....F.P.140t T.70t..... | 4712 6463 9600 | 8′ 1″ 26′ 9″ | 1919 8 | Seattle, (Skinner [Wash. & Eddy Corp.) | U. S. Shipping Board | 3Cy\|TE24½,41½,72x48; Hooven, Owens, Rentschler Co; 3SB;Commercial Blr. Wks; 8085HS;WP210lbs;2800IHP;EAC; d rpd12,24;Dkd,s rps10,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,NY10,23; M.&B.S.10,23;shft drn12,25; Clh BB;CL | |
| 13248 215,293 LHKV | **Stanley Dollar** xWarszawa; xErny Steel 3D;W. Bal 8BH | Scw | Am 402 P152′ | San Fran. 53 \| 34 F34′ | 3742 5929 8321 | | 1914 4 | Monfalcone, (Cant. [Hung. Navale Triestino.) | Dollar S.S. Line of Cal. | 3Cy\|TE27,44,75x48; 3SB;WP180lbs;2700IHP | — — — — Cancelled3,24 | BL |
| 13249 102,139 NHTD | **Stanley Hall** Steel 2D;B;Wireless;W. Bal 6BH | Scw | Br 378 P34′ | Liverpool 45.3 \| 27.9 B76′ F36′ | 2657 4144 | | '94 3 | Newcastle, (Palmers' [Eng. Co., Lim.) | Hall Line (Lim.) | 3Cy\|TE26,43,70x45; 2DB;WP180lbs | | BL |
| 13250 214,500 LGKN | **Stanwood** Fir;Gif(Sltd) 1D;Oil fuel | Scw Sch | Am 206 | San Fran. 42 \| 16.5 | 627 1129 | | 1916 11 | North Bend, (Kruse & Ore. Banks) | W. R. Chamberlin | 3Cy\|TE13½,23,40x30; 2WTB;WP225lbs;800IHP;DB | ✠ — — — — Cancelled11,23 | |
| 13251 LNRD | **Star** xRudolf Steel 1D;sub.sig;Wireless;W. Bal 4BH | Scw | Ger 215.6 P23′ | Bremen 34.2 \| 14.1 B59′ F26′ | 610 1065 | | 1922 1 | Hamburg, (Schiffsw. [Ger. u. Maschf.) | Roland Line A. G. | 3Cy\|TE17,28,47x33; 2Blrs;WP199lbs | | G |
| 13252 164,689 | **Star** 1D | Brg | Am 125 | Pt. Arthur 30 \| 6.4 | 211 211 | | 1909 2 | Ambridge, (American [Pa. Bridge Co.) | Texas Co. | Stl | | |
| 13253 WNTK | **Star No. 1** Steel 1D;Wireless;D.F. | Scw Sch | Nor 106.1 | Sandefj'rd 21.2 \| 13 | 133 196 | | 1912 5 | Seattle, (Seattle [Wash. Const. & D.D. Co.) | Hvalfanger A/S Rosshavet | 3Cy\|TE12,20,33x24; 500IHP. | | |
| 13254 WNTL | **Star No. 2** Steel 1D;Wireless;D.F. | Scw | Nor 96.1 | Sandefj'rd 19.5 \| 12.3 | 97 143 | | 1912 4 | Seattle, (Seattle [Wash. Const. & D.D. Co.) | Hvalfanger A/S Rosshavet | 3Cy\|TE11,18,29x24; 400IHP. | | |
| 13255 WNTM | **Star No. 3** Steel 1D;Wireless;D.F. | Scw | Nor 96.1 | Sandefj'rd 19.5 \| 12.3 | 97 143 | | 1912 4 | Seattle, (Seattle [Wash. Const. & D.D. Co.) | Hvalfanger A/S Rosshavet | 3Cy\|TE11,18,29x24; 400IHP. | | |
| 13256 3,882 KQTL | **Star of Alaska** xBalclutha 1D;B;Wireless | S | Am 256.3 P104′ | San Fran. 38.5 \| 22.7 F31′ | 1590 1862 | | '86 12 | Glasgow, (C. Connell [Scot. & Co.) | Alaska Packers Association | Stl;1BH | | BL |
| 13257 127,343 KPCN | **Star of Chile** xCoalinga xLa Escocesa 2D (*Now Roche Harbor Lime Transport*) | Bk | Am 202 | San Fran. 34.2 \| 21.3 | 874 1001 | | '68 10 | Dundee, Scot. (Gourlay Bros.) | Chas. M. Cadman | I;1BH | | BL |
| 13258 107,429 KNTH | **Star of England** xAbby Palmer xBlairmore 1D;B;Wireless | Bk | Am 264 P41′ | San Fran. 39 \| 23.5 F33′ | 1806 2123 | | '93 9 | Dumbarton, (A. Mc-Millan & Son.) [Scot. | Alaska Packers Association | Stl;1BH | | BL |
| 13259 215,199 LHJC | **Star of Falkland** xArapahoe 1D;B | S | Am 276.8 P41′ | San Fran. 40 \| 24.2 F36′ | 1866 2330 | | '92 1 | Pt. Glasgow, (W. [Scot Hamilton Co.) | Alaska Packers Association | Stl;1BH; DB | — — Cancelled4,24 | BL |
| 13260 161,135 KPQC | **Star of Finland** xKaiulani 2D;Wireless | Bk | Am 225.7 | San Fran. 42.3 \| 20 | 1425 1699 | | '99 12 | Bath, (Arthur [Me. Sewall & Co.) | Alaska Packers Association | Stl;2BH | | V |
| 13261 116,975 KQCN | **Star of France** 2D;Wireless | S | Am 258 P95′ | San Fran. 38 \| 22.8 F50′ | 1514 1766 | | '77 11 | Belfast, (Harland & Wolff.) [Ire | Alaska Packers Association | I;1BH | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13262 | **Star of Greenland** | Bk | Am | San Fran. | 1944 | | '92 | Glasgow, | Alaska | Stl;1BH | | BL |
| 96,496 | xHawaiian Isles | 4 M | 270 | 43.1 \| 23.6 | 2179 | | 2 | (C. Connell [Scot. | Packers | | | |
| KPWR | 1D;B;Wireless | | P40′ | F28′ | | | | & Co.) | Association | | | |
| 13263 | **Star of Holland** | Bk | Am | San Fran. | 1965 | | '85 | Belfast, | Alaska | Stl;1BH | | BL |
| 96,621 | xHomeward Bound | | 292.6 | 39.7 \| 23.5 | 2302 | | 6 | (Harland [Ire. | Packers | | | |
| KRQT | 2D;Wireless | | P52′ | F32′ | | | | & Wolff.) | Association | | | |
| 13264 | **Star of Iceland** | Bk | Am | San Fran. | 1875 | | '96 | Pt. Glasgow, | Alaska | Stl;1BH | | BL |
| 81,699 | xWilscott | | 267.3 | 40.1 \| 23.7 | 2161 | | 10 | (W. [Scot. | Packers | | | |
| KQCV | 1D;B | | P106′ | F30′ | | | | Hamilton & Co.) | Association | | | |
| 13265 | **Star of India** | Bk | Am | San Fran. | 1247 | | '63 | Ramsay, | Alaska | I;2BH | | BL |
| 136,801 | xEuterpe | | 205.5 | 35.2 \| 23.4 | 1318 | | 11 | Eng. | Packers | | | |
| KPWJ | 2D | | | | | | | (Gibson & Co.) | Association | | | |
| 13266 | **Star of Italy** | S | Am | San Fran. | 1497 | | '77 | Belfast, | Alaska | I;2BH | | BL |
| 116,976 | | | 257.2 | 38.2 \| 22.9 | 1784 | | 7 | (Harland [Ire. | Packers | | | |
| KQCP | 2D;Wireless | | | P109′ F50′ | | | | & Wolff.) | Association | | | |
| 13267 | **Star of Lapland** | S | Am | San Fran. | 3006 | | 1902 | Bath, | Alaska | Stl;2BH | | V |
| 107,724 | xAtlas | 4 M | 332.4 | 45.4 \| 26.1 | 3381 | | 2 | (Arthur [Me. | Packers | | | |
| KRMH | 2D;Wireless | | | | | | | Sewall & Co.) | Association | | | |
| 13268 | **Star of Peru** | Bk | Fr | | 976 | | '63 | Sunderland, | | I;1BH | | |
| | xHimalaya | | 201.6 | 33 \| 20.5 | 1027 | | 11 | (Pile, [Eng. | | | | |
| | 2D | | P60′ | F31′ | | | | Hay & Co.) | | | | |
| 13269 | **Star of Russia** | S | Fr | | 1898 | | '74 | Belfast, | | I;1BH | | BL |
| | | | 275.5 | 40.2 \| 24.2 | 1981 | | 12 | (Harland [Ire. | | | | |
| | 1D;B;Wireless | | P54′ | F41′ | | | | & Wolff.) | | | | |
| 13270 | **Star of Scotland** | Bk | Am | San Fran. | 2233 | | '87 | Pt. Glasgow, | Alaska | Stl;1BH | | BL |
| 14,494 | xKenilworth | | 300.2 | 43.1 \| 24.2 | 2598 | | 3 | Scot. | Packers | | | |
| KGWH | 2D | | P143′ | F47′ | | | | (J. Reid & Co.) | Association | | | |
| 13271 | **Star of Shetland** | S | Am | San Fran. | 2850 | | '99 | Bath, | Alaska | Stl;2BH; | ✠ — — | V |
| 136,762 | xEdward Sewall | 4 M | 332 | 45.3 \| 28.3 | 3345 | | 10 | (Arthur [Me. | Packers | DB | Cancelled10.23 | |
| KPLB | 2D;Wireless | | | | | | | Sewall & Co.) | Association | | | |
| 13272 | **Star of Zealand** | S | Am | San Fran. | 2987 | | 1900 | Bath, | Alaska | Stl;2BH | | V |
| 107,612 | xAstral | 4 M | 332.3 | 45.4 \| 26 | 3292 | | 12 | (Arthur [Me. | Packers | | | |
| KQNB | 2D;Wireless | | | | | | | Sewall & Co.) | Association | | | |
| 13273 | **Starkad** | Scw | Nor | Oslo | 1274 | | 1920 | Sunderland, | A/S. | 3CylTE22,35,58x39; | | N |
| | Steel | | 285.3 | 41.5 \| 20.2 | 2225 | | 11 | (Swan, [Eng. | Standard | 2SB;WP180lbs | | |
| MVTF | 1D;Wireless;W. Bal 4BH | | P29′ | B74′ F29′ | | | | Hunter & Wigham | | | | |
| | | | | | | | | Richardson, Lim.) | | | | |
| 13274 | **Starling** | MV | Am | Phila. | 121 | | 1926 | East Booth- | George F. | 6CylOilEng5¾x6¾ | | |
| 225,809 | Steel | Yct | 126.6 | 26 \| 12.6 | 158 | | | bay, Me. | Tyler | | | |
| | | | | | | | | (Rice Bros.) | | | | |
| 13275 | **Starr** | Scw | Am | Seattle | 309 | | 1912 | Seattle, | San Juan | 2CylC12,22x36; | | |
| 210,542 | Steel | | 130.2 | 25.8 \| 14 | 525 | | 9 | Wash. | Fishing & Packing | 1SB;WP180lbs;650IHP. | | |
| LCPF | 2D;Oil fuel 4BH | | | | | | | (Duthie & Co.) | Co. | | | |
| 13276 | **Start** | Sch | Dan | Marstal | 111 | | 1918 | Marstal, | N. Hansen | Wd | | V |
| | | | 92.5 | 23.9 \| 9.5 | 131 | | | (N. Hansen [Den. | & Co. | | | |
| NWBP | 1D | | | | | | | & Co.) | | | | |
| 13277 | **Start** | Scw | Swd | Gothenb'g | 692 | | 1910 | Hoboken, | Rederiak- | 3CylTE17,28,46x33; | | BL |
| 6,693 | xHamborn xTrim xTenger Steel | | 229.1 | 35.8 \| 14.9 | 1196 | | 11 | (Antwerp [Hol. | tieb Thetis | 1SB;WP180lbs | | |
| KFDL | 1D;Well dk;Deep frmg;W. Bal 4BH | | | B52′ F25′ | | | | Eng. Co., Lim.) | | | | |
| 13278 | **State of Delaware** | Scw | Am | Wilm'gton | 336 | | 1923 | Wilmington, | Wilmington | 4CylTE24,37¾,44,44x30; | ✠A1 Ⓔ River& Bay Service | |
| 222,971 | Steel | | 219.1 | 48.9 \| 10.6 | 814 | | 6 | (Pusey [Del. | Steamboat Co. | Pusey & Jones Co: | ✠AMS | |
| | 1D; 5BH | | | | | | | & Jones Co.) | | 2WTB;Babcock & Wilcox Co; | Clh BB | |
| | Oil fuel F. P. above 150° F C-17 | | | | | | | | | 7478HS;WP210lbs;2500IHP;EAC | | |
| | W.B.—A.P.108t.....F.P.21t | | | | | | | | | | | |
| | F.O.....I.T.40t..... | | | | | | | | | | | |

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| No. Dif. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port / Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where Built. / Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13279 222,636 MDVG | **State of Maryland** Steel 1D 7BH C-25 | Scw | Am 320 | Baltimore 56.6 \| 16.9 | 669 1783 | | 1922 12 | Wilmington, (Pusey & Jones Co.) [Del. | Baltimore Steam Packet Co. | 4Cyl TE24½,40,47,47x42; Pusey & Jones Co; 4SB;Sun S. B. Co; 282GS;9000HS;WP185lbs;2850IHP; EAC;d rpd4,25;rps10,25; Dkd,s rps11,26 | ✠A1Ⓔ River, Bay & Sound Service. ✠AMS S.S.No.1,Balt11,26; shft drn;10,25;M.&B.S.11,26; ClhBB;CL | |
| 13280 223,103 | **State of Pennsylvania** Steel 1D 5BH Oil fuel F. P. above 150° F. C-17 W.B.—A.P.108t.....F.P.21t F.O.....I.T.40t..... | Scw | Am 219.1 | Wilm'gton 48.9 \| 10.6 | 336 814 | | 1923 7 | Wilmington, (Pusey & Jones Co.) [Del. | Wilmington Steamboat Co. | 4Cyl TE24,37¾,44,44x30; Pusey & Jones Co; 2WTB;Babcock & Wilcox Co; 7478HS;WP210lbs;2500IHP;EAC; Dkd,s rps8,23 | ✠A1Ⓔ River & Bay Service ✠AMS Scip | |
| 13281 222,715 MDWC | **State of Virginia** Steel 1D 7BH C-25 | Scw | Am 320 | Baltimore 56.6 \| 16.9 | 674 1783 | | 1923 2 | Wilmington, (Pusey & Jones Co.) [Del. | Baltimore Steam Packet Co. | 4Cyl TE24½,40,47,47x42; Pusey & Jones Co; 4SB;Sun S. B. Co; 282GS;9000HS;WP185lbs; 2850IHP;EAC;d rpd4,26; Dkd,s rps11,26 | ✠A1Ⓔ River, Bay & Sound Service. ✠AMS shft drn11,25;Clh BB;CL | |
| 13282 137,419 JHMK | **Statesman** xSaint George Steel 2D;Wireless;W. Bal 6BH | Scw | Br 423.3 P50′ | Liverpool 53 \| 29.8 B129′ F50′ | 3553 5596 | | 1914 12 | Pt. Glasgow, (Russell & Co.) [Scot. | Charente S.S. Co. (Lim.) | 3Cyl TE27,45,75x51; 3SB;WP180lbs | | BL |
| 13283 163,911 | **Staunton** 1D | Brg | Am 184.4 | Phila. 23.8 \| 11 | 429 | | 1909 8 | Elkton, (E. Delbert & Bro.) [Md. | Southern Trans. Co | O,Hk,YP;Gif(Sltd) | ✠ — — Suspended8,19 | |
| 13284 110,831 KGML | **Staunton** xMcAllister Wood 1D | Scw | Am 95.9 | New York 22.6 \| 11.3 | 70 140 | | 1904 | Brooklyn, (James P. McAllister.) [N. Y. | Jersey City Stock Yards | 700IHP. | | |
| 13285 MFHS | **Stavangeren** Steel 1D;W. Bal 4BH | Scw Sch | Nor 230.5 P19′ | Stavanger 33.1 \| 15.3 B58′ F25′ | 606 1002 | | 1908 9 | Stavanger, (Stavanger, Stoberi & Dok.) [Nor. | K. Olsen Mgr. | 3Cyl TE17,28,47x33; 2SB;WP175lbs | | N |
| 13286 MSJR | **Stavangerfjord** Steel 2D;Shel dk;Oil fuel;Wireless; D.F;W. Bal 10BH | Scw Sch Twin | Nor 532.5 P21′ | Stavanger 64.2 \| 29.3 B & F 464′ | 7793 13156 | | 1918 2 | Birkenhead, (Cammell, Laird & Co., Lim.) [Eng. | Den Norske Amerika Linie | 2-4Cyl QE26,37,53,76x54; 8SB;WP220lbs | | BL |
| 13287 333 IABF | **Stavropol** xKotlk Steel 1D;Spar dk;Wireless;W. Bal 5BH | Scw | Rus 197.9 F31′ | Vladvostk 32.9 \| 20.5 | 686 1210 | | 1907 | Stettin, (Nüscke & Co., A. G.) [Ger | Russian Volunteer Fleet Assn. | 3Cyl TE17,26,43x28; 2SB;WP170lbs;700IHP. | | |
| 13288 217,921 LQTG | **Steadfast** Steel 2D;Long frmg;Wireless; SUB.SIG; 7BH to Fbd dk W. Bal; 2BH to 2d dk Oil fuel F. P. above 150° F. C-38 W.B.—A.P.195t;D.T.a30′229t;D. F.O.—A.P.182t;D.T.a30′214t;D. | Scw | Am 440 P55′ B.325′ B.305′ | San Fran. 56 \| 35.2 \| 38′ B63′ F23′ 1291t; 1111t; | 4854 7588 11780 D.T.25′797t.....F D.T.25′745t;S.T | 9′ 6¾″ 28′ 8″ .P.80t .150t;F .P.75t | 1919 5 | Alameda, (Bethlehem S. B. Corp., Lim.) [Cal | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 3SB;Bethlehem S. B. Co; 8250HS;WP215lbs;3000SHP; d rpd1,25;Dkd,rps5,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,Gvstn5,23; M.S.5,23;shft drn8,25; B.S.5,26;Clh BB;CL | |
| 13289 RVLG | **Steaua Romana** xEmil Georg v. Stauss; Steel 2D;Web frms;Long. frmg; 16BH Mchy aft;Oil in bulk;Oil fuel; Wireless;D.F;SUB.SIG;W. Bal | Scw | Rou 390.9 P119′ | Constantza 53 \| 29.2 B31′ F38′ | 3229 5311 | | 1914 | Emden, (Nordseewerke.) Ger. | Soc. Anon. Steaua Romana | 3Cyl TE24,39,66x47; 2SB;WP200lbs | | BL |
| 13290 219,514 LVKF | **Steel Age** Steel 2D;Oil fuel;Shel dk;Web frms; 6BH Long. frmg;Wireless;W. Bal | Scw | Am 395.8 P45′ | New York 55 \| 31.4 B110′ F18′ | 3821 6187 9756 | | 1920 | Kearny, (Federal S. B. Co.) [N. J. | U. S. Steel Products Co. | Stm Tbns; 3SB;WP210lbs;2500SHP | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13291<br>225,935<br>MGFP | **Steel Chemist**<br>Steel<br>1D;Mchy aft;Wireless; 3BH<br>Oil fuel F. P. above 150° F. C-27<br>W.B.—A.P.14t;D.B.204'704t;F.P. 172t<br>F.O.....D.B. 38' 76t..... .... | MV | Am | New York<br>250.3 \| 43.9 \| 17.2 | 974<br>1694 | | 1926<br>8 | Kearny,<br>(Federal [N. J.<br>S. B. & D. D. Co.) | U. S. Steel<br>Products Co. | 4Cyl D.A.OilEng16x24;<br>Worthington Pump Corp;<br>950BHP;EAC;DB | ✠A1Ⓔ<br>Coastwise & Great Lakes.<br>✠AMS<br>SBP;CL | |
| 13292<br>225,508<br>MGBV | **Steel Electrician**<br>Steel<br>1D;Mchy aft; 3BH<br>Oil fuel F. P. above 150° F. C-27<br>W.B.—A.P.14t;D.B.204'704t;F.P 172t<br>F.O.—.....D.B. 38' 76t..... .... | MV | Am | New York<br>250.3 \| 43.9 \| 17.3 | 974<br>1694 | | 1926<br>4 | Kearny,<br>(Federal [N. J.<br>S. B. & D. D. Co.) | U. S. Steel<br>Products Co. | 3-4CylOilEngs15x22;<br>1 Electric Motor;<br>New London S. & E. Co;<br>Westinghouse Elec. & Mfg. Co;<br>750SHP;EAC;DB | ✠A1Ⓔ<br>Coastwise and Great Lakes.<br>✠AMS<br>Cih BB;CL | |
| 13293<br>220,495<br>MBHG | **Steel Engineer**<br>Steel<br>2D;Wireless;W. Bal; 7BH<br>Oil fuel F. P. above 150° F. C-37<br>W.B.—A.P.65t.....D.B .369'14<br>F.O.—A.P.61t;D.T.a20'144t;D.B .316'11 | Scw | Am | New York<br>424.2 \| 56.2 \| 26.5 \| 30'<br>P41' B & F 350'<br>73t... .....F.P.115t<br>19t; S. T.109t;F.P.107t | 3450<br>5686<br>9413 | 4' 4"<br>25' 10" | 1920<br>8 | Kearny,<br>(Federal [N. J.<br>S. B. Co.) | U. S. Steel<br>Products Co. | Stm Tbn;<br>W. & A. Fletcher Co;<br>3SB;Federal S. B. Co;<br>7836HS;WP210lbs;3100SHP;EAC;<br>Dkd,d rpd8,26 | ✠A1Ⓔ<br>✠AMS<br>S.S.No.1,NY9,24;<br>M.S.9,24;n shft3,26;B.S.8,26;<br>SBP;CL | |
| 13294<br>220,553<br>MBJN | **Steel Exporter**<br>Steel<br>2D;Wireless;W. Bal; 7BH<br>Oil fuel F. P. above 150° F. C-37<br>W.B.—A.P.65t.....D.B.36 9'1473t<br>F.O.—A.P 61t;D.T.a20'144t;D.B.31 6'1119t | Scw | Am | New York<br>424.2 \| 56.2 \| 26.5 \| 30'<br>P41' B & F 350'<br>.....F.P.115t<br>; S. T. 109t;F.P.107t | 3450<br>5686<br>9480 | 4' 4"<br>25' 10" | 1920<br>8 | Kearny,<br>(Federal [N. J.<br>S. B. Co.) | U. S. Steel<br>Products Co. | Stm Tbn;<br>Federal S. B. Co;<br>3SB;Federal S. B. Co;<br>7836HS;WP210lbs;3100SHP;EAC;<br>Dkd,d rpd7,26 | ✠A1Ⓔ<br>✠AMS<br>S.S.No.1,NO9,24;<br>M.S.9,24;n shft3,25;<br>shft drn1,26;B.S.7,26;SBP;CL | |
| 13295<br>220,776<br>MBTC | **Steel Inventor**<br>Steel<br>2D;W. Bal;Wireless; 7BH<br>Oil fuel F. P. above 150° F. C-37<br>W.B.—A.P.65t.....D.B .369'14<br>F.O.—A.P.61t;D.T.a20'144t;D.B .316'11 | Scw | Am | New York<br>424.2 \| 56.2 \| 26.5 \| 30'<br>P41' B & F 350'<br>73t... .....F.P.115t<br>19t; S. T.109t;F.P.107t | 3450<br>5686<br>9383 | 4' 4"<br>25' 10" | 1920<br>11 | Kearny,<br>(Federal [N. J.<br>S. B. Co.) | U. S. Steel<br>Products Co. | Stm Tbn;<br>Federal S. B. Co;<br>3SB;Federal S. B. Co;<br>7836HS;WP210lbs;3100SHP;EAC;<br>Dkd,d rpd9,26 | ✠A1Ⓔ<br>✠AMS<br>S.S.No.1,Phila10,24<br>M.&B.S;shft drn10,24;SBP;CL | |
| 13296<br>220,179<br>LWRK | **Steel Mariner**<br>Steel<br>2D;Wireless;W. Bal; 7BH<br>Oil fuel F. P. above 150° F. C-37<br>W.B.—A.P.65t.....D.B .369'14<br>F.O.—A.P.61t;D.T.a20'144t;D.B .316'11 | Scw | Am | New York<br>424.2 \| 56.2 \| 26.5 \| 30'<br>P41' B & F 350'<br>73t... .....F.P.115t<br>19t; S. T.109t;F.P.107t | 3450<br>5686<br>9385 | 4' 4"<br>25' 10" | 1920<br>7 | Kearny,<br>(Federal [N. J.<br>S. B. Co.) | U. S. Steel<br>Products Co. | Stm Tbn;<br>W. & A. Fletcher Co;<br>3SB;Federal S. B. Co;<br>7836HS;WP210lbs;3100SHP;EAC;<br>Dkd,d rpd11,26 | ✠A1Ⓔ<br>✠AMS<br>S.S.No.1,NY6,24;<br>M.S.6,24;n shft8,25;B.S.11,26;<br>SBP;CL | |
| 13297<br>221,857<br>MDJC | **Steel Navigator**<br>Steel<br>2D;W. Bal;Wireless; 7BH<br>Oil fuel F. P. above 150° F. C-37<br>W.B.—A.P.65t.....D.B .369'14<br>F.O.—A.P.61t;D.T.a20'144t;D.B 316'11 | Scw | Am | New York<br>424.2 \| 56.2 \| 26.5 \| 30'<br>P41' B & F 350'<br>73t; D. T.31'793t.....S.T.10<br>19t.....9t;F.P. | 3471<br>5718<br>9350<br>..F.P.<br>115t<br>107t | 4' 4"<br>25' 10" | 1921<br>12 | Kearny,<br>(Federal [N. J.<br>S. B. Co.) | U. S. Steel<br>Products Co | Stm Tbn;<br>Federal S. B. Co;<br>3SB;Federal S. B. Co;<br>7836HS;WP210lbs;3100SHP;EAC;<br>Dkd,d rpd2,26;s rps10,26 | ✠A1Ⓔ<br>✠AMS<br>S.S.No.1,NY2,26;<br>M.&B.S;shft drn2,26;SBP;CL | |
| 13298<br>117,082 | **Steel Queen**<br>Wood<br>1D | StW | Am | Pittsbu'gh<br>125 \| 28 \| 3.5 | 121<br>177 | | 1901 | Jefferson-<br>ville, Ind.<br>(Howard Shipyard) | Pressed<br>Steel Car Co. | 2-1Cyl12½x72;<br>3Blrs;WP200lbs | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13299 | **Steel Ranger** | Scw | Am | New York | 3450 | 4′ 4″ | 1920 | Kearny, | U. S. Steel | Stm Tbn; | ✠A1Ⓔ | |
| 220,652 | Steel | | 424.2 | 56.2 \| 26.5 | 5686 | 25′ 10″ | 9 | (Federal [N. J. | Products Co. | Federal S. B. Co; | ✠AMS | |
| MBPD | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | 30′ | 9435 | | | S. B. Co.) | | 3SB;Federal S. B. Co; | S.S.No.1,Phila7,24; | |
| | Oil fuel F. P. above 150° F. C-37 | | P41′ | B & F 350′ | | | | | | 7836HS;WP210lbs;3100SHP;EAC; | M.S.7,24;shft drn6,26; | |
| | | | | | | | | | | Dkd,d rpd11,26 | B.S.11,26;SBP;CL | |
| | W.B.—A.P.65t.....D.B | .369′14 | 73t..... | .....F.P.115t | | | | | | | | |
| | F.O.—A.P.61t;D.T.a20′144t;D.B | .316′11 | 19t; S. | T.109t;F.P.107t | | | | | | | | |
| 13300 | **Steel Scientist** | Scw | Am | New York | 3471 | 4′ 4″ | 1921 | Kearny, | U. S. Steel | Stm Tbn; | ✠A1Ⓔ | |
| 221,785 | Steel | | 424.2 | 56.2 \| 26.5 | 5718 | 25′ 10″ | 12 | (Federal [N. J | Products Co. | Federal S. B. Co; | ✠AMS | |
| MDHK | 2D;W. Bal;Wireless; 7BH | | | 30′ | 9340 | | | S. B. Co.) | | 3SB;Federal S. B. Co; | S.S.No.1,NY9,25; | |
| | Oil fuel F. P. above 150° F. C-37 | | P41′ | B & F 350′ | | | | | | 7836HS;WP210lbs;3100SHP;EAC; | M.S.9,25;B.S.3,26; | |
| | | | | | | | | | | Dkd,d rpd6,26 | shft drn5,26;SBP;CL | |
| | W.B.—A.P.65t.....D.B | .369′14 | 73t; D. | T.31′793t.....F.P. | 115t | | | | | | | |
| | F.O.—A.P.61t;D.T.a20′144t;D.B | .316′11 | 19t..... | .....S.T.10 | 9t;F.P. | 107t | | | | | | |
| 13301 | **Steel Seafarer** | Scw | Am | New York | 3471 | 4′ 4″ | 1921 | Kearny, | U. S. Steel | Stm Tbn; | ✠A1Ⓔ | |
| 221,707 | Steel | | 424.2 | 56.2 \| 26.5 | 5718 | 25′ 10″ | 11 | (Federal [N. J. | Products Co. | Federal S. B. Co; | ✠AMS | |
| MDGQ | 2D;W. Bal;Wireless; 7BH | | | 30′ | 9450 | | | S. B. Co.) | | 3SB;Federal S. B. Co; | S.S.No.1,Ches12,25; | |
| | Oil fuel F. P. above 150° F. C-37 | | P41′ | B & F350′ | | | | | | 7836HS;WP210lbs; | B.S.11,25;M.S.12,25; | |
| | | | | | | | | | | 3100SHP;EAC;Dkd,d rpd6,26 | shft drn6,26;SBP;CL | |
| | W.B.—A.P.65t.....D.B | .369′14 | 73t; D. | T.31′793t.....F.P. | 115t | | | | | | | |
| | F.O.—A.P.61t,D.T.a20′144t;D.B | .316′11 | 19t..... | .....S.T.10 | 9t;F.P. | 107t | | | | | | |
| 13302 | **Steel Trader** | Scw | Am | New York | 3450 | 4′ 4″ | 1920 | Kearny, | U. S. Steel | Stm Tbn; | ✠A1Ⓔ | |
| 220,180 | Steel | | 424.2 | 56.2 \| 26.5 | 5686 | 25′ 10″ | 7 | (Federal [N. J. | Products Co. | W. & A. Fletcher Co; | ✠AMS | |
| LWRM | 2D;Wireless;W. Bal; 7BH | | | 30′ | 9388 | | | S. B. Co.) | | 3SB;Federal S. B. Co; | S.S.No.1,NY5,24; | |
| | Oil fuel F. P. above 150° F. C-37 | | P41′ | B & F350′ | | | | | | 7836HS;WP210lbs;3100SHP;EAC; | n shft10,23; | |
| | | | | | | | | | | d rpd2,26;Dkd,s rps10,26 | M.S.5,24;B.S.6,26; | |
| | W.B.—A.P.65t.....D.B | .369′14 | 73t..... | .....F.P.115t | | | | | | | shft drn10,26;SBP;CL | |
| | F.O.—A.P.61t;D.T.a20′144t;D.B | .316′11 | 19t; S. | T.109t;F.P.107t | | | | | | | | |
| 13303 | **Steel Traveler** | Scw | Am | New York | 4381 | 11′ ½″ | 1922 | Kearny, | U. S. Steel | Stm Tbns; | ✠A1Ⓔ With Freeboard | |
| 222,539 | Steel | | 424.2 | 56.2 \| 26.5 | 7056 | 27′ 2″ | 10 | (Federal [N. J. | Products Co. | Federal S. B. Co; | ✠AMS | |
| MDTF | 3D; 8BH | | | 38′ | 10050 | | | S. B. Co.) | | 3SB;Federal S. B. Co; | S.S.No.1,Phila5,26; | |
| | Wireless; 1BH to Fbd dk | | | | | | | | | 8916HS;WP210lbs;3100SHP;EAC; | M.&B.S.5,26;shft drn11,26; | |
| | W. Bal; 6BH to 2d dk | | | | | | | | | d rpd5,26;Dkd,s rps11,26 | SBP;CL | |
| | 1BH to 3d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.65t;D.T.a22′154t;D.B | .369′14 | 27t; D. | T.31′793t..... | ....F | .P.115t | | | | | | |
| | F.O.—A.P.61t;D.T.a22′144t;D.B | .316′11 | 19t..... | .....S.T. | .109t;F | .P.107t | | | | | | |
| 13304 | **Steel Voyager** | Scw | Am | New York | 3821 | | 1920 | Kearny, | U. S. Steel | Stm Tbns; | | BL |
| 219,662 | Steel | | 395.5 | 55 \| 31.4 | 6187 | | 2 | (Federal [N. J. | Products Co. | 3SB;WP210lbs;2800SHP | | |
| LVSH | 2D;Oil fuel;Shel dk;Web frms; 6BH | | P45′ | B110′ F38′ | 9780 | | | S. B. Co.) | | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | | | | | |
| 13305 | **Steel Worker** | Scw | Am | New York | 3450 | 4′ 4″ | 1920 | Kearny, | U. S. Steel | Stm Tbn; | ✠A1Ⓔ | |
| 220,380 | Steel | | 424.2 | 56.2 \| 26.5 | 5686 | 25′ 10″ | 7 | (Federal [N. J | Products Co | W. & A. Fletcher Co; | ✠AMS | |
| MBDF | 2D;Wireless;W. Bal; 7BH | | | 30′ | 9342 | | | S. B. Co.) | | 3SB;Federal S. B. Co; | S.S.No.1,NO12,24; | |
| | Oil fuel F. P. above 150° F. C-37 | | P41′ | B & F350′ | | | | | | 7836HS;WP210lbs;3100SHP;EAC; | n shft;B.S.6,24;M.S.12,24; | |
| | | | | | | | | | | Dkd,d rpd7,26 | SBP;CL | |
| | W.B.—A.P.65t.....D.B | .369′14 | 73t..... | .....F.P.115t | | | | | | | | |
| | F.O.—A.P.61t;D.T.a20′144t;D.B | .316′11 | 19t; S. | T.109t;F.P.107t | | | | | | | | |
| 13306 | **Steelmaker** | Scw | Am | New York | 3821 | | 1920 | Kearny, | U. S. Steel | Stm Tbns; | | BL |
| 219,513 | Steel | | 395.5 | 55 \| 31.4 | 6187 | | 1 | (Federal [N. J. | Products Co. | 3SB;WP210lbs;2800SHP | | |
| LVKD | 2D;Shel dk;Oil fuel;Web frms; 6BH | | P45′ | B110′ F38′ | 9697 | | | S. B. Co.) | | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | | | | | |
| 13307 | **Steelmotor** | MV | Am | New York | 973 | 4′ 1″ | 1923 | Kearny, | U. S. Steel | 6CylOilEng22x32; | ✠A1Ⓔ | |
| 222,992 | Steel | | 250.3 | 42.9 \| 17.2 | 1695 | 16′ ½″ | 6 | (Federal [N. J. | Products Co. | McIntosh & Seymour Corp: | Coastwise & Great Lakes. | |
| MFCT | 1D;Mchy aft;SUB.SIG; 3BH | | F40′ | 20′ | 2717 | | | S. B. Co.) | | 750BHP;EAC;DB;Dkd,d rpd12,24; | ✠AMS | |
| | Oil fuel F. P. above 150° F. C-27 | | | | | | | | | s rps4,26 | M.S.4,26;SHBB;CL | |
| | W.B.—A.P.14t;D.B.204′704t;F.P. | 172t | | | | | | | | | | |
| | F.O.—.....D.B. 38′ 82t..... | .... | | | | | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. Lth. \| Bth. \| Dth. / Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13308 | **Steelore** | Scw | Am | New York | 4172 | 11′ 11½″ | 1922 | Sparrows Point, Md. | Ore S.S. | Stm Tbns; | ✠A1Ⓔ Ore Carrier. | |
| 222,537 | Steel | Twin | 550.3 | 72.2 \| 43.9 | 8215 | 32′ 4″ | 10 | (Bethlehem | Corp., Mgrs. | Bethlehem S. B. Corp; | ✠AMS | |
| MDTC | 1D;Mchy aft; 16BH | | | \| 44′ | 21200 | | | S. B. Corp.) | | 3SB;Bethlehem S. B. Corp; | shfts drn4,26;SBP;CL | |
| | Long. frmg; 7BH to Fbd dk | | P139′ | B22′ F51′ | | | | | | 12861HS;WP220lbs;4500SHP; | | |
| | Wireless; 9BH in Wings | | | | | | | | | EAC;DB;Dkd,d rpd4,26 | | |
| | SUB.SIG;W. Bal C-46 | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| | W.B.—A.P.322t;D.B.a73′252t | | W.T. | 330′21149t | | D.T. f.27′1 | 866t; | F.P.662t | | | | |
| | F.O. D.T | 20′106 | 8t | D.T. | f.28′16 | 09t | | | | | | |
| 13309 | **Steelton** | Scw | Am | Cleveland | 4947 | | 1907 | Ecorse, | Bethlehem | 3CylTE23,37,63x42; | ✪100(GL) | |
| 204,393 | xHerbert K. Oakes Steel | | 504 | 52.2 \| 31 | 6215 | | 8 | (Great [Mich. | Transp. Corp. | 2SB;WP175lbs;1800IHP. | P.S.5,26 | |
| | 1D;B;Mchy aft;W. Bal 3BH | | | | | | | Lakes Eng. Wks.) | | | | |
| 13310 | **Steelvendor** | MV | Am | New York | 973 | 4′ 1″ | 1923 | Kearny, | U. S. Steel | 6CylOilEng22x32; | ✠A1Ⓔ | |
| 223,082 | Steel | | 250.3 | 42.9 \| 17.2 | 1695 | 16′ ½″ | 7 | (Federal [N. J | Products Co. | McIntosh & Seymour Corp; | Coastwise & Great Lakes. | |
| MFDT | 1D;Mchy aft;SUB.SIG; 3BH | | F40′ | 20′ | | | | S. B. Co.) | | 750BHP;EAC;DB; drps 5,24; | ✠AMS | |
| | Oil fuel F. P. above 150° F. C-27 | | | | | | | | | Dkd,s rps9,26 | M.S.4,26;SHBB;CL | |
| | W.B.—A.P.14t;D.B.204′704t;F.P | .172t | | | | | | | | | | |
| | F.O. D.B. 38′ 82t | .... | | | | | | | | | | |
| 13311 | **Steelville** | Scw | Br | Newcastle | 2300 | | 1923 | So. Shields, | Balls & | 3CylTE24½,41,66x45; | | BL |
| 145,527 | Steel | | 347 | 49.1 \| 25.1 | 3724 | | 5 | (J. Readhead [Eng. | Stansfield (Lim.) | 2SB;WP180lbs | | |
| KDPL | 1D;Wireless;W. Bal 6BH | | P31′ | B93′ F35′ | | | | & Sons, Lim.) | | | | |
| 13312 | **Stegelborg** | Scw | Dan | Cop'hagen | 1146 | | 1906 | W. Hartle- | C. K. Han- | 3CylTE20,31½,53x36; | | BL |
| | Steel | Sch | 280 | 39.1 \| 19 | 1885 | | 7 | (W. [pool, Eng. | sen, Mgr. | 2SB;WP160lbs | | |
| NPTK | 1D;Deep frmg;W. Bal;Wireless 4BH | | P21′ | B73′ F31′ | | | | Gray & Co., Lim.) | | | | |
| 13313 | **Steigerwald** | Scw | Ger | Hamburg | 2786 | | 1921 | Hamburg, | Hamburg- | 3CylTE26,43,70x47; | | G |
| | Steel | | 391.2 | 50.4 \| 26.9 | 4535 | | 5 | (Deutsche [Ger. | American Line | 3SB;WP200lbs | | |
| RBMG | 2D;Wireless;W. Bal 6BH | | | | | | | Werft. A. G.) | | | | |
| 13314 | **Steinstad** | Scw | Nor | Oslo | 1480 | | 1912 | Sunderland, | A. F. | 3CylTE21½,36,59x39; | | N |
| | Steel | | 300.5 | 44.5 \| 19.9 | 2476 | | 7 | (Robert [Eng. | Klaveness & Co., | 2SB;WP180lbs | | |
| MHQD | 1D;W. Bal;Wireless 5BH | | P25′ | B74′ F31′ | | | | Thompson & Sons, Lim.) | Mgrs. | | | |
| 13315 | **Steinway** | S W | Am | New York | 269 | | '84 | Brooklyn, | Richard F. | 1Cyl32x108; | | |
| 116,026 | Wood | F. B. | 125 | 32.5 \| 10.2 | 354 | | | N. Y. | Daly, Inc. | 1Blr;WP20lbs;385IHP. | | |
| | 2D | | | | | | | | | | | |
| 13316 | **Stella** | Scw | Egp | Alexandria | 2164 | | '93 | W. Hartle- | National | 3CylTE24,38,64x42; | | V |
| | xDotsch xBangor Steel | | 330.8 | 43.2 \| 21.6 | 3372 | | 1 | pool, Eng. | Nav. of Egypt | 2SB;WP160lbs;1200IHP. | | |
| | 1D;B;Web frms;W. Bal 5BH | | | | | | | (W. Gray & Co., Lim.) | | | | |
| 13317 | **Stella** | Scw | Nor | Oslo | 482 | | 1922 | Kiel, | Dampsk | 3CylTE14,23,38x25; | | G |
| | xStella Wega Steel | | 195.1 | 32.9 \| 14 | 855 | | 2 | (Howaldts- [Ger. | A/S Hedrum | 2Blrs | | |
| WPFC | 1D;SUB.SIG;W. Bal 4BH | | P12′ | B53′ F24′ | | | | werke.) | | | | |
| 13318 | **Stella** | Scw | Hol | Amst'dam | 1702 | | 1909 | Pt.Glasgow, | Koninkl | 3CylTE21,35,57x39; | | V |
| | Steel | | 327.9 | 44.2 \| 18.5 | 2818 | | | (W. [Scot. | Nederl. Stoom. | 3SB;WP180lbs;1500IHP | | |
| PTBR | 2D;Long. frmg;Wireless;W. Bal 6BH | | | B86′ F41′ | | | | Hamilton & Co., Lim.) | Maats. | | | |
| 13319 | **Stella** | Brg | Am | New York | 255 | | 1913 | Kingston, | Jacobus | Wd | | |
| 166,467 | | | 105.8 | 31 \| 8.4 | 255 | | | (R. [N. Y. | Grauwiller Co. | | | |
| | 1D | | | | | | | Lenahan Co.) | | | | |
| 13320 | **Stella** | Scw | It | Venice | 2024 | | 1907 | Newcastle, | Nav. Libera | 3CylTE23,39,64x42; | | I |
| 180 | Steel | | 318 | 46.6 \| 20.8 | 3245 | | 12 | (R. [Eng. | Triestina Soc. | 2SB;WP160lbs;11,00IHP | | |
| PIJE | 1D;Deep frmg;W. Bal 4BH | | P36′ | B94′ F30′ | | | | Stephenson & Co., Lim.) | An. | | | |
| 13321 | **Stella D'Italia** | Scw | It | Trieste | 3395 | | 1904 | Sunderland, | Cosulich | 2-3CylTE26,43,71x48; | | I |
| 255 | xFort Hamilton Steel | Twin | 425 | 50 \| 24.9 | 5884 | | 11 | (Sir J. [Eng. | Soc. Triestina | 3DB;3SB;200lbs;7250IHP | | |
| | 2D;Shel dk;Web frms; 8BH | | | | | | | Laing & Sons, Lim.) | di Nav. | | | |
| | SUB.SIG;Wireless | | | | | | | | | | | |
| 13322 | **Stella Lykes** | Scw | Am | N. Orleans | 1610 | 4′ 2″ | 1919 | Duluth, | Lykes Bros. | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 218,831 | xLake Flagstaff Steel | | 251 | 43.5 \| 25.8 | 2609 | 24′ 2″ | 10 | (McDougall [Minn. | S.S. Co. | Morgan Eng. Co; | ✠AMS | |
| LSQD | 1D;B;W. Bal; 4BH | | | \| 28′ 2″ | 4100 | | | Duluth Co.) | | 2SB;MacDougall Duluth Co; | S.S.No.2,NO5,20; | |
| | Oil fuel F. P. above 150° F. C-29 | | P25′ | B64′ F20′ | | | | | | 5465HS;WP185lbs;1500IHP; | M.S;shft drn2,26;CL | |
| | W.B.—A.P.103t D.B | .204′44 | 7t | F.P. | 72t | | | | | Dkd,d rpd2,26;Exmd10,26 | | |
| | F.O.—A.P. 96t;D.T.a12′81t;D.B | .158′29 | 8t; W. | T.m30′220t | ... | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13323 | **Stellamaris** | Scw | It | Genoa | 1255 | | '82 | Newcastle, (Tyne [Eng I. S. B. Co.) | Soc. di Nav. "Asteria." | 3Cyl TE 20, 32½, 54x45 | | I |
| 1,159 PIII | xTirreno xGeorge Heaton Iron 2D;B;W. Bal 5BH | | | 284.6 P27′ \| 36.9 \| 24.4 B55′ F29′ | 2039 | | | | | | | |
| 13324 | **Stellaris** | Scw | Am | Detroit | 230 | | 1914 7 | City Island, (Robert [N. Y. Jacob.) | J. B. Schlottman | 3Cyl TE 13½, 21, 34x21; 2WTB;WP250lbs;1000IHP. | | |
| 212,423 LDNC | xDelphine xCaroline Steel 1D 5BH | | | 166 | 339 | | | | | | | |
| 13325 | **Stenies** | Scw | Grk | Andros | 1073 | | 1921 5 | Hoboken, (Antwerp [Blg. Eng. Co., Lim.) | L. Boyazides | 3Cyl TE 20, 33, 55x36; 2SB;WP180lbs | | BL |
| JDHB | Steel 2D;Wireless;W. Bal 4BH | | | 278.2 P22′ \| 40.2 \| 8.1 B60′ F30′ | 2079 | | | | | | | |
| 13326 | **Stentor** | Scw | Am | Manila | 4052 | | '99 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Madrigal & Co. | 3Cyl TE 29, 50, 82x60; 2DB;WP180lbs;434RHP. | 2dS.S.No.3,Rtdm10,22; B.S.2,25;M.S;shft drn1,26 | C |
| | Steel Sch 2D;Wireless;W.Bal 8BH | | | 439.2 P50′ \| 52.9 \| 30.5 B159′ F54′ | 6482 | | | | | | | |
| 13327 | **Stephen** | Scw | Br | Liverpool | 2799 | | 1910 12 | Newcastle, (Hawthorn, Leslie & Co., Lim.) [Eng. | Booth S.S. Co. (Lim.) | 3Cyl TE 24, 40, 67x48; 2SB;1AuxSB;WP180lbs | | BL |
| 131,311 HRWV | Steel 2D;Shel dk;Wireless;W. Bal 7BH | | | 376.5 | 50.3 \| 23.6 | 4444 | | | | | | |
| 13328 | **Stephen M. Clement** | Scw | Am | Fairport | 4487 | | 1905 5 | Lorain, (Amer. S. B. Co.) [Ohio | Boland & Cornelius | 3Cyl TE 22½, 36, 60x42; 2SB;WP180lbs;525IHP. | | |
| 202,087 | Steel 1D;Mchy aft;W. Bal 3BH | | | 480 | 52 \| 30 | 5821 | | | | | | |
| 13329 | **Stephen R. Jones** | Scw | Am | Boston | 3112 | | 1915 10 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Mystic S.S Co. | 3Cyl TE 23, 39, 66x45; Newport News S. B. & D. D. Co; 2SB;Newport News S. B. & D. D. Co; 124GS;5070HS;WP180lbs;1700IHP; EAC;d rpd8,24;Dkd,s rps6,26 | A1 AMS S.S.No.2,Bost2,24; M.S.2,24;shft drn8,24; B.S.6,26;Clh BB;CL | |
| 213,740 LFQD | Steel 1D;Mchy aft;Wireless;SUB.SIG. 7BH | | | 354.2 P79′ \| 49 \| 27.4 B19′ F31′ | 4387 | | | | | | | |
| | W.B.—A.P.92t;I.T.a23t;D.B.303 | 1092t: | | D.T.17 | 365t;F.P.318t | | | | | | | |
| 13330 | **Stephen W. McKeever, Jr.** | Scw | Am | Reedville | 104 | | 1911 | Noank, (R. Palmer [Conn & Sons S. B. Co.) | Seaboard Oil & Guano Co., Inc | 2CylC 15, 30x24; 325IHP. | | |
| 208,447 | Wood 1D | | | 127 | 22.3 \| 9.6 | 223 | | | | | | |
| 13331 | **Sterling** | Scw | Am | New York | 97 | | '79 | E. Deering, Me. | Triton Oil & Fertilizer Co. | 321IHP. | | |
| 115,647 | Wood 1D | | | 110 | 18.1 \| 8.8 | 143 | | | | | | |
| 13332 | **Sterlington** | Scw | Am | New York | 271 | | '98 | New York, N. Y. | Erie R.R. Co. | 1Cyl 22x24; 1Blr;WP100lbs;350IHP. | | |
| 116,798 | xSuffern Steel | | | 105.7 | 30.1 \| 9.5 | 398 | | | | | |
| 13333 | **Stewart** | Brg | Am | New York | 427 | | 1908 | Gildersleeve, (Gilder- sleeve S. B. Co.) [Conn | Louis Gildersleeve | Wd;If | | |
| 163,687 | 1D | | | 116 | 30 \| 12 | 448 | | | | | | |
| 13334 | **Stewart T. Salter** | Trn | Br | Parrsboro | 226 | | 1919 3 | Parrsboro, (Riverside [N. S. Shipyards.) | C. W. Salter | B,Sp,YP;Gif(Sltd) | | V |
| 141,262 TPDW | 1D | | | 110.3 | 30.7 \| 10.2 | 251 | | | | | |
| 13335 | **Stig Gorthon** | Scw | Swd | Helsnborg | 1005 | | 1906 11 | Bergen, (Laxevaags [Nor. Msk. & Jrnskl.) | Joh. Gorthon, Mgr. | 3Cyl TE 19, 31, 51x36; 2SB;WP180lbs;800IHP | | V |
| 6,888 KDVJ | xStig xThelma Steel 1D;W. Bal 5BH | | | 257.4 P20′ \| 38.1 \| 15.1 B68′ F27′ | 1403 | | | | | | | |
| 13336 | **Stiklestad** | Scw | Nor | Oslo | 3458 | | 1912 2 | Sunderland, (W. Doxford [Eng & Sons.) | A. F. Klaveness & Co. | 3Cyl TE 25, 41, 70x48; 3SB;WP180lbs | | N |
| MHDF | Steel 2D;Shel dk;W. Bal;Wireless 6BH | | | 439.9 | 57.8 \| 25.7 | 6350 | | | | | | |
| 13337 | **Stilbe** | Scw | Fr | Nantes | 2049 | | '98 | Sunderland, (J. Blumer [Eng. & Co.) | Cie. des Chemins de Fer Paris-Orleans | 3Cyl TE 22, 36, 62x45; 1SB;WP200lbs;1965IHP | | V |
| OTWG | Steel 2D;Deep frmg; Wireless;W. Bal 7BH | | | 327.9 | 46.1 \| 24.6 | 3229 | | | | | | |
| 13338 | **Stiletto** | Sch | Am | Gloucester | 99 | | 1910 | Gloucester, Mass. | Wm. H. Jordan Co. | O,YP;Icf; Gas Eng. | | |
| 207,460 LBMN | 1D | Aux | | 105.7 | 24.8 \| 11.7 | 136 | | | | | | |
| 13339 | **Stimson** | Sch | Am | Mobile | 605 | | 1900 8 o'22 | Ballard, (Thomas Reed.) Wash. | Herbert C. Turner | YF;If; clk dk5,16;s rps,s dk clkg,clk9,25 | A1 Biennial Survey 2dS.S.No.3,Mbl5,22 S.Bl.S.Mbl7,24 | |
| 116,992 KQGS | 1D | 4 M | | 182 | 39.5 \| 13.8 | 693 | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13340 165,839 | **Stimson No. 9** 1D | Brg | Am 90 | Seattle 28 \| 7.6 181 | 181 | | 1915 | Seattle, (Golden Garden Co.) [Wash. Shipyards | Stimson Mill Co. | Wd | | |
| 13341 KGFP | **Stjerno** 1D | Sch | Nor 117.9 | Mandal 29.7 \| 11.4 | 253 280 | | 1919 | Skaftung, (K. Kjallberg.) [Nor. | Edv. Edvardsen & Co. | Wd | | V |
| 13342 5,759 JVMC | **Stockholm** Steel xPotsdam 3D;Shel dk;Web frms;Oil fuel; Wireless;W. Bal 10BH | Scw Twin | Swd 547.1 | Gothenb'g 62.1 \| 34.6 | 8044 12835 | | 1900 5 | Hamburg, (Blohm & Voss.) [Ger. | A.Carlander & V. R. Olburs, Mgrs. | 2-3Cyl TE27¼,46¼,80x55; 4DB;3SB;WP206lbs | | BL |
| 13343 165,411 | **Stockton** 1D | Brg | Am 95 | New York 34 \| 9.6 | 240 248 | | 1913 8 | Brooklyn, (Ira S. Bushey & Sons) [N. Y. | Southern Pacific Co. | YP;Gif | | |
| 13344 220,692 MBQN | **Stockton** Steel 2D;Mchy aft; 16BH Long. frng; 9BH to Fbd dk Wireless;SUB.SIG; 7BH to 2d dk Oil fuel F. P. above 150° F. C-37 W.B.—A.P.29t;D.B.61'147t;D.T.s 4'207t; F.O. D.T.s 11'532t | Scw | Am 425.8 P105' | San Fran. 57 \| 33.1 \| 33' B40' F41' D.T.f 3'541t; D.T.f 9'404t. | 4532 7294 10000 | 7' 7¼" 25' 7" | 1920 9 | Oakland, (Moore S. B. Co.) [Cal. | U. S. Shipping Board | 3Cyl TE24½,41½,72x48; Llewellyn Iron Wks; 3SB;Moore S. B. Co; 8745HS;WP210lbs;2800IHP;EAC; d rpd12,24;Dkd,s rps10,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,SanF10,24; M.S.10,24;n shft2,26; B.S.10,26;Clh BB;CL | |
| 13345 133,565 JHFR | **Stockwell** Steel 2D;Oil fuel;Wireless;W. Bal 6BH | Scw Sch | Br 425 P35' | Newcastle 53.9 \| 30.4 B122' F46' | 3629 5757 | | 1914 11 | Sunderland, (J. Laing & Son, Lim.) [Eng. | T. & J. Brocklebank (Lim.) | 4Cyl QE25½,36,52½,76x54; 3SB;WP220lbs | | BL |
| 13346 PTCL | **Stolwijk** xKongsgaard Steel 1D;Wireless;SUB.SIG;W. Bal 4BH | Scw | Hol 286 P22' | Rotterd'm 45.2 \| 21.7 B74' F25' | 1533 2499 | | 1920 1 | Alblasser- dam, Hol. (N. V. Werf de Nord.) | Erhardt & Dekkers, Mgrs. | 3Cyl TE21,35,57x41; 2SB;WP176lbs | | BL |
| 13347 QMCR | **Stolzenfels** xEastern Prince Steel 2D;Wireless;SUB.SIG;W. Bal 6BH | Scw | Ger 469.4 P67' | Bremen 58.5 \| 32.4 B138' F58' | 4709 7509 | | 1915 | Weser- (J. C. Tecklenborg, A. G.) [munde, Ger. | Deutsche Dampfs. Ges. "Hansa" | 3Cyl TE31½,50,82x55; 4SB;WP200lbs | | |
| 13348 166,263 | **Stonecliff** 1D | Brg | Am 114.6 | New York 35.1 \| 8.1 | 754 754 | | 1914 | Hoboken, (Tietjen & Lang D. D. Co.) [N. J. | Undercliff Terminal Warehouse Co. | Wd | | |
| 13349 162,481 | **Stonega No. 1** xDorothy 1D | Brg | Am 183 | Charlest'n 23.8 \| 11 | 430 430 | | 1905 7 | Elkton, (E. Deibert & Bro.) [Md | Stonega Coke & Coal Co. | Wd | | |
| 13350 96,684 KSMG | **Stony Creek** xHuntington O,Ch,YP,Gif 1D | Scw | Am 120.4 | Baltimore 28 \| 9.8 | 216 345 | | 1903 6 | Noank, (R. Palmer.) [Conn | Stony Creek Improvement Co. | 2CylC15,30x24; 338IHP. | | |
| 13351 215,269 | **Stony Point** 1D Steel | Scw | Am 196.5 | New York 38.5 \| 16.1 | 946 1391 | | 1917 | Wilmington, (Harlan & Hollingsworth) [Del. | N. Y. Cent. R.R. Co. | ---------- 1600IHP. | | |
| 13352 MLRW | **Storfjeld** xDordrecht Steel 1D;W. Bal;Wireless 4BH | Scw Sch | Nor 295.4 P21' | Bergen 42.9 \| 19.7 B71' F34' | 1357 2198 | | '99 10 | Alblasser- dam, Hol. (Schpw. V. Jan Smit, Czn.) | A/S. Storfjeld | 3Cyl TE22,35,58x39; 2SB;WP160lbs:1250IHP | | V-N |
| 13353 208,460 | **Storm King** Wood 1D | Scw | Am 180 | New York 36 \| 11.4 | 949 1076 | | 1911 | Wilmington, Del. | Catskill & New York Steamboat Co. | ---------- 500IHP. | | |
| 13354 219,061 LTGR | **Storm King** Fir;Gif 2D;Wireless 2BH | Scw | Am 140.3 | San Fran. 29.6 \| 14.3 | 219 445 | | 1919 10 | Rolph, (Rolph S. B. Corp.) [Cal. | Rolph Navigation & Coal Co. | 3Cyl TE17,26½,44x30; 2WTB;WP200lbs:900IHP. | | |
| 13355 115,822 LKVH | **Storm King** Iron 1D | Scw | Am 109.6 | Phila. 21 \| 11.8 | 87 174 | | '82 | Philadel- phia, Pa. | Storm King Co. | 2CylC20,34x28; 600IHP. | | |
| 13356 23,906 | **Storm Petrel** 1D | Sch | Am 100.9 | Ellsworth 27.5 \| 10.7 | 166 175 | | '70 rb '89 | Ellsworth, Me. (Grant.) | Whitcomb, Haynes & Co. | M;Icf | — Exp | |
| 13357 145,454 KJLV | **Stornest** Steel 2D;Oil fuel;W. Bal;Wireless 6BH | Scw | Br 365 | Newcastle 51.5 \| 25.2 | 2545 4251 | | 1921 3 | Sunderland, (J. Priestman & Co.) [Eng. | John Priestman | 3Cyl TE25,41,69x48; 3SB;WP180lbs | | N |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. Lth. \| Bth. \| Dth. / Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. / Corresponding Draft. | When Built. | Where Built. / Builder. | Owners. | Remarks. / Engines, Boilers. | Ship-Class-Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers-Class-Dates. Tail Shaft Drawn-Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13358 | **Storvik** | Scw | Swd | Norrkop'g | 1812 | | 1901 | Pt. Glasgow, | V. Schreil, | 3CylTE22,37,61x42; | | BL |
| 6,343 | xPrimula Steel | | 318.6 | 46.1 \| 21.3 | 3025 | | 3 | (A. [Scot | Mgr | 2SB;WP160lbs | | |
| KCRB | 1D;B;Deep frmg;Wireless; 6BH | | P29′ | B88′ F32′ | | | | Rodger & Co.) | | | | |
| | W.Bal | | | | | | | | | | | |
| 13359 | **Storviken** | Scw | Nor | Bergen | 2957 | | 1917 | Seattle, | H. J. | 3CylTE24,40,70x48; | | BL |
| | Steel | | 380 | 53.2 \| 27 | 4703 | | 7 | (Seattle [Wash | Wallem, Mgr. | 3SB;WP190lbs | | |
| WMBP | 2D;Wireless;W. Bal 5BH | | P40′ | B100′ F41′ | | | | Const. & D. D. Co.) | | | | |
| 13360 | **Strabo** | Scw | Br | Liverpool | 3064 | | 1913 | Dumbarton, | Lamport | 3CylTE27,44,73x48; | | BL |
| 135,507 | Steel | | 400.8 | 52.1 \| 27.3 | 4920 | | 10 | (A. [Scot. | & Holt (Lim.), | 3SB;WP180lbs | | |
| JDGP | 2D;Wireless;W. Bal 6BH | | P36′ | B129′ F48′ | | | | McMillan & Son, Lim.) | Mgrs. | | | |
| 13361 | **Strand** | Scw | Nor | Skien | 1157 | | 1918 | Wyandotte, | C. B. | 3CylTE20,33,54x40; | | |
| | xPanaghis Vergottis Steel | | 251 | 43.8 \| 18.5 | 1949 | | 3 | (Detroit [Mich. | Nielsen, Mgr. | 2SB;WP180lbs | | |
| WPMF | xLake Weston 6BH | | P25′ | B64′ F23′ | | | | S. B. Co.) | | | | |
| | 1D;Wireless;W. Bal | | | | | | | | | | | |
| 13362 | **Strandhill** | Scw | Br | St. John's | 1726 | 4′ 6″ | 1920 | Portland, | West Bay | 3CylTE19,32,56x36; | ✠A1Ⓔ | |
| 146,328 | xLincoln Land Fir;Gif✕ | | 267.8 | 49.8 \| 25.6 \| 27′ 6″ | 2916 | 25′ 11″ | 6 | (Peninsula [Ore | Lumber Co. | Allis Chalmers Co; | ✠AMS | |
| | 2D 4BH | | | | 4646 | | | S. B. Co.) | | 2WTB;De Pere Mfg. Co; | S.S.No.1,Stg's12,25; | |
| | C-30 | | P40′ | B69′ F43′ | | | | | | 154GS;5036HS;WP200lbs;1400IHP; | shft drn4,25;M.&B.S.12,25; | |
| | | | | | | | | | | EAC;tr clkg4,25;s rps12,25 | Scip;CL | |
| 13363 | **Stranger** | Trn | Am | Mobile | 510 | | 1918 | Annapolis | Whitney | Bch,Sp,YP;Gicf(Sltd); | ✠A1 | |
| 221,837 | xHilda M. Stark | | 171.5 | 35 \| 13.2 | 595 | | 3 | Royal, N. S. | Bodden Shipping Co. | clk dk10,21;d rpd,clk,s dk clkg11,25 | S.S.No.2,Mbl4,24 | |
| MDHV | 1D | | | | | | | (Annapolis Shipping Co.) | | | | |
| 13364 | **Strassa** | MV | Swd | Stockho'm | 3140 | | 1921 | Gothenburg, | Trafikakt. | 2-6CylOilEng23$\frac{3}{16}$x35$\frac{7}{16}$ | | BL |
| 6,694 | Steel | Twin | 393.7 | 53.4 \| 30.9 | 5608 | | 11 | (Akt. [Swd | Grangesberg- | | | |
| KDLQ | 1D;Shel dk;Wireless;W. Bal 7BH | | F40′ | | | | | Gotaverken.) | Oxelosund | | | |
| 13365 | **Strathbogie** | Scw | Br | Midland | 49 | | 1914 | Middlesbro, | Burke Tow- | 3CylTE16,26,43x30; | | BL |
| 134,499 | xLaval Steel | | 120 | 26 \| 12 | 332 | | 7 | (Smith's [Eng. | ing & Salvage | 1SB;WP185lbs;950IHP. | | |
| | 1D;Wireless;W. Bal 4BH | | | | | | | Dock, South Bank.) | Co. (Lim.) | | | |
| 13366 | **Strathfillan** | Scw | Br | Glasgow | 2816 | | 1906 | Pt. Glasgow, | Carlile | 3CylTE25,41,68x48; | | BL |
| 121,341 | Steel | | 369.8 | 52.2 \| 17.5 \| 25.5 | 4353 | | 6 | (W. [Scot. | S. S. Co. (Lim.) | 3SB;WP180lbs | | |
| HGMK | 1D;Spar dk;Deep frmg; 6BH | | P25′ | B92′ F40′ | | | | Hamilton & Co., Lim.) | | | | |
| | Wireless; W. Bal | | | | | | | | | | | |
| 13367 | **Strathlorne** | Scw | Br | Glasgow | 2803 | | 1909 | Dumbarton, | Burrell & | 3CylTE25,41,68x48; | | C |
| 129,451 | Steel | Sch | 376.5 | 52.2 \| 25.5 | 4330 | | 12 | (A. McMillan [Scot. | Son, Mgrs. | 3SB;WP180lbs;352RHP. | S.S.No.3,Rtdm11,21;A.S.9,25; | |
| HQDF | 2D;Deep frmg;Wireless;W. Bal 5BH | | P36′ | B100′ F39′ | | | | & Son, Lim.) | | | n shft9,23;B.S.9,25;M.S.1,26 | |
| 13368 | **Strathmore** | Scw | Br | Midland | 74 | | 1912 | Midland, | Dominion | 2CylC16,32x26; | | |
| 126,655 | Steel | | 81.3 | 20 \| 12 | 161 | | | Ont. | Towing & Wrecking Co. | 1SB;WP129lbs;450IHP. | | |
| | 1D | | | | | | | | | | | |
| 13369 | **Stratis** | Scw | Grk | Andros | 2531 | | 1905 | Newcastle, | M. | 3CylTE25,41,67x45; | | BL |
| | xForeland Light xFlandrier Steel | | 340.2 | 47.1 \| 20 | 3893 | | 6 | (R. Stephen- [Eng. | Kydoniefs | 2SB;WP165lbs | | |
| JFGH | 1D;B;Spar dk;Deep frmg; 6BH | | P26′ | B100′ F33′ | | | | son & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13370 | **Strinda** | Scw | Nor | Bergen | 3484 | | 1913 | Sunderland, | J. L. | 3CylTE25,41,70x48; | | N |
| | Steel | Sch | 439.5 | 57 \| 26.5 | 6369 | | 2 | (W. Doxford [Eng | Mowinckel, Mgr | 3SB;WP180lbs | | |
| MJBV | 2D;Shel dk;Wireless;W. Bal 6BH | | | | | | | & Sons, Lim.) | | | | |
| 13371 | **Stroma** | Scw | Br | Newcastle | 2376 | | 1910 | Newcastle, | Sutherland | 3CylTE24,40,66x45; | | BL |
| 124,565 | xLeucadia Steel | | 348.5 | 50 \| 23.5 | 3748 | | 7 | (Tyne [Eng. | S.S. Co. (Lim.) | 2SB;WP180lbs | | |
| HRGB | 1D;Web frms;Long. frmg; 6BH | | P30′ | B102′ F39′ | | | | I. S. B. Co., Lim.) | | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 13372 | **Stromboli** | Scw | It | Genoa | 3844 | | 1918 | Newcastle, | Nav. | 3CylTE27,44,73x48; | | I |
| 918 | xWar Anemone Steel | | 400.2 | 52.3 \| 28.4 | 5311 | | 1 | (Northum- [Eng. | General Italiana | 3SB;WP180lbs | | |
| PIKF | 1D;Oil fuel;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | berland S. B. Co., Lim.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13373 | **Strombus** | Scw | Prvn | Callao | 3606 | | 1900 | Newcastle, | Cia. Bal- | 3CylTE26,46,77x48; | | BL |
| | Steel | | 410 | 52.1 \| 32.2 | 6163 | | 1 | (Armstrong, Whitworth & Co., Lim.) [Eng | lenera del Peru (Ltda.) | 3SB;WP180lbs | | |
| | 2D;Mchy aft;Oil fuel; 16BH | | P100′ | B20′ F50′ | | | | | | | | |
| | Oil in bulk;Web frms; Wireless;W. Bal | | | | | | | | | | | |
| 13374 | **Strudsholm** | Scw | Nor | Hauges'nd | 600 | | 1919 | Toba, | D/S A/S | 3CylTE15½,25½,42½x32; | | BL |
| | xNorheimsund Steel | | 228.1 | 33.1 \| 16.5 | 1180 | | 9 | (Teikoku [Jap. S.S. Co. (Lim.) | Svanholm | 2SB;WP200lbs | | |
| LDHN | xSugashima Maru 4BH | | P14′ | B55′ F30′ | | | | | | | | |
| | 1D;W. Bal | | | | | | | | | | | |
| 13375 | **Stuart Dollar** | Scw | Am | San Fran. | 4355 | 10′ 3″ | 1921 | Shanghai, | Dollar S.S. | 3CylTE26½,44,74x48; | ✠A1Ⓔ With Freeboard. | |
| 221,227 | xMandarin Steel | | 429 | 55 2 \| 26.6 | 7038 | 27′ 11″ | 2 | (Kiangnan [China Dock & Eng. Wks.) | Line of Cal. | Kiangnan Dock & Eng. Wks; | ✠AMS | |
| MCSF | 3D;Wireless 8BH | | | 37′ 11½″ | 10000 | | | | | 3SB;Willamette Iron & Steel Wks; | S.S.No.1,Oak4,25; | |
| | 7BH to Fbd dk | | | | | | | | | 9174HS;WP210lbs;2600IHP;EAC; | shft drn1,24;M.S.4,25; | |
| | 1BH to 3d dk | | | | | | | | | Dkd,d rpd3,26 | B.S.3,26;Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.107t;D.B.364′1489t;D. | T.31′8 | 21t; F | P.177t | | | | | | | | |
| | F.O.—A.P.100t;D.B.320′1179t;D. | T.31′7 | 66t; F. | P.165t | | | | | | | | |
| 13376 | **Stuart H. Dunn** | Brg | Br | Toronto | 458 | | '77 | So. Marys- | John E. | Wd | | |
| 72,964 | | | 165 | 26.8 \| 11.9 | 484 | | rb'89 | (John burg, Ont. Dickson.) | Russell | | | |
| | 1D | | | | | | | | | | | |
| 13377 | **Stuart Prince** | Scw | Br | Newcastle | 2629 | | 1905 | Glasgow, | Rio Cape | 3CylTE25,42,68x48; | | BL |
| 121,277 | xGlendhu Steel | | 376.9 | 49.5 \| 26.1 | 4129 | | 12 | (C. Connell [Scot. & Co., Lim.) | Line (Lim.) | 2SB;WP180lbs | | |
| HFBQ | 2D;Deep frmg;SUB.SIG; 6BH | | P39′ | B112′ F46′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13378 | **Student** | Scw | Br | Liverpool | 2306 | | 1910 | Glasgow, | Charente | 3CylTE20,34,58x48; | | BL |
| 128,024 | Steel | | 349.9 | 46.1 \| 27.3 | 3603 | | 3 | (C. Connell [Scot. & Co., Lim.) | S.S. Co. (Lim.) | 3SB;WP200lbs | | |
| HQMG | 1D;Spar dk;Deep frmg; 6BH | | P31′ | B102′ F34′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13379 | **Stuijvesant** | Scw | Hol | Amst'dam | 2635 | | 1918 | Amsterdam, | Koninklijke | 3CylTE25,39,67x47; | | V |
| | Steel | | 341.1 | 47.8 \| 24.3 | 4285 | | | (Neder- [Hol. landsche Sheepbouw Mij.) | West Indische Maildienst | 3SB;WP180lbs;2415IHP | | |
| PDTK | 2D;Oil fuel;Wireless;W. Bal 9BH | | | | | | | | | | | |
| 13380 | **Stureholm** | MV | Swd | Gothenb'g | 2702 | | 1919 | Gothenberg, | V. R. | 2-6CylOilEng23¼x35⅞ | | BL |
| 6,172 | Steel | Twin | 408.7 | 54 \| 23.4 | 4575 | | 9 | (Akteeb. [Swd. Gotaverken) | Olburs, Mgr. | | | |
| KCDQ | 1D;Shel dk;Wireless;W. Bal 7BH | | | | | | | | | | | |
| 13381 | **Sturgeon Bay** | Scw | Am | Sturg. Bay | 826 | | 1919 | Sturgeon | U. S. Govt. | 3CylTE20,33,54x42; | | |
| 216,276 | O,Flr;Glf | | 245 | 42.5 \| 26 | 2402 | | 12 | (Riebolt [Bay, Wis. & Wolters Co.) | (Div. of Naval Reserve) | 2SB;WP160lbs;1200IHP | | |
| LKQS | 2D;Mchy aft 5BH | | | | | | | | | | | |
| 13382 | **Stuttgart** | Scw | Ger | Bremen | 7771 | | 1924 | Stettin, | Nord- | 2-3CylTE31,51,59x55 | | G |
| | Steel | Twin | 527 | 65.2 \| 36 | 13367 | | 1 | (Vulcan [Ger. Werke A. G.) | deutscher Lloyd | | | |
| QLVJ | 4D;SUB.SIG;Wireless;W. Bal 1BH | | B372′ | F117′ | | | | | | | | |
| 13383 | **Stylianos Coutsodontis** | Scw | Grk | Syra | 1912 | | 1905 | W. Hartle- | A.S. & G.S. | 3CylTE24,38,64x42; | | BL |
| | xWoldingham xCameron Steel | | 325.2 | 47.1 \| 13.7 | 3076 | | 8 | (Irvine's [pool, Eng. S. B. & D. D. Co., Lim.) | Coutsodontis | 2SB;WP160lbs | | |
| JFWC | 2D;B;Spar dk;Deep frmg; 5BH | | P33′ | B100′ F32′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13384 | **Suarez No. 1** | Scw | Sp | Vigo | 1769 | | '92 | Sunderland, | Maritima | 3CylTE24,39,64x42; | | |
| | xSineus xBlue Cross Steel | | 322 | 41.5 \| 21.5 | 2788 | | 4 | (J. L. [Eng. Thompson & Sons.) | Suarez S. A. | 2SB;WP160lbs. | | |
| JRPT | 1D;B;Web frms;Wireless;W.Bal 6BH | | P29′ | | | | | | | | | |
| 13385 | **Suboatco** | Scw | Am | Newark | 1997 | 5′ 9″ | 1920 | Newark, | Trans- | Stm Tbn; | ✠A1Ⓔ | |
| 220,010 | Steel | | 324 | 46.2 \| 25 | 3285 | 22′ 11″ | 6 | (Submarine [N. J. Boat Corp.) | marine Corp. | Westinghouse E. & M. Co; | ✠AMS | |
| LWMT | 1D;2d dk at ends;Wireless; 7BH | | | 28′ 6″ | 5500 | | | | | 2WTB;Babcock & Wilcox Co; | S.S.No.1,NY12,24; | |
| | SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | B.S.2,24;M.S.12,24; | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd,d rpd11,26 | shft drn11,26;Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | 20′394 | t..... | F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t.... | ..... | S.T.31 | t..... | | | | | | | | |
| 13386 | **Sucarseco** | Scw | Am | Newark | 1977 | 5′ 9″ | 1920 | Newark, | Trans- | Stm Tbn; | ✠A1Ⓔ | |
| 219,876 | xItalia Steel | | 324 | 46.2 \| 25 | 3253 | 22′ 11″ | 6 | (Submarine [N. J. Boat Corp.) | marine Corp | Westinghouse E. & M. Co; | ✠AMS | |
| LWHD | 1D;2d dk at ends;Wireless; 7BH | | | 28′ 6″ | 5500 | | | | | 2WTB;Babcock & Wilcox Co; | S.S.No.1,NY4,24; | |
| | SUB.SIG;W. Bal; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | B.S.3,24;M.S.4,24;n shft10,26; | |
| | 1BH to 2d dk | | | | | | | | | Dkd,d rpd10,26 | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | 20′394 | t..... | F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t.... | ..... | S.T.31 | t..... | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13387<br>166,388 | **Success**<br>1D | Brg | Am<br>184 | Phila.<br>23.3 \| 11<br>412 | 412 | | 1916 | Pocomoke City, Md (E. James Tull) | Diamond P. Boat Line | Wd | | |
| 13388<br>214,190<br>LGCQ | **Sucrosa**<br>Steel<br>2D;Mchy aft;Web frms; 13BH<br>Oil in bulk;SUB.SIG;Wireless;<br>W. Bal;Oil fuel | Scw | Am<br>389<br>P106′ | New York<br>54.7 \| 29.3<br>B28′ F29′ | 3434<br>5532 | | 1916<br>6 | Quincy, (Fore [Mass. River S. B. Co.) | Henry L. Doherty Co. | Stm Tbn;<br>3SB;WP190lbs;2200SHP | | BL |
| 13389<br>221,125<br>MCPF | **Sucubaco**<br>Steel<br>1D;2d dk at ends;W. Bal; 7BH<br>Wireless;SUB.SIG; 6BH to Fbd dk<br>1BH to 2d dk<br>Oil fuel F. P. above 150° F. C32<br><br>W.B.—A.P.71t;D.B.252′847t;D.T .20′394<br>F.O.—A.P.66t;D.B.214′643t . . . . . | Scw | Am<br>324<br>P41′ | Newark<br>46.2 \| 25<br>28′ 6″<br>B90′ F35′<br><br>t . . . . .<br>S.T.31 | 1997<br>3285<br>5350<br><br>.F.P.111t<br>t . . . . . | 5′ 9″<br>22′ 11″ | 1921<br>5 | Newark, (Submarine [N. J. Boat Corp.) | Trans- marine Corp. | Stm Tbn;<br>Westinghouse E. & Mfg. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; d rpd6,25;Dkd,s rps9,26 | ✠A1Ⓔ<br>✠AMS<br>shft drn9,26<br>BBP;CL | |
| 13390<br>HBCT | **Sud**<br>xMartinhoe Steel<br>1D;Well dk;Long. frmg;W. Bal 4BH | Scw | Arg<br>245.4<br>F24′ | BuenAires<br>38.6 \| 15.5 | 949<br>1665 | | 1924<br>4 | Haverton Hill, Eng. (Furness S. B. Co., Lim.) | Soc. Anon. de Nav. Sud Atlantica | 3Cyl TE17,27½,45x33;<br>2SB;WP180lbs | | BL |
| 13391<br>HRTD | **Sud**<br>Steel<br>1D;B;Deep frmg;Wireless; 5BH<br>W. Bal | Scw<br>Sch | Jg-Slv<br>314.4<br>P29′ | Susak<br>44 \| 20.8<br>B94′ F30′ | 1606<br>2520 | | 1901<br>12 | Pt. Glasgow, Scot. (A. Rodger & Co.) | Brodarsko Ackionarsko Drustvo "Oceania" | 3Cyl TE22½,37,61x42;<br>2SB;WP160lbs | | BL |
| 13392<br>220,626<br>MBLS | **Sudawsonco**<br>Steel<br>1D;2d dk at ends;W. Bal; 7BH<br>Wireless; 6BH to Fbd dk<br>SUB.SIG; 1BH to 2d dk<br>Oil fuel F. P. above 150° F. C-32<br><br>W.B.—A.P.71t;D.B.252′847t;D.T .20′394<br>F.O.—A.P.66t;D.B.214′643t . . . . . | Scw | Am<br>324<br>P41′ | Newark<br>46.2 \| 25<br>28′ 6″<br>B90′ F35′<br><br>t . . . . .<br>S.T.31 | 1997<br>3253<br>5350<br><br>.F.P.111t<br>t . . . . . | 5′ 9″<br>22′ 11″ | 1920<br>10 | Newark, (Submarine [N. J. Boat Corp.) | Trans- marine Corp. | Stm Tbn;<br>Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; d rpd5,26;Dkd,s rps8,26 | ✠A1Ⓔ<br>✠AMS<br>S.S.No.1,NY12,24; M.S.12,24;B.S.1,26; shft drn5,26;Clh BB;CL | |
| 13393<br>215,991<br>LJQV | **Sudbury**<br>Steel<br>2D;Oil fuel;Wireless;W. Bal; 7BH<br>SUB.SIG. | Scw | Am<br>384.8<br>P29′ | New York<br>51.2 \| 27.3<br>B104′ F36′ | 2980<br>4835 | | 1918<br>3 | Chester, (Chester [Pa. S. B. Co.) | American Ship & Com. Nav. Corp. | Stm Tbns;<br>3WTB;WP200lbs;2300SHP | | BL |
| 13394<br>115,388<br>VRJF | **Sudbury**<br>xSouthwaite Steel<br>1D;B;Deep frmg; 6BH<br>Wireless;W. Bal | Scw | Br<br>343<br>P27′ | Cardiff<br>49.7 \| 24.7<br>B92′ F33′ | 2333<br>3618 | | 1904<br>5 | W. Hartle- (W. [pool, Eng. Gray & Co., Lim.) | Alexander Shipping Co. (Lim.) | 3Cyl TE25,40,67x45;<br>2SB;WP180lbs | | BL |
| 13395<br>MJBT | **Suderoy**<br>xBalto xKim Steel<br>2D;Shel dk;Long. frmg; 7BH<br>Wireless;W. Bal | Scw | Nor<br>445.5<br>P36′ | Hauges'nd<br>57.7 \| 24.5 | 3348<br>5875 | | 1913<br>3 | Newcastle, (Armstrong, [Eng. Whitworth & Co., Lim.) | A/S O. A. Knudsen | 3Cyl TE27,45,75x48;<br>3SB;WP180lbs | | N |
| 13396<br>220,609<br>MBLG | **Sudurco**<br>Steel<br>1D;2d dk at ends;Wireless; 7BH<br>SUB.SIG; 6BH to Fbd dk<br>W. Bal; 1BH to 2d dk<br>Oil fuel F. P. above 150° F. C-32<br><br>W.B.—A.P.71t;D.B.252′847t;D.T .20′394<br>F.O.—A.P.66t;D.B.214′643t . . . . . | Scw | Am<br>324<br>P41′ | Newark<br>46.2 \| 25<br>28′ 6″<br>B90′ F35′<br><br>t . . . . .<br>S.T.31 | 2174<br>3545<br>5350<br><br>.F.P.111t<br>t . . . . . | 5′ 9″<br>22′ 11″ | 1920<br>8 | Newark, (Submarine [N. J. Boat Corp.) | Trans- marine Corp. | Stm Tbn;<br>Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd,s rps11,26 | ✠A1Ⓔ<br>✠AMS<br>shft drn10,26; Clh BB;CL | |
| 13397<br>165,319 | **Sue**<br>xO. D. No. 44. | Brg | Am<br>89.1 | New York<br>29.9 \| 6.8 | 353<br>353 | | 1913<br>5 | Suffolk, Va. | R. S. Haight | YP | | |
| 13398<br>5,393<br>JTBR | **Suecia**<br>Steel<br>2D;Shel dk;Wireless;W. Bal 6BH | MV<br>Twin | Swd<br>359.4 | Stockholm<br>51.6 \| 22.2 | 2244<br>3730 | | 1912<br>12 | Copenhagen, (Akt Bur- [Den. meister & Wain.) | A. A. John- son, Mgr. | 2-8CylOilEng19 13/16x26 | | BL |
| 13399<br>220,011<br>LWMV | **Suedco**<br>Steel<br>1D;2d dk at ends;Wireless; 7BH<br>SUB.SIG; 6BH to Fbd dk<br>W. Bal; 1BH to 2d dk<br>Oil fuel F. P. above 150° F. C-32<br><br>W.B.—A.P.71t;D.B.252′847t;D.T .20′394<br>F.O.—A.P.66t;D.B.214′643t;D.T .20′368 | Scw | Am<br>324<br>P41′ | Newark<br>46.2 \| 25<br>28′ 6″<br>B90′ F35′<br><br>t . . . . .<br>t;S.T.3 | 2174<br>3545<br>5500<br><br>.F.P.111t<br>lt . . . . . | 5′ 9″<br>22′ 11″ | 1920<br>6 | Newark, (Submarine [N. J. Boat Corp.) | Trans- marine Corp. | Stm Tbn;<br>Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; s rps8,22;Dkd11,26 | ✠A1Ⓔ<br>✠AMS<br>shft drn11,26<br>Clh BB;CL | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. Bth. Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13400 225,459 MGBT | **Sueja III** Wood 1D 2BH | MV Yct | Am | Seattle 108.1 \| 19.5 \| 11 | 121 179 | | 1926 4 | Winslow, (Lloyd [Wash. B. Johnson.) | James Griffith & Sons | 2-6CylOilEngs9½x12½; 360IHP | | |
| 13401 220,247 LWTB | **Suelco** Steel 1D;2d dk at ends;Wireless; 7BH sub.sig; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252'847t;D.T .20'394 F.O.—A.P.66t;D.B.214'643t | Scw | Am | Newark 324 \| 46.2 \| 25 \| 28' 6" P41' B90' F35' t. S.T.31 | 1997 3285 5500 | 5' 9" 22' 11" | 1920 8 | Newark, (Submarine Boat Corp.) [N. J | Trans-marine Corp. | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; s rps6,23;Dkd10,26 F.P.111t | ✠A1Ⓔ ✠AMS shft drn10,26; Clh BB;CL | |
| 13402 113,456 SFWR | **Suevic** Steel 3D;sub.sig;Wireless;W. Bal | Scw Sch Twin | Br | Liverpool 550.2 \| 63.3 \| 39.9 | 8001 12686 | | 1901 rb'07 | Belfast, (Harland [Ire. & Wolff, Lim.) | White Star Line | 2-4CylQE22,31½,46,67x51 | | |
| 13403 MSUV | **Suevier** Steel 2D;W. Bal;Wireless 7BH | Scw | Blg | Antwerp 400 \| 52.2 \| 28.5 P36' B117' F39' | 3171 4983 | | 1920 9 | Sunderland, (Bartram [Eng. & Sons, Lim.) | Lloyd Royal Belge Soc. Anon. | 3Cyl TE27,45,75x48; 3SB;WP180lbs | | BL |
| 13404 25,090 RMBP | **Suez Maru** Steel 2D;W. Bal;Wireless 6BH | Scw | Jap | Kobe 360 \| 51.2 \| 26.1 P21' B91' F35' | 3330 4646 | | 1919 8 | Uraga, (Uraga [Jap. Dock Co., Lim.) | Kokusai Kisen Kabushiki Kaisha | 3Cyl TE24,40,67x48; 3SB;WP180lbs | | BL |
| 13405 6,634 | **Suffern** xDelaware Wood 1D | SW | Am | New York 198 \| 35.5 \| 13.6 | 820 985 | | '68 | New York, N. Y. | Erie R.R. Co. | 1CylVB50x120; 1Blr;WP50lbs;700IHP. | | |
| 13406 209,076 LCDQ | **Suffolk** Steel 1D;sub.sig;Mchy aft;W. Bal 7BH W.B.—A.P.86t; D.B.306'1612t; F. P.300t | Scw Sch | Am | Portland 365.7 \| 50.1 \| 28 P79' B17' F34' | 2895 4607 7900 | | 1911 8 | Camden, (New York [N. J. S. B. Co.) | Coastwise Transp. Corp. | 3Cyl TE24¼,38½,67x45; New York S. B. Co; 2SB;New York S. B. Co; 203GS;5844HS;WP185lbs;2100IHP; EAC;rps5,24;Dkd,s rps3,26 | ✠A1 Coastwise. AMS S.S.No.3,Bost5,24; M.S;shft drn5,24;B.S.3,25; Clh BB;CL | |
| 13407 115,859 TMHQ | **Suffolk** Steel 2D;Deep frmg;Shel dk; 7BH Wireless;W. Bal | Scw Twin | Br | London 460 \| 58.2 \| 31.2 | 4529 7309 | | 1902 7 | Clydebank, (J. Brown [Scot. & Co., Lim.) | Federal S. N. Co. (Lim.) | 2-3CylTE25,42,69x48; 5SB;WP180lbs | | BL |
| 13408 OVQH | **Suffren** xLeopoldina xBlucher Steel 3D;Wireless;D.F;sub.sig;W. Bal 8BH | Scw Twin | Fr | Havre 527 \| 62.3 \| 34.9 P & B 402' | 6955 11948 | | 1901 | Hamburg, (Blohm [Ger. & Voss.) | Cie. Generale Transatlantique | 2-4CylQE29½,42,60,86x55; 3DB;3SB;WP215lbs;9500IHP. | | V |
| 13409 220,888 MCDP | **Sugillenco** Steel 1D;2d dk at ends; W. Bal; 7BH Wireless; 6BH to Fbd dk 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252'847t;D.T .20'394 F.O.—A.P.66t;D.B.214'643t | Scw | Am | Newark 324 \| 46.2 \| 25 \| 28' 6" P41' B90' F35' t. S.T.31 | 1997 3285 5350 | 5' 9" 22' 11" | 1920 12 | Newark, (Submarine Boat Corp.) [N. J. | Trans-marine Corp. | Stm Tbn; Westinghouse E. & Mfg. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC d rpd3,25;Dkd,s rps10,26 F.P.111t | ✠A1Ⓔ ✠AMS shft drn10,26 Clh BB;CL | |
| 13410 220,245 LWST | **Suholco** Steel 1D;2d dk at ends;Wireless; 7BH sub.sig; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252'847t;D.T .20'394 F.O.—A.P.66t;D.B.214'643t | Scw | Am | Newark 324 \| 46.2 \| 25 \| 28' 6" P41' B90' F35' t. S.T.31 | 2174 3545 5500 | 5' 9" 22' 11" | 1920 7 | Newark, (Submarine Boat Corp.) [N. J | Trans-marine Corp. | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; d rpd9,22;Dkd10,26;s rps11,26 F.P.111t | ✠A1Ⓔ ✠AMS M.S.6,25;shft drn10,26; B.S.11,26;Clh BB;CL | |
| 13411 220,863 MCBL | **Sujameco** Steel 1D;2d dk at ends; 7BH W. Bal; 6BH to Fbd dk Wireless;sub.sig. 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252'847t;D.T .20'394 F.O.—A.P.66t;D.B.214'643t | Scw | Am | Newark 324 \| 46.2 \| 25 \| 28' 6" P41' B90' F35' t. S.T.31 | 1997 3285 5350 | 5' 9" 22' 11" | 1920 11 | Newark, (Submarine Boat Corp.) [N. J. | Trans-marine Corp. | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd,d rpd9,26 F.P.111t | ✠A1Ⓔ ✠AMS S.S.No.1,NY2,25; B.S.6,24;M.S.2,25; shft drn9,26;Clh BB;CL | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13412 | **Sujerseyco** | Scw | Am | Newark | 1977 | 5′ 9″ | 1921 | Newark, | Trans- | Stm Tbn; | ✠A1Ⓕ | |
| 220,993 | Steel | | 324 | 46.2 \| 25 \| 28′ 6″ | 3253 | 22′ 11″ | 2 | (Submarine [N. J. | marine Corp. | Westinghouse E. & Mfg. Co; | ✠AMS | |
| MCJH | 1D;2d dk at ends;W. Bal; 7BH | | | | 5350 | | | Boat Corp.) | | 2WTB Babcock & Wilcox Co, | S.S.No.1,NY4,25; | |
| | Wireless;SUB.SIG. 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | M.&B.S.4,25;shft drn4,26; | |
| | 1BH to 2d dk | | | | | | | | | Dkd,d rpd7,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′394 | t..... | .F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t.... | ..... | .S.T.31 | t..... | | | | | | | | |
| 13413 | **Sulanierco** | Scw | Am | Newark | 1977 | 5′ 9″ | 1920 | Newark, | Trans- | Stm Tbn; | ✠A1Ⓔ | |
| 220,627 | Steel | | 324 | 46.2 \| 25 \| 28′ 6″ | 3253 | 22′ 11″ | 10 | (Submarine [N. J | marine Corp. | Westinghouse E. & M. Co; | ✠AMS | |
| MBLT | 1D;2d dk at ends; 7BH | | | | 5350 | | | Boat,Corp.) | | 2WTB;Babcock & Wilcox Co; | S.S.No.1,NY11,24; | |
| | W. Bal; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | B.S.8,24;M.S.11,24; | |
| | Wireless;SUB.SIG. 1BH to 2d dk | | | | | | | | | d rpd4,26;Dkd,s rps9,26 | shft drn9,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′394 | t..... | .F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t.... | ..... | .S.T.31 | t..... | | | | | | | | |
| 13414 | **Sulima** | Scw | Br | Liverpool | 1909 | | 1909 | W. Hartle- | Elder, | 3Cyl TE25,40,67x45; | | BL |
| 128,006 | xBassam Steel | | 340.3 | 46 \| 23 | 3040 | | 11 | pool, Eng. | Dempster & Co. | 2SB;WP180lbs | | |
| HQBD | 2D;Deep frmg;Shel dk; 6BH | | P29′ | F41′ | | | | (Irvine's S. B. & | (Lim.), Mgrs. | | | |
| | SUB.SIG;Wireless;W. Bal | | | | | | | D. D. Co., Lim.) | | | | |
| 13415 | **Sulina** | MV | Swd | Gothenb'g | 1790 | | 1921 | Landskrona, | S. G. | 6Cyl Oil Eng $24\frac{13}{16}$x$51\frac{3}{16}$; | | BL |
| 6,663 | Steel | | 312.7 | 44.5 \| 26.2 | 2978 | | 9 | (A/B. [Swd. | Jansen, Mgr. | | | |
| KDJC | 1D;Shel dk;Wireless;W. Bal 5BH | | F32′ | | | | | Oresundsvarvet.) | | | | |
| 13416 | **Sulphite** | Scw | Am | Detroit | 203 | | 1919 | Elizabeth, | Detroit | 3Cyl TE17,25,43x30; | 100(GL) | |
| 217,678 | xBallew Steel | | 142 | 27.7 \| 14.8 | 437 | | | (Bethlehem [N. J. | Sulphite Transp. | 2SB;WP180lbs;800IHP. | P.S.4,25 | |
| LQFK | 1D;SUB.SIG;Wireless 5BH | | | | | | | S. B. Corp.) | Co. | | | |
| 13417 | **Sultan** | Scw | Ger | Hamburg | 2945 | | 1902 | Flensburg, | Deutsche | 4Cyl QE23,33,49,72x54; | | G |
| | xErna Waermann Steel | | 403.1 | 49.4 \| 27 | 4878 | | 7 | (Flensburger [Ger | Ost-Afrika Linie | 3SB;WP150lbs | | |
| RBVS | 2D;Web frms;SUB.SIG; 7BH | | P & B | 234′ F50′ | | | | Schiffsb. Ges.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13418 | **Sultan van Langkat** | Scw | Hol | Amst'dam | 2264 | | '98 | Sunderland, | N. V. | 3Cyl TE22,34,57x42; | | BL |
| | Steel | | 335 | 39.5 \| 15.5 | 3150 | | 4 | (J. [Eng. | Scheepvaart | 2SB;WP160lbs | | |
| PTDB | 1D;Web frms;Spar dk; 10BH | | P & B | 250′ F29′ | | | | Laing.) | Maats Palmlijn | | | |
| | Mchy aft;Oil fuel; | | | | | | | | | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 13419 | **Sultana** | Scw | Am | Wilm'gton | 2731 | | 1902 | W. Superior, | Nicholson | 3Cyl TE20,33,54x40; | 100(GL) | |
| 117,124 | Steel | Sch | 346 | 48 \| 28 | 3630 | | 4 | Wis. | Transit Co | 2SB;WP170lbs;1100IHP. | P.S.4.26 | |
| | 1D;B;W. Bal 3BH | | | | | | | (Superior S. B. Co.) | | | | |
| 13420 | **Sultana** | Scw | Am | L'g Beach | 230 | | '90 | Brooklyn, | Fred B. | 3Cyl TE13,24,33x24; | | |
| 116,332 | Steel | | 161.1 | 28 \| 16.2 | 390 | | | (Handren [N. Y. | Dunn | 2WTB;WP175lbs;485IHP. | | |
| KHFV | 2D;SUB.SIG. | | | | | | | & Robins.) | | | | |
| 13421 | **Sultania** | Scw | Br | Bombay | 2758 | | 1907 | Flensburg, | Persian | 3Cyl TE27,46,76x48; | | BL |
| 136,777 | xKerman xFurth Steel | | 389 | 51 \| 25.2 | 4397 | | 8 | (Flensburger [Ger. | Gulf Stream Nav. | 3SB;WP180lbs | | |
| JHTK | 2D;Deep frmg;Wireless;W. Bal 7BH | | P & B | 315′ F50′ | | | | Schiffsb. Ges.) | Co. (Lim.) | | | |
| 13422 | **Suma Maru** | Scw | Jap | Mikuni | 1539 | | '92 | Whitby, | S. Oiye | 3Cyl TE21,34,56x36; | | |
| 9,481 | xMutual Steel | Sch | 271.5 | 40.8 \| 17.8 | 2178 | | 9 | (T. [Eng. | Kabushiki Kaisha | 2SB;WP160lbs | | |
| JSRM | 1D;Web frms;W. Bal 5BH | | P29′ | | | | | Turnbull & Son.) | | | | |
| 13423 | **Suma Maru** | Scw | Jap | Kobe | 1843 | | 1919 | Stockton, | Shimatani | 3Cyl TE25,41,68x45; | | C |
| 29,827 | xHomeside xRees Llewellyn Steel | | 331 | 46.8 \| 23.2 | 3108 | | 3 | (Ropner [Eng | Kisen Kabushiki | 3SB;WP180lbs;362RHP. | S.S.No.2,Insha5,24;A.S.5,26; | |
| SPQJ | 1D;Wireless;W. Bal 7BH | | P33′ | B98′ F29′ | | | | & Sons, Lim.) | Kaisha | | shft drn4,24;M.&B.S.5,26 | |
| 13424 | **Sumanco** | Scw | Am | Newark | 1997 | 5′ 9″ | 1920 | Newark, | Trans- | Stm Tbn; | ✠A1Ⓔ | |
| 220,532 | Steel | | 324 | 46.2 \| 25 \| 28′ 6″ | 3253 | 22′ 11″ | 9 | (Submarine [N. J. | marine Corp. | Westinghouse E. & M. Co; | ✠AMS | |
| MBJC | 1D;2d dk at ends;Wireless; 7BH | | | | 5350 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | S.S.No.1,NY8,24; | |
| | SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | M.&B.S.8,24;shft drn5,26; | |
| | W Bal; 1BH to 2d dk | | | | | | | | | Dkd,d rpd5,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′394 | t..... | .F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t.... | ..... | .S.T.31 | t..... | | | | | | | | |
| 13425 | **Sumar** | MV | Am | New York | 319 | | 1926 | Brooklyn, | David C. | 2-6Cyl Oil Engs $12\frac{1}{2}$x18; | | |
| 225,958 | Steel | Yct | 145.4 | 26.1 \| 16.2 | 469 | | 9 | (Dodd [N. Y. | Whitney | 840BHP | | |
| MGFV | 1D | Twin | | | | | | D. D., Eng. & | | | | |
| | | | | | | | | Repr. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13426 | **Sumatra** | Scw | Hol | Amst'rd'm | 3761 | | 1907 | Flushing, Hol (Koninklijke Mij."de Scheide") | Stoomvaart Mij. Nederland | 3CylTE26½,43,72x48; 3SB;WP180lbs;2500IHP | | V |
| 142,466 | Steel | | 394.7 | 51.4 \| 29.3 | 5850 | | | | | | |
| PTFB | 3D;Wireless;W. Bal 7BH | | | | | | | | | | | |
| 13427 | **Sumatra Maru** | Scw | Jap | Osaka | 4272 | | 1917 | Kobe, [Jap. (Kawasaki Dkyd. Co., Lim.) | Osaka Shosen Kabushiki Kaisha | 3CylTE26,43,72x48; 2SB;1AuxSB;WP200lbs | | BL |
| 21,403 | Steel | | 385.1 | 51 \| 36 | 5863 | | 12 | | | | |
| NPJG | 2D;Wireless;W. Bal 6BH | | | | | | | | | | | |
| 13428 | **Sumaura Maru** | Scw | Jap | Susami | 1256 | | '83 | W. Hartlpl, [Eng. (E. Withy & Co.) | Towa Kisen Kabushiki Kaisha | 2CylC36,67x36; 1DB | | |
| 9,159 | xRanmoor Iron | Sch | 285 | 36.1 \| 24.1 | 2113 | | 7 | | | | | |
| JRTW | 2D;B;Web frms;W. Bal 5BH | | P28′ | B72′ F32′ | | | | | | | | |
| 13429 | **Summerleaf** | Scw | Am | Phila. | 3796 | 7′ 4¾″ 25′ 6″ | 1920 | Chester, [N. Y. (Merchant S. B. Co.) Pa. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 3SB;New York S. B. Co; 8862HS,WP185lbs;2500SHP; Dkd5,21;s rps9,21 | ✠A1Ⓔ ✠AMS S.S.NptN11,20; Clh BB;CL (Laid up) | |
| 219,711 | Steel | | 400.7 | 54.2 \| 30.4 32′ 9″ | 6141 8650 | | 3 | | | | | |
| LVTP | 2D;W. Bal; 8BH | | | | | | | | | | | |
| | Wireless; 7BH to Fbd dk | | P36′ | B126′ F43′ | | | | | | | | |
| | SUB.SIG; 1BH to 2d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.180t;D.B.335′1387t;D. | T.23′6 | 49t; F. | P.147t | | | | | | | | |
| | F.O.....D.B.290′1102t;D. | T.23′6 | 05t; F. | P.137t | | | | | | | | |
| 13430 | **Summitville** | Brg | Am | New York | 471 | | 1915 | Rondout, [N. Y. (Jacob Rice.) | Anthony O'Boyle | Wd | | |
| 166,070 | | | 113.4 | 30.4 \| 13.2 | 471 | | | | | | |
| | 1D | | | | | | | | | | | |
| 13431 | **Sun** | Brg | Am | Pt. Arthur | 211 | | 1910 | Ambridge, [Pa. (American Bridge Co.) | Texas Co. | Stl | | |
| 164,688 | | | 125 | 30 \| 6.4 | 211 | | 7 | | | | | |
| | 1D | | | | | | | | | | | |
| 13432 | **Sun** | Scw | Am | Phila. | 2926 | | 1907 | N'port News [Va. (Npt. News S. B. & D.D. Co.) | Sun Oil Co. | 3CylTE25,43,72x48; 3SB;WP190lbs;2000IHP. | | BL |
| 203,923 | Steel | Sch | 382 | 49.9 \| 29 | 4662 | | 3 | | | | |
| KVWH | 2D;Mchy aft;Web frms; 12BH | | P77′ | B25′ F33′ | | | | | | | | |
| | Wireless;Oil in bulk;Oil fuel; W. Bal | | | | | | | | | | | |
| 13433 | **Sunbank** | Scw | Br | London | 1862 | | 1919 | Burntisland, [Scot. (Burntisland S. B. Co., Lim.) | Mitchell, Cotts & Co., Mgrs | 3CylTE25,41,68x45; 3WTB;WP180lbs | | BL |
| 143,454 | Steel | | 331.6 | 46.7 \| 24.8 | 3103 | | 10 | | | | |
| KCSQ | 1D;Wireless;W. Bal 5BH | | P32′ | B99′ F29′ | | | | | | | | |
| 13434 | **Sunbeam** | Scw | Am | Phila. | 4148 | | 1919 | Chester, [Pa (Sun Ship Co.) | Sun Oil Co. | 3CylTE27,45,76x51; 3SB;WP190lbs | | BL |
| 218,961 | Steel | | 429.3 | 59.2 \| 31.4 | 6664 | | 8 | | | | |
| LTBJ | 2D;Web frms;Long. frmg; 17BH | | P133′ | B36′ F40′ | | | | | | | | |
| | Oil in bulk;Oil fuel;Wireless;W. Bal; Mchy aft | | | | | | | | | | | |
| 13435 | **Sundance** | Scw | Am | Charlest'n | 3181 | 7′ 9½″ 24′ 5″ | 1919 | Hog Island, [Pa. (American Int. S. B. Corp.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; Dkd,d rpd7,26;s rps10,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Jksnvl12,23; M.S.12,23;n shft10,25;B.S.7,26; Clh BB;CL | |
| 219,323 | Steel | | 390 | 54.2 \| 27.8 32′ | 5183 7840 | | 12 | | | | | |
| LVBC | 2D;SUB.SIG;Wireless; 8BH | | | | | | | | | | | |
| | W. Bal; C-36 | | P50′ | B121′ F40′ | | | | | | | | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| | W.B.—A.P.100t;D.B.284′1380t. | ..... | ... D. | T.36′892t;F.P.I | 44t | | | | | | | |
| | F.O.....D.B.257′1162t;S. | T.14′1 | 29t; D. | T.36′833t..... | ... | | | | | | | |
| 13436 | **Sunelseco** | Scw | Am | Newark | 2174 | 5′ 9″ 22′ 11″ | 1920 | Newark, [N. J. (Submarine Boat Corp.) | Transmarine Corp. | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd,d rpd11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY6,25; M.S.6,25;B.S;n shft11,26; Clh BB;CL | |
| 220,012 | Steel | | 324 | 46.2 \| 25 28′ 6″ | 3545 5500 | | 6 | | | | | |
| LWNB | 1D;2d dk at ends;Wireless; 7BH | | | | | | | | | | | |
| | SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | | | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′394 | t.... | .F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t.... | ..... | .S.T.31 | t..... | | | | | | | | |
| 13437 | **Sunewarkco** | Scw | Am | Newark | 1997 | 5′ 9″ 22′ 11″ | 1920 | Newark, [N. J. (Submarine Boat Corp.) | Transmarine Corp. | Stm Tbn; Westinghouse E. & Mfg. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; d rpd6,26;Dkd,s rps12,26 | ✠A1 ✠AMS B.S.6,24;shft drn12,26; Clh BB;CL | |
| 220,994 | Steel | | 324 | 46.2 \| 25 28′ 6″ | 3253 5350 | | 12 | | | | | |
| MCJK | 1D;2d dk at ends;W. Bal; 7BH | | | | | | | | | | | |
| | Wireless;SUB.SIG; 6BH to Fbd dk 1BH to 2d dk | | P41′ | B90′ F35′ | | | | | | | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′394 | t..... | .F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t.... | ..... | .S.T.31 | t..... | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13438 220,402 MBDS | **Sunewco** Steel 1D;2d dk at ends;Wireless; 7BH sub.sig; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252'847t;D.T .20'394 F.O.—A.P.66t;D.B.214'643t..... | Scw | Am 324 P41' | Newark 46.2 \| 25 \| 28' 6" B90' F35' t..... .F.P.111t S.T.31 t..... | 2174 3545 5350 | 5' 9" 22' 11" | 1920 9 | Newark, (Submarine Boat Corp.) [N. J. | Trans-marine Corp. | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd10,26;s rps11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY6,25; shft drn3,25;M.&B.S.6,25; Cih BB;CL | |
| 13439 137,499 JMPG | **Sunheath** Steel xPolladern xEmir 2D;Wireless;W. Bal 6BH | Scw | Br 420.4 P & B | London 54.5 \| 28 333' F60' | 3825 5932 | | 1911 | Vegesack, (Bremer Vulkan.) [Ger. | Sun Ship-ping Co. (Lim.) | 4CylQE24,34,50,72x53; 4SB;WP227lbs | | BL |
| 13440 OUQN | **Sunik** Steel 2D;Web frms;Long. frmg; 16BH Mchy aft;Oil fuel;Oil in bulk; Wireless;W. Bal | Scw | Fr 385 P88' | Dunkirk 50.3 \| 30.3 B28' F41' | 2759 5009 | | 1915 2 | Newcastle, (Armstrong, Whitworth & Co.) [Eng. | Soc. Anon. les Petroles d'Outremer | 3CylTE25,42,70x48; 2SB;WP180lbs | | BL |
| 13441 142,374 JTBV | **Sunland** Steel 1D;Shel dk;Oil fuel; 6BH Wireless;W. Bal | Scw | Br 365 | London 51.5 \| 29.5 | 3067 4879 | | 1918 4 | Sunderland, (J. Priest-man & Co.) [Eng. | Sun Ship-ping Co. (Lim.) | 3CylTE25,41,67x45; 3SB;WP180lbs | | BL |
| 13442 214,557 LGMK | **Sunlite** 1D;B;Wireless | Sch 4 M Aux | Am 252 P49' | Seattle 43.7 \| 21.1 F41' | 1601 1976 2890 | | 1916 11 | Toledo, (Toledo S. B. Co.) [Ohio | Pacific S.S. Co. | Stl; 4Cyl Oil Eng 16½x18½; 320IHP. | | BL |
| 13443 142,114 TCRF | **Sunner** xOver the Top 1D | Trn | Br 107.3 | St. Johns 26.9 \| 10 | 166 203 | | 1919 | NotreDame, (W. G. French.) [Nfld. | T. H. MacPeak | Wd | | |
| 13444 | **Sunny Maid** Steel xAnthony xJulienne 1D;Web frms;Mchy aft;W. Bal | Scw | It 202 | Spezia 39.1 \| 15.4 | 927 1101 | | 1914 | Middlesbro, (Smith's Dock Co., Lim.) [Eng. | A. Ceretti | 2CylC13,30x24 | | |
| 13445 MSVO | **Sunoco** Steel 2D;Web frms;Long. frmg; 17BH Mchy aft;Oil fuel; Oil in bulk;Wireless;W. Bal | Scw | Blg 430.2 P133' | Antwerp 59.2 \| 32.8 B36' F40' | 4305 6964 | | 1921 1 | Chester, (Sun S. B. Co.) [Pa. | Societe Anon. de Arment. d'Industrie et de Commerce | 3CylTE27,45½,76x51; 3SB;WP190lbs | | BL |
| 13446 226,018 MGHL | **Sunoco** Steel 1D;Oil fuel F. P. above 150° F. 14BH | MV Twin | Am 246.2 | Phila. 40.1 \| 14.6 | 738 1214 | | 1926 10 | Chester, (Sun S. B. & D. D. Co.) [Pa. | Sun Oil Co. | 2-6CylOilEng11½x16; Bessemer Gas Eng. Co; 700BHP;DB;EAC | ✠A1Ⓔ Oil Carrier. Short Coastwise. ✠AMS SBP | |
| 13447 225,511 | **Sunoco, Jr.** Steel 1D 7BH | Scw | Am 100 | Jcksnville. 19.1 \| 9 | 81 120 | | 1926 | Chester, (Sun S. B. & D. D. Co.) [Pa. | Peninsular Oil Co. | Gas Eng; 100BHP | | |
| 13448 225,750 MGDL | **Sunoco No. 4** Steel 1D 7BH | MV | Am 142 | Phila. 23.5 \| 11.2 | 218 274 | | 1926 | Chester, (Sun S. B. & D. D. Co.) [Pa. | Sun Oil Co. | GasEng; 150BHP | | |
| 13449 214,459 LGJR | **Sunoil** Steel 2D;Web frms;Long. frmg; 15BH Mchy aft;Oil in bulk;Oil fuel; Wireless;W. Bal | Scw | Am 430 P116' | Phila. 58.2 \| 33.3 B36' F49' | 5217 7157 | | 1916 10 | Philadel-phia, Pa. (Wm. Cramp & Sons S. & E. B. Co.) | Sun Oil Co. | 3CylTE27,45½,76x51; 3SB;WP190lbs;2800IHP. | | BL |
| 13450 143,440 KCSR | **Sunpath** Steel 1D;Wireless;W. Bal 6BH | Scw | Br 303.3 P33' | London 43 \| 20.8 B80' F32' | 1453 2508 | | 1919 10 | Alloa, (Forth S. B. Co., Lim.) [Scot. | Sun Ship-ping Co. (Lim.) | 3CylTE22,36,59x39; 1SB;WP180lbs;307RHP. | S.S.No.1,Leith6,23;A.S.10,25; shft drn5,23;M.&B.S.10,25 | C |
| 13451 139,604 JQCB | **Sunray** Steel 1D;Wireless;W. Bal 5BH | Scw | Br 330.5 P31' | Cardiff 48 \| 21.9 B100' F37' | 1968 3174 | | 1917 7 | Sunderland, (R. Thompson & Sons, Lim.) [Eng. | British Dominion S.S. Co. (Lim.) | 3CylTE24,38,64x42; 2SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13452 138,203 TMNW | **Sunset Glow** 1D | Trn | Br | St. John's 124.4 / 30 / 11.1 | 244 297 | | 1916 10 o'22 | Shelburne, (Estate of Joseph McGill) [N. S. | Harvey & Co. (Lim.) | Hw,O,Hk,Sp;Gicf;M(Sltd) clk t,dk7,22;s b,dk clkg3,25; s rps,tr clkg8,26 | ✠A1 H.T.StJs7,22 | |
| 13453 220,965 MCHG | **Sunset Una** 1D;Web frms;Oil in bulk;Oil fuel | Brg Sch | Am 200 F30′ | Galveston 36.3 / 19.1 | 1137 1189 | | 1920 12 | Newburgh, (Tank S. B. Corp.) [N. Y. | Bay Towing Co., Inc. | Stl;8BH | | BL |
| 13454 166,474 | **Sunshine** 1D | Brg | Am 111.2 | New York 34.8 / 9.1 | 333 333 | | 1915 | Perth Amboy, N. J. (Raritan D. D. Co.) | Wm. Kenny | Wd | | |
| 13455 221,024 MCKD | **Sunugentco** Steel 1D;2d dk at ends;W. Bal; 7BH Wireless; 6BH to Fbd dk 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252′847t;D.T .20′394 F.O.—A.P.66t;D.B.214′643t | Scw | Am 324 P41′ t. S.T.31 | Newark 46.2 / 25 / 28′ 6″ B90′ F35′ F.P.111t t. | 1997 3253 5350 | 5′ 9″ 22′ 11″ | 1921 3 | Newark, (Submarine Boat Corp.) [N. J. | Trans- marine Corp. | Stm Tbn; Westinghouse E. & Mfg. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd,d rpd11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY6,25; B.S.12,24,M S.6 25; shft drn4,26;BBP;CL | |
| 13456 142,621 JTQR | **Sunwood** Steel xReindeer xWar Beach 1D;Wireless;W. Bal 7BH | Scw | Br 331.4 P33′ | London 46.8 / 23.1 B100′ F29′ | 1865 3104 | | 1918 8 | Newcastle, (Tyne I. S. B. Co., Lim.) [Eng. | Mitchell Cotts & Co., Mgrs. | 3CylTE25,41,68x45; 3SB;WP180lbs | | BL |
| 13457 1,101 | **Superga** Steel 1D;Shel dk; 15BH Web frms;Oil in bulk;Oil fuel; Mchy aft;Wireless;W. Bal | Scw | It 398.5 P68′ | Genoa 51.7 / 34.1 B28′ F33′ | 4097 6914 | | 1922 9 | Riva Trigoso (Soc. Esercizio Bacini.) [It. | Soc. di Nav. Alta Itala | 3CylTE26,42,69x48; 2SB;WP180lbs;2250RHP; Dkd,d rps12,26 | A.S.8,25; B.S.9,23;shft drn3,25;M.S.8,25 | C-I |
| 13458 202,329 | **Superior** Steel 2D;Mchy aft;W. Bal 3BH | Scw Sch | Am 381 | Buffalo 50.2 / 30 | 3845 4544 | | 1905 8 | Ecorse, (Great Lakes Eng. Wks.) [Mich. | Great Lakes Transit Co. | 4CylQE21,30,43½,63x42; 2SB;WP210lbs;2000IHP. | | |
| 13459 214,461 | **Superior** Wood 1D | Scw | Am 138 | M'rine Cy. 30.5 / 8 | 160 327 | | 1916 | Marine City, (S. C. Mcl.outh) [Mich. | American Trust Co. | 2Cyl15,15x15; 1SB;WP130lbs;260IHP. | 90CF(GL) P.S.8,26 | |
| 13460 166,455 | **Superior** 1D | Brg | Am 184 | Phila. 23.3 / 11 | 412 412 | | 1916 | Pocomoke City, Md. (E. James Tull) | Diamond P. Boat Line | Wd | | |
| 13461 HGPK | **Superior** xSanta Alicia Steel 1D;Wireless;W. Bal 4BH | Scw Twin | Mex 220 P25′ | Tampico 36.1 / 13.2 B58′ F32′ | 545 1001 | | 1905 5 | Pt. Glasgow, (D. J. Dunlop & Co.) [Scot. | Cia Mairera del Golfo, S. A. | 2-3CylTE13,21,34x24; 2SB;WP160lbs;128RHP; Dkd,d rpd3,25 | 2dS.S.No.2,Mbl3,25; shfts drn2,25;M.&B.S.3,25 | C |
| 13462 221,212 MCRP | **Suphenco** Steel 1D;2d dk at ends;W. Bal; 7BH Wireless;SUB.SIG. 6BH to Fbd dk 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252′847t;D.T .20′394 F.O.—A.P.66t;D.B.214′643t | MV | Am 324 P41′ t. S.T.3 | Newark 46.2 / 25 B90′ F35′ F.P.111t lt. | 2174 3545 | | 1923 9 | Newark, (Submarine Boat Corp.) [N. J. | Trans- marine Corp. | 6CylOilEng30x48; James Craig Eng. & Machine Wks; 1900BHP;DB;EAC;Dkd11,24; d rpd3,25;s rps7,26 | ✠A1Ⓔ AMS M.&B.S.8,24; Cih BB;CL | |
| 13463 220,248 LWTC | **Suportco** Steel 1D;2d dk at ends;Wireless; 7BH SUB.SIG; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252′847t;D.T .20′394 F.O.—A.P.66t;D.B.214′643t | Scw | Am 324 P41′ t. S.T.31 | Newark 46.2 / 25 / 28′ 6″ B90′ F35′ F.P.111t t. | 1997 3285 5500 | 5′ 9″ 22′ 11″ | 1920 7 | Newark, (Submarine Boat Corp.) [N. J. | Trans- marine Corp. | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd,d rpd11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY5,24; M.&B.S.5,24;shft drn11,26; Cih BB;CL | |
| 13464 162,324 | **Support** 1D | Brg | Am 85 | New York 30.1 / 7.3 | 368 368 | | 1904 | Brooklyn, (Theo. Crane & Sons.) [N. Y. | N. Y. & Cuba Mail S.S. Co. | Wd | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13465 | **Surada** | Scw | Br | Glasgow | 3382 | | 1920 | Newcastle, | British | 3CylTE27,44,73x48; | | BL |
| 144,213 | Steel | | 400.1 | 52.4 \| 28.5 | 5427 | | 7 | (Hawthorn, [Eng. | India Steam | 3SB;WP180lbs | | |
| KGJN | 2D;Wireless;W. Bal 8BH | | P49′ | B113′ F38′ | | | | Leslie & Co., Lim.) | Nav. Co. (Lim.) | | | |
| 13466 | **Surailco** | Scw | Am | Newark | 1997 | 5′ 9″ | 1920 | Newark, | Trans- | Stm Tbn; | ✠A1Ⓔ | |
| 220,403 | Steel | | 324 | 46.2 \| 25 | 3285 | 22′ 11″ | 9 | (Submarine [N. J. | marine Corp. | Westinghouse E. & M. Co; | ✠AMS | |
| MBDT | 1D;2d dk at ends;Wireless; 7BH | | | 28′ 6″ | 5350 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | S.S.No.1,NY12,24; | |
| | SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | M.&B.S.12,24;shft drn6,25; | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | d rpd6,25;Dkd6,26;s rps10,26 | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′394 | t..... | .F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T | .20′368 | t;S.T.3 | t..... | | | | | | | | |
| 13467 | **Surat** | Scw | Br | Glasgow | 2784 | | ′95 | Newcastle, | A. Weir & | 3CylTE28,50,80x54; | | BL |
| 104,829 | xJohannesburg Steel | | 360 | 47 \| 27.7 | 4451 | | 1 | (Armstrong, [Eng. | Co., Mgrs. | 3SB;WP180lbs | | |
| NQKS | 2D;Deep frmg; 7BH | | P38′ | B98′ F39′ | | | | Mitchell & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13468 | **Suremico** | Scw | Am | Newark | 1997 | 5′ 9″ | 1920 | Newark, | Trans- | Stm Tbn; | ✠A1Ⓔ | |
| 220,694 | Steel | | 324 | 46.2 \| 25 | 3253 | 22′ 11″ | 10 | (Submarine [N. J. | marine Corp. | Westinghouse E. & M. Co; | ✠AMS | |
| MBQR | 1D;2d dk at ends; 7BH | | | 28′ 6″ | 5350 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | S.S.No.1,NY2,25; | |
| | Wireless; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | M.&B.S.2,25;shft drn8,26; | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd,d rpd8,26 | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′394 | t..... | .F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t..... | ..... | S.T.31 | t..... | | | | | | | | |
| 13469 | **Sureway** | Scw | Br | Liverpool | 3287 | | 1913 | Pt. Glasgow, | Anglo- | 3CylTE27,44,73x48; | | BL |
| 135,334 | xHartmore xHartland Point Steel | | 405 | 53 \| 27.2 | 5131 | | 12 | (R. Duncan [Scot. | Oriental Nav. | 2SB;WP180lbs | | |
| JDPQ | 2D;SUB.SIG;Wireless;W. Bal 6BH | | P42′ | B122′ F35′ | | | | & Co., Lim.) | Co. (Lim.) | | | |
| 13470 | **Surf** | Scw | Am | New York | 270 | | ′98 | Leith, | The | 3CylTE15,24,39x27; | | LY |
| 213,277 | Steel | Sch | 166 | 24.6 \| 14.2 | 397 | | 9 | (Ramage & [Scot. | Schinasi Com- | 2Blrs;WP160lbs;650IHP. | | |
| LFJD | 2D 5BH | | | | | | | Ferguson.) | mercial Corp. | | | |
| 13471 | **Surf** | Scw | Am | Boston | 119 | | 1911 | Quincy, | Bay State | 3CylTE12,22,36x24; | | |
| 209,480 | Steel | Sch | 117.8 | 22.5 \| 11.6 | 252 | | 12 | (Fore [Mass. | Fishing Co. | 1SB;WP180lbs;450IHP. | | |
| LCGR | 1D 4BH | | | | | | | River S. B. Co.) | | | | |
| 13472 | **Surge** | Scw | Am | Boston | 97 | | 1916 | Manitowoc, | Bay State | 3CylTE12¾,21½,35x24; | | |
| 214,362 | Steel | | 135.5 | 22.5 \| 12.3 | 302 | | 9 | (Manitowoc [Wis. | Fishing Co. | 1SB;WP180lbs;600IHP. | | |
| LGHJ | 1D 3BH | | | F26′ | | | | S. B. Co.) | | | | |
| 13473 | **Surichco** | Scw | Am | Newark | 1997 | 5′ 9″ | 1920 | Newark, | Trans- | Stm Tbn; | ✠A1Ⓔ | |
| 220,693 | Steel | | 324 | 46.2 \| 25 | 3253 | 22′ 11″ | 11 | (Submarine [N. J. | marine Corp. | Westinghouse E. & M. Co; | ✠AMS | |
| MBQP | 1D;2d dk at ends; 7BH | | | 28′ 6″ | 5350 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | shft drn7,26; | |
| | Wireless;SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | Cih BB;CL | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd,d rpd7,26 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′394 | t..... | .F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t..... | ..... | S.T.31 | t..... | | | | | | | | |
| 13474 | **Surico** | Scw | Am | Newark | 2174 | 5′ 9″ | 1920 | Newark, | Trans- | Stm Tbn; | ✠A1Ⓔ | |
| 220,560 | Steel | | 324 | 46.2 \| 25 | 3545 | 22′ 11″ | 9 | (Submarine [N. J. | marine Corp. | Westinghouse E. & M. Co; | ✠AMS | |
| MBJR | 1D;2d dk at ends;Wireless; 7BH | | | 28′ 6″ | 5350 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | S.S.No.1,NY6,25; | |
| | SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | M.&B.S.6,25;shft drn9,26; | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd9,26;d rpd10,26 | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′394 | t..... | .F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t..... | ..... | S.T.31 | t..... | | | | | | | | |
| 13475 | **Surinam** | Scw | Am | New York | 1660 | 4′ 2½″ | 1920 | Saginaw, | U. S. Ship- | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 220,496 | xElmac Steel | | 253.4 | 43.8 \| 26.2 | 2677 | 24′ 3½″ | 8 | (Saginaw [Mich. | ping Board | Buckeye Eng. Co; | ✠AMS | |
| MBHJ | 1D;B;W. Bal;Wireless;SUB.SIG; 4BH | | | 28′ 4″ | 4240 | | | S. B. Co.) | | 2WTB;Wickes Boiler Co; | n shft8,22;SBP;CL | |
| | Oil fuel F. P. above 150° F. C-30 | | P32′ | B65′ F26′ | | | | | | 5190HS;WP200lbs;1500IHP;EAC; | (Laid up) | |
| | | | | | | | | | | Dkd,d rpd5,24;s rps10,24 | | |
| | W.B.—A.P.98t;D.B.205′418t..... | ..... | ..... | .....F.P.51t | | | | | | | | |
| | F.O.—A.P.92t;D.B.167′299t;D.T | .a14′11 | 0t;W.T | .38′173t..... | | | | | | | | |
| 13476 | **Suriname** | Scw | Am | New York | 1883 | | 1908 | Amsterdam, | United | 3CylTE25,41,67x51; | | BL |
| 212,710 | Steel | Sch | 336.6 | 41.9 \| 22.6 | 3203 | | 2 | (Nederl. [Hol. | Fruit S.S. Corp. | 3SB;WP180lbs | | |
| LDQT | 2D;Spar dk;Wireless;W. Bal 5BH | | P&B | 180′ F46′ | | | | Schps. Maats.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13477 | **Surrey** Steel | Scw | Br | London | 5386 | | 1919 | Newcastle, | Federal | Stm Tbns; | | BL |
| 143,352 | 2D;Shel dk;Oil fuel; 6BH | | 460.4 | 62.8 \| 34.9 | 8564 | | 7 | (Palmers' [Eng. | Steam Nav. Co. | 4SB;WP180lbs | | |
| KBWT | Wireless;W. Bal | | | B275′ F49′ | | | | Co. Lim.) | | | | |
| 13478 | **Sursum Corda** Steel | Scw | It | Genoa | 3536 | | 1901 | Newcastle, | Salvatore | 4Cyl QE24,34,51,74x54; | | I |
| 1,238 | xGilgal xWildenfels 6BH | | 420.3 | 55.2 \| 28.7 | 5512 | | 4 | (Wigham, [Eng. | & Emanuele | 3SB;WP210lbs;2400IHP. | | |
| PINA | 1D;Spar dk;Web frms; | | P60′ | B96′ F48′ | | | | Richardson & Co.) | Flli. Accame | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13479 | **Surveyor** Steel | Scw | Am | | | | 1917 | Manitowoc, | U. S. Govt. | 3Cyl TE18,29,47x30; | | |
| | 2D;Oil fuel;Wireless;W. Bal 5BH | | 187.8 | 34 \| 27.6 | | | 7 | (Manitowoc [Wis. | (Coast & | 2SB;WP190lbs;1000IHP. | | |
| | | | | | | | | S. B. Co.) | Geodetic Survey) | | | |
| 13480 | **Susaa** Steel | Scw | Dan | Cop'hagen | 731 | | 1901 | Grimstad, | Dampsk. | 3Cyl TE17,27,45x34; | | |
| | xCurt xLizzie 4BH | | 232.4 | 34.1 \| 16.9 | 1260 | | 8 | (Fevigs [Swd. | Hetland A/S | 1SB;WP170lbs;650IHP. | | |
| | 1D;Deep frmg;W. Bal | | P22′ | B56′ F24′ | | | | Jernskibsbyg.) | | | | |
| 13481 | **Susan A. Moran** Steel | Scw | Am | New York | 234 | | 1913 | Pt. Rich- | Moran | 3Cyl TE16½,25,43x30; | | V |
| 210,960 | xPan American 8BH | | 132.7 | 27.6 \| 15.1 | 344 | | 2 | mond, N. Y. | Towing & Transp. | 1SB;WP190lbs;800IHP. | | |
| LCTJ | 1D;Oil fuel | | | | | | | (Staten Island | Co. | | | |
| | | | | | | | | S. B. Co.) | | | | |
| 13482 | **Susan Cameron** | Sch | Br | Picton | 490 | | 1920 | Tusket, | Walter | Bch,Sp,P;Gif(Sltd) | | V |
| | | | 163.7 | 36.3 \| 13.1 | 601 | | | (Walter [N. S. | MacNeil | | | |
| 138,656 | 1D | | | | | | | MacNeil.) | | | | |
| 13483 | **Susan Maersk** Steel | Scw | Dan | Odense | 1411 | | 1923 | Odense, | A/S Damp- | 3Cyl TE21,34,55x39; | | V |
| | | | 299.1 | 42.5 \| 19.1 | 2355 | | 10 | (Odense [Den. | skibs Selskabet | 2SB;WP185lbs;1200IHP. | | |
| NFDB | 1D;Wireless;W. Bal 5BH | | P20′ | B87′ F31′ | | | | Staalskibsvaerft.) | | | | |
| 13484 | **Susanne** | Bk | Am | Savannah | 962 | | '75 | Whitehaven, | Moore Co. | I;1BH | | |
| 169,359 | xBellas xRoutenbeck | | 208.5 | 32.4 \| 19.6 | 981 | | 4 | (Whitehaven [Eng | | | | |
| | 2D | | | | | | | S. B. Co.) | | | | |
| 13485 | **Susanne Vinnen** | Sch | Ger | Bremen | 1548 | | 1922 | Kiel, | F. A. | Stl;3BH; | | G |
| | | Aux | 261.5 | 44.4 \| 19.2 | 1859 | | 9 | (Frd. Krupp [Ger. | Vinnen & Co. | 4CylOilEng15¾x21⅞ | | |
| QLPT | 2D;Mchy aft;SUB.SIG; 5 M | | | F55′ | | | | Akt. Ges.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13486 | **Suscolanco** Steel | Scw | Am | Newark | 1997 | 5′ 9″ | 1920 | Newark, | Trans- | Stm Tbn; | ✠A1Ⓔ | |
| 220,635 | | | 324 | 46.2 \| 25 | 3250 | 22′ 11″ | 10 | (Submarine [N. J. | marine Corp. | Westinghouse E. & M. Co; | ✠AMS | |
| MBNG | 1D;2d dk at ends; 7BH | | | 28′ 6″ | 5350 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | S.S.No.1,NY10,24; | |
| | W. Bal; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | M.S.12,24;shft drn7,26; | |
| | Wireless;SUB.SIG; 1BH to 2d dk | | | | | | | | | Dkd,d rpd7,26 | B.S.9,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T .20′394 | | t..... | .F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t..... | | ..... | .S.T.31 | t..... | | | | | | | |
| 13487 | **Susherico** Steel | Scw | Am | Newark | 1997 | 5′ 9″ | 1920 | Newark, | Trans- | Stm Tbn; | ✠A1Ⓔ | |
| 220,561 | | | 324 | 46.2 \| 25 | 3253 | 22′ 11″ | 9 | (Submarine [N. J | marine Corp. | Westinghouse E. & M. Co; | ✠AMS | |
| MBJS | 1D;2d dk at ends;Wireless; 7BH | | | 28′ 6″ | 5350 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | S.S.No.1,NY11,24; | |
| | SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | shft drn9,23;M.&B.S.11,24; | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | d rpd12,25;Dkd,s rps7,26 | shft drn12,25;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T .20′394 | | t..... | .F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t..... | | ..... | .S.T.31 | t..... | | | | | | | |
| 13488 | **Susie** Wood | StW | Am | S. Michael | 588 | | '98 | Unalaska, | Northern | 1Cyl22; | | |
| 116,855 | | | 222.8 | 42 \| 6.2 | 1130 | | | Alaska | Nav. Co. | 1000IHP. | | |
| | 1D | | | | | | | | | | | |
| 13489 | **Susie Chipman** Wood | Scw | Br | Kingston | 179 | | '85 | Milwaukee, | Jas. | 1Cyl18x24; | | |
| 137,990 | | | 122 | 26.1 \| 9.4 | 317 | | rb'13 | Wis. | Richardson & | 1FB;WP93lbs;225IHP. | | |
| | 1D | | | | | | | (M. S. Y. Co.) | Sons (Lim.) | | | |
| 13490 | **Suspearco** Steel | Scw | Am | Newark | 1984 | 5′ 9″ | 1921 | Newark, | Trans- | Stm Tbn; | ✠A1Ⓔ | |
| 221,066 | | | 324 | 46.2 \| 25 | 3218 | 22′ 11″ | 3 | (Submarine [N. J. | marine Corp. | Westinghouse E. & Mfg. Co; | ✠AMS | |
| MCLG | 1D;2d dk at ends;W. Bal; 7BH | | | 28′ 6″ | 5350 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | S.S.No.1,NY2,25; | |
| | Wireless;SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500IHP;EAC; | B.S.2,25;M.S.1,26;shft drn2,26; | |
| | 1BH to 2d dk | | | | | | | | | Dkd,d rpd3,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T .20′394 | | t..... | .F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t..... | | ..... | .S.T.31 | t..... | | | | | | | |
| 13491 | **Susquehanna** Iron | Scw | Am | Baltimore | 314 | | '98 | Baltimore, | Tolchester | 2CylC20,38x28; | | |
| 116,827 | | | 157.7 | 38 \| 9 | 462 | | 6 | (C. Reeders [Md. | Beach Imp. Co. | 1SB;WP125lbs;725IHP. | | |
| | 2D 2BH | | | | | | | & Sons.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13492 | **Susquehanna** | Brg | Am | Phila. | 391 | | 1908 | Elkton, | Southern | O,Hk,YP;Gif(Sltd) | ✠ — — | |
| 163,496 | 1D | | 164.1 | 23.8 \| 11 | 391 | | 4 | (Henry [Md. Deibert Brg, Bldg. Co.) | Trans. Co. | | Suspended6,19 | |
| 13493 | **Susquehanna** | Scw | Am | New York | 5753 | 11′ 6″ | '99 | Hamburg, | U. S. Ship- | 2-4Cyl(QE)23⅝,34,48,69x51; | A1 | |
| 219,189 | xRhein Steel | Twin | 501 | 58.5 \| 36.7 \| 40′ | 9959 | 28′ 11″ | 10 | (Blohm [Ger. & Voss.) | ping Board | Blohm & Voss; | AMS | |
| LTNS | 3D;B;SUB.SIG;Wireless;W. Bal 11BH | | P92′ | B14′ F80′ | 11700 | | | | | 2SB;2DB;Blohm & Voss; 348GS;14348HS;WP200lbs; 5580IHP;EAC;clk dk12,19; d rpd6,21;Dkd12,22;s rps6,23 | S.S.NY12,19; M.S.12,19; shfts drn5,21;B.S.4,22; Clh BB (Laid up) | |
| 13494 | **Susquehanna** | Brg | Vnz | | 1344 | | 1917 | Mobile, | Venezuela | Stl | | |
| | 1D;Oil in bulk | Sch | 240.5 | 41 \| 16.8 | 1381 | | | Ala. | Gulf Oil Co. | | | |
| 13495 | **Sussex** | Scw | Br | London | 5104 | | 1900 | Newcastle, | Union S.S. | 3Cyl(TE)30,48,78x54; | | BL |
| 112,686 | Steel | | 420 | 54 \| 28.7 | 6957 | | 4 | (Hawthorn, [Eng. Leslie & Co., Lim.) | Co. of New Zealand (Lim.) | 3SB;1AuxSB;WP160lbs | | |
| RPHQ | 2D;Shel dk;Deep frmg; 7BH Wireless;W. Bal | | | | | | | | | | | |
| 13496 | **Sutermco** | Scw | Am | Newark | 1997 | 5′ 9″ | 1920 | Newark, | Trans- | Stm Tbn; | ✠A1Ⓔ | |
| 220,531 | Steel | | 324 | 46.2 \| 25 \| 28′ 6″ | 3285 | 22′ 11″ | 7 | (Submarine [N. J. Boat Corp.) | marine Corp. | Westinghouse E. & M. Co; | ✠AMS | |
| MBHW | 1D;2d dk at ends;Wireless; 7BH SUB.SIG; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 | | P41′ | B90′ F35′ | 5350 | | | | | 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd,d rpd10,26;s rps11,26 | S.S.No.1,NY8,24; B.S.5,24;M.S.8,24; shft drn10,26;Clh BB;CL | |
| | W.B.—A.P.71t;D.B.252′847t;D.T .20′394 F.O.—A.P.66t;D.B.214′643t | | t. S.T.31 | F.P.111t t. | | | | | | | | |
| 13497 | **Sutherland** | Scw | Am | Seattle | 3595 | | 1918 | Seattle, | U. S. Ship- | 3Cyl(TE)24,40,70x48; | ✠A1Ⓔ | |
| 216,043 | Steel | | 380 | 53.2 \| 27 | 4855 | | 3 | (Seattle [Wash. Const. & D. D. Co.) | ping Board | Seattle Const. & D. D. Co; | ✠AMS | |
| LJSN | 2D;Wireless;W. Bal;SUB.SIG. 7BH C-35 | | P40′ | B100′ F41′ | 7500 | | | | | 3SB;Seattle Const. & D. D. Co; 169GS;6831HS;WP190lbs;2100IHP; EAC;Dkd,s rps7,21 | S.S.Balt8,20 shft drn7,21;Clh BB;CL (Laid up) | |
| | W.B.—A.P.264t;D.B.325′1039t;F | | P.115t | | | | | | | | | |
| 13498 | **Sutherland Grange** | Scw | Br | W.Hartlpl | 5158 | | 1907 | Jarrow, | Houlder | 3Cyl(TE)26,45,76x54; | | C |
| 124,326 | xGuardiana Steel | | 411.4 | 52.7 \| 37.8 | 6852 | | 2 | (Palmers [Eng Co., Lim.) | Bros. & Co. (Lim.), Mgrs. | 3SB;WP200lbs;550RHP. | 2dS.S.No.1,Lvpl2,24;A.S.2,26; | |
| HKCJ | 3D;Shel dk; Deep frmg; 6BH Wireless;W. Bal | | | | | | | | | | shft drn11,24;B.S.10,25; M.S.7,26 | |
| 13499 | **Sutlej** | Scw | Br | London | 2170 | | 1908 | Glasgow, | James | 3Cyl(TE)24,40,68x45; | | BL |
| 125,702 | Steel | Sch | 349.1 | 44.2 \| 19.5 | 3549 | | 7 | (C. Con- [Scot. nell & Co., Lim.) | Nourse (Lim.) | 2SB;WP200lbs | | |
| HMRQ | 1D;Deep frmg; 6BH Wireless;W. Bal | | P41′ | F45′ | | | | | | | | |
| 13500 | **Sutorpco** | Scw | Am | Newark | 2000 | 5′ 9″ | 1920 | Newark, | Trans- | Stm Tbn; | ✠A1Ⓔ | |
| 220,401 | Steel | | 324 | 46.2 \| 25 \| 28′ 6″ | 3289 | 22′ 11″ | 8 | (Submarine [N. J. Boat Corp.) | marine Corp. | Westinghouse E. & M. Co; | ✠AMS | |
| MBDR | 1D;2d dk at ends;Wireless; 7BH W. Bal; 6BH to Fbd dk SUB.SIG; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 | | P41′ | B90′ F35′ | 5500 | | | | | 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd,s rps9,26 | S.S.No.1,NY6,25; M.&B.S.6,25;shft drn9,26; Clh BB;CL | |
| | W.B.—A.P.71t;D.B.252′847t;D.T .20′394 F.O.—A.P.66t;D.B.214′643t | | t. S.T.31 | F.P.111t t. | | | | | | | | |
| 13501 | **Sutransco** | Scw | Am | Newark | 1997 | 5′ 9″ | 1920 | Newark, | Trans- | Stm Tbn; | ✠A1Ⓔ | |
| 220,246 | Steel | | 324 | 46.2 \| 25 \| 28′ 6″ | 3285 | 22′ 11″ | 7 | (Submarine [N. J. Boat Corp.) | marine Corp. | Westinghouse E. & M. Co; | ✠AMS | |
| LWSV | 1D;2d dk at ends;Wireless; 7BH SUB.SIG; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 | | P41′ | B90′ F35′ | 5500 | | | | | 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd,s rps9,26;Exmd10,26 | S.S.No.1,NY7,25; M.&B.S.7,25;shft drn9,26; Clh BB;CL | |
| | W.B.—A.P.71t;D.B.252′847t;D.T .20′394 F.O.—A.P.66t;D.B.214′643t | | t. S.T.31 | F.P.111t t. | | | | | | | | |
| 13502 | **Sutton Hall** | Scw | Br | Liverpool | 2870 | | 1905 | Wallsend, | Hall Lines | 3Cyl(TE)23½,40,69x48; | | C |
| 120,853 | Steel | Sch | 375.4 | 47.4 \| 28.1 | 4460 | | 6 | (Swan, Hun- [Eng. ter & Wigham Richardson.) | (Lim.), Mgrs. | 2SB;WP212lbs;420RHP; | 2dS.S.No.1,NY10,22;A.S.9,25; | |
| HCQB | 2D;Deep frmg;Wireless; 6BH W. Bal | | P41′ | B96′ F42′ | | | | | | Dkd,s rps3,25 | shft drn3,24,M.&B.S.9,25 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13503 | **Suveric** | Scw | Br | Glasgow | 4030 | | 1906 | Pt. Glasgow, | A. Weir & | 3Cyl TE 28½,47,78x54; | | BL |
| 124,125 | Steel | Sch | 460 | 55.1 \| 28.6 | 6386 | | 8 | (Russell [Scot. & Co.) | Co., Mgrs. | 3SB;WP180lbs | | |
| HGST | 2D;Shel dk;Wireless; 7BH | | | | | | | | | | | |
| | Deep frmg;W. Bal | | | | | | | | | | | |
| 13504 | **Suwa Maru** | Scw | Jap | Tokio | 6864 | | 1914 | Nagasaki, | Nippon | 2-3Cyl TE 28,47,79x51; | | BL |
| 17,307 | Steel | Twin | 516 | 62.6 \| 34.9 | 10672 | | 9 | (Mitsu [Jap. | Yusen Kabushiki | 7SB;WP200lbs | | |
| MNPF | 2D;Wireless;W. Bal 8BH | | P99′ | B191′ F56′ | | | | Bishi Dkyd. & E. Wks.) | Kaisha | | | |
| 13505 | **Suwannee** | Brg | Am | Phila. | 466 | | 1913 | ChespkeCity | Southern | O,YP,Hk;Gif(Sltd) | ✠ — — | |
| 165,535 | | | 200.4 | 23.8 \| 11 | 466 | | 12 | (Southern [Mich. | Trans. Co. | | Suspended6,19 | |
| | 1D | | | | | | | Trans. Co.) | | | | |
| 13506 | **Suwarinco** | Scw | Am | Newark | 1997 | 5′ 9″ | 1920 | Newark, | Trans- | Stm Tbn; | ✠A1Ⓔ | |
| 220,861 | Steel | | 324 | 46.2 \| 25 | 3253 | 22′ 11″ | 11 | (Submarine [N. J. | marine Corp. | Westinghouse E. & M. Co: | ✠AMS | |
| MCBJ | 1D;2d dk at ends; 7BH | | | 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | | |
| | W. Bal; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | shft drn9,23;B.S.9,24; | |
| | Wireless;SUB.SIG; 1BH to 2d dk | | | | | | | | | Dkd,s rps11,25 | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | 20′394 | t..... | F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B 214′643t.... | ..... | S.T.31 | t..... | | | | | | | | |
| 13507 | **Suwied** | Scw | Am | Newark | 2174 | 5′ 9″ | 1920 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,496 | Steel | | 324 | 46.2 \| 25 | 3545 | 22′ 11″ | 3 | (Submarine [N. J. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LVJD | 1D;2d dk at ends;SUB.SIG; 7BH | | | 28′ 6″ | 5340 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | | |
| | Wireless; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | shft drn9,26;M.&B.S.11,26; | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | d rpd9,20;Dkd, s rps11,26 | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | 20′394 | t..... | F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B 214′643t.... | ..... | S.T.31 | t..... | | | | | | | | |
| 13508 | **Suwordenco** | Scw | Am | Newark | 1997 | 5′ 9″ | 1920 | Newark, | Trans- | Stm Tbn; | ✠A1Ⓔ | |
| 220,862 | Steel | | 324 | 46.2 \| 25 | 3285 | 22′ 11″ | 11 | (Submarine [N. J. | marine Corp | Westinghouse E. & M. Co; | ✠AMS | |
| MCBK | 1D;2d dk at ends; 7BH | | | 28′ 6″ | 5350 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | | |
| | W. Bal; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | S.S.No.1,NY12,24; | |
| | SUB.SIG;Wireless; 1BH to 2d dk | | | | | | | | | Dkd,d rpd11,26 | B.S.7,24;M.S.12,24;n shft11,26; | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | Cih BB;CL | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | 20′934 | t..... | F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B 214′643t.... | ..... | S.T.31 | t..... | | | | | | | | |
| 13509 | **Suzanne** | Bk | Dan | Marstal | 1152 | | '80 | Pt. Glasgow, | R. K. | Stl;1BH | | BL |
| | xKylemore | | 226.2 | 36.4 \| 22.1 | 1229 | | 7 | (J. Reid [Scot. & Co.) | Bager | | | |
| NVBD | 2D | | | | | | | | | | | |
| 13510 | **Suzanne-et-Marie** | Scw | Fr | Havre | 1015 | | '91 | Renfrew, | Worms & | 3Cyl TE 20,34,54x42; | | V |
| | Steel | | 254.8 | 35.7 \| 21 22.5 | 1644 | | 12 | (Lobnitz [Scot. & Co.) | Co. | 2SB;WP160lbs;1500IHP | | |
| OTZB | 2D;W. Bal;Wireless 7BH | | | | | | | | | | | |
| 13511 | **Svanhild** | Scw | Dan | Helsingor | 1284 | | 1919 | Oslo, | Det forenede | 3Cyl TE 21,34,60x39; | | N |
| | Steel | | 289.7 | 44.2 \| 18.9 | 2147 | | 4 | (Nylands [Nor. | Dampsksisk | 2SB;WP180lbs | | |
| NWLM | 1D;Wireless;W. Bal 4BH | | P25′ | B144′ F32′ | | | | Vaerksted.) | | | | |
| 13512 | **Svanholm** | Scw | Nor | Hauges'nd | 322 | | 1917 | Delfzijl, | Dampsk. | 3Cyl TE 14,23,38x26; | | N |
| | Steel | | 179.7 | 28.6 \| 12.3 | 696 | | 10 | (Wortelboer & Co.) | A/S Svanholm | 2SB;WP180lbs | | |
| MTHW | 1D;Mchy aft;W. Bal 3BH | | F25′ | B11′ | | | | | | | | |
| 13513 | **Svarten** | Scw | Swd | Gothenb'g | 2869 | | '98 | Pt. Glasgow, | G. Carlsson, | 3Cyl TE 25,41,66x45; | | BL |
| 6,376 | xCycle xBoveric Steel | | 345.2 | 49.8 \| 17.9 | 4191 | | 2 | (Russell [Scot. & Co.) | Mgr. | 2SB;WP160lbs | | |
| KCSP | 1D;Spar dk;Deep frmg; 6BH | | P20′ | B72′ F36′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13514 | **Svartfond** | Scw | Nor | Stavanger | 1292 | | 1912 | Sunderland, | S. Bergesen, | 3Cyl TE 22,36,59x39; | | N |
| | xPetra Steel | | 290 | 42 \| 19.2 | 2111 | | 9 | (Sunderland [Eng. S. B. Co.) | Mgr. | 2SB;WP180lbs | | |
| MHSQ | 1D;W. Bal;Wireless 4BH | | P27′ | B79′ F29′ | | | | | | | | |
| 13515 | **Svarton** | Scw | Swd | Stockholm | 1381 | | 1906 | Sunderland, | G. Dillner, | 3Cyl TE 21,36,59x39; | | BL |
| 5,333 | xCedargrove Steel | Sch | 299 | 44.5 \| 19.9 | 2359 | | 9 | (R. [Eng. Thompson & Sons, Lim.) | Mgr. | 2SB;WP180lbs | | |
| JSRC | 1D;Deep frmg;W. Bal;Wireless 5BH | | P25′ | B74′ F31′ | | | | | | | | |
| 13516 | **Svava** | Scw | Dan | Helsingor | 725 | | 1904 | Copenhag'n, | Det forenede | 3Cyl TE 18,29,48x33; | | BL |
| | xBjorn Steel | | 233.4 | 34.4 \| 16.4 | 1212 | | 2 | (Kjobnhvns [Den. Flydk. & Skbs.) | Dampsksisk | 2SB;WP165lbs | | |
| NMPL | 1D;Deep frmg;W. Bal 4BH | | P22′ | B60′ F26′ | | | | | | | | |
| 13517 | **Svea** | Scw | Am | San Fran. | 370 | | 1906 | Fairhaven, | Wilson | 3Cyl TE 13,21,34x24; | | |
| 203,192 | Wood | | 174 | 38.2 \| 13.3 | 618 | | 6 | (H. D. [Cal Bendixsen) | Bros. & Co. | 1SB;650IIP. | | |
| KVLS | 1D;Oil fuel | | | | | | | | | | | |

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| No. Off. No. / Signal Letters | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. / Lth. \| Bth. \| Dth. / Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. / Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13518 / 6,692 / KDLP | **Sveajarl** / xArator / Steel / 1D;Shel dk;Wireless;W. Bal / 6BH | MV / Twin | Swd / 378.7 / F38′ | Stockholm / 51.3 \| 30.7 / 5042 | | 1922 / 2 | Malmo, (Kockums [Swd. M. V. Aktieb.) | Stockholms Rederi A/B Svea | 2-6CylOilEng21¼x28¾ | | BL |
| 13519 / 7,185 / KFRM | **Svealand** / Steel / 1D;Web frms;Long. frmg; Mchy aft;Wireless;W. Bal / 11BH | MV / Twin | Swd / 561.3 / P117′ | Gothenb'g / 72 \| 44.1 / F51′ / 3316 / 15357 | | 1925 / 4 | Hamburg, (Deutsche [Ger. Werft A/G.) | Angfartygs. A/B. Tirfing | 2-8CylOilEng29x47 | | BL |
| 13520 / MTRB | **Svein Jarl** / Steel / 1D;Wireless;W. Bal / 4BH | Scw | Nor / 265 / P27′ | Trondhjm / 42.1 \| 17.8 / B72′ F30′ / 1115 / 1908 | | 1919 / 12 | Trondhjem, (Trondhjems [Nor. Mek. Vaerks.) | Det Nordenfjeldske Dampskibs. | 3CylTE20,33,56x36; 2SB;WP180lbs | | N |
| 13521 / NLGB | **Svend** / xSvend II / Steel / 1D;Web frms;Wireless;W. Bal / 5BH | Scw / Sch | Dan / 290 / P27′ | Cop'hagen / 42.2 \| 20.4 / B68′ F29′ / 1313 / 2127 | | 1900 / 12 | Sunderland, (J. Priest- [Eng. man & Co.) | Det. Forende Dampskibs Selskab | 3CylTE21,35,58x39; 2SB;WP160lbs | | BL |
| 13522 / MGSP | **Svend Foyne I** / xJohan Bryde / Steel / 2D;Wireless;W. Bal / 12BH | Scw | Nor / 265.2 / P31′ | Sandefj'rd / 47 \| 27.1 / B37′ F36′ / 2416 / 4136 | | '94 / 5 | W. Hartle- pool, Eng. (W. Gray & Co., Lim.) | The Southern Whaling Co. | 3CylTE27,43,72x45; 2SB;WP170lbs | | N |
| 13523 / KCRN | **Sverre** / xSigurd xRalto / 1D;B | Bk / 3 M | Swd / 157 | Simrshmn / 26.8 \| 13 / 349 / 403 | | '72 / rb '20 | Nystad, (A/B [Fin. Kalmar Var.) | Oscar Moden | Comp | | V |
| 13524 / MCDT | **Sverre** / Steel / 1D;B;Deep frmg; Wireless;W. Bal / 6BH | Scw / Sch | Nor / 339.6 / P25′ | Bergen / 48.1 \| 24.5 / B67′ F32′ / 2326 / 3564 | | 1904 / 4 | W. Hartlpl, (W. Gray [Eng. & Co., Lim.) | S.M.Kuhnle & Son, Mgrs. | 3CylTE25,40,65x42; 2SB;WP160lbs | | BL |
| 13525 / MTLQ | **Svinta** / Steel / 1D;W. Bal / 4BH | Scw | Nor / 236.9 / P22′ | Bergen / 36.5 \| 16.2 / B65′ F23′ / 764 / 1267 | | 1916 / 9 | Alblasser- dam, Hol. (N. V. Scheepsbouwerf de Noord) | William Hansen | 3CylTE17½,29,46x36; 2SB;WP180lbs | | N |
| 13526 / KFVP | **Svithiod** / xS. V. Harkness / Steel / 2D;Mchy aft;Web frms; Long. frmg;Oil in bulk;Wireless; SUB.SIG;W. Bal / 18BH | MV | Swd / 419.4 / P98′ | Stockholm / 57.2 \| 29.8 / B41′ F37′ / 3706 / 7032 | | 1917 / 5 | Seattle, (Skinner [Wash. & Eddy Corp.) | Rederi A/B Hoggarn | 6CylOilEng25x51 | | BL |
| 13527 / 135,603 / JPKM | **Swainby** / Steel / 1D;Wireless;W. Bal / 6BH | Scw | Br / 390 / P30′ | Stockton / 55.6 \| 26.2 / B219′ F40′ / 3036 / 4937 | | 1917 / 4 | Stockton, (Ropner [Eng. & Sons, Lim.) | Ropner Shipping Co. (Lim.) | 3CylTE28,46,75x48; 3SB;WP180lbs | | BL |
| 13528 | **Swallow** / Steel / 2D;W.Bal;Oil fuel / 11BH 8BH to Fbd dk 3BH to 2d dk | Scw | Am / 180 | 35.3 \| 17.2 | | 1918 / 11 | Brooklyn, (Todd's [N. Y. Shipyard Corp.) | U. S. Govt. (Navy Dept.) | 3CylTE19,29,46x30; 2WTB;WP200lbs;1400IHP. | | |
| 13529 / 115,864 | **Swampscott** / Wood / 1D | SW | Am / 124.5 | Portland / 25.3 \| 10.8 / 324 / 416 | | '82 | Boston, Mass. | Island Ferry Co. | 353IHP. | | |
| 13530 / 166,385 | **Swan** / 1D | Brg | Am / 125 | Portland / 38.1 \| 8 / 538 / 538 | | 1916 | Portland, (S. J. [Ore. Belland) | E. J. Belland | Wd | | |
| 13531 | **Swan** / Steel / 2D;W.Bal;Oil fuel / 11BH | Scw | Am / 180 | 35.3 \| 17.2 | | 1919 / 3 | Mobile, (Alabama [Ala. D. D. & S. B. Co.) | U. S. Govt. (Navy Dept.) | 3CylTE19,29,46x30; 2WTB;WP200lbs;1400IHP. | | |
| 13532 / 136,800 / KPVR | **Swan** / xElfrida / Steel / 1D | Scw / Yct | Am / 123.5 | New York / 18.2 \| 10.1 / 99 / 146 | | 1900 | New York, (G. E. & [N. Y. P. Seabury Co.) | | 3CylTE8½,14,24x12; 1WTB;400IHP. | | |
| 13533 / 216,583 / LMDT | **Swanson** / Wood / 1D | MV / 2BH | Am / 109.4 | Reedville / 19.9 \| 8.4 / 76 / 141 | | 1918 / 3 | Weems, (Humphrey's [Va. Marine Ry. & Lumber Co.) | Joseph F. Bellows | OilEng10½x12½; 100IHP. | | |
| 13534 / 116,875 / KNVF | **Swatara** / Steel / 2D | Scw / 4BH | Am / 157 | Phila. / 29 \| 17.5 / 425 / 625 | | '99 / 1 | Philadelphia (Neafie & Levy [Pa S. & E. B. Co.) | Reading Co. | 3CylTE18,28,45x30; 2CRTB;WP245lbs;1000IHP. | — Exp | |
| 13535 / 114,734 / SNDK | **Swazi** / Steel / 2D;Web frms;Wireless;W. Bal / 6BH | Scw / Sch | Br / 380 / P42′ | London / 50 \| 29.1 / B76′ F36′ / 3174 / 4941 | | 1901 / 8 | Newcastle, (Armstrong, [Eng. Whitworth & Co., Lim.) | Ellerman & Bucknall S.S. Co. (Lim.) | 3CylTE25,43,72x48; 3SB;WP180lbs | | BL |

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| No. Off. No. / Signal Letters | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13536<br>141,793 | **Sweden**<br>xL. C. Smith Steel<br>1D;B;Mchy aft;W. Bal 3BH | Scw | Am<br>414 | Oswego<br>50 \| 29<br>4702 | 3418 | | 1902<br>5 rb'10 | W. Bay City,<br>(W. Bay [Mich. City S. B. Co.) | Great Lakes S.S. Co. | 3Cyl TE22,35,58x42;<br>2SB;WP170lbs;1480IHP. | | |
| 13537<br>26,210<br>RSMG | **Sweden Maru**<br>2D;Wireless;W. Bal Steel 6BH | Scw | Jap<br>385 | Kobe<br>51 \| 36<br>5870 | 4266 | | 1920<br>4 | Kobe,<br>(Kawasaki [Jap. Dkyd Co., Lim.) | Kawasaki Kisen Kabushiki Kaisha | 3Cyl TE26,43,72x48;<br>2SB;1AuxSB;WP200lbs | | BL |
| 13538<br>203,469<br>KVPH | **Swederope**<br>xNumber 24<br>1D;B | Brg<br>Sch | Am<br>227 | Detroit<br>38.1 \| 19.6<br>1566 | 1520 | | 1906<br>10 | Camden,<br>(New [N. J. York S. B. Co.) | Detroit Sulphite Trans. Co. | Stl;2BH | 90(GL)<br>P.S.4,26 | |
| 13539<br>118,648<br>HBSW | **Sweethope**<br>Steel<br>1D;Deep frmg;Wireless;W. Bal 5BH | Scw<br>Sch | Br<br>314<br>P31′ | Newcastle<br>46.5 \| 20.6<br>B152′ F30′ | 1708<br>2715 | | 1905<br>1 | Sunderland,<br>(Sunder- [Eng. land S. B. Co.) | Pyman, Bell & Co. (Lim.), Mgrs. | 3Cyl TE23,38,62x42;<br>2SB;WP160lbs | | BL |
| 13540<br>208,230<br>LBRS | **Sweetser Linthicum**<br>xWilliam L. Donohue<br>1D | Brg<br>Sch | Am<br>199.3 | Wilmngtn<br>32.1 \| 11.7<br>695 | 652 | | 1910<br>12 | Elkton,<br>(E. Delbert [Md. & Bros.) | Eastern Transportation Co. | O,YP;Gif(Sltd) | ✠ — —<br>Cancelled. | |
| 13541<br>HBLD | **Sweiks**<br>1D;B | Sch | Ltv<br>118 | Riga<br>26.6 \| 13.6<br>298 | 265 | | '92 | Uppesgriw,<br>(G. Puhling.) [Rus. | G. Puhling | O,YP;Icf(Sltd) | | |
| 13542<br>209,481<br>LCGS | **Swell**<br>Steel<br>1D 4BH | Scw<br>Sch | Am<br>117.8 | Boston<br>22.5 \| 11.6<br>252 | 119 | | 1911<br>12 | Quincy,<br>(Fore [Mass. River S. B. Co.) | Bay State Fishing Co. | 3Cyl TE12,22,36x24;<br>1SB;WP180lbs;450IHP. | | |
| 13543<br>166,487 | **Swift**<br>1D | Brg | Am<br>116.6 | Detroit<br>32.4 \| 8.6<br>274 | 274 | | 1901 | Muskegon,<br>(Hugo [Mich. & Tims.) | John Ginzel | Wd | | |
| 13544<br>221,041<br>MCKR | **Swiftarrow**<br>Steel<br>3D;Mchy aft; 17BH<br>Long. frmg; 3BH to Fbd dk<br>W. Bal;Wireless; 10BH to 2d dk<br>SUB.SIG; 4BH to 3d dk<br>Oil fuel F. P. above 150° F. C-39<br>W.B.—A.P.31t;D.B.a71′181t....D.T<br>F.O.....D.T. a17′41 1t;D.T | Scw | Am<br>464.4 | Wilm'gton<br>60.2 \| 27.7 \| 36′ 3″<br>8206<br>12000<br>f.50′222t; F.P.1<br>f.50′207t | 5091<br>26′ | 9′ 9¾″<br>7½″<br>83t<br>... | 1921<br>2 | Portland,<br>(Northwest [Ore. Bridge & Iron Co.) | New England Oil S.S. Co. | 3Cyl TE27½,46,78x51;<br>Hooven, Owens, Rentschler Co;<br>3SB;Smith-Bowles Boiler Co;<br>9690HS;WP210lbs;3200IHP;EAC;<br>Dkd,d rpd11,26 | ✠A1Ⓔ With Freeboard.<br>Oil Carrier.<br>✠AMS<br>B.S.2,25;M.S.5,25;shft drn4,26;<br>Clh BB;CL | |
| 13545<br>221,194<br>MCRG | **Swifteagle**<br>Steel<br>3D;Long. frmg; 17BH<br>Mchy aft; 3BH to Fbd dk<br>Wireless; 10BH to 2d dk<br>SUB.SIG; 4BH to 3d dk<br>Oil fuel F. P. above 150° F. C-39<br>W.B.—A.P.31t;D.B.a71′181t....D.T<br>F.O.....D.T. a17′41 1t;D.T | Scw | Am<br>464.6 | Wilm'gton<br>60.2 \| 27.7 \| 36′ 3″<br>8206<br>12000<br>f.50′222t; F.P.1<br>f.50′207t | 5091<br>26′ | 9′ 9¾″<br>7½″<br>83t<br>... | 1921<br>4 | Portland,<br>(Northwest [Ore. Bridge & Iron Co.) | New England Oil S.S. Co. | 3Cyl TE27½,46,78x51;<br>Hooven, Owens, Rentschler Co;<br>3SB;Smith-Bowles Boiler Co;<br>9690HS;WP210lbs;3200IHP;EAC;<br>d rpd12,25;Dkd7,26;s rps9,26 | ✠A1Ⓔ With Freeboard.<br>Oil Carrier.<br>✠AMS<br>shft drn4,24;B.S.7,25;<br>M.S.12,25;Clh BB;CL | |
| 13546<br>221,268<br>MCSP | **Swiftlight**<br>Steel<br>3D; 17BH<br>Mchy aft; 3BH to Fbd dk<br>Wireless;SUB.SIG; 10BH to 2d dk<br>Long. frmg; 4BH to 3d dk<br>Oil fuel F. P. above 150° F. C-39<br>W.B.—A.P.31t;D.B.a71′181t....D.T<br>F.O.....D.T. a17′41 1t;D.T | Scw | Am<br>464.6 | Wilm'gton<br>60.2 \| 27.7 \| 36′ 3″<br>8206<br>12000<br>f.50′222t; F.P..<br>f.50′207t | 5091<br>26′ | 9′ 9¾″<br>7½″<br>183t<br>..... | 1921<br>5 | Portland,<br>(Northwest [Ore Bridge & Iron Co.) | New England Oil S.S. Co. | 3Cyl TE27½,46,78x51;<br>Hooven, Owens, Rentschler Co;<br>3SB;Smith-Bowles Boiler Co;<br>9690HS;WP210lbs;3200IHP;EAC;<br>d rpd6,25;Dkd,s rps8,26 | ✠A1Ⓔ With Freeboard.<br>Oil Carrier.<br>✠AMS<br>S.S.No.1,NY3,25;<br>shft drn7,24;M.&B.S.3,25;<br>Clh BB;CL | |
| 13547<br>221,134<br>MCPL | **Swiftscout**<br>Steel<br>3D;Long. frmg; 17BH<br>Mchy aft; 3BH to Fbd dk<br>Wireless; 10BH to 2d dk<br>SUB.SIG; 4BH to 3d dk<br>Oil fuel F. P. above 150° F. C-39<br>W.B.—A.P.31t;D.B.a71′181t....D.T<br>F.O.....D.T. a17′41 1t;D.T | Scw | Am<br>464.6 | Wilm'gton<br>60.2 \| 27.7 \| 36′ 3″<br>8206<br>12000<br>f.50′222t; F.P.1<br>f.50′207t | 5091<br>26′ | 9′ 9¾″<br>7½″<br>83t<br>... | 1921<br>3 | Portland,<br>(Northwest [Ore. Bridge & Iron Co.) | New England Oil S.S. Co. | 3Cyl TE27½,46,78x51;<br>Hooven, Owens, Rentschler Co;<br>3SB;Smith-Bowles Boiler Co;<br>9690HS;WP210lbs;3200IHP;EAC;<br>d rpd3,26;Dkd,s rps8,26 | ✠A1Ⓔ With Freeboard.<br>Oil Carrier.<br>✠AMS<br>S.S.No.1,NY3,26;<br>shft drn2,25;B.S.10,25<br>M.S.3,26;Clh BB;CL | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13548 | **Swiftsure** | Scw | Am | Wilm'gton | 5091 | 9′ 9¾″ | 1921 | Portland, | New | 3CylTE27½,46,78x51; | ✠A1Ⓔ With Freeboard. | |
| 220,990 | Steel | | 464.4 | 60 \| 27.7 | 8206 | 26′ 7½″ | 1 | (Northwest [Ore. | England Oil | Hooven, Owens, Rentschler Co; | Oil Carrier. | |
| MCJF | 3D;Mchy aft; 17BH | | | 36′ 3″ | 12000 | | | Bridge & Iron | S.S. Co. | 3SB;Smith-Bowles Boiler Co; | ✠AMS | |
| | Long. frmg; 3BH to Fbd dk | | | | | | | Co.) | | 9690HS;WP210lbs;3200IHP;EAC; | S.S.No.1,NY1,26; | |
| | Wireless; 10BH to 2d dk | | | | | | | | | d rpd1,26;Dkd,s rps8,26 | M.&B.S.4,24;n shft7,25; | |
| | SUB.SIG; 4BH to 3d dk | | | | | | | | | | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-39 | | | | | | | | | | | |
| | W.B.—A.P.31t;D.B.a71′181t | | | ...D.T | f.50′222t; F.P.1 | 83t | | | | | | |
| | F.O. D.T. | a17′41 | | 1t;D.T | f.50′207t | ... | | | | | | |
| 13549 | **Swiftway** | Scw | Br | Cardiff | 2474 | | 1912 | W. Hartle- | St. Mary | 3CylTE25,40,67x45; | | BL |
| 132,832 | xArachne Steel | | 360 | 49 \| 25.6 | 3917 | | 10 | pool, Eng. | S.S. Co. | 2SB;WP180lbs | | |
| HWST | 1D;Wireless;W. Bal 6BH | | P27′ | B105′ F35′ | | | | (W. Gray & Co., Lim.) | | | | |
| 13550 | **Swiftwind** | Scw | Am | Wilm'gton | 5091 | 9′ 9¾″ | 1921 | Portland, | New | 3CylTE27½,46,78x51; | ✠A1Ⓔ With Freeboard. | |
| 221,304 | Steel | | 464.6 | 60.2 \| 27.7 | 8206 | 26′ 7½″ | 6 | (Northwest [Ore. | England Oil | Hooven ,Owens, Rentschler Co; | Oil Carrier. | |
| MCTJ | 3D;Mchy aft; 17BH | | | 36′ 3″ | 12000 | | | Bridge & Iron | S.S. Co. | 3SB;Smith-Bowles Boiler Co; | ✠AMS | |
| | Long. frmg; 3BH to Fbd dk | | | | | | | Co.) | | 9690HS;WP210lbs;3200IHP;EAC; | S.S.No.1,NY4,26; | |
| | Wireless; 10BH to 2d dk | | | | | | | | | d rpd10,23;Dkd,s rps11,26 | shft drn7,24;M.&B.S.4,26; | |
| | SUB.SIG; 4BH to 3d dk | | | | | | | | | | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-39 | | | | | | | | | | | |
| | W.B.—A.P.31t;D.B.a71′181t | | | ...D.T | f.50′222t; F.P.1 | 83t | | | | | | |
| | F.O. D.T. | a17′41 | | 1t;D.T | f.50′207t | ... | | | | | | |
| 13551 | **Swinburne** | Scw | Br | Liverpool | 2883 | | 1917 | Dumbarton, | Lamport | 3CylTE26,43,70x48; | | BL |
| 140,534 | Steel | | 385.5 | 52.2 \| 27.2 | 4659 | | 9 | (A.McMillan [Scot. | & Holt (Lim.), | 3SB;WP180lbs | | |
| JQTS | 2D;Wireless;W. Bal 7BH | | P36′ | B118′ F46′ | | | | & Son, Lim.) | Mgrs. | | | |
| 13552 | **Swinomish** | StW | Am | Seattle | 105 | | 1903 | La Couner, | American | | | |
| 200,504 | Wood | | 91.6 | 20.6 \| 4 | 166 | | Wash. | Tug Boat Co. | 144IHP. | | |
| | 1D | | | | | | | | | | | |
| 13553 | **Sybilla III** | MV | Am | Phila. | 70 | | 1915 | City Island, | John F. | 2-6CylGas Eng9x14; | | |
| 213,128 | xParagon Steel | Twin | 115.1 | 14.2 \| 8.2 | 103 | | | (Robert [N. Y. | Betz, 3d | 600BHP. | | |
| LFJB | 1D | | | | | | | Jacob.) | | | | |
| 13554 | **Sydfold** | Scw | Nor | Haugesu'd | 1430 | | 1918 | Rotterdam, | M. Clausen, | 3CylTE24,39,63x39; | | N |
| | Steel | | 287.1 | 45.3 \| 20.6 | 2433 | 4 | [Hol. | Mgr. | 2SB;WP180lbs | | |
| MTBD | 1D;Wireless;W. Bal 4BH | | P14′ | B64′ F30′ | | | | (Machinefabrick & Scheepswerf Van P. Smit, Jr.) | | | | |
| 13555 | **Sydic** | Scw | Swd | Gothenb'g | 2625 | | 1914 | Sunderland, | G. Carlsson, | 3CylTE27,45,74x48; | | BL |
| 5,653 | Steel | | 385 | 53.7 \| 23.6 | 4272 | | 10 | (J. L. [Eng. | Mgr. | 3SB;WP180lbs | | |
| JVCP | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Thompson & Sons, Lim.) | | | | |
| 13556 | **Sydney Maru** | Scw | Jap | Kobe | 2523 | | 1919 | Kobe, | Kokusai | 3CylTE23,39,65x48; | | BL |
| 25,475 | Steel | | 345 | 48 \| 30 | 4105 | | 7 | (Kawasaki [Jap. | Kisen Kabushiki | 2SB;WP200lbs | | |
| RNPG | 1D;Wireless;W. Bal 6BH | | P29′ | B74′ F41′ | | | | Dkyd. Co., Lim.) | Kaisha | | | |
| 13557 | **Sygna** | Scw | Nor | Bergen | 2464 | | 1907 | Middlesboro, | J. L. Mow- | 3CylTE26,42,70x48; | | N |
| | Steel | Sch | 360.1 | 52.1 \| 25.7 | 3881 | | 3 | (Sir Raylton [Eng. | inckel, Mgr. | 2SB;1AuxSB;WP180lbs | | |
| MDFQ | 1D;Spar dk;Topside tanks; 6BH | | P & B | 213′ F28′ | | | | Dixon & Co., Lim.) | | | | |
| | Mchy aft;Deep frmg; | | | | | | | | | | | |
| | W Bal;Wireless | | | | | | | | | | | |
| 13558 | **Sylvan Arrow** | Scw | Am | New York | 4858 | | 1918 | Camden, | Standard | 4CylQE24,35,51,75x51; | | BL |
| 215,840 | Steel | | 467.6 | 62.7 \| 32 | 7797 | 1 | (New York [N. J. | Transportation | 3SB;WP220lbs;3200IHP | | |
| LJKC | 2D;Shel dk;Oil in bulk;SUB.SIG; 16BH | | | | | | | S. B. Co.) | Co. | | | |
| | Web frms;Long. frmg;Oil fuel; | | | | | | | | | | | |
| | Mchy aft;Wireless;W. Bal | | | | | | | | | | | |
| 13559 | **Sylvester** | Brg | Am | New York | 365 | | 1904 | Gildersleeve, | Louis | Wd;If | | |
| 162,164 | | | 120 | 27 \| 12 | 382 | | | (Gilder- [Conn. | Gildersleeve | | | |
| | 1D | | | | | | | sleeve S. B. Co.) | | | | |
| 13560 | **Sylvia** | MV | Am | Charlevoix | 165 | | 1926 | Bay City, | Logan C. | 2-6CylOilEngs9½x14; | | |
| 225,764 | Wood | Yct | 133 | 21.6 \| 12.6 | 244 | | | (Defoe [Mich. | Thomson | 600BHP | | |
| | 1D | Twin | | | | | | Boat & Motor Wks.) | | | | |
| 13561 | **Sylvia de Larrinaga** | Scw | Br | Liverpool | 3206 | | 1925 | Danzig | Miguel de | 3CylTE26,44,71x48; | | C |
| 147,330 | Steel | | 387.5 | 52.7 \| 29.8 | 5218 | 9 | (F. Schichau.) | Larrinaga | 3SB;WP185lbs | M.S.6,26 | |
| KTGB | 2D;Web frms;Wireless;W. Bal 6BH | | P57′ | F35′ | | | | | S.S. Co. (Lim.) | | | |
| 13562 | **Syosset** | Scw | Am | New York | 120 | | '99 | Philadel- | Long Island | 2CylC20,40x28; | | |
| 116,895 | Steel | | 102.6 | 23 \| 10.5 | 176 | | | phia, Pa. | R.R. Co. | 1SB;WP125lbs;400IHP. | | |
| KPDH | 1D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13563 | **Syracuse** | Scw | Am | New York | | | 914 | | 1903 | Newburgh, | N.Y.C.R.R. | | | |
| 117,261 | Steel | | 194.3 | 40.1 | | 16.9 | 1344 | | 6 | N. Y. | Co. | 1400IHP. | | |
| | 1D | | | | | | | | | | | | | |
| 13564 | **Syracuse** | Scw | Am | New York | | | 279 | | 1905 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Delaware, Lackawanna & West. R.R. Co. | 1Cyl22x26; 1SB;WP125lbs;300IHP | | |
| 202,664 | Steel | | 101 | 30.2 | | 11.2 | 431 | | | | | | | |
| | 1D | | | | | | | | | | | | | |
| 13565 | **Syracuse Socony** | MV | Am | New York | | | 401 | | 1921 | Elizabeth, (J. W. Sullivan Co.) [N. J. | Standard Oil Co. (N. Y.) | Oil Eng; 300BHP. | | |
| 221,139 | Steel | | 188.5 | 28.4 | | 11.8 | 533 | | | | | | | |
| | 1D;Oil in bulk | | | | | | | | | | | | | |
| 13566 | **Syria** | Scw | Fr | Marseilles | | | 2947 | | 1917 | Uraga, (Uraga Dock Co., Lim.) [Jap. | Cie. Française de Nav. a Vap. | 3CylTE24,40,67x48; 3SB;WP180lbs | | BL |
| | xWar Syren Steel | | 360 | 51 | | 24.6 | 4649 | | 8 | | | | | |
| OUAS | 2D;Wireless;W.Bal 6BH | | P33′ | B91′ | F33′ | | | | | | | | | |
| 13567 | **Syrie** | Scw | Blg | Antwerp | | | 1297 | | 1904 | Rostock, (Akt. Ges. "Neptun.") [Ger. | Armement Deppe, Mgrs. | 3CylTE17,30,48x33 2SB;WP185lbs;790IHP | | V |
| | xClara Zelck Steel | | 260.4 | 37.9 | | 24 | 2051 | | | | | | | |
| MSYE | 1D;Spar dk;Wireless;W. Bal 5BH | | | | | | | | | | | | | |
| 13568 | **Syros** | Scw | Am | Wilm'gton | | | 4016 | 8′ ½″ | 1920 | Wilmington, (Geo. A. Fuller Co.) [N. C. | U. S. Shipping Board | 3CylTE24½,41½,72x48; Badenhausen Co; 3WTB;Barber Asphalt Paving Co; 9150HS;WP200lbs;2800IHP Dkd,s rps10,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.2,Nfk10,26; M.&B.S;shft drn10,26;CL | |
| 220,583 | Steel | | 395.3 | 55.1 | | 31.4 | 6501 | 27′ | 10 | | | | | |
| MBKH | 2D;W. Bal;Long. frmg; 7BH | | | | | 34′ 11″ | 9600 | | | | | | | |
| | Wireless;SUB.SIG; C-36 | | P44′ | B109′ | F38′ | | | | | | | | | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | | | |
| | W.B.—A.P.142t;D.B.331′1536t. | ..... | F.P.19 | 4t | | | | | | | | | | |
| | F.O.—A.P.133t;D.B.289′1186t;S. | T.63t; | F.P.18 | 1t | | | | | | | | | | |
| 13569 | **Systis** | Brg | Am | Los Ang's | | | 126 | | 1917 | Los Angeles, (Joe Fellows Yct. & Launch Co., Inc.) [Cal. | Diamond Match Co. | Wd | | |
| 166,610 | | | 75 | 32 | | 12.6 | 126 | | | | | | | |
| | 1D | | | | | | | | | | | | | |
| 13570 | **Syvafield** | Scw | Br | Newcastle | | | 3392 | | 1925 | Sunderland, (Sir J. Laing & Sons, Lim.) [Eng. | Northern Petroleum Tank S.S. Co. (Lim.) | 4CylOilEng22$\frac{3}{16}$x91¼ | | BL |
| 148,136 | Steel | | 395 | 52 | | 32 | 5709 | | 10 | | | | | |
| KTDH | 2D;Web frms;Long. frmg; 16BH | | P88′ | B34′ | F39′ | | | | | | | | | |
| | Mchy aft;Wireless;D.F. | | | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13571 165,573 | **T.** 1D | Brg | Am | L. Charles 36 \| 8 | 343 | | 1914 2 | West Lake, (Clooney Const. & Towing Co.) [La. | The Texas Co. of Mexico | Wd;Gif | | |
| 13572 214,558 | **T. B. S.** Wood 1D | Scw | Am 124.8 | Toledo 27.8 \| 7 | 242 278 | | 1916 | Toledo, (Toledo Builders Supply Co.) [Ohio | The Toledo Builders Supply Co. | 1Cyl12x10; 1SB;WP125lbs;150IHP. | | |
| 13573 211,746 | **T. C. Lutz** Steel 1D 2BH | Scw | Am 71 | Cleveland 20 \| 12.6 | 51 99 | | 1913 | Cleveland, (Great Lakes Towing Co.) [Ohio | Great Lakes Towing Co. | 2CylC18,36x30; 1CRTB;WP154lbs;150IHP | | |
| 13574 145,790 | **T. C. Power** Wood 1D | StW | Am 192.2 | S. Michael 32.6 \| 5 | 481 819 | | '98 | Unalaska, Alaska | American Yukon Nav. Co. | 240IHP. | | |
| 13575 216,193 | **T. C. Reed** Wood 1D | StW | Am 109.1 | Seattle 28.2 \| 4.7 | 209 277 | | 1918 | Seattle, Wash. | American Tug Boat Co. | 150IHP. | | |
| 13576 145,403 KDBP | **T. C. Walker** Wood 1D | SW | Am 200 | San Fran. 38.8 \| 9 | 702 786 | | '85 | Stockton, Cal. | California Nav. & Imp. Co. | 380IHP. | | |
| 13577 168,604 | **T. F. Newman** 1D | Brg | Am 180 | Duluth 40 \| 20 | 1133 1205 | | 1923 | Cleveland, (Great Lakes Towing Co.) [Ohio | Great Lakes Towing Co. | Stl;2BH | | |
| 13578 | **T. G. Powell** 1D | Sch Aux | Mex 94.7 | 26.3 \| 6.9 | 118 135 | | 1915 4 | Westlake, (Clooney Con. & Tow. Co.) [La. | | O,P;Gif;M (Sltd) 2–4Cyl7x9¼OilEng;120IHP | ✠ — — Suspended6,19 | |
| 13579 221,145 MCPT | **T. J. Hooper** Wood 1D | Scw | Am 142.2 | Wilmngtn 29.1 \| 16.5 | 277 459 | | 1921 7 | Baltimore, (Charles L. Rohde.) [Md. | Eastern Transportation Co. | 3CylTE16½,27,42x28; 1SB;WP185lbs;1000IHP. | | |
| 13580 221,618 MDFJ | **T. J. Williams** Steel 3D;Mchy aft; 17BH Long. frmg; 3BH to Fbd dk Wireless; 9BH to 2d dk SUB.SIG; 5BH to 3d dk Oil fuel F. P. above 150° F. C-39 | Scw | Am 464.7 | Bayonne 60.2 \| 27.8 \| 36′ 3″ | 5108 8211 11990 | 9′ 8¼″ 26′ 10″ | 1921 9 | Tampa, (Oscar Daniels Co.) [Fla. | Standard Oil Co. (N. J.) | 4CylQE24,35,51,75x51; Vulcan Iron Wks; 3SB;Federal S. B. Co; 8418HS;WP220lbs;2800IHP;EAC; DB;d rpd5,25;rps5,26;Dkd8,26 | ✠A1Ⓔ With Freeboard. Oil Carrier. ✠AMS S.S.No.1,NY5,26; B.S.9,25;n shft;M.S.5,26; Clh BB;CL | |
| | W.B.—A.P.26t;D.B.a88′328t . . . . F.O. . . . . D.B.a17′ 88t;D.T | | | . . . . . D.T.f .a17′79 7t;T.T .36′276t; D.T.f. | 50′695 50′648 | t;F.P.177t t. . . . . | | | | | | |
| 13581 141,628 TQBV | **T. K. Bentley** 1D | Trn | Br 160 | Parrsboro 35.5 \| 13.1 | 466 509 | | 1920 | Advocate Harbor, N. S. (T. K. Bentley.) | T. K. Bentley | Wd | | V |
| 13582 NPGF | **T. M. Werner** Steel 1D;Deep frmg;Wireless;W. Bal 4BH | Scw | Dan 249.1 P17′ | Cop'hagen 37.5 \| 15.9 B106′ F28′ | 1087 1769 | | 1905 5 | Helsingor, (Helsingors Jernsk. & Msk.) [Den. | A/S. Dampsk-Selsk | 3CylTE19,32,53x36; 2SB;WP180lbs;800IHP | | G |
| 13583 220,774 MBSW | **T. N. Barnsdall** 2D | Sch 4 M | Am 216.5 | Rockland 40.7 \| 21 | 1213 1309 | | 1920 10 | Camden, (R. L. Bean.) [Me. | Camden Vessel Co. | Wd | | V |
| 13584 | **T. R. 44** Steel 1D | Scw | Br 125 | Montreal 23.5 \| 13.5 F21′ | ------ 290 | | 1919 | Pt. Arthur, (Pt. Arthur S. B. Co., Lim.) [Ont. | Canadian Govt. | 3CylTE12¾,21½,35x24 | | |
| 13585 145,402 | **T. S. Christie** Wood 1D | Scw | Am 160 | Chicago 30.3 \| 12 | 471 517 | | '85 rb '21 | W. Bay City, (F. W. Wheeler Co.) [Mich. | Hettler Lumber Co. | 2CylC19,34x30; 1SB;WP150lbs;300IHP. | 95(GL) P.S.5,26 | |
| 13586 168,577 | **T. W. O. Co. No. 29** xE. J. R.R. & T. Co. No. 29 1D;B | Brg | Am 162 | New York 36 \| 9 | 501 501 | | 1923 | Chester, (Sun S. B. Co.) [Pa. | | Stl;5BH | | |
| 13587 168,579 | **T. W. O. Co. No. 31** xE. J. R.R. & T. Co. No. 31 1D;B | Brg | Am 162 | New York 36 \| 9 | 501 501 | | 1923 | Chester, (Sun S. B. Co.) [Pa. | | Stl;5BH | | |
| 13588 168,905 | **T. W. O. Co. No. 32** 1D;B | Brg | Am 126.1 | New York 32.1 \| 9.8 | 304 304 | | 1924 | Chester, (Sun S. B. Co.) [Pa. | | Stl;5BH | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13589<br>224,836 | **T. W. Robinson**<br>Steel<br>1D | Scw | Am<br>566 | Duluth<br>60 \| 32<br>7726 | 6118 | | 1925<br>7 | Lorain,<br>(American [Ohio S. B. Co.) | Bradley<br>Transp. Co. | Stm Tbn;<br>3WTB;WP200lbs;3000IHP | | |
| 13590<br>NPLK | **Taarnholm**<br>Steel<br>1D;Deep frmg;W. Bal 4BH | Scw | Dan<br>252<br>P & B | Cop'hagen<br>38.2 \| 16.2<br>193′ F24′ | 839<br>1420 | | 1905<br>12 | Newcastle,<br>(Wood, [Eng. Skinner & Co., Lim.) | Det<br>Forenede Damp. Selsk. | 3Cyl TE19,31,51x33;<br>2SB;WP170lbs | | BL |
| 13591<br>128,938<br>JBPK | **Tabarka**<br>Steel<br>1D;Wireless;W. Bal 6BH | Scw<br>Sch | Br<br>350<br>P30′ | Swansea<br>50 \| 25.3<br>B67′ F34′ | 2474<br>3933 | | 1913<br>2 | W. Hartle-pool, Eng.<br>(W. Gray & Co., Lim.) | F. C. Strick & Co. (Lim.), Mgrs. | 3Cyl TE24,38,64x42;<br>2SB;WP180lbs | | BL |
| 13592<br>1D;Deep frmg;W. Bal | **Tabasco**<br>Steel<br>4BH | Scw | Mex<br>230.4<br>P58′ | Vera Cruz<br>33.5 \| 14.8<br>F45′ | 681<br>1022 | | 1901<br>8 | Dumbarton,<br>(A. [Scot. McMillan & Son, Lim.) | Mexican<br>Govt. | 3Cyl TE17,28,45x33;<br>2SB | | |
| 13593 | **Tabatinga**<br>xStadt Schleswig Steel<br>1D;W. Bal;Wireless | Scw | Brz<br>219.4<br>P12′ | Rio Jan'ro<br>33.3 \| 13.7<br>B60′ F25′ | 677<br>1103 | | 1902 | Tonning,<br>(Schomer [Ger. & Jensen.) | Lloyd<br>Brasileiro | 3Cyl TE16,27,44x28 | | |
| 13594<br>MCGT | **Tabor**<br>Steel<br>Sch<br>1D;B;Deep frmg;W. Bal; 6BH<br>Wireless | Scw<br>Sch | Nor<br>346.5<br>P29′ | Drammen<br>50.9 \| 24.7<br>B100′ F36′ | 2356<br>3721 | | 1905<br>4 | Sunderland,<br>(J. [Eng. Priestman & Co.) | D/S A/S<br>Tabor | 3Cyl TE24½,38½,67x45;<br>2SB;WP180lbs | | BL |
| 13595<br>145,727<br>KPHL | **Tabora**<br>xTimor Steel<br>3D;B;Wireless;W. Bal 7BH | Scw | Br<br>340.7<br>F45′ | Cardiff<br>44.8 \| 28.6<br>3679 | 2304 | | 1900 | Amsterdam,<br>(Nederland- [Hol. sche Schps. Maats.) | Lewis S.S.<br>Co. (Lim.) | 3Cyl TE23,37,62x42;<br>2SB;WP180lbs;1500IHP. | | V |
| 13596<br>27,806<br>SHDF | **Tachibana Maru**<br>Steel<br>2D;Web frms;Long. frmg; 16BH<br>Mchy aft;Oil in bulk;Oil fuel;<br>Wireless;W. Bal | Scw | Jap<br>420<br>P117′ | Tokuyama<br>54 \| 32.9<br>B36′ F35′ | 3847<br>6515 | | 1921<br>6 | Harima<br>Dkyd., Jap.<br>(Kobe Steel Wks.) | Asahi<br>Sekigu Kabushiki Kaisha | 3Cyl TE27,45,75x51;<br>3SB;WP200lbs | | BL |
| 13597<br>220,798<br>MBVC | **Tachira**<br>xElizabeth R. xAntonio Steel<br>2D;Wireless;W. Bal; 4BH<br>Oil fuel F. P. above 150° F. C-28 | Scw | Am<br>251<br>P25′ | Wilm'gton<br>43.7 \| 22.2<br>24′ 3¾″<br>B64′ F21′ | 1389<br>2325<br>3765 | 3′ 3¼″<br>21′ 2½″ | 1920<br>9 | Duluth,<br>Minn.<br>(McDougall Duluth Co.) | Atlantic & Caribbean Steam Navigation Co. | 3Cyl TE19,32½,54x40;<br>McDougall Duluth Co;<br>2SB;McDougall Duluth Co;<br>1914HS;WP190lbs;1500IHP;<br>Dkd,d rpd12,25;Exmd3,26 | A1<br>AMS<br>2dS.S.No.3,NY1,23;<br>M.S.1,23;n shft12,25;B.S.2,26;<br>Scip;CL | |
| 13598 | **Tacito**<br>Steel<br>2D;Web frms;Long. frmg; 18BH<br>Mchy aft;Oil in bulk;Oil fuel;<br>Wireless;W. Bal | Scw | Arg<br>430<br>P104′ | Buen Aires<br>57 \| 33.1<br>B32′ F49′ | 4011<br>6702 | | 1924<br>12 | Newcastle,<br>(Northum- [Eng. berland S. B. Co., Lim.) | Cia. Gen.<br>de Combustibles | 3Cyl TE27,45,75x54;<br>3SB;WP180lbs | | BL |
| 13599<br>211,198<br>LCWK | **Tacoma**<br>Steel<br>3D 5BH | Scw | Am<br>209.4 | Seattle<br>30 \| 17.6<br>836 | 458 | | 1913<br>5 | Seattle,<br>(Seattle [Wash. Construction Co.) | Puget<br>Sound Navigation Co. | 4Cyl TE23,36½,42,42x30;<br>2WTB;WP250lbs;3500IHP. | | |
| 13600<br>145,773 | **Tacoma**<br>Wood<br>1D | StW | Am<br>176 | St. Mich'el<br>35.4 \| 5.9<br>718 | 409 | | '98 | Seattle,<br>(Moran [Wash. Bros.) | Northern<br>Nav. Co. | 1Cyl 20x—;<br>3Blrs;700IHP. | | |
| 13601<br>135,832<br>JKCH | **Tacoma**<br>xBuffalo Steel<br>2D;Shel dk;Web frms; 17BH<br>Oil in bulk;Wireless;<br>Oil fuel;W. Bal | Scw | Br<br>440.5 | Hong K'g<br>58.7 \| 29.6<br>6838 | 4233 | | 1909<br>3 | Flensburg,<br>(Flensburger [Ger. Schiffsbau Ges.) | Standard<br>Trans. Co. (Lim.) | 4Cyl QE24,34,51,74x54;<br>3SB;WP215lbs | | BL |
| 13602 | **Tacoma**<br>Steel<br>1D | StW | Am<br>190 | Cincinnati<br>41.5 \| 6 | 400 | | 1924 | Charleston,<br>(Chas. [W. Va. Ward Eng. Wks.) | Cincinnati & Pomeroy Packet Co. | 2-1Cyl 15x72;<br>3Blrs;360IHP. | | |
| 13603<br>11,760<br>LHMB | **Tacoma Maru**<br>Steel<br>Sch<br>2D;Deep frmg;Wireless; 7BH<br>W. Bal | Scw<br>Twin | Jap<br>419.7<br>P26′ | Osaka<br>49.5 \| 29.9<br>B158′ F42′ | 3642<br>5850 | | 1909<br>6 | Kobe,<br>(Kawasaki [Jap. Dkyd Co., Lim.) | Osaka Shosen Kabushiki Kaisha | 2-3Cyl TE19,32,55x46;<br>3SB;WP200lbs | | BL |
| 13604<br>120,945 | **Tacony**<br>xFearless Iron | Scw<br>Twin | Am<br>160 | Phila.<br>35 \| 15.6<br>656 | 471 | | '93<br>7 | Wilmington,<br>(Harlan & [Del. Hollingsworth.) | Tacony-<br>Palmyra Ferry Co. | 2-2CylC22,30x36;<br>750IHP. | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13605 | **Tacony** 1D | Brg Drg | Am 98.1 | Phila. 36.1 \| 10 | 328 379 | | 1924 6 | Baltimore, (Ellicott [Md. Mach. Corp.) (Bethlehem S. B. Corp.) | City of Philadelphia | Stl | | |
| 13606 OUBE | **Tadla** xFrankenwald Steel 2D;Wireless;W. Bal 10BH | Scw | Fr 353.2 P40′ | Marseilles 45.1 \| 25.2 B115′ F72′ | 2429 4026 | | 1908 | W. Hartlepool, Eng. (Furness, Withy & Co., Lim.) | Cie. de Nav. Paquet | 3Cyl TE 25,43,72x48; 3SB;WP200lbs;2700IHP | | V |
| 13607 112,267 | **Tadousac** xVirginia Iron 1D | SW | Br 248.4 | Montreal 34.7 \| 9.6 | 1052 1701 | | '79 | Wilmington, (Harlan & [Del. Hollingsworth Co.) | Canada S.S. Lines (Lim.) | 1CylVB,60x132; 2Blrs | | |
| 13608 132,625 HTPV | **Tafna** Steel 1D;Wireless;W. Bal 6BH | Scw Sch | Br 369.5 P32′ | London 50 \| 26.3 B115′ F32′ | 2745 4512 | | 1911 10 | Sunderland, (W. Doxford [Eng. & Sons, Lim.) | C. T. Bowring & Co., Mgrs. | 3Cyl TE 24,41,68x45; 3SB;WP180lbs | | BL |
| 13609 | **Tagide** xJohn B. Blemiller 1D | Sch 4 M | Ptg 188.3 | Lisbon 38.2 \| 21.8 | 858 1077 | | 1903 7 | Bath, (E. S. [Me. Crosby) | Soc. Tagide (Lim.) | O,YP;Gicf | | |
| 13610 RFQH | **Tagila** xFrithjof xHildegard Steel 1D;Wireless;W. Bal 6BH | Scw | Ger 305.9 P34′ | Hamburg 44.9 \| 21.4 B66′ F30′ | 1665 2682 | | 1906 | Rotterdam, (Bonn [Hol. & Mees.) | Seerederei G.m. b. H. | 3Cyl TE 23,26,62x39; 2SB;WP160lbs;1200IHP | | V |
| 13611 628 PIVO | **Tagliamento** Steel 1D;Shel dk;W. Bal 7BH | Scw | It 404.2 B125′ | Trieste 54 \| 29 | 3590 5794 | | 1922 11 | Trieste, (Cant. San [It. Rocco, S. A.) | Nav. Libera Triestina Soc. in Az. | 3Cyl TE 27,42,68x48; 3SB;WP180lbs | | I |
| 13612 136,884 | **Tagua** xMinnow xNeptun 1D | Sch Aux | Br 104.1 | Auckland 25 \| 10.6 | 155 205 | | 1909 | San Francisco, Cal. (Stone & Van Bergen.) | Cook Islands Trading Co. (Lim.) | Wd; 4Cyl Gas Eng 9x11 | | |
| 13613 136,066 JGMP | **Tahchee** Steel 2D;Web frms;Long. frmg; Mchy aft;Oil in bulk; Oil fuel;Wireless;W. Bal 17BH | Scw | Br 420.5 P118′ | HongK'ng 54.4 \| 32.6 B28′ F47′ | 4055 6508 | | 1914 9 | Middlesbro (Sir R. [Eng. Dixon & Co., Lim.) | Standard Trans. Co. (Lim.) | 4Cyl QE 24,35,50½,73x51; 2SB;WP220lbs | | BL |
| 13614 117,715 VTWG | **Tahiti** xPort Kingston Steel 2D;Spar dk;Wireless;W. Bal; Oil fuel 7BH | Scw Sch Twin | Br 460 P112′ | London 55.5 \| 24.4 F61′ | 4155 7898 | | 1904 8 | Glasgow, (A. Stephen [Scot & Sons, Lim.) | Union S.S. Co. of New Zealand (Lim.) | 2-3Cyl TE 30,50,80x54; 3DB;3SB;WP180lbs | | BL |
| 13615 | **Tahitian Maiden** 1D | Trn Aux | Am 110.4 | Manila 26.4 \| 10.7 | 138 211 | | 1920 3 | Allendale, (T. M. [N. S. Rawding.) | Vegetable Oil Corp. | F,B,Bch,Sp,Gif;1BH; 2-4CylOilEng8½x10; Fairbanks-Morse Co; 120BHP;rps,clk a,m8,26 | ✠A1 S.S.No.1Man8,23; M.S.2,25;shfts drn8,26 | |
| 13616 204,685 KWJQ | **Tahoe** O,YP;Icf 1D;Oil fuel | Scw | Am 179 | San Fran. 38.2 \| 13.3 | 419 751 | | 1907 12 | Fairhaven, (J. [Cal. Lindstrom.) | Signal S.S. Co., Inc. | 2CylC 14,32x24; 1SB;WP160lbs;400IHP. | | |
| 13617 211,884 | **Tahoe** Steel 1D 6BH | Scw Twin | Am 163.5 | San Fran. 16.8 \| 8.2 | 121 179 | | '96 7 | Glenbrook, (Union Iron [Nev. Wks. of San Fran.) | Tahoe Transp. Co. | 2-2CylC 15,18x30; 1Blr;WP188lbs;1500IHP. | | |
| 13618 207;185 | **Tahoma** 1D | StW | Am 118 | Portland 26 \| 5.6 | 68 99 | | 1910 | Portland, Ore. | St. Helens Towing Co. | 250IHP. | | |
| 13619 133,248 | **Tai Lee** Steel 2D;B 4BH | Scw Twin | Br 208.9 | HongK'ng 38.1 \| 11.3 | 869 1423 | | 1914 1 | Hong Kong, (Hong [China Kong & Whampoa Dock Co., Lim.) | The Sze Yap S.S. Co. (Lim.) | 2-3Cyl TE 15,24,39x26; 2CRTB;WP180lbs;1650IHP. | ✠ — — Cancelled10.20 | |
| 13620 133,241 | **Tai Ming** Steel 3D | Scw Twin | Br 164 | HongK'ng 27.1 \| 8.7 | 403 649 | | 1913 9 | Hong Kong, (Kwong [China Tuck Cheong & Co.) | Kwong Wing Co. (Lim.) | 2CylC 13,26x16; 2Blrs;WP130lbs;56RHP. | | |
| 13621 | **Tai Tak** xColoane xDashtestan Steel 1D;B;Spar dk;Wireless;W. Bal | Scw | Ptg 335.3 B64′ | Macao 42.1 \| 27.3 F34′ | 2081 3271 | | '89 | Sunderland, (Short [Eng. Bros.) | Chan Yau Lee | 3Cyl TE 24,39,64x42 | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13622 | **Taibu Maru** | Scw | Jap | Kobe | 4485 | | 1918 | Innoshima, | Kokusai | 3Cyl TE27,45,75x51; | | BL |
| 22,587 | Steel | | 407.2 | 50.8 \| 32.5 | 6101 | | 6 | (Osaka [Jap. | Kisen Kabushiki | 3SB;WP180lbs | | |
| NVGR | 2D;Wireless;W. Bal 7BH | | P40′ | B137′ F46′ | | | | Iron Wks.) | Kaisha | | | |
| 13623 | **Taifun** | Scw | Ger | Bremen | 4048 | | 1920 | Chepstow, | Kauffahrtei | Stm Tbns; | | BL |
| | xFiume Steel | | 412.4 | 55.8 \| 34.5 | 6594 | | | (Monmouth [Eng | A/G. | 3WTB;2DB;WP200lbs | | |
| QMCF | 1D;Shel dk;Wireless;W. Bal 8BH | | F39′ | | | | | S. B. Co., Lim.) | | | | |
| 13624 | **Taigetis** | Scw | Grk | Piraeus | 231 | | '94 | Liverpool, | Poulakou | 3Cyl TE14,22,36x24 | | |
| | xKerkyra xFlorida Steel | | 158 | 24.4 \| 11.7 | 434 | | | (J. Jones [Eng. | Bros. & | | | |
| JDPW | 2D;W. Bal | | P39′ | F25′ | | | | & Son.) | Georgarios Bros. | | | |
| 13625 | **Taiho Maru** | Scw | Jap | Kobe | 4454 | | 1918 | Osaka, | Kokusai | 3Cyl TE27,45,75x51; | | BL |
| 24,473 | Steel | | 407.2 | 50.8 \| 32.5 | 6097 | | 12 | (Osaka [Jap. | Kisen Kabushiki | 3SB;WP180lbs | | |
| RKDB | 2D;Wireless;W. Bal 7BH | | P40′ | B137′ F47′ | | | | Iron Wks., Lim.) | Kaisha | | | |
| 13626 | **Taikai Maru** | Scw | Jap | Takao | 2343 | | 1917 | Nagasaki, | Meiji | 3Cyl TE23,38,64x48; | | BL |
| 59 | xTomiura Maru Steel | | 345 | 50 \| 29 | 3810 | | 12 | (Mitsubishi [Jap. | Shogyo | 2SB;WP200lbs | | |
| KBGV | 2D;Wireless;W. Bal 5BH | | P33′ | B74′ F40′ | | | | Zosen Kaisha.) | Kabushiki Kaisha | | | |
| | | | | | | | | | Mgrs. | | | |
| 13627 | **Taikei Maru** | Scw | Jap | Osaka | 1985 | | '97 | Newcastle, | Asahi Kisen | 3Cyl TE23,38,61x42; | | C-J |
| 29,709 | xKadina Steel | | 325.2 | 45 \| 22.1 | 2791 | | 10 | (W. Dobson [Eng. | Kabushiki | 2SB;WP150lbs | 3dS.S.No.1,Osaka4,24;A.S.3,26; | |
| SPGC | 1D;B;Wireless;W. Bal 5BH | | P33′ | B&F262′ | | | | & Co., Lim.) | Kaisha | | shft drn4,24;M.&B.S.3,26 | |
| 13628 | **Taikoo Wan Yi** | Scw | Br | London | 1876 | | 1919 | Middlesbro | Taikoo | 3Cyl TE25,41,68x45; | | BL |
| 143,276 | Steel | | 331.6 | 46.8 \| 23.2 | 3094 | | 5 | (R. Dixon [Eng. | Sugar Refining | 3SB;WP180lbs | | |
| KBPJ | 1D;Oil fuel;Wireless;W. Bal 7BH | | P33′ | B98′ F28′ | | | | & Co., Lim.) | Co. (Lim.) | | | |
| 13629 | **Taikwa Maru** | Scw | Jap | Kobe | 1294 | | 1921 | Uraga, | Yamashita | 3Cyl TE18,29½,50x39; | | C-J |
| 25,105 | Steel | | 280 | 43.4 \| 21 | 2196 | | 2 | (Uraga [Jap. | Kisen Kabushiki | 2SB;WP200lbs;123RHP. | S.S.No.1,King3,26; | |
| RMCP | 2D;Wireless;W. Bal 5BH | | P20′ | B69′ F30′ | | | | Dock Co., Lim.) | Kaisha | | M.&B.S;shft drn3,26 | |
| 13630 | **Tainui** | Scw | Br | Sthamptn | 6298 | | 1908 | Belfast, | Shaw, | 2-3Cyl TE25,41,70x48; | | BL |
| 124,507 | Steel | Twin | 477.8 | 61.1 \| 31 | 9965 | | 10 | (Workman, [Ire | Savill & Albion | 6SB;WP205lbs | | |
| HNGP | 2D;Deep frmg;Wireless;W. Bal 8BH | | F49′ | | | | | Clark & Co., Lim.) | Co. (Lim.) | | | |
| 13631 | **Tairoa** | Scw | Br | Sthamptn | 5048 | | 1920 | Newcastle, | Shaw, | 2-4Cyl QE22,31,45,65x48; | | BL |
| 143,569 | Steel | Twin | 478 | 63.2 \| 31.2 | 7983 | | 7 | (Armstrong, [Eng. | Savill & Albion | 2DB;2SB;WP220lbs | | |
| KGHD | 2D;Shel dk;Wireless;W. Bal 8BH | | B181′ | F51′ | | | | Whitworth & Co., | Co. (Lim.) | | | |
| | | | | | | | | Lim.) | | | | |
| 13632 | **Tairyu Maru** | Scw | Jap | Kobe | 1329 | | 1918 | Yokohama, | Uchida | 3Cyl TE19,32,52x39; | | C-J |
| 22,316 | Steel | | 270 | 39 \| 23.9 | 2206 | | 12 | (Uchida [Jap. | Kisen Kabushiki | 2SB;WP180lbs;135RHP. | S.S.No.2,Osaka12,24;A.S.12,25; | |
| NTDQ | 1D;W. Bal 4BH | | P16′ | B64′ F28′ | | | | S. B. & E. Co., | Kaisha | | M.&B.S;shft drn12,25 | |
| | | | | | | | | Lim.) | | | | |
| 13633 | **Taisei Maru** | Scw | Jap | Amag'saki | 2622 | | '99 | So. Shields, | Naigai | 3Cyl TE24,40,65x45; | | |
| 31,362 | xYorkhill Steel | | 341 | 46.7 \| 26 | 3601 | | 8 | (J. Read- [Eng. | Kisen, K. K. | 2SB;WP160lbs | | |
| TCGR | 1D;B;Deep frmg;Wireless;W. Bal | | P29′ | B84′ F32′ | | | | head & Sons.) | | | | |
| 13634 | **Taisei Maru** | Bk | Jap | Tokio | 1383 | | 1904 | Kobe, | Government | Stl;4BH; | | |
| 8,966 | Twin | | 277.4 | 42.9 \| 24.1 | 2403 | | 5 | (Kawasaki [Jap. | of Japan | 2-3CylTE13,21,33x27 | | |
| JNGH | 2D;Wireless;W. Bal Aux 4 M | | P70′ | F36′ | | | | Dkyd. Co., Lim.) | | | | |
| 13635 | **Taishan** | Scw | Chi | Shanghai | 1384 | | 1906 | Sunderland, | San Peh | 3Cyl TE22,36,59x39; | | |
| | xTrafalgar Steel | | 290 | 42.2 \| 20.5 | 2187 | | 3 | (J. Crown [Eng. | Steam Nav. Co. | 2SB;WP180lbs | | |
| | 1D;Deep frmg;W. Bal 4BH | | P22′ | B74′ F27′ | | | | & Sons, Lim.) | (Lim.) | | | |
| 13636 | **Taiyei Maru** | Scw | Jap | Tokio | 2109 | | 1912 | Kobe, | Kinkai | 3Cyl TE17½,28,46x36; | | C-J |
| 15,270 | Steel | | 295 | 45 \| 25.4 | 2924 | | 3 | (Kawasaki [Jap. | Yusen Kabushiki | 2SB;WP180lbs;107RHP. | S.S.No.3,Ykma3,21;A.S.6,25; | |
| MBDT | 2D;W. Bal 5BH | | P20′ | B74′ F39′ | | | | Dockyard Co., | Kaisha | | shft drn4,24;M.&B.S.6,25 | |
| | | | | | | | | Lim.) | | | | |
| 13637 | **Taiyetsu Maru** | Scw | Jap | Kobe | 2889 | | 1904 | Sunderland, | Taihoku | 3Cyl TE25,42,68x48; | | C-J |
| 31,358 | xBenvenue Steel | | 379 | 46.1 \| 18.3 | 3835 | | | (Bartram [Eng. | Kisen K. K. | 2SB;WP180lbs | 2dS.S.No.3,OhHyog4,26; | |
| TCGM | 1D;Spar dk;Deep frmg; 6BH | | P35′ | B104′ F38′ | | | | & Sons.) | | | M.&B.S;shft drn4,26 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13638 | **Taiyo Maru** | Scw | Jap | Dairen | 2585 | | '95 | Sunderland, | Uyeno | 3Cyl TE25,41,67x45; | | |
| 67 | xBraemar Steel | | 343 | 44 \| 18.1 | 3619 | | 2 | (J. L. [Eng. | Kisen Goshi | 2SB;WP160lbs | | |
| QBHL | 1D;Spar dk;Deep frmg; 6BH | | P28′ | B80′ F36′ | | | | Thompson & Sons. | Kaisha | | | |
| | Wireless;W. Bal | | | | | | | Lim.) | | | | |
| 13639 | **Taiyo Maru** | Scw | Jap | Tokio | 8424 | | 1911 | Hamburg, | Toyo Kisen | 2-4Cyl QE30,43,62,89x55; | | C-J |
| 28,445 | xCap Finisterre Steel | Twin | 560 | 65 \| 34 | 14457 | | 8 | (Blohm [Ger. | Kabushiki | 3DB;4SB;WP215lbs;491RHP. | 2dS.S.No.1,HK2,25; | |
| SHVK | 3D;Shel dk;Wireless;W. Bal 11BH | | P65′ | B306′ | | | | & Voss.) | Kaisha, Mgrs. | | shfts drn2,25;M.&B.S.12,25 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13640 | **Taiyu Maru** | Scw | Jap | Dairen | 4585 | | 1900 | Sunderland, | Hinode | 3Cyl TE27,45,75x54; | | C-J |
| 201 | xBanca Steel | | | 51.7 \| 28.9 | 6217 | | 4 | (W. Doxford [Eng. & Sons, Lim.) | Kisen Kabushiki Kaisha | 3SB;WP170lbs;180RHP;1xmd10,26 | 2dS S.No.3,Insha9,23;A.S.12,25; shft drn9,23;M.&B.S.12,25 | |
| QBSM | 3D;B;Deep frmg;Wireless; W. Bal 7BH | | 439.8 P14′ | F60′ | | | | | | | | |
| 13641 | **Taizan Maru** | Scw | Jap | Kobe | 1952 | | 1918 | Tokio, | Kokusai | 3Cyl TE22,37,61x42; | | BL |
| 22,304 | Steel | | 305 | 43.9 \| 27.3 | 3193 | | 9 | (Ishikawa- [Jap. jima S. B. & E. Co., Lim.) | Kisen Kabushiki Kaisha | 2SB;WP180lbs | | |
| NTCV | 2D;Wireless;W. Bal 5BH | | P30′ | B92′ F25′ | | | | | | | | |
| 13642 | **Tajima Maru** | Scw | Jap | Tokio | 4271 | | 1916 | Kobe, | Nippon | 2-3Cyl TE21,33½,56x48; | | BL |
| 18,483 | Steel | Twin | 445 | 58 \| 34 | 6995 | | 4 | (Kawasaki [Jap. Dkyd. Co., Lim.) | Yusen Kabushiki Kaisha | 4SB;WP200lbs | | |
| MTVR | 2D;W. Bal;Wireless 7BH | | P35′ | B138′ F37′ | | | | | | | | |
| 13643 | **Takahama Maru** | Scw | Jap | Kobe | 1840 | | 1919 | Blyth, | Itaya | 3Cyl TE25,41,68x45; | | BL |
| 29,847 | xHazelside Steel | | 331.3 | 46.7 \| 23.2 | 3036 | | 8 | (Blyth [Eng. S. B. & D. D. Co.) | Shosen Kaisha | 3SB;WP180lbs | | |
| SPRQ | 1D;Wireless;W. Bal 7BH | | P33′ | B98′ F29′ | | | | | | | | |
| 13644 | **Takao Maru** | Scw | Jap | Kobe | 1954 | | 1920 | Sunderland, | Kawasaki | 3Cyl TE25,41,68x45; | | BL |
| | xMuristan Steel | | 331.3 | 46.8 \| 23.2 | 3209 | | 1 | (J. Priest- [Eng. man & Co.) | Kisen Kabushiki Kaisha | 3SB;WP180lbs | | |
| | 1D;Wireless;W. Bal 5BH | | P33′ | B98′ F28′ | | | | | | | | |
| 13645 | **Takaoka Maru** | Scw | Jap | Tokio | 4327 | | 1920 | Yokohama, | Nippon | 2-3Cyl TE20,33,56x48; | | BL |
| 27,708 | Steel | Twin | 445 | 58 \| 34 | 7046 | | 12 | (Yokohama [Jap. Dk. Co.) | Yusen Kabushiki Kaisha | 4SB;WP200lbs | | |
| SDTG | 2D;Oil fuel;Wireless;W. Bal 7BH | | P35′ | B138′ F35′ | | | | | | | | |
| 13646 | **Takaoka Maru** | Scw | Jap | Kobe | 769 | | 1908 | Bergen, | Shimatani | 3Cyl TE21,34,57x36; | | |
| 30,047 | xVestnorge xJolando Di Giorgio Steel | | 230.5 | 31.6 \| 21.4 | 1284 | | 3 | (Bergens [Nor. Mek. Vaerksted.) | Kisen Kabushiki Kaisha | 2SB;WP185lbs | | |
| SQNC | 1D;W. Bal 4BH | | | | | | | | | | | |
| 13647 | **Takasago Maru** | Scw | Jap | Takasago | 1222 | | 1907 | Sunderland, | Asahi | 3Cyl TE20,33,54x36; | | C-J |
| 29,823 | xL'Invicta xBaron Kelvin Steel | | 279 | 40 \| 20.5 | 1988 | | 6 | (Osbourne [Eng. Graham & Co., Lim.) | Shokai Kabushiki Kaisha | 2SB;WP180lbs;148RHP | 2dS.S.No.1,Osaka4,24;A.S.5,26 shft drn5,25;M.&B.S.6,26 | |
| SPQD | 1D;Deep frmg;Wireless;W. Bal 4BH | | P24′ | B60′ F27′ | | | | | | | | |
| 13648 | **Taketoyo Maru** | Scw | Jap | Tokio | 4288 | | 1920 | Yokohama, | Nippon | 2-3Cyl TE20,33,56x48; | | BL |
| 27,697 | Steel | Twin | 445 | 58 \| 34 | 7027 | | 10 | (Yokohama [Jap. Dock Co.) | Yusen Kabushiki Kaisha | 4SB;WP200lbs | | |
| SDRL | 2D;Oil fuel;W. Bal;Wireless 7BH | | P35′ | B138′ F35′ | | | | | | | | |
| 13649 | **Talabot** | Scw | Nor | Tonsberg | 5912 | | 1917 | San Fran- | N. S. | 3Cyl TE27,47,78x48; | | BL |
| | Steel | | 410.7 | 56.3 \| 29.3 | 7777 | | 1 | cisco, Cal. | Bjonness & Sons, Mgrs. | 3SB;WP220lbs;2600IHP | | |
| MVDQ | 2D;Oil fuel;Web frms; Long. frmg;Shel dk; Wireless;W. Bal 7BH | | | | | | | (Union Iron Wks.) | | | | |
| 13650 | **Talang Akar** | Scw | Hol | Grvnhge | 1060 | | 1926 | Haverton | | 3Cyl TE19,30,49x36 | | |
| | Steel | | 280 | 47.1 \| 16.2 | 2010 | | | Hill on Tees, Eng. (Furness S. B. Co., Lim.) | | | | |
| | Long. frmg;Mchy aft;Wireless; Oil in bulk | | P68′ | B22′ F33′ | | | | | | | | |
| 13651 | **Talanton** | Scw | Grk | Syra | 1723 | | '99 | Newcastle, | C. Cosmas | 3Cyl TE23,37,61x42; | | BL |
| | xPrah Steel | Sch | 325 | 45.2 \| 19.5 | 3443 | | 3 | (W. Dobson [Eng. & Co.) | | 2SB;WP160lbs | | |
| JFWD | 2D;Wireless;W. Bal 5BH | | P33′ | B224′ F38′ | | | | | | | | |
| 13652 | **Talaralite** | Scw | Br | Sarnia | 1394 | | 1918 | Colling- | Imperial | 3Cyl TE18,30,50x36; | | BL |
| 137,907 | Steel | | 250 | 43.8 \| 23.5 | 2631 | | 4 | wood, Ont. | Oil Co. (Lim.) | 2SB;WP180lbs | | |
| TNCD | 1D;Mchy aft;Web frms; Oil in bulk;Oil fuel; W. Bal;Wireless 10BH | | P73′ | F35′ | | | | (Collingwood S. B. Co.) | | | | |
| 13653 | **Talbot** | SW | Am | Baltimore | 579 | | 1912 | Sparrows Pt. | Baltimore, | 2Cyl 30,30x96; | | |
| 210,704 | Steel | | 192 | 36.2 \| 10.2 | 1090 | | 10 | (Maryland [Md. Steel Co.) | Chesapeake & Atlantic Ry. Co | 2Blrs;1000IHP. | | |
| | 1D 5BH | | | | | | | | | | | |
| 13654 | **Talbot** | Brg | Am | Baltimore | 2146 | | 1921 | Stratford, | P. | Wd | | |
| 221,405 | | Sch | 267.3 | 46 \| 23.6 | 2229 | | | (Housa- [Conn. tonic S. B. Co.) | Dougherty Co. | | | |
| MCWD | 2D | | | | | | | | | | | |
| 13655 | **Talisman** | Scw | Am | New York | 127 | | 1920 | Camden, | Long Island | 2Cyl C18,38x26; | ✠ — — | |
| 220,000 | YP,O;Gff | | 94.2 | 24.5 \| 13 | 188 | | 9 | (J. H. [N. J. Mathis Co.) | R.R. Co. | 1WTB;WP200lbs;450IHP | ✠ — — | |
| LWMN | 1D 1BH | | | | | | | | | | Cancelled7,24 | |
| 13656 | **Talisman** | MV | Nor | Tonsberg | 2833 | | 1923 | Hamburg, | Wilhelm- | 2-6Cyl Oil Eng 24x37 | | BL |
| | Steel | Twin | 400.6 | 54.2 \| 26.3 | 4765 | | 4 | (Deutsche [Ger. Werft A. G.) | sens D/S. A/S. | | | |
| LCVM | 2D;Shel dk;Wireless;W. Bal 7BH | | F38′ | | | | | | | | | |
| 13657 | **Tallulah** | StW | Am | Vicksburg | | | 1922 | Jefferson- | U. S. Govt. | 1Cyl 10x60; | | |
| | Wood | | 126.6 | 23 \| 4.6 | | | | ville, Ind. (Howard Shipyard) | | 2Blrs;WP225lbs | | |
| | 1D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13658 | **Talthybius** | Scw | Br | Liverpool | 6514 | | 1912 | Greenock, | A. Holt & | 2-3CylTE23,38,65x48 | | |
| 131,411 | Steel | Sch | 506 | 60.3 \| 39.5 | 10224 | | | (Scotts S. B. [Scot. | Co., Mgrs | | | |
| HVDQ | 3D;Wireless;W. Bal | Twin | | F75′ | | | | & Eng. Co., Lim.) | | | | |
| 13659 | **Tamaha** | Scw | Br | HongK'ng | 4047 | | 1914 | Middlesbro | Standard | 4CylQE24,35,50½,73x51; | | BL |
| 136,063 | Steel | | 420.5 | 54.4 \| 32.6 | 6496 | | 6 | (Sir R. [Eng. | Transportation | 3SB;WP220lbs | | |
| JFSK | 2D;Web frms;Oil in bulk; 17BH | | P118′ | B28′ F46′ | | | | Dixon & Co., Lim.) | Co. (Lim.) | | | |
| | Mchy aft;Long. frmg; | | | | | | | | | | | |
| | Wireless;Oil fuel;W. Bal | | | | | | | | | | | |
| 13660 | **Tamalpais** | Scw | Am | San Fran. | 422 | | 1906 | Hoquiam, | Little River | 3CylTE11½,19,32x24; | | |
| 202,328 | Wood | | 165.2 | 36 \| 13 | 574 | | | (Mathews [Wash. | S.S. Co | 1SB;500IHP. | | |
| KVNJ | 1D;Oil fuel | | | | | | | | S. B. Co.) | | | |
| 13661 | **Tamalpais** | SW | Am | San Fran. | 1013 | | 1901 | San Fran- | North- | 2Cyl36;73x63 | | |
| 145,873 | Steel | | 244 | 36 \| 16 | 1631 | | 5 | cisco, Cal. | western Pacific | 2SB;WP125lbs;1800IHP. | | |
| | 1D;Oil fuel | | | | | | | | R.R. Co | | | |
| 13662 | **Tamanend** | Brg | Am | Phila. | 623 | | 1905 | Noank, | Reading Co. | O,Ch,YP;Icf✕ | | V |
| 202,701 | | Sch | 177 | 35 \| 14.2 | 721 | | 12 | (R. [Conn. | | | | |
| KVDR | 1D | | | | | | | Palmer & Son.) | | | | |
| 13663 | **Tamaqua** | Scw | Am | Phila. | 384 | | '96 | Philadel- | Reading Co. | 3CylTE18,28,45x30; | — Exp | |
| 145,710 | Steel | | 158.5 | 29 \| 18 | 568 | | 1 | (Cramp [phia, Pa. | | 2SB;WP170lbs;1000IHP. | | |
| KMPJ | 1D 4BH | | | | | | | & Sons S. & E. | | | | |
| | | | | | | | | B. Co.) | | | | |
| 13664 | **Tamaqua** | Brg | Am | New York | 732 | | 1908 | Noank, | Lehigh Coal | O,Ch,YP;Icf | | |
| 205,212 | | Sch | 180.2 | 35 \| 14.7 | 830 | | 5 | (R. [Conn. | & Nav. Co. | | | |
| KWPR | 1D | | | | | | | Palmer & Son.) | | | | |
| 13665 | **Tamara X** | Bk | Ger | Hamburg | 1597 | | '94 | Pt. Glasgow, | Nordische | Stl;1BH | | |
| | xHans xEast Indian | | 252.6 | 39.1 \| 22.5 | 1730 | | 5 | (R. Duncan [Scot. | Handels. Ges. | | | |
| RBDL | 1D;B | | P36′ | F28′ | | | | & Co., Lim.) | Hachfeld Fischer, G. m. b. H. | | | |
| 13666 | **Tamarac** | Scw | Br | Greenock | 3173 | | 1916 | Dumbarton, | J. Hamilton, | 3CylTE26,43,72x48; | | BL |
| 128,660 | Steel | | 384.6 | 50.1 \| 30.5 | 5042 | | 6 | (A. [Scot. | Mgr. | 2SB;WP180lbs | | |
| JMTK | 2D;Web frms;Long. frmg; 16BH | | P101′ | B28′ F44′ | | | | McMillan & Son, | | | | |
| | Mchy aft;Oil in bulk; | | | | | | | Lim.) | | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 13667 | **Tamaroa** | Scw | Am | | 196 | | 1919 | Elizabeth, | U. S. Govt. | 3CylTE17,25,43x30; | | |
| 218,913 | xBartolome Steel | | 142 | 27.7 \| 14.8 | 418 | | | (Bethlehem [N. J. | (Treasury Dept.) | 2SB;WP180lbs;850IHP | | |
| LSVM | 1D;SUB.SIG;Wireless;W. Bal 5BH | | | | | | | S. B. Corp.) | | | | |
| 13668 | **Tamatsu Maru** | Scw | Jap | Kobe | 3352 | | 1919 | Uraga, | Kokusai | 3CylTE24,40,67x48; | | BL |
| 25,085 | Steel | | 360 | 51.2 \| 28.5 | 4646 | | 5 | (Uraga [Jap. | Kisen Kabushiki | 3SB;WP180lbs | | |
| RMBH | 2D;Wireless;W. Bal 6BH | | P21′ | B91′ F35′ | | | | Dock Co.) | Kaisha | | | |
| 13669 | **Tamaulipas** | Scw | Mex | Vera Cruz | 681 | | 1901 | Dumbarton, | Mexican | 3CylTE17,28,45x33; | | |
| | Steel | | 230.5 | 33.5 \| 14.8 | 1022 | | 6 | (A.McMillan [Scot. | Govt. | 2SB | | |
| | 1D;Deep frmg;W. Bal 4BH | | P58′ | F45′ | | | | & Sons, Lim.) | | | | |
| 13670 | **Tamba Maru** | Scw | Jap | Tokio | 3570 | | '97 | Glasgow, | Nippon | 2-3CylTE20,33½,56x48; | | BL |
| 1,803 | Steel | Twin | 445 | 49.4 \| 30.5 | 5845 | | 10 | (Napier, [Scot. | Yusen Kabushiki | 2DB;2SB;WP200lbs | | |
| HLPQ | 2D;Deep frmg;Wireless; 6BH | | P58′ | B110′ F58′ | | | | Shanks & Bell.) | Kaisha | | | |
| | W. Bal | | | | | | | | | | | |
| 13671 | **Tambre** | Scw | Sp | Barcelona | 1390 | | '82 | Newcastle, | Cia. | 2CylC26,60x45; | | |
| | xHolbein Iron | Sch | 296.7 | 35.9 \| 24.1 | 2202 | | | Eng. | Trasmediterranea | 2SB;WP100lbs;1000IHP | | |
| JRQL | 1D;B;Wireless 6BH | | | | | | | (H. Leslie & Co.) | | | | |
| 13672 | **Tamesi** | Brg | Am | New York | 618 | | 1913 | Newport | Cia. | Stl;2BH | | |
| 165,533 | | | 125 | 43 \| 14 | 632 | | 12 | News, Va. | Mexicana De | | | |
| | 1D;Oil in bulk | | | | | | | (Newport News | Petroleo El Aguila | | | |
| | | | | | | | | S. B. & D. D. Co.) | S. A | | | |
| 13673 | **Tamesi** | Scw | Am | New York | 2164 | | '89 | Sunderland, | Bulko S.S. | 3CylTE23½,38,62x42; | | BL |
| 111,417 | xRoma Steel | Sch | 316 | 40.9 \| 20.8 | 2939 | | 9 | (J. L. [Eng. | Corp. | 2SB;WP150lbs | | |
| KRTC | 1D;B;Awng dk;Web frms; 14BH | | P29′ | | | | | Thompson | | | | |
| | Oil fuel;Oil in bulk;Wireless;W. Bal | | | | | | | & Sons.) | | | | |
| 13674 | **Tamiahua** | Scw | Am | New York | 8155 | | 1921 | Oakland, | Southern | 4CylQE27½,40,58,85x51; | | |
| 221,648 | Steel | | 500 | 71.2 \| 31.2 | 11170 | | 9 | (Moore [Cal. | Pacific Co. | 3SB;WP200lbs;4000IHP | | |
| MDFQ | Oil fuel;Oil in bulk;Mchy aft 18BH | | | | | | | S. B. Co.) | | | | |
| 13675 | **Tamon Maru No. 18** | Scw | Jap | Dairen | 2878 | | 1906 | Newcastle, | Tamon | 3CylTE24½,40,68x48; | | BL |
| 162 | xMull xIsle of Mull Steel | | 360.6 | 48 \| 20.2 | 4590 | | 6 | (Northum- [Eng. | Kisen Goshi | 3SB;WP180lbs | | |
| QBPM | 1D;Spar dk;Deep frmg;Wireless; 6BH | | P30′ | B92′ F33′ | | | | berland S. B. Co., | Kaisha | | | |
| | W. Bal | | | | | | | Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13676 165,724 | **Tampa** 1D | Brg | Am 201.3 | Phila. 23.8 \| 11 | 473 473 | | 1914 7 | Elkton, (E. Delbert & Bros.) [Md. | Southern Trans. Co. | WO,YP,Hk;Gif(Sltd) | ✠ — — Suspended6,19 | |
| 13677 219,575 LVNK | **Tampa** Steel 2D;Long. frmg; 6BH Wireless;W. Bal; 3BH to Fbd dk SUB.SIG; 3BH to 2d dk Oil fuel F. P. above 150° F. C-37 W.B.—A.P.63t;D.B.335'1076t; D. F.O.....D.B.297' 847t; D. | Scw | Am 401.9 P34' T.32'1 T.32'1 | Tampa 54.2 \| 31.3 33' 9" B120' F38' 075t. 003t;S. | 3823 5948 9550 ..... T.57t..... | 7' 2" 26' 10" | 1920 2 | Tampa, (Oscar Daniels Co.) [Fla. | U. S. Shipping Board | 3CylTE24½,41½,72x48; Hardie Tynes Mfg. Co; 3WTB;Badenhausen & Co; 9012HS;WP200lbs;2800IHP;EAC; d rpd7,20;s rps6,21;Dkd5,25 | ✠A1Ⓔ With Freeboard. ✠AMS Cih BB;CL (Laid up) | |
| 13678 126,391 KDNP | **Tampa** xCherokee Iron 2D;Super dk; 5BH Oil fuel F. P. above 150° F. | Scw | Am 264 | New York 43 \| 18.8 | 1966 2556 | | '86 8 | Philadelphia (Wm. Cramp & Sons S. & E. B. Co.) [Pa. | Gulf & Southern S.S. Co. | 3CylTE21,34,56x36; Wm. Cramp & Sons S. & E. B. Co; 2SB;Newport News S. B. & D. D. Co; 4030HS;WP160lbs;1500IHP; Dkd,d rpd10,26;Exmd11,26 | A1 Coastwise, Gulf of Mexico AMS 2dS.S.No.3,NO7,23; n Blrs19,22;M.S.7,23; n shft2,26;B.S;shft drn7,26; SBP;CL | |
| 13679 LDCK | **Tampa** Steel 2D;Wireless;W. Bal 6BH | MV | Nor 357.6 F60' | Tonsberg 51.2 \| 30.7 | 2846 4694 | | 1923 9 | Hamburg, (Deutsche Werft, A. G.) [Ger. | A/S. Norge Mexico Gulflinger | 2-3CylOilEng29⅛x47¼ | | BL |
| 13680 145,840 KPTD | **Tampico** Steel 1D;Spar dk;Mchy aft; 4BH W. Bal;Wireless | Scw | Am 247 | Detroit 42 \| 25 | 1180 1894 | | 1900 6 rb '24 | Toledo, (Craig Shipbuilding Co.) Ohio | F. D. Gleason Coal Co. | 3CylTE19,30,52x40; 2CRTB;WP160lbs;1000IHP, | 95CF(GL) Upper Lake Erie & Lower Lake Huron & Rivers. P.S.4,26 | |
| 13681 212,673 LDTF | **Tampico** xFrance Marie 2D;Oil in bulk | Brg Bk | Am 248.8 | Pt. Arthur 40.1 \| 18.1 | 1673 1994 | | 1900 1 | Havre, (Forges & Chantiers.) [Fr. | The Texas Co. | Stl;10BH | | |
| 13682 201,820 | **Tana** Wood 1D | StW | Am 106 | St.Mich'el 25.4 \| 4.2 | 175 234 | | 1905 | Seattle, Wash | Alaska Rivers Navigation Co. | 85IHP. | | |
| 13683 LCBJ | **Tanafjord** Steel 3D;Wireless;Oil fuel;W. Bal 8BH | Scw | Nor 395.8 F38' | Oslo 53.2 \| 25.1 | 3598 5922 | | 1921 9 | Glasgow, (Napier & Miller, Lim.) [Scot. | A/S. Den Norske Amerikalinje | 3CylTE27,43,72x51; 3SB;WP180lbs | | N |
| 13684 | **Tanager** Steel 2D;W.Bal;Oil fuel 11BH | Scw | Am 180 | Chester 35.3 \| 17.2 | 697 | | 1918 11 | Mariners Harbor, N. Y. (Staten Island S. B. Co.) | U. S. Govt. (Navy Dept.) | 3CylTE19,29,46x30; 2WTB;WP200lbs;1400IHP. | | |
| 13685 201,297 | **Tanana** Wood 1D | StW | Am 149.6 | St.Mich'el 30.4 \| 5.9 | 372 495 | | 1904 | S. Michael, Alaska | American Yukon Nav. Co. | 550IHP. | | |
| 13686 220,114 LWQD | **Tanana** xDelrosa Steel 2D;W. Bal; 7BH Wireless;SUB.SIG; 6BH to Fbd dk 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.91t;D.B.263'658t..... F.O.—A.P.85t;D.B.218'477t;W.T. | Scw | Am 320 P26' .189t;S | New York 46.2 \| 24.5 26' 9" B77' F32' ..... .T145t. | 2064 3474 5075 D.T.36'721t; F. | 4' 10¼" 22' 1" | 1920 5 | Oakland, (Hanlon D. D. & S. B. Co., Inc.) [Cal. | Alaska S.S. Co. | 3CylTE24,39,65x42; Allis Chalmers Mfg. Co; 3WTB;D.Connelly Blr. Co; 7200HS;WP200lbs;1800IHP; Dkd,d rpd12,25;s rps2,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Seat12,24; shft drn12,23;M.&B.S.12,24; B.S.2,26;Cih BB;CL | |
| 13687 LDPR | **Tananger** xHuftero xHisko Steel 2D;Wireless;W. Bal 7BH | Scw | Nor 380.4 | Bergen 52.3 \| 32.1 | 3434 5489 | | 1921 4 | Sunderland, (W. Pickersgill & Sons, Lim.) [Eng. | Westfal-Larsen & Co., A. S | 3CylTE25,41,69x48; 3SB;WP180lbs | | N |
| 13688 145,962 | **Tangier** P,WO 1D 3BH | Scw | Am 120 | Pt. Arthur 19 \| 8.6 | 91 145 | | 1903 4 | Pocomoke City, Md. (E. Jas. Tull.) | John R. Adams | 1CylSC10x20; 1CRTB;WP150lbs | | |
| 13689 145,049 | **Tangier** Iron 1D | SW | Am 169.9 | Baltimore 29 \| 8.8 | 480 680 | | '75 | Wilmington, Del. | Baltimore, Chesapeake & A. Ry. Co. | 1CylVB32x108; 350IHP. | | |
| 13690 204,458 | **Tanginak** xTyee Junior Steel 1D;Wireless | Scw | Am 97.9 | Seattle 17.7 \| 11.8 | 71 151 | | 1907 | Seattle, Wash. | North Pacific Sea Products Co. | 2CylC10,20x16; 350IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13691 | **Tangistan** | Scw | Br | HongK'ng | 2679 | | 1901 | Leith, | Oriental | 3Cyl TE 25,41,67x45; | | BL |
| 109,605 | xBencleuch Steel | | 385.2 | 46.2 \| 26.1 | 4159 | | 1 | (Ramage & [Scot. | Nav. Co. (Lim.) | 2SB;WP180lbs | | |
| SDHC | 2D;Deep frmg;Wireless;W. Bal 6BH | | P43′ | B100′ F44′ | | | | Ferguson, Lim.) | | | | |
| 13692 | **Tango** | Scw | Prv | Callao | 385 | | 1901 | Oslo, | Egoaguirre | 3Cyl TE 14,24,39x27; | | N |
| | xRegina xSolheim Steel | | 181.2 | 30.1 \| 14.2 | 683 | | 5 | (Nylands [Nor. | & Dammert | 1SB;WP170lbs | | |
| HTBW | 1D;W. Bal 4BH | | P6′ | B53′ F23′ | | | | Verksted.) | | | | |
| 13693 | **Tango Maru** | Scw | Jap | Tokio | 4238 | | 1905 | Nagasaki, | Nippon | 2-3Cyl TE 23,38,63x48; | | BL |
| 9,330 | Steel | Sch | 456.4 | 50.2 \| 30.4 | 6893 | | 4 | (Mitsu [Jap. | Yusen Kabushiki | 5SB;WP200lbs | | |
| JTBG | 2D;Deep frmg;Wireless;W. Bal 7BH | Twin | P49′ | B172′ F56′ | | | | Bishi Dkyard. & Engine Works.) | Kaisha | | | |
| 13694 | **Tantalus** | MV | Br | Liverpool | 4782 | | 1923 | Dundee, | Ocean S.S. | 2-8Cyl Oil Eng 29⅛x45¼ | | |
| 147,222 | Steel | Twin | 458.3 | 58.2 \| 32.6 | 7777 | | | (Caledon [Scot | Co. (Lim.) | | | |
| KPFM | 2D;Wireless;W. Bal | | P52′ | B159′ F64′ | | | | S. B.& E.Co.,Lim.) | | | | |
| 13695 | **Taormina** | MV | Am | Boston | 121 | | 1924 | Boston, | William S. | GasEngs 9x14 | | |
| 223,659 | Steel | Twin | 113 | 20 \| 11 | 178 | | | (Geo. [Mass. | Eaton | | | |
| MFKP | 1D 4BH | | | | | | | Lawley & Son Corp.) | | | | |
| 13696 | **Taormina** | Scw | It | Genoa | 5106 | | 1908 | Glasgow, | Nav. Gen. | 2-3Cyl TE 25½,43,71x51; | | I |
| 386 | Steel | Sch | 482 | 58.3 \| 34.2 | 8298 | | 5 | (D. & W. [Scot. | Italiana | 3DB;Dkd,s rps3,23;7430IHP | n Pt shft4,22;Stbd shft drn3,23 | |
| PIWC | 3D;Spar dk;Wireless; 11BH | Twin | P94′ | B176′ F85′ | | | | Henderson & Co., Lim.) | | | | |
| | SUB.SIG;W. Bal | | | | | | | | | | | |
| 13697 | **Tapajoz** | Scw | Brz | R. Janeiro | 2442 | | 1902 | Sunderland, | Lloyd | 3Cyl TE 25,42,68x48; | | |
| | xRas Issa Steel | Sch | 339 | 48 \| 19.4 | 3774 | | 6 | (Osbourne, [Eng. | Brasileiro | 2SB;WP180lbs | | |
| | 1D;Spar dk;Deep frmg; 6BH | | P34′ | B204′ F36′ | | | | Graham & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13698 | **Tapti** | Scw | Br | London | 2914 | | 1914 | Rostock, | James | 3Cyl TE 28¾,47,77x48; | | BL |
| 144,397 | xUlm Steel | | 399.5 | 54.1 \| 25.6 | 4742 | | 4 | (Akt. [Ger. | Nourse (Lim.) | 3SB;WP213lbs | | |
| KDTB | 2D;Well dk;Wireless;W. Bal 7BH | | P & B | 321′ F54′ | | | | Ges. Neptun.) | | | | |
| 13699 | **Taquary** | Scw | Brz | R. Janeiro | 1176 | | 1912 | Glasgow, | Pereira | 2-3Cyl TE 15,25,40x27; | | BL |
| | Steel | Twin | 276.7 | 45.2 \| 15.4 | 1943 | | 4 | (Mackie & [Scot. | Carneiro & Cia. | 2SB;1AuxSB;WP180lbs | | |
| | 1D;Wireless;W. Bal 6BH | | P27′ | B61′ F22′ | | | | Thomson, Lim.) | (Lim.) | | | |
| 13700 | **Taransay** | Scw | Br | Newcastle | 3200 | | 1919 | Old Kil- | B. J. | 3Cyl TE 27,44,73x48; | | C |
| 142,833 | Steel | | 400.2 | 52.3 \| 28.5 | 5241 | | 5 | patrick, Scot. | Sutherland & | 3SB;WP180lbs | S.S.No.1,Durban7,24;A.S.5,26; | |
| KBLD | 1D;Wireless;W. Bal 6BH | | P49′ | B113′ F39′ | | | | (Napier & Miller, Lim.) | Co. (Lim.), Mgrs. | | B.S;shft drn7,24;M.S.5,26 | |
| 13701 | **Tarantia** | Scw | Br | Glasgow | 3098 | | 1911 | Glasgow, | Anchor Line | 3Cyl TE 26½,44,72x48; | | C |
| 129,582 | xKirkfield Steel | | 400.1 | 51.9 \| 26.9 | 4939 | | 7 | (Russell [Scot. | | 3SB;WP180lbs;488RHP; | S.S.No.3,Glas7,23;A.S.7,25; | |
| HTBS | 2D;Deep frmg;Wireless; 5BH | | P47′ | B119′ F46′ | | | | & Co.) | | Dkd,s rps10,26 | B.S.9,24;M.S.7,25;shft drn10,26 | |
| | W. Bal | | | | | | | | | | | |
| 13702 | **Targis** | Scw | Ger | Bremen | 3752 | | 1915 | Einswarden, | Roland | 4Cyl QE 25,37,53,78x47; | | G |
| | xRijperkerk xNetley Abbey Steel | | 430.5 | 55 \| 29 | 5990 | | 3 | (J. Frerichs [Ger. | Linie Act. Ges | 4SB;WP220lbs;3200IHP | | |
| QMBS | 2D;Well dk;SUB.SIG;Wireless; 7BH | | | | | | | & Co., A. G.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 13703 | **Taroudant** | Scw | Fr | Casabl'nca | 814 | | 1902 | Rotterdam, | L. Sicard | 3Cyl TE 19,30,51x36; | | BL |
| | xMaroc xRossum Steel | | 236 | 36.2 \| 15.6 | 1320 | | 7 | (Bonn & [Hol. | | 1SB;WP160lbs | | |
| | 1D;Deep frmg; 4BH | | | B58′ F25′ | | | | Mees.) | | | | |
| | Well dk;Wireless;W. Bal | | | | | | | | | | | |
| 13704 | **Tarpon** | Scw | Am | Pensacola | 282 | | '87 | Wilmington, | Pensacola, | 2-2Cyl C 12,21x16; | A1½ Annual Survey. | |
| 130,381 | xNaugatuck I;Wd | Twin | 159 | 36 \| 8 | 450 | | 7 | (Pusey & [Del. | St. Andrews & | Pusey & Jones Co; | Bay & Upper Gulf. | |
| | 1D;Mchy aft;W. Bal; 3BH | | | | | | | Jones Co.) | Gulf S.S. Co. | 1SB;KingsfordFoundry&MachineWks; | AMS | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | WP140lbs;500IHP;DB;clk dk1,21; | 3dS.S.No.3,Mbl12,23; | |
| | | | | | | | | | | Dkd,rps4,26 | A.S.Mbl4,26; | |
| | | | | | | | | | | | n Pt shft,12,21; | |
| | | | | | | | | | | | n Blr; n DB 5,22; | |
| | | | | | | | | | | | n Stbd shft11,22; | |
| | | | | | | | | | | | M.&B.S.12,23;shfts drn4,26; | |
| | | | | | | | | | | | Scip | |
| 13705 | **Tarrytown** | Brg | Am | New York | 268 | | 1925 | East Boston, | New York | Stl | | |
| 169,380 | | | 100 | 31.2 \| 9.2 | 268 | | | (Atlantic [Mass. | Central R.R. Co. | | | |
| | 1D | | | | | | | Works.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13706 | **Tartar** | Scw | Am | New York | 197 | | 1919 | Fall River, | James | 3Cyl TE17,25,43x30; | ✠A1 | |
| 217,642 | O,YP;Gll | | 142 | 31.6 \| 14.4 | 415 | | 4 | (Crownin- [Mass. | Shewan & Sons, | Vulcan Iron Wks; | Coastwise & W. I. Towing | |
| LQCK | 1D 2BH | | | | | | | shield S. B. Co.) | Inc. | 1SB;Bethlehem S. B. Corp; | Service. | |
| | | | | | | | | | | 72GS;2613HS;WP170lbs;1000IHP; | ✠AMS | |
| | | | | | | | | | | EAC;clk a9,20;d rpd8,21; | S.S.No.1,NY12,24; | |
| | | | | | | | | | | rps,s clkg12,24 | M.&B.S;shft drn12,24;Scip | |
| 13707 | **Tartar Prince** | Scw | Br | Newcastle | 3202 | | 1918 | W. Hartle- | Prince Line | 3Cyl TE27,44,73x48; | | BL |
| 142,439 | xWar Jackdaw Steel | | 400 | 52.3 \| 28.4 | 5214 | | 5 | (W. [pool, Eng. | (Lim.) | 3SB;WP180lbs | | |
| JSWL | 2D;Wireless;SUB.SIG;W. Bal 7BH | | P49′ | B113′ F39′ | | | | Gray & Co., Lim.) | | | | |
| 13708 | **Tascalusa** | Scw | Br | Hong Kong | 4052 | | 1913 | Middlesboro | Standard | 4Cyl QE24,35,50½,73x51; | | BL |
| 136,062 | Steel | | 420.5 | 54.4 \| 32.6 | 6499 | | 12 | (Sir [Eng. | Transportation | 3SB;WP220lbs | | |
| JDQR | 2D;Mchy aft;Long. frmg; 17BH | | P118′ | B28′ F46′ | | | | Raylton Dixon | Co. (Lim.) | | | |
| | Oil in bulk;Web frms; | | | | | | | & Co., Lim.) | | | | |
| | Wireless;Oil fuel;W. Bal | | | | | | | | | | | |
| 13709 | **Tashmoo** | SW | Am | Detroit | 766 | | 1900 | Wyandotte, | White Star | 3Cyl TE33,51,82x72; | | |
| 145,843 | Steel | | 306 | 37.6 \| 22 | 1344 | | | Nav. Co. | 2DB;3SB;WP170lbs;3150IHP. | | |
| | 3D 5BH | | | | | | | Mich. (Detroit S. B. Co.) | | | | |
| 13710 | **Tashmoo** | Scw | Am | Newark | 1996 | 5′ 9″ | 1920 | Newark, | Chas. Nel- | Stm Tbn; | ✠A1Ⓔ | |
| 219,497 | Steel | | 324 | 46.2 \| 25 | 3283 | 22′ 11″ | 3 | (Submarine [N. J. | son Co. | Westinghouse E. & M. Co; | ✠AMS | |
| LVJF | 1D;2d dk at ends;Wireless; 7BH | | | 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | Cih BB;CL | |
| | SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd,d rpd6,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T .20′394 | | t. . . . . | ..F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T .20′368 | | t;S.T.3 | 1t. . . . . | | | | | | | | |
| 13711 | **Tasmania** | Scw | Br | Plymouth | 5765 | | 1913 | Flensburg, | New | 4Cyl QE26,38,56,82x59; | | BL |
| 143,348 | Steel | | 484.5 | 62.7 \| 29.4 | 9008 | | 9 | (Flensburger [Ger. | Zealand Shipping | 4SB;WP213lbs | | |
| KBVM | 2D;Well dk;Wireless; 9BH | | P & B | B72′ F81′ | | | | Schiffsb. Ges.) | Co. (Lim.) | | | |
| | W. Bal | | | | | | | | | | | |
| 13712 | **Tasmania Maru** | Scw | Jap | Kobe | 2523 | | 1919 | Kobe, | Kokusai | 3Cyl TE23,39,65x48; | | BL |
| 25,085 | Steel | | 345 | 48 \| 30 | 4105 | | 11 | (Kawasaki [Jap. | Kisen Kabushiki | 2SB;WP200lbs | | |
| RMBH | 1D;Wireless;W. Bal 6BH | | P29′ | B74′ F41′ | | | | Dkyd. Co., Lim.) | Kaisha | | | |
| 13713 | **Tasmanian Transport** | Scw | Br | W.Hartlpl | 2852 | | 1913 | Howden-on- | Houlder | 3Cyl TE25,40,68x48; | | C |
| 135,885 | Steel | | 385 | 52 \| 27.7 | 4491 | | 6 | Tyne, Eng. | Bros. & Co. | 3SB;WP180lbs;385RHP;d rpd11,26 | S.S.No.2,Hull6,22;A.S.3,26; | |
| JCLM | 1D;Wireless;Deep frmg;W. Bal 6BH | | P35′ | B119′ F41′ | | | | (North- | (Lim.), Mgrs. | | B.S.10,25;M.S;shft drn3,26 | |
| | | | | | | | | umberland S. B. | | | | |
| | | | | | | | | Co., Lim.) | | | | |
| 13714 | **Tasmanic** | Scw | Swd | Gothenb'g | 2530 | | 1907 | Newcastle, | G. Carlsson, | 3Cyl TE27,45,74x48; | | BL |
| 4,769 | Steel | | 380.4 | 49 \| 25.7 | 4079 | | 6 | (Hawthorn, [Eng. | Mgr. | 2SB;1AuxSB;WP180lbs | | |
| JQPH | 2D;Shel dk;Deep frmg; 6BH | | | | | | | Leslie & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13715 | **Tasso** | Scw | It | Fiume | 2341 | | 1904 | Dumbarton, | Adria Soc. | 3Cyl TE26,42,70x48; | | I |
| 278 | xVega xLord Curzon Steel | | 369 | 49.9 \| 23.3 | 3788 | | 8 | (A. [Scot. | Anon. di Nav. | 3SB;WP180lbs;2859IHP | | |
| PIXD | 2D;Deep frmg;Wireless; D.F.; 6BH | | P35′ | B220′ F38′ | | | | McMillan & Sons, | Marittima | | | |
| | W. Bal | | | | | | | Lim.) | | | | |
| 13716 | **Tatoosh** | Scw | Am | San Fran. | 154 | | 1900 | Seattle, | Henry C. | 3Cyl TE16,24,40x28; | | |
| 145,846 | Wood | | 119.2 | 25 \| 15.5 | 277 | | | (Moran [Wash. | Peterson | 2Blrs;WP160lbs;376IHP. | | |
| LHFQ | 1D | | | | | | | Bros.) | | | | |
| 13717 | **Tatsuno Maru** | Scw | Jap | Tokio | 4265 | | 1916 | Kobe, | Nippon | 2-3Cyl TE21,33½,56x48; | | BL |
| 18,486 | Steel Twin | | 445 | 58 \| 34 | 6960 | | 5 | (Kawasaki [Jap. | Yusen Kabushiki | 4SB;WP200lbs | | |
| NCHB | 2D;Wireless;Oil fuel;W. Bal 7BH | | P34′ | B138′ F37′ | | | | Dockyard Co.) | Kaisha | | | |
| 13718 | **Tatti** | Scw | Ger | Hamburg | 354 | | '91 | Rostock, | L. F. | 2CylC 22½,36½x23½; | | G |
| | Steel Sch | | 194.1 | 24.6 \| 10.4 | 579 | | 4 | (Act. Ges. [Ger. | Mathies & Co. | | | |
| RJGC | 1D;W. Bal 4BH | | B21′ | F21′ | | | | "Neptun.") | | | | |
| 13719 | **Taubate** | Scw | Brz | Rio Jan'ro | 3241 | | 1905 | Vegesack, | Lloyd | 4Cyl QE24,35,49½,72½x49; | | V |
| | xFranken Steel | | 409.6 | 52.7 \| 26.4 | 5055 | | 10 | (Bremer [Ger. | Brasileiro | 3SB;WP219lbs;2565IHP | | |
| HRWG | 2D;Deep frmg;Wireless; 8BH | | P & B | B31′ F37′ | | | | Vulkan) | | | | |
| | W. Bal;SUB.SIG. | | | | | | | | | | | |
| 13720 | **Taurus** | SW | Am | New York | 624 | | '81 | Phila., | Iron Steam- | 1Cyl VB52x144; | | |
| 145,253 | Iron | | 226.3 | 32 \| 11.2 | 916 | | 5 | (Wm. [Pa. | boat Co. | 4CRTB;WP60lbs;900IHP. | | |
| JVHQ | 1D;Shel dk 15BH | | | | | | | Cramp & Sons.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13721 MCGS | **Taurus** Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw Sch | Nor 355 P28′ | Tonsberg 50.1 \| 20 B100′ F35′ | 2765 4262 | | 1905 4 | Newcastle, (Tyne I. S. B. Co., Lim.) [Eng. | W. Wilhelmsen, Mgr. | 3Cyl TE 25,42,68x45; 2SB;WP180lbs | | BL |
| 13722 200,377 | **Taurus** xPerry G Walker Steel 1D;B 3BH | Scw | Am 416 | Fairport 50.3 \| 28 | 3143 4470 | | 1903 10 | Chicago, (Chicago S. B. Co.) [Ill. | Inter-Lake Steamship Co. | 3Cyl TE 22,35,58x40; 2SB;WP170lbs;1480IHP. | | |
| 13723 210,311 | **Tawmie** xElmasada II Steel 1D | MV Trpl | Am 100.5 | Detroit 16 \| 8 | 83 123 | | 1912 | City Island, (Kyle & Purdy.) [N. Y. | William T. Barbour | 3-8Cyl Gas Engs 6¾x9; 125IHP | | |
| 13724 MTCA | **Taxandrier** xWar Spartan Steel 1D;Wireless,W. Bal 7BH | Scw | Blg 400 P49′ | Antwerp 52.3 \| 28.5 B113′ F39′ | 3170 5162 | | 1918 10 | Middlesboro (R. Dixon & Co., Lim.) [Eng. | Lloyd Royal Belge Soc. Anon. | 3Cyl TE 27,44,73x48; 3SB;WP180lbs | | BL |
| 13725 JFHS | **Taxiarchis** xDominic Steel 1D;Spar dk;Deep frmg; 5BH Wireless;W. Bal | Scw Sch | Grk 322 | Syra 42.3 \| 16.9 | 1893 2966 | | '95 10 | Glasgow, (Barclay, Curle & Co.) [Scot. | N. E. Kulukundis | 3Cyl TE 23½,39,64x42; 2SB;WP160lbs | | BL |
| 13726 OUDI | **Taza** xChile Steel 1D;Wireless 6BH | Scw Twin | Fr 208.3 | Fort de France 33.6 \| 9.1 | 410 755 | | 1904 | Grangemouth, Scot. (Grangemouth & Greenock Dkyd. Co.) | Cie. Generale Transatlantique | 2-3Cyl TE 11,18,30x22; 2SB;WP185lbs;800IHP | | V |
| 13727 219,415 LVDT | **Teal** Steel 2D 6BH | Scw | Am 139.4 | Rockland 25.2 \| 14.2 | 209 408 | | 1919 | Savannah, (Foundation Co.) [Ga. | Deep Sea Fisheries, Inc. | 3Cyl TE 12¾,21½,35x24; 1SB;WP180lbs;500IHP. | | |
| 13728 | **Teal** Steel 2D;W. Bal;Oil fuel 11BH | Scw | Am 180 | 35.3 \| 17.2 | | | 1918 11 | Chester, (Sun S. B. Co.) [Pa. | U. S. Govt. (Navy Dept.) | 3Cyl TE 19,29,46x30; 2WTB;WP200lbs;1400IHP; Exmd10,26 | | |
| 13729 202,627 | **Teazer** 1D | Sch Aux | Am 91.3 | Gloucester 24 \| 9.8 | 59 97 | | 1905 | Essex, Mass. | Gorton-Pew Vessels Co. | Wd; GasEng | | |
| 13730 1,396 PIXK | **Tebe** xIndipendente Iron 3D;B;W. Bal;Wireless 5BH | Scw | It 344.7 | Genoa 40 \| 25 | 1668 2997 | | '83 | Glasgow, (A. Stephen & Sons.) [Scot. | Cia Italiana Transatlantica | 3Cyl TE 23,38,63x47 2DB;2623IHP | | I |
| 13731 130,380 KDVB | **Tech** xNeaira Steel 1D | Scw Sch | Am 115.4 | Wilmngtn 20 \| 9 | 98 169 | | '87 | Marcus Hook, Pa. (Houston & Woodbridge.) | T. C. du Pont | 2Cyl C 15,28x16; 2WTB;350IHP. | | |
| 13732 141,307 | **Teco** Wood 1D | MV | Br 117 | Victoria 23.4 \| 9.8 | 137 194 | | 1918 | Vancouver, (Vancouver Shipyard, Lim.) [B. C. | British Columbia Cement Co. (Lim.) | 2Cyl Oil Eng 16½x19 | | |
| 13733 | **Tecomate** Steel 1D; 5BH Oil fuel F. P. above 150° F. C-18-s | Scw | Col 127 | 32.5 \| 13.8 | 233 449 | | 1921 10 | City Island, (Kyle & Purdy) [N. Y. | Ulen & Co. | 2Cyl C 18,38x26; J. W. Sullivan Co; 1SB:KingsfordFdy.&Mach Corp; 1900HS;WP155lbs;450IHP;EAC; d rpd6,23;Dkd2,26;s rps3,26 | ✠A1 Ⓔ Mooring Tender. ✠AMS S.S.No.1,Alg2,26; shft drn8,24;M.&B.S.2,26;Scip | |
| 13734 135,829 JKND | **Tecumseh** xTuscarora Steel 2D;Shel dk;Web frms; 17BH Wireless;Oil in bulk;Oil fuel;W. Bal | Scw | Br 440.5 | Hong K'ng 58.7 \| 29.7 | 4247 6828 | | 1908 7 | Flensburg, (Flensburg, Schiffsb. Ges.) [Ger. | Standard Trans. Co. (Lim.) | 4Cyl QE 24,34,51,74x54; 3SB;WP215lbs | | BL |
| 13735 163,976 | **Teddy** 1D | Brg | Am 162 | Pensacola 35 \| 10 | 427 427 | | 1909 | Westlake, La. | Aiken Tow Boat & Barge Co., Inc. | Wd | | |
| 13736 168,605 | **Teddy Burke** xJohn Rodgers 1D | Brg | Am 151 | New York 27 \| 9 | 261 269 | | '83 | Newburgh, N. Y. | Lambert Transp. Co. | I | | |
| 13737 119,879 HDFC | **Teesbridge** Steel 1D;B;Deep frmg;Wireless; 6BH W. Bal | Scw Sch | Br 340.6 P20′ | W.Hartlpl 47.2 \| 20 B93′ F33′ | 2546 3898 | | 1905 8 | Newcastle, (R. Stephenson & Co., Lim.) [Eng. | Crosby, Magee & Co., Mgrs. | 3Cyl TE 25,40,67x45; 2SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13738 | **Teespool** | Scw | Br | W.Hartlpl | 2938 | | 1905 | Stockton, | R. Ropner | 3Cyl TE26,42,70x48; | | BL |
| 119,888 | Steel | Sch | 351.5 | 53 \| 27.6 | 4577 | | 12 | (Ropner [Eng. | & Co., Mgrs. | 3SB;WP180lbs | | |
| HFDN | 1D;B;Deep frmg;Wireless; 6BH | | F32′ | | | | | & Son.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 13739 | **Tegucigalpa** | Scw | Hon | Ceiba | 1864 | | '97 | Aberdeen, | Vacarro | 3Cyl TE25½,42½,69¼x45; | | BL |
| | xIngell Steel | | 330.1 | 41.2 \| 18.6 \| 26 | 2928 | | 10 | (Hall, [Scot. | Bros. & Co. | 2SB;WP185lbs | |
| PVJD | 1D;Spar dk;Web frms; 5BH | | B104′ | F35′ | | | | Russell & Co.) | | | | |
| | W. Bal;Oil fuel | | | | | | | | | | | |
| 13740 | **Tehuantepec** | Scw | Mex | Vera Cruz | 464 | | '96 | Dumbarton, | Mexican | 3Cyl TE17,28,45x30; | | |
| | Steel | | 209.2 | 30 \| 12.4 | 751 | | 10 | (A. [Scot. | Govt. | 2SB | | |
| | 1D;W. Bal 4BH | | P50′ | F33′ | | | | McMillan & Son, Lim.) | | | | |
| 13741 | **Teide** | Scw | Sp | Barcelona | 2444 | | '95 | Stettin, | Cia. | 3Cyl TE22,38½,60x49; | | V |
| | xEspana No. 4 xCrefeld Steel | | 371.5 | 43.6 \| 25.1 | 3829 | | 3 | (Act. [Ger. | Transmediter- | 3SB;WP185lbs;1850IHP | | |
| | 3D;Web frms;Well dk; 7BH | | P219′ | F46′ | | | | Ges. "Vulcan.") | ranea | | | |
| | SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 13742 | **Teiresias** | Scw | Br | Liverpool | 4813 | | 1914 | Newcastle, | Ocean S.S. | 3Cyl TE31,51½,86x60 | | |
| 137,418 | Steel | | 455.3 | 56.3 \| 32.5 | 7595 | | | (Hawthorn, [Eng. | Co. (Lim.) | | | |
| JHLP | 2D;Wireless;W. Bal | | P53′ | B162′ F60′ | | | | Leslie & Co., Lim.) | | | | |
| 13743 | **Teja** | Scw | Ger | Hamburg | 2684 | | 1905 | Howdon, | Seereederei- | 3Cyl TE25,41,69x48; | | C |
| | xKarl Hans xVoorburg Steel | | 360.4 | 47.9 \| 28 | 4201 | | 12 | (Northum- [Eng. | Gesellshaft | 3SB;WP185lbs;372RHP | 2dS.S.No.2,Rtdm1,26; | |
| | 2D;Deep frmg;Wireless;W. Bal 6BH | | P27′ | B96′ F37′ | | | | berland S. Co., Lim.) | m. b. h. | | M.&B.S;shft drn1,26 | |
| 13744 | **Tejon** | Scw | Am | New York | 4349 | 7′ 7¼″ | 1920 | Oakland, | Standard | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ Oil Carrier. | |
| 220,027 | xCity of Reno Steel | | 425.8 | 57 \| 31.1 \| 33′ | 7004 | 25′ 8″ | 5 | (Moore [Cal. | Transp. Co. | Llewellyn Iron Wks; | ✠AMS | |
| LWNJ | 2D;Mchy aft; 16BH | | | | 9819 | | | S. B. Co.) | | 3SB;Moore S. B. Co; | S.S.No.1,LosA5,24; | |
| | Long. frmg; 9BH to Fbd dk | | P105′ | B40′ F41′ | | | | | | 8745HS;WP210lbs;2800IHP;EAC; | M.S.5,24;shft drn4,25; | |
| | Wireless;SUB.SIG;D.F; 7BH to 2d dk | | | | | | | | | ld rpd11,23;d rpd4,26; | B.S.9,26;Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | Dkd,s rps10,26 | | |
| | W.B.—A.P.29t;D.B.61′147t | D.T.a | 4 | ′207t | D.T.f. | 43′541t;T.D | .36t | | | | | |
| | F.O. | D.T.a | 11′532t | | D.T.f.9′404 | t | | | | | | |
| 13745 | **Tekoa** | Scw | Am | Newark | 1992 | 5′ 9″ | 1920 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,498 | Steel | | 320 | 46.2 \| 25 \| 28′ 6″ | 3278 | 22′ 11″ | 2 | (Submarine [N. J. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LVJG | 1D;2d dk at ends;Wireless; 7BH | | | | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | shft drn2,21;BBP;CL | |
| | SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd2,21;s rps10,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′394 | t | F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t | | S.T.31t | F.P.104t | | | | | | | | |
| 13746 | **Tekoa** | Scw | Br | London | 5328 | | 1922 | Hull, | New | Stm Tbns; | | BL |
| 145,994 | Steel | | 460.6 | 62.8 \| 35 | 8531 | | 3 | (Earle's [Eng. | Zealand Shipping | 5SB;WP190lbs | | |
| KLRN | 2D;Shel dk;Oil fuel;Wireless; 7BH | | B270′ | F54′ | | | | Co., Lim.) | Co. (Lim.) | | | |
| | W. Bal | | | | | | | | | | | |
| 13747 | **Tela** | Scw | Nor | Bergen | 1834 | | 1916 | Osaka, | Wilhelmsen | 3Cyl TE22,37,61x42; | | BL |
| | xTotal Maru Steel | | 305.3 | 44 \| 25 | 2960 | | 5 | (Osaka [Jap. | Bros., Mgrs. | 2SB;WP180lbs | | |
| LFDM | 2D;Web frms;Long. frmg; 5BH | | P19′ | B82′ F32′ | | | | Iron Works, Lim.) | | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 13748 | **Telamon** | Scw | Br | Liverpool | 2844 | | 1904 | Belfast, | Ocean | 3Cyl TE24,41,69x54 | | |
| 120,820 | Steel | Sch | 383.3 | 47.4 \| 28.2 | 4533 | | | (Workman, [Ire. | S.S. Co. (Lim.) | | | |
| HBRF | 2D;Wireless;W. Bal | | P40′ | B117′ F43′ | | | | Clark & Co., Lim.) | | | | |
| 13749 | **Telegraph** | Scw | Am | New York | 235 | | 1910 | Tottenville, | Richard | 2-2CylC14,20x22; | ✠ — — | |
| 207,299 | xRobert C. Clowry O,YP;Glcf | Twin | 132.3 | 33.3 \| 15.1 | 532 | | 3 | (A. C. [N. Y. | Morton | 2SB;WP150lbs;1000IHP | — — | |
| LBKD | 1D | | | | | | | Brown & Sons.) | | | Expired3,26 | |
| 13750 | **Telemachus** | Scw | Br | Liverpool | 4792 | | 1902 | Belfast, | Ocean S.S. | 3Cyl TE28,48,82x60 | | |
| 115,277 | Steel | Sch | 454.7 | 54.1 \| 32.3 | 7480 | | | (Workman, [Ire. | Co. | | | |
| TJPL | 2D;W. Bal;Wireless | | P53′ | B160′ F57′ | | | | Clark & Co., Lim.) | | | | |
| 13751 | **Telesfora de Larrinaga** | Scw | Br | Liverpool | 3537 | | 1920 | Pt. Glasgow, | Larrinaga & | 3Cyl TE26,44,73x48; | | BL |
| 143,634 | Steel | | 449.9 | 57.9 \| 26.6 | 5780 | | 5 | (R. Duncan [Scot. | Co. (Lim.), Mgrs. | 2DB;WP200lbs | | |
| KFMI | 2D;Shel dk;Wireless;W. Bal 7BH | | F55′ | | | | | & Co., Lim.) | | | | |
| 13752 | **Tello** | Scw | Nor | Kragero | 1476 | | 1918 | Toronto, | Johannes | 3Cyl TE20,33,55x40; | | BL |
| | xTroja Steel | | 251 | 43.5 \| 25.8 | 2478 | | 6 | (Dominion [Ont. | Lindvig, Mgr. | 2SB;WP185lbs | | |
| LBGQ | 1D;Wireless;W. Bal 4BH | | P25′ | B68′ F20′ | | | | S. B. Co., Lim.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13753 | **Tellus** | Bk | Prv | Callao | 1358 | | '91 | Rotterdam, | Government | Stl;2BH | | V |
| | xEvertsen | | 238.2 | 37.5 \| 21.4 | 1465 | | | (Rijkee [Hol. | | | | |
| RKQN | 1D | | | | | | | & Co.) | Peruvien | | | |
| 13754 | **Tellus** | Scw | Hol | Amst'dam | 918 | | 1904 | Amsterdam, | Koninkle. | 3CylTE19,30,51x35; | | V |
| 142,405 | Steel | Sch | 251.4 | 34.8 \| 18.6 | 1523 | | | (Nederl. [Hol. | Nederl. Stoomb. | 2SB;WP160lbs;800IHP | | |
| PTLB | 2D;W. Bal 6BH | | | | | | | Schps. Maats.) | Mij. | | | |
| 13755 | **Tempete** | Scw | Fr | Marseilles | 20 | | 1919 | Ambacht, | Soc. Mar. | 3CylTE16,26,42x24; | | V |
| | xJacob van Heemskerck Steel | | 126.3 | 23.1 \| 12.2 | 305 | | | (Jonker & [Hol. | Nationale | 1SB;WP192lbs;750IHP | | |
| OUER | 1D;Wireless 6BH | | | | | | | Stans) | | | | |
| | (*Now Eemland*) | | | | | | | | | | | |
| 13756 | **Temple** | Brg | Am | Phila. | 876 | | 1912 | Noank, | Reading Co. | O,Ch,YP;Gif(Sltd) | | V |
| 210,613 | | Sch | 195 | 35 \| 17.6 | 963 | | | (R. Palmer [Conn. | | | | |
| LCPQ | 1D;B | | | | | | | & Son.) | | | | |
| 13757 | **Temple** | Brg | Am | New York | 285 | | 1916 | Tottenville, | Mallory S.S. | Wd | | |
| 166,478 | | | 99.8 | 36 \| 8.7 | 285 | | | (H. [N. Y. | Co. | | | |
| | 1D | | | | | | | Cossey) | | | | |
| 13758 | **Tenafly** | Scw | Am | New York | 2911 | 5′ 5½″ | 1920 | Shooters | U. S. Ship- | 3CylTE25,42,70x48; | ✠A1Ⓔ | |
| 219,518 | Steel | | 377 | 52.2 \| 26.8 \| 29′ | 4754 | 23′ 8½″ | 1 | Island, N. Y. | ping Board | Standard S. B. Corp; | ✠AMS | |
| LVKM | 2D;Wire'ess;SUB.SIG;W. Bal 7BH | | P39′ | B105′ F40′ | 7500 | | | (Standard S. B. | | 3SB;Standard S. B. Corp; | SBP;CL | |
| | C-34 | | | | | | | Corp.) | | 181GS;6900HS;WP190lbs;2500IHP; | (Laid up) | |
| | W.B.—A.P.48t;D.B.324′1029t;D. | Γ.678t. | F.P.10 | 6t | | | | | | EAC;8 rps1,22;Dkd5,22 | | |
| 13759 | **Tenafly** | Scw | Am | Newark | 890 | | 1906 | Wilmington, | The | 2Cyl; | | |
| 203,468 | xBabylon Steel | | 188.5 | 45.1 \| 16.5 | 1310 | | | (Harlan & [Del. | Holland Co. | 4Blrs;WP150lbs;1800IHP | | |
| | 2D | | | | | | | Hollingsworth | | | | |
| | | | | | | | | Corp.) | | | | |
| 13760 | **Ten-an Maru** | Scw | Jap | Jinsen | 1290 | | 1916 | Uraga, | Chosen | 3CylTE19,31,52x39; | | |
| 1,104 | xTenno Maru Steel | | 268 | 40.8 \| 23.6 | 2148 | | 1 | (Uraga [Jap. | Yusen Kabushiki | 2SB;WP180lbs;135RHP. | | |
| PGMN | 1D;W. Bal 5BH | | P13′ | B62′ F27′ | | | | Dockyard Co., | Kaisha | | | |
| | | | | | | | | Lim.) | | | | |
| 13761 | **Tenas** | Brg | Am | Phila. | 2146 | | 1919 | Brunswick, | Southern | YP;Gif✕ | ✠ — — | |
| 218,834 | | Sch | 267.3 | 46 \| 23.6 | 2212 | | 10 | (American [Ga. | Trans. Co. | | Suspended9,22 | |
| | 1D;B | | | | | | | S. B. Co.) | | | | |
| 13762 | **Tenbergen** | Scw | Hol | Rotterd'm | 2702 | | 1922 | Lobith, | N. V. | Stm Tbns; | | BL |
| | Steel | | 385 | 50.3 \| 26.4 | 4441 | | 9 | (N. V. [Hol. | Furness Scheepv. | 3SB;WP180lbs | | |
| PTLG | 2D;Wireless;W. Bal 6BH | | P31′ | B242′ F37′ | | | | Lobithsche. | & Agen Mij | | | |
| | | | | | | | | Scheepsb, Mij.) | | | | |
| 13763 | **Tenbury** | Scw | Br | London | 3002 | | 1907 | Newcastle, | Alexander | 3CylTE27,42,70x48; | | BL |
| 146,063 | xLowenburg Steel | | 398.2 | 54.1 \| 20.9 | 4759 | | 7 | (Swan, [Eng. | Shppng. Co.(Lim.) | 2SB;WP180lbs | | |
| | 1D;Spar dk;Deep frmg; 6BH | | P48′ | B116′ F48′ | | | | Hunter & Wigham | | | | |
| | Wireless;W. Bal | | | | | | | Richardson, Lim.) | | | | |
| 13764 | **Tencho Maru** | Scw | Jap | Dairen | 751 | | 1912 | Hong Kong, | Dairen | 3CylTE17,27,44x30; | | |
| 2 | Steel | Sch | 245 | 36 \| 14.4 | 1261 | | | (Taikoo [China | Kisen Kabushiki | 2SB;WP190lbs;900IHP. | | |
| QBCF | 1D;W. Bal 4BH | | B61′ | F30′ | | | | Dockyard & Eng. | Kaisha | | | |
| | | | | | | | | Co.) | | | | |
| 13765 | **Tencho Maru** | Scw | Jap | Nish'miya | 1557 | | 1919 | Toronto, | Tatsuuma | 3CylTE20,33,55x40; | | BL |
| 28,551 | xLe Quesnoy Steel | | 251 | 43.7 \| 26 | 2608 | | 6 | (Dominion [Can. | Kisen Kabushiki | 2SB;WP185lbs | | |
| SJHK | 1D;Wireless;W. Bal 4BH | | P25′ | B68′ F20′ | | | | S. B. Co.) | Kaisha | | | |
| 13766 | **Tenerife** | Scw | Ger | Hamburg | 3097 | | 1922 | Danzig, | Hamburg- | 3CylTE25,43,70x47; | | G |
| | Steel | | 361.8 | 51.4 \| 31.6 | 4996 | | 11 | Dzg. | Sudamer. | 3Blrs | | |
| RDBL | 2D;Wireless;SUB.SIG;W. Bal 4BH | | F45′ | | | | | (F. Schichau.) | Dampfschiff.-Ges. | | | |
| 13767 | **Tenkai Maru** | Scw | Jap | Takao | 1918 | | 1917 | Nagasaki, | Taiwan | 3CylTE19,32,54x48; | | BL |
| 75 | Steel | | 305 | 43.7 \| 27.2 | 3125 | | 9 | (Mitsubishi [Jap. | Seito Kabushiki | 2SB;WP180lbs | | |
| KBHW | 2D;Wireless;W. Bal 5BH | | P25′ | B94′ F33′ | | | | Dkyd. & E. Wks.) | Kaisha | | | |
| 13768 | **Tennessee** | Scw | Am | Hartford | 743 | | '98 | Wilmington, | Hartford & | 2-3CylTE18,28,45x30; | | |
| 145,783 | Steel | Sch | 245 | 38.5 \| 15.8 | 1240 | | 7 | (Harlan & [Del. | N. Y. Trans. Co. | 4SB;WP160lbs;2100IHP. | | |
| | 2D;Wireless 5BH | Twin | | | | | | Hollingsworth.) | | | | |
| 13769 | **Tennessee** | Brg | Am | Phila. | 888 | | 1918 | Chesapeake, | Southern | Wd | | |
| 167,411 | | | 214 | 32 \| 14.3 | 915 | | | (Southern [Md. | Trans. Co. | | | |
| | 1D | | | | | | | Transp. Co.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. Bth. Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13770 | **Teno** | Scw | Chl | Valparaiso | 3886 | | 1922 | Greenock, | Cia. Sud | Stm Tbns; | | BL |
| | Steel | Twin | 422.8 | 56.2 \| 30.4 | 7289 | | 12 | (Scott's [Scot | Americana de | 6SB;WP215lbs | | |
| | 2D;Well dk;Oil fuel;W. Bal 8BH | | P & B | 293′ F87′ | | | | S. B. & E. Co., Lim.) | Vap. | | | |
| 13771 | **Tenpaisan Maru** | Scw | Jap | Kobe | 2638 | | 1911 | Sunderland, | Mitsui Bus- | 3Cyl TE26,42,70x48; | | BL |
| 14,168 | Steel | | 380.7 | 53.6 \| 27.1 | 5019 | | 7 | (J. L. [Eng. | san Kaisha | 3SB;WP180lbs | | |
| LQPM | 1D;Wireless;W. Bal 6BH | | P38′ | B111′ F36′ | | | | Thompson & Sons, Lim.) | (Lim.) | | | |
| 13772 | **Tenryu Maru** | Scw | Jap | Ushioye | 1603 | | '99 | Middlesbro, | Hakuyo | 3Cyl TE22½,36½,61x42; | | BL |
| 14,355 | xJenny Steel | Sch | 300 | 43 \| 20.5 | 2520 | | 1 | (R. Craggs [Eng. | Shosen | 2SB;WP160lbs | | |
| LPVN | 1D;Deep frmg;W. Bal 5BH | | P27′ | B58′ F33′ | | | | & Sons.) | Kabushiki Kaisha | | | |
| 13773 | **Tenshin Maru** | Scw | Jap | Kobe | 2483 | | '94 | Sunderland, | Kobe Kisen | 3Cyl TE25,41,67x45; | | BL |
| 8,965 | xSt. Irene Steel | Sch | 357 | 45.5 \| 19 | 4021 | | 5 | Eng. | Kabushiki Kaisha | 3SB;WP180lbs | | |
| JNGF | 1D;Spar dk;Web frms;Wireless; 6BH | | P35′ | B78′ F35′ | | | | (J. Laing.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 13774 | **Tensho Maru** | Scw | Jap | Kash'zcki | 1827 | | 1910 | Blyth, | Sakai | 3Cyl TE23,38,62x42; | | C-J |
| 28,536 | xMelrose Abbey xSyndic Steel | | 314 | 45.7 \| 21.1 | 3022 | | 11 | (Blyth S. B. [Eng. | Shoten Kabushiki | 2SB;WP180lbs;Dkd4,22 | 2dS.S.No.1,Oh4,25;A.S.4,26; | |
| SJGK | 1D;Wireless;W. Bal 5BH | | P29′ | B90′ F35′ | | | | & D. D. Co., Lim.) | Kaisha | | M.&B.S;shft drn4,26 | |
| 13775 | **Tento** | Scw | Nor | Oslo | 1230 | | 1918 | Toronto, | E. B. Auby | 3Cyl TE20½,33,54x36; | | V |
| | Steel | | 251.4 | 43.6 \| 21 | 2062 | | 1 | (Polson [Can. | | 2SB;WP180lbs;1250IHP | | |
| MTSF | 1D;Wireless;W. Bal 5BH | | | | | | | Iron Wks.) | | | | |
| 13776 | **Tenyo Maru** | Scw | Jap | Yokoh'ma | 6292 | | 1908 | Nagasaki, | Nippon | Stm Tbns; | | BL |
| 11,070 | Steel | Sch | 558 | 61.9 \| 35.5 | 13402 | | 4 | (Mitsubishi [Jap. | Yusen Kabushiki | 13SB;WP180lbs | | |
| LFKB | 3D;Shel dk;Deep frmg; 12BH | Trip | | | | | | Dkyd. & E. Wks.) | Kaisha | | | |
| | Web frms;SUB.SIG;Wireless; | | | | | | | | | | | |
| | Oil fuel;W. Bal | | | | | | | | | | | |
| 13777 | **Tenyu Maru** | Scw | Jap | Ushioye | 663 | | 1902 | Bergen, | Tosa Domei | 3Cyl TE19,30,50x33; | | |
| 27,835 | xBeatrice Steel | | 200 | 32.1 \| 14.7 | 1098 | | | (Bergens [Nor. | Kisen Kabushiki | 2SB;WP180lbs | | |
| SFJP | 1D;Spar dk;W. Bal 4BH | | | | | | | Mek. Vaerksted.) | Kaisha | | | |
| 13778 | **Tenyu Maru** | Scw | Jap | Dairen | 2310 | | 1905 | Newcastle, | Ono Shokai | 3Cyl TE25,41,67x45; | | BL |
| 180 | xEthelstan Steel | | 340.1 | 47.1 \| 20 | 3752 | | 8 | (R. [Eng. | Kabushiki Kaisha | 2SB;WP165lbs | | |
| QBPR | 1D;B;Spar dk;Deep frmg; 6BH | | P26′ | B93′ F33′ | | | | Stephenson & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13779 | **Tenzan Maru** | Scw | Jap | Tokio | 1889 | | 1920 | Burntisland, | Kinkai | 3Cyl TE25,41,68x45; | | |
| 29,666 | xSunfield Steel | | 331.6 | 46.7 \| 24.8 | 3123 | | 2 | (Burntisland [Scot. | Yusen Kabushiki | 3SB;WP180lbs | | |
| SPBJ | 1D;Wireless;W. Bal 5BH | | P32′ | B99′ F29′ | | | | S. B. Co., Lim.) | Kaisha | | | |
| 13780 | **Terceirense** | Bk | Ptg | Lisbon | 233 | | 1902 | Rosendal, | Cia. | O,P;Gif(Sltd) | | |
| | xHilda xAlbertinus | | 121.2 | 27.7 \| 11.7 | 300 | | | (K. | Acoreana de | | | |
| | 1D | | | | | | | Skaaluren.) | Nav. e Pescarias | | | |
| 13781 | **Terence O'Boyle** | Brg | Am | New York | 2200 | | 1919 | Brunswick, | O'Boyle | Wd | | |
| 168,547 | xAlcovy | | 268 | 46 \| 26 | 2200 | | | (American [Ga. | Lighterage Co. | | | |
| | 1D | | | | | | | S. B. Co.) | | | | |
| 13782 | **Teresa C** | Scw | It | Trieste | 3719 | | 1922 | Trieste, | "Cosulich" | 3Cyl TE26,42,70x48; | | I |
| 609 | xTeresa Steel | | 401 | 54 \| 29.7 | 6131 | | 6 | (Cantiere [It. | Soc. Triestina | 3SB;WP180lbs | | |
| SLNH | 2D;Web frms;Oil fuel;Wireless; 6BH | | P36′ | B124′ F44′ | | | | Navale Triestino.) | de Nav. | | | |
| | W. Bal | | | | | | | | | | | |
| 13783 | **Teresa Schiaffino** | Scw | It | Genoa | 2165 | | 1901 | Newcastle, | G. B. | 3Cyl TE24,40,64x42; | | BL |
| 1,314 | xGrazia xComedian Steel | | 345 | 46.2 \| 24 | 3497 | | 2 | (W. Dobson [Eng. | Schiaffino & Co. | 2SB;WP180lbs | | |
| PJBN | 1D;Spar dk;Web frms; 6BH | | P25′ | B82′ F38′ | | | | & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13784 | **Tern** | Scw | Am | | | | 1919 | Morris | U. S. Govt. | 3Cyl TE19,29,46x30; | | |
| | Steel | | 180 | 35.3 \| 17.3 | | | 5 | Heights, N. Y. | (Navy Dept.) | 2WTB;WP200lbs;1400IHP | | |
| | 2D;W. Bal; Oil fuel 11BH | | | | | | | (Gas Engine & Power Co.) | | | | |
| 13785 | **Tern** | Scw | Am | Rockland | 208 | | 1919 | Savannah, | East Coast | 3Cyl TE12¾,21½,35x24; | | |
| 219,667 | xLodi Steel | | 150 | 25.2 \| 14.7 | 411 | | 4 | (Foundation [Ga. | Fisheries Co. | 1SB;WP180lbs;500IHP. | | |
| LVSJ | 1D;Wireless 4BH | | | F26′ | | | | Co.) | | | | |
| 13786 | **Ternate** | Scw | Hol | Rotterd'm | 3856 | | 1908 | Pt. Glasgow, | W. Ruys & | 3Cyl TE26½,43,72x48; | | V |
| | Steel | Sch | 393 | 51.6 \| 34.8 | 5909 | | | (W. [Scot. | Zonen | 3SB;WP180lbs;2450IHP | | |
| PTMB | 3D;Wireless;W. Bal 7BH | | | | | | | Hamilton & Co., Lim.) | | | | |
| 13787 | **Terra Nova** | Scw | Br | St. Johns | 400 | | '84 | Dundee, | Bowring | 2CylC27,54x33 | | |
| 89,090 | Wood | | 187 | 31.4 \| 19 | 764 | | | (A. Stephen [Scot. | Bros. (Lim.) | | | |
| HDLG | 2D;Mchy aft;Wireless | | | | | | | & Sons.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13788 | **Terre Haute** | Scw | Am | Phila. | 3424 | 7′ 4¾″ | 1919 | Chester, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,265 | Steel | | 400.7 | 54.2 \| 30.1 | 5670 | 25′ 6½″ | 11 | (Merchant [Pa. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LTSM | 2D;Wireless;SUB.SIG; 6BH | | | 32′ 9″ | 8900 | | | S. B. Co.) | | 3SB;New York S. B. Co: | S.S.Phila6,20;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P36′ | B124′ F43′ | | | | | | 8S62HS;WP180lbs;2500SHP; | (Laid up) | |
| | | | | | | | | | | Dkd6,20;s rps11,21 | | |
| | W.B.—PA.180t;D.B.335′1387t;F. P.147t. | | | | | | | | | | | |
| 13789 | **Terrell** | Brg | Am | New York | 295 | | 1916 | Tottenville, | Mallory S.S. | Wd | | |
| 166,489 | | | 100 | 36 \| 9.1 | 295 | | | (Harry [N. Y. | Co | | | |
| | 1D | | | | | | | Cossey.) | | | | |
| 13790 | **Terrier** | Scw | Nor | Tonsberg | 3163 | | 1911 | Sunderland, | Wilh. | 3CylTE27,44½,73x48; | | BL |
| | Steel | Sch | 400 | 52 \| 27.4 | 5122 | | 2 | (J. L. [Eng. | Wilhelmsen, | 3SB;WP180lbs | | |
| MGJT | 2D;W. Bal;Wireless 6BH | | P44′ | B121′ F41′ | | | | Thompson & Sons.) | Mgr. | | | |
| 13791 | **Teseo** | Scw | It | Genoa | 2995 | | 1920 | Palermo, | Soc. Ligure | 3CylTE26,42,69x48; | | C-I |
| 939 | Steel | | 394 | 51.7 \| 35.1 | 4966 | | 4 | (Cantieri [It. | di Armamento | 2SB;WP180lbs;2672IHP | S.S.No.1,Plmo3,24;A.S.3,26; | |
| SMCR | 2D;Wireless;W. Bal 9BH | | | | | | | Navali Riuniti.) | | | shft drn1,24;B.S.,3,25;M.S.3,26 | |
| 13792 | **Teucer** | Scw | Br | Liverpool | 5762 | | 1906 | Newcastle, | A. Holt & | 2-3CylTE23,38½,65x48; | | |
| 120,918 | Steel | Twin | 486 | 58.3 \| 39.5 | 9079 | | | (Hawthorne, [Eng. | Co., Mgrs. | Dkd12,25 | | |
| HFNG | 3D;Wireless;W. Bal | | | | | | | Leslie & Co., Lim.) | | | | |
| 13793 | **Teutonia** | Scw | Ger | Hamburg | 3915 | | 1906 | Vegesack, | Hamburg- | 4CylQE24,34,50,72x53; | | G |
| | xHabsburg Steel | | 409.8 | 52.8 \| 28 | 6533 | | 7 | (Bremer [Ger. | Amerik Linie | 3Blrs | | |
| RPGD | 2D Deep frmg;SUB.SIG; 9BH | | P & B | 260′ F48′ | | | | Vulkan.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13794 | **Teviot** | Scw | Br | Middlsbro | 2108 | | 1902 | Stockton, | Royal Mail | 3CylTE25,42,68x45; | | BL |
| 113,905 | Steel | | 331.5 | 46.2 \| 17.6 | 3271 | | 7 | (Craig, [Eng. | Steam Packet Co. | 3SB;WP180lbs | | |
| TNBW | 1D;Spar dk;Web frms; 5BH | | P69′ | B92′ F36′ | | | | Taylor & Co.) | | | | |
| | SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 13795 | **Texaco 124** | MV | Am | Pt. Arthur | 128 | | 1917 | Bath, | Texas Co. | 6CylOilEng12½x15; | | |
| 215,823 | Steel | | 96.5 | 23 \| 10.3 | 226 | | 12 | (Texas [Me. | | 325BHP. | | |
| LJHN | 1D 7BH | | | | | | | S.S. Co.) | | | | |
| 13796 | **Texaco 125** | MV | Am | Pt. Arthur | 128 | | 1918 | Bath, | Texas Co. | 6CylOilEng12½x15; | | |
| 215,876 | xThuban Steel | | 96.5 | 23.9 \| 10.3 | 226 | | | (Texas [Me. | | 325BHP. | | |
| LJMG | 2D | | | | | | | S.S. Co.) | | | | |
| 13797 | **Texaco 145** | MV | Am | Pt. Arthur | 325 | | 1919 | Bath, | Texas Co. | Gas Eng; | | |
| 218,001 | Steel | | 147.7 | 30.1 \| 12.4 | 484 | | 5 | (Texas [Me. | | 400BHP. | | |
| LQWV | 1D 8BH | | | | | | | S.S. Co.) | | | | |
| 13798 | **Texaco 146** | MV | Am | Pt. Arthur | 324 | | 1919 | Bath, | Texas Co. | Gas Eng; | | |
| 218,187 | Steel | | 147.7 | 30.1 \| 12.4 | 484 | | | (Texas [Me. | | 400BHP. | | |
| LRJP | 1D | | | | | | | S.S. Co.) | | | | |
| 13799 | **Texaco 147** | MV | Am | Pt. Arthur | 324 | | 1919 | Bath, | Texas Co. | Gas Eng; | | |
| 218,416 | Steel | | 147.7 | 30.1 \| 12.4 | 484 | | | (Texas [Me. | | 400BHP. | | |
| LRTC | 1D | | | | | | | S.S. Co.) | | | | |
| 13800 | **Texaco 154** | Brg | Mex | | 393 | | 1919 | Bath, | Texas Co. | Stl | | |
| | | | 135 | 34 \| 9 | 398 | | | (Texas [Me. | of Mexico | | | |
| | 1D | | | | | | | S.S. Co.) | | | | |
| 13801 | **Texaco 155** | Brg | Am | Pt. Arthur | 393 | | 1919 | Bath, | Texas Co. | Stl | | |
| 167,733 | | | 135 | 34.2 \| 9.2 | 398 | | 10 | (Texas [Me. | | | | |
| | 1D | | | | | | | S.S. Co.) | | | | |
| 13802 | **Texaco 156** | Brg | Am | Pt. Arthur | 393 | | 1919 | Bath, | Texas Co. | Stl | | |
| 167,767 | | | 135 | 34.2 \| 9.2 | 398 | | | (Texas [Me. | | | | |
| | 1D | | | | | | | S.S. Co.) | | | | |
| 13803 | **Texaco 157** | Brg | Am | Pt. Arthur | 393 | | 1919 | Bath, | Texas Co. | Stl | | |
| 167,768 | | | 135 | 34.2 \| 9.2 | 398 | | 12 | (Texas [Me. | | | | |
| | 1D | | | | | | | S.S. Co.) | | | | |
| 13804 | **Texaco 158** | Brg | Am | Pt. Arthur | 393 | | 1919 | Bath, | Texas Co. | Stl | | |
| 167,769 | | | 135 | 34.2 \| 9.2 | 398 | | 12 | (Texas [Me. | | | | |
| | 1D | | | | | | | S.S. Co.) | | | | |
| 13805 | **Texaco 171** | Brg | Am | New York | 634 | | 1921 | Bath, | Texas S.S. | Stl | | |
| 168,087 | | | 175.6 | 33.1 \| 13.6 | 657 | | 1 | (Texas [Me. | Co. | | | |
| | 1D | | | | | | | S.S. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13806 168,090 | **Texaco 172** 1D | Brg | Am 175.6 | New York 33.1 \| 13.6 | 634 658 | | 1921 1 | Bath, (Texas S.S. Co.) [Me. | Texas S.S. Co. | Stl | | |
| 13807 168,102 | **Texaco 173** 1D | Brg | Am 175.6 | New York 33.1 \| 13.6 | 634 658 | | 1921 | Bath, (Texas S.S. Co.) [Me. | Texas S.S. Co. | Stl | | |
| 13808 145,944 KSBG | **Texan** Steel 3D;B;Shel dk;Deep frmg; Oil fuel;Wireless;W. Bal;D.F. 7BH | Scw Twin | Am 471 | New York 57.2 \| 31.8 | 5456 8522 | | 1902 10 | Camden, (N. Y. S. B. Co.) N. J. | American-Hawaiian S.S. Co. | 2-4CylQR19,28½,41,60x42; 3SB;WP215lbs;3400IHP. | | BL |
| 13809 218,924 LSWC | **Texarkana** Steel 2D;W. Bal;Wireless;sub.sig; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.147t;D.B.338'1312t;D .T.27'8 F.O.....D.B.284'1092t;D .T.27'7 | Scw | Am 400.7 P36' 46t; F. 90t... | Phila. 54.2 \| 30.4 \| 32'10" B124' F44' P.123t ..... | 3387 5498 8756 | 7′ 10½″ 25′ 2″ | 1919 10 | Chester, (Merchant S. B. Corp.) [Pa. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & Mfg. Co; 3WTB;Foster-Connelly Co; 9459HS;WP200lbs;3000SHP;EAC; d rpd4,21;Dkd,s rps6,21 | ✠A1Ⓔ ✠AMS S.S.NY4,21; shft drn4,21;Clh BB;CL (Laid up) | |
| 13810 NKJM | **Texas** Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw Sch | Dan 373.8 P39' | Copenhgn 49.9 \| 25.5 B102' F45' | 2853 4465 | | '99 4 | Glasgow, (C. Connell & Co.) [Scot. | Forenede Dmpskib. Selskab | 3CylTE25,41,67x48; 2SB;WP175lbs | | BL |
| 13811 OUFI | **Texas** Steel 3D;Wireless;W. Bal 9BH | Scw Sch | Fr 409.2 | Havre 52.7 \| 35.4 | 4227 6733 | | 1908 10 | St. Nazaire, (Chant. de l'Atlantique.) [Fr. | Cie. Generale Transatlantique | 3CylTE27½,43,75x50½; 3SB;WP180lbs;3450IHP. | | V |
| 13812 213,878 LFSD | **Texas** Steel 2D;Oil fuel;Mchy aft; 16BH Oil in bulk;Web frms; Long. frmg; Wireless; sub.sig;W. Bal | Scw | Am 416.8 P107' | Pt. Arthur 56.1 \| 31.1 B34' F32' | 4039 6480 | | 1916 2 | Quincy, (Fore River S. B. Co.) [Mass. | Texas Co. | 3CylTE26½,44,74x51; 3SB;WP190lbs;3000IHP | | BL |
| 13813 166,548 | **Texas** 1D | Brg | Am 95.7 | New York 34.2 \| 8.5 | 524 524 | | 1916 | Rondout, (Jacob Rice & Sons) [N. Y. | Southern Pacific Co. | Wd | | |
| 13814 26,196 RSLH | **Texas Maru** Steel 2D;Shel dk;Wireless;W. Bal 7BH | Scw | Jap 425 | Kobe 53.6 \| 37.5 | 5077 6786 | | 1920 2 | O'Harima, (Harima Dkyd. Co.) [Jap. | Kokusai Kisen Kabushiki Kaisha | 3CylTE28,47,79x51; 2SB;1AuxSB;WP200lbs | | BL |
| 13815 PTML | **Texel** Steel 2D;Wireless;Oil fuel;W. Bal 8BH | Scw | Hol 375 P27' | Rotterd'm 51.3 \| 25.1 B222' F33' | 2748 4442 | | 1921 | Rotterdam, (Rotterdamsche Droogdok. Mij.) [Hol. | Stoomvaart. Mij "Triton" | 3CylTE25,41,68x45; 3SB;WP180lbs;1900IHP. | | V |
| 13816 225,227 | **Thalia** Wood 1D | MV Yct | Am 84.8 | New York 18 \| 6.2 | 109 119 | | 1925 | Camden, (Mathis Yacht B. Co.) [N. J. | Thos. M. Howell | 2-6CylGasEng7x8; 300BHP. | | |
| 13817 26,817 RWDQ | **Thames Maru** Steel 2D;Wireless;W.Bal 6BH | Scw | Jap 385 | Kobe 51 \| 36 | 4254 5873 | | 1920 8 | Kobe, (Kawasaki Dkyd. Co., Lim.) [Jap. | Kawasaki Dockyard Co. (Lim.) | 3CylTE26,43,72x48; 2SB;1AuxSB;WP200lbs | | BL |
| 13818 223,311 MDWR | **Thann** 1D | Sch 5 M | Am 258.2 | New York 48.4 \| 22.2 | 1857 2102 | | 1918 | Tacoma, (Foundation Co.) [Wash. | Thann Navigation Corp. | Fir;Gif;3BH | | V |
| 13819 219,718 LVWD | **The Angeles** Steel 2D;Wireless;sub.sig;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.242t;D.B.356'1241t .....T.640 F.O.....D.B.306' 951t;D | Scw | Am 410 P43' ..... t;S.T.4 | Los Ang's 54.4 \| 27.2 \| 29' 9½" B114' F46' ...F.P.109t 9t;F.P.102t | 3420 5481 8600 | 6′ 23′ 11″ | 1920 3 | San Pedro, (Los Angeles S. B. & D. D. Co.) [Cal. | U. S. Shipping Board | 3CylTE28½,47,78x48; Los Angeles S. B. & D. D. Co; 3WTB;Springfield Bir. & Mfg. Co; 12450HS;WP225lbs;3500IHP;EAC; rps7,24;s rps12,25;Dkd4,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY2,24; M.&B.S;shft drn2,24; Clh BB;CL | |
| 13820 208,398 LBTJ | **The Barnett** Steel 1D | Scw | Am 111 | Jcksnville. 21.7 \| 11.5 | 131 194 | | 1910 | Camden, (J. H. Dialogue & Son.) [N. J. | U. S. Shipping Board | 2CylC17,32x24 | | |
| 13821 204,283 | **The Boston Floating Hospital** Steel 1D 5BH | Scw | Am 160.3 | Boston 47 \| 8.8 | 417 672 | | 1906 | Boston, (Atlantic Works.) [Mass. | Floating Hospital | 2CylC10,18x14; 2SB;WP120lbs;200IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13822 144,395 KDVM | **The Gardner Williams** 1D;B | Sch 4 M | Br 194 P34′ | Port Louis 36.2 \| 16.9 F37′ | 861 901 | | 1918 8 | Portland, (Columbia [Ore. Eng. Wks.) | Le Nouveau Chantier (Lim.) | Wd;Gif(Sltd) | | BL |
| 13823 209,060 | **The Harvester** Steel 1D;Mchy aft;Web frms; Long. frmg;Wireless;W. Bal | Scw Sch 4BH | Am 525 F48′ | Duluth 58 \| 31 | 5690 7188 | | 1911 8 | Lorain, (American [Ohio S. B. Co.) | Inter-national Harvester Co. | 3Cyl TE23,38,63x42; 2SB;WP180lbs;1760IHP. | | |
| 13824 217,611 LPWV | **The Lambs** Steel 2D;sub.sig;Long.frmg;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.175t;D.B.331′1518t. ... F.O.—A.P.163t;D.B.289′1169t;S. T.77t; | Scw | Am 395.5 P45′ F.P.25 F.P.23 | Newark 55 \| 31.4 \| 34′ 11″ B110′ F38′ 5t 8t | 4122 6629 9683 | 8′ $\frac{1}{2}$″ 27′ | 1919 2 | Newark (Federal [N. J. S. B. Co.) | U. S. Ship-ping Board | Stm Tbn; General Electric Co; 3SB;Federal S. B. Co: 8934HS;WP210lbs;2500SHP;EAC; Dkd5,26;d rpd10,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,NY3,23; M.S.3,23;shft drn2,24; B.S.5,26;SBP;CL | |
| 13825 746 TPNJ | **Thekla** xGlenfarg 1D;B | Bk | Fin 203.8 | Mariehmn 34.1 \| 19.1 | 809 917 | | '81 10 | Dundee, (A. Stephen [Scot. & Son.) | H. Lund-qvist | I;1BH | | BL |
| 13826 166,096 | **Thekla** 1D | Brg | Am 142 | Pt. Arthur 31.2 \| 8.4 | 290 290 | | 1915 | Westlake, (Clooney [La. Const. & Towing Co.) | ..... | Wd | | |
| 13827 WPJR | **Thelka** xBaldur Steel 1D;Wireless;W. Bal 4BH | Scw | Nor 266.4 P30′ | Farsund 41.9 \| 17.9 B66′ F38′ | 1013 1724 | | 1921 7 | Stettin, (Nuscke [Ger. & Co., A. G.) | Samuelsen & Olsens Rederi | 3Cyl TE20,32,51x35; 2SB;WP200lbs | | N |
| 13828 208,517 | **Thelma** Steel 1D | MV Twin | Am 137 | New York 16.4 \| 8.9 | 96 141 | | 1911 | MorrisHgts., (Seabury [N. Y. Co.) | Henry B. Plant | 2-4CylGasEng11x12; 300BHP. | | |
| 13829 145,781 | **Themis** Steel 1D 3BH | Scw Elvr | Am 140.7 | New York 31.9 \| 16.9 | 402 592 | | '98 6 | Camden, (J. H. Dialogue [N. J. & Son.) | Interna-tional Elevating Co. | 1Cyl24x26; 1CRTB;300IHP. | — Exp | |
| 13830 HRVK | **Themistocles** xMoraitis Steel 1D;B;Shel dk;Web frms; Wireless;W. Bal 6BH | Scw Twin | Grk 400 B144′ | Piraeus 50 \| 27.6 | 3924 6045 | | 1907 6 | Sunderland, (J. Priest-man & Co.) [Eng. | National Steam Navigation Co. (Lim.) of Greece | 2-3Cyl TE22,37,61x39; 4SB;WP180lbs | | BL |
| 13831 145,859 KQHL | **Theodora Palmer** 1D | Brg Sch | Am 196.4 | N. London 40.5 \| 17.6 | 910 1042 | | 1900 | Noank, (R. [Conn. Palmer & Son.) | Thames Tow Boat Co. | O,YP;Gif | | |
| 13832 206,045 | **Theodore H. Wickwire** Steel 1D;B;Mchy aft 4BH | Scw Sch | Am 444 | Buffalo 56.2 \| 29 | 3894 5141 | | 1909 5 | Ecorse, (Gt. Lakes [Mich. Eng. Wks.) | American S.S. Co. (Boland & Cornelius, Mgrs.) | 3Cyl TE22½,36,60x42; 2CRTB;WP180lbs;1520IHP. | | |
| 13833 207,766 | **Theodore H. Wickwire, Jr.** Steel 1D;B;Mchy aft;W. Bal 4BH | Scw Sch | Am 504 | Buffalo 56 \| 26 | 4927 6077 | | 1910 8 | St. Clair, (Great [Mich. Lakes Eng. Wks.) | American S.S. Co (Boland & Cornelius, Mgrs.) | 3Cyl TE23,37,63x42; 2SB;WP180lbs;1765IHP. | | |
| 13834 202,941 | **Theodore Roosevelt** Steel 2D;Wireless;W. Bal 4BH | Scw Sch | Am 275.6 | Cleveland 40 \| 26 | 1330 1955 | | 1906 4 | Toledo, (Toledo [Ohio S. B. Co.) | Cleveland Ericau S.S. Co. | 4Cyl TE30,48,56,56x40; 7SB;WP200lbs;5000IHP. | | |
| 13835 MVRC | **Theodore Roosevelt** Steel 2D;W. Bal;Wireless;D.F. 6BH | MV Twin | Nor 425.5 | Oslo 55.2 \| 35.8 | 4493 7116 | | 1920 8 | Copenhagen, (A/S. [Den. Burmeister & Wain.) | F. Olsen & Co., Mgrs | 2-6CylOilEng24$\frac{13}{16}$x37$\frac{13}{16}$ | | BL |
| 13836 122,639 | **Theodore Voges** 1D | Sch | Br 103 | Kingston 24 \| 9 | 132 163 | | '76 | Black River, (Root.) [Ohio | John Gowan | O | | |
| 13837 | **Theodoros** xWieringen Steel 1D;B;sub.sig;Web frms; Wireless;W. Bal 5BH | Scw | Grk 325 P31′ | Chios 48.2 \| 21.9 B166′ F36′ | 1948 3026 | | 1902 3 | Stockton, (Ropner [Eng. & Son.) | T. Galakis | 3Cyl TE24,38,64x42; 2SB;WP160lbs | | BL |
| 13838 | **Theodoros** xRanee Steel 2D;Web frms;Wireless;W. Bal 7BH | Scw | Grk 420 P38′ | Ithaca 51.2 \| 29.5 B90′ F47′ | 3634 5660 | | '99 10 | Glasgow, (C. Connell [Scot. & Co.) | A. T. Callinicos | 3Cyl TE26,43,71x48; 2DB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13839 | **Theodoros Bulgaris** | Scw | Grk | Andros | 2767 | | 1903 | Sunderland, | N. Th. | 3CylTE26,42½,69½x45; | | BL |
| | xTudor Prince Steel | | 360 | 48.1 \| 20.4 | 4292 | | 1 | (Sunderland [Eng | Bulgaris, Mgr. | 3SB;WP180lbs | | |
| | 1D;Spar dk;Deep frmg; 6BH | | P27′ | B60′ F34′ | | | | S. B. Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13840 | **Theofano** | Scw | Grk | Chios | 2324 | | 1914 | Sunderland, | N. G. | 3CylTE25,41,67x45; | | BL |
| | xIoannis Vatis Steel | | 350 | 50.9 \| 24.5 | 3702 | | 5 | (J. [Eng. | Livanus | 3SB;WP180lbs | | |
| HTJV | 1D;Shel dk;Wireless;W. Bal 7BH | | | | | | | Priestman & Co.) | | | | |
| 13841 | **Theoline** | Sch | Am | Boston | 509 | | 1917 | Rockland, | Boston | Hw,Hk,YP;Icf(Sltd) | ✠A1 | |
| 215,474 | | | 172 | 34.6 \| 13 | 594 | | 9 | (Francis [Me. | Maritime Co. | clk t,dk9,24;clk b11,24; | S.S.No.2,NY11,24 | |
| LHRJ | 1D | | | | | | o'24 | Cobb Co.) | | s dk clkg11,25;s rps,s b clkg10,26 | | |
| 13842 | **Theresa** | Sch | Fr | Granville | 263 | | 1920 | Shelburne, | Les | Wd | | V |
| | | | 140.8 | 30.6 \| 12.1 | 344 | | | (J. McGill [N. S. | Pecheries de | | | |
| OUGC | 1D | | | | | | | Shipbuilding Co.) | France | | | |
| 13843 | **Theresa O'Boyle** | Brg | Am | New York | 2200 | | 1919 | Brunswick, | O'Boyle | Wd | | G |
| 168,548 | xBridgewater | | 268 | 46 \| 26 | 2200 | | | (American [Ga. | Lighterage Co. | | | |
| | 1D | | | | | | | S. B. Co.) | | | | |
| 13844 | **Therese Horn** | MV | Ger | Hamburg | 1929 | | 1924 | Kiel, | H. C. Horn | 6CylOilEng25x39 | | |
| | Steel | | 306.6 | 47.5 \| 23.8 | 3217 | | 9 | (Frd. Krupp [Ger. | | | | |
| LNSP | 2D;Wireless;W. Bal 5BH | | P25′ | B97′ F22′ | | | | Act. Ges.) | | | | |
| 13845 | **Therezina M** | Scw | Brz | Santos | 2461 | | 1906 | Pt. Glasgow, | Sad. | 3CylTE25,41,68x48; | | V |
| | xFratellanza xCanadier Steel | | 350.7 | 47.1 \| 25 | 3874 | | 4 | (Russell [Scot. | Paulista de Nav. | 2SB;WP170lbs;1550IHP. | | |
| | 1D;Spar dk;Deep frmg; 7BH | | P30′ | B90′ F40′ | | | | & Co.) | Matarazzo & Cia. | | | |
| | Wireless;W. Bal | | | | | | | | (Ltda.) | | | |
| 13846 | **Theseus** | Scw | Ger | Bremen | 548 | | 1900 | Dundee, | Dampfsch. | 3CylTE17,28½,47x30 | | G |
| | Steel | Sch | 215 | 33 \| 13.9 | 956 | | 7 | (Dundee [Scot. | Ges. Neptun | | | |
| QHBR | 1D;Well dk;Deep frmg; 4BH | | | B50′ F23′ | | | | S. B. Co., Lim.) | | | | |
| | SUB.SIG;W. Bal | | | | | | | | | | | |
| 13847 | **Theseus** | Scw | Br | Liverpool | 4295 | | 1908 | Belfast, | A. Holt & | 3CylTE30,50,83x60 | | |
| 127,933 | Steel | | 443 | 52.9 \| 32 | 6731 | | | (Workman, [Ire. | Co., Mgrs. | | | |
| HNFT | 2D;Wireless;W. Bal | | P50′ | B162′ F54′ | | | | Clark & Co., Lim.) | | | | |
| 13848 | **Thespis** | Scw | Br | Liverpool | 2735 | | 1901 | Middlesbro, | Lamport & | 3CylTE27½,46,74x54; | | C |
| 115,237 | Steel | Sch | 390 | 50.1 \| 26.8 | 4343 | | 12 | (Sir Raylton [Eng. | Holt (Lim.), | 3DB;WP200lbs;560RHP; | 2dS.S.No.1,Drtmth5,23; | |
| TDFP | 2D;Shel dk;Deep frmg; 6BH | | | | | | | Dixon & Co., Lim.) | Mgrs. | Dkd,s rps9,26 | M.&B.S.10,25;shft drn9,26 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13849 | **Thessaly** | Scw | Br | Liverpool | 1916 | | 1909 | Stockton, | D. McIver | 3CylTE26,42,69x45; | | C |
| 127,984 | Steel | Sch | 360 | 48 \| 29.2 | 3135 | | 6 | (Richardson, [Eng. | Sons & Co. | 3SB;WP180lbs:398RHP. | 2dS.S.No.1,Lvpl12,25; | |
| HPFG | 2D;B;Shel dk;Long. frmg; 6BH | | P22′ | F39′ | | | | Duck & Co.) | (Lim.) | | shft drn9,23;B.S.12,25; | |
| | Wireless;W. Bal | | | | | | | | | | M.S.4,26 | |
| 13850 | **Thetis** | Scw | Br | St. Johns | 279 | | '81 | Dundee, | Job's | 2CylC27,54x33 | | |
| 82,739 | Wood | | 181.1 | 30.9 \| 19.1 | 711 | | | (A. Stephen [Scot. | Sealfishery Co. | | | |
| TWND | 2D;Wireless | | | | | | | & Sons.) | (Lim.) | | | |
| 13851 | **Thetis** | Scw | Grk | Syra | 2127 | | 1908 | Hoboken, | E. E. | 3CylTE24,40,66x45; | | BL |
| | xRooke xSlawentzitz Steel | | 345.9 | 48.1 \| 23 | 3501 | | 1 | (Chant. [Blg. | Hadjilias | 3SB;WP180lbs | | |
| JDSG | 1D;B;Deep frmg;Web frms; 6BH | | P31′ | B180′ F31′ | | | | Nav. Anversois.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13852 | **Thetis** | Scw | Grk | Piraeus | 1090 | | '82 | Newcastle, | G. F. An- | 2CylC36,68x42; | | |
| | xAlexandros S. Siniossoglu Iron | Sch | 285.8 | 36.1 \| 24.1 | 1726 | | 2 | (C. S. Swan [Eng. | dreadis | 2SB;WP71lbs;1000IHP. | | |
| HSNR | xCity of Newcastle 6BH | | P28′ | B52′ F32′ | | | | & Hunter.) | | | | |
| | 2D;B;W. Bal | | | | | | | | | | | |
| 13853 | **Thiepval** | Scw | Br | Ottawa | 136 | | 1918 | Montreal, | Canadian | 3CylTE12¾,21,35x24 | | |
| 141,345 | Steel | | 130 | 25 \| 13 | 357 | | | (Canadian [Can. | Govt. | | | |
| | 1D;Wireless | | | | | | | Vickers, Lim.) | | | | |
| 13854 | **Thiers** | Bk | Fr | Nantes | 2251 | | 1902 | St. Nazaire, | Soc. Gen- | Stl;2BH | | |
| | xSocoa | | 282.1 | 44 \| 22.8 | 2613 | | 4 | (Chantiers [Fr. | erale d'Armement | | | |
| OUGK | 1D;B | | P61′ | B45′ | | | | de St. Nazaire.) | | | | |
| 13855 | **Thistle** | Sch | Am | San Fran. | 1462 | | 1918 | St. Helens, | Chas. | Wd(Sltd) | | |
| 216,068 | | 5 M | 240 | 44 \| 20.8 | 1586 | | 2 | (St. Helens [Ore | Nelson Co. | | | |
| LJVB | 1D;B | | P32′ | F36′ | | | | S. B. Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13856 | **Thistleben** | Scw | Br | Sund'rl'nd | 2688 | | 1924 | Sunderland, | Albyn Line | 3Cyl TE 26,42,70x48; | | BL |
| 146,930 | Steel | | 401 | 53.6 \| 23.8 | 4589 | | 6 | (W. Pickers- [Eng. | (Lim.) | 2SB;1AuxSB;WP180lbs | | |
| KQWT | 2D;Wireless;W. Bal 7BH | | F36′ | | | | | gill & Sons, Lim.) | | | | |
| 13857 | **Thistletor** | Scw | Br | Sund'rl'nd | 2584 | | 1910 | W. Hartle- | Allan, Black | 3Cyl TE 25,40,68x48; | | BL |
| 123,969 | Steel | Sch | 370.3 | 51.4 \| 24 | 4162 | | 8 | pool, Eng. | & Co., Mgrs. | 2SB;WP180lbs | | |
| HRLW | 1D;Wireless;W. Bal 6BH | | P49′ | B & F 287′ | | | | (Irvine's S. B. & D.D. Co., Lim.) | | | | |
| 13858 | **Thode Fagelund** | Scw | Nor | Tonsberg | 2623 | | 1920 | Sunderland, | W. Wil- | 3Cyl TE 27,44,73x48; | | N |
| | Steel | | 395 | 53.3 \| 32.7 | 4332 | | 10 | (J. Laing [Eng. | helmsen, Mgr. | 3SB;WP180lbs | | |
| LBFC | 2D;Shel dk;Oil fuel; Wireless;W. Bal 6BH | | P31′ | | | | | & Sons, Ltm.) | | | | |
| 13859 | **Thomas** | Scw | Am | | 5644 | | '94 | Belfast, | U. S. Govt. | 2-3Cyl TE 22½,36,60x40 | | |
| | xMinnewaska Steel | Twin | 445.5 | 50.2 \| 29.8 | 7685 | | | (Harland [Ire. | (Q. M. C.) | | | |
| | 3D;W. Bal | | | | | | | & Wolff, Lim.) | | | | |
| 13860 | **Thomas A. O'Neill** | Brg | Am | Albany | 205 | | 1909 | Rondout, | DwyerBros. | Wd;If | | |
| 165,036 | 1D | | 95 | 23 \| 10 | 205 | | | N. Y. | | | | |
| 13861 | **Thomas A. Tees** | Scw | Br | Windsor | 37 | | 1905 | Wiarton, | Ontario | 2CylC 15,28x20; | 95(GL) | |
| 116,844 | Wood | | 86 | 15 \| 6 | 50 | | | (Crawford [Ont. | Gravel Freighting | 1Blr;WP130lbs | P.S.10,26 | |
| | 1D | | | | | | | Bros.) | Co. | | | |
| 13862 | **Thomas B. Wattson** | Scw | Am | New York | 91 | | '68 | Chester, | August | 1Cyl 20x21; | | |
| 24,764 | Wood | | 97 | 26.6 \| 7.6 | 134 | | | Pa. | Dege, Jr. | 1Blr;175lHP. | | |
| | 1D | | | | | | | | | | | |
| 13863 | **Thomas Barlum** | Scw | Am | Fairport | 4485 | | 1907 | Wyandotte, | Postal S.S. | 3Cyl TE 22½,36,60x42; | | |
| 204,798 | Steel | Sch | 480 | 52.2 \| 30 | 5752 | | | (Detroit [Mich. | Co. | 2CRTB;WP180lbs;1600IHP. | | |
| | 1D;Mchy aft;W. Bal 3BH | | | | | | | S. B. Co.) | (J.J.Barlum,Mgr.) | | | |
| 13864 | **Thomas Britt** | Scw | Am | Wilm'gton | 3137 | | 1901 | W. Superior, | Morrow | 3Cyl TE 22,35,58x42; | 100(GL) | |
| 127,583 | xChristopher Steel | Sch | 380 | 48 \| 24 | 4260 | | | (W. Superior [Wis. | S.S. Co. | 3SB;WP170lbs;1480IHP. | P.S.4,26 | |
| | 1D;B;Mchy aft;W. Bal 3BH | | | | | | | S. B. Co.) | | | | |
| 13865 | **Thomas C. McNeal** | MV | Am | Reedville | 117 | | 1923 | Solomons, | McNeal | 6Cyl Oil Eng; | | |
| 223,180 | Wood | | 127.9 | 21.1 \| 9.8 | 219 | | | (M. M. [Md. | Edwards Co., | 300BHP. | | |
| MFGK | 1D 2BH | | | | | | | David & Son.) | Inc. | | | |
| 13866 | **Thomas C. Millard** | Scw | Am | New York | 242 | | 1905 | Tottenville, | John E. | 2CylC 15,30x24; | | |
| 202,692 | Wood | | 113 | 28.8 \| 9.1 | 356 | | | (A. C. [N. Y. | Moore Co. | 425IHP. | | |
| | 1D | | | | | | | Brown & Son.) | | | | |
| 13867 | **Thomas Cleary** | Brg | Am | New York | 561 | | 1917 | Brooklyn, | Cleary | Wd | | |
| 166,616 | | | 119.8 | 33.2 \| 13.2 | 561 | | | (Ira S. [N. Y. | Bros. | | | |
| | 1D | | | | | | | Bushey & Sons) | | | | |
| 13868 | **Thomas Clyde** | SW | Am | Wilmngtn | 510 | | '78 | Wilmington, | Delaware | 1Cyl VB 56x132; | | |
| 145,173 | Iron | | 212 | 31 \| 7 | 625 | | | Del. | Beach Corp. | 1Blr. | | |
| | 1D | | | | | | | | | | | |
| 13869 | **Thomas Colombe** | Brg | Am | Albany | 97 | | 1913 | Waterford, | John E. | Wd | | |
| 165,499 | | | 96 | 17.4 \| 7.5 | 104 | | | (John E. [N. Y. | Matton | | | |
| | 1D | | | | | | | Matton.) | | | | |
| 13870 | **Thos. Davidson** | Scw | Am | Milw'ukee | 1937 | | '88 | Milwaukee, | Nicholson | 3Cyl TE 20,32,54x42; | 90(GL) | |
| 145,482 | Wood | | 285.8 | 40 \| 27 | 2483 | | rb'17 | Wis. | Transit Co. | 2CRTB;WP150lbs;900IHP. | P.S.5,26 | |
| | 1D;B | | | | | | | (Wolf & D.) | | | | |
| 13871 | **Thomas E. Moran** | Scw | Am | New York | 143 | | 1911 | Sparrows | Moran | 3Cyl TE 12½,20½,34x24; | ✠A1 Harbor Service. | |
| 209,289 | xFrank Tenney Steel | | 119.6 | 25.1 \| 11.7 | 260 | | 11 | Point, Md. | Towing & | Maryland Steel Co; | AMS | |
| LCFP | 1D; 3BH | | | | | | | (Maryland Steel | Transp. Co. | 1SB;Maryland Steel Co; | S.S.No.3,Balt8,25; | |
| | Oil fuel F. P. above 150° F. | | | | | | | Co.) | | 1559HS;WP180lbs;500IHP; | M.&B.S.8,25;shft drn2,26; | |
| | | | | | | | | | | EAC;Dkd,d rpd6,26 | Scip | |
| 13872 | **Thomas F. Cole** | Scw | Am | Duluth | 5484 | | 1907 | Ecorse, | Pittsburg | 3Cyl TE 24,37,65x42; | | |
| 203,891 | Steel | Sch | 580 | 58.2 \| 33 | 7268 | | 3 | (Great Lakes [Mich. | S.S. Co. | 2SB;WP170lbs;2000IHP. | | |
| | 1D;Mchy aft;SUB.SIG;W. Bal 3BH | | | | | | | Engineering Co.) | | | | |
| 13873 | **Thomas F. Murphy** | Brg | Am | New York | 352 | | 1916 | Kingston, | Daniel J. | Wd | | |
| 166,508 | | | 107.8 | 26.8 \| 11.4 | 352 | | | (Daniel [N. Y. | Murphy | | | |
| | 1D | | | | | | | J. Murphy) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13874 220,240 | **Thomas F. O'Brien** xCavalier O,YP;Gif 1D 1BH | Scw | Am 94.2 | New York 25 | 13.2 | 181 | | 1920 7 | Tottenville, (A. C. Brown & Son.) [S. I. | O'Brien Brothers Towing Co. | 2CylC18,38x26; 1SB;WP155lbs;700IHP. | ✠ — — ✠ — — Suspended10,25 | |
| 13875 24,915 | **Thomas Gawn** 1D | Brg | Am 171 | Cleveland 31 | 13.5 | 549 | | '72 | Black River, (Robt. Wallace.) [Ohio | Grover & Rathbun | O | | |
| 13876 24,978 | **Thomas H. Howland** 1D | Sch | Am 138 | Pt. Huron 26 | 12.6 | 298 | | '72 | Manitowoc, (Hanson.) [Wis. | Henry McMorran | O | | |
| 13877 145,578 KJGR | **Thomas H. Lawrence** 1D | Trn C B | Am 134.7 | Boston 33.3 | 11 | 374 | | '91 4 | Boston, (R. Crosbie & Son.) [Mass. | Edwin P. Boggs | O,Hw,Hk,YP;Gif(Sltd) | — Exp | |
| 13878 221,040 MCKQ | **Thomas H. Wheeler** Steel 2D;Long. frmg;Mchy aft; 17BH Wireless; 13BH to Fbd dk SUB.SIG; 4BH to 2d dk Oil fuel F. P. above 150° F. C-37 W.B.—A.P.29t;D.B.a66'168t F.O. D.T. a12'56 | Scw | Am 425.8 P105' 0t;D.T | Bayonne 57 \| 33.1 B34' F41' D.T.f.4 f.9'471t;D.T.f.4 | 33' | 4352 7053 9750 D.T.f.4 3'564t 3'526t | 7′ 1″ 26′ 2″ | 1921 1 | Oakland, (Moore S. B. Co.) [Cal. | Standard Oil Co. (N. J.) | 3Cyl TE27½,46,78x51; Hooven, Owens, Rentschler Co: 3SB;Moore S. B. Co; 9078HS;WP220lbs;3200IHP;EAC; DB;d rpd5,26;Dkd,s rps10,26; Exmd11,26 | ✠A1Ⓔ Oil Carrier. ✠AMS M.&B.S.2,25;n shft10,26; Clh BB;CL | |
| 13879 MVDF | **Thomas Haaland** Steel 1D;Wireless;W. Bal 4BH | Scw | Nor 325.1 P37' | Hauges'nd 48 B100' F31' | 22.4 | 1875 3127 | | 1920 3 | Stockton, (Craig, Taylor & Co., Lim.) [Eng. | A/S. D/S. John K. Haalands Rederi | 3Cyl TE24,39,64x42; 2SB;1AuxSB;WP180lbs | | N |
| 13880 131,283 HRNJ | **Thomas Holt** Steel 1D;Web frms;Shel dk; 5BH Long. frmg;W. Bal | Scw Sch | Br 251 | Liverpool 38 | 16.1 | 841 1521 | | 1910 8 | Pt. Glasgow, (W. Hamilton & Co., Lim.) [Scot. | J. Holt & Co. (Lim.) | 3Cyl TE18,30,50x33; 2SB;WP180lbs | | BL |
| 13881 126,863 TMWJ | **Thomas J. Drummond** Steel 1D;Deep frmg;Mchy aft; 5BH Wireless;W. Bal | Scw | Br 247.9 F39' | Ft.Willi'm 43.7 | 22.8 | 1664 2201 | | 1910 6 | Dumbarton, (McMillan & Sons, Lim.) [Scot. | N. M. Paterson & Co. (Lim.) | 3Cyl TE20,33,54x36; 2SB;WP190lbs;1200IHP. | Lake Survey4,26; 2dS.S.No.1,Clgwd6,22; A.S.4,26; shft drn8,24;M.&B.S.3,26 | C |
| 13882 217,196 LNRG | **Thomas J. Howard** xToiler O,P,F;Gif 1D;Wireless | Scw | Am 132.2 | New York 27.5 | 12.8 | 63 320 | | 1918 12 | Green Bay, (Northwest Engineering Wks.) [Wis. | Thomas J. Howard | 2CylC18,38x26; 1SB;WP155lbs;450IHP. | | |
| 13883 145,571 KJCN | **Thomas J. Shryock** 1D | Trn C B | Am 117.4 | Baltimore 23.7 | 7.7 | 165 173 | | '90 11 | Bethel, (Geo. K. Phillip & Co.) [Del. | W. B. Vane | WO,YP;Gif(Sltd) | — Exp | |
| 13884 MNGL | **Thomas Krag** xAvanti xTrold Steel 1D;B;Web frms;W. Bal;Wireless 5BH | Scw | Nor 325 P31' | Bergen 47 B88' F35' | 25.6 | 2241 3569 | | '98 12 | Sunderland, (J. Priestman & Co.) [Eng. | A/S. D/S. Thomas Krag | 3Cyl TE25,41,67x45; 2SB;WP160lbs | | BL |
| 13885 204,212 | **Thomas Lynch** Steel 1D;B;Mchy aft;SUB.SIG; 3BH W. Bal | Scw Sch | Am 585 | Duluth 58 | 27.5 | 5450 7240 | | 1907 6 | Chicago, (American S. B. Co.) [Ill. | Pittsburg S.S. Co. | 3Cyl TE24,39,65x42; 2SB;WP170lbs;2000IHP. | | |
| 13886 107,595 | **Thos. Maitland** Oak 1D | Scw | Br 89.9 | Pt. Arthur 18 | 8.8 | 73 107 | | '99 | Owen So'nd, (Wm. Marlton.) [Ont. | Provincial Paper Mills (Lim.) | 2CylC14,27x20; 1FB;WP134lbs;110IHP. | | |
| 13887 145,681 | **Thomas Maytham** Steel 1D;B;Mchy aft;W. Bal 3BH | Scw | Am 286 | Fairport 41 | 24 | 1973 2330 | | '93 1 | S. Chicago, (Chicago S. B. Co.) Ill. | General Transit Co. | 3Cyl TE19,32,52x45; 2SB;WP160lbs;800IHP. | | |
| 13888 221,483 MDBJ | **Thomas P. Beal** Steel 2D;W. Bal;Wireless; 6BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.332t;D.B.324'1713t F.O. D.B.299'1449t;S. T.14'4 | Scw | Am 394.1 P40' F.P. 0t | Boston 55.1 B117' F36' 316t | 31 | 3642 5818 9600 | | 1921 7 | Bath, (Bath Iron Wks.) [Me. | Mystic S.S. Co. | Stm Tbn; Bath Iron Wks; 3SB;Bath Iron Wks; 7425HS;WP180lbs;2000SHP;EAC; Dkd,d rpd7,26;s rps8,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY11,25; M.&B.S;shft drn11,25; Clh BB;CL | |
| 13889 145,916 KRLQ | **Thomas P. Emigh** 1D | Bkt | Am 211.6 | San Fran. 42.4 | 16.4 | 923 1040 | | 1901 12 | Tacoma, (Tacoma S. B. Co.) [Wash. | The Chas. Nelson Co. | YF;Gief | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13890 145,634 | **Thomas Pickles** Steel 1D 10BH | StW | Am 125 | N. Orleans 53 \| 7 | 237 237 | | '92 | Jefferson-ville, Ind. (Howard Ship Yard) | Algiers Public Service, Inc. | 1Cyl17x72; 1Blr;WP155lbs;474IHP | | |
| 13891 24,989 | **Thos. Quayle** 1D | Brg | Am 180 | Cleveland 32 \| 13 | 567 610 | | '72 rb'18 | Cleveland, (Quayle & Martin.) [Ohio | D. E. Warner | Wd | | |
| 13892 167,320 | **Thomas Reddy** 1D | Brg | Am 114 | New York 29 \| 13.1 | 447 454 | | 1918 | Kingston, N. Y. | Mesick & Mesick, Inc. | Wd | | |
| 13893 202,367 KVJD | **Thomas S. Gorton** 1D | Sch | Am 106.6 | Gloucester 25.4 \| 11.5 | 93 140 | | 1905 9 | Essex, Mass. | Gorton-Pew Vessels Co. | Wd | | |
| 13894 225,122 | **Thomas Tracy** xCondor xBegna Steel 1D;Mchy aft;W. Bal; 4BH Wireless;SUB.SIG. | Scw | Am 254.3 P121′ | New York 44 \| 24.9 F25′ | 1892 2436 | | 1916 11 | Ashtabula, (Great Lakes Eng. Wks.) [Ohio | M. & J. Tracy (Inc.) | 3CylTE21,34½,57x42; Great Lakes Eng. Wks; 2SB;The Marine Boiler Wks; 104GS;4160HS;WP175lbs;1300IHP; EAC;d rpd12,25;Dkd,s rps9,26 | A1 AMS S.S.No.3,NY10,25; M.S;shft drn10,25;B.S.9,26; Bcip;CL | |
| 13895 219,146 LTKW | **Thomas Tracy** xPottawatomie O,Fir;Gif 1D 1BH | Scw | Am 95.5 | New York 24.7 \| 12.2 | 29 176 | | 1919 11 | Green Bay, (Northwest Eng. Wks.) [Wis. | Tracy Towing Line | 2CylC18,38x26; 1SB;WP155lbs;450IHP | ✠ — — ✠ — — Cancelled3,22 | |
| 13896 208,561 | **Thomas Walters** Steel 1D;B;Mchy aft;W. Bal 3BH | Scw Sch | Am 580 | Duluth 58 \| 32 | 5787 7518 | | 1911 5 | Lorain, (American S. B. Co.) [Ohio | Interstate S.S. Co. | 3CylTE24,39,65x42; 2CRTB;WP170lbs;2000IHP. | (★100(GL) P.S.5,25 | |
| 13897 RDCQ | **Thor** Steel 1D;Mchy aft;SUB.SIG; 6BH Wireless;W. Bal | Scw | Ger 291.8 P33′ | Hamburg 44.3 \| 22.7 B54′ F25′ | 1466 2526 | | 1922 10 | Hamburg, (Deutsche Werft A. G.) [Ger. | Seereederei "Frigga" A. G. | Stm Tbns | | G |
| 13898 MGHN | **Thor I** xImaum Steel 2D;B;Wireless;W. Bal Sch 8BH | Scw | Nor 400.8 P40′ | Sandefj'rd 45.2 \| 28.2 B78′ F48′ | 2649 4356 | | '90 5 | Belfast, (Harland & Wolff, Lim.) [Ire. | A/S Bryde & Dahls Hvalfangerselskap | 3CylTE27,44½,73x54; 3SB;WP180lbs | | N |
| 13899 MV8J | **Thor Minor** xLille xJoannis Coutiz Iron & Steel 1D;Spar dk;Mchy aft; 12BH Oil in bulk;W. Bal | Scw | Nor 250 F21′ | Sandefj'rd 35.2 \| 24.5 | 1168 1675 | | '88 | Low Walker, (W. G. Armstrong Mitchell & Co., Lim.) [Eng. | A/S Bryde & Dahls Hvalfangerselskap | 3CylTE18½,30,48x33; 1SB;WP150lbs;710IHP. | | V |
| 13900 LRJP | **Thora** xHerbert Horn Steel 1D;Deep frmg;Wireless;W. Bal 4BH | Scw Sch | Ger 290.8 P14′ | Hamburg 41.2 \| 16.7 | 1493 2315 | | '98 11 | Lubeck, (Schiffswrft. von H. Kock.) [Ger. | Reed. K. M. Faber & Co. G. m. b. H. | 3CylTE21,35,56x35; 2SB;WP170lbs | | G |
| 13901 MTJF | **Thora** xRutho | Sch xMV | Nor 124.3 | Mandal 27.1 \| 12.5 | 243 287 | | 1919 | Grimstad, (A/S Moen & Moy.) [Nor. | Soren O. Saanum, m. f. | Wd;Gif | | N |
| 13902 LCJP | **Thorgerd** Steel 1D;Oil fuel;Wireless;W. Bal 4BH | Scw | Nor 251 P27′ | Oslo 43.5 \| 26.5 B78′ F27′ | 1483 2471 | | 1916 11 | Port Arthur, (Western D. D. & S. B. Co., Lim.) [Ont. | Bjorn, Bjornstad & Co., Mgrs. | 3CylTE20,33,54x40; 2SB;WP190lbs | | BL |
| 13903 145,013 KGJW | **Thornbury** xElwine Koppen Steel 1D;Deep frmg;Well dk; 4BH Wireless;W. Bal | Scw | Br 277.5 P14′ | London 41.2 \| 18 B66′ F34′ | 1249 2102 | | 1905 4 | Stettin, (Stettiner Oderwerke.) [Ger. | Alexander Shipping Co. (Lim.) | 3CylTE18,29,47x36; 2SB;WP170lbs | | BL |
| 13904 141,462 | **Thorndyke** xJean Louis xThorndyke Wood 1D | MV Twin | Br 128.4 | Halifax 27.1 \| 11.1 | 132 205 | | 1919 | Shelburne, (Shelburne S. B. Co., Lim.) [N. S. | Traders (Lim.) | 2-4CylOilEng10½x14 | | |
| 13905 209,784 | **Thoroughfare** Wood 1D | SW | Am 273 | San Fran. 42.6 \| 17.4 | 1731 2604 | | 1912 | Oakland, Cal. | Southern Pacific Co. | 2CylC22½,38¾x96; 2SB;WP152lbs;1300IHP. | | |
| 13906 LDBM | **Thoroy** xVelloy xKremlin Steel 1D;Spar dk;Web frms; 7BH Mchy aft;Oil in bulk;Wireless;W. Bal | Scw | Nor 294 P79′ | Sandefj'rd 39.6 \| 19.8 B22′ F33′ | 1518 2670 | | '93 12 | Newcastle, (Armstrong, Mitchell & Co., Lim.) [Eng. | A/S. Bryde & Dahls Hvalfangerak | 3CylTE23,37,60x42; 2SB;WP160lbs | | BL |

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| No. Of. No. Signal Letters. | Name of Vessel. Material. Detail of Decks, etc | Rig. | Nation. | Hailing Port. Reg. Dimensions Lth. \| Bth. \| Dth Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3907 96,302 LDFP | **Thorpe Grange** xIndramayo 2D;B;Wireless;W. Bal | Scw Sch Steel 7BH | Br 400.2 P27′ | Greenock 45.1 \| 28.2 B94′ F43′ | 2720 4188 | | '89 5 | Glasgow, (London [Scot. & Glasgow Co., Lim.) | Houlder Bros. & Co. (Lim.), Mgrs. | 3CylTE29,47,76x51; 2DB;WP150lbs | | BL |
| 3908 LBVH | **Thorsdal** 1D;Wireless;W. Bal | Scw Steel 4BH | Nor 282.5 P16′ | Oslo 42.7 \| 19.3 B172′ F32′ | 1236 2095 | | 1921 7 | Aalborg, (P. Ph. [Den. Stuhrs Msk. & Skbs.) | A/S. Thorsdal | 3CylTE21,33,55x36; 3SB;WP185lbs | | BL |
| 3909 141,756 | **Thousand Islander** 3D | Scw Steel Twin 3BH | Br 164 | Montreal 31.9 \| 8.3 | 206 587 | | 1912 5 | Toledo, (Toledo [Ohio S. B. Co.) | Canada S.S. Lines (Lim.) | 2-2CylC15,30x20; 2SB;WP150lbs;700IHP. | | |
| 3910 JDNF | **Thraki** xJohanna Blumberg xCrest 1D;B;Deep frmg;Wireless; W. Bal | Scw Steel 7BH | Grk 320 P29′ | Piraeus 46 \| 21.4 B96′ F36′ | 1814 2861 | | '97 11 | Newcastle, (Wood, [Eng. Skinner & Co.) | George Nicolau | 3CylTE30,37½,51x39; 2SB;WP150lbs;1200IHP. | | V |
| 3911 HTCQ | **Thrasyvoulos** xHurworth 1D;Web frms;Well dk; W. Bal | Scw Steel 5BH | Grk 290 P33′ | Piraeus 38.1 \| 20.3 B110′ F34′ | 1521 2372 | | '88 8 | W. Hartle- (W. [pool. Eng. Gray & Co.) | | 3CylTE21,35,58x39; 2SB;WP160lbs | | |
| 3912 | **Thrasyvoulos** xForfar xThessalia 1D;Web frms;Long. frmg; Wireless;W. Bal | Scw Steel 6BH | Grk 348.5 P30′ | Andros 50.1 \| 23.5 B102′ F38′ | 2340 3693 | | 1912 9 | Newcastle, (Tyne [Eng. I. S. B. Co., Lim.) | L. Boya- zides, Brother & Co. | 3CylTE24,40,66x45; 2SB;WP180lbs | | BL |
| 3913 24,987 | **Three Brothers** 1D | Brg Sch | Am 136.5 | Toledo 25.9 \| 13 | 332 349 | | '73 rb '19 | Black River, (Root [Ohio & Co.) | H. N. Jex Co. | O | | |
| 3914 145,703 MFKH | **Three Friends** 1D;Oil fuel | Scw Wood | Am 112 | Jcksnville. 24 \| 8.8 | 89 157 | | '95 | Jacksonville, Fla. | Jacksonville Forwarding Co. | 3CylTE13,22,35x24; 700IHP. | | |
| 3915 | **Thrush** 2D;Oil fuel;W. Bal | Scw Steel 11BH | Am 180 | 35.3 \| 17.2 | | | 1919 4 | Gloucester, (Pusey & [N. J. Jones S. B. Co.) | U. S. Govt. (Navy Dept.) | 3CylTE19,29,46x30; 2WTB;WP200lbs;1400IHP. | | |
| 3916 PTNL | **Thuban** 1D;W. Bal;Wireless | Scw Steel 7BH | Hol 345 | Rotterd'm 48.6 \| 23.3 | 2175 3566 | | 1915 | Rotterdam, (Rotter- [Hol. damsche Droogdok Mij.) | Van Nievelt Goudriaan & Co.'s Stoomv. Maats. | 3CylTE25,41,67x45; 2SB;WP180lbs;1450IHP. | | V |
| 3917 131,060 | **Thunder Bay** 1D;Web frms;Mchy aft;W. Bal | Scw Steel 3BH | Br xBrg 247 | Montreal 40.1 \| 19.9 | 1109 1870 | | '95 rb '21 | Cleveland, (American [Ohio S. B. Co.) Lauzon, P. Q. (Davie S. B. & Rpg. Co.) | Canada S.S. Co. (Lim.) | 3CylTE16,25,42x34; 1SB;WP180lbs | Annual Lake Survey3,25; n shft11,21;shft drn6,25; M.&B.S.2,26 | C |
| 3918 74,798 TQSH | **Thuraka** xYatala 1D | Sch 3 M | Br 144.9 | Melb'urne 23.2 \| 12.4 | 248 286 | | '77 | Pt. Glasgow, (Blackwood [Scot. & Gordon) | H. G. Gray | I | | |
| 3919 RDFC | **Thuringia** 4D;Wireless;W. Bal;SUB.SIG. | Scw Steel 1BH | Ger 475.6 B148′ | Hamburg 60.6 \| 41.9 | 7693 11343 | | 1922 8 | Kiel, Ger. (Howaldswerke.) | Hamburg America Line | Stm Tbns; 5SB;WP199lbs | | G |
| 3920 144,022 KDBP | **Thurso** 1D;Wireless;W. Bal | Scw Steel Sch 5BH | Br 303.2 P & B | Hull 43 \| 20.8 233′ F32′ | 1451 2436 | | 1919 11 | Sunderland, (S. P. [Eng. Austin & Son,Lim.) | Ellerman's Wilson Line (Lim.) | 3CylTE22,36,59x39; 2SB;WP180lbs | | BL |
| 3921 LDNR | **Thyra** xCanadian Miner 1D;Wireless;W. Bal | Scw Steel 4BH | Nor 270 P28′ | Bergen 38.2 \| 17.9 B65′ F27′ | 943 1655 | | 1920 5 | New Glas- (N. S. [gow, N. S. Steel & Coal Co., Lim.) | W. Hansen, Mgr. | 3CylTE17,28,47x33; 2SB;WP185lbs | | BL |
| 3922 NTBJ | **Thyra S.** 1D;W. Bal | Scw Steel Sch 4BH | Dan 235.4 P13′ | Cop'hagen 36.2 \| 13.9 B98′ F29′ | 705 1194 | | 1914 10 | Copenhagen (Kjobnhvns [Den. Flydk. & Skbs.) | Dampsk "Torm" | 3CylTE15,24,40x27; 2SB;WP185lbs;550RHP. | S.S.No.2,Cph2,24;A.S.3,26; M.&B.S;shft drn10,25 | C |
| 3923 133,529 JBVS | **Tiara** 1D;Wireless; W. Bal | Scw Steel 6BH | Br 364 P29′ | Newcastle 50.8 \| 24.2 B105′ F34′ | 2557 4068 | | 1913 4 | Sunderland, (Sunderland [Eng. S. B. Co., Lim.) | Hall Bros., Mgrs. | 3CylTE25,42,68x45; 2SB;WP180lbs | | BL |
| 3924 151,359 | **Tiare Taporo** 1D | Sch Aux | Br 89.6 | Auckland 23.4 \| 9.8 | 137 173 | | 1913 6 | Auckland, (C. Bailey, [N. Z. Jr.) | A. B. Donald (Lim.) | Wd; 4Cyl-OilEng9¼x12 | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13925 | **Tibagy** | Scw | Brz | R. Janeiro | 1552 | | 1901 | Greenock, | Pereira | 3CylTE22,36,59x39; | | |
| | xNadia Steel | Sch | 300.1 | 44.6 \| 20 | 2422 | | 12 | [Scot. | Carniero & Co. | 2SB;WP180lbs | | |
| | 1D;Deep frmg;Wireless;W. Bal 5BH | | P25′ | B60′ F27′ | | | | (Grangemouth & Greenock D.D.Co.) | (Lim.) | | | |
| 13926 | **Tiberton** | Scw | Br | Newcastle | 3190 | | 1920 | Stockton, | R. Chap- | 3CylTE26,44,73x48; | | BL |
| 142,861 | Steel | | 400.1 | 52.4 \| 28.4 | 5225 | | 3 | (Richardson, [Eng. | man & Son | 2SB;WP180lbs | | |
| KFCV | 2D;Wireless; W. Bal 7BH | | P49′ | B113′ F40′ | | | | Duck & Co., Lim.) | | | | |
| 13927 | **Tiburon** | SW | Am | San Fran. | 874 | | '84 | San Fran- | North | 1CylVB50x132; | | |
| 145,377 | Wood | | 220 | 34.6 \| 13.5 | 1248 | | | cisco, Cal. | Western Pacific R.R. Co. | 2Blrs;750IHP. | | |
| | 1D;Oil fuel | | | | | | | | | | | |
| 13928 | **Ticonderoga** | SW | Am | Burlingt'n | 345 | | 1906 | Shelburne | Champlain | 1CylVB52x108; | | |
| 203,172 | Steel | | 212.2 | 57.9 \| 10.2 | 892 | | | Harbor, Vt. | Trans. Co | 2Blrs;WP50lbs;1500IHP. | | |
| | 3D 3BH | | | | | | | | | | | |
| 13929 | **Tide** | Scw | Am | Boston | 97 | | 1916 | Manitowoc, | Bay State | 3CylTE12¾,21½,35x24; | | |
| 214,536 | Steel | | 135 | 22.8 \| 13.4 | 303 | | 11 | (Manitowoc [Wis. | Fishing Co. | 1SB;WP180lbs;600IHP. | | |
| LGKV | 1D 5BH | | | | | | | S. B. & D. D. Co.) | | | | |
| 13930 | **Tideway** | Scw | Br | Cardiff | 2884 | | 1913 | Sunderland, | St. Mary | 3CylTE27½,44½,74x48; | | BL |
| 135,303 | xVologda xMottisfont Steel | | 388.7 | 54.1 \| 26 | 4826 | | 12 | (J. L. [Eng. | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| KNWQ | 1D;Shel dk;Oil fuel; 6BH | | | | | | | Thompson & Sons, Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13931 | **Tiflis** | Scw | Sp | Bilbao | 2063 | | 1900 | Low Walker, | Vasco | 3CylTE24,39,64x42; | | V |
| | Iron & Steel | Sch | 302.6 | 40 \| 25.4 | 2862 | | | (Armstrong, [Eng. | Valenciana | 2SB;WP160lbs;1400IHP | | |
| JSBW | 2D;Mchy aft; 19BH | | P78′ | B24′ F39′ | | | | Whitworth & Co., Lim.) | de Nav. | | | |
| | Oil in bulk;W. Bal;Wireless | | | | | | | | | | | |
| 13932 | **Tiger** | Scw | Am | New York | 3832 | | 1917 | San Fran- | Standard | 3CylTE27,47,78x48; | | BL |
| 215,248 | Steel | | 410 | 56 \| 29 | 6273 | | 6 | (Union [cisco, Cal. | Transportation | 3SB;WP220lbs;3200IHP. | | |
| LHKN | 2D;Shel dk;Web frms; 7BH | | | | | | | Iron Wks. Co.) | Co. | | | |
| | Long. frmg;Oil fuel;SUB.SIG; | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13933 | **Tiger** | Scw | Nor | Bergen | 2324 | | 1921 | Glasgow, | A/S | 3CylTE23,38,62x42; | | BL |
| | Steel | | 351 | 47 \| 28.2 | 3941 | | 7 | (Fairfield [Scot. | Vestlandske Petro- | 2SB;WP180lbs | | |
| LCBK | 2D;Web frms;Mchy aft; 14BH | | P80′ | F29′ | | | | Co., Lim.) | leums Compagni | | | |
| | Long. frmg;Oil fuel;Oil in bulk; | | | | | | | | | | | |
| | Wireless;D.F;W. Bal | | | | | | | | | | | |
| 13934 | **Tigre** | Trn | Arg | Buen Aires | 2297 | | '84 | Pt. Glasgow, | Navigazione | Stl | | |
| | xBritish Isles | | 308.1 | 43.1 \| 24.1 | 2553 | | | (J. [Scot. | Generale | | | |
| HBDF | 2D | | | | | | | Reid & Co.) | Italiana | | | |
| 13935 | **Tigre** | MV | Nor | Tonsberg | 3253 | | 1926 | Quevilly, | Wilh. | 2-6CylOilEng24 1/16 x43 5/16; | | BL |
| | Steel | Twin | 416.6 | 54.1 \| 38.6 | 5375 | | 5 | (Ch. & Atel. [Fr. | Wilhelmsen | 2900BHP;DB | | |
| LFRH | 1D;Shel dk;Wireless;W. Bal 7BH | | | P41′ F38′ | | | | de St. Nazaire.) | | | | |
| 13936 | **Tigris** | Scw | Blg | Antwerp | 1738 | | 1902 | Newcastle, | A. Deppe, | 3CylTE22½,36½,61x42; | | BL |
| | Steel | Sch | 300 5/8 | 43.7 \| 16.8 | 2737 | | 1 | (Armstrong, [Eng. | Mgr. | 3SB;WP160lbs | | |
| MTKR | 1D;Spar dk;Web frms;W. Bal; 5BH | | F29′ | | | | | Whitworth & Co., Lim.) | | | | |
| | Wireless | | | | | | | | | | | |
| 13937 | **Tijuca** | MV | Arg | Buen Aires | 764 | | '66 | Nantes, | Cia. Argen- | 4CylOilEng11x16 | | N |
| | Iron | xBK | 178 | 34.5 \| 21.6 | 846 | | | (E. [Fr. | tina de Pesca | | | |
| | 1D;Mchy aft 3BH | | P42′ | F30′ | | | | Gouin.) | | | | |
| 13938 | **Tilemachos** | Scw | Grk | Ithaca | 2146 | | 1911 | W. Hartle- | G. C. Dra- | 3CylTE25,40½,67x45; | | BL |
| | Steel | | 356.3 | 50.7 \| 21.7 | 3562 | | 5 | (W. [pool, Eng. | coulis | 2SB;WP180lbs | | |
| HSBM | 1D;W. Bal 6BH | | P31′ | B188′ F35′ | | | | Gray & Co., Lim.) | | | | |
| 13939 | **Tilicum** | Scw | Br | | 91 | | 1910 | City Island, | | 3CylTE10,15,24x15; | | |
| | xIrene II Steel | | 122.6 | 17 \| 9.5 | 135 | | | (Robert [N. Y. | | 2Blrs;450IHP. | | |
| | 1D | | | | | | | Jacob.) | | | | |
| 13940 | **Tillamook** | Scw | Am | | 44 | | 1914 | Seattle, | U. S. Govt. | 3CylTE15,24,38x42; | | |
| | Steel | | 109.3 | 24.1 \| 15 | 308 | | | (Seattle [Wash. | (Navy Dept.) | 2SB;WP200lbs;800IHP. | | |
| | 1D;Oil fuel 5BH | | | | | | | Const. & D.D. Co.) | | | | |
| 13941 | **Tilli** | Trn | Br | Halifax | 629 | | '91 | Grange- | Tilli | Stl;1BH; | | N |
| 151,091 | xNellie | Aux | 184.6 | 32.2 \| 16.4 | 775 | | 8 | mouth, Eng. | Shipping Co. | 2-4CylOilEng16¼x18½ | | |
| | 1D;Web frms | Twin | P33′ | B28′ | | | | (Grangemouth Dockyard Co.) | (Lim.) | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13942 | **Tillie Lykes** | Scw | Am | Galveston | 1612 | | 1920 | Duluth, | Lykes Bros. | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 219,655 | xLake Florian Steel | | 251 | 43.6 \| 26.2 | 2606 | | 4 | (McDougall [Minn. | S.S. Co., Inc. | McDougall, Duluth Co; | ✠AMS | |
| LVRT | 1D;B;Wireless;SUB.SIG;W. Bal; 4BH | | P25′ | B64′ F20′ | 4100 | | | Duluth Co.) | | 2SB;McDougall, Duluth Co; | S.S.No.1,Gvstn1,24; | |
| | Oil fuel F. P. above 150° F. C-29 | | | | | | | | | 5556HS;WP185lbs;1500IHP; | M.&B.S.1,24;n shft6,26; | |
| | W.B.—A.P.103t.....D.B | .204′44 | 7t..... | .....F.P. | 72t | | | | | d rpd10,25;Dkd,s rps6,26 | SBP;CL | |
| | F.O.—A.P. 96t;D.T.a12′81t;D.B | .158′29 | 8t; W. | T.m30′220t.... | ... | | | | | | | |
| 13943 | **Tilthorn** | Scw | Nor | Bergen | 4119 | | 1921 | Sunderland, | A/S. Jacob | 3CylTE27,44,75x54; | | BL |
| | Steel | | 420 | 54 \| 34.3 | 6583 | | 8 | (W. Doxford [Eng. | R. Olsens Rederi | 3SB;WP180lbs | | |
| LCKF | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | & Sons, Lim.) | | | | |
| 13944 | **Timavo** | Scw | It | Venice | 4662 | | 1920 | Trieste, | Nav. Libera | 3CylTE32,51,83x54; | | I |
| 181 | xOmbia Steel | | 464.2 | 57.4 \| 22 | 7434 | | 8 | (Cantiere [Italy. | Triestina | 4SB;WP180lbs | | |
| PJGR | 2D;Shel dk;W. Bal 7BH | | B108′ | | | | | San Rocco S. A.) | | | | |
| 13945 | **Times Maru** | Scw | Jap | Kobe | 1305 | | 1906 | Sunderland, | M. Fuka- | 3CylTE22,37,61x39; | | C |
| 31,337 | xTimes Steel | | 290 | 42.2 \| 21.6 | 2105 | | 5 | (J. Priest- [Eng. | zawa | 2SB;WP180lbs | 2dS.S.No.2,Kobe11,25; | |
| TCFD | 1D;Deep frmg;Wireless;W. Bal 4BH | | P23′ | B74′ F31′ | | | | man & Co.) | | | M.S.11,25;B.S;shft drn11,25 | |
| 13946 | **Tinicum** | Scw | Am | Phila. | 327 | | 1905 | Chester, | Chester | 1Cyl18x36; | | |
| 202,515 | Steel | | 140.5 | 30 \| 10 | 481 | | 10 | (Roach.) [Pa. | Shipping Co. | 1SB;WP50lbs;500IHP. | | |
| | 1D 2BH | | | | | | | | | | | |
| 13947 | **Tinos** | Scw | Ger | Hamburg | 1479 | | 1914 | Sunderland, | Deutsche | 3CylTE24,40,66x42; | | G |
| | xRio de Janeiro Steel | | 333.6 | 48.7 \| 19.6 | 2826 | | 10 | (J. Blumer [Eng. | Levante Linie | 3SB;WP180lbs | | |
| RFNS | 1D;Wireless;W. Bal 5BH | | P25′ | B & F 288′ | | | | & Co.) | | | | |
| 13948 | **Tintoretto** | Scw | Br | Liverpool | 2643 | | 1902 | Belfast, | Lamport & | 3CylTE26½,44,75x54; | | C |
| 115,309 | Steel | | 390 | 50.2 \| 27.1 | 4181 | | 8 | (Workman, [Ire. | Holt (Lim.), Mgrs. | 2DB;WP180lbs;544RHP;s rps6,26 | 2dS.S.No.2,Drtmth4,23; | |
| TPHV | 2D;Shel dk;Deep frmg; 6BH | | | | | | | Clark & Co., Lim.) | | | A.S.6,26; | |
| | Wireless;W. Bal | | | | | | | | | | B.S;shft drn5,25;M.S.6,26 | |
| 13949 | **Tioga** | Brg | Am | Phila. | 938 | | 1918 | Locust Pt., | Reading Co. | O,Ch,P;Gif | | V |
| 216,038 | Sch | | 184 | 33.1 \| 17.6 | 1012 | | 3 | (Coastwise [Md. | | | | |
| LJSH | 1D;B | | | | | | | S. B. Co.) | | | | |
| 13950 | **Tiolene** | Brg | Am | Pt. Arthur | 1087 | | 1919 | Yonkers, | Sabine | O,YP;Gif | | |
| 219,545 | xHastnai Sch | | 193.5 | 36.5 \| 20 | 1163 | | 4 | (Consoli- [N. Y. | Towing Co | | | |
| LVMJ | 1D;Oil in bulk 2M | | | | | | | dated S. B. Co.) | | | | |
| 13951 | **Tionesta** | Scw | Am | Buffalo | 2652 | | 1903 | Wyandotte, | Great Lakes | 4CylQE22,31½,45,65x42; | | |
| 145,958 | Steel | | 340 | 45.2 \| 28 | 4329 | | 1 | Mich. | Transit Corp. | 4SB;WP210lbs;2500IHP. | | |
| | 3D;Mchy aft;Wireless;W. Bal 5BH | | | | | | | (Detroit S. B. Co.) | | | | |
| 13952 | **Tippecanoe** | Scw | Am | ..... | 6308 | | 1920 | Newport | U. S. Govt. | Stm Tbn; | | |
| 220,210 | Steel | | 461.6 | 60 \| 27.7 | 8267 | | 7 | News, Va. | (Navy Dept.) | 3SB;WP220lbs;2800SHP | | |
| LWSH | 3D;Long. frmg;Mchy aft; 18BH | | | 37′ 2″ | 11375 | | | (Newport News | | | | |
| | Oil fuel;Wireless;SUB.SIG; | | | | | | | S. B. & D. D. Co.) | | | | |
| | Oil in bulk;W. Bal | | | | | | | | | | | |
| 13953 | **Tipton** | Brg | Am | Fall River | 729 | | '99 | Bath, | Staples | O,Hw,Hk,YP;Gif | | |
| 145,818 | Sch | | 184.6 | 35.2 \| 16.1 | 830 | | 7 | Me. | Trans. Co. | | | |
| KPGD | 1D | | | | | | | | | | | |
| 13954 | **Tiradentes** | MV | Nor | Tonsberg | 2913 | | 1922 | Hamburg, | A/S. | 2-6CylOilEng24$\frac{13}{16}$x37$\frac{13}{16}$ | | BL |
| | Steel | Twin | 401 | 54.1 \| 26.9 | 4960 | | 9 | (Deutsche [Ger. | Tonsberg | | | |
| LCRG | 3D;Shel dk;Wireless;W. Bal 7BH | | F42′ | | | | | Werft A. G.) | | | | |
| 13955 | **Tirpitz** | Scw | Ger | Hamburg | 5012 | | 1921 | Flensburg, | A. G. | 3CylTE32,52,86x55; | | G |
| | Steel | | 471.2 | 58.2 \| 32.2 | 7970 | | 5 | (Flensburger [Ger. | Hugo Stinnes | 4SB | | |
| RBHJ | 2D;SUB.SIG;Wireless;W. Bal 8BH | | P74′ | B102′ F43′ | | | | Schiffsb. Ges.) | | | | |
| 13956 | **Tirreno** | Scw | It | Lusinpiclo | 2786 | | 1914 | Newcastle, | Soc. Anon. | 3CylTE26,44,73x48; | | I |
| 11 | Steel | | 400 | 53 \| 23.8 | 4399 | | 2 | (Northum- [Eng. | di Nav. a Vap. | 3SB;WP180lbs | | |
| PJHV | 1D;Shel dk;Wireless;W. Bal 7BH | | | | | | | berland S. B. | Lussino | | | |
| | | | | | | | | Co., Lim.) | | | | |
| 13957 | **Tirso** | Scw | It | Genoa | 3249 | | 1918 | Sunderland, | Nav. Gen. | 3CylTE27,44,73x48; | | C-I |
| 885 | xEtna xWar Hound Steel | | 400.3 | 52.3 \| 28.5 | 5397 | | 11 | (Bartram [Eng. | Italiana | 3SB;WP180lbs | | |
| PJAI | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | & Sons, Lim.) | | | S.S.No.1,Gen7,23;A.S.6,25; | |
| | | | | | | | | | | | B.S.6,25;M.S;shft drn12,25 | |
| 13958 | **Tirso Lizarraga** | Scw | Am | Cebu | 75 | | '93 | Hong Kong, | Yap Tico | 2CylC12,24x14 | | |
| | Wood | Sch | 117.1 | 20 \| 7.8 | 123 | | | (G. [China | | | | |
| | 1D | | | | | | | Fenwick & Co.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship-Class-Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers-Class-Dates Tail Shaft Drawn-Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13959 142,944 | **Tishy** xMollie Fearn 1D | Trn | Br 102 | St. Johns 27.2 \| 9.6 | 118 130 | | 1920 | Placentia, (Placentia [Nfld. S. B. Co.) | James Baird (Lim.) | Wd | | |
| 13960 6,050 KBMP | **Tisnaren** Steel 1D;Shel dk;Wireless;W. Bal 6BH | MV Twin | Swd 436.8 P36′ | Gothenb'g 56.2 \| 26.9 | 3469 5747 | | 1918 12 | Gothenburg, (Aktieb. [Swd. Gotaverken.) | G. Carlson, Mgr. | 2-6CylOilEng29⅛x43 5/16 | | BL |
| 13961 124,015 HJPW | **Titan** Steel 3D;Wireless;W. Bal Scw Twin | Br | Liverpool 58.3 \| 30.8 | 5744 9029 | | 1906 | Glasgow, (D. & W. Henderson & Co., Lim.) [Scot. | A. Holt & Co., Mgrs. | 2-3CylTE23,38½,65x48; Dkd8,26 | | |
| 13962 421 PJKC | **Titania** Steel 1D;Spar dk;Deep frmg; W. Bal 6BH | Scw Sch | It 350 P30′ | Genoa 45 \| 24.4 B74′ F36′ | 2173 3438 | | '95 7 | Sunderland, (Bartram [Eng. & Sons.) | Campanella Tito | 3CylTE24,39½,65x42; 2SB;WP160lbs;1495IHP | | I |
| 13963 LCTG | **Titania** Steel 2D;Shel dk;Wireless;W. Bal 7BH | MV Twin | Nor 400.6 F38′ | Tonsberg 54.2 \| 26.3 | 2834 4765 | | 1923 2 | Hamburg, (Deutsche [Ger. Werft, A. G.) | Wilhelmsens D/S A/S | 2-6CylOilEng24 13/16x37 13/16 | | BL |
| 13964 145,803 | **Titania** 1D | Sch | Am 94 | Gloucester 24.2 \| 9.2 | 77 106 | | '99 | Essex, Mass. | Sylvanus Smith & Co., Inc. | Wd | | |
| 13965 JFGK | **Tithis** xSouthport Steel 1D;B;Web frms;Shel dk; Wireless;W. Bal 6BH | Scw | Grk 339.2 | Chios 46.1 \| 24.9 | 2288 3616 | | 1900 6 | Stockton, (Richardson [Eng. Duck & Co.) | G. F. Andreadis | 3CylTE25,42,68x45; 2SB;WP160lbs | | BL |
| 13966 93,996 KLQW | **Titoki** Steel 1D;Web frms;Well dk;W. Bal 4BH | Scw Twin | Br 170.6 | Nelson 30.1 \| 10.8 F24′ | 247 625 | | 1922 2 | Pt. Glasgow, (W. [Scot. Hamilton & Co., Lim.) | Anchor Shipping & Foundry Co. (Lim.) | 2-3CylTE11,17,28x21; 2SB;WP180lbs;86RHP. | | |
| 13967 203,045 KVHT | **Tiverton** Wood 1D;Oil fuel | Scw Sch | Am 155 | San Fran. 36 \| 12.7 | 336 557 | | 1906 5 | Hoquiam, (Hitchins [Wash. & Joyce.) | J. O. Davenport | 2CylC14,32x34; 2SB;400IHP. | | |
| 13968 123,633 HFWS | **Tiverton** Steel 1D;B;Deep frmg;Wireless; W. Bal 9BH | Scw Sch | Br 343 P37′ | London 50.1 \| 23.5 B95′ F37′ | 2457 3943 | | 1906 4 | Newcastle, (R. [Eng. Stephenson & Co., Lim.) | Oil & Molasses Tankers (Lim.) | 3CylTE25,41,67x45; 2SB;WP180lbs | | BL |
| 13969 212,565 LDPJ | **Tivives** Steel 3D;SUB.SIG;Wireless; W.Bal;Oil fuel 4BH | Scw Sch | Am 378.8 B161′ | New York 50.3 \| 29.1 F45′ | 2769 4538 | | 1911 10 | Belfast, (Workman, [Ire. Clark & Co., Lim.) | United Fruit S.S. Corp. | 3CylTE27,45,75x54; 5SB;WP190lbs;648RHP; rps12,24;s rps7,26;Dkd10,26 | S.S.No.3,NY10,23;A.S.3,26; n shft11,14;shft drn3,25; B.S.3,26;M.S.7,26 | C |
| 13970 PTVG | **Tjerimai** xWadai xMarie Steel 2D;Shel dk;SUB.SIG; Wireless;W.Bal Scw Twin 2BH | Hol | 426.3 | Rotterd'm 55.9 \| 27.4 | 4708 7689 | | 1916 3 | Hamburg, (Rieherstieg [Ger. Schiffsw u. Maschf.) | Stoomv. Mij. Rotterdamsche Lloyd | 2-4CylQE22½,33½,49½,71x49; 3Birs. | | G |
| 13971 THFS | **Tjibesar** Steel 2D;Shel dk;Oil fuel;Wireless; W. Bal 8BH | Scw | Hol 500.1 F42′ | Batavia 63.7 \| 39.2 | 6730 10836 | | 1922 10 | Pt. Glasgow, (Lithgows, [Scot. Lim.) | Java-China-Japan Lijn | Stm Tbns; 6SB;WP220lbs | | BL |
| 13972 THGL | **Tjikandi** Steel 2D;Shel dk;Oil fuel;Wireless; W. Bal 8BH | Scw | Hol 448.7 F45′ | Batavia 57.9 \| 34.9 | 4853 7979 | | 1921 10 | Pt. Glasgow, (R. Duncan [Scot. & Co., Lim.) | Java-China-Japan Lijn | Stm Tbns; 5SB;WP220lbs | | BL |
| 13973 THGP | **Tjikarang** Steel 2D;Shel dk;Oil fuel; Wireless;W. Bal 8BH | Scw | Hol 483.5 F60′ | Batavia 60.3 \| 37.5 | 6064 9505 | | 1922 1 | Amsterdam, (Nederl. [Hol. Schps. Maats.) | Java-China-Japan Lijn | 3CylTE33,52,87x59; 6WTB;WP191lbs | | BL |
| 13974 THJC | **Tjikembang** Steel 3D;Wireless;W. Bal 8BH | Scw Twin | Hol 493.6 P65′ | Batavia 58.3 \| 31.2 B303′ F60′ | 5028 8013 | | 1914 7 | Flushing, (Kon. [Hol. Maats. de Schelde.) | Java-China-Japan Lijn | 2-3CylTE33,54,90x60; 6SB;WP180lbs | | BL |
| 13975 THKQ | **Tjileboet** Steel 2D;B;Oil fuel;Wireless;W. Bal 8BH | Scw | Hol 420.3 P58′ | Batavia 54.3 \| 27.5 B252′ F55′ | 3625 5760 | | 1918 2 | Rotterdam, (Maats. [Hol. Fyenoord) | Java-China-Japan Lijn | 3CylTE28,47,77x48; 3SB;WP180lbs | | BL |
| 13976 THPK | **Tjisalak** Steel 2D;B;Oil fuel;Wireless;W. Bal 7BH | Scw | Hol 419.9 P58′ | Batavia 54.2 \| 27.3 B249′ F54′ | 3614 5787 | | 1917 3 | Amsterdam, (Nederl. [Hol. Schps. Maats.) | Java-China-Japan Lijn | 3CylTE27,45,74x51; 3SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|
| 13977 | **Tjisondari** | Scw | Hol | Batavia | 5019 | | 1915 | Flushing, | Java-China- | 3Cyl TE 33,54,90x60; | | BL |
| | Steel | Sch | 493.6 | 58.3 \| 31.2 | 8039 | | 4 | (Kon. [Hol. | Japan Lijn | 6SB;WP 180lbs;918RHP | | |
| THPR | 3D;Wireless;W. Bal | | 8BH | P65′ | B303′ F60′ | | | Maats de Schelde.) | | | | |
| 13978 | **Tjitaroem** | Scw | Hol | Batavia | 3667 | | 1910 | Amsterdam, | Java-China- | 3Cyl TE 28½,47,77x48; | | BL |
| | Steel | | 420.7 | 54 \| 26.8 | 5775 | | 11 | (Nederl. [Hol. | Japan Lijn | 3SB;WP 180lbs | | |
| THQG | 2D;Web frms; | | 8BH | P57′ | B251′ F56′ | | | Schps. Maats.) | | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | | | | | |
| 13979 | **Toba Maru** | Scw | Jap | Tokio | 4283 | | 1916 | Kobe, | Nippon | 2-3Cyl TE 21,33½,56x48; | | BL |
| 19,284 | Steel | Twin | 445 | 58 \| 34 | 6995 | | 8 | (Kawasaki [Jap. | Yusen Kabushiki | 4SB;WP 200lbs | | |
| NCHQ | 2D;Wireless;Oil fuel;W. Bal | | 7BH | P34′ | B138′ F37′ | | | Dkyd. Co., Lim.) | Kaisha | | | |
| 13980 | **Tobolsk** | Scw | Br | Blyth | 1533 | | 1913 | Petrograd, | Russo | 3Cyl TE 20,32,52x39; | | V |
| | Steel | | 286.2 | 40.8 \| 26.1 | 2663 | | | (Usines [Rus. | Norwegian | 2SB;WP 180lbs;1100IHP | | |
| KPHC | 3D;Wireless;W. Bal | | 7BH | | | | | Newsky.) | Nav. Co. (Lim.) | | | |
| 13981 | **Tocantins** | Scw | Brz | R. Janeiro | 2685 | | 1901 | Sunderland, | Lloyd | 3Cyl TE 25,42,68x48; | | BL |
| | xRas Bera | Steel | Sch | 350 | 46.5 \| 18.8 | 4113 | 4 | Eng. | Brasiliero | 2SB;WP 180lbs | | |
| | 1D;Spar dk;Deep frmg; | | 6BH | P30′ | B100′ F38′ | | | (J. Blumer & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13982 | **Toco** | Scw | Br | London | 4286 | | 1922 | Glasgow, | Sheridan | 3Cyl TE 25,42,72x54; | | BL |
| 146,545 | Steel | | 440.8 | 56.1 \| 34.6 | 7337 | | 3 | (Blythswood [Scot. | S.S. Co. (Lim.) | 3SB;WP 215lbs | | |
| KLVJ | 2D;Oil in bulk;Oil fuel; | | 16BH | P105′ | B30′ F46′ | | | S. B. Co.) | | | | |
| | Mchy aft;Wireless;W. Bal | | | | | | | | | | | |
| 13983 | **Tofua** | Scw | Br | London | 2634 | | 1908 | Dumbarton, | Union S.S. | 2-3Cyl TE 22,36,59x36; | | |
| 117,600 | Steel | Twin | 350.3 | 48.2 \| 20.5 | 4345 | | 3 | (W. Denny [Scot. | Co. of New | 4SB;WP 180lbs;354RHP. | | |
| WPHS | 3D;Wireless;Deep frmg; | | 7BH | F42′ | | | | & Bros.) | Zealand (Lim.) | | | |
| | W. Bal | | | | | | | | | | | |
| 13984 | **Tofuku Maru** | Scw | Jap | Kobe | 4259 | | 1919 | Kobe, | Kokusai | 3Cyl TE 26,43,72x48; | | BL |
| 24,076 | Steel | | 385 | 51 \| 36 | 5857 | | 1 | (Kawasaki [Jap. | Kisen Kabushiki | 2SB;1AuxSB;WP 200lbs | | |
| RGTB | 2D;W. Bal;Wireless | | 5BH | | | | | Dkyd. Co., Lim.) | Kaisha | | | |
| 13985 | **Tohickon** | Brg | Am | Phila. | 642 | | 1913 | Noank, | Reading Co. | O,YP;Gif (Sltd) | | V |
| 210,959 | | Sch | 177.5 | 35 \| 14 | 739 | | 2 | (R. Palmer [Conn. | | | | |
| LCTK | 1D | | | | | | | & Sons Co.) | | | | |
| 13986 | **Tohkoh Maru** | Scw | Jap | Dairen | 2930 | | 1918 | Pt. Glasgow, | Yamashita | 3Cyl TE 26,43,72x48; | | BL |
| 175 | xErnemore xArdgay | Steel | | 385 | 52 \| 26.5 | 4716 | 1 | (Russell [Scot. | Kisen Kabushiki | 3SB;WP 180lbs | | |
| QBRJ | 2D;Wireless;W. Bal | | 6BH | P34′ | B111′ F47′ | | | & Co.) | Kaisha, Mgrs. | | | |
| 13987 | **Tokai Maru** | Scw | Jap | Kobe | 2273 | | 1905 | Greenock, | Shimatani | 3Cyl TE 23,40,65x42; | | C-J |
| 29,817 | xAlstern xBelos xGretavale | Steel | | 330.6 | 48 \| 22 | 3099 | 5 | (Grange- [Scot. | Kisen K. K. | 2SB;WP 160lbs;214RHP | 2dS.S.No.2,Kobe4.24;A.S.5,26; | |
| SPNR | 1D;Deep frmg;Wireless;W. Bal | | 5BH | P27′ | B96′ F34′ | | | mouth & Greenock | | | shft drn4,24;M.&B.S.5,26 | |
| | | | | | | | | Dkyd. Co.) | | | | |
| 13988 | **Tokiwa Maru** | Scw | Jap | Tokio | 4281 | | 1916 | Nagasaki, | Nippon | StmTbns; | | BL |
| 19,285 | Steel | Twin | 445 | 58 \| 34 | 6972 | | 7 | (Mitsubishi [Jap. | Yusen Kabushiki | 4SB;WP 200lbs | | |
| NCHR | 2D;Wireless;W. Bal | | 7BH | P35′ | B138′ F35′ | | | Dkyd. & E. Wks.) | Kaisha | | | |
| 13989 | **Toku Maru** | Scw | Jap | Dairen | 3121 | | 1902 | Sunderland, | Tokai | 3Cyl TE 28,46,77x48; | | BL |
| | xTyne xMonmouthshire | Steel | | 400 | 52 \| 20.1 | 4933 | 9 | (Sunderland [Eng. | Kisen Kabushiki | 3SB;WP 180lbs | | |
| | 1D;Spar dk;Deep frmg; | | 6BH | P41′ | B160′ F47′ | | | S. B. Co., Lim.) | Kaisha | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 13990 | **Tokushima Maru** | Scw | Jap | Tokio | 3703 | | 1913 | Pt. Glasgow, | Nippon | 3Cyl TE 27,44,73x48; | | C-J |
| 16,519 | Steel | | 423 | 56 \| 28.7 | 5975 | | 9 | (Russell [Scot. | Yusen Kabushiki | 3SB;WP 180lbs;266RHP. | S.S.No.3,Uraga4.25;A.S.4,25; | |
| MJLN | 2D;Wireless;W. Bal | | 7BH | P38′ | B124′ F51′ | | | & Co.) | Kaisha | | M.&B.S;shft drn4,25 | |
| 13991 | **Toledo** | Brg | Am | Baltimore | 305 | | 1916 | Brooklyn, | Baltimore | Wd | | |
| 166,614 | | | 80.6 | 28 \| 7.3 | 305 | | | (Theo. [N. Y. | & Ohio R.R. Co. | | | |
| | 1D | | | | | | | A. Crane Son's Co.) | | | | |
| 13992 | **Toledo** | Scw | Ger | Hamburg | 4576 | | 1914 | Hamburg, | Hamburg- | 2-4Cyl QE 22,33,50,71x50; | | G |
| | xAlgeria xKigoma | Steel | Twin | 449.3 | 55.3 \| 30 | 8106 | 1 | (Reiherstieg [Ger. | American Line | 3DB;WP 228lbs;716RHP. | | |
| RDBN | 2D;SUB.SIG;Oil fuel; | | 8BH | P & B | 302′ F101′ | | | Schiffsw. u. | | | | |
| | Wireless;W. Bal | | | | | | | Masch.) | | | | |
| 13993 | **Toledo** | Scw | Am | Erie | 846 | | 1907 | Ashtabula, | Great Lakes | 2Cyl 14,14x16; | | |
| 204,831 | Comp. | | 159 | 36.5 \| 11.2 | 960 | | 12 | (Laird & [Ohio | Trans. Co. | 2SB;WP 140lbs;300IHP. | | |
| | 1D | | | | | | | Sons) | | | | |
| 13994 | **Tolemaide** | Scw | It | Genoa | 1638 | | '99 | Aberdeen, | Compagnia | 3Cyl TE 25,42,69x45; | | I |
| 1391 | xInsizwa | Steel | Sch | 330.2 | 41.1 \| 18.6 \| 26 | 2942 | | (Hall, [Scot. | Italiana | 2DB;2500IHP | | |
| PJLI | 1D;Spar dk;Web frms;Wireless | 5BH | | B121′ | F36′ | | | Russell & Co.) | Transatlantica | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13995 | **Tolima** | Sch | Am | Miami | 840 | | 1920 | Linoleum-ville, N. Y. (Carteret Ferry Co.) | Roseland Corp. | Wd | | V |
| 220,038 LWNP | 2D | 4 M | | 185.4 \| 37.6 \| 18.6 | 913 | | | | | | | |
| 13996 | **Tolken** | Scw | Swd | Gothenb'g | 2722 | | 1922 | Gothenburg, (Akt. Lind- holmen-Motala.) | Rederi A/B Transatlantic | 3Cyl TE 27,44,72x48; | | BL |
| 6,709 KDMF | Steel 1D;Shel dk;Oil fuel; Wireless;W. Bal 6BH | | | 377.8 \| 54.1 \| 24.4 F38′ | 4471 | | 3 | | | 3SB;WP185lbs | | |
| 13997 | **Tollard** | Scw | Am | N. London | 3609 | 6′ 1″ 24′ 1″ | 1919 | Groton, (Groton Iron Wks.) | U. S. Ship-ping Board | Stm Tbn; General Electric Co; 4WTB;Heine Safety W. T. Bir. Co; 11132HS;WP200lbs;2500SHP;EAC; Dkd5,21;s rps6,21 | ✠A1Ⓔ ✠AMS Sclp;CL (Laid up) | |
| 217,818 LQNJ | Steel 2D;SUB.SIG;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 | | | 409.6 \| 54.4 \| 27.4 \| 30′ P41′ B121′ F43′ | 5874 8800 | | 4 | | | | | |
| | W.B.—A.P.48t;D.B.340′1237t. F.O.—A.P.45t;D.B.304′ 995t; S. | | | F.P.14 9t F.P.13 9t | | | | | | | | |
| 13998 | **Toloa** | Scw | Br | Glasgow | 4319 | | 1918 | Belfast, (Workman, Clark & Co.) | Unifruitco S.S. Co. (Lim.) | 2-3Cyl TE 23,39,67x48; 2DB;2SB;WP205lbs;d rpd5,25; Dkd,s rps9,26 | S.S.No.2,NY4,24;A.S.3,26; Stbd shft drn4,25; Pt shft drn;B.S.5,26;M.S.6,26 | C |
| 141,874 JSFV | Steel 4D;Wireless;SUB.SIG;W. Bal Twin 8BH | | | 425.4 \| 54.3 \| 29.9 P38′ B242′ F50′ | 7183 | | 2 | | | | | |
| 13999 | **Tolosa** | Scw | Nor | Oslo | 1104 | | 1908 | Sunderland, (Osbourne, Graham & Co.) | Fearnley & Eger, Mgrs. | 3Cyl TE 20,33,54x36; 2SB;WP180lbs | | N |
| MDTP | xAntares Steel 1D;W. Bal;Wireless 4BH | | | 279 \| 40.1 \| 18.2 P23′ B72′ F27′ | 1840 | | 3 | | | | | |
| 14000 | **Tolosa** | Scw | Am | P'tsmouth | 3965 | 5′ 9½″ 24′ 2″ | 1920 | Portsmouth, (Atlantic Corp.) | U. S. Ship-ping Board | 3Cyl TE 24½,41½,72x48; Atlantic Corp; 3WTB;Oil City Bir. Wks; 9150HS;WP225lbs;2800IHP;EAC; d rpd4,23;Dkd6,25 | ✠A1Ⓔ ✠AMS shft drn1,23; Clh BB;CL (Laid up) | |
| 220,353 MBCN | Steel 2D;W. Bal;Wireless;SUB.SIG; 7BH Oil fuel F. P. above 150° F. C-36 | | | 410.5 \| 54.2 \| 27 \| 29′ 9″ P60′ B114′ F47′ | 5527 8800 | | 3 | | | | | |
| | W.B.—A.P.250t;D.B.356′1342t;D F.O.....D.B.314′1085t;D | T.29′7 T.29′7 | | 65t; F. P.87t 14t... ..... | | | | | | | | |
| 14001 | **Toluma** | Scw | Nor | Tonsberg | 5234 | | 1907 | Sunderland, (Short Bros., Lim.) | Aktees "Cuzco" | 4Cyl QE 24,35,51,74x51; | | BL |
| WNLF | xChipana Steel 2D;Deep frmg;Shel dk; 7BH W. Bal;Wireless | | | 417.8 \| 54.4 \| 36 | 7041 | | 3 | | | 3SB;WP220lbs | | |
| 14002 | **Tom** | Scw | Sp | Bilbao | 1860 | | 1919 | Sunderland, (J. Blumer & Co.) | Cia.Naviera Bachi | 3Cyl TE 25,41,68x45; | | BL |
| JSCV | xCramond Steel 1D;Wireless;W. Bal 7BH | | | 331.3 \| 46.8 \| 23.2 P33′ B98′ F28′ | 3056 | | 4 | | | 3SB;WP180lbs | | |
| 14003 | **Tom Greene** | StW | Am | Cincinnati | 339 | | 1923 | Pt. Pleasant, (Marietta Mfg. Co.) | Gordon C. Greene | 2-1Cyl 22x84; | | |
| 222,770 | Steel 1D | | | 200 \| 38 \| 6 | 435 | | | | | 4Blrs;120IHP. | | |
| 14004 | **Tomalva** | Scw | Am | Phila. | 3113 | 7′ 9½″ 24′ 5″ | 1920 | Hog Island, (American Int. S. B. Co.) | U. S. Ship-ping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; d rpd1,24;Dkd,rps4,26;s rps6,26; Exmd7,26 | ✠A1Ⓔ ✠AMS B.S.8,24;M.S.3,25;shft drn5,25; Clh BB;CL | |
| 220,628 MBLV | Steel 2D;Wireless;SUB.SIG;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 | | | 390 \| 54.2 \| 27.8 \| 32′ P50′ B121′ F40′ | 5104 7825 | | 9 | | | | | |
| | W.B.—A.P.100t;D.B.284′1380t. F.O.....D.B.257′1162t;S. | T.14′1 | | ....D. 29t; D. T.36′892t;F.P.1 T.36′833t..... | 44t ... | | | | | | | |
| 14005 | **Tomas W. Beattie** | Scw | Cuban | Manz'nillo | 100 | | 1902 | Brooklyn, (J. N. Robins Co.) | Beattie Central Isabel Sugar Co. | 4Cyl TE 12,18,20,20x15 | | |
| | xKajeruna Steel 1D | | | 131.2 \| 17.6 \| 10.3 | 147 | | | [N. Y. | | | | |
| 14006 | **Tomaso di Savoia** | Scw | It | Genoa | 4895 | | 1907 | Glasgow, (Barclay, Curle & Co., Lim.) | Lloyd Sabaudo | 2-4Cyl QE 25,36,52,74x51; | | C-I |
| 360 PJLZ | Steel 2D;Shel dk;Deep frmg; Wireless;W. Bal 8BH | Sch Twin | | 450.7 \| 55.2 \| 25.1 F58′ | 7761 | | 11 | [Scot. | | 7SB;WP220lbs;8568IHP. | 2dS.S.No.1,Gen7,24; n Stbd shft;Pt shft drn8,25; M.&B.S.1,26 | |
| 14007 | **Tomi Maru** | Scw | Jap | Dairen | 3273 | | 1900 | Middlesbro, (Sir Raylton Dixon & Co.) | Tokai Kisen Kabushiki Kaisha (Lim.) | 3Cyl TE 26,42,66x51; | | C-J |
| 166 QBPT | xIsmailia Steel 2D;Web frms; 7BH Wireless;W. Bal | | | 410 \| 50.5 \| 29 B92′ F60′ | 5444 | | 7 | [Eng. | | 2SB;WP160lbs;230RHP | 3dS.S.No.1,Moji6,26;A.S.5,26; M.&B.S;shft drn6,26 | |
| 14008 | **Tomiura Maru** | Scw | Jap | Tokio | 2340 | | 1918 | Nagasaki, (Mitsubishi Zosen Kaisha,Lim.) | Kinkai Yusen Kabushiki Kaisha | 3Cyl TE 23,38,64x48; | | BL |
| 22,242 NSVK | Steel 2D;Wireless;W. Bal 6BH | | | 345 \| 50 \| 29 P33′ B77′ F40′ | 3821 | | 5 | [Jap. | | 2SB;WP200lbs | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14009 | **Tomp** | Scw | Rus | Leningrad | 1153 | | 1903 | Newcastle, | Sovtorgflot | 3Cyl TE 19,31,52x36; | | C |
| | xNeebing Steel | Sch | 247.6 | 42 \| 21.8 | 1892 | | 8 | (Armstrong, [Eng. | | 2SB;WP180lbs;200RHP | 2dS.S.No.2,Hmbg6,23; | |
| | 1D;Deep frmg;Mchy aft; 4BH | | F41′ | | | | | Whitworth & Co., Lim.) | | | A.S.12,25; | |
| | Wireless;W. Bal | | | | | | | | | | shft drn2,23;B.S.12,25; | |
| | | | | | | | | | | | M.S.4,26 | |
| 14010 | **Tompkins** | Scw | Am | Baltimore | 152 | | 1920 | Erie, | Inland S.S. | 2-2CylC 11,23x14; | | |
| 220,093 | Steel | Twin | 147.5 | 20.1 \| 10.8 | 272 | | | (The Dravo [Pa. | Co., Inc. | 1WTB;WP200lbs;450IHP. | | |
| | 1D 6BH | | | | | | | Contracting Co.) | | | | |
| 14011 | **Tompkinsville** | Brg | Am | Baltimore | 1246 | | 1919 | Mariners | T. J. | YP,O;Gif✕; | ✠A1Ⓔ Towing Barge. | |
| 219,042 | | Sch | 230.6 | 37.6 \| 19.6 | 1274 | | 10 | Harbor, S. I. | Hooper | s rps,clk a5,25 | Coastwise & W. I. | |
| LTFP | 1D;B | | | | | | | (Johnson S. B. Corp.) | | | S.S.No.1,Nflk5,25 | |
| 14012 | **Tomsk** | Scw | Dan | Cop'hagen | 709 | | 1911 | Cop'hagen, | Det | 3Cyl 25,25,25x36; | | V |
| | Steel | | 252.4 | 37.2 \| 15.1 | 1229 | | | (Akt. [Den. | Forende Dampskibs Selsk. | 2SB;WP160lbs;1000IHP. | | |
| NRQF | 1D;W. Bal 6BH | | | | | | | | Burmeister & Wain.) | | | |
| 14013 | **Tona** | Scw | Am | Newark | 1992 | 5′ 9″ | 1920 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,500 | Steel | | 324 | 46.2 \| 25 | 3278 | 22′ 11″ | 1 | (Submarine [N. J. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LVJK | 1D;2d dk at ends;Wireless; 7BH | | | \| 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd,s rps6,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T .20′394 | | t..... | .F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t..... | | ..... | S.T.31 t..... | | | | | | | | |
| 14014 | **Tonawanda** | S | Am | Astoria | 1642 | | '92 | Greenock, | Columbia | Stl;1BH; | A1 | |
| 215,603 | xIndra | | 260.7 | 38.1 \| 23.1 | 1745 | | | (Russell [Scot. | River Packers Assn. | clk dk9,17;rps,n DB4,23;Dkd,s rps2,25 | 3dS.S.No.1,NptN4,22 | |
| LHVG | 2D | | P32′ | F34′ | | | | & Co.) | | | | |
| 14015 | **Tonesit** | Scw | Am | Newark | 2174 | 5′ 9″ | 1920 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,501 | Steel | | 324 | 46.2 \| 25 | 3545 | 22′ 11″ | 3 | (Submarine [N. J. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LVJM | 1D;2d dk at ends;Wireless; 7BH | | | \| 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | shft drn6,21;Clh BB;CL | |
| | SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | rps6,21;Dkd,s rps7,21;Exmd10,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T .20′394 | | t..... | ..F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T .20′368 | | t;S.T.3 | 1t..... | | | | | | | | |
| 14016 | **Tong Yek** | Scw | Am | Manila | 242 | | 1906 | Manila, | Siy Cong | 2CylC 19,42x27 | | |
| | xConstancia Wood | | 157 | 25.8 \| 13 | 446 | | | (J. [P. I. | Bieng & Co., Inc. | | | |
| | 1D | | | | | | | Rodriguez.) | | | | |
| 14017 | **Tongariro** | Scw | Br | Plymouth | 5501 | | 1925 | Pt. Glasgow, | New | Stm Tbns; | | BL |
| 146,002 | Steel | | 460.5 | 62.7 \| 35.2 | 8729 | | 2 | (W. [Scot. | Zealand Shipping Co. (Lim.) | 5SB;WP180lbs | | |
| KSGF | 2D;Shel dk;Oil fuel;Wireless; 8BH | | B & F | 424′ | | | | Hamilton & Co., Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 14018 | **Tongking** | MV | Dan | Cop'hagen | 4244 | | 1914 | Copenhagen | Akties. det. | 2-6CylOilEng 24½x37½ | | BL |
| | Steel | Twin | 410 | 55.2 \| 27.5 | 6645 | | 10 | (Akt. [Den. | Ostasiatiske | | | |
| NTBK | 2D;Shel dk;Wireless;W. Bal 7BH | | | | | | | Burmeister & Wain.) | Kompagni | | | |
| 14019 | **Tonis Handris** | Scw | Grk | Piraeus | 1696 | | 1904 | Rostock, | John D. | 3Cyl TE 20,35,55x37; | | |
| | xEfxinos xKarl Leonhardt Steel | | 302.6 | 45.3 \| 18.9 | 2689 | | | (Akt. Ges. [Ger. | Chandris | 2SB | | |
| JDNM | 1D;Spar dk;Wireless;W. Bal | | | | | | | "Neptun".) | | | | |
| 14020 | **Tonjer** | Scw | Nor | Hauges'nd | 1948 | | 1920 | Middlesbro, | H. M. | 3Cyl TE 24,39,65x42; | | N |
| | Steel | | 334 | 48 \| 22.7 | 3268 | | 8 | (Smith's [Eng. | Wrangell & Co., | 2SB;WP180lbs | | |
| MVLD | 1D;Wireless;W. Bal 5BH | | P32′ | B98′ F34′ | | | | Dock Co., Lim.) | Mgrs. | | | |
| 14021 | **Tonkin** | Scw | Fr | Haiphong | 846 | | 1915 | Walker-on- | Cie. Indo- | 3Cyl TE 17,28½,48x38; | | V |
| | xCauca Steel | | 241.4 | 35.2 \| 22.2 | 1542 | | 5 | (Swan, [Tyne, Eng. | Chinoise de Nav. | 2SB;WP180lbs;1100IHP. | | |
| OUFQ | 2D;Wireless;W. Bal 6BH | | P28′ | F33′ | | | | Hunter & Wigham Richardson.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14022 | **Topa Topa** | Scw | Am | Los Ang's | 3395 | 6′ | 1920 | Los Angeles, | U. S. Ship- | 3Cyl TE28½,47,78x48; | ✠A1Ⓔ | |
| 220,421 | Steel | | 410.5 | 54 \| 27.2 | 5453 | 23′ 11″ | 8 | (Los Angeles [Cal. | ping Board | Los Angeles S. B. & D. D. Co; | ✠AMS | |
| MBFG | 2D;Wireless;sub.sig;W. Bal; 7BH | | | 29′ 9″ | 8600 | | | S. B. & D. D. Co.) | | 3WTB;Springfield Blr. Wks; | S.S.No.1,Phila7,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P43′ | B114′ F46′ | | | | | | 12450HS;WP225lbs;3500IHP;EAC; | shft drn1,24;M.S.7,24; | |
| | W.B.—A.P.242t;D.B.356′1241t. | | | | | | | | | d rpd2,26;Dkd,s rps3,26 | B.S.9,26;Cih BB;CL | |
| | F.O. .....D.B.306′ 951t;D.T.640t;S.T.49t. | | | | | | | | | | | |
| 14023 | **Topdalsfjord** | Scw | Nor | Oslo | 2574 | | 1921 | Montreal, | A/S. Den | 3Cyl TE27,43,70x48; | | N |
| | Steel | | 365.3 | 49.7 \| 26.5 | 4271 | 7 | (Canadian [Can. | Norske | | | |
| LCHQ | 2D;Oil fuel;Wireless;W. Bal 8BH | | P44′ | B125′ F34′ | | | | Vickers, Lim.) | Amerikalinje | 3SB;WP180lbs | | |
| 14024 | **Topeka** | MV | Nor | Tonsberg | 3030 | | 1925 | Kiel, | A/S. Norge | 2-6Cyl Oil Eng 21⅝x35 7/16 | | BL |
| | Steel | Twin | 366.3 | 51.2 \| 31.4 | 4991 | 3 | (Deutsche [Ger. | Mexico Gulfinjen | | | | |
| LDWN | 2D;Wireless;W. Bal 7BH | | P32′ | F62′ | | | | Werke, A. G.) | | | | |
| 14025 | **Topila** | Scw | Am | New York | 3146 | | 1913 | Newport | Southern | 3Cyl TE21½,41½,72x48; | | |
| 211,469 | Steel | | 371.5 | 59.1 \| 28.1 | 5125 | 7 | News, Va. | Pacific Co. | 2SB;WP200lbs;2350IHP. | | |
| LDCM | 2D;Oil fuel;Mchy aft; 13BH | | | | | | | (Newport News | | | | |
| | Oil in bulk;Long. frmg | | | | | | | S. B. & D. D. Co.) | | | | |
| 14026 | **Topo** | Scw | Am | San Fran. | 173 | | 1903 | Alameda, | Bay Devel- | Gas Eng; | | |
| 200,385 | Wood | | 117 | 31 \| 6.6 | 229 | | | Cal. | opment Co. | 148BHP. | | |
| | 1D | | | | | | | | | | | |
| 14027 | **Torefjell** | Scw | Nor | Oslo | 1504 | | 1902 | Greenock, | Olsen & | 3Cyl TE22,36,59x39; | | BL |
| | xBaltique Steel | | 299.8 | 44.6 \| 20 | 2483 | 5 | (Grange- [Scot. | Ugelstad, Mgrs. | 2SB;WP180lbs | | |
| MDFJ | 1D;Deep frmg;Wireless;W. Bal 5BH | | P25′ | B60′ F27′ | | | | mouth & Greenock | | | | |
| | | | | | | | | Dkyd. Co.) | | | | |
| 14028 | **Torhamvan** | Scw | Br | Montreal | 1472 | | 1921 | Midland, | Kirkland | 3Cyl TE20,33,54x40; | | C |
| 150,354 | xCanadian Logger Steel | | 251 | 43.6 \| 23.5 | 2429 | 9 | (Midland [Ont. | Line (Lim.), Mgrs. | 2SB;WP180lbs;147RHP. | A.S.1,25; | |
| TQGN | 2D;Wireless;W. Bal 5BH | | P24′ | B65′ F28′ | | | | S. B. Co.) | | | shft drn9,25;M.S.6,26 | |
| 14029 | **Torlak** | Scw | Nor | Oslo | 1483 | | 1916 | Pt. Arthur, | A/S. | 3Cyl TE20,33,54x40; | | BL |
| | xBlaamyra Steel | | 251 | 43.8 \| 26.5 | 2471 | 11 | (Western [Ont. | Thorgny | 2SB;WP190lbs | | |
| MTBN | 1D;Oil fuel;Wireless;W. Bal 4BH | | P27′ | B78′ F27′ | | | | D. D. & S. B. | | | | |
| | | | | | | | | Co., Lim.) | | | | |
| 14030 | **Torlak Skogland** | Scw | Nor | Hauges'nd | 2040 | | 1910 | Pt. Glasgow, | T. H. Skog- | 3Cyl TE24,40,65x42; | | BL |
| | xScarlet Tower xNigretia Steel | | 334 | 48 \| 22.3 | 3257 | 4 | (A. [Scot. | land & Sons, | 2SB;WP180lbs | | |
| LBDK | 1D;Wireless;W. Bal 5BH | | P29′ | B90′ F36′ | | | | Rodger & Co.) | A/S | | | |
| 14031 | **Tormentor** | Scw | Am | New York | 131 | | 1900 | East Bos- | Boston Iron | 2CylC20,36x26; | | |
| 145,841 | O,YP;Icf | | 114.1 | 28 \| 15 | 252 | 5 | (At- [ton, Mass. | & Metal Co. | 1CRTB;WP125lbs;700IHP | | |
| KPTS | Wireless 3BH | | | | | | | lantic Works.) | | | | |
| 14032 | **Tormilind** | Bk | Est | Kaperwik | 397 | | 1922 | Port Harrd | Pahlberg, | Wd | | V |
| | | | 148.4 | 33.1 \| 13.6 | 457 | | | (A. Sepp.) | Kristenbrun | | | |
| HBMA | 1D | | | | | | | | & Hauko | | | |
| 14033 | **Tormod** | Scw | Nor | Oslo | 790 | | '84 | Sunderland, | Chr. | 2CylC29½,55x36; | | N |
| | xGarth Iron | Sch | 240 | 33.1 \| 18.2 | 1324 | 4 | (W. [Eng. | Christensen | 2SB;WP80lbs | | |
| MGJC | 1D;B;Well dk;W. Bal 4BH | | | B51′ F33′ | | | | Pickersgill & Sons.) | | | | |
| 14034 | **Torne** | Scw | Swd | Stockh'lm | 1963 | | 1913 | Gothenborg, | Trafikak- | 3Cyl TE24½,40,66x45; | | C |
| 5,409 | Steel | Sch | 350 | 50.2 \| 24 | 3792 | 2 | (Lindholm's [Swd. | tiebolaget | 3SB;WP180lbs | S.S.No.3,Gtbg9,25; | |
| JTCV | 1D;Deep frmg;Mchy aft; 6BH | | P71′ | B14′ F50′ | | | | M. V.) | Grangesberg- | | M.&B.S;shft drn9,25 | |
| | Wireless;W. Bal | | | | | | | | Oxelosund | | | |
| 14035 | **Torny** | Scw | Nor | Bergen | 1388 | | 1919 | Wilmington, | J. Eliassen, | Stm Tbn; | | |
| | xMarshall Steel | | 300.7 | 44.3 \| 19.6 | 2424 | 1 | (Pusey [Del. | Jr. | 2SB;WP200lbs | | |
| LCRT | 1D;sub.sig;Wireless;W. Bal 6BH | | P29′ | B75′ F29′ | | | | & Jones.) | | | | |
| 14036 | **Toronto** | SW | Br | Toronto | 1652 | | '99 | Toronto, | Canada S.S. | 3Cyl TE28,44,72x72; | | |
| 107,412 | Steel | | 269.4 | 36 \| 13.8 | 2779 | | | (Bertram [Can. | Lines (Lim.) | 4SB;WP175lbs | | |
| | 3D;Wireless | | | | | | | Iron Works.) | | | | |
| 14037 | **Torontonian** | Scw | Br | Newcastle | 1195 | | 1920 | Toronto, | Black Sea | 3Cyl TE20,33,54x36; | | BL |
| 141,663 | Steel | | 251.4 | 43.6 \| 20.7 | 2038 | 6 | (Dominion [Can. | Shipping & | 2SB;WP180lbs | | |
| TRPH | 1D;Wireless;W. Bal 4BH | | P24′ | B68′ F21′ | | | | S. B. & Repair | Mercantile Co. | | | |
| | | | | | | | | Co., Lim.) | (Lim.) | | | |
| 14038 | **Torr Head** | Scw | Br | Belfast | 3161 | | 1923 | Belfast, | Ulster S.S. | 3Cyl TE26,44,74x48; | | BL |
| 145,431 | Steel | | 400.1 | 52.3 \| 28.4 | 5221 | 5 | (Workman, [Ire. | Co. (Lim.) | 3SB;WP200lbs | | |
| KNWF | 2D;Wireless;W. Bal 7BH | | P49′ | B124′ F52′ | | | | Clark & Co., Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14039 | **Torrent** Steel | Scw | Am | Duluth | 197 | | 1910 | Lorain, (American [Ohio S. B. Co.) | Duluth & Iron Range R.R. Co. | 2Cyl20,20x22; 2SB;WP180lbs;1200IHP. | | |
| 207,744 | 1D 3BH | | 110 | 28 \| 15 | 296 | | | | | | | |
| 14040 | **Torres** Steel | Scw | Am | New York | 2955 | | 1917 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Southern Pacific Co. | 3CylTE24½,41½,72x48; 2SB;WP200lbs;2350IHP. | | |
| 215,233 | 2D;Mchy aft;Oil fuel; 12BH | | 371.5 | 59.1 \| 26.8 | 4943 | | | | | | | |
| LHJV | Oil in bulk;Wireless | | | | | | | | | | | |
| 14041 | **Torsol** | Scw | Nor | Oslo | 1136 | | 1920 | Lekkerkerk, | A/S. Chr. | 3CylTE19,30,52x36; | | N |
| | xAlbert Sauber | | 264.5 | 42.3 \| 18.6 | 1928 | | 12 | (T. van [Hol. | Christensen | 2SB;WP180lbs | | |
| WPMR | 1D;Wireless;W. Bal | | P23′ | B65′ F25′ | | | | Duijvendijk.) | | | | |
| 14042 | **Tortugas** Steel | MV | Nor | Tonsberg | 2852 | | 1923 | Hamburg, | D/S. A/S. | 6CylOilEng29½x47¼ | | BL |
| | | | 357.6 | 51.2 \| 30.7 | 4697 | | 11 | (Deutsche [Ger. | Den. Norske | | | |
| LDFT | 2D;Wireless;W. Bal 6BH | | F60′ | | | | | Werft A. G.) | Afrikaog Australielinje | | | |
| 14043 | **Tortuguero** Steel | Scw | Br | Glasgow | 3275 | | 1921 | Glasgow, | Elders & | 3CylTE27,46,78x54; | | C |
| 146,267 | | | 400.1 | 51.2 \| 30.1 | 5285 | | | (A. Stephen [Scot. | Fyffes (Lim.) | 4SB;WP205lbs;745RHP. | S.S.No.1,Rtdm10,25;A.S.3,26; | |
| KLFN | 4D;SUB.SIG;Wireless;W. Bal 7BH | | P42′ | B155′ F41′ | | | | & Sons, Lim.) | | | B.S;shft drn10,25;M.S.1,26 | |
| 14044 | **Torvanger** | Scw | Nor | Bergen | 4046 | | 1920 | Sunderland, | Westfal | 3CylTE27,44,75x54; | | N |
| | xGrande Gaard Steel | | 420.1 | 54 \| 34.4 | 6564 | | 10 | (W. Doxford [Eng. | Larsen & Co. | 3SB;WP180lbs | | |
| LBDR | 1D;Shel dk;Oil fuel;SUB.SIG; 7BH | | | | | | | & Sons, Lim.) | A/S. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 14045 | **Tosan Maru** Steel | Scw | Jap | Tarumi | 2830 | | '97 | Stockton, | Katsuda | 3CylTE24,40,65x42; | | BL |
| 16,339 | xDunblane 5BH | | 330 | 45 \| 20.8 28.8 | 3863 | | 4 | (Ropner [Eng. | Kisen Kabu- | 2SB;WP180lbs | | |
| MHNG | 1D;Spar dk;Deep frmg; | | P30′ | B65′ F31′ | | | | & Son.) | shiki Kaisha | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 14046 | **Tosari** Steel | Scw | Hol | Rotterd'm | 4502 | | 1919 | Rotterdam, | W. Ruys & | Stm Tbn; | | V |
| | | | 444 | 54 \| 34.3 | 7057 | | | (Bonn & [Hol. | Zonen, Mgrs. | 2SB;2DB;WP200lbs;3500IHP. | | |
| PTWL | 3D;Wireless;W. Bal 7BH | | F42′ | | | | | Mees.) | | | | |
| 14047 | **Tosca** Steel | MV Twin | Nor | Oslo | 3129 | | 1920 | Amsterdam, | Winge & | 2-6CylOilEng22 1/16x39⅜ | | N |
| | | | 375.8 | 51.4 \| 30.7 | 5128 | | 11 | (Nederl. [Hol. | Co., Mgrs. | | | |
| MVHD | 2D;Wireless;W. Bal 6BH | | B59′ | F41′ | | | | Scheepsb.Maats.) | | | | |
| 14048 | **Toscano** Iron | Scw Sch | It | Genoa | 967 | | '71 | Newcastle, | E. Rebisso | 2CylC29,56x33; | | |
| 537 | xDorothea | | 244.5 | 32.1 \| 17.9 | 1518 | | 3 | (C. [Eng. | | 2SB;WP61lbs | | |
| SMWV | 2D;Spar dk;Wireless;W. Bal 4BH | | | | | | | Mitchell & Co.) | | | | |
| 14049 | **Toshin Maru** Steel | Scw Sch | Jap | Dairen | 3235 | | 1906 | Pt. Glasgow, | Dairen | 3CylTE26,42,70x48; | | C-J |
| 199 | xBoveric 6BH | | 385 | 49.8 \| 29 | 4444 | | 4 | (Russell [Scot. | Towa Kisen | 2SB;WP180lbs;244RHP | 2dS.S.No.2,Innsh10,24; | |
| QBSK | 2D;Spar dk;Deep frmg; | | P36′ | B108′ F41′ | | | | & Co.) | Kabushiki Kaisha | | A.S.10,25; | |
| | Wireless;W. Bal | | | | | | | | | | shft drn9,24;M.&B.S.10,24 | |
| 14050 | **Toshu Maru** Steel | Scw | Jap | Takasago | 1219 | | 1918 | Port Arthur, | S. Kudo | 3CylTE20½,34,56x40; | | BL |
| | xGiuseppe Soncino | | 251 | 43.8 \| 20.7 | 2116 | | 10 | (Pt. Arthur [Ont. | | 2SB;WP190lbs | | |
| | 1D;Wireless;W. Bal 4BH | | P25′ | B64′ F28′ | | | | S. B. Co., Lim.) | | | | |
| 14051 | **Tosto** Steel | Scw | Nor | Hauges'nd | 814 | | 1920 | Stockholm, | B. Stolt- | 3CylTE18,30,49x33; | | V |
| | | | 247.8 | 38.3 \| 15.1 | 1426 | | 8 | (Sodra [Swd. | Nielsen, Mgrs. | 2SB;WP185lbs;350IHP. | | |
| MVSD | 1D;Wireless;W. Bal 5BH | | P28′ | B140′ F26′ | | | | Varfvets Aktieb.) | | | | |
| 14052 | **Totai Maru** Steel | Scw | Jap | Kobe | 1993 | | 1918 | Innoshima, | Kawasaki | 3CylTE22,37,61x42; | | C-J |
| 22,427 | | | 305 | 43.7 \| 27.2 | 8194 | | 4 | (Osaka [Jap. | Kisen Kabushiki | 2SB;WP180lbs;187RHP | S.S.No.2,Insha5,24;A.S.5,26; | |
| NTPJ | 2D;Web frms;Long. frmg; 5BH | | P19′ | B82′ F32′ | | | | Iron Wks.) | Kaisha | | shft drn5,25;M.&B.S.6,26 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 14053 | **Toteco** Steel | Scw | Am | New York | 233 | | 1921 | City Island, | Inter- | 2CylC18,38x26; | ✠A1Ⓔ Mooring Tender. | |
| 221,364 | | | 127 | 32.5 \| 13.8 | 449 | | 6 | (Kyle & [N. Y. | national Petro- | J. W. Sullivan Co; | ✠AMS | |
| MSVK | 2D;W. Bal;Wireless; 5BH | | F31′ | | | | | Purdy.) | leum Co. | 1SB;Kingsford Fdy. & Mch. Co; | S.S.No.1,NO7,25; | |
| | Oil fuel F. P. above 150° F. C-18-a | | | | | | | | | 1900HS;WP155lbs;450IHP;EAC; | B.S.6,25;M.S.7,25; | |
| | | | | | | | | | | d rpd12,24;Dkd,s rps7,26 | shft drn5,26;Scip | |
| 14054 | **Totila** | Scw | Ger | Bremen | 2505 | | 1904 | Pt. Glasgow, | H. Kimme | 3CylTE25,41,67x45; | | BL |
| | xHarald xGoolland Steel | | 344.8 | 49.8 \| 17.9 | 3940 | | 1 | (Russell [Scot. | | 3SB;WP180lbs;s rps12,25 | | |
| RFPD | 1D;Spar dk;Deep frmg; 6BH | | P26′ | B78′ F37′ | | | | & Co.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 14055 | **Totomi Maru** Steel | Scw | Jap | Kaisha | 2004 | | 1901 | Sunderland, | Dai Nippon | 3CylTE24,39,64x42; | | C-J |
| 9,658 | xGrafton; | | 330.5 | 46.1 \| 22 | 3359 | | 12 | (S. P. [Eng. | Engyo Kabushiki | 2SB;WP170lbs;207RHP. | S.S.No.2,Kobe2,26;A.S.2,26; | |
| JTRH | 1D;B;Wireless;W. Bal 6BH | | P32′ | B91′ F39′ | | | | Austin & Son,Lim.) | Kaisha | | shft drn1,25;M.&B.S.2,26 | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc | Rig. | Nation. | Hailing Port. / Reg. Dimensions Lth. \| Bth. \| Dth. Deck Erections Mid. | Tons Net / Gross D.W. | Freeboard. / Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14056 | **Tottenham** | Scw | Br | London | 2343 | | 1906 | Sunderland, | Britain S.S. | 3Cyl TE25,41,67x45; | | BL |
| 123,655 | xApsley xDon Cesar Steel | | 350 | 50.3 \| 23.2 | 3655 | | 6 | (J. L. Thompson & Sons, Lim.) [Eng. | Co. (Lim.) | 2SB;WP180lbs | | |
| HGLK | 1D;B;Web frms;Deep frmg; 6BH | | P46′ | B94′ F33′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 14057 | **Tottenville** | Brg | Am | Jcksnville. | 643 | | 1910 | Tottenville, | Brooks- | O,YP;Gif | | |
| 207,503 | 1D | Sch | 175.6 | 35.1 \| 13.3 | 643 | | 5 | N. Y. | Scanlon Corp. | | | |
| 14058 | **Tottori Maru** | Scw | Jap | Tokio | 3708 | | 1913 | Pt. Glasgow, | Nippon | 3Cyl TE27,44,73x48; | | C-J |
| 16,520 | Steel | | 423.4 | 56 \| 31 | 5973 | | 9 | (Russell & Co.) [Scot. | Yusen Kabushiki Kaisha | 3SB;WP180lbs;266RHP. | S.S.No.3,Ykma7,24;A.S.5,25; | |
| MJLP | 2D;Wireless;W. Bal 7BH | | P38′ | B123′ F43′ | | | | | | | shft drn7,24;M.&B.S.5,25 | |
| 14059 | **Totuskey** | Brg | Am | Phila. | 283 | | '94 | Elkton, | ---------- | Wd;Gif | | |
| 51,274 | xMinnie N. Saylor | | 125.2 | 23.4 \| 10.6 | 283 | | rb '09 | (E. Deibert & Bros.) [Md. | | | | |
| | 1D | | | | | | | | | | | |
| 14060 | **Toulouse** | Scw | Fr | Nantes | 1232 | | 1917 | W. Superior, | Cie des | 3Cyl TE20,33,54x40; | | V |
| | Steel | | 261.6 | 43.8 \| 18.2 | 1998 | | 6 | (American S. B. Co.) [Wis. | Chemins de fer Paris Orleans | 2SB;WP180lbs;1400IHP. | | |
| OULD | 1D;B;Wireless;W. Bal 5BH | | P28′ | B65′ F27′ | | | | | | | | |
| 14061 | **Touraine** | Bk | Fr | Nantes | 1778 | | '99 | Nantes, | Soc. Gen- | Stl;2BH | | |
| | | | 263.6 | 39.1 \| 22.6 | 1989 | | 2 | (A. Dubigeon.) [Fr. | erale d'Armement | | | |
| OULI | 1D;B | | P58′ | F41′ | | | | | | | | |
| 14062 | **Tourist** | StW | Am | Seattle | 294 | | 1907 | Pt. Blakeley, | Navy Yard | 2-1Cyl H17x72; | | |
| 203,932 | Wood | | 156.8 | 27.9 \| 7.6 | 467 | | | Wash. | Route | 1Blr;WP147lbs;500IHP. | | |
| | 2D;Oil fuel | | | | | | | | | | | |
| 14063 | **Tourist** | Scw | Am | New York | 176 | | '88 | Bath, | Goodwin | 3Cyl TE11,19,30x18; | | |
| 116,223 | xSapphire Wood | Sch | 118.8 | 26.1 \| 10.3 | 260 | | | (Bath Iron Works.) [Me. | Steamboat Corp. | 2WTB;300IHP. | | |
| KHNV | | | | | | | | | | | | |
| 14064 | **Tovaristsch** | Bk | Rus | Leningrad | 2211 | | '92 | Belfast, | Govern- | Stl;1BH | | |
| | xLauriston | 4 M | 284.6 | 42 \| 24.4 | 2472 | | 12 | (Workman, Clark & Co., Lim.) [Ire. | ment Baltic S.S. Co. | | | |
| | | | P49′ | F33′ | | | | | | | | |
| 14065 | **Towa Maru** | Scw | Jap | Dairen | 1785 | | '94 | Sunderland, | Dairen | 3Cyl TE22½,37,61x42; | | |
| 86 | xHaake Steel | | 309.1 | 42.5 \| 19 | 2900 | | 10 | (R. Thompson & Sons.) [Eng. | Towa Kisen Kabushiki Kaisha | 2SB | | |
| QBJR | 1D;Web frms;W. Bal 6BH | | P28′ | | | | | | | | | |
| 14066 | **Toyama Maru** | Scw | Jap | Tokio | 4386 | | 1915 | Nagasaki, | Nippon | Stm Tbns; | | BL |
| 18,180 | Steel | | 445 | 58 \| 34 | 7090 | | 6 | (Mitsubishi Dkyd. & E. Wks.) [Jap. | Yusen Kabushiki Kaisha | 4SB;WP200lbs;Exmd10,26 | | |
| MSJK | 2D;Wireless;W. Bal 7BH | | P35′ | B138′ F35′ | | | | | | | | |
| 14067 | **Toyei Maru** | Scw | Jap | Dairen | 1887 | | 1906 | Stockton, | Dairen | 3Cyl TE23,39,64x42; | | BL |
| 204 | xByeway xMarshall Allenby Steel | | 331 | 47.6 \| 22.3 | 3121 | | 9 | (Ropner & Son.) [Eng. | Towa Kisen Kabushiki Kaisha | 2SB;WP180lbs | | |
| QBSR | 1D;Deep frmg;Wireless;W. Bal 5BH | | P31′ | B100′ F36′ | | | | | | | | |
| 14068 | **Toyo Maru** | Scw | Jap | Dairen | 2279 | | '92 | W. Hartle- | Kusaba | 3Cyl TE23,37,61x42; | | |
| 42 | xEastry Steel | | 314 | 40.5 \| 21.2 | 3019 | | 3 | pool, Eng. (Furness, Withy & Co., Lim.) | Senpakubu | 2SB;WP160lbs | | |
| QBFS | 1D;Web frms; 6BH | | | | | | | | | | | |
| | W.Bal | | | | | | | | | | | |
| 14069 | **Toyo Maru No. 1** | Scw | Jap | Nagasaki | 1306 | | 1918 | Osaka, | Sawayama | 3Cyl TE18,30,51x36; | | C-J |
| 29,186 | xKjellbergen xSachi Maru Steel | | 272 | 40 \| 24.1 | 2202 | | 5 | (Fujinagata Dockyard.) [Jap. | Kisen Kabushiki Kaisha | 2SB;WP180lbs;131RHP | S.S.No.2,Nsaki12,23;A.S.11,25; | |
| SMBG | 1D;Wireless;W. Bal 4BH | | P16′ | B60′ F34′ | | | | | | | M.&B.S;shft drn11,25 | |
| 14070 | **Toyohashi Maru** | Scw | Jap | Tokio | 4343 | | 1915 | Kobe, | Nippon | 2-3Cyl TE21,33½,56x48; | | BL |
| 18,162 | Steel | Twin | 445 | 58 \| 34 | 7031 | | 3 | (Kawasaki Dockyard Co., Lim.) [Jap. | Yusen Kabushiki Kaisha | 4SB;WP200lbs | | |
| MSHF | 2D;Wireless;W. Bal 7BH | | P34′ | B138′ F37′ | | | | | | | | |
| 14071 | **Toyohiko Maru** | Scw | Jap | Amag'saki | 3826 | | '99 | Glasgow, | Toyohiko | 3Cyl TE26,42,66x51; | | C-J |
| 27,912 | xUpada Steel | | 410 | 50.5 \| 32 | 5265 | | 5 | (A. & J. Inglis.) [Scot. | Kisen Gomei Kaisha | 2SB;WP160lbs;231RHP | 2dS.S.No.3,Kobe2,24;A.S.4,26; | |
| SFPR | 2D;B;Web frms;Wireless;W. Bal 7BH | | B95′ | F58′ | | | | | | | shft drn1,24;M.&B.S.4,26 | |
| 14072 | **Toyooka Maru** | Scw | Jap | Tokio | 4388 | | 1915 | Nagasaki, | Nippon | StmTbns; | | BL |
| 17,759 | Steel | Twin | 445 | 58 \| 34 | 7098 | | 3 | (Mitsubishi Dkyd. & E. Wks.) [Jap. | Yusen Kabushiki Kaisha | 4SB;WP200lbs | | |
| MQPH | 2D;Wireless;W. Bal 7BH | | P35′ | B138′ F35′ | | | | | | | | |
| 14073 | **Toyotomi Maru** | Scw | Jap | Nishinma | 1461 | | '88 | Glasgow, | Kuchiki | 3Cyl TE24,38,63x45; | | |
| 9,145 | xBenledi Steel | Sch | 320 | 38 \| 25.1 | 2339 | | 6 | (Barclay, Curle & Co.) [Scot. | Seisuke | 2DB | | |
| JSGL | 2D;B;W. Bal 6BH | | P37′ | B84′ F38′ | | | | | | | | |
| 14074 | **Tractor** | Scw | Ger | Hamburg | 1126 | | 1903 | Wallsend, | Arnold | 3Cyl TE21,35,58x39; | | C |
| | xFordson I Steel | | 248.7 | 42 \| 20.6 | 1937 | | 5 | (C. S. Swan & Hunter, Lim.) [Eng. | Bernstein Reederei | 2SB;WP180lbs;230RHP | 2dS.S.No 2,Hbg6,23;A.S.1,26; | |
| RDMC | 1D;Deep frmg;Mchy aft; 4BH | | | | | | | | | | shft drn1,25;B.S.9,25; | |
| | Wireless;W. Bal | | | | | | | | | | M.S.1,26 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14075 | **Tracy Brothers** | Scw | Am | 400.8 | New York 54.3 | 31.4 / 32′ 9″ | 5731 9022 | 6′ 11″ 26′ | 1918 6 | Chester, (Chester S. B. Co.) [Pa. | M. & J. Tracy, Inc | Stm Tbn; Westinghouse E. & Mfg. Co; 3SB;Chester S. B. Co: 8862HS;WP180lbs;3000SHP;EAC; Dkd,d rpd5,26;s rps10,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,Mbl5,25; M.S;shft drn5,25;B.S.9,26; Scip;CL | |
| 216,368 LKSF | xAvondale Steel 1D;Mchy aft;W. Bal;Wireless; 10BH sub.sig;Fitted with Cyl Tanks; C-36 Oil fuel F. P. above 150° F. | | | P99′ | B27′ F50′ | | | | | | | | | |
| | W.B.—A.P.144t.....D F.O.....T.D.162t;D.T.a7′ | | | 427t;D | .B. 350′ .B. 80′ | 1611t;F.P.115t 329t..... | | | | | | | | |
| 14076 | **Trader** | Scw | Am | 322.8 | New York 42.2 | 18.9 | 1828 2194 | | '93 | Cleveland, (Cleveland S. B. Co.) [Ohio | Max Bernstein | 3CylTE20,33,54x48; 3SB;WP160lbs;1000IHP | — — — — Suspended11,26 | |
| 27,655 MDSR | xBlue Hill Steel 1D;Wireless 5BH | | | | | | | | | | | | | |
| 14077 | **Trafalgar** | Scw | Br | 385 | Glasgow 52 | 26.8 | 2875 4530 | | 1924 2 | Pt. Glasgow, (Lithgows, Lim.) [Scot. | Glasgow Shipowners Co. (Lim.) | 3CylTE26,42,70x48; 3SB;WP180lbs | | BL |
| 147,883 KQCF | Steel 2D;Wireless;W. Bal 6BH | | | P34′ | B113′ F44′ | | | | | | | | | |
| 14078 | **Trafford Hall** | Scw | Br | 397.2 | Liverpool 50 | 29 | 3437 5321 | | 1905 12 | Glasgow, (Barclay, Curle & Co., Lim.) [Scot. | Hall Line (Lim.), Mgrs. | 3CylTE24,42,73x48; 2SB;WP215lbs;620RHP. | 2dS.S.No.1,Lvpl9,22;A.S.7,26; n shft12,22;shft drn6,25; M.&B.S.7,26 | C |
| 120,906 HFBV | Steel 2D;Deep frmg;Wireless;W. Bal 6BH | | | P49′ | B124′ F43′ | | | | | | | | | |
| 14079 | **Trail** | MV | Am | 85 | New York 18 | 8.9 | 110 127 | | 1926 | Camden, (Mathis Yacht B. Co.) [N. J. | William Wallace, Jr | 2-6CylOilEngs7x8; 300BHP | | |
| 225,966 MGHB | Wood 1D 5BH | Twin Yct | | | | | | | | | | | | |
| 14080 | **Tranio** | Scw | Br | 125.3 | Hull 23.4 | 12.6 | 111 276 | | 1917 12 | So. Shields, (J. P. Rendoldson & Sons.) [Eng. | Hull Northern Fishing Co. (Lim.) | 3CylTE12½,21,35x26; 1SB;WP180lbs | | BL |
| 143,865 KPTB | xGeorge Clarke Steel 1D;W. Bal 2BH | | | F21′ | | | | | | | | | | |
| 14081 | **Transfer** | SW | Am | 265 | Detroit 45.6 | 17 | 1060 1511 | | '89 1 | Cleveland, (Cleveland S. B. Co.) [Ohio | Wabash R.R. Co. | 2-2CylH28,28x48; 4FB;WP125lbs;4000IHP. | | |
| 145,503 | Steel 2D 5BH | | | | | | | | | | | | | |
| 14082 | **Transfer No. 3** | Scw | Am | 92.7 | N. London 22 | 10 | 65 130 | | '86 | Philadelphia (Neafie & Levy.) [Pa. | New England S.S. Co. | 2CylC20,34x26; 1SB;500IHP. | | |
| 145,426 | Iron 2D 3BH | | | | | | | | | | | | | |
| 14083 | **Transfer No. 6** | Scw | Am | 91.1 | N. Haven 20 | 9.5 | 71 142 | | '88 | Wilmington, Del. | N. Y., N. H. & H. R.R. Co. | 2CylC22,40x26; 1CRTB;WP100lbs;600IHP. | | |
| 145,476 | Iron 1D 3BH | | | | | | | | | | | | | |
| 14084 | **Transfer No. 7** | Scw | Am | 90.1 | N. Haven 22.2 | 10.5 | 64 129 | | '91 | Elizabeth, N. J. | N. Y., N. H. & H. R.R. Co. | 2CylC20,40x26; 600IHP. | | |
| 145,581 | Iron 1D | | | | | | | | | | | | | |
| 14085 | **Transfer No. 8** | Brg | Br | 270 | Victoria 42.1 | 11.4 | 1124 1136 | | 1921 | Victoria, (Harbour Marine Co., Lim.) [B. C. | Canadian Pacific Railway Co. | Stl | | |
| 141,618 | 1D | | | | | | | | | | | | | |
| 14086 | **Transfer No. 8** | Scw | Am | 90.1 | N. Haven 22.2 | 10.5 | 65 131 | | '91 | Elizabeth, N. J. | N. Y., N. H. & H. R.R. Co. | 2CylC20,40x28; 1CRTB;WP125lbs;600IHP. | | |
| 145,585 | Iron 1D | | | | | | | | | | | | | |
| 14087 | **Transfer No. 9** | Scw | Am | 101.7 | N. Haven 29 | 10.9 | 98 196 | | '91 | Elizabeth, N. J. | N. Y., N. H. & H. R.R. Co. | 2CylC20,40x28; 1CRTB;WP120lbs;600IHP. | | |
| 145,587 | Iron 1D | | | | | | | | | | | | | |
| 14088 | **Transfer No. 10** | Scw | Am | 114 | N. Haven 23.6 | 11.6 | 108 217 | | '89 | Wilmington, Del. | N. Y., N. H. & H. R.R. Co. | 600IHP. | | |
| 130,444 KGLD | xIntrepid Iron 1D | | | | | | | | | | | | | |
| 14089 | **Transfer No. 11** | Scw | Am | 110 | N. Haven 25 | 14 | 109 248 | | '98 | Wilmington, Del. | N. Y., N. H. & H. R.R. Co. | 750IHP. | | |
| 145,764 | Steel 1D | | | | | | | | | | | | | |
| 14090 | **Transfer No. 12** | Scw | Am | 110 | N. Haven 25 | 14 | 110 249 | | '98 | Wilmington, Del. | N. Y., N. H. & H. R.R. Co. | 750IHP. | | |
| 145,770 | Steel 1D | | | | | | | | | | | | | |
| 14091 | **Transfer No. 14** | Scw | Am | 119.9 | N. Haven 26.1 | 15.8 | 189 322 | | 1900 | Bath, Me. | N. Y., N. H. & H. R.R. Co. | 1500IHP. | | |
| 145,839 | Steel 1D | | | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14092 145,837 | **Transfer No. 15** xTransfer No. 13 Steel 1D | Scw | Am 119.9 | N. Haven 26.1 \| 15.8 | 189 322 | | 1900 | Bath, Me. | N. Y., N. H. & H. R.R. Co. | 1500IHP. | | |
| 14093 200,761 KSWQ | **Transfer No. 16** Steel 1D | Scw | Am 112 | N. Haven 26.2 \| 14 | 182 268 | | 1904 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) [phia, Pa. | N. Y., N. H. & H. R.R. Co. | 2CylC20,44x30; 1000IHP. | | |
| 14094 200,799 KTBJ | **Transfer No. 17** Steel 1D | Scw | Am 112 | N. Haven 26.2 \| 14 | 182 268 | | 1904 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) [phia, Pa. | N. Y., N. H. & H. R.R. Co. | 2CylC20,44x30; 1000IHP. | | |
| 14095 200,844 KTBV | **Transfer No. 18** Steel 1D | Scw | Am 112 | N. Haven 26.2 \| 14 | 182 268 | | 1904 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) [phia, Pa. | N. Y., N. H. & H. R.R. Co. | 2CylC20,44x30; 1000IHP. | | |
| 14096 202,631 KVDB | **Transfer No. 19** Steel 1D | Scw | Am 112 | N. Haven 26.2 \| 14 | 183 270 | | 1905 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) [phia, Pa. | N. Y., N. H. & H. R.R. Co. | 2CylC20,44x30; 1000IHP. | | |
| 14097 202,634 KVDC | **Transfer No. 20** Steel 1D | Scw | Am 112 | N. Haven 26.2 \| 14 | 183 270 | | 1905 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) [phia, Pa. | N. Y., N. H. & H. R.R. Co. | 2CylC20,44x30; 1000IHP. | | |
| 14098 204,859 | **Transfer No. 21** Steel 1D | Scw | Am 110.9 | N. Haven 27.9 \| 13.5 | 155 267 | | 1908 | Quincy, (Fore River S. B. Cor.) [Mass. | N. Y., N. H. & H. R.R. Co. | 2CylC20,44x30; 1000IHP. | | |
| 14099 20,637 KRSH | **Transford** xMontauk Steel 1D;Wireless 5BH | Scw | Am 193 | New York 30.1 \| 11.2 | 487 893 | | 1902 6 | Baltimore, (Balt. S. B. & D. D. Co.) [Md. | Meroe Transp. Co. | 3CylTE16,25,42x36; 4SB;WP180lbs;1000IHP. | | |
| 14100 223,068 MFDS | **Transford II** xAquidaban Steel 1D;B;Oil fuel;Mchy aft;W. Bal 4BH | Scw Twin | Am 245 F32' | New York 40.1 \| 17.8 | 962 1625 | | 1920 10 | Elizabeth, (Bethlehem S. B. Corp.) [N. J. | Meroe Transp. Co. | 2-3CylTE11,18,29x20; 2WTB;WP200lbs;700IHP | | |
| 14101 145,381 | **Transit** Iron 1D | Scw | Am 91 | Phila. 20 \| 8.2 | 56 113 | | '83 | Philadel- phia, Pa. | Charles L. Walker | 2CylC; 1SB;350IHP. | | |
| 14102 145,079 | **Transit** Wood 1D | SW | Am 313.5 | San Fran. 40 \| 15.7 | 1079 1566 | | '75 | San Fran- cisco, Cal. | Southern Pacific Co. | 1CylVB60x132; 2SB;WP60lbs;500IHP. | | |
| 14103 | **Transito** xStandtow No. 2 xStarlite 1D;B;Oil in bulk; Wireless | Sch | Arg 252 P49' | Buen Aires 43.7 \| 21.2 F41' | 1596 2006 | | 1916 8 | Toledo, (Toledo S. B. Co.) [Ohio | Cia. Transportadora de Petrols de Buenos Aires | Stl | | |
| 14104 167,954 | **Transmarine No. 104** 1D | Brg | Am 100 | New York 21.6 \| 12 | 206 206 | | 1920 8 | Newark, (Submarine Boat Corp.) [N. J. | Trans- marine Corp. | Stl | | |
| 14105 167,955 | **Transmarine No. 105** 1D | Brg | Am 100 | New York 21.6 \| 12 | 206 206 | | 1920 8 | Newark, (Submarine Boat Corp.) [N. J. | Trans- marine Corp | Stl | | |
| 14106 167,956 | **Transmarine No. 106** 1D | Brg | Am 100 | New York 21.6 \| 12 | 206 206 | | 1920 8 | Newark, (Submarine Boat Corp.) [N. J. | Trans- marine Corp. | Stl | | |
| 14107 167,957 | **Transmarine No. 107** 1D | Brg | Am 100 | New York 21.6 \| 12 | 206 206 | | 1920 8 | Newark, (Submarine Boat Corp.) [N. J. | Trans- marine Corp. | Stl | | |
| 14108 168,382 | **Transmarine No. 120** 1D | Brg | Am 102.9 | New York 20.6 \| 12 | 206 218 | | 1922 | Newark, (Submarine Boat Corp.) [N. J. | Trans- marine Corp. | Stl;2BH | | |
| 14109 168,383 | **Transmarine No. 121** 1D | Brg | Am 102.9 | New York 20.6 \| 12 | 206 218 | | 1922 | Newark, (Submarine Boat Corp.) [N. J. | Trans- marine Corp. | Stl;2BH | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship-Class-Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers-Class-Dates. Tail Shaft Drawn-Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14110 168,384 | **Transmarine No. 122** 1D | Brg | Am 102.9 | New York 20.6 \| 12 | 206 218 | | 1922 | Newark, (Submarine Boat Corp.) [N. J. | Trans-marine Corp. | Stl;2BH | | |
| 14111 168,385 | **Transmarine No. 123** 1D | Brg | Am 102.9 | New York 20.6 \| 12 | 206 218 | | 1922 | Newark, (Submarine Boat Corp.) [N. J. | Trans-marine Corp. | Stl;2BH | | |
| 14112 168,386 | **Transmarine No. 124** 1D | Brg | Am 102.9 | New York 20.6 \| 12 | 206 218 | | 1922 | Newark, (Submarine Boat Corp.) [N. J. | Trans-marine Corp. | Stl;2BH | | |
| 14113 168,387 | **Transmarine No. 125** 1D | Brg | Am 102.9 | New York 20.6 \| 12 | 206 218 | | 1922 | Newark, (Submarine Boat Corp.) [N. J. | Trans-marine Corp. | Stl;2BH | | |
| 14114 168,388 | **Transmarine No. 126** 1D | Brg | Am 102.9 | New York 20.6 \| 12 | 206 218 | | 1922 | Newark, (Submarine Boat Corp.) [N. J. | Trans-marine Corp. | Stl;2BH | | |
| 14115 168,389 | **Transmarine No. 127** 1D | Brg | Am 102.9 | New York 20.6 \| 12 | 206 218 | | 1922 | Newark, (Submarine Boat Corp.) [N. J. | Trans-marine Corp. | Stl;2BH | | |
| 14116 168,390 | **Transmarine No. 128** 1D | Brg | Am 102.9 | New York 20.6 \| 12 | 206 218 | | 1922 | Newark, (Submarine Boat Corp.) [N. J. | Trans-marine Corp. | Stl;2BH | | |
| 14117 168,391 | **Transmarine No. 129** 1D | Brg | Am 102.9 | New York 20.6 \| 12 | 206 218 | | 1922 | Newark, (Submarine Boat Corp.) [N. J. | Trans-marine Corp. | Stl;2BH | | |
| 14118 107,520 KPRH | **Transmotor** xAugusta Steel 1D;Super dk;2d dk at ends; 3BH Wireless 1BH to Super dk 2BH to Fbd dk | Scw | Am 245 | New York 46 \| 15.9 \| 17' 4" | 1147 1968 | 0' 10" 17' | 1900 1 | Philadelphia (Neafie & Levy.) [Pa. | Motor Transport Corp. | 3CylTE27,40,69x42; Neafie & Levy; 3SB;Neafie & Levy; WP160lbs;3200IHP;EAC;d rpd2,24; Dkd,s rps6,26 | **A1** With Freeboard. Annual Survey. Coastwise. AMS 2dS.S.No.3,NO6,23; M.S.6,23;shft drn5,25; B.S.2,26;Bcip | |
| 14119 | **Transocean** xRobert Scrafton 1D;B | Bk | Br 175.8 F20' | 32.5 \| 16.3 P37' | 648 745 | | '91 8 | Grimstad, (Fevigs Jernskibsbyggeri.) [Nor. | | Stl;1BH | | N |
| 14120 | **Transpet** Steel 1D;Mchy aft;Oil in bulk; 13BH Oil fuel;W. Bal | Scw | Arg 170 P29' | Buen Aires 35.1 \| 10.2 F26' | 351 640 | | 1920 9 | Collingwood (Collingwood [Ont. S. B. Co.) | Compania Transportadora de Petroles de Buenos Aires | 3CylTE13,21½,35x24; 1SB;WP190lbs;400IHP. | | BL |
| 14121 59,597 | **Transport** 1D | Brg | Am 100 | New York 32.5 \| 8 | 221 221 | | 1902 | Brooklyn, (Theo. Crane & Sons.) [N. Y. | New York & Cuba Mail S.S. Co. | Wd | | |
| 14122 145,211 | **Transport** Iron 1D 4BH | SW | Am 254.1 | Detroit 45.9 \| 14 | 797 1595 | | '80 | Wyandotte, (Detroit D. D. Co.) [Mich. | Wabash R.R. Co. | 2-2CylH28,28x48; 4Blrs;WP65lbs;2000IHP. | | |
| 14123 207,270 LBJR | **Transportation** Steel 1D;B;Mchy aft;SUB.SIG; 7BH W. Bal W.B.—A.P.35t; D.B.297'1200t; F. | Scw Sch P.230t | Am 359 | Portland 49.2 \| 25.9 | 2444 4015 6900 | | 1910 3 | Camden, (New York S. B. Co.) [N. J. | Coastwise Transp. Corp. | 3CylTE24¼,38½,64x45; New York S. B. Co; 2SB;New York S. B. Co; 195GS;5580HS; WP172lbs;1800IHP; EAC;d rpd10,25;Dkd,rps5,26; Exmd6,26 | ✠**A1** Coastwise AMS 2dS.S.No.1,Bost10,25; shft drn2,24;M.&B.S.5,26; Cih BB;CL | |
| 14124 NSQM | **Transvaal** Steel 1D;Wireless;W. Bal 6BH | Scw | Dan 360.2 P23' | Cop'hagen 51.2 \| 28.6 B98' F34' | 2795 4395 | | 1914 3 | Leith, (Ramage & Ferguson, Lim.) [Eng. | Dmpsk. Aktles Orient | 3CylTE21,36,62x42; 3SB;WP200lbs | | BL |
| 14125 148,874 KTJD | **Transylvania** Steel 4D;SUB.SIG;Wireless;W. Bal 10BH | Scw Twin | Br 552.4 B & F | Glasgow 70.3 \| 30.3 445' | 10171 16923 | | 1925 9 | Glasgow, (Fairfield Co., Lim.) [Scot. | Anchor Line (Lim.) | Stm Tbns; 3DB;3SB;WP220lbs | *RMC7,26 M.S.5,26 | C |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14126 | **Traveler** | Scw | Am | San Fran. | 63 | | '86 | North Bend, | California | 2CylC18 3/8,36x30; | | |
| 145,424 | Wood | | 106 | 22 \| 10.7 | 135 | | | Ore. | Sea Prod. Co. | 2Blrs;WP100lbs;284IHP. | | |
| | 1D | | | | | | | | | | | |
| 14127 | **Traveller** | Scw | Br | Liverpool | 2499 | | 1922 | Glasgow, | Charente | 3CylTE23,38,64x48; | | BL |
| 145,916 | Steel | | 365 | 46.9 \| 27.7 | 3963 | | 3 | (C. Connell & Co., Lim.) [Scot. | S.S. Co. (Lim.) | 3SB;WP215lbs | | |
| KLRV | 2D;Wireless;W. Bal 6BH | | P36 | B109′ F44′ | | | | | | | | |
| 14128 | **Traveller** | Scw | Am | Wilmngtn | 218 | | 1919 | Savannah, | Timothy J. | 3CylTE17,25,43x30; | | |
| 218,769 | Wood | | 139.6 | 30.3 \| 15.7 | 475 | | | (Southland S.S. Co.) [Ga. | Hooper | 2SB;WP180lbs;900IHP. | | |
| LSMQ | 1D;Wireless | | | | | | | | | | | |
| 14129 | **Trebartha** | Scw | Br | St. Ives | 2847 | | 1920 | So. Shields, | Foster, | 3CylTE27,44,73x48; | | BL |
| 142,579 | Steel | | 400.1 | 52.1 \| 25.9 | 4597 | | 12 | (J. Read- head & Sons, Lim.) [Eng. | Hain & Read (Lim.), Mgrs. | 3SB;WP180lbs | | |
| KHJC | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | | | | | |
| 14130 | **Trecarne** | Scw | Br | St. Ives | 2679 | | 1915 | So. Shields, | Foster, | 3CylTE26,42,69x48; | | BL |
| 137,862 | Steel | Sch | 370.3 | 51.6 \| 25 | 4196 | | 2 | (J. Readhead & Son, Lim.) [Eng. | Hain & Read (Lim.), Mgrs. | 2SB;WP180lbs | | |
| JHTL | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | | | | | |
| 14131 | **Trecarrell** | Scw | Br | St. Ives | 3198 | | 1919 | Glasgow, | Foster, | 3CylTE27,44,73x48; | | BL |
| 142,572 | Steel | | 400.1 | 52.3 \| 28.4 | 5272 | | 8 | (D. & W. Henderson & Co., Lim.) [Scot. | Hain & Read (Lim.), Mgrs. | 3SB;WP180lbs | | |
| KCHV | 1D;Wireless;W. Bal 7BH | | P49′ | B113′ F38′ | | | | | | | | |
| 14132 | **Tred Avon** | Scw | Am | Baltimore | 599 | | '84 | Baltimore, | Balto. Ches- | 2CylC20,34x26; | — | Exp |
| 145,390 | Comp. | | 151 | 33.3 \| 8.4 | 677 | | 9 | (W. E. Woodall & Co.) [Md. | apeake & Atlantic Ry. Co. | 500IHP. | | |
| | 2D 4BH | | | | | | | | | | | |
| 14133 | **Tredinnick** | Scw | Br | St. Ives | 2846 | | 1921 | So. Shields, | Foster, | 3CylTE27,44,73x48; | | BL |
| 142,580 | Steel | | 400.1 | 52.1 \| 25.9 | 4597 | | 2 | (J. Readhead & Sons, Lim.) [Eng. | Hain & Read (Lim.), Mgrs. | 3SB;WP180lbs | | |
| KHSL | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | | | | | |
| 14134 | **Trefusis** | Scw | Br | St. Ives | 3229 | | 1918 | Sunderland, | Foster, | 3CylTE27,44,73x48; | | BL |
| 142,634 | xWar Aconite Steel | | 400.3 | 56.4 \| 28.5 | 5299 | | 9 | (W. Doxford & Sons, Lim.) [Eng. | Hain & Read (Lim.), Mgrs. | 3SB;WP180lbs | | |
| JVCP | 1D;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | | | | | |
| 14135 | **Tregantle** | Scw | Br | St. Ives | 2737 | | 1918 | S. Shields, | Foster, | 3CylTE27,44,73x48; | | BL |
| 142,563 | Steel | | 400.2 | 52.1 \| 25.2 | 4324 | | 10 | (J. Read- head & Sons, Lim.) [Eng. | Hain & Read (Lim.), Mgrs. | 3SB;WP180lbs | | |
| JVPG | 1D;Shel dk;Wireless;W. Bal 5BH | | | | | | | | | | | |
| 14136 | **Tregarthen** | Scw | Br | St. Ives | 2722 | | 1913 | So. Shields, | Foster, | 3CylTE26,42,69x48; | | BL |
| 133,218 | Steel | | 369.8 | 51.1 \| 26.1 | 4295 | | 6 | (J. Read- head & Sons, Lim.) [Eng. | Hain & Read (Lim.), Mgrs. | 2SB;WP180lbs | | |
| JCMT | 1D;Wireless;W. Bal 6BH | | P33′ | B226′ F34′ | | | | | | | | |
| 14137 | **Tregenna** | Scw | Br | St. Ives | 3201 | | 1919 | W. Hartle- | Foster, | 3CylTE27,44,73x48; | | BL |
| 142,570 | Steel | | 400.1 | 52.3 \| 28.4 | 5242 | | 7 | pool, Eng. (W. Gray & Co., Lim.) | Hain & Read (Lim.), Mgrs. | 3SB;WP180lbs | | |
| KBSW | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | | | | | |
| 14138 | **Treglisson** | Scw | Br | St. Ives | 2737 | | 1912 | So. Shields, | Foster, | 3CylTE26,42,69x48; | | BL |
| 133,213 | Steel | | 369.8 | 51.1 \| 26.1 | 4323 | | 11 | (J. Readhead & Sons, Lim.) [Eng. | Hain & Read (Lim.), Mgrs. | 2SB;WP180lbs | | |
| JBDC | 1D;B;Wireless;W. Bal 6BH | | P33′ | B226′ F34′ | | | | | | | | |
| 14139 | **Tregonell** | Scw | Br | St. Ives | 3178 | | 1918 | Sunderland, | Foster, | 3CylTE27,44,73x48; | | BL |
| 142,431 | xWar Stag Steel | | 400 | 52.3 \| 28.5 | 5249 | | | (W. Doxford & Sons, Lim.) [Eng. | Hain & Read (Lim.), Mgrs. | 3SB;WP180lbs | | |
| JTFB | 2D;Wireless;W. Bal 7BH | | P49′ | B113′ F39′ | | | | | | | | |
| 14140 | **Tregothnan** | Scw | Br | St. Ives | 1983 | | 1903 | So. Shields, | F. C. Strick | 3CylTE24,40,64x42; | | |
| 115,646 | Steel | | 323 | 47.1 \| 23.7 | 3075 | | 4 | (J. Read- head & Sons, Lim.) [Eng. | & Co. (Lim.), Mgrs. | 2SB;WP160lbs | | |
| TWRC | 1D;B;Deep frmg;Wireless; W. Bal 5BH | | P31′ | B92′ F32′ | | | | | | | | |
| 14141 | **Tregurno** | Scw | Br | St. Ives | 2650 | | 1911 | So. Shields, | Foster, | 3CylTE26,42,69x48; | | BL |
| 122,660 | Steel | Sch | 363 | 51.1 \| 26.1 | 4181 | | 6 | (J. Readhead [Eng. & Sons, Lim.) | Hain & Read (Lim.), Mgrs. | 2SB;WP180lbs | | |
| HSTQ | 1D;B;Wireless;W. Bal 6BH | | P31′ | B225′ F32′ | | | | | | | | |
| 14142 | **Treherbert** | Scw | Br | London | 2774 | | 1925 | Newcastle, | Treherbert | 3CylTE26,42,70x48; | | BL |
| 148,554 | xGardepee Steel | | 399.7 | 52.9 \| 24.8 | 4517 | | 2 | (Northum- berland S. B. Co., Lim.) [Eng. | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| KSFW | 1D;Shel dk;Wireless;W. Bal 5BH | | F36′ | | | | | | | | | |
| 14143 | **Treinta-y-Tres** | Scw | Urg | Mntevdeo | 3059 | | 1906 | Newcastle, | Govt. of | 3CylTE27,45,75x48; | | C |
| | xSalatis Steel | | 400 | 51 \| 27.3 | 4775 | | 5 | (Armstrong, Whitworth & Co., Lim.) [Eng. | Uruguay | 3SB;WP180lbs | 2dS.S.No.1,Mtvd6,24; B.S.10,24;shft drn1,25; M.S.8,25 | |
| | 2D;Deep frmg;Shel dk; Wireless;W. Bal 6BH | | | | | | | | | | | |
| 14144 | **Trekieve** | Scw | Br | St. Ives | 3230 | | 1919 | So. Shields, | Foster, | 3CylTE27,44,73x48; | | BL |
| 142,575 | Steel | | 400 | 52.4 \| 28.5 | 5244 | | 11 | (J. Readhead [Eng. & Sons, Lim.) | Hain & Read (Lim.), Mgrs. | 3SB;WP180lbs | | |
| KCSW | 2D;Wireless;W. Bal 7BH | | P49′ | B117′ F39′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14145 | **Trelevan** | Scw | Br | St. Ives | | | 2937 | | 1914 | Flensburg, | Foster, | 3Cyl TE28,47,78x54; | | BL |
| 144,396 | xLubeck Steel | | | 396.5 | 54.8 | 26.2 | 4770 | | 6 | (Flensburger [Ger. | Hain & Read | 3SB;WP185lbs | | |
| KDTG | 2D;Wireless;W. Bal 8BH | | | P & B | 320′ | F54′ | | | | Schiffsb. Ges.) | (Lim.), Mgrs. | | | |
| 14146 | **Trelissick** | Scw | Br | St. Ives | | | 3223 | | 1919 | Glasgow, | Foster, | 3Cyl TE27,44,73x48; | | BL |
| 142,567 | Steel | | | 400.9 | 52.3 | 28.5 | 5265 | | 6 | (Harland [Scot. | Hain & Read | 3SB;WP180lbs | | |
| KBNL | 1D;Wireless;W. Bal 7BH | | | P49′ | B113′ | P39′ | | | | & Wolff, Lim.) | (Lim.), Mgrs. | | | |
| 14147 | **Treloske** | Scw | Br | St. Ives | | | 2736 | | 1918 | So. Shields, | Foster, | 3Cyl TE27,44,73x48; | | BL |
| 142,564 | Steel | | | 400.2 | 52.1 | 25.2 | 4344 | | 12 | (J. Read- [Eng. | Hain & Read | 3SB;WP180lbs | | |
| | 1D;Shel dk; 5BH | | | | | | | | | head & Sons, Lim.) | (Lim.), Mgrs. | | | |
| | Wireless;W. Bal | | | | | | | | | | | | | |
| 14148 | **Trelyon** | Scw | Br | St. Ives | | | 3232 | | 1919 | So. Shields, | Foster, | 3Cyl TE27,44,73x48; | | BL |
| 142,571 | Steel | | | 400.2 | 52.4 | 28.5 | 5294 | | 8 | (J. Read- [Eng. | Hain & Read | 3SB;WP180lbs | | |
| KCGL | 2D;Wireless;W. Bal 7BH | | | P49′ | B117′ | F39′ | | | | head & Sons, Lim.) | (Lim.), Mgrs. | | | |
| 14149 | **Trematon** | Scw | Br | St. Ives | | | 3179 | | 1919 | Glasgow, | Foster, | 3Cyl TE27,44,73x48; | | BL |
| 142,574 | Steel | | | 400.1 | 52.3 | 28.4 | 5202 | | 10 | (D. & W. [Scot. | Hain & Read | 3SB;WP180lbs | | |
| KCQT | 1D;Wireless;W. Bal 7BH | | | P49′ | B113′ | F38′ | | | | Henderson & Co., Lim.) | (Lim.), Mgrs. | | | |
| 14150 | **Tremayne** | Scw | Br | St. Ives | | | 2401 | | 1906 | So. Shields, | Foster, | 3Cyl TE25,42,68x45; | | BL |
| 122,652 | Steel | | | 346.3 | 49.6 | 26.5 | 3896 | | 5 | (J. [Eng. | Hain & Read | 2SB;WP180lbs | | |
| HGCW | 1D;B;Deep frmg; 6BH | | | P30′ | B96′ | F33′ | | | | Readhead & Sons.) | (Lim.), Mgrs. | | | |
| | Wireless;W. Bal | | | | | | | | | | | | | |
| 14151 | **Tremblay** | SW | Br | Quebec | | | 78 | | 1916 | Chicoutimi, | J. Tremblay | 2-1Cyl 12x30 | | |
| 138,266 | Wood | | | 84.8 | 20.6 | 6.4 | 129 | | | (J. [Can. | | | | |
| | 1D | | | | | | | | | Tremblay.) | | | | |
| 14152 | **Tremeadow** | Scw | Br | St. Ives | | | 3231 | | 1919 | Glasgow, | Foster, | 3Cyl TE27,44,73x48; | | BL |
| 142,565 | Steel | | | 400.4 | 52.2 | 28.4 | 5302 | | 3 | (D. & W. [Scot. | Hain & Read | 3SB;WP180lbs | | |
| JWKB | 1D;Wireless;W. Bal 7BH | | | P49′ | B113′ | F39′ | | | | Henderson & Co., Lim.) | (Lim.), Mgrs. | | | |
| 14153 | **Tremont** | Brg | Am | New York | | | 192 | | '90 | East Boston, | Flower | Wd | | |
| 166,260 | | | | 104.4 | 28.9 | 7.1 | 192 | | | (R. F. [Mass. | Lighterage Co., | | | |
| | 1D | | | | | | | | | Keough.) | Inc. | | | |
| 14154 | **Tremorvah** | Scw | Br | St. Ives | | | 3180 | | 1919 | Glasgow, | Foster, | 3Cyl TE27,44,73x48; | | BL |
| 142,566 | Steel | | | 400 | 52.3 | 28.4 | 5243 | | 4 | (D. & W. [Scot. | Hain & Read | 3SB;WP180lbs | | |
| KBCS | 1D;Wireless;W. Bal 7BH | | | P49′ | B113′ | F37′ | | | | Henderson & Co., Lim.) | (Lim.), Mgrs. | | | |
| 14155 | **Treneglos** | Scw | Br | St. Ives | | | 2766 | | 1918 | So. Shields, | Foster, | 3Cyl TE26,43,71x48; | | BL |
| 137,869 | Steel | | | 400 | 52.1 | 25.2 | 4393 | | 3 | (J. Readhead [Eng. | Hain & Read | 3SB;WP180lbs | | |
| JSKR | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | | | & Sons.) | (Lim.), Mgrs. | | | |
| 14156 | **Trentino** | Scw | It | Molfetta | | | 390 | | '83 | Blyth, | ---------- | 2CylC23,46x33; | | BL |
| 8 | xOrient Iron | | | 190.3 | 30.3 | 12.3 | 671 | | 2 | (Hodgson [Eng. | | 1SB;WP90lbs | | |
| PBHN | 1D;Well dk;Wireless;W. Bal 4BH | | | B18′ | F22′ | | | | | & Soulsby.) | | | | |
| 14157 | **Trentino** | Scw | Br | Hull | | | 1845 | | 1919 | Dundee, | Ellerman's | 3Cyl TE21,35,59x39; | | C |
| 139,335 | Steel | | | 310 | 44.7 | 26.8 | 3079 | | 4 | (Dundee [Scot. | Wilson Line | 2SB;WP200lbs;297RHP | S.S.No.1,Hull4,23;A.S.6,26; | |
| JWMR | 1D;Shel dk;Wireless;W. Bal 7BH | | | | | | | | | S. B. Co., Lim.) | (Lim.) | | shft drn6,25;B.S.5,26;M.S.7,26 | |
| 14158 | **Trenton** | SW | Am | Phila. | | | 516 | | 1902 | Noank, | Trenton | 1Cyl; | | |
| 111,404 | xAlbion Wood | | | 192 | 31.3 | 9.3 | 688 | | 5 | Conn. | Trans. Co. | 2Blrs;1886IHP. | | |
| | 1D | | | | | | | | | | | | | |
| 14159 | **Trenton** | Brg | Am | Phila. | | | 200 | | 1924 | Chester, | Sun Oil Co. | Stl | | |
| 168,906 | | | | 110.1 | 22.8 | 9.7 | 200 | | 4 | (Sun S. B. [Pa. | | | | |
| | 1D;B | | | | | | | | | Co.) | | | | |
| 14160 | **Trenton** | Brg | Am | Phila. | | | 939 | | 1917 | Baltimore, | Reading | O,P,Hk;Gif | | V |
| 215,835 | | Trn | 197 | 35 | 8.4 | | 1013 | | 11 | (Coastwise [Md. | Co. | | | |
| LJHV | 1D;B | | | | | | | | | S. B. Co.) | | | | |
| 14161 | **Tres** | Scw | Nor | Tonsberg | | | 459 | | 1917 | Porsgrund, | Morten S. | 3Cyl TE14,23,38x27; | | N |
| | Steel | | 202 | 32 | 12.4 | | 946 | | 3 | (Porsgrund [Nor. | Pedersen, Mgr. | 2SB;WP180lbs;500IHP | | |
| LCQD | 1D;Well dk;Mchy aft;W. Bal 3BH | | P57′ | B41′ | F26′ | | | | | mek. Vaerksted.) | | | | |
| 14162 | **Tresillian** | Scw | Br | London | | | 2873 | | 1925 | W. Hartle- | Foster, | 3Cyl TE27,44,73x48; | | BL |
| 148,635 | Steel | | | 400 | 53 | 26.4 | 4743 | | 10 | (W. [pool, Eng. | Hain & Read | 3SB;WP180lbs | | |
| KTGF | 2D;Wireless;D.F;W. Bal 6BH | | | | | | | | | Gray & Co., Lim.) | (Lim.), Mgrs. | | | |
| 14163 | **Trevalgan** | Scw | Br | St. Ives | | | 2672 | | 1911 | So. Shields, | Foster, | 3Cyl TE26,42,69x48; | | BL |
| 133,211 | Steel | Sch | 363 | 51.1 | 26.1 | | 4201 | | 9 | (J. Readhead [Eng. | Hain & Read | 2SB;WP180lbs | | |
| HTJS | 1D;B;Wireless;W. Bal 6BH | | P31′ | B225′ | F32′ | | | | | & Sons, Lim.) | (Lim.), Mgrs. | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. | Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14164 | **Trevanion** | Scw | Br | St. Ives | 2740 | | 1912 | So. Shields, | Foster, | 3Cyl TE26,42,69x48; | | BL |
| 133,212 | Steel | | | 369.7 \| 51.1 \| 26.1 | 4307 | | 4 | (J. Read- [Eng | Hain & Read | 2SB;WP180lbs | | |
| HVNQ | 1D;B;Wireless;W. Bal 6BH | | | P33′ B226′ F34′ | | | | head & Sons, Lim.) | (Lim.), Mgrs. | | | |
| 14165 | **Trevarrack** | Scw | Br | St. Ives | 3197 | | 1919 | Glasgow, | Foster, | 3Cyl TE27,44,73x48; | | BL |
| 142,568 | Steel | | | 400 \| 52.3 \| 28.4 | 5270 | | 6 | (D. & W. [Scot. | Hain & Read | 3SB;WP180lbs | | |
| KBRS | 1D;Wireless;W. Bal 7BH | | | P49′ B113′ F38′ | | | | Henderson & Co.) | (Lim.), Mgrs. | | | |
| 14166 | **Trevaylor** | Scw | Br | St. Ives | 2713 | | 1912 | So. Shields, | Foster, | 3Cyl TE26,42,69x48; | | BL |
| 133,214 | Steel | | | 369.9 \| 51.1 \| 26.1 | 4283 | | 12 | (J. Read- [Eng. | Hain & Read | 2SB;WP180lbs | | |
| JBHP | 1D;Wireless;W. Bal 6BH | | | P33′ B226′ F34′ | | | | head & Sons, Lim.) | (Lim.), Mgrs. | | | |
| 14167 | **Trevean** | Scw | Br | St. Ives | 3179 | | 1918 | Newcastle, | Foster, | 3Cyl TE27,44,73x48; | | BL |
| 142,624 | xWar Quail Steel | | | 400.2 \| 52.3 \| 28.5 | 5208 | | 8 | (Northum- [Eng. | Hain & Read | 3SB;WP200lbs | | |
| JTPG | 2D;Wireless;W. Bal 7BH | | | P49′ B112′ F39′ | | | | berland S. B. Co., Lim.) | (Lim.), Mgrs. | | | |
| 14168 | **Treverbyn** | Scw | Br | St. Ives | 3248 | | 1920 | Glasgow, | Foster, | 3Cyl TE27,44,73x48; | | BL |
| 142,576 | Steel | | | 400.7 \| 52.3 \| 28.5 | 5281 | | 1 | (Harland [Scot. | Hain & Read | 3SB;WP180lbs | | |
| KDPN | 1D;Wireless;W. Bal 7BH | | | P49′ B113′ F39′ | | | | & Wolff, Lim.) | (Lim.), Mgrs. | | | |
| 14169 | **Trevethoe** | Scw | Br | St. Ives | 2770 | | 1913 | So. Shields, | Foster, | 3Cyl TE26,42,69x48; | | BL |
| 133,215 | Steel | | | 369.9 \| 51.1 \| 26.1 | 4379 | | 2 | (J. Read- [Eng. | Hain & Read | 2SB;WP180lbs | | |
| JBQK | 1D;Oil fuel;Wireless;W. Bal 6BH | | | P33′ B226′ F34′ | | | | head & Sons, Lim.) | (Lim.), Mgrs. | | | |
| 14170 | **Trevider** | Scw | Br | St. Ives | 2730 | | 1913 | So. Shields, | Foster, | 3Cyl TE26,42,69x48; | | BL |
| 133,217 | Steel | | | 369.9 \| 51.1 \| 26.1 | 4299 | | 5 | (J. Read- [Eng. | Hain & Read | 2SB;WP180lbs | | |
| JCHF | 1D;Wireless;W. Bal 6BH | | | P33′ B226′ F34′ | | | | head & Sons, Lim.) | (Lim.), Mgrs. | | | |
| 14171 | **Trevier** | Scw | Blg | Antwerp | 3211 | | 1918 | Glasgow, | Lloyd Royal | 3Cyl TE27,44,73x48; | | C |
| | xWar Hunter Steel | | | 400.1 \| 52.3 \| 28.5 | 5215 | | 11 | (A. Stephen [Scot. | Belge Soc. Anon. | 3SB;WP180lbs | S.S.No.2,Antw1,26; | |
| JVHP | 1D;Wireless;W. Bal 7BH | | | P49′ B113′ F39′ | | | | & Sons, Lim.) | | | n shfts8,24;B.S.1,26;M.S; shft drn8,26 | |
| 14172 | **Trevilley** | Scw | Br | St. Ives | 2724 | | 1913 | So. Shields, | Foster, | 3Cyl TE26,42,69x48; | | BL |
| 133,216 | Steel | | | 369.9 \| 51.1 \| 26.1 | 4259 | | 4 | (J. Readhead [Eng. | Hain & Read | 2SB;WP180lbs | | |
| JBVT | 1D;Wireless;W. Bal 6BH | | | P33′ B226′ F34′ | | | | & Sons, Lim.) | (Lim.), Mgrs. | | | |
| 14173 | **Trevince** | Scw | Br | St. Ives | 2479 | | 1907 | So. Shields, | Foster, | 3Cyl TE25,42,68x45; | | BL |
| 122,655 | Steel | | | 346 \| 49.6 \| 26.5 | 3874 | | 4 | (J. Read- [Eng. | Hain & Read | 2SB;WP180lbs | | |
| HKNP | 1D;B;Deep frmg; 6BH Wireless;W. Bal | | | P30′ B96′ F33′ | | | | head & Sons.) | (Lim.), Mgrs. | | | |
| 14174 | **Trevisa** | Scw | Br | Montreal | 1095 | | 1915 | London- | Trevisa S. S. | 3Cyl TE16,26,44x33; | | |
| 133,573 | Steel | | | 250 \| 42.5 \| 17.4 | 1813 | | | derry, Ire. | Co. (Lim.) | 2SB;WP180lbs;335IHP. | | |
| JLDS | 1D;Web frms;Mchy aft; Wireless; W. Bal | | | F39′ | | | | (No. of Ireland Ship Bldg. Co., Lim.) | | | | |
| 14175 | **Trevorian** | Scw | Br | St. Ives | 2845 | | 1920 | So. Shields, | Foster, | 3Cyl TE27,44,73x48; | | BL |
| 142,578 | Steel | | | 400.3 \| 52.1 \| 25.9 | 4599 | | 10 | (J. Readhead [Eng. | Hain & Read | 3SB;WP180lbs | | |
| KGWJ | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | & Sons, Lim.) | (Lim.), Mgrs. | | | |
| 14176 | **Trevose** | Scw | Br | St. Ives | 2754 | | 1918 | So. Shields, | Foster, | 3Cyl TE26,43,71x48; | | BL |
| 137,870 | Steel | | | 400.2 \| 52.1 \| 25.2 | 4375 | | 5 | (J. Readhead [Eng. | Hain & Read | 3SB;WP180lbs | | |
| JTGS | 1D;Shel dk;Wireless;Oil fuel; 6BH W. Bal | | | | | | | & Sons, Lim.) | (Lim.), Mgrs. | | | |
| 14177 | **Trewellard** | Scw | Br | St. Ives | 2667 | | 1914 | So. Shields, | Foster, | 3Cyl TE26,42,69x48; | | BL |
| 133,219 | Steel | | | 370 \| 51.6 \| 25 | 4202 | | 7 | (J. Readhead [Eng. | Hain & Read | 2SB;WP180lbs | | |
| JFVM | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | & Sons, Lim.) | (Lim.), Mgrs. | | | |
| 14178 | **Trewidden** | Scw | Br | St. Ives | 2759 | | 1917 | So. Shields, | Foster, | 3Cyl TE26,43,71x48; | | BL |
| 137,867 | Steel | | | 400 \| 52.1 \| 25.2 | 4381 | | 9 | (J. [Eng. | Hain & Read | 3SB;WP180lbs | | |
| JQVL | 1D;Shel dk; 6BH Wireless;W. Bal | | | | | | | Readhead & Sons, Lim.) | (Lim.), Mgrs. | | | |
| 14179 | **Treworlas** | Scw | Br | St. Ives | 2898 | | 1922 | So. Shields, | Foster, | 3Cyl TE27,44,73x48; | | BL |
| 147,041 | Steel | | | 400.4 \| 53.1 \| 26.3 | 4692 | | 11 | (J. Read- [Eng. | Hain & Read | 3SB;WP180lbs | | |
| KNDS | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | head & Sons, Lim.) | (Lim.), Mgrs. | | | |
| 14180 | **Trewyn** | Scw | Br | St. Ives | 3228 | | 1920 | So. Shields, | Foster, | 3Cyl TE27,44,73x48; | | BL |
| 142,577 | Steel | | | 400.1 \| 52.4 \| 28.5 | 5241 | | 2 | (J. Readhead [Eng. | Hain & Read | 3SB;WP180lbs | | |
| KDQL | 2D;Wireless;W. Bal 7BH | | | P49′ B117′ F39′ | | | | & Sons, Lim.) | (Lim.), Mgrs. | | | |
| 14181 | **Trident** | Scw | Br | Newcastle | 2689 | | 1917 | Sunderland, | Hall Bros, | 3Cyl TE25,42,69x48; | | BL |
| 140,697 | Steel | | | 375 \| 51.1 \| 25.3 | 4317 | | 9 | (Sunderland [Eng. | Mgrs. | 2SB;WP180lbs | | |
| JRCF | 1D;Wireless;W. Bal 6BH | | | P29′ B106′ F38′ | | | | S. B. Co., Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14182 | **Trielen** | Bk | Fr | Havre | 961 | | '92 | Grimstad, | M. Potet | Stl;2BH | | V |
| OEZN | xCorumoc xRagna | | 220.4 | 33.1 \| 18.5 | 1065 | | | (Fevig [Nor. | | | | |
| | 1D;B | | P40′ | F18′ | | | | Jernskebsbiggerl.) | | | | |
| 14183 | **Trieste L** | Scw | It | Trieste | 3325 | | '97 | Trieste, | Lloyd | 3CylTE29,47,76x54; | | I |
| 261 | xTrieste Steel | | 400 | 48.1 \| 30.1 | 5592 | | 8 | (Lloyd [It. | Triestino | 2DB;WP170lbs | | |
| HSKT | 2D;Wireless;W. Bal 6BH | | P51′ | B140′ F69′ | | | | Austriaco) | | (Broken up) | | |
| 14184 | **Trillium** | SW | Br | Toronto | 463 | | 1910 | Toronto, | Toronto | 2CylC17,34x48 | | |
| 126,833 | Steel | | 150 | 30 \| 7.2 | 673 | | | (Polson [Ont. | Ferry Co. | | | |
| | 2D 4BH | | | | | | | Iron Wks., Lim.) | | | | |
| 14185 | **Trillora** | Scw | Am | New York | 198 | | 1912 | Glasgow, | S. R. | Stm Tbns; | | |
| 222,336 | xGrilse Steel | Twin | 205 | 18.7 \| 9.1 | 291 | | | (Cox & [Scot. | Guggenheim | 2Blrs;6000IHP. | | |
| MDRJ | 1D;Oil fuel | | | | | | | Stevens.) | | | | |
| 14186 | **Trimountain** | Scw | Am | New York | 4608 | 7′ 5½″ | 1919 | Quincy, | B. L. | 3CylTE26½,44,74x51; | ✠A1Ⓔ Oil Carrier. | |
| 219,394 | Steel | | 416.9 | 56.2 \| 31 | 6413 | 25′ 6″ | 12 | (Bethlehem [Mass. | Shipping Co., Inc. | 3SB;Bethlehem S. B. Corp; | ✠AMS | |
| LVCQ | 2D;Long. frmg;W. Bal; 16BH | | | 32′ 9″ | 9290 | | | | S. B. Corp.) | | 7425HS;WP180lbs;2600IHP;EAC; | S.S.No.1,Mbl8,23; | |
| | Wireless;Mchy aft; 12BH to Fbd dk | | P101′ | B37′ F33′ | | | | | | DB;Dkd,d rpd5,26;Exmd10,26 | M.S.8,23;n shft8,25;B.S.5,26; | |
| | SUB.SIG; 4BH to 2d dk | | | | | | | | | | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.130t;D.B.46′169t | | | D.T.f.33′—t; | F.P.22 | 9t | | | | | | |
| | F.O. D.T. | a17′69 | 4t;f.7′3 | 45t | | | | | | | | |
| 14187 | **Trinculo** | Scw | Br | Liverpool | 3199 | | 1908 | Newcastle, | C. T. Bow- | 3CylTE26,43,72x48; | | BL |
| 127,949 | Steel | Sch | 385.5 | 50.6 \| 30.3 | 5203 | | 12 | (Swan, [Eng. | ring & Co. | 3SB;WP180lbs | | |
| HNKS | 2D;Mchy aft;Oil in bulk; 14BH | | P96′ | B25′ F42′ | | | | Hunter & Wig- | (Lim.), Mgrs. | | | |
| | Web frms;Oil fuel;Wireless;W. Bal | | | | | | | ham Richard- | | | | |
| | | | | | | | | son, Lim.) | | | | |
| 14188 | **Trinidad** | Scw | Am | San Fran. | 551 | | 1918 | Fairhaven, | Hammond | 3CylTE13½ 22,36x24; | ✠A1 | |
| 215,915 | Pine;Gif(Sltd) | | 209.9 | 42 \| 14.1 | 974 | | 1 | (Hammond [Cal. | Lumber Co. | Union Iron Wks; | AMS | |
| LJNS | 1D;Oil fuel F. P. above 150° F. | | | | | | | Lumber Co.) | | 2WTB;Union Iron Wks; | S.S.No.2,Los A1,26; | |
| | | | | | | | | | | 288GS;2432HS;WP250lbs;604IHP; | n shft3,25;B.S.11,25; | |
| | | | | | | | | | | EAC;clk, clkg3,25; | M.S.1,26;SBP | |
| | | | | | | | | | | d rpd,s clkg a11,25;s rps1,26 | | |
| 14189 | **Trinidadian** | Scw | Am | Pt. Arthur | 1765 | | '92 | Newcastle, | Gulf | 3CylTE22,36,59x39; | | V |
| 212,566 | xCadagua Iron & Steel | Sch | 295 | 39 \| 25.4 | 2450 | | | (Armstrong [Eng. | Refining Co. | 2SB;WP150lbs;1000IHP | | |
| LDPK | 2D;B;Mchy aft; 12BH | | | P22′ F36′ | | | | Mitchell & Co.) | | | | |
| | Oil in bulk;Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 14190 | **Trinity** | Scw | Am | Nwpt Nws | 6246 | | 1920 | Newport | U. S. Govt. | Stm Tbn; | | |
| 220,379 | Steel | | 461.6 | 60 \| 27.7 | 8267 | | 8 | News, Va. | (Navy Dept.) | 3SB;WP220lbs;2800SHP | | |
| MBDC | 3D;Long. frmg;Mchy aft; 18BH | | | 37′ 2″ | 11375 | | | (Newport News | | | | |
| | Wireless;Oil in bulk;SUB.SIG; | | | | | | | S. B. & D. D. Co.) | | | | |
| | W. Bal;Oil fuel | | | | | | | | | | | |
| 14191 | **Tripp** | Scw | Am | Portland | 3513 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,311 | Steel | | 409.8 | 54.2 \| 27.7 | 5703 | 23′ 11″ | 8 | (Northwest [Ore. | ping Board | General Electric Co; | ✠AMS | |
| LRPQ | 2D;W. Bal;Wireless; 7BH | | | 30′ 2″ | 8800 | | | Steel Co.) | | 3SB;Columbia River S. B. Co; | S.S.No.1,Mbl11,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | P44′ | B115′ F48′ | | | | | | 7806HS;WP210lbs;2500SHP; | M.S.11,23;B.S;n shft 10,25; | |
| | | | | | | | | | | d rpd10,25;Dkd,s rps8,28 | Cih BB;CL | |
| | W.B.—A.P.148t;D.B.356′1181t;D | .T.29′7 | 44t | F.P.132t | | | | | | | | |
| | F.O.—A.P.138t;D.B.310′ 922t | | S.T | .80t;F.P.123t | | | | | | | | |
| 14192 | **Tristan Vieljeux** | Scw | Fr | La Roch'le | 1804 | | 1918 | N. Van- | Cie. Delmas | 3CylTE20,38,82x42; | | V |
| | xMonnette xAntoinette Steel | | 300 | 45.3 \| 24.9 | 2948 | | 7 | couver, B. C. | freres & Vieljeux | 2SB;WP180lbs | | |
| ONMK | 1D;Wireless;W. Bal 7BH | | P25′ | B82′ F34′ | | | | (Wallace Ship- | | | | |
| | | | | | | | | yards, Lim.) | | | | |
| 14193 | **Triton** | Scw | Grk | Ithaca | 2670 | | 1914 | Newcastle, | G. D. | 3CyTlE25,41,69x48; | | BL |
| | xQueen Alexandra xElfland Steel | | 370 | 50.9 \| 26.2 | 4211 | | 5 | (Northum- [Eng. | Gratsos | 3SB;WP180lbs | | |
| JFWP | 1D;Wireless;W. Bal 6BH | | P22′ | B100′ F35′ | | | | berland S. B. | | | | |
| | | | | | | | | Co., Lim.) | | | | |
| 14194 | **Triton** | Scw | Am | New York | 130 | | '90 | Boston, | Morecraft | 3CylTE16,24,40x30; | | |
| 145,568 | Wood | | 114.5 | 26.5 \| 14.5 | 259 | | | Mass. | Trans. Corp. | 700IHP. | | |
| KJBL | 1D | | | | | | | | | | | |
| 14195 | **Triton** | Scw | Am | Phila. | 66 | | '89 | Philadel- | Indepen- | 2CylC15,26x22; | | |
| 106,629 | xAsa W. Hughes Iron | | 84.8 | 19 \| 9 | 98 | | | phia, Pa. | dent Pier Co. | 1SB;WP110lbs;300IHP. | | |
| | 1D 5BH | | | | | | | (Neafie & Levy.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14196 | **Tritonia** | Scw | Br | Glasgow | 3194 | | 1918 | Greenock, | Donaldson | 3Cyl TE 27,44,73x48; | | BL |
| 142,616 | xWar Emu Steel | | | 400.5 \| 52.3 \| 28.5 | 5244 | | 8 | (Caird [Scot. | Bros. (Lim.), | 3SB; WP 180lbs | | |
| JTWH | 2D; Oil fuel; Wireless; W. Bal 7BH | | | P50′ B113′ F39′ | | | | & Co., Lim.) | Mgrs. | | | |
| 14197 | **Triumph** | Scw | Am | San Fran. | 4854 | 9′ 6¾″ | 1919 | Alameda, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 217,457 | Steel | | 440 | 56 \| 35.2 \| 38′ | 7588 12000 | 28′ 8″ | 1 | (Bethlehem [Cal. | ping Board | General Electric Co: | ✠AMS | |
| LPMK | 2D; Long frmg; 9BH | | | | | | | S. B. Corp.) | | 3SB; Bethlehem S. B. Corp: | S.S. Balt 11,20 | |
| | Wireless; 7BH to Fbd dk | | | | | | | | | 8250HS; WP 215lbs; 3000SHP; | shft drn 4,24; Cih BB·CL | |
| | SUB. SIG; 2BH to 2d dk | | | | | | | | | rps 5,21; Dkd 2,25 | (Laid up) | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P. 160t; D.B. 348′1535t | ..... | ..... | .....F.P. 139t | | | | | | | | |
| | F.O.—A.P. 149t; D.B. 308′1267t; D | T. 30′8 | 37t; S. | T. 66t; F.P. 130t | | | | | | | | |
| 14198 | **Triumpho** | Sch | Ptg | Lisbon | 864 | | '94 | Bath, | Jose da | O, Hk, Bch, YP; Gicf (Sltd) | | |
| | xClara E. Randall | 4 M | 175 | 37 \| 18 | 951 | | 11 | (Wm. [Me. | Silva Mais & Cia. | | | |
| | 2D | | | | | | | Rogers.) | | | | |
| 14199 | **Trivia** | Scw | Br | London | 2836 | | 1918 | Pt. Glasgow, | Anglo- | 3Cyl TE 26,43,72x48; | | BL |
| 141,889 | xVallejo Steel | | 376.6 | 51.2 \| 29 | 4781 | | 11 | (Russell [Scot. | Saxon Petroleum | 3SB; WP 180lbs | | |
| JVRT | 2D; Web frms; Long. frmg; 17BH | | P103′ | B28′ F43′ | | | | & Co.) | Co. (Lim.) | | | |
| | Mchy aft; Oil fuel; Oil in bulk; | | | | | | | | | | | |
| | Wireless; W. Bal | | | | | | | | | | | |
| 14200 | **Trojan** | SW | Am | New York | 1739 | | 1909 | Newburgh, | Hudson | 1Cyl VB 70x144; | | |
| 206,129 | Steel | | 317.2 | 42.5 \| 12.5 | 2571 | | 4 | (T. S. [N. Y. | River Nav. Co. | 2500IHP. | | |
| | 3D 8BH | | | | | | | Marvel S. B. Co.) | | | | |
| 14201 | **Trojanstar** | Scw | Br | London | 5566 | | 1916 | Dunkirk, | Blue Star | 2-3Cyl TE 23,38½,64½x45; | | BL |
| 148,498 | xLa Perouse Steel | Twin | 473.8 | 60 \| 36.5 | 9002 | | 11 | (Atel. & [Fr. | Line (Lim.) | 5SB; WP 200lbs | | |
| KRQF | 2D; Shel dk; Wireless; Oil fuel; 7BH | | B189′ | F48′ | | | | Ch. de France.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 14202 | **Trolleholm** | MV | Swd | Gothenb'g | 3124 | | 1922 | Malmo, | Aktieb | 2-6Cyl Oil Eng 21¼x28¾ | | BL |
| 6,823 | Steel | Twin | 377.9 | 51.3 \| 30.6 | 5047 | | 5 | (Kockums [Swd. | Svenska Amerika | | | |
| KDRC | 1D; Shel dk; Wireless; W. Bal 6BH | | B78′ | F38′ | | | | M. V. Aktieb.) | Mexiko Linien | | | |
| 14203 | **Trolltind** | MV | Am | New York | 1590 | | 1919 | Seattle, | Consoli- | 2-8Cyl Oil Engs 12 15/16x18; | | |
| 218,036 | Twin | | 243.7 | 47.3 \| 24.2 | 2174 | | 9 | (Elliott [Wash. | dated Fisheries | 1000IHP | | |
| LCRM | 2D; Mchy aft | | | | | | | Bay S. B. Co.) | Co. | | | |
| 14204 | **Trompenberg** | Scw | Hol | Amst'dam | 1203 | | 1919 | Ysel, | N. V. | 3Cyl TE 20,33,53x36; | | BL |
| | Steel | | 281.4 | 40.3 \| 19 | 2009 | | 7 | (A. Vuik & [Hol. | Stoomb. Maats. | 2SB; WP 180lbs | | |
| PVDF | 1D; Wireless; W. Bal 4BH | | P23′ | B74′ F24′ | | | | Zosen.) | "Hillegersberg" | | | |
| 14205 | **Trondhjemsfjord** | Scw | Nor | Oslo | 4146 | | 1922 | Glasgow, | Den. | Stm Tbns; | | N |
| | Steel | | 421.7 | 55.8 \| 26.5 | 6753 | | 1 | (Napier [Scot. | Norske | 3SB; WP 180lbs | | |
| LCJR | 3D; Oil fuel; Wireless; W. Bal 8BH | | F40′ | | | | | & Miller, Lim.) | Amerikalinji | | | |
| 14206 | **Trontolite** | Scw | MV | Toronto | 3943 | | 1918 | Seattle, | Imperial Oil | 6Cyl Oil Eng 25x51 | | BL |
| 141,680 | Steel | | 428 | 57 \| 31.5 | 7115 | | 2 | (Skinner [Wash. | Co. (Lim.) | | | |
| | 1D; B; Oil in bulk; Web frms; 18BH | | P98′ | B41′ F37′ | | | | & Eddy Corp.) | | | | |
| | Long. frmg; SUB. SIG; Mchy aft; | | | | | | | | | | | |
| | Wireless; W. Bal | | | | | | | | | | | |
| 14207 | **Trophon** | Scw | Br | London | 2357 | | 1901 | Wallsend, | Anglo-Saxon | 3Cyl TE 23,39,66x48; | | C |
| 114,684 | xThermidor xCatalone Steel | | 350.8 | 46.1 \| 27.7 | 3847 | | 6 | (C. S. Swan [Eng. | Petroleum Co. | 2SB; WP 180lbs; 400RHP | 2dS.S.No.2, Rtdm 6,22; A.S.7,25; | |
| SJVP | 1D; B; Deep frmg; Wireless; 7BH | | P74′ | B27′ F32′ | | | | & Hunter, Lim.) | (Lim.) | | shft drn 7,24; B.S.5,25; M.S.7,25 | |
| | Mchy aft; W. Bal; Oil in bulk | | | | | | | | | | | |
| 14208 | **Tropico** | Scw | It | Genoa | 4463 | | 1902 | Newcastle, | Soc. Italiana | 3Cyl TE 28,46,77x54; | | BL |
| | xNewyork Steel | Sch | 428 | 54.7 \| 30.4 | 6859 | | 9 | (Palmers' [Eng. | di Nav. e | 4SB; WP 180lbs | | |
| | 2D; Web frms; Mchy aft; 14BH | | P252′ | F46′ | | | | Co., Lim.) | Trasporti | | | |
| | Oil in bulk; Wireless; W. Bal | | | | | | | | | | | |
| 14209 | **Trost** | Scw | Nor | Bergen | 583 | | 1900 | So. Shields, | Bergen | 3Cyl TE 17,28,47x33; | | N |
| | xSpica II xImport Steel | | 206.7 | 32.2 \| 14.3 | 967 | | 11 | (J. R. [Eng. | Lloyd | 1SB; WP 170lbs | | |
| MHRL | 1D; B; Well dk; W. Bal 5BH | | | B21′ F20′ | | | | Renoldson & Sons.) | Aktiered'ri | | | |
| 14210 | **Trostan** | Scw | Br | London | 905 | | '83 | Newcastle, | Stone & | 2Cyl C 24½,50x39; | | BL |
| 87,464 | xJersey Iron | Sch | 260 | 36.2 \| 17 | 1599 | | 3 | (Palmers' [Eng. | Rolfe, Mgrs | 2SB; WP 120lbs; 99RHP | | |
| HRKS | 1D; B; Well dk; Web frms; 4BH | | | B60′ F31′ | | | | Co.) | | | | |
| | Wireless; W. Bal | | | | | | | | | | | |
| 14211 | **Troubadour** | MV | Am | Miami | 109 | | 1925 | Camden, | Webb Jay | 2-6Cyl Gas Eng 7x8; | | |
| 225,226 | Wood | Yct | 84.8 | 18 \| 6.2 | 119 | | | (Mathis [N. J. | | 300IHP. | | |
| | 1D | | | | | | | Yacht B. Co.) | | | | |
| 14212 | **Troubadour** | Scw | Nor | Tonsberg | 2754 | | 1920 | Sunderland, | W. Wil- | 3Cyl TE 27,44,73x48; | | BL |
| | Steel | | 395.1 | 53.3 \| 24.7 | 4525 | | 11 | (J. L. [Eng. | helmsen, Mgr. | 3SB; WP 180lbs | | |
| LBGC | 2D; Shel dk; Oil fuel; Wireless; 6BH | | F31′ | | | | | Thompson & | | | | |
| | W. Bal | | | | | | | Sons, Lim.) | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where Built. Builder. | Owners. | Remarks. Engines, Boilers. | Ship-Class Date of Last Survey, No., Date, and Port of Last Periodical Survey. Engines & Boilers-Class Dates. Tail Shaft Drawn-Date. | Other Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14213 | **Troy** | Scw | Am | Buffalo | 2966 | | '98 | Wyandotte, | Great Lakes | 4Cyl QE19,27½,40,58x42; | | |
| 145,786 | Steel | | 398.4 | 47 \| 28 | 3655 | | 8 | Mich. | Transit Co. | 3SB;WP210lbs;16921HP. | | |
| | 2D;Spar dk;Mchy aft;W. Bal 3BH | | | | | | | (Detroit Dry Dock Co.) | | | | |
| 14214 | **Troy** | Brg | Am | New York | 635 | | '89 | Noank, | Neptune | Wd | | |
| 59,434 | | Sch | 176 | 34.9 \| 14 | 660 | | | Conn | Line | | | |
| | 1D | | | | | | | | | | | |
| 14215 | **Troy Socony** | MV | Am | New York | 601 | | 1923 | Chester, | Standard | 2-6Cyl Oil Eng 12½x18; | ✠ — — | |
| 222,943 | Steel | Brg | 253.7 | 37.5 \| 13 | 943 | | 6 | (Sun [Pa. | Transportation | 600BHP | ✠ — — | |
| MFDJ | 1D;Mchy aft;Oil fuel; 11BH | Twin | | | | | | S. B. & D. D. Co.) | Co. | | Withdrawn7,25 | |
| | Oil in bulk | | | | | | | | | | | |
| 14216 | **Truant** | Scw | Am | Chicago | 50 | | '92 | Bristol, | Samuel | 3Cyl TE 10½,16,25x13½; | | |
| 145,626 | Steel | | 120 | 17.8 \| 10 | 100 | | | R. I. | Insull | 1WTB;WP220lbs;300IHP. | | |
| KLJW | 2D | | | | | | | (Herreshoff.) | | | | |
| 14217 | **Trude** | Scw | Ger | Stettin | 2190 | | '99 | W. Hartle- | Stange & | 3Cyl TE 25,40,67x45; | | |
| | xGreylight xBessarabia Steel | | 338 | 51.1 \| 24.4 | 3767 | | 4 | pool, Eng | Dreyer G. m. b. H. | 3SB;WP170lbs | | |
| JBGQ | 1D;B;Deep frmg;Wireless; 6BH | | P37′ | B130′ F42′ | | | | (W. Gray & Co., Lim.) | Reed. | | | |
| | W. Bal | | | | | | | | | | | |
| 14218 | **Trudvang** | Scw | Nor | Bergen | 539 | | 1921 | Larvik, | A/S. D/S. | 3Cyl TE 14,23,38x27; | | N |
| | Steel | | 197.8 | 32.4 \| 12.6 | 938 | | 1 | (Larvik [Nor. | Trudvang | 2SB;WP180lbs | | |
| LBPF | 1D;W. Bal 4BH | | P18′ | B57′ F27′ | | | | Slip & Verksted.) | | | | |
| 14219 | **Trujillo** | Scw | Am | Wilm'gton | 1245 | 2′ 7½″ | 1918 | Lorain, | Atlantic & | 3Cyl TE 20,33,54x40; | ✠A1Ⓔ | |
| 216,093 | xLake Ogden Steel | | 251 | 43.5 \| 20 | 2013 | 17′ 8½″ | 4 | (American [Ohio | Caribbean Steam | American S. B. Co: | ✠AMS | |
| LJVR | 1D;Wireless; 6BH | | | 20′ 2″ | 3000 | | | S. B. Co.) | Nav. Co. | 2SB:American S. B. Co; | S.S.No.1,NY5,25; | |
| | Oil fuel F. P. above 150° F. C-28 | | P25′ | B64′ F20′ | | | | | | 126GS;5244HS;WP180lbs;1250IHP; | M.S;shft drn5,25;B.S.7,26; | |
| | | | | | | | | | | d rps8,20;rps5,25;Dkd,s rps7,26 | Scip;CL | |
| | W.B.—A.P.69t;D.B.32′57t. | | | F.P.56t | | | | | | | | |
| | F.O. S.T.32t | ;D.B.1 | 72′455t | | | | | | | | | |
| 14220 | **Trumf** | Scw | Swd | Soraker | 1873 | | 1902 | W. Hartle- | Rederi A/B | 3Cyl TE 24,38,64x42; | | BL |
| 7,145 | xNewlands Steel | Sch | 325 | 47 \| 22.5 | 3024 | | 2 | pool, Eng. | Trumf | 2SB;WP160lbs | | |
| KFPN | 1D;B;Deep frmg;Wireless; 5BH | | P27′ | B88′ F30′ | | | | (W. Gray & Co., Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 14221 | **Truro** | Brg | Am | Fall River | 1473 | | 1917 | Bath, | Staples | WO,Hk,YP;Gicf✕ (Sltd) | ✠ — — | |
| 214,785 | xNorthern No. 7 | Sch | 245.5 | 41.2 \| 19.9 | 1631 | | 3 | (Kelley, [Me. | Transportation | | Suspended10,24 | |
| LGSD | 1D;B | | | | | | | Spear & Co.) | Co. | | | |
| 14222 | **Truro City** | Scw | Br | Bideford | 2903 | | 1910 | Rostock, | St. Just S.S. | 3Cyl TE 27,47,77x48; | | C |
| 144,398 | xWismar Steel | | 400 | 54.1 \| 25.6 | 4641 | | 11 | (Akt. [Ger. | Co. (Lim.) | 3SB;WP213lbs;571RHP. | | |
| KDSN | 2D;Well dk;Wireless;W. Bal 7BH | | P & B | 320′ F53′ | | | | Ges. "Neptun.") | | | 2dS.S.No.1,Crdf12,24;A.S.4,26; | |
| | | | | | | | | | | | shft drn9,25;B.S.3,26;M.S.4,26 | |
| 14223 | **Truth** | Scw | Nor | Christ'n'd | 2227 | | 1910 | Sunderland, | O. A. T. | 3Cyl TE 25,41,67x45; | | BL |
| | xAriadne Christine Steel | | 356 | 50.5 \| 21.8 | 3655 | | 5 | (J. L. [Eng. | Skejelbred, Mgr. | 2SB;WP180lbs | | |
| LBTN | 1D;Wireless;W. Bal 6BH | | P27′ | B206′ F33′ | | | | Thompson & Sons, Lim.) | | | | |
| 14224 | **Tseng Tai** | Sch | Chi | Shanghai | 1501 | | 1917 | Tacoma, | Meyerinck | Wd (Sltd) | | |
| | xLevi W. Ostrander | 5 M | 240.3 | 44.9 \| 19.4 | 1639 | | 7 | (Seaborn [Wash | & Co. | | | |
| | 1D;B | | P39′ | F44′ | | | | S. B. Co.) | | | | |
| 14225 | **Tsiropinas** | Scw | Grk | Syra | 2628 | | 1914 | Middlesbro, | C. A. | 3Cyl TE 25,40,67x45; | | BL |
| | xWolverton Steel | | 360.4 | 52.3 \| 23.9 | 4310 | | 1 | (Sir [Eng. | Tsiropinas | 3SB;WP180lbs | | |
| JFGC | 1D;Wireless;W. Bal 7BH | | P22′ | B221′ F46′ | | | | Raylton Dixon & Co., Lim.) | | | | |
| 14226 | **Tsukuba Maru** | Scw | Jap | Tokio | 1931 | | 1923 | Yokohama, | Nippon | 3Cyl TE 23,38,64x48; | | C-J |
| 29,441 | Steel | | 315 | 46 \| 27 | 3171 | | 8 | (Yokohama [Jap. | Yusen Kabushiki | 2SB;WP200lbs;202RHP | A.S.10,25; | |
| SNCT | 2D;Wireless;W. Bal 5BH | | P23′ | B80′ F35′ | | | | Dock Co., Lim.) | Kaisha | | M.S;shft drn1,24 | |
| 14227 | **Tsuruga Maru** | Scw | Jap | Tokio | 4284 | | 1916 | Nagasaki, | Nippon | 2-3Cyl TE 20½,33½,56x48; | | BL |
| 18,490 | Steel | Twin | 445 | 58 \| 34 | 6988 | | 6 | (Mitsu [Jap. | Yusen Kabushiki | 4SB;WP200lbs | | |
| NCHK | 2D;Wireless;W. Bal 7BH | | P35′ | B138′ F35′ | | | | Bishi Dkyd. & Eng. Wks.) | Kaisha | | | |
| 14228 | **Tsurugisan Maru** | Scw | Jap | Kmts'j'ma | 1864 | | 1905 | W. Hartle- | Awanokuni | 3Cyl TE 24,38,64x42; | | |
| 27,909 | xBrookway xMarshall Plumer Steel | | 325 | 47.1 \| 13.8 | 3098 | | 10 | pool, Eng. | Kyodo Kisen | 2SB;WP160lbs | | |
| SFPM | 1D;B;Spar dk;Deep frmg; 5BH | | P33′ | B100′ F32′ | | | | (Irvine's S. B. & D.D.Co., Lim.) | Kabushiki Kaisha | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 14229 | **Tsurushima Maru** | Scw | Jap | Yawata | 3351 | | 1919 | Uraga, | Uwajima | 3Cyl TE 24,40,67x48; | | BL |
| 25,089 | Steel | | 360 | 51.2 \| 26.1 | 4646 | | 7 | (Uraga [Jap. | Unyu Kabushiki | 3SB;WP180lbs | | |
| RMBN | 2D;Wireless;W. Bal 6BH | | P21′ | B91′ F35′ | | | | Dock Co.) | Kaisha | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14230 | **Tsushima Maru** | Scw | Jap | Tokio | 4200 | | 1914 | Pt. Glasgow, | Nippon | 2-3Cyl TE20,33½,56x48; | | BL |
| 17,757 | Steel | Twin | 444.4 | 58.2 \| 31.3 | 6754 | | 10 | (Russell [Scot. | Yusen Kabushiki | 4SB;WP200lbs | | |
| MQPF | 2D;Wireless;W. Bal 7BH | | P35′ | B138′ F39′ | | | | & Co.) | Kaisha | | | |
| 14231 | **Tsuyama Maru** | Scw | Jap | Tokio | 4280 | | 1916 | Nagasaki, | Nippon | 2-3Cyl TE20½,33½,56x48; | | BL |
| 19,288 | Steel | Twin | 445 | 58 \| 34 | 6999 | | 10 | (Mitsu [Jap. | Yusen Kabushiki | 4SB;WP200lbs | | |
| NCHV | 2D,Oil fuel;Wireless;W. Bal 7BH | | P35′ | B138′ F35′ | | | | Bishi Dkyd. & Eng. Wks.) | Kaisha | | | |
| 14232 | **Tuarr** | Scw | Am | New York | 254 | | 1901 | Pt. Rich- | Tuarr | | | |
| 117,039 | xStandard Steel | | 140.5 | 26 \| 15.5 | 374 | | 5 | mond, N. Y. | Contracting Co. | 900IHP | | |
| KQTN1 | D | | | | | | | (Burlee D. D. Co.) | | | | |
| 14233 | **Tuckahoe** | Brg | Am | Phila. | 466 | | 1913 | Chesapeake | Southern | O,Hk,YP;Gif(Sltd) | ✠ — — | |
| 165,394 | | | 200.4 | 23.8 \| 11 | 466 | | 7 | City, Md. | Trans. Co | | Suspended6,19 | |
| | 1D | | | | | | | (Southern Trans. Co.) | | | | |
| 14234 | **Tuckanuck** | Scw | Am | San Fran. | 4482 | 8′ 3¼″ | 1919 | Oakland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 218,557 | Steel | | 402.5 | 53 \| 26.5 | 6001 | 26′ 5″ | 7 | (Moore [Cal. | ping Board | Midwest Engine Co; | ✠AMS | |
| LSCB | 2D;Long. frmg;Shel dk; 7BH | | | \| 34′ 6″ | 9400 | | | S. B. Co.) | | 4WTB;Heine Boiler Co; | S.S.NY1,21; | |
| | W. Bal;Wireless; 6BH to Fbd dk | | P34′ | F38′ | | | | | | 10089HS;WP225lbs;2800SHP; | Clh BB;CL | |
| | SUB.SIG; 1BH to 2d dk | | | | | | | | | Dkd,s rps1,21 | (Laid up) | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.49t;D.B.345′1295t; D. | T.30′5 | 46t. . . | .....F.P.73t | | | | | | | | |
| | F.O.—A.P.46t;D.B.327′1132t; D. | T.30′5 | 09t; S. | T.43t;F.P.68t | | | | | | | | |
| 14235 | **Tucson** | Brg | Am | New York | 283 | | 1913 | Brooklyn, | Southern | Wd | | |
| 165,490 | | | 105.8 | 34.1 \| 7.8 | 283 | | 10 | (Ira S. [N. Y. | Pacific Co. | | | |
| | 1D | | | | | | | Bushey & Sons.) | | | | |
| 14236 | **Tucuman** | Scw | Ger | Hamburg | 2968 | | '95 | Hamburg, | Hamb- | 4Cyl QE21,31,46,66x48; | | G |
| | Steel | | 376.1 | 46.1 \| 27.2 | 4733 | | 3 | (Blohm [Ger. | Sudamer. | 3Blrs | | |
| RBKW | 2D;Web frms;SUB.SIG; 6BH | | P226′ | F54′ | | | | & Voss.) | Dampfschiff. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 14237 | **Tudorstar** | Scw | Br | London | 4434 | | '99 | Sunderland, | Blue Star | 3Cyl TE31,51,83x54; | | BL |
| 110,136 | xBrodvale xTomoana Steel | | 440 | 54.3 \| 29.6 | 6859 | | 6 | (J. Laing [Eng. | Line (Lim.), | 3DB;WP160lbs | | |
| RGKT | 2D;Shel dk;Deep frmg; 6BH | | | | | | | & Sons, Lim.) | Mgrs. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 14238 | **Tula** | Scw | Dan | Cop'hagen | 718 | | 1912 | Elsinore, | Det. | 3Cyl TE19½,32,50x36; | | V |
| | Steel | | 254.4 | 37.2 \| 15.1 | 1251 | | | Forende | 2SB;WP180lbs;1000IHP | | |
| NRTJ | 1D;W. Bal 6BH | | | | | | | (Helsingfors [Den. | Dampskibs | | | |
| | | | | | | | | Jernsk.) | Selsk. | | | |
| 14239 | **Tuladi** | Scw | Am | Newark | 2000 | 5′ 9″ | 1920 | Newark, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,502 | Steel | | 324 | 46.2 \| 25 | 3283 | 22′ 11″ | 2 | (Submarine [N. J. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LVJN | 1D;2d dk at ends;Wireless; 7BH | | | \| 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd3,21;s rps6,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | .20′394 | t;F.P.1 | 11t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t. . . . | ..... | ..... | . . .S.T.31t | | | | | | | | |
| 14240 | **Tulpehocken** | Brg | Am | Phila. | 623 | | 1905 | Noank, | Reading Co. | O,Ch,YP;Icf✕ | | |
| 202,662 | | Sch | 177 | 35 \| 14.2 | 721 | | 12 | (R. [Conn. | | | | |
| KVDB | 1D | | | | | | | Palmer & Son.) | | | | |
| 14241 | **Tulsa** | Brg | Am | Pt. Arthur | 607 | | 1909 | Pt.Richm'nd | The Texas | Stl;10BH | | V |
| 207,058 | | Sch | 164.8 | 32.1 \| 12.8 | 607 | | 12 | (Staten [N. Y. | Co. | | | |
| LBHP | 1D;Oil in bulk | | | | | | | Island S. B. Co.) | | | | |
| 14242 | **Tulsa** | Scw | Am | Savannah | 3113 | 7′ 9½″ | 1919 | Hog Island, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,796 | Steel | | 390 | 54 \| 27.6 | 5083 | 24′ 5″ | 9 | (American [Pa. | ping Board | General Electric Co; | ✠AMS | |
| LSNW | 2D;W. Bal; 8BH | | | \| 32′ | 7825 | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,Chstn9,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | M.S.9,23;shft drn2,25; | |
| | | | | | | | | | | d rpd2,25;Dkd5,26;s rps11,26 | B.S.2,26;Clh BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t. . | ..... | . . .D.T | .36′892t; F.P.14 | 4t | | | | | | | |
| | F.O. . . . . D.B.257′1162t;S. | T.14′1 | 29t. . . | . . . . . | . . | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14243 | **Tulsagas** | Scw | Am | San Fran. | 4346 | 8′ 1½″ | 1921 | Baltimore, | Associated | 3Cyl TE 24½,41½,72x48; | ✠A1Ⓔ Oil Carrier. | |
| 221,262 | Steel | | 431 | 59.2 \| 31.4 \| 33′ 3″ | 7120 | 25′ 3½″ | 5 | (Baltimore [Md. | Oil Co. | Llewellyn Iron Wks: | ✠AMS | |
| MC8L | 2D;Mchy aft; 17BH | | | | 10250 | | | D. D. & S. B. Co.) | | 3SB;Baltimore D.D. & S. B. Co; | S.S.No.1,SanF6,25; | |
| | Long. frmg; 13BH to Fbd dk | | | | | | | | | 7926HS;WP200lbs;2800IHP;EAC; | M.&B.S;n Eng;n shft6,25; | |
| | Wireless; 4BH to 2d dk | | | | | | | | | d rpd2,24;Dkd,s rps2,26 | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.60t;D.B.54′132t | | | t.40′453t;F.P.12 | 0t | | | | | | | |
| | F.O. D.T.s | 16′820 | t; D.T. | t.40′423t | | | | | | | | |
| 14244 | **Tune** | Scw | Nor | Brevik | 1129 | | 1916 | Cleveland, | S. Ugelstad | 3Cyl TE 20,33,54x40; | | BL |
| | xGlJones Steel | | 251 | 43 5 \| 18 2 | 1930 | | 8 | (American [Ohio | & Co | 2SB;WP180lbs | | |
| LCTH | 1D;W. Bal;Wireless 4BH | | P28′ | B64′ F27′ | | | | S. B. Co.) | | | | |
| 14245 | **Tungchow** | Scw | Br | London | 1263 | | 1914 | Hong Kong, | China Nav. | 3Cyl TE 21,34,56x39; | | |
| 133,255 | Steel | Sch | 280 | 40.1 \| 17.8 | 2104 | | | (Taikoo [China | Co. (Lim.) | 2SB | | |
| VJQK | 2D;Shel dk;W. Bal 5BH | | P8′ | F28′ | | | | Dkyd. & Eng. Co., Lim.) | | | | |
| 14246 | **Tunisie** | Scw | Blg | Antwerp | 1680 | | '96 | Newcastle, | Adolf Deppe | 4Cyl QE 19,28,42,61x42; | | V |
| | xSonneburg Iron and Steel | | 314.4 | 42.1 \| 22.5 | 2467 | | | (Wigham, [Eng. | | 2SB;WP220lbs;1200IHP | | |
| MTN1 | 2D;Wireless;W. Bal 7BH | | | | | | | Richardson & Co., Lim.) | | | | |
| 14247 | **Tunisier** | Scw | Blg | Antwerp | 1843 | | 1919 | Glasgow, | Lloyd | 3Cyl TE 25,41,68x45; | | BL |
| | Steel | | 331 | 46.7 \| 23.2 | 3012 | | 12 | (Lloyd [Scot. | Royal Belge | 3SB;WP180lbs | | |
| MTUR | 2D;W. Bal;Wireless 6BH | | P33′ | B100′ F28′ | | | | Royal Belge, Lim.) | Soc. Anon. | | | |
| 14248 | **Turbinia** | Scw | Br | Hamilton | 602 | | 1904 | Newcastle, | Canada | Stm Tbns; | | |
| 112,201 | Steel | Trpl | 250 | 33.2 \| 12.6 | 1064 | | | (Hawthorn, [Eng | S.S. Lines (Lim.) | 2SB;WP160lbs;3000IHP. | | |
| TNSR | 3D;Wireless 4BH | | | | | | | Leslie & Co.) | | | | |
| 14249 | **Turbo** | Scw | Br | London | 2878 | | 1912 | Sunderland, | Anglo Saxon | 3Cyl TE 26,44,72x48; | | BL |
| 135,129 | Steel | | 374.2 | 50.7 \| 27.5 | 4782 | | 8 | (Sir J. [Eng. | Petroleum | 3SB;WP180lbs | | |
| HWND | 2D;Web frms;Mchy aft; 14BH | | P93′ | B26′ F40′ | | | | Laing & Sons, Lim.) | Co. (Lim.) | | | |
| | Oil in bulk;Oil fuel; | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 14250 | **Turkestan** | Scw | Br | Newcastle | 2648 | | 1917 | Middlesbro, | Common | 3Cyl TE 25,41,68x45; | | BL |
| 140,382 | xWar Flower Steel | | 364.8 | 51.1 \| 26.1 | 4292 | | 11 | (Sir Raylton, [Eng | Bros., Mgrs. | 3SB;WP180lbs | | |
| JRDN | 1D;Wireless;W. Bal 7BH | | P40′ | B94′ F40′ | | | | Dixon & Co., Lim.) | | | | |
| 14251 | **Turkey** | Scw | Am | | | | 1918 | Chester, | U. S. Govt. | 3Cyl TE 19,29,46x30; | | |
| | Steel | | 180 | 35.3 \| 17.2 | | | 12 | (Chester [Pa. | (Navy Dept.) | 2WTB;WP200lbs;1400IHP | | |
| | 2D;W. Bal;Oil fuel 11BH | | | | | | | S. B. Co.) | | | | |
| 14252 | **Turpin** | Scw | Ger | Bremen | 3303 | | 1900 | W. Hartlpl, | Nord- | 3Cyl TE 28,44,75x48; | | G |
| | xFreiburg Steel | Sch | 400.2 | 52 \| 29.2 | 5178 | | 3 | (Furness, [Eng. | deutscher Lloyd | 3SB;WP180lbs | | |
| QLJB | 2D;B;Wireless;W. Bal 8BH | | P & B | 268′ F40′ | | | | Withy & Co., Lim.) | | | | |
| 14253 | **Turret Cape** | Scw | Br | Montreal | 1142 | | '95 | Sunderland, | Cape S.S. | 3Cyl TE 21½,36,59x39; | 95(GL) | C |
| 104,283 | Steel | Sch | 253 | 44 \| 23.7 | 1827 | | 6 | (W. Dox- [Eng. | Co. (Lim.) | 2SB;WP180lbs;1100IHP. | Great Lakes and Gulf of St. | |
| NVHP | 2D;Deep frmg;Mchy aft; 5BH | | | F26′ | | | | ford & Sons, Lim.) | | | Lawrence. | |
| | W. Bal | | | | | | | | | | P.S.4,26 | |
| 14254 | **Turret Court** | Scw | Br | Montreal | 1197 | | '96 | Sunderland, | Turret S.S. | 3Cyl TE 20,34,57x39; | | C |
| 106,608 | Steel | Sch | 253 | 44 \| 19.7 | 1879 | | | (W. Doxford [Eng. | Co. (Lim.) | 2SB;WP180lbs;1100IHP. | 3dS.S.No.2,Syd,NS4,24; | |
| PMJL | 2D;Deep frmg;Mchy aft; 4BH | | | F28′ | | | | & Sons, Lim.) | | | A.S.12,25; | |
| | Wireless;W. Bal | | | | | | | | | | shft drn12,23;M.&B.S.3,26 | |
| 14255 | **Turrialba** | Scw | Am | New York | 2808 | | 1909 | Belfast, | United | 3Cyl TE 27,45,75x54; | | C |
| 212,603 | Steel | Sch | 378.8 | 50.3 \| 29.1 | 4572 | | 5 | (Workman, [Ire | Fruit S. S. Corp. | 5SB;WP190lbs;3650IHP; | 2dS.S.No.1,NO12,25; | |
| LDQW | 3D;Wireless;SUB.SIG;W. Bal; 4BH | | B154′ | F44′ | | | | Clark & Co., Lim.) | | Dkd,d rpd3,26 | B.S.11,25;M.S;n shft3,26 | |
| | Oil fuel | | | | | | | | | | | |
| 14256 | **Tuscaloosa** | Scw | Am | N. Orleans | 1436 | | 1920 | St. Louis, | Inland | 2-3Cyl TE 10¼,17,27x18; | | |
| 220,948 | Steel | Twin | 280.1 | 49.1 \| 10 | 1537 | | | (St. Louis [Mo. | Waterways Corp. | 2WTB;WP225lbs;800IHP. | | |
| | 1D | | | | | | | Boat & Eng. Co.) | | | | |
| 14257 | **Tuscaloosa City** | Scw | Am | New York | 3450 | 4′ 4″ | 1920 | Chickasaw, | U. S. Steel | Stm Tbn; | ✠A1Ⓔ | |
| 220,885 | Steel | | 424.2 | 56.2 \| 26.5 | 5686 | 25′ 10″ | 12 | (Chickasaw [Ala. | Products Co. | W. & A. Fletcher Co; | ✠AMS | |
| MCDK | 2D;W. Bal;Wireless; 7BH | | | \| 30′ | 9380 | | | S. B. Co.) | | 3SB;Federal S. B. Corp; | S.S.No.1,NY8,24; | |
| | Oil fuel F. P. above 150° F. C-37 | | P42′ | B & F 349′ | | | | | | 7836HS;WP210lbs;3100SHP;EAC; | M.S.8,24;n shft4,25; | |
| | | | | | | | | | | Dkd,d rpd10,26;Exmd11,26 | shft drn9,25;B.S.10,26;SBP;CL | |
| | W.B.—A.P.63t;D.B.368′1432t | | | F. | P.109t | | | | | | | |
| | F.O.—A.P.59t;D.B.315′1081t;D. | T.22′1 | 34t; F. | | P.102t | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14258 | **Tuscan** | Scw | Am | Baltimore | 1335 | | 1907 | Sparrows Point, Md. (Maryland Steel Co.) | Merchants & Miners Transp. Co. | 3CylTE27½,45,73x48; | ✠ — — | |
| 203,795 | Steel | Sch | 275.5 | 42.1 \| 18 | 2415 | 1 | | | | ✠ — — | |
| KVSW | 2D;Spar dk; 4BH | | | 28.2 | 2813 | | | | | 4SB;WP180lbs;2700IHP | Suspended3,24 | |
| | Wireless;SUB.SIG;W. Bal | | | | | | | | | | | |
| 14259 | **Tuscania** | Scw | Br | Glasgow | 10272 | | 1922 | Glasgow, (Fairfield [Scot. & Co., Lim.) | Anchor Line (Lim.) | Stm Tbns; | | C |
| 146,307 | Steel | Twin | 552.3 | 44.6 \| 38.6 | 16991 | | 9 | | | 3DB;3SB;WP220lbs | A.S.12,25; | |
| KMQW | 4D;Wireless;SUB.SIG;W. Bal 10BH | | B & F | 446′ | | | | | | | Pt shft drn6,25;M.S.4,26 | |
| 14260 | **Tuscanstar** | Scw | Br | London | 3580 | | '98 | Newcastle, (Hawthorn, [Eng. Leslie & Co., Lim.) | Blue Star Line (Lim.), Mgrs. | 3CylTE29,46,76x54; | | BL |
| 108,778 | xBrodiffe xMorayshire Steel | | 420 | 54 \| 28.6 | 5718 | | 12 | | | 3SB;WP160lbs | | |
| QMCV | 2D;Deep frmg;Shel dk;Oil fuel; 7BH | | P50′ | B & F 355′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 14261 | **Tuscany** | Scw | Br | Liverpool | 2206 | | 1900 | W. Hartle- (W. [pool, Eng. Gray & Co., Lim.) | D. MacIver, Sons & Co. (Lim.) | 3CylTE28,46,77x48; | | BL |
| 109,650 | xInkonka xTabaristan Steel | | 368 | 45.1 \| 16.3 | 3430 | | 11 | | | 2SB;WP180lbs | | |
| SDBR | 1D;Spar dk;Deep frmg; 6BH | | P25′ | B86′ F35′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 14262 | **Tuscarora** | Scw | Br | Sund'rl'nd | 4474 | | 1917 | Sunderland, (Sir [Eng. J. Laing & Sons, Lim.) | J. Hamilton, Mgr. | 3CylTE27,45,74x54; | | BL |
| 137,261 | Steel | | 425 | 57 \| 33.1 | 7106 | | 1 | | | 4SB;WP180lbs | | |
| JPCS | 2D;Web frms;Long. frmg; 15BH | | P101′ | B28′ F45′ | | | | | | | | |
| | Mchy aft;Wireless;Oil in bulk; | | | | | | | | | | | |
| | W. Bal;Oil fuel | | | | | | | | | | | |
| 14263 | **Tuscolo** | Scw | It | Genoa | 2906 | | 1920 | Spezia, (Ansaldo [It San Giorgio.) | Soc. "Romi" di Navigazione | Stm Tbns; | | C-I |
| 1,001 | xAnsaldo-San Giorgio V Steel | | 383.2 | 51.5 \| 27.9 | 5334 | | 12 | | | 3SB;WP180lbs | S.S.No.1,Gen10,24;A.S;2,26; | |
| SOAK | 2D;Wireless;Mchy aft;W. Bal 7BH | | P122′ | B30′ F34′ | | | | | | | B.S.1,26;M.S;shft drn2,26 | |
| 14264 | **Tuscumbia** | Scw | Am | | 195 | | 1914 | Ambridge, Pa. | U. S. Govt. | 2CylC12,21x84; | | |
| 212,386 | xSlack Barrett Steel | | 139.4 | 32.8 \| 6.4 | 195 | | | | | 2SB;WP225lbs;450IHP. | | |
| | 2D 10BH | | | | | | | | | | | |
| 14265 | **Tusitala** | S | Am | New York | 1624 | | '83 | Greenock, (R. [Scot. Steele & Co.) | Ship Tusitala, Inc. | I;1BH | | BL |
| 222,988 | xSophie | 3 M | 261 | 39 \| 23.4 | 1748 | | 9 | | | | | |
| MFCR | 1D | | P36′ | F39′ | | | | | | | | |
| 14266 | **Tuskar Light** | Scw | Br | Cardiff | 2437 | | 1906 | Sunderland, (W. Doxford [Eng. & Sons, Lim.) | Bristol Channel Steamers (Lim.) | 3CylTE25,41,66x45; | | V |
| 122,850 | xFrankler xNewbiggin Iron | | 350.5 | 50.2 \| 22.5 | 3842 | | | | | 2SB;WP160lbs;1450IHP | | |
| HGTL | 1D;Wireless;W. Bal 7BH | | | | | | | | | | | |
| 14267 | **Tustem** | Scw | Am | Phila. | 4255 | 7′ 6¼″ | 1921 | Oakland, (Moore [Cal. S. B. Co.) | Atlantic Refining Co | 3CylTE27½,46,78x51; | ✠A1Ⓔ Oil Carrier. | |
| 221,543 | Steel | | 425 | 57.2 \| 33.1 | 6882 | 25′ 9″ | 8 | | | Hooven, Owens, Rentschler Co; | ✠AMS | |
| MDBW | 2D;Mchy aft; 16BH | | | 33′ | 10000 | | | | | 3SB;Moore S. B. Co; | S.S.No.1,NptN8,25; | |
| | Long. frmg; 9BH to Fbd dk | | P105′ | B90′ F41′ | | | | | | 9078HS;WP220lbs;3200IHP;EAC; | M.&B.S.8,25;shft drn4,26; | |
| | Wireless;SUB.SIG; 7BH to 2d dk | | | | | | | | | Dkd,d rpd4,26;Exmd8,26 | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.29t;D.B.61′147t..... | ..... | D.T.a4 | ′207t;D.T.f. 43′ | 541t;T. | D.36t | | | | | | |
| | F.O.....D.T.a1 | 1′532t; | ..... | ....D.T f. 9′40 | 4t | ..... | | | | | | |
| 14268 | **Tuxedo** | Scw | Am | New York | 1008 | | 1904 | Wilmington, Del. | Erie R.R. Co. | 2CylC18,38x28; | | |
| 200,636 | | F. B. | 205.5 | 43.5 \| 16.4 | 1483 | | | | 2SB;WP150lbs;1200IHP. | | |
| | 1D | | | | | | | | | | | |
| 14269 | **Tuxpanoil** | Scw | Am | Baltimore | 4398 | 8′ 1½″ | 1921 | Baltimore, (Baltimore [Md. D. D. & S. B. Co.) | U. S. Shipping Board | Stm Tbn; | ✠A1Ⓔ Oil Carrier. | |
| 221,127 | Steel | | 431 | 59.2 \| 31.4 | 7245 | 25′ 3″ | 3 | | | W. & A. Fletcher Co; | ✠AMS | |
| MCPG | 2D;Long. frmg;W. Bal; 17BH | | | 33′ 3″ | 10250 | | | | | 3SB;Baltimore D. D. & S. B. Co; | n shft3,23; shft drn7,24; | |
| | Mchy aft;Wireless; 13BH to Fbd dk | | P124′ | B36′ F39′ | | | | | | 7926HS;WP200lbs;2800SHP;EAC; | B.S.5,25;M.S.2,26;Cih BB;CL | |
| | SUB.SIG; 4BH to 2d dk | | | | | | | | | Dkd,d rpd10,26 | | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.60t;D.B.54′132t..... | ..... | D.T.f. | 40′453t;F.P.120 | t | | | | | | | |
| | F.O.....D.T.a | 16′820t | ;D.T.f | 40′423t..... | . | | | | | | | |
| 14270 | **12 de Octubre** | Scw | Arg | Buen Aires | 3826 | | 1921 | Newcastle, (Hawthorn, [Eng. Leslie & Co., Lim.) | Argentine Govt. | 3CylTE27,45,74x48 | | |
| | Steel | | 420.5 | 54.6 \| 32.4 | 6123 | | | | | | |
| | 2D;Web frms;Mchy aft; | | P99′ | B30′ | | | | | | | | |
| | Long. frmg;Oil fuel; | | | | | | | | | | | |
| | Oil in bulk;W. Bal | | | | | | | | | | | |
| 14271 | **Twickenham** | Scw | Br | London | 2991 | | 1912 | Stockton, (Ropner [Eng. & Sons, Lim.) | Britain S.S. Co. (Lim.) | 3CylTE27,44½,73x48; | | BL |
| 132,738 | Steel | Sch | 390 | 52 \| 27.8 | 4891 | | 6 | | | 3SB;WP180lbs | | |
| HWGB | 1D;Wireless;W. Bal 5BH | | P34′ | B120′ F41′ | | | | | | | | |
| 14272 | **Twin Cities** | StW | Am | Portland | 375 | | 1908 | Celilo, Ore. | Willamette & Columbia River Towing Co. | | | |
| 205,912 | Wood | | 151 | 32.1 \| 4.8 | 418 | | | | | 600IHP. | |
| | 1D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14273 223,349 MFHJ | **Twin Cities** Steel 1D;Mchy aft; 5BH Oil fuel F. P. above 150° F. C-26 | MV Twin | Am 250.6 | Wilm'gton 42.2 \| 15.7 \| 18'9" | 840 1460 | 5′ 4½″ 13′ 6″ | 1923 10 | Ashtabula, (Great [Ohio Lakes Eng. Wks.) | Minnesota Atlantic Trans. Co. | 2-6CylOilEng13x19½; 2 Electric Motors; Lombard Governor Co; General Electric Co; 500SHP;EAC;Dkd,d rpd12,25 | ✠A1Ⓔ Great Lakes, Canals, Coastwise & W. I ✠AMS shfts drn;Bl M.S.12,25 | GL |
| 14274 223,241 MFGS | **Twin Ports** Steel 1D;Mchy aft; 5BH Oil fuel F. P. above 150° F. C-26 | MV Twin | Am 250.6 | Duluth 42.2 \| 15.7 \| 18'9" | 840 1460 | 5′ 4½″ 13′ 6″ | 1923 9 | Ashtabula, (Great [Ohio Lakes Eng. Wks.) | Minnesota Atlantic Trans. Co. | 2-6CylOilEng13x19½; 2 Electric Motors; Lombard Governor Co; General Electric Co; 500SHP;EAC;Dkd,d rpd12,25 | ✠A1Ⓔ Great Lakes, Canals, Coastwise & W. I ✠AMS shfts drn;Bl M.S.12,25 | GL |
| 14275 138,239 | **Twin Sisters** 1D | Brg | Br 203.8 | Montreal 35.3 \| 14.5 | 772 838 | | '89 rb '17 | Saginaw, (C. [Mich. Wheeler.) | Nova Scotia Steel & Coal Co. (Lim.) | O | | |
| 14276 119,339 KRGJ | **Twyford** xPresident Bunge xEndsleigh Steel 1D;B;Web frms;Deep frmg; 6BH Wireless;W. Bal | Scw | Br 346.7 P23′ | London 50.8 \| 23 B94′ F31′ | 2403 3742 | | 1905 3 | Sunderland, (J. L. [Eng. Thompson & Sons, Lim.) | Britain S.S. Co. (Lim.) | 3CylTE24½,40,66x45; 2SB;WP180lbs | | BL |
| 14277 113,477 SKWM | **Tydeus** Steel 2D;Wireless;W. Bal | Scw Sch | Br 454.7 P51′ | Liverpool 54.1 \| 32.3 B219′ F58′ | 4780 7473 | | 1901 | Belfast, (Workman, [Ire. Clark & Co., Lim.) | A. Holt & Co., Mgrs. | 3CylTE29,49½,83x60; Dkd,s rps7,25 | n shft2,22;shft drn7,25 | |
| 14278 145,399 LJPR | **Tyee** Wood 1D | Scw | Am 141.2 | Seattle 26.4 \| 13 | 158 316 | | '84 | Pt. Ludlow, Wash. | Bellingham Tug & Barge Co. | 2CylC20,44x38; 2SB;WP150lbs;1000IHP. | | |
| 14279 166,521 | **Tyler** 1D | Brg | Am 100.4 | New York 36 \| 8.7 | 278 278 | | 1916 | Tottenville, (Harry [N. Y. Cassey) | Mallory S. S. Co. | Wd | | |
| 14280 141,903 KBLH | **Tymeric** Steel 2D;Oil fuel;Wireless;W. Bal 7BH | Scw | Br 400.1 P49′ | Glasgow 52.3 \| 28.5 B113′ F39′ | 3178 5228 | | 1919 5 | Newcastle, (Hawthorn, [Eng. Leslie & Co., Lim.) | A. Weir & Co. | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 14281 137,527 JNPG | **Tyndareus** Steel 3D;Wireless;W. Bal | Scw Twin | Br 507 F75′ | Liverpool 63.2 \| 41.6 | 7172 11347 | | 1916 | Greenock, (Scott's [Scot. S. B. & Eng. Co., Lim.) | A. Holt & Co., Mgrs. | 2-3CylTE22½,38,65x54 | | |
| 14282 26,863 RWHS | **Tyne Maru** Steel 2D;Oil fuel;Wireless;W. Bal 6BH | Scw | Jap 385 | Kobe 51 \| 36 | 4254 5873 | | 1920 12 | Kobe, (Kawasaki [Jap Dkyd. Co., Lim.) | Kawasaki Dkyd. Co. (Lim.) | 3CylTE26,43,72x48; 2SB;1AuxSB;WP200lbs | | BL |
| 14283 KFCV | **Tyra** xLorenz 1D | Bk 3 M | Swd 115.8 | Skellinge 26.7 \| 11.7 | 199 223 | | 1902 | Svendborg, (J. R. [Den Andersen.) | Anders Olsson | O,B;Gif(Sltd) | | V |
| 14284 106,870 PTHS | **Tyria** Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Br 332.1 P25′ | Liverpool 45.7 \| 15 B76′ F33′ | 1884 2936 | | '97 8 | Belfast, (Workman, [Ire. Clark & Co., Lim.) | Cunard S.S. Co. (Lim.) | 3CylTE24,40,66x45; 2SB;WP200lbs | | BL |
| 14285 MVDL | **Tyrifjord** xRamfos Steel 1D;Oil fuel;Wireless;W. Bal 5BH | Scw | Nor 331.7 P35′ | Oslo 46.7 \| 23.1 B & F 274′ | 1881 3080 | | 1920 5 | Newcastle, (Wood, [Eng. Skinner &Co.,Lim.) | Norwegian-American Line | 3CylTE25,41,68x45; 3SB;WP180lbs | | N |
| 14286 145,697 | **Tyrone** 1D;B | Brg | Am 300.8 | Fairport 41 \| 24 | 1862 2117 | | '95 | Cleveland, Ohio (Globe Iron Works) | General Transit Co | Stl;3BH | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14287 | **U. S. Corozal** Steel 1D 7BH | Scw Twin | Am 261.1 | 45.2 \| 18.3 | 979 1684 | | 1911 11 | Renfrew, (W. [Scot. Simons & Co.) | U. S. Government | 2-3Cyl TE17,27,43x27; 2SB | | |
| 14288 | **U. S. Darien** 1D; W. Bal C-34 W.B.—A.P.163t;D.B.261'1183t;T.T.257' 1066t; F.P.326t | Brg 4 M | Pan 335.6 | Cristobal 52.1 \| 29.2 \| 33' | 3760 4074 7500 | 7' 1½" 26' | 1920 3 | Mobile, (Alabama [Ala. D. D. & S. B. Co.) | Panama R.R. Co. | Stl;2BH; DB;EAC | ✠A1Ⓔ Barge. Coastwise & W. I. (Laid up) | |
| 14289 | **U. S. Grant** xMadawaska xKonig Wilhelm II Steel 2D:SUB.SIG;Wireless; 8BH D.F;W. Bal | Scw Twin | Am 490 P66' | 55.3 \| 31.1 B261' F82' | 5764 9410 | | 1907 | Stettin, (Stettin [Ger. Vulcan.) | U. S. Govt. (War Dept.) | 2-4Cyl QE24 7/8,36½,51¾,74 1/16x55; Stettin Vulcan; 6WTB;Babcock & Wilcox Co; 468GS;24000HS;WP250lbs;7200IHP; EAC;Dkd,rps7,22 | A1 AMS 2dS.S.No.1,NY7,22; shfts drn5,21;n Blrs;M.S.? 22; Clh BB | |
| 14290 | **U. S. Mamei** 1D;W. Bal C-34 W.B.—A.P.163t;D.B.261'1183t;T.T.257'1066t;F.P.326t | Brg 4 M | Pan 335.6 | Cristobal 52.1 \| 29.2 \| 33' | 3760 4074 7500 | 7' 1½" 26' | 1920 7 | Mobile, (Alabama [Ala. D. D. & S. B. Co.) | Panama R.R. Co. | Stl;2BH; DB;EAC | ✠A1Ⓔ Barge. Coastwise & W. I. (Laid up) | |
| 14291 | **U. S. Navy Coal Barge No. 255** 1D | Brg | Am 110 | 34 \| 11.3 | 315 | | 1911 10 | Sparrows Point, Md. (Maryland Steel Co.) | U. S. Government (Navy Dept.) | Stl;3BH | | |
| 14292 | **U. S. Navy Coal Barge No. 256** 1D | Brg | Am 110 | 34 \| 11.3 | 315 | | 1911 10 | Sparrows Point, Md. (Maryland Steel Co.) | U. S. Government (Navy Dept.) | Stl;3BH | | |
| 14293 | **U. S. Navy Coal Barge No. 257** 1D | Brg | Am 110 | 34 \| 11.3 | 315 | | 1911 10 | Sparrows Point, Md. (Maryland Steel Co.) | U. S. Government (Navy Dept.) | Stl;3BH | | |
| 14294 | **U. S. Navy Coal Barge No. 258** 1D | Brg | Am 110 | 34 \| 11.3 | 315 | | 1911 10 | Sparrows Point, Md. (Maryland Steel Co.) | U. S. Government (Navy Dept.) | Stl;3BH | | |
| 14295 | **U. S. Navy Coal Barge No. 261** 1D | Brg | Am 110 | 34 \| 11.3 | 315 | | 1912 11 | Philadel- (Wm. [phia, Pa. Cramp & Sons S. & E. B. Co.) | U. S. Government (Navy Dept.) | Stl;3BH | | |
| 14296 | **U. S. Navy Coal Barge No. 262** 1D | Brg | Am 110 | 34 \| 11.3 | 315 | | 1912 11 | Philadel- (Wm. [phia, Pa. Cramp & Sons S. & E. B. Co.) | U. S. Government (Navy Dept.) | Stl;3BH | | |
| 14297 | **U. S. Navy Coal Barge No. 263** 1D | Brg | Am 110 | 34 \| 11.3 | 315 | | 1912 | Philadel- (Wm. [phia, Pa. Cramp & Sons S. & E. B. Co.) | U. S. Government (Navy Dept.) | Stl;3BH | | |
| 14298 | **U. S. Navy Coal Barge No. 264** 1D | Brg | Am 110 | 34 \| 11.3 | 315 | | 1912 | Philadel- (Wm. [phia, Pa. Cramp & Sons S. & E. B. Co.) | U. S. Government (Navy Dept.) | Stl;3BH | | |
| 14299 | **U. S. Navy Coal Barge No. 265** 1D | Brg | Am 110 | 34 \| 11.3 | 315 | | 1912 12 | Philadel- (Wm. [phia, Pa. Cramp & Sons S. & E. B. Co.) | U. S. Government (Navy Dept.) | Stl;3BH | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14300 | **U. S Navy Coal Barge No. 266** | Brg | Am | 110 \| 34 \| 11.3 | 315 | | 1912 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) phia, Pa. | U. S. Government (Navy Dept.) | Stl;3BH | | |
| | 1D | | | | | | 12 | | | | | |
| 14301 | **U. S. Navy Coal Barge No. 267** | Brg | Am | 110 \| 34 \| 11.3 | 315 | | 1913 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) phia, Pa. | U. S. Government (Navy Dept.) | Stl;3BH | | |
| | 1D | | | | | | 10 | | | | | |
| 14302 | **U. S. Navy Coal Barge No. 268** | Brg | Am | 110 \| 34 \| 11.3 | 315 | | 1913 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) phia, Pa. | U. S. Government (Navy Dept.) | Stl;3BH | | |
| | 1D | | | | | | 10 | | | | | |
| 14303 | **U. S. Navy Coal Barge No. 269** | Brg | Am | 110 \| 34 \| 11.3 | 315 | | 1913 | Philadel- (Wm. Cramp & Sons.) S. & E. B. Co.) phia, Pa | U. S. Government (Navy Dept.) | Stl;3BH | | |
| | 1D | | | | | | 10 | | | | | |
| 14304 | **U. S. Navy Coal Barge No. 270** | Brg | Am | 110 \| 34 \| 11.3 | 315 | | 1913 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) phia, Pa. | U. S. Government (Navy Dept.) | Stl;3BH | | |
| | 1D | | | | | | 10 | | | | | |
| 14305 | **U. S. Navy Coal Barge No. 271** | Brg | Am | 110 \| 34 \| 11.3 | 315 | | 1913 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) phia, Pa. | U. S. Government (Navy Dept.) | Stl;3BH | | |
| | 1D | | | | | | 11 | | | | | |
| 14306 | **U. S. Navy Coal Barge No. 272** | Brg | Am | 110 \| 34 \| 11.3 | 315 | | 1913 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) phia, Pa. | U. S. Government (Navy Dept.) | Stl;3BH | | |
| | 1D | | | | | | 11 | | | | | |
| 14307 | **U. S. Navy Coal Barge No. 273** | Brg | Am | 110 \| 34 \| 11.3 | 315 | | 1913 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) phia, Pa. | U. S. Government (Navy Dept.) | Stl;3BH | | |
| | 1D | | | | | | 11 | | | | | |
| 14308 | **U. S. Navy Coal Barge No. 274** | Brg | Am | 110 \| 34 \| 11.3 | 315 | | 1913 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) phia, Pa. | U. S. Government (Navy Dept.) | Stl;3BH | | |
| | 1D | | | | | | 11 | | | | | |
| 14309 | **U. S. Navy Coal Barge No. 275** | Brg | Am | 110 \| 34 \| 11.3 | 315 | | 1913 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) phia, Pa. | U. S. Government (Navy Dept.) | Stl;3BH | | |
| | 1D | | | | | | 11 | | | | | |
| 14310 | **U. S. Navy Coal Barge No. 276** | Brg | Am | 110 \| 34 \| 11.3 | 315 | | 1913 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) phia, Pa. | U. S. Government (Navy Dept.) | Stl;3BH | | |
| | 1D | | | | | | 11 | | | | | |
| 14311 | **U. S. Navy Coal Barge No. 277** | Brg | Am | 110 \| 34 \| 11.3 | 315 | | 1913 | Seattle, (Seattle Const. & D.D. Co.) Wash. | U. S. Government (Navy Dept.) | Stl;3BH | | |
| | 1D | | | | | | 11 | | | | | |
| 14312 | **U. S. Navy Coal Barge No. 278** | Brg | Am | 110 \| 34 \| 11.3 | 315 | | 1913 | Seattle, (Seattle Const. & D.D. Co.) Wash. | U. S. Government (Navy Dept.) | Stl;3BH | | |
| | 1D | | | | | | 11 | | | | | |
| 14313 | **U. S. Navy Coal Barge No. 279** | Brg | Am | 110 \| 34 \| 11.3 | 315 | | 1913 | Seattle, (Seattle Const. & D.D. Co.) Wash. | U. S. Government (Navy Dept.) | Stl;3BH | | |
| | 1D | | | | | | 11 | | | | | |
| 14314 | **U. S. Navy Coal Barge No. 280** | Brg | Am | 110 \| 34 \| 11.3 | 315 | | 1913 | Seattle, (Seattle Const. & D.D. Co.) Wash. | U. S. Government (Navy Dept.) | Stl;3BH | | |
| | 1D | | | | | | 11 | | | | | |
| 14315 | **U. S. Navy Coal Barge No. 281** | Brg | Am | 110 \| 34 \| 11.3 | 315 | | 1913 | Seattle, (Seattle Const. & D.D. Co.) Wash. | U. S. Government (Navy Dept.) | Stl;3BH | | |
| | 1D | | | | | | 12 | | | | | |
| 14316 | **U. S. Navy Coal Barge No. 282** | Brg | Am | 110 \| 34 \| 11.3 | 315 | | 1913 | Seattle, (Seattle Const. & D.D. Co.) Wash. | U. S. Government (Navy Dept.) | Stl;3BH | | |
| | 1D | | | | | | 12 | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14317 | **U. S. Navy Coal Barge No. 283** | Brg | Am | ..... | ..... | | 1913 | Seattle, | U. S. Gov- | Stl;3BH | | |
| | 1D | | 110 | 34 \| 11.3 | 315 | | 12 | (Seattle [Wash. Const. & D.D. Co.) | ernment (Navy Dept.) | | | |
| 14318 | **U. S. Navy Coal Barge No. 284** | Brg | Am | ..... | ..... | | 1913 | Seattle, | U. S. Gov- | Stl;3BH | | |
| | 1D | | 110 | 34 \| 11.3 | 315 | | 12 | (Seattle [Wash. Const. & D.D. Co.) | ernment (Navy Dept.) | | | |
| 14319 | **U. S. Navy Coal Barge No. 285** | Brg | Am | ..... | ..... | | 1913 | Seattle, | U. S. Gov- | Stl;3BH | | |
| | 1D | | 110 | 34 \| 11.3 | 315 | | 12 | (Seattle [Wash. Const. & D.D. Co.) | ernment (Navy Dept.) | | | |
| 14320 | **U. S. Navy Oil Barge No. 2** | Scw | Am | Baltimore | **271** | | 1911 | Sparrows | U. S. Gov- | 2CylC9,18¾x15; | | |
| 209,206 | Steel | Brg | 165 | 25 \| 11.1 | 422 | | 9 | Point, Md. (Maryland Steel Co.) | ernment (Navy Dept.) | 1WTB;WP215lbs;150IHP | | |
| | 1D;Oil in bulk 4BH | | | | | | | | | | | |
| 14321 | **U. S. Navy Oil Barge No. 3** | Scw | Am | Baltimore | **271** | | 1911 | Sparrows | U. S. Gov- | 2CylC9,18¾x15; | | |
| 209,207 | Steel | Brg | 165 | 25 \| 11.1 | 422 | | 9 | Point, Md. (Maryland Steel Co.) | ernment (Navy Dept.) | 1WTB;WP125lbs;150IHP | | |
| | 1D;Oil in bulk 4BH | | | | | | | | | | | |
| 14322 | **U. S. Navy Oil Barge No. 5** | Scw | Am | ..... | ..... | | 1914 | Newport | U. S. Gov- | 2CylC12,26x18; | | |
| | Steel | Brg | 160 | 25 \| 11.1 | 422 | | 1 | News, Va. (Newport News S. B. & D. D. Co.) | ernment (Navy Dept.) | 1WTB;WP125lbs;150IHP | | |
| | 1D;Oil in bulk | | | | | | | | | | | |
| 14323 | **U. S. Navy Oil Barge No. 6** | Scw | Am | ..... | ..... | | 1914 | Newport | U. S. Gov- | 2CylC12,26x18; | | |
| | Steel | Brg | 160 | 25 \| 11.1 | 422 | | 1 | News, Va. (Newport News S. B. & D. D. Co.) | ernment (Navy Dept.) | 1WTB;WP125lbs;150IHP. | | |
| | 1D;Oil in bulk | | | | | | | | | | | |
| 14324 | **Uarda** | Scw | Ger | Hamburg | 4484 | | 1914 | Flensburg, | Deutsche | 3CylTE31,50,84x53; | | G |
| | xAltubi Mendi xAmasis Steel | | 470.5 | 61 \| 28.4 | 7232 | | 5 | (Flensburger [Ger. Schiffsb. Ges.) | Dampfs. Ges. Kosmos | 4SB;WP185lbs | | |
| RFJB | 2D;Shel dk;SUB.SIG; 1BH | | F54′ | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 14325 | **Uba** | Scw | Brz | Rio Jan'ro | 3373 | | 1901 | Chester, | Lloyd | 3CylTE28,46,75x48; | | |
| | xHawaiian Steel | Sch | 406.8 | 51.1 \| 30.3 \| 33.7 | 5397 | | 1 | (Delaware [Pa. River I. S. B. Co.) | Brasiliero | 4SB;WP180lbs;2500IHP | | |
| | 2D;Deep frmg;Wireless;W. Bal 6BH | | P52′ | B100′ F42′ | | | | | | | | |
| 14326 | **Ucayali** | Scw | Prvn | Callao | **1514** | | 1909 | Birkenhead, | Cia. Per- | Stm Tbns; | | C |
| | Steel | Trpl | 374.7 | 46.3 \| 21.6 | 3305 | | 8 | (Cammell, [Eng. Laird & Co., Lim.) | uana de Vap. y Dique del Callao | 2DB;2SB;WP160lbs;3689RHP | S.S.No.3,Clao4,21; B.S;shfts drn4,21;M.S.9,23 | |
| | 2D;Oil fuel;Wireless;W. Bal 6BH | | | | | | | | | | | |
| 14327 | **Uda R. Corkum** | Sch | Br | Lunenb'rg | **100** | | 1918 | Lunenburg, | F. Corkum | Wd | | |
| 138,559 | | | 112.8 | 26.3 \| 10.4 | 130 | | | (Smith [N. S & Rhuland.) | | | | |
| | 1D | | | | | | | | | | | |
| 14328 | **Uffe** | Scw | Dan | Copenhgn | **1164** | | 1906 | W. Hartlpl, | Det For- | 3CylTE21,33,56x36; | | BL |
| | Steel | Sch | 280.3 | 40 \| 18.3 | **1869** | | 5 | (W. Gray [Eng. & Co., Lim.) | enede Dampskibs Selskab | 2SB;WP180lbs | | |
| NPSl | 1D;Deep frmg;W. Bal;Wireless 4BH | | P19′ | B74′ F29′ | | | | | | | | |
| 14329 | **Uga Maru** | Scw | Jap | Nish'miya | 3327 | | 1909 | Greenock, | Matsuoka | 3CylTE25,41,68x48; | | C-J |
| 29,722 | xAustralbrook xStrathesk Steel | | 375.5 | 52.2 \| 28.1 | 4434 | | 9 | (Greenock- [Scot. Grangemouth Dkyd. Co.) | Kisen Kabushiki Kaisha | 3SB;WP180lbs;231RHP. | 2dS.S.No.1,Kobe8,24;A.S.8,25; n shft8,24;M.&B.S.8,25 | |
| SPGW | 2D;Deep frmg;Wireless;W. Ba 6BH | | P36′ | B101′ F39′ | | | | | | | | |
| 14330 | **Ugo Bassi** | Scw | It | Fiume | 1754 | | 1902 | Newcastle, | Adria Soc. | 3CylTE21,37,63x42; | | I |
| 240 | xDuna Steel | | 325 | 45 \| 14.4 | 3194 | | 8 | (W. Dobson [Eng & Co.) | Anon. di Nav. Marittima | 2SB;WP200lbs;1640IHP | | |
| PKGH | 1D;Spar dk;Deep frmg; 6BH | | P40′ | B110′ F35′ | | | | | | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 14331 | **Uguaglianza** | Scw | It | Genoa | 2452 | | 1901 | Stockton, | "Unione" | 3CylTE26,42,69x45; | | V |
| 1,113 | xMorinier xWooda Steel | | 340 | 48 \| 25.1 | 3951 | | 3 | (Richardson, [Eng. Duck & Co.) | Soc. Anon. di Nav. | 2SB;WP155lbs;2000IHP. | | |
| PKFJ | 1D;B;Shel dk;Deep frmg; 7BH | | | | | | | | | | | |
| | Web frms;Wireless;W. Bal | | | | | | | | | | | |
| 14332 | **Ujina Maru** | Scw | Jap | Segoshi | **3248** | | '89 | Newcastle, | Morihei | 3CylTE28,45,73x48; | | |
| 8,862 | xHackney xEmir Steel | Sch | 375 | 46.8 \| 20.3 | 4326 | | 5 | Eng. | Kisen Kabushiki Kaisha | 2DB;WP150lbs | | |
| JRMG | 1D;B;Spar dk;Wireless;W. Bal 6BH | | B32′ | F32′ | | | | (Palmers' Co.) | | | | |
| 14333 | **Ulak** | Brg | Am | New York | 2211 | | 1919 | Newington, | Arthur | YP;Gif✕ | | |
| 220,916 | | Sch | 268.3 | 46 \| 23.6 | 2323 | | | (L. H. [N. H. Shattuck, Inc.) | Meier | | | |
| MCFP | 1D;B;Oil in bulk | | | | | | | | | | | |
| 14334 | **Ulanga** | Scw | Ger | Hamburg | 3404 | | 1914 | Bremen, | Deutsche | 3CylTE28,44,72x53; | | G |
| | xDen of Airlie xSanta Clara Steel | | 402 | 54.9 \| 28.1 \| 36.1 | 5537 | | 6 | (Akt. Ges. [Ger. "Weser.") | Ost-Africa Line | 3SB;WP200lbs | | |
| RDPF | 2D;Shel dk;Long. frmg; 1BH | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4335 | **Ulisse** | Scw | It | Genoa | 3970 | | 1920 | Middlesbro, | Soc. | Stm Tbns; | | I |
| 1,178 | xRobilante xWar Project Steel | | 412.4 | 55.6 \| 34.4 | 6458 | | 8 | (Furness [Eng. | Esercizio Navi | 3WTB;WP200lbs;Dkd,d rpd2,26 | | |
| RQNG | 1D;Shel dk;Wireless;W. Bal 8BH | | F40′ | | | | | S. B. Co., Lim.) | | | | |
| 4336 | **Ulla** | Scw | Swd | Helsnborg | 1072 | | 1920 | Fredriksstad | A/B. | 3Cyl TE18,29,50x36; | | N |
| | Steel | | 264.5 | 42.1 \| 17.8 | 1847 | | 11 | (Fredriksstad [Nor. | Transmarin | 2SB;WP180lbs | | |
| KCVR | 1D;Wireless;W. Bal 4BH | | P31′ | B71′ F29′ | | | | mek. Verksted.) | | | | |
| 4337 | **Ullstad** | Scw | Nor | Arendal | 2890 | | 1919 | Sunderland, | Grefstad | 3Cyl TE25,41,67x45; | | BL |
| | xWestcliff Steel | | 350 | 50.8 \| 31.5 | 4649 | | 3 | (J. [Eng. | Rhederi A/S | 3SB;WP180lbs | | |
| LCFH | 1D;Shel dk;Wireless;W. Bal 5BH | | | | | | | Priestman & Co.) | | | | |
| 4338 | **Ulna** | Scw | Am | Boston | 103 | | 1909 | Southamp- | Arthur E. | 3Cyl TE9½,15,25x18; | | |
| 223,483 | Steel | | 127 | 19 \| 10.1 | 155 | | | (Day [ton, Eng. | Childs | 1SB;WP160lbs;250IHP. | | |
| MFJD | 1D 4BH | | | | | | | Summer Co., Lim.) | | | | |
| 4339 | **Ulooloo** | Scw | Br | Melb'urne | 1928 | | 1924 | Glasgow, | The | 3Cyl TE25,41,68x45; | | BL |
| 152,002 | Steel | | 332 | 46.6 \| 23 | 3236 | | 11 | (W. Beard- [Scot. | Adelaide | 2SB;WP180lbs | | |
| TQMK | 1D;Mchy aft;Wireless;W. Bal 6BH | | P108′ | B21′ F34′ | | | | more & Co., Lim.) | Steamship Co. (Lim.) | | | |
| 4340 | **Ulrik Holm** | Scw | Dan | Cop'hagen | 930 | | 1905 | Alblasser- | Dampsk. | 3Cyl TE19,31,51x33; | | G |
| | Steel | Sch | 251.4 | 37.8 \| 16.3 | 1502 | | 8 | dam, Hol. | A. S. "Progress" | 2SB;WP180lbs;900IHP | | |
| NPJL | 1D;W. Bal 4BH | | P14′ | B108′ F28′ | | | | (Schpw. V. Jan Smit, Czn.) | | | | |
| 4341 | **Ulrikka II** | Scw | Nor | Hauges'nd | 912 | | 1902 | Bergen, | Chr. | 3Cyl TE17,29,48x33; | | N |
| | xOrn Steel | | 257.6 | 36.3 \| 17 | 1526 | | 4 | (Laxevaags [Nor. | Mathiesen, Mgr. | 1SB;WP175lbs | | |
| JPVM | 1D;W. Bal 4BH | | P20′ | B72′ F28′ | | | | Msk. & Jrnskb.) | | | | |
| 4342 | **Ulster** | Scw | Am | New York | 152 | | 1920 | Erie, | New York | | | |
| 220,094 | Steel | | 147.5 | 20.1 \| 10.8 | 272 | | | Pa. | Canal & Great Lakes Corp. | 400BHP | | |
| 4343 | **Ulua** | Scw | Br | Glasgow | 4315 | | 1917 | Belfast, | Unifruitco | 2-3Cyl TE23,39,67x48; | | C |
| 141,868 | Steel | Twin | 425.4 | 54.3 \| 29.9 | 7181 | | 12 | (Workman, [Ire. | S.S. Co. (Lim.) | 2DB;2SB;WP205lbs;d rpd2,26; | S.S.No.1,NY4,24;A.S.3,26; | |
| JRSH | 4D;Oil fuel;Wireless;SUB.SIG; 8BH | | P38′ | B244′ F50′ | | | | Clark & Co., Lim.) | | s rps4,26;Dkd9,26 | n shft6,20;Stbd shft drn10,25; B.S.3,26;Pt shft drn4,26; M.S.6,26 | |
| | W. Bal | | | | | | | | | | | |
| 4344 | **Ulv** | Scw | Nor | Hauges'nd | 828 | | 1902 | Oslo, | O. Kvilhaug | 3Cyl TE16,27,44x32; | | N |
| | Steel | | 231.5 | 35.1 \| 20.4 | 1471 | | 7 | (Nylands [Nor. | Mgr. | 1SB;WP170lbs | | |
| HKGD | 2D;Spar dk;Wireless;W. Bal 4BH | | | | | | | Vaerksted.) | | | | |
| 4345 | **Ulvo** | Scw | Nor | Bergen | 2396 | | 1905 | Newcastle, | H. Oster- | 3Cyl TE25,41,67x45; | | BL |
| | xHenrik Lund xHuttonwood Steel | | 340.2 | 47.2 \| 20 | 3847 | | 10 | (R. [Eng. | vold, Mgr. | 2SB;WP160lbs | | |
| LCPF | 1D;B;Spar dk;Deep frmg; 6BH | | P26′ | B96′ F33′ | | | | Stephenson & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4346 | **Ulysses** | Scw | Hol | Amst'dam | 1625 | | 1918 | Capelle a/d | Koninkl. | 3Cyl TE24,38,63x43; | | V |
| | Steel | | 340 | 48 \| 18.5 | 2655 | | | Ysel, Hol. | Nederl. Stoomb. | 3SB;WP180lbs;1850IHP | | |
| PVSL | 2D;Shel dk;Oil fuel;Oil in bulk 6BH | | | | | | | (A. Vuijk & | Maats | | | |
| | Wireless;W. Bal | | | | | | | Zonen.) | | | | |
| 4347 | **Ulysses** | Scw | Am | New York | 6026 | | 1915 | Sparrows Pt. | Panama | 3Cyl TE27½,46,76x48; | | |
| 213,028 | Steel | | 514 | 65.2 \| 36.5 | 10910 | | 4 | (Maryland [Md. | R.R. Co. | 3DB;WP200lbs;7200IHP. | | |
| LFHM | 1D;B;Wireless;Mchy aft; 8BH | | P18′ | F57′ | | | | Steel Co.) | | | | |
| | Long. frmg;SUB.SIG;W. Bal | | | | | | | | | | | |
| 4348 | **Ulysses** | Scw | Br | Liverpool | 9141 | | 1913 | Belfast, | A. Holt & | 2-3Cyl TE26,44,74x51 | | |
| 135,509 | Steel | Twin | 563.2 | 68.4 \| 40.2 | 14652 | | | (Workman, [Ire. | Co., Mgrs. | | | |
| JDGW | 3D;Wireless;W. Bal | | P74′ | B231′ F69′ | | | | Clark & Co., Lim.) | | | | |
| 4349 | **Umbria** | Scw | It | Genoa | 2764 | | 1902 | Leghorn, | Soc. Italiana | 4Cyl QE27,38,55,79x56 | | I |
| 53 | xSan Paolo Steel | | 401.4 | 46.6 \| 19.5 | 4807 | | | (Flli [It. | di Servisi | | | |
| KPGH | 3D;Wireless;W. Bal 9BH | | P48′ | B156′ F46′ | | | | Orlando.) | Marittimi | | | |
| 4350 | **Ume Maru** | Scw | Jap | Kobe | 2670 | | '92 | Greenock, | K. Taka- | 3Cyl TE28,46,77x54; | | C-J |
| 13,659 | xJava Steel | | 386.5 | 45.1 \| 31 | 4233 | | 9 | (Caird [Scot. | hashi | 2DB;WP170lbs;296RHP. | 3dS.S.No.2,Insha3,23;A.S.3,25; | |
| LMJW | 2D;Deep frmg;Wireless;W. Bal 7BH | | P38′ | B104′ F50′ | | | | & Co., Lim.) | | | M.S.4,25;B.S;shft drn3,25 | |
| 4351 | **Umkuzi** | Scw | Br | London | 3208 | | 1903 | Glasgow, | Bullard, | 2-3Cyl TE19,31,52x48; | | BL |
| 118,323 | xCluny Castle Steel | Twin | 419.1 | 50.2 \| 28.2 | 5175 | | 9 | (Barclay, [Scot. | King & Co. | 4SB;WP180lbs | | |
| VFQM | 2D;Deep frmg; 7BH | | P61′ | B115′ F52′ | | | | Curle & Co., Lim.) | (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4352 | **Umlazi** | Scw | Br | London | 2580 | | 1918 | Montreal, | Bullard, | 3Cyl TE27,44,73x48; | | BL |
| 142,724 | xRosyth Castle xWar Earl Steel | | 380.4 | 49.2 \| 26.7 | 4328 | | 8 | (Canadian [Can. | King & Co. | 3SB;WP180lbs | | |
| TNJS | 1D;Wireless;W. Bal 6BH | | P43′ | B102′ F41′ | | | | Vickers, Lim.) | (Lim.) | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14353 118,342 VHBP | **Umvoti** xComrie Castle Steel 2D;Deep frmg 7BH Wireless;W. Bal | Scw Twin | Br 419.3 P61′ | London 50.2 \| 28.3 B115′ F52′ | 3217 5183 | | 1903 11 | Glasgow, (Barclay, Curle & Co., [Scot. Lim.) | Bullard, King & Co. (Lim.) | 2-3CylTE19,31,52x48; 4SB;WP180lbs | | BL |
| 14354 118,392 VPDC | **Umzumbi** Steel 1D;Spar dk;Web frms; 6BH Wireless;W. Bal | Scw Sch | Br 348 P38′ | London 43.3 \| 16.9 B118′ F41′ | 2124 3402 | | 1904 2 | Sunderland, (Sir J. Laing [Eng. & Sons, Lim.) | Bullard, King & Co. (Lim.) | 3CylTE26,43,71x45; 3SB;WP180lbs | | BL |
| 14355 JSTB | **Unbe Mendi** Steel 1D;Wireless;W. Bal 6BH | Scw | Sp 365 P29′ | Bilbao 50.3 \| 25.2 B100′ F38′ | 2664 4313 | | 1914 10 | Bilbao, (Cia [Sp. Euscalduna de Const.) | Cie Nav. Sota y Aznar | 3CylTE26,42,70x48; 3SB;WP180lbs | | BL |
| 14356 25,351 KRWJ | **Uncatena** Steel 1D 3BH | SW | Am 178 | N. Bedf'd 31 \| 12 | 370 652 | | 1902 10 | Wilmington, (Pusey & [Del. Jones Co.) | New England S.S. Co. | 1CylVB42x10; 2RTB;WP160lbs;900IHP. | | |
| 14357 203,744 | **Uncle Oliver** xConcordia Wood 2D | StW | Am 152 | Vicksburg 36.6 \| 6 | 156 156 | | 1906 | Jefferson-ville, Ind. | The Royal Route Co. (Lim.) | 250IHP. | | |
| 14358 | **Undaunted** Steel 1D;Oil fuel 6BH | Scw | Am 143 | Alameda 28 \| 18 | 299 435 | | 1918 2 | Alameda, (Union [Cal. Iron Wks.) | U. S. Govt. (Navy Dept.) | 3CylTE16½,26,44x30; 2WTB;WP225lbs;1000IHP. | | |
| 14359 221.305 MCTK | **Undaunted** 1D;B;Wireless | Sch 5 M | Am 267.5 | Portland 46.4 \| 23.9 | 2094 2266 | | 1922 2 | Portland, (G. F. [Ore. Matthews.) | Peninsula Lumber Co. | Fir;Gif✕ | ✠ — — Suspended10,22 | |
| 14360 6,372 KCRS | **Unden** Steel 2D;Wireless;W. Bal 6BH | Scw | Swd 365.9 | Gothenb'g 51.6 \| 25.2 | 2558 4253 | | 1920 8 | Sunderland, (J. Priest- [Eng. man & Co.) | G. Carlsson, Mgr. | 3CylTE25,41,69x48; 3SB;WP180lbs | | N |
| 14361 4,250 HDFM | **Underwriter** xCharles Pearson Iron 1D | Scw | Am 120 | New York 26 \| 14.8 | 163 327 | | '63 | Philadel-phia, Pa. | James P. McAllister | 2CylC22,40x36; 600IHP. | | |
| 14362 25,239 | **Underwriter** Iron 1D 3BH | Scw | Am 112.7 | N. Orleans 22 \| 11.3 | 85 170 | | '81 | Camden, (Jno. H. [N. J. Dialogue.) | Associated Branch Pilots | 2CylC20,36x28; 1SB;WP134lbs;400IHP. | | |
| 14363 254 PKGR | **Ungheria** xMagyarorszag Steel 1D;Deep frmg;Wireless;W. Bal 5BH | Scw Sch | It 331 P24′ | Fiume 48.3 \| 22 B124′ F29′ | 2277 3641 | | 1907 3 | W. Hartle-pool, Eng. (W. Gray & Co., Lim.) | Fiumana Soc. di Nav. | 3CylTE24,40,65x42; 2SB;WP180lbs | | I |
| 14364 219,940 LWJT | **Unicoi** Steel 2D;Long. frmg; 6BH Wireless;SUB.SIG; 3BH to Fbd dk 3BH to 2d dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.63t;D.B.335′1076t;D. T.32′1 075t..... F.P.108t F.O.....D.B.297′ 847t;D. T.32′1 003t;S. T.57t..... | Scw | Am 401.9 P34′ | Tampa 54.2 \| 31.3 \| 33′ 9″ B120′ F38′ | 3808 5926 9550 | 7′ 2″ 26′ 10″ | 1920 5 | Tampa, (Oscar [Fla. Daniels Co.) | U. S. Shipping Board | 3CylTE24½,41½,72x48; Hardie Tynes Mfg. Co; 3WTB;Barber Asphalt Paving Co; 9150HS;WP225lbs;2800IHP;EAC; s rps6,21;Dkd5,25 | ✠A1Ⓔ With Freeboard. ✠AMS Clh BB;CL (Laid up) | |
| 14365 111,391 KRMD | **Unimak** Wood 1D | Scw | Am 124.8 | San Fran. 31.5 \| 9.5 | 158 258 | | 1902 | Alameda, Cal. | H. A. Richardson | 2CylC13,28x20; 250IHP. | | |
| 14366 209,710 LCHV | **Unimak** Steel 1D;Oil fuel | Scw Sch | Am 100 | St. Paul 19.2 \| 12.4 | 101 141 | | 1912 4 | Seattle, Wash. | North Pacific Products Co. | 3CylTE11,18,29x24; 375IHP. | | |
| 14367 THSB | **Unio** xTwingone Steel 1D;Spar dk;Web frms;Oil fuel; 10BH Oil in bulk;Mchy aft; Wireless;W. Bal | Scw | Hol 250 P22′ | Batavia 36.5 \| 16.8 B23′ F25′ | 1116 1781 | | 1902 8 | Newcastle, (Armstrong, Whitworth & Co., Lim.) | Nederlandsche Indische Tank. Stoomb. Maats. | 3CylTE20,33,54x36; 2SB;WP180lbs | | BL |
| 14368 OUTX | **Union** Steel 2D;Wireless;W. Bal 10BH | Scw 2 M Twin | Fr 425.9 P38′ | Dunkirk 57.5 \| 29 B135′ F49′ | 3807 6388 | | 1921 3 | St. Nazaire, (Chantiers [Fr. de Penhoët.) | Cie. Francaise d'Armement et d'Importation de Nitrate de Soude | 3CylTE27,44,75x51; 3SB;WP178lbs;3000IHP | | V |
| 14369 142,053 | **Union Jack** 1D | Sch | Br 121.4 | St. Johns 28.8 \| 12 | 242 273 | | 1918 | Trinity Bay, (E. [Nfld. Stone.) | W. S. Monroe | Wd (Wrecked11,26) | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14370 | **Union Liberty** | Scw | Am | Phila | 1586 | 4′ 2″ | 1920 | Toledo, | Southern | 3Cyl TE22,36,59x42; | ✠A1Ⓔ | |
| 219,857 | Steel | | 251 | 43.6 \| 25.8 | 2559 | 24′ 2″ | 4 | (Toledo [Ohio | S. S. Co. | Toledo S. B. Co; | ✠AMS | |
| LWGH | 1D;B;Wireless;sub.sig; 4BH | | | 28′ 2″ | 4050 | | | S. B. Co.) | | 2SB;Toledo S. B. Co; | S.S.No.3,Phila11,26; | |
| | Oil fuel F. P. above 150° F. C-29 | | P24′ | B64′ F19′ | | | | | | 4640HS;WP180lbs;1500IHP; | shft drn9,26;M.&B.S.11,26; | |
| | | | | | | | | | | Dkd,rps11,26 | SBP;CL | |
| | W.B.—A.P.105t.....D.B | .204′44 | lt.... | .....F.P.71t | | | | | | | | |
| | F.O.—A.P. 98t;D.T.a12′80t;D.B | .158′29 | 3t;W.T | .30′208t..... | | | | | | | | |
| 14371 | **Union Oil Co. of Cal. 1923** | Brg | Am | Los Ang's | 218 | | 1923 | Los Angeles, | Union Oil | Stl | | |
| 169,135 | 1D | | 88 | 34 \| 9.5 | 218 | | | (Los Angeles [Cal. S. B. & D. D. Co.) | Co. | | | |
| 14372 | **Unit** | Scw | Am | New York | 100 | | '71 | Portland, | Unit Boat | | | |
| 90,312 | xBangor O.CH;If | | 124 | 26 \| 7.6 | 188 | | | Conn. | Co. | 250IHP. | | |
| | 1D | | | | | | | | | | | |
| 14373 | **Unita** | Scw | Nor | Hauges'nd | 2344 | | 1906 | Newcastle, | H. M. | 3Cyl TE25,41,68x45; | | N |
| | Steel | | 338.1 | 48 \| 25.5 | 3586 | | 6 | (W. [Eng. | Wrangell & Co., | 3SB;WP180lbs | | |
| MCRS | 1D;B;Web frms; 6BH | | P24′ | B98′ F33′ | | | | Dobson & Co.) | Mgrs. | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 14374 | **United Lumbermen** | Scw | Br | Midland | 259 | | '84 | Dresden, | Brady Bros. | 2CylC19,32x30; | | |
| 85,707 | Oak | | 139.2 | 31.6 \| 12.6 | 399 | | feb'98 | (Stewart.) [Ont. | | 1FB;WP126lbs | | |
| | 1D | | | | | | | | | | | |
| 14375 | **United States** | Scw | Am | New York | 1122 | | 1909 | Manitowoc, | Peninsular | 3Cyl TE22,36,60x40; | A1 Coastwise & Great Lakes Service. | |
| 206,330 | Steel | | 247.4 | 40.2 \| 23.8 | 2058 | | 5 | (Manitowoc [Wis. | & Northern | Manitowoc S. B. Co; | AMS | |
| LGVB | 1D;Super dk;2d dk at ends; 7BH | | | | | | | S. B. & D. D. Co.) | Nav. Co. | 3SB;Manitowoc Boiler Wks. Co; | S.S.No.3,NY6,23; | |
| | Wireless;sub.sig. | | | | | | | | | 144GS;6042HS;WP180lbs; | M.S.6,23;B.S;shft drn10,25; | |
| | | | | | | | | | | 2500IHP;EAC;d rpd6,23; | Clh SB | |
| | | | | | | | | | | Dkd,s rps4,26 | | |
| 14376 | **United States** | Scw | Dan | Copenhgn | 5962 | | 1903 | Glasgow, | Det. | 2-3Cyl TE30,50,80x54; | | V |
| | Steel | Sch | 500.1 | 58.3 \| 37.6 | 9993 | | | (A. Ste- [Scot. | Forenede | 7SB;WP190lbs;8500IHP | | |
| NMHV | 3D;Wireless;sub.sig;W. Bal 10BH | Twin | P44′ | B176′ F59′ | | | | phen & Sons, Lim.) | Dmpskib. Selskab | | | |
| 14377 | **United States** | Brg | Am | New York | 426 | | 1916 | Kingston, | E. Murphy | Wd | | |
| 166,410 | | | 114.3 | 29.6 \| 12.4 | 426 | | | (R. [N. Y. | | | | |
| | 1D | | | | | | | Lenahan Co.) | | | | |
| 14378 | **Unity** | Scw | Am | New York | 331 | | '90 | Elm Park | James Kelly | 1Cyl24x24; | | |
| 130,522 | xN. Y. C. No. 14 Wood | | 101 | 30.5 \| 10.9 | 404 | | 1 | (F. A. [N. Y. | | 1SB;WP100lbs;281IHP. | | |
| | 1D | | | | | | | Verdon.) | | | | |
| 14379 | **Unity** | Brg | Am | New York | 396 | | 1913 | West New Brighton, N. Y. | McWilliams | Wd | | |
| 166,104 | | | 115 | 28.5 \| 12.1 | 396 | | | (Frank McWilliams, Inc.) | Bros., Inc. | | | |
| | 1D | | | | | | | | | | | |
| 14380 | **Unkai Maru** | Scw | Jap | Tarumi | 1477 | | '90 | W. Hartlpl, | Kuribayashi | 3Cyl TE20,31½,53x36; | | |
| 7,093 | xFulham Steel | Sch | 270 | 36.6 \| 21.3 | 2069 | | 5 | (W. Gray [Eng. | Shosen Kabushiki | 2SB | | |
| JMSV | 1D;Web frms;W. Bal 4BH | | P29′ | | | | | & Co., Lim.) | Kaisha | | | |
| 14381 | **Unkai Maru No. 3** | Scw | Jap | Kinoye | 1989 | | '98 | Pt. Glasgow, | S. Naka- | 3Cyl TE22½,37,61x42; | | |
| 15,013 | xIstria Steel | | 314.4 | 44 \| 20.7 | 2765 | | 12 | (A. [Scot. | mura | 2SB;WP160lbs | | |
| LVQG | 1D;B;Deep frmg;W. Bal 5BH | | P29′ | B76′ F29′ | | | | Rodger & Co.) | | | | |
| 14382 | **Unkai Maru No. 5** | Scw | Jap | Kinoye | 2505 | | 1900 | Pt. Glasgow, | S. Naka- | 3Cyl TE24,40,65x42; | | |
| 28,404 | xNichiyo Maru xMargherita Steel | | 330.5 | 48.1 \| 15.9 | 3275 | | 11 | (Russell [Scot. | mura, Mgr. | 2SB;WP180lbs | | |
| SHQN | 1D;Spar dk;Deep frmg; 5BH | | P20′ | B74′ F33′ | | | | & Co.) | | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 14383 | **Unkai Maru No. 6** | Scw | Jap | Kinoye | 1945 | | 1905 | W. Hartle- | S. Naka- | 3Cyl TE24,39,64x42; | | BL |
| 28,407 | xVenus Steel | | 331 | 49.2 \| 21.8 | 3217 | | 12 | pool, Eng. | mura | 2SB;WP180lbs | | |
| SHQT | 1D;Deep frmg; 5BH | | P27′ | B100′ F36′ | | | | (W. Gray & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 14384 | **Unkai Maru No. 12** | Scw | Jap | Dairen | 3518 | | 1900 | Glasgow, | Nakamura | 3Cyl TE26,43,71x48; | | C-J |
| 194 | xRajput Steel | | 419.5 | 51.2 \| 32.4 | 5690 | | 11 | (C. [Scot. | Kisen Goshi | 2DB,WP180lbs;253RHP. | 2dS.S.No.3,Kobe7,23;A.S.5,26; | |
| QBSH | 2D;Web frms;Wireless;W. Bal 7BH | | P39′ | B90′ F47′ | | | | Connell & Co.) | Kaisha | | n shft4,25;M.&B.S.5,26 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14385 | **Unyo Maru** | Scw | Jap | Kinoye | 3420 | | 1907 | Greenock, | Dokai | 3CylTE25,41,68x48; | | BL |
| 29,460 | xUnkai Maru No. 15 Steel | | 376.1 | 52.2 \| 17.4 | 4541 | | 3 | (Grange- [Scot. | Kisen Kabushiki | 3SB;WP180lbs | | |
| SNFC | xAustralford xStrathavon 6BH | | P29′ | B92′ F41′ | | | | mouth & Greenock | Kaisha | | | |
| | 1D;Spar dk;Deep frmg;Wireless; W. Bal | | | | | | | Dockyard Co.) | | | | |
| 14386 | **Upo Mendi** | Scw | Sp | Bilbao | 2563 | | 1912 | Bilbao, | Cia.Naviera | 3CylTE25,41,67x45; | | V |
| | Steel | | 348.1 | 49.1 \| 28.4 | 4193 | | (Cia. [Sp. | Sota & Aznar | 2SB;WP180lbs;1350IHP. | | |
| JSVH | 1D;Wireless;W. Bal 7BH | | | | | | | Euskalduna.) | | | | |
| 14387 | **Upshur** | Scw | Am | Baltimore | 1619 | 4′ 2½″ | 1920 | Chicago, | Merchants | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 219,204 | xLake Getaway Steel | | 251 | 43.6 \| 26.1 | 2637 | 24′ 3″ | 5 | (American [Ill. | & Miners | American S. B. Co; | ✠AMS | |
| LTPK | 2D;Wireless;W. Bal; 4BH | | P25′ | 28′ 3″ B64′ F23′ | 4050 | | | S. B. Co.) | Transp. Co. | 2SB;John Moore & Sons; 5467HS;WP185lbs;1500IHP; | S.S.No.2,NptN1,26; | |
| | Oil fuel F. P. above 150° F. C-29 | | | | | | | | | Dkd,d rpd6,26 | M.&B.S;shft drn1,26;Scip;CL | |
| | W.B.—A.P.96t;D.B.204′436t;D.T .a12′80t.....F.P.72t | | | | | | | | | | | |
| | F.O.—A.P.90t;D.B.158′288t;D.T .a12′75t;W.T. 30′200t..... | | | | | | | | | | | |
| 14388 | **Upton** | Brg | Am | Wilm'gton | 746 | | '99 | Bath, | Morecraft | O,Hw,Hk,YP;Gif | | |
| 25,317 | | Sch | 184.9 | 35 \| 16.2 | 843 | | 6 | (Kelley, [Me | Transp. Corp. | | | |
| KPDC | 1D;B | | | | | | | Spear & Co.) | | | | |
| 14389 | **Upwey Grange** | MV | Br | London | 5812 | | 1925 | Glasgow, | Houlder | 2-6CylOilEngs28x39; | | BL |
| 148,703 | Steel | Twin | 431 | 62.5 \| 35.3 | 9130 | | 11 | (Fairfield [Scot. | Lines (Lim.) | 2DB | | |
| KTLD | 2D;Shel dk;Wireless;D.F; 8BH | | B250′ | F82′ | | | | Co., Lim.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 14390 | **Urajio Maru** | Scw | Jap | Kobe | 1864 | | 1919 | Middlesbro, | Kawasaki | 3CylTE25,41,68x45; | | C |
| 31,731 | xSerbistan Steel | | 331.4 | 46.8 \| 23.2 | 3072 | | 10 | (Sir Raylton [Eng. | Kisen Kaisha | 3SB;WP180lbs | S.S.No.1,W.Htpl7,24; | |
| TDRJ | 1D;Wireless;W. Bal 7BH | | P33′ | B101′ F28′ | | | | Dixon & Co.) | | | B.S;shft drn1,26;M.S.4,26 | |
| 14391 | **Uranienborg** | Scw | Dan | Cop'hagen | 2041 | | 1922 | Copenhagen, | A/S. | Stm Tbns; | | C |
| | Steel | | 346.8 | 50.2 \| 22 | 3300 | | 9 | (Kjoben- [Den. | Dampk. | 2DB;WP200lbs;1950SHP, | | |
| NDRB | 1D;Shel dk;Oil fuel; 6BH | | | | | | | havns Flyd. & | Dannebrog | | M.S;shft drn4,23 | |
| | Wireless;W. Bal | | | | | | | Skibs.) | | | | |
| 14392 | **Urayasu Maru** | Scw | Jap | Tarumi | 1597 | | '89 | Hamburg, | Kobe | 3CylTE23¾,38,63x42; | | |
| 18,925 | xAssyria Steel | | 321.2 | 40.3 \| 23.4 | 2646 | | 7 | (Blohm [Ger. | Kisen Kabushiki | 2SB | | |
| MWRD | 2D;B;W.Bal 6BH | | P36′ | B110′ F34′ | | | | & Voss.) | Kaisha | | | |
| 14393 | **Urbino** | Scw | Br | Hull | 3212 | | 1919 | Hull, | Ellerman's | 3CylTE27,44,73x48; | | C |
| 139,343 | Steel | | 400.4 | 52.2 \| 28.5 | 5198 | | 6 | (Earle's [Eng. | Wilson Line | 3SB;WP180lbs | S.S.No.1,Hull10,23;A.S.5,26; | |
| KBSH | 2D;Wireless;W. Bal 7BH | | P97′ | B113′ F91′ | | | | Co., Lim.) | (Lim.) | | shft drn4,25;M.&B.S.5,26 | |
| 14394 | **Uribitarte** | Scw | Sp | Bilbao | 2138 | | 1922 | Burntisland | Cia. Vasco | 3CylTE24,40,65x42; | | BL |
| | Steel | | 331.6 | 48.7 \| 25.1 | 3503 | | 3 | (Burntisland [Scot. | Cantabria | 3SB;WP180lbs | | |
| MBCL | 1D;Wireless;W. Bal 5BH | | P32′ | B98′ F30′ | | | | S. B. Co., Lim.) | de Nav. | | | |
| 14395 | **Urkiola Mendi** | Scw | Sp | Bilbao | 2289 | | 1902 | W. Hartlpl, | Cia. Nav. | 3CylTE25,39,65x42; | | BL |
| | xAzalea Steel | Sch | 340 | 47.3 \| 16 | 3552 | | 7 | (Irvine's S. [Eng. | Sota y Aznar | 2SB;WP160lbs | | |
| JTBD | 1D;B;Spar dk;Deep frmg; 6BH | | P27′ | B202′ F31′ | | | | B. & D. D. Co., | | | | |
| | Wireless;W. Bal | | | | | | | Lim.) | | | | |
| 14396 | **Urko Mendi** | Scw | Sp | Bilbao | 2102 | | 1902 | Stockton, | Sota y | 3CylTE24,38,64x42; | | BL |
| | xHarbart Steel | Sch | 330.7 | 45.4 \| 18 | 3278 | | 4 | (Craig, [Eng. | Aznar, Mgrs. | 2SB;WP180lbs | | |
| JTBC | 1D;Spar dk;Web frms; 5BH | | P69′ | B94′ B41′ | | | | Taylor & Co.) | | | | |
| | Wireless;W.Bal | | | | | | | | | | | |
| 14397 | **Urla** | Scw | Br | London | 3169 | | 1924 | Ardrossan, | Bowring | 3CylTE26,42,70x48; | | BL |
| 148,525 | Steel | | 391.1 | 53.3 \| 28.1 | 5198 | | 12 | (Ardrossan [Scot. | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| KRWN | 1D;Wireless;W. Bal 6BH | | P37′ | B120′ F42′ | | | | D. D. & S. B. | | | | |
| | | | | | | | | Co., Lim.) | | | | |
| 14398 | **Urola** | Scw | Sp | Bilbao | 2878 | | '98 | Pt. Glasgow, | Cia. | 3CylTE24,39,65x45; | | BL |
| | xMercedes xStorfond Steel | | 339 | 45.9 \| 17.8 | 3674 | | 10 | (Russell [Scot. | Naviera Bidasoa | 2SB;WP180lbs | | |
| HVDF | 1D;Spar dk;Deep frmg; 6BH | | P30′ | B72′ F36′ | | | | & Co.) | | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 14399 | **Ursula** | Scw | Ger | Stettin | 561 | | '92 | Rostock, | Th. Gribel, | 3CylTE13,22,36x27; | | G |
| | Steel | Sch | 206.9 | 30.7 \| 13.9 | 913 | | 6 | (Neptune [Ger. | Komm- | 1Bir | | |
| JFGB | 1D;Web frms;W. Bal 3BH | | | B52′ F22′ | | | | Co.) | Ges a. Akt. | | | |
| 14400 | **Ursula Fischer** | Scw | Ger | Rostock | 1590 | | '97 | W. Hartle- | F. W. | 3CylTE23,36,62x39; | | BL |
| | xAmbassador Steel | | 314 | 44.1 \| 20.7 | 2553 | | 7 | pool, Eng. | Fischer | 2SB;WP160lbs | | |
| MFLR | 1D;B;Web frms;Wireless; 5BH | | P27′ | B70′ F31′ | | | | (W. Gray & | | | | |
| | W. Bal | | | | | | | Co., Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14401 | **Urter** Steel | Scw | Nor | Hauges'nd | 928 | | 1919 | Bergen, | John K. | 3Cyl TE 18,29,49x33; | | N |
| MSTF | 1D;Wireless;W. Bal 4BH | | P18' | 245.6 \| 37.9 \| 15.5 B59' F31' | 1607 | | 2 | (Laxevaags [Nor. Msk. & Jrnskb.) | Haaland, Mgr. | 2SB;WP180lbs | | |
| 14402 | **Uru** Steel | Scw | Br | | 2594 | | 1905 | Sunderland, | Cie. de | 3Cyl TE 26,42,68x45; | | V |
| | xAnneliese xPearlmead 1D;Wireless;W. Bal 7BH | | 348.7 P28' | 50.9 \| 24.1 F41' | 4097 | | | (W. Doxford [Eng. & Son, Lim.) | Nav. Lloyd Brasileira | 2SB;WP146lbs;1500IHP | | |
| 14403 | **Urubamba** Steel | Scw | Prvn | Callao | 2673 | | 1911 | Port-de- Bouc, Fr. | Cia. Peruana | 2-3Cyl TE 20,33,55x40; | | V |
| | 2D;Oil fuel;Wireless; W. Bal 8BH | Twin | 381.3 | 46 \| 21.3 | 4744 | | | (Chantiers & Ateliers de Provence.) | de Vapores y Dique | 2DB;WP214lbs;3500IHP. | | |
| 14404 | **Uruguay** Steel | Scw | Ger | Hamburg | 3525 | | 1921 | Kiel, | A. G. Hugo | 3Cyl TE 28,46,75x47; | | G |
| RCGM | xOptima xEinfeld 1D;Shel dk;Wireless; SUB.SIG;W. Bal 2BH | | 393.2 P38' | 54.3 \| 31.3 B137' F41' | 5846 | | 11 | (Fried. [Ger. Krupp, A. G.) | Stinnes f. Seeschiff u Ueberseehandel | 3SB;WP199lbs | | |
| 14405 | **Urundi** Steel | Scw | Ger | Hamburg | 3569 | | 1920 | Hamburg, | German | Stm Tbn; | | G |
| RWTQ | 2D;SUB.SIG;Wireless;W. Bal 6BH | | 418.5 P333' | 56.2 \| 28.1 F57' | 5791 | | 11 | (Blohm [Ger. & Voss.) | East Africa Line | 4SB;WP225lbs | | |
| 14406 | **Usambara** Steel | Scw | Ger | Hamburg | 3687 | | '98 | Newcastle, | Deutsche | 4Cyl QE 24,34,51,74x54; | | |
| | xHunslet xBasilan 1D;Spar dk;Web frms; Wireless;W. Bal 6BH | | 418 P60' | 54 \| 20.1 B94' F48' | 5632 | | 3 | (Wigham [Eng. Richardson & Co.) | Ost-Afrika Linie | 3SB | | |
| 14407 | **Uskhaven** Steel | Scw | Br | Newport | 1474 | | 1923 | Burntisland, | Uskside | 3Cyl TE 22,36,60x39; | | BL |
| 145,644 KPDN | 1D;Wireless;W. Bal 5BH | | 297.7 P25' | 43.9 \| 20.8 B71'F27' | 2464 | | 5 | (Burntisland [Scot. S. B. Co., Lim.) | S.S. Co. (Lim.) | 2SB;WP180lbs | | |
| 14408 | **Uskside** Steel | Scw | Br | Newport | 1469 | | 1917 | Stockton, | Uskside | 3Cyl TE 22,36,60x39; | | BL |
| 139,615 JQSH | xMaindy Forest xFirtree 1D;Wireless;W. Bal 4BH | | 295.2 P27' | 45.6 \| 20.4 B78' F30' | 2488 | | 8 | (Craig, [Eng. Taylor & Co., Lim.) | S.S. Co. (Lim.) | 2SB;WP180lbs | | |
| 14409 | **Usona** Steel | Scw | Am | Buffalo | 814 | | 1902 | Toledo, | F. D. | 3Cyl TE 15½,25,42x36; | | |
| 127,641 LGFD | xChas. Beatty xRoslyn 1D;Mchy aft;Wireless;W. Bal 3BH | | 204 P74' | 40 \| 16 F34' | 986 | | 5 | (Craig [Ohio S. B. Co.) | Gleason Coal Co. | 2SB;WP180lbs;800IHP. | | |
| 14410 | **Usuri Maru** Steel | Scw | Jap | Habu | 4464 | | 1921 | Innoshima, | Nippon | 3Cyl TE 27,45,75x51; | | BL |
| 27,539 SDFN | 2D;Wireless;W. Bal 7BH | | 407.2 P40' | 50.8 \| 30 B137' F46' | 6113 | | 8 | (Osaka [Jap. Iron Wks. Lim.) | Kisen Kaisha | 3SB;WP180lbs | | |
| 14411 | **Utacarbon** Steel | Scw | Am | Los Ang. | 4359 | 7' 9" 25' 11½" | 1920 | Alameda, | Union Oil | 3Cyl TE 27,47,78x48; | ✠A1Ⓔ Oil Carrier. | |
| 219,817 LWDS | 2D;Long. frmg;W. Bal; 15BH Wireless;Mchy aft; 9BH to Fbd dk SUB.SIG; 6BH to 2d dk Oil fuel F. P. above 150° F. C-38 | | 435 P106' | 56 \| 32 \| 33' 6" B50' F44' | 7076 10000 | | 3 | (Bethlehem [Cal S. B. Corp., Lim.) | Co. of Cal. | Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 8235HS;WP220lbs;2800IHP;EAC; d rpd11,25;Dkd,s rps10,26;Exmd11,26 | ✠AMS S.S.No.1,S.Ped10,24; M.S.4,24;n shft11,25;B.S.4,26; Clh BB;CL | |
| | W.B.—A.P.74t;D.B.a64'203t.... F.O.....D.T. | .....D.T a19'91 | ...D.T 9t;D.T | f.50'881t; F.P.9 f.50'824t..... | 7t .. | | | | | | | |
| 14412 | **Utah** | Brg | Am | New York | 522 | | 1916 | Rondout, | Southern | Wd | | |
| 166,507 | 1D | | 95.2 | 34.2 \| 8.6 | 522 | | | (Jacob [N. Y. Rice & Sons) | Pacific Co. | | | |
| 14413 | **Utica** Steel | Scw | Am | Buffalo | 2658 | | 1904 | Wyandotte, | Great Lakes | 4Cyl QE 19,27½,40,58x42; | | |
| 200,954 | 2D;Mchy aft;W. Bal 6BH | | 325 | 44.6 \| 30 | 3533 | | 5 | (Detroit [Mich. S. B. Co.) | Transit Corp | 3SB;WP210lbs;1700IHP. | | |
| 14414 | **Utica Socony** Steel | MV | Am | New York | 401 | | 1920 | Elizabeth, | Standard | 6Cyl-OilEng 12x14; | | |
| 220,906 | 1D;Oil in bulk 2BH | | 138.5 | 28.4 \| 11.8 | 533 | | | (Bethlehem [N. J. S. B. Co.) | Oil Co. (N. Y.) | 300IHP. | | |
| 14415 | **Utila** | Scw | Hon | Roatan | 90 | | '98 | Chester, | N. Geraci | 4Cyl-OilEng 14x18; | | |
| | xMalay 1D Iron | | 150 | 20 \| 10 | 173 | | rb'22 | (Delaware [Pa. River I. & S. B. & E. Co.) | | 200HP. | | |
| 14416 | **Utilco No. 5** | Brg | Am | New York | 548 | | 1906 | Philadel- phia, Pa. | Utility Oil | Stl | | |
| 163,440 | xHearn Oil Company Barge No. 2 1D;B | | 185 | 23.9 \| 13 | 548 | | | (Clinton S. B. & Repair Co.) | Corp. | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14417 | **Utilla** | Sch | Br | Weymo'th | 212 | | 1920 | Weymouth, | Geo. O. | Wd | | V |
| 150,243 | xJ. Scott Hankinson xArcadian | | 111.7 | 27.9 \| 10.8 | 238 | | | (Beazley Bros.) [N. S. | Hankinson | | | |
| TQDG | 1D | | | | | | | | | | | |
| 14418 | **Utowana** | Scw | Am | Tampa | 217 | | '91 | Philadel- | Philio Shore | 3Cyl TE 10,15,25x20; | | |
| 25,281 | Steel | | 157 | 27.8 \| 15.9 | 392 | | 3 | phia, Pa. | | 1CRTB;WP175lbs;212IHP;s rps6,26 | | |
| KJPF | 2D 4BH | | | | | | | (Neafie & Levy.) | | | | |
| 14419 | **Utowana** | MV | Am | New York | 660 | | 1917 | Stockholm, | Allison W. | 2-4Cyl Oil Eng 14 3/16 x21; | | V |
| | xSvealand Steel | Twin | 220.8 | 34.2 \| 13.7 | 1036 | | | (Sodra Varvets A/B.) [Swd. | Armour | 700BHP | | |
| | 1D;Wireless;W. Bal 5BH | | P21′ | B123′ F21′ | | | | | | | | |
| 14420 | **Utsire** | Scw | Nor | Hauges'nd | 931 | | 1918 | Bergen, | J. K. | 3Cyl TE 18,29,49x33; | | N |
| | Steel | | 246.2 | 37.9 \| 15.6 | 1613 | 2 | | Haaland, | 2SB;WP180lbs | | |
| MRNV | 1D;Wireless;W. Bal 4BH | | P18′ | B59′ F32′ | | | | (Laxevaags Msk. & Jrnskb.) [Nor. | Mgr. | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14421 MPWQ | **Vaaland** xMatchless 1D | Sch Aux | Nor 94.4 | Tromso 23.1 \| 9.5 | 46 106 | | 1902 | Essex, Mass | Thorvald Bros. | Wd; 2Cyl GasEng15¾x16¼ | | |
| 14422 MTNC | **Vaarli** xArborean Steel 1D;Mchy aft;Web frms; 13BH Long. frmg;Oil in bulk;Oil fuel; Wireless;W. Bal | Scw | Nor 389 P94′ | Bergen 54.7 \| 28.9 F26′ | 4289 6032 | | 1916 3 | Sparrows Pt. (Maryland Steel Co.) [Md. | A/S. Rederiet, Odfjell, Mgrs. | 3Cyl TE24¼,41,68x48; 3SB;WP200lbs;2500IHP | | BL |
| 14423 220,761 MBSN | **Vaba** Steel 2D;Wireless; 15BH SUB.SIG; 7BH to Fbd dk W. Bal; 8BH to 2d dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.100t;D.B.279′1393t. F.O. D.B.257′1186t;S.T. 14′1 | Scw | Am 390 P50′ F.P. 29t | New York 54.2 \| 27.8 \| 32′ B121′ F40′ .144t | 3105 5030 7565 | 7′ 9½″ 24′ 5″ | 1920 11 | Hog Island, (American [Pa. Int. S. B. Corp.) | Steamer Freeport Corp. | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; l d rpd3,23;d rpd11,23; Dkd,s rps 2,26;Exmd3,26 | ✠A1Ⓔ Crude Oil Carrier. ✠AMS n shft2,26;Cih BB;CL | |
| 14424 222,013 MDLW | **Vacoil** xFort McHenry Steel 2D;Long. frmg;Oil in bulk; 12BH Oil fuel;Mchy aft;SUB.SIG;Wireless; W. Bal | Scw | Am 340.1 P92′ | New York 49.2 \| 28.7 \| 28′ 7¼″ B35′ F31′ | 2511 4218 6060 | | 1922 6 | Baltimore, (Bethlehem [Md. S. B. Corp.) | Vacuum Oil Co. | 3Cyl TE23,39,65x42; 2SB;WP200lbs;2000IHP | ✠ — — — — Withdrawn11,25 | BL |
| 14425 220,165 LWRF | **Vacuum** Steel 2D;Web frms;Long. frmg; 16BH Mchy aft;Oil fuel;Oil in bulk; SUB.SIG;Wireless;W. Bal | Scw | Am 425.8 P106′ | New York 57 \| 31.2 B50′ F41′ | 4321 7009 | | 1920 5 | Oakland, (Moore [Cal. S. B. Co.) | Vacuum Oil Co. | 3Cyl TE27½,46,78x51; 3SB;WP220lbs;3200IHP | | BL |
| 14426 | **Vagabondia** Comp. 1D | MV Twin | Col 123.8 | 23 \| 5.7 | 158 178 | | 1916 | New York, (Gas Engine [N. Y. & Power Co. & Chas. L. Seabury Corp.) | | 2-6Cyl-GasEng9x14; 400IHP. | | |
| 14427 219,764 LWBT | **Vagabondia** xPawnee Steel 1D | MV Yct Twin | Am 144.7 | Pittsbu'gh 20.3 \| 11.1 | 167 246 | | 1920 | City Island, (Kyle [N. Y. & Purdy.) | Harry Payne Bingham | 2-6Cyl Oil Eng11x14; 600IHP | | |
| 14428 211,285 LDBF | **Vagrant** Steel 1D 2BH | MV | Am 90 | New York 24.8 \| 16 | 126 178 | | 1913 | Bristol, (Herreshoff [R. I. Mfg. Co.) | Harold S. Vanderbilt | 6Cyl-GasEng6x7; 100BHP. | | LY |
| 14429 129,524 HRTG | **Valacia** xLucerie Steel 2D;Shel dk;Deep frmg; 7BH Wireless;W. Bal;Oil fuel | Scw | Br 460 | Liverpool 57 \| 28.9 | 4154 6560 | | 1910 10 | Pt. Glasgow, (Russell [Scot. & Co.) | Cunard S.S. Co. (Lim.) | 3Cyl TE28½,47,78x54; 3SB;1AuxSB;WP180lbs | | BL |
| 14430 | **Valborg** xCyntia xWashington 1D;B | Sch 4 M | Fin 197.5 P26′ | Mariehmn 40 \| 16.5 F46′ | 884 1000 | | 1919 8 | Victoria, (Cholberg [B. C. Shipyard.) | K. A. Hoglund, Mgr. | Wd | | BL |
| 14431 116,573 | **Valcartier** xWilliam Henry Mack Steel 1D;B;W. Bal 3BH | Scw | Br 354 F44′ | Montreal 48.2 \| 28 | 2248 3755 | | 1903 | Cleveland, (American [Ohio S. B. Co.) | Canada S.S. Lines | 3Cyl TE20,33½,54x40; 2SB;WP125lbs;1170IHP. | 100(GL) P.S.4,26 | |
| 14432 1,200 PKRO | **Valcerusa** Steel 1D;Wireless;W. Bal;D.F. 9BH | Scw | It 383.2 P241′ | Genoa 51.9 \| 27.5 F38′ | 3440 5904 | | 1923 12 | Voltri, (Cantieri [It. Cerusa.) | Lloyd Mediterraneo | 3Cyl TE26,42,70x48; 2SB;WP180lbs;Dkd3,25;d rpd12,25; 2275IHP | A.S.1,25; shft drn3,25;B.S.1,26;M.S.4,26 | C-I |
| 14433 94,743 | **Valdare** 1D | Sch | Br 83 | St. John 27 \| 7.4 | 100 109 | | '88 -b'05 | Cambridge, N. B. (J. S. Robinson.) | E. Keans & J. W. Snow | M;Gif | — Exp | |
| 14434 LBRW | **Valdemar Skogland** Steel 2D;Oil fuel;Wireless;W. Bal 7BH | Scw | Nor 362.7 | Hauges'nd 51.4 \| 31.5 | 3133 5014 | | 1921 3 | Danzig, (F. Schichau.) [Dzg. | A/S. Skoglands Rederi | 3Cyl TE23,43,70x47 3SB;WP185lbs | | N |
| 14435 1,032 SPTL | **Valdieri** Steel 1D;Wireless;W. Bal 8BH | Scw | It 394.4 P38′ | Genoa 51.4 \| 27.4 B116′ F37′ | 3385 5304 | | 1921 1 | Taranto, (Cantieri [Italy. Navali F. Tosi.) | Società Commerciale di Navigazione | Stm Tbns; 2WTB;WP185lbs;2100SHP. Dkd,d rpd9,26 | S.S.No.1,Genoa1,25; M.&B.S.11,25;shft drn8,26 | C-I |
| 14436 1,165 | **Valdirosa** xEggesford Steel 1D;Wireless;W. Bal 6BH | Scw Sch | It 385 P35′ | Genoa 52 \| 24 B240′ F37′ | 2773 4434 | | 1914 11 | Sunderland, (R. Thomspon & Sons, Lim.) [Eng. | Lloyd Mediterraneo | 3Cyl TE25,41,68x45; 2SB;WP180lbs | | I |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14437 855 | **Valdivia** Steel 3D;Wireless;W. Bal 8BH | Scw Twin | Fr 462.8 P111′ | Marseilles 54.3 \| 31.1 B188′ F63′ | 4335 7137 | | 1911 | Port de Bouc, Fr. (Chant. & Atel. de Provence.) | Soc. Generale de Trans. Marit. a Vap. | 2-3CylTE29,45,73x45; 7SB;WP180lbs;8164IHP. | | I |
| 14438 1,139 HBML | **Valdivia** xPatagonia Steel 2D;W. Bal | Scw | Chl 327.3 | Valparaiso 41.6 \| 29.2 | 1992 3278 | | '90 | Hamburg, (Reiherstieg Schiffsw.) [Ger. | Soc. Anon. y Comercial Braun & Blanchard | 3CylTE25,41,66x48 | | G |
| 14439 129,465 HQKC | **Valdura** Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw Sch | Br 414.3 P43′ | Glasgow 56 \| 28 B119′ F41′ | 3495 5507 | | 1910 2 | Pt. Glasgow, (Russell & Co.) [Scot. | Gow, Harrison & Co., Mgrs. | 3CylTE27,45,74x51; 3SB;WP180lbs | | BL |
| 14440 212,138 LDKP | **Vale Royal** 1D | Brg Sch | Am 181.4 | New York 40 \| 15.4 | 922 944 | | 1914 4 o'22 | Wilmington, (American Car & Foundry Co.) [Del. | Savannah-New York Transportation Co. | O,YP;Gicf(Sltd) DB;d rpd3,17;rps,clk7,22; s rps,s b,dk clkg6,26 | ✠A1 H.T.PA7,22 | |
| 14441 140,590 JVBT | **Valemore** Steel 2D;Shel dk;Oil fuel;Wireless;D.F.6BH SUB.SIG;W. Bal | Scw | Br 420 F33′ | Liverpool 55.1 \| 36.6 | 3048 5388 | | 1918 7 | Middles- (Sir R. Dixon & Co., Lim.) [boro, Eng. | Johnston Line (Lim.) | 3CylTE29,49,80x54; 4SB;WP180lbs | | BL |
| 14442 61,112 | **Valentine** 1D | Brg | Am 160 | N. London 31 \| 9.6 | 295 305 | | '87 | N. London, Conn. | Thames Tow Boat Co | O,YP;Gif | | |
| 14443 1,176 PKST | **Valentino Coda** xNomentum xGlobe Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | It 385 P30′ | Genoa 49.8 \| 18.4 B108′ F45′ | 2734 4383 | | 1909 7 | Pt. Glasgow, (Russell & Co.) [Scot. | Soc. Anon. Parodi & Corrado | 3CylTE26,42,70x48; 2SB;WP180lbs | | BL |
| 14444 148,853 KSMT | **Valetta** Steel 2D;Long. frmg;Oil in bulk; 1BH Oil fuel;Mchy aft;Wireless;W. Bal | Scw | Br 375 P103′ | Glasgow 51.7 \| 29 B28′ F41′ | 2997 4903 | | 1925 4 | Greenock, (Greenock Dockyard Co., Lim.) [Scot. | The Valetta S.S. Co. (Lim.) | 3CylTE26,42,70x48; 2SB;WP180lbs | A.S.6,26; M.S.6,26 | C |
| 14445 1,144 | **Valfiorita** xBuckleigh Steel 2D;Wireless;W. Bal 6BH | Scw | It 400 P36′ | Genoa 52.1 \| 27.3 B129′ F48′ | 3310 5406 | | 1917 7 | Dumbarton, (A. McMillan & Son.) [Scot. | Lloyd Mediterraneo | 3CylTE27,44,73x48; 3SB;WP180lbs | | I |
| 14446 111,541 | **Valhalla** Wood 1D | Scw | Br 102.5 | Vancouv'r 20.8 \| 9 | 34 153 | | 1901 | Nelson, (J. McBulger.) [B. C. | Canadian Pacific Railway Co. | 2CylC14,30x20 | | |
| 14447 912 PKTD | **Vallarsa** xWar Prophet Steel 1D;Wireless;W. Bal 11BH | Scw | It 400.2 P49′ | Genoa 52.3 \| 28.5 B113′ F39′ | 3177 5339 | | 1918 4 | Glasgow, (C. Connell & Co., Lim.) [Scot. | Lloyd Medit. Soc. Italiana di Nav. | 3CylTE27,44,73x48; 3SB;WP180lbs | | I |
| 14448 155,011 | **Vallejo** xO. & C. R.R. Ferry Co Iron 1D 2BH | SW | Am 123.2 | San Fran. 31.5 \| 9.9 | 255 414 | | '79 | Portland, Ore. | Mare Island Ferry Corp. | 1CylG22x60; 1FB;WP115lbs;240IHP. | | |
| 14449 866 PKTX | **Valleluce** xSestri Steel 1D;Wireless;W. Bal 8BH | Scw | It 385.7 P & B | Genoa 51.6 \| 27.3 253′ F33′ | 3640 5869 | | 1918 | Riva Trigoso (Soc. Esercizio Bacini.) [It. | Lloyd Mediterraneo | 3CylTE26,42,69x48; 2SB;WP180lbs | S.S.No.1,Crdf1,24;A.S.1,25; B.S.1,25;shft drn1,26;M.S.5,26 | C-I |
| 14450 1,003 PKTZ | **Vallemare** xMonte Grappa Steel 2D;Wireless;W. Bal 9BH | Scw | It 395.2 | Genoa 51.7 \| 34.8 | 3952 6167 | | 1919 8 | Palermo, (Cantieri Navali Riuniti.) [It. | Lloyd Mediterraneo Soc. It. di Nav. | 3CylTE26,42½,69x48; 2SB;WP180lbs;s rps1,26;2700IHP. | S.S.No.1,Genoa3,23;A.S.8,26; shft drn1,24;M.&B.S.8,26 | C-I |
| 14451 1,098 PKUA | **Vallescura** xCloutsham Steel 1D;Deep frmg;Wireless;W. Bal 7BH | Scw Sch | It 378.6 P38′ | Genoa 51.5 \| 27.6 B123′ F36′ | 3072 5016 | | 1910 1 | Sunderland, (W. Doxford & Sons, Lim.) [Eng. | Industrie Navali, Soc. An. | 3CylTE25½,43,71x45; 2SB;WP180lbs:450RHP; DB;Dkd,d rpd1,24;s rps12,25 | S.S.No.3,Crdf10,22;A.S.3,26; B.S.2,25;shft drn3,25;M.S.3,26 | C-I |
| 14452 161,894 | **Valletta** Wood 1D | StW | Am 176 | San Fran. 38 \| 6.6 | 368 419 | | 1901 | Benicia, Cal. | Sacramento Nav. Co. | 1Cyl15x66; 2Blrs;WP150lbs;120IHP. | | |
| 14453 161,819 KPDG | **Valley Forge** Steel 2D 3BH | Scw | Am 158 | Phila. 29 \| 18 | 352 558 | | '98 10 | Wilmington, (Harlan & Hollingsworth Co.) [Del. | Reading Co. | 3CylTE18,28,45x30; 2CRTB;WP165lbs;1000IHP. | — Exp | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14454 | **Valnegra** | Scw | It | Genoa | 2730 | | 1911 | Stockton, | Lloyd | 3CylTE25,42½,69x48; | | I |
| 1,099 | xBrendon xExford Steel | | 380 | 50 \| 26.2 | 4531 | | 5 | (Craig, [Eng. | Mediterraneo, | 2SB;WP180lbs | | |
| | 1D;Wireless;W. Bal 6BH | | P35′ | B117′ F36′ | | | | Taylor & Co., Lim.) | Mgrs. | | | |
| 14455 | **Valnoce** | Scw | It | Genoa | 2427 | | 1904 | Stockton, | Industrie | 3CylTE26,42½,69½x45; | | I |
| 1,145 | xIddesleigh Steel | Sch | 355 | 48.7 \| 25.9 | 4019 | | 7 | (Richardson, [Eng. | Navali Soc. | 2SB;WP160lbs;1200IHP. | | |
| PKUD | 1D;B;Deep frmg;Wireless; 7BH | | P35′ | B213′ F34′ | | | | Duck & Co.) | Anon. | | | |
| | W. Bal | | | | | | | | | | | |
| 14456 | **Valparaiso** | Bk | Fr | Dunkirk | 2664 | | 1902 | Dunkirk, | Cie. Fran- | Stl;1BH | | BL |
| | | | 313.6 | 45.1 \| 24.3 | 3081 | | 11 | (Atel. & [Fr. | caise d'Arm. et | | | |
| OVAL | 2D | | P72′ | F88′ | | | | Chant. de France.) | di Import de Nitrate de Soude | | | |
| 14457 | **Valparaiso** | MV | Swd | Stockholm | 2259 | | 1917 | Copenhagen, | A. A. | 2-6Cyl-OilEng23¼x35 7/8; | | BL |
| 5,890 | Steel | Twin | 364.5 | 51.4 \| 22.1 | 3762 | | 4 | (Akt. [Den. | Johnsson, Mgr. | | | |
| JVTP | 2D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Burmeister&Wain.) | | | | |
| 14458 | **Valparaiso** | Scw | Chl | Valparaiso | 2482 | | 1900 | Glasgow, | Soc. Anon. | 3CylTE28,46,75x51; | | BL |
| | xTennyson xEvangeline Steel | | 371.5 | 45.2 \| 18.8 | 3944 | | 10 | (A. [Scot. | y Comercial | 4SB;WP180lbs | | |
| | 1D;Spar dk;Deep frmg; 6BH | | P34′ | B120′ F40′ | | | | Stephen & Sons.) | Braun & Blanchard | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 14459 | **Valperga** | Scw | It | Genoa | 3512 | | 1919 | Genoa, | Lloyd | 3CylTE26,42,69x48; | | C-I |
| 881 | xTeresa O Steel | | 386.7 | 51 \| 27.8 | 5829 | | 10 | (N. Odero [It. | Mediterraneo | 2SB;WP180lbs;Dkd,d rpd12,23; | S.S.No.1,Gen4,24;A.S.12,24; | |
| PKVL | 1D;Mchy aft;Wireless;W. Bal 9BH | | P & B | 238′ F37′ | | | | fu A.) | | 2600IHP. | shft drn3,23;B.S.12,25; | |
| | | | | | | | | | | | M.S.1,26 | |
| 14460 | **Valprato** | Scw | It | Genoa | 3384 | | 1918 | Genoa, | Lloyd | 3CylTE26,42,69x48; | | C-I |
| 844 | xNicolo II Steel | | 382 | 51.8 \| 27.5 | 5473 | | 5 | (N. Odero [It. | Mediterraneo | 2SB;WP160lbs;Exmd3,26 | S.S.No.1,Gen3,23;A.S.9,25; | |
| QTHU | 1D;Wireless;W. Bal 7BH | | P37′ | B123′ F37′ | | | | & Co.) | | | shft drn12,23;B.S.7,24; | |
| | | | | | | | | | | | M.S.5,26 | |
| 14461 | **Valreale** | Scw | It | Genoa | 3301 | | 1920 | Sestri | Lloyd | Stm Tbns; | | C-I |
| 891 | xAngiolo Bondi Steel | | 386.3 | 51.9 \| 27.5 | 5760 | | 1 | Ponente, It. | Mediterraneo | 2SB;WP180lbs | S.S.No.1,Gen3,24;A.S.3,25; | |
| PKVO | 1D;Mchy aft;Wireless;W. Bal 10BH | | P & B | 238′ F36′ | | | | (N. Odero fu Aless.) | | | B.S.3,26;M.S;shft drn4,26 | |
| 14462 | **Valrossa** | Scw | It | Genoa | 2788 | | 1910 | Stockton, | Industrie | 3CylTE25,42,68x45; | | C-I |
| 1,166 | xBampton Steel | Sch | 380 | 50.1 \| 26.2 | 4811 | | 7 | (Richardson, [Eng. | Navali, Soc. An. | 2SB;WP180lbs;310RHP; | 2dS.S.No.1,Spza11,25; | |
| PKVR | 1D;Deep frmg;Wireless;W. Bal 6BH | | P35′ | B117′ F37′ | | | | Duck & Co.) | | Dkd,d rpd6,25 | A.S.11,25;shft drn10,24; | |
| | | | | | | | | | | | M.&B.S.11,25 | |
| 14463 | **Valsalice** | Scw | It | Genoa | 2246 | | 1904 | Middlesbro | Industrie | 3CylTE24½,41,68x45; | | I |
| 649 | xAlcana Steel | Sch | 340 | 47.5 \| 24.9 | 3503 | | 12 | (R. Craggs [Eng. | Navali, Soc. An. | 2SB;WP180lbs;1525IHP. | | |
| PKVZ | 1D;B;Web frms;Wireless;W. Bal 6BH | | P40′ | B110′ F35′ | | | | & Son, Lim.) | | | | |
| 14464 | **Valsavoia** | Scw | It | Genoa | 3500 | | 1919 | Riva | Lloyd | 3CylTE26,42,69x48; | | C-I |
| 907 | xRosolino Orlando Steel | | 386.5 | 51.5 \| 27.3 | 5733 | | 12 | (Soc. [Trigoso, It. | Mediterraneo | 2SB;WP180lbs | S.S.No.1,Gen2,24;A.S.7,26; | |
| PKVU | 2D;Wireless;Mchy aft;W. Bal 10BH | | P & B | 238′ F36′ | | | | Esercizio Bacini.) | | | B.S.4,25;M.S;shft drn7,26 | |
| 14465 | **Valsole** | Scw | It | Genoa | 2055 | | 1900 | Pt. Glasgow, | Lloyd | 3CylTE24,40,65x42; | | C-I |
| 574 | xElba xAdele Accame Steel | | 330 | 48 \| 15.9 | 3204 | | 3 | (Russell [Scot. | Mediterraneo | DB;2SB;WP180lbs | 2dS.S.No.3,Spezia1,26; | |
| PKVS | 2D;Spar dk;Deep frmg; 5BH | | P20′ | B72′ F33′ | | | | & Co.) | | | n shft2,16;B.S;shft drn1,26; | |
| | W. Bal;Wireless | | | | | | | | | | M.S.5,26 | |
| 14466 | **Valsugana** | Scw | It | Genoa | 4500 | | 1921 | Piombino, | Soc. Com- | Stm Tbns; | | C-I |
| 1,104 | xPiombino Steel | | 395.2 | 51.8 \| 34.8 | 6500 | | 12 | (Soc. [It. | merciale di | 2WTB;WP185lbs | A.S.2,24: | |
| PKVW | 2D;Mchy aft;Wireless;W. Bal 8BH | | | | | | | Anon. Ilva.) | Navigazione | | B.S.8,24;M.S.12,24 | |
| 14467 | **Valtellina** | Scw | It | Genoa | 3817 | | 1923 | Naples, | Soc. Com- | Stm Tbns; | | C-I |
| 1,182 | xBagnoli I Steel | | 392.7 | 51.6 \| 34.8 | 6284 | | 1 | ("Ilva" [It. | merciale di | 2WTB;WP200lbs;6235HS; | A.S.1,26; | |
| PKVX | 2D;Mchy aft;Wireless;W. Bal 8BH | | P62′ | | | | | Alti Forni ed Acciaierie d'Italia.) | Navigazione | 2300SHP | M.&B.S;shft drn1,26 | |
| 14468 | **Valverde** | Scw | It | Genoa | 2721 | | 1910 | Sunderland, | Lloyd | 3CylTE25,42,68x45; | | C-I |
| 1,104 | xQuantock Steel | Sch | 365 | 50.1 \| 26.1 | 4463 | | 4 | (Wm. [Eng. | Mediterraneo | 2SB;WP180lbs;441RHP. | S.S.No.3,Crdf12,22;A.S.12,25; | |
| PKVY | 1D;Deep frmg;Wireless;W. Bal 6BH | | P36′ | B120′ F35′ | | | | Doxford & Sons, Lim.) | | | B.S.4,25;M.S;shft drn12,25 | |
| 14469 | **Van** | Scw | Am | New York | 535 | | '87 | Wilmington, | Miami | 2CylC17,34x28; | — Exp | |
| 91,966 | xManteo Iron | | 190 | 26 \| 9 | 719 | | 12 | (The Pusey [Del. | S. S. Co. | 2CRTB;WP90lbs;256IHP. | | |
| KHQV | 1D 5BH | | | | | | | & Jones Co.) | | | | |
| 14470 | **Van Camp No. II** | Brg | Am | Los Ang's | 100 | | 1915 | Los Angeles, | Van Camp | Wd | | |
| 166,317 | | | 61 | 30 \| 4.1 | 100 | | | (C. E. [Cal. | Sea Food Co. | | | |
| | 1D;Wireless | | | | | | | Fulton) | | | | |
| 14471 | **Van Dyke I** | MV | Am | Phila. | 93 | | 1924 | Mariners | Atlantic | Elect.Motor;2OilEngs | | |
| 223,959 | Steel | | 93.3 | 21 \| 11.5 | 137 | | | Harbor, N. Y. (Staten Island S. B. Co.) | Refining Co. | | | |
| | 1D;Oil fuel | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14472 224,004 | **Van Dyke II** Steel 1D;Oil fuel | MV | Am 93.3 | Phila. 21 \| 11.5 | 93 137 | | 1924 7 | Mariners Harbor, N. Y. (Staten Island S. B. Co.) | Atlantic Refining Co. | Elect.Motor;2OilEngs | | |
| 14473 224,065 | **Van Dyke III** Steel 1D;Oil fuel | MV | Am 93.3 | Phila. 21 \| 11.5 | 93 137 | | 1924 | Mariners Harbor, N. Y. (Staten Island S. B. Co.) | Atlantic Refining Co. | Elect.Motor;2OilEngs | | |
| 14474 TJHV | **Van Overstraten** Steel 2D;B;Shel dk;Wireless;W. Bal 7BH | Scw | Hol 383.5 B120′ | Batavia 48.4 \| 27.7 F40′ | 2837 4482 | | 1912 | Rotterdam, (Maats. [Hol. Fyenoord.) | Koninkl. Paketv. Maats. | 3Cyl TE28½,47,77x54; 4SB;WP180lbs;3200IHP. | | V |
| 14475 PRGB | **Van Rensselaer** xPrins Willem III Steel 2D;Oil fuel;Wireless;W. Bal 9BH | Scw | Hol 342 P43′ | Amst'dam 47.8 \| 24.3 B143′ F62′ | 2665 4299 | | 1920 | Amsterdam, (Nederland- [Hol. sche Sheeps. My.) | Koninkl. West. Indische Maildienst | 3Cyl TE25,39,67x47; 3SB;WP180lbs;2415IHP. | | V |
| 14476 218,886 LSTF | **Vanada** Steel 2D;Long. frmg; 7BH Wireless; 6BH to Fbd dk sub.sig;W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.46t;D.B.344′1304t; D. T.30′5 F.O.....D.B.327′1141t; D. T.30′5 | Scw | Am 402.6 P48′ 80t... 13t; S. | New York 53.2 \| 32 \| 34′ 6″ F37′ .....F.P.72t T.50t..... | 3752 6059 9400 | 8′ 1½″ 26′ 6″ | 1919 9 | Alexandria, (Virginia [Va. S. B. Corp.) | U. S. Shipping Board | 3Cyl TE24½,41½,72x48; Hooven, Owen, Rentschler Co; 4WTB;Heine Safety W. T. Blr. Co; 10132HS;WP225lbs;2800IHP;EAC; d rpd1,20;s rps7,20;Exmd11,20 | ✠A1Ⓔ With Freeboard. ✠AMS shft drn1,20; Cth BB;CL (Laid up) | |
| 14477 121,261 HDNV | **Vancouver** Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Br 376 P34′ | Glasgow 50 \| 19.1 B111′ F43′ | 2860 4419 | | 1905 10 | Glasgow, (Barclay, [Scot. Curle & Co., Lim.) | Gow, Harrison & Co. | 3Cyl TE25,41,68x48; 2SB;WP180lbs | | BL |
| 14478 24,758 RKPL | **Vancouver Maru** Steel 2D;W. Bal;Wireless 5BH | Scw | Jap 385 | Kobe 51 \| 36 | 4259 5864 | | 1919 3 | Kobe, (Kawasaki [Jap. Dkyd. Co., Lim.) | Kokusai Kisen Kabushiki Kaisha | 3Cyl TE26,43,72x48; 2SB;1AuxSB;WP200lbs | | BL |
| 14479 148,856 KSNW | **Vanduara** Steel 2D;Web frms;Long. frmg; 11BH Mchy aft;Oil in bulk;Oil fuel; Wireless;W. Bal | Scw | Br 375 P108′ | Glasgow 51.7 \| 29 B35′ F51′ | 2944 4870 | | 1925 5 | Pt. Glasgow, (D. Duncan [Scot. & Co., Lim.) | Vanduara S.S. Co. | 3Cyl TE26,42,70x48; 2SB;WP180lbs | | BL |
| 14480 145,876 KJQW | **Vandyck** Steel Twin 4D;Wireless;Oil fuel;W. Bal 8BH | Scw Twin | Br 510.6 B246′ | Liverpool 64.3 \| 39.5 F58′ | 7960 13232 | | 1921 9 | Belfast, (Workman, [Ire. Clark & Co., Lim.) | Lamport & Holt (Lim.) | Stm Tbns; 2DB;4SB;WP215lbs;7500SHP; d rpd8,25;Dkd,s rps10,26 | RMC*9,26 M.S.5,26; Pt shft drn;n Stbd shft10,26 | C |
| 14481 201,544 KTMJ | **Vanguard** 1D;Oil fuel;Wireless | Scw | Am 137.5 | San Fran. 32.5 \| 10.8 | 228 358 | | 1904 11 | Alameda, (J. W. [Cal. Dickie.) | H. A. Richardson | 3Cyl TE11,18½,32x24; 1WTB;450IHP. | | |
| 14482 HVTP | **Vanja** 1D;B | Bk | Swd 130.1 | Hels'nb'rg 31 \| 14.5 | 384 413 | | '92 | Helsingborg, (T. C. [Swd. Jonsson.) | C. G. Carlstrom | O,P,B;Gicf(Sltd) | | V |
| 14483 211,354 LDCP | **Vaquero** Wood 1D | MV | Am 121.8 | Los Angles 29 \| 10.9 | 134 231 | | 1913 | Wilmington, Cal. | Vail & Vickers | GasEng; 200BHP. | | |
| 14484 LDSG | **Varanger** Steel 2D;Long. frmg;Mchy aft; 16BH Oil in bulk;Wireless;W. Bal | MV Twin | Nor 470.1 P110′ | Bergen 60.2 \| 38.5 B28′ F40′ | 5504 9304 | | 1925 1 | Amsterdam, (Neder- [Hol. landsche Scheeps. Maats.) | Westfal-Larsen & Co. A/S. | 2-6Cyl OilEng 26x47 | | N |
| 14485 137,835 JPFR | **Vardulia** xVerdun Steel 2D;Wireless;W. Bal 6BH | Scw | Br 423.3 P38′ | Liverpool 56 \| 28.7 B123′ F43′ | 3613 5691 | | 1917 3 | Pt. Glasgow, (Russell [Scot. & Co.) | Cunard S.S. Co. (Lim.) | 3Cyl TE27,45,74x51; 3SB;WP180lbs | | BL |
| 14486 HBCG | **Varna** Steel 2D;W. Bal 4BH | Scw Sch | Bul 270 P19′ | Varna 39.5 \| 18.6 B62′ F26′ | 1216 1820 | | 1902 8 | Newcastle, (Wood, [Eng. Skinner & Co., Lim.) | Soc. Commerciale Bul. de Nav. | 3Cyl TE20½,33,54x36; 2SB;WP170lbs | | BL |
| 14487 72,967 | **Varuna** Oak 1D | Scw | Br 94.4 | Picton 17 \| 5.1 | 85 134 | | '80 | Wolfe, Is., (Davis [Ont. & Co.) | Canada S.S. Lines (Lim.) | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14488 | **Vasari** | Scw | Br | Liverpool | 6352 | | 1909 | Middlesboro, | Lamport & | 4Cyl QE26,37,53,77x57; | | C |
| 127,974 | Steel | Sch | 486 | 59.3 \| 27.4 | 10117 | | 4 | (Sir Raylton [Eng. | Holt (Lim.), | 3DB;WP230lbs;754RHP;Dkd9,26 | RMC*1,26 | |
| HNSW | 3D;Shel dk;Deep frmg; 6BH | | B203′ | F48′ | | | | Dixon & Co., Lim.) | Mgrs. | | S.S.No.3,NY12,21;A.S.12,25; shft drn6,24;M.S.2,26; B.S.11,26 | |
| 14489 | **Vasco Nunez de Balboa** | Scw | Sp | Barcelona | 3235 | | '91 | Dumbarton, | Cia. | 2-3Cyl TE32½,57½,92x60; | | BL |
| | xAlfonso XIII xOceana xScot Steel | Twin | 531 | 54.8 \| 17.9 | 8063 | | 5 | (W. Denny [Scot. | Transatlantica | 6DB;WP170lbs | | |
| HBPQ | 3D;Spar dk;SUB.SIG; 10BH | | P60′ | F60′ | | | | & Bros.) | | | | |
| | Wireless;D. F;W. Bal | | | | | | | | | | | |
| 14490 | **Vasconia** | Scw | Br | Liverpool | 3613 | | 1918 | Pt. Glasgow, | Cunard S.S. | 3Cyl TE27,45,74x51; | | BL |
| 141,885 | xValverda Steel | | 423.3 | 56 \| 28.7 | 5680 | | 8 | (Russell [Scot. | Co. (Lim.) | 3SB;WP180lbs | | |
| JVFD | 2D;Wireless;W. Bal 6BH | | P38′ | B123′ F43′ | | | | & Co.) | | | | |
| 14491 | **Vasilevusa** | Scw | Grk | Syra | 3084 | | 1904 | Flensburg, | Pnevmat- | 4Cyl QE23,33,49,72x54; | | BL |
| | xKandy xMoltkefels Steel | | 389.8 | 53.2 \| 20.5 | 4921 | | 8 | (Flensburger [Ger. | icos, Rethymnis | 3SB;WP213lbs | | |
| JDVS | 1D;Spar dk;Deep frmg; 6BH | | P51′ | B119′ F50′ | | | | Schiffsb. Ges.) | Yannaghas | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 14492 | **Vassilios** | Scw | Grk | Chios | 2166 | | '94 | Middlesbro, | M. Vas- | 3Cyl TE24½,39,67x45; | | BL |
| | xBenedict xLeyden Steel | Sch | 345 | 43.5 \| 25.3 | 3457 | | 8 | (R. Dixon [Eng. | siliades | 2DB;WP180lbs | | |
| JFWQ | 2D;B;Wireless;W. Bal 6BH | | P33′ | B76′ F38′ | | | | & Co.) | | | | |
| 14493 | **Vassilios Destounis** | Scw | Grk | Argostoli | 1981 | | '97 | Sunderland, | B.Destounis | 3Cyl TE24,38,64x42; | | C |
| | xMin Steel | | 325 | 44.5 \| 19.7 | 3083 | | 11 | (J. L. [Eng. | Freres | 2SB;WP160lbs;DB | | |
| | 1D;Web frms;Wireless;W. Bal 6BH | | | | | | | Thompson & Sons, Lim.) | | | 2dS.S.No.3,Rtdm1,24;A.S.3,26; B.S.5,25;shft drn3,26;M.S.7,26 | |
| 14494 | **Vassilios Pandelis** | Scw | Grk | Piraeus | 3183 | | 1907 | Clydebank, | Pandeli | 3Cyl TE26,43,71x51; | | BL |
| | xKenuta Steel | Sch | 401.3 | 52.2 \| 25.8 | 5045 | | 10 | (J. Brown [Scot. | Bros. | 3SB;WP190lbs | | |
| JGFR | 2D;Shel dk;Deep frmg; 7BH | | | | | | | & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 14495 | **Vasty** | Brg | Am | N. London | 376 | | '82 | Mystic, | Thames | Wd | | |
| 61,109 | | | 150 | 32 \| 10.5 | 383 | | | (A. [Conn. | Tow Boat Co. | | | |
| | 1D | | | | | | | Irving & Co.) | | | | |
| 14496 | **Vatan** | Scw | Trk | Constnopl | 1985 | | '92 | Hamburg, | Yelkendji | 3Cyl TE26,40,66x42; | | |
| | xLe Levant xPorte de Cette Steel | | 352.4 | 42.2 \| 26 | 3490 | | | (Blohm [Ger. | Zade Fils | 2DB;WP170lbs;219RHP | | |
| | xBaysarina 6BH | | P54′ | B101′ F44′ | | | | & Voss.) | | | | |
| | 3D;Wireless;W. Bal | | | | | | | | | | | |
| 14497 | **Vaterland** | Sch | Ger | Hamburg | 1168 | | 1918 | Hoquiam, | Graf | Fir;Gif(Sltd);1BH; | | V |
| | xComet | Aux | 229.3 | 43.9 \| 18.5 | 1535 | | | (Mathews [Wash. | Luckner's | 2-4Cyl OilEngs14x15;480IHP | | |
| RDWJ | 1D;B;Mchy aft | Twin | P46′ | F42′ | | | | S. B. Co.) | Weltumsegelung e V. | | | |
| 14498 | **Vauban** | Scw | Br | Liverpool | 6699 | | 1912 | Belfast, | Lamport & | 2-4Cyl QE23,32,46,67x48; | | C |
| 131,432 | xAlcala Steel | Twin | 495.5 | 60.8 \| 28.7 | 10660 | | 4 | (Workman, [Ire. | Holt (Lim.) | 3DB;WP215lbs;1100RHP; | RMC*11,26 | |
| HVPS | 2D;Shel dk;Deep frmg; 7BH | | B264′ | F54′ | | | | Clark & Co., Lim.) | | Dkd,s rps4,26 | S.S.No.3,NY4,24;A.S.2,26; Pt shft drn;n Stbd shft4,26; M.&B.S.6,26 | |
| | SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 14499 | **Vauclin** | Scw | Fr | Havre | 2815 | | 1901 | Pt. Glasgow, | Cie. | 3Cyl TE25½,41½,66½x45; | | V |
| | xMarne II xLa Marne Steel | | 365.1 | 43 \| 27.6 | 4404 | | 1 | (R. Duncan [Scot. | General Transatlantique | 3SB;WP180lbs;1600IHP | | |
| OVBE | 2D;Deep frmg;Wireless;W. Bal 7BH | | P31′ | B86′ F39′ | | | | & Co., Lim.) | | | | |
| 14500 | **Vazlav Vorovsky** | Scw | Rus | Leningrad | 2672 | | 1912 | Sunderland, | Govern- | 3Cyl TE26,44,73x48; | | BL |
| | xMaskinonge Steel | | 375 | 52 \| 28.3 | 4793 | | 5 | (Short [Eng. | ment Baltic | 3SB;WP180lbs | | |
| | 1D;SUB.SIG;Web frms; 6BH | | P29′ | B89′ F35′ | | | | Bros., Lim.) | S.S. Co. | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | | | | | |
| 14501 | **Vecht** | Scw | Hol | Rotterd'm | 1186 | | 1917 | Capelle a/d | N. V. | 3Cyl TE21,34,57x36; | | BL |
| | xGraakalen Steel | | 281.3 | 40.3 \| 19.2 | 2002 | | 3 | Ysel, Hol. | Houtvaart | 2SB;WP190lbs | | |
| PWBC | 1D;Wireless;W. Bal 4BH | | P23′ | B72′ F24′ | | | | (A. Vuijk & Zonnen Capelle a/d.) | | | | |
| 14502 | **Vechtdijk** | Scw | Hol | Rotterd'm | 2280 | | 1921 | Schiedam, | Solleveld, | 3Cyl TE25,41,67x45; | | BL |
| | Steel | | 359.4 | 50.3 \| 22 | 3770 | | 3 | (Werf [Hol. | v/d Meer & | 3SB;WP180lbs | | |
| PVWS | 1D;Shel dk;Wireless;W. Bal 5BH | | | | | | | Gusto Firma A. F. Smulders.) | T. H. van Hattums. Stoomv. Maats. | | | |
| 14503 | **Vechtdijk** | Scw | Hol | Rotterd'm | 4211 | | 1920 | Sunderland, | Holland- | 3Cyl TE28,46,78x54; | | BL |
| | Steel | | 425 | 55 \| 26.6 | 6869 | | 7 | (Sunderland [Eng. | American Line | 4SB;WP180lbs | | |
| PVWQ | 2D;Shel dk;Wireless;W. Bal 7BH | | | | | | | S. B. Co., Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14504 225,349 MFWH | **Vedette** Steel 1D 4BH | MV Yct Twin | Am 158.6 | New York 26.2 \| 14.7 | 178 458 | | 1924 7 | Copenhagen, (Burmeister & Wain.) [Den. | F. W. Vanderbilt | 2-6Cyl OilEng 13x23½; 1250BHP | | LY |
| 14505 140,588 JTWG | **Vedic** Steel 3D;SUB.SIG;Wireless;W. Bal | Scw Twin | Br 460.5 P59′ | Liverpool 58.3 \| 37.3 B130′ F53′ | 5519 9180 | | 1918 | Belfast, (Harland & Wolff, Lim.) [Ire. | White Star Line | Stm Tbns | | |
| 14506 220,672 MBPR | **Veedol** Steel 1D;Mchy aft;Oil fuel; 17BH Oil in bulk;W. Bal | Scw | Am 220 P67′ | New York 37.6 \| 15.5 F24′ | 698 1224 | | 1920 | Mariners Harbor, N. Y. (Staten Island S. B. Co.) | Tidewater Oil Co. | 3Cyl TE15,24,40x28; 2SB;WP180lbs;700IHP | | V |
| 14507 PWBG | **Veendam** Steel 2D;Oil fuel;SUB.SIG; 9BH Wireless;W. Bal | Scw Twin | Hol 550.2 P76′ | Rotterd'm 67.3 \| 41.1 B & F 391′ | 9202 15450 | | 1923 3 | Glasgow, (Harland & Wolff, Lim.) [Scot. | Nederl.-Amerik. Stoomv. Maats. | Stm Tbns; 9WTB;WP215lbs | | BL |
| 14508 PWBJ | **Veendijk** Steel 2D;Shel dk;Wireless;W. Bal 7BH | Scw | Hol 425 | Rotterd'm 54 \| 34.9 | 4262 6874 | | 1914 4 | Sunderland, (Sunderland S. B. Co.) [Eng. | Holland-Amerika Lijn | 3Cyl TE28,46,75x51; 3SB;1AuxSB;WP180lbs | | BL |
| 14509 130,980 KRVB | **Vega** xNoma Steel 2D;SUB.SIG;Wireless;W. Bal 8BH | Scw Twin | Am 236 | New York 28.1 \| 16.4 | 519 763 | | 1902 7 | Port Richmond, N. Y. (Burlee D. D. Co.) | Nelson B. Warden | 2-4Cyl TE17,27,32,32x24; 4WTB;WP250lbs;4200IHP | ✠ — — — — Suspended7,26 | |
| 14510 124 HDUL | **Vega** 1D | Sch | Prvn 117 | Callao 32 \| 10 | 230 345 | | '81 6 | Fairhaven, Cal. | A. R. Basanta | YF;Icf | | |
| 14511 6783 KDPN | **Vega** 1D | Bk | Swd 98 | Smr'shmn 24.2 \| 10.4 | 149 175 | | '91 | Svendborg, (R. Anderson.) [Den. | H. R. Nilsson | Wd | | V |
| 14512 NJCF | **Vega** xNordland Steel 2D;Wireless;W. Bal 5BH | Scw | Dan 251 B14′ | Cop'hagen 36 \| 21.8 | 1028 1663 | | '87 | Flensburg, (Flensburger Co.) [Ger. | C. P. Jensen Mgr. | 3Cyl TE18,29,48x33; 2SB;WP165lbs;680IHP | | V |
| 14513 202,865 | **Vega** xPendennis White Steel 1D;B;Mchy aft;W. Bal 3BH | Scw | Am 416 | Fairport 50 \| 28 | 3205 4382 | | 1906 | Cleveland, (American S. B. Co.) [Ohio | Interlake S.S. Co. | 3Cyl TE21,33½,57x42; 2SB;WP180lbs;1400IHP | | |
| 14514 595 SQFV | **Vega** xKurdistan Steel 1D;Spar dk;Deep frmg;W. Bal 6BH | Scw | It 325.2 P32′ | Genoa 43.1 \| 16.9 B76′ F37′ | 1937 3026 | | '95 5 | Sunderland, (Short Bros.) [Eng. | Fratelli Lavarello fu G. | 3Cyl TE23½,39,64x42; 2SB;WP160lbs | | |
| 14515 218,791 LSNF | **Vega** xLebanon Steel 2D;W. Bal;Wireless;SUB.SIG; 8BH Oil fuel | Scw | Am 390 P50′ | 54 \| 27.6 \| 32′ B121′ F40′ | 3096 5058 7825 | | 1919 9 | Hog Island, (American Int. S. B. Corp.) [Pa. | U. S. Govt. (Navy Dept.) | Stm Tbn; 3WTB;WP200lbs;2500SHP | | |
| 14516 QLDS | **Vegesack** Steel 2D;SUB.SIG;Wireless;W. Bal 4BH | Scw | Ger 237 B38′ | Lubeck 33.9 \| 19.5 F31′ | 933 1566 | | 1920 9 | Vegesack, (Bremer Vulkan.) [Ger. | Nord-deutscher Lloyd | 3Cyl TE16,26,44x29; 2Blrs | | G |
| 14517 MTQH | **Vela** xVinland Steel 1D;B;Deep frmg;Oil fuel; 6BH Wireless;W. Bal | Scw | Nor 340 P25′ | Bergen 48 \| 24.8 B86′ F32′ | 2289 3640 | | 1904 11 | W. Hartlepool, Eng. (W. Gray & Co., Lim.) | Det Bergenske Dampskslsk | 3Cyl TE24½,40,65x42; 2SB;WP180lbs | | BL |
| 14518 222,419 MDSC | **Velero II** Wood 1D;Wireless | MV Twin | Am 125.6 | Los Ang's 20 \| 10.7 | 104 195 | | 1922 | Los Angeles (William Muller.) [Cal. | G. Allan Hancock | 2-6Cyl OilEng 7½x11; 200BHP. | | |
| 14519 219,217 LTQC | **Velma L. Hamlin** 2D | Sch | Am 200 | Boston 38.8 \| 19.3 | 986 1091 | | 1919 | Harrington, (Frye, Flynn Co.) [Me. | New England Maritime Co., Inc. | O,P,Hw;Icf | | V |
| 14520 220,674 MBPT | **Velthra** Wood 1D | Scw | Am 93.7 | Boston 18 \| 10.4 | 70 104 | | 1920 | Morris Heights, N. Y. (Consolidated S. B. Corp.) | S. Parker Bremer | 3Cyl TE8½,14,23x12; 1WTB;600IHP. | | |
| 14521 | **Venator** xKatie Steel 1D;B;Wireless;W. Bal 4BH | Scw Sch | Hon 220.1 | Pt. Cortez 30.2 \| 13.5 | 627 1113 | | 1902 1 | Grimstad, (Fevigs Jernskibsbyggeri.) [Nor. | T. S. Southgate | 3Cyl TE20,32,53x33; 2SB;WP175lbs | | N |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14522 HBCR | **Vencedor** xVera Ferraro xJupiter Steel 1D 3BH | MV | Arg | Buen Aires 123.8 \| 24.1 \| 10 P32′ F16′ | | 154 208 | | 1900 | Waterhuizen (J. J. Patje.) | Rafael Ramovecchi y Cia. | 4Cyl-OilEng10½x12½; 100BHP | | V |
| 14523 OVDJ | **Vendee** 1D;B | Bk | Fr | Nantes 263.6 \| 39.1 \| 22.6 | | 1764 1963 | | 1900 | Nantes, Fr. (A. Dubigeon.) | Soc. Generale d'Armement | Stl;2BH | | |
| 14524 | **Vendlus** xBoklund Iron 1D;B;Well dk;Wireless;W. Bal | Scw | Est | Reval 271.3 \| 36.1 \| 20.5 P28′ B68′ F30′ | | 1123 1827 | | '85 | Sunderland, (J. L. Thompson & Sons.) [Eng. | Hans Sergo | 3CylTE21,34½,55½x36 | | |
| 14525 OVDL | **Vendome** Steel 1D;Wireless;W. Bal 7BH | Scw | Fr | Nantes 363.1 \| 52.1 \| 23.1 P18′ B68′ | | 2534 4192 | | 1920 10 | Willington Quay, Eng. (Tyne Iron S. B. Co., Lim.) | Chemins de fer Paris-Orleans | 3CylTE23½,38,64x42; 3SB;WP180lbs;1600IHP | | V |
| 14526 220,741 KVBP | **Venetia** Steel 1D;Wireless 5BH | Scw | Am | San Fran. 196.5 \| 27.2 \| 17.7 | | 211 576 | | 1903 7 | Leith, (Hawthorne [Scot. & Co.) | John D. Spreckels | 3CylTE16,26,42x27; 2Blrs;680IHP. | | LY |
| 14527 PLAD | **Venezia L** xVenezia xAustria Steel 3D;Wireless;W. Bal 7BH | Scw | It | Trieste 451.3 \| 56 \| 34.9 P55′ B97′ F53′ | | 4877 7749 | | 1901 8 | Trieste, (Lloyd [It. Austriaco.) | Lloyd Triestino | 3CylTE28,47½,80x54; 3SB | | I |
| 300 PLBG | **Venezuela** xCaserta xMendoza Steel 2D;Shel dk;Deep frmg; SUB.SIG;Wireless;W. Bal 7BH | Scw Twin | It | Genoa 420 \| 51.6 \| 27.7 | | 4175 7028 | | 1904 11 | Newcastle, (Armstrong, Whitworth & Co., Lim.) [Eng. | Nav. Gen. Italiana | 2-3CylTE25,41,68x48; 5SB;WP180lbs;s rps2,26;5850IHP | | I |
| PWDC | **Venezuela** xWestminster Abbey Steel 2D;Web frms;Well dk;Oil fuel; Wireless;W. Bal 7BH | Scw Twin | Hol | Amst'dam 411.4 \| 50.7 \| 28.8 P & B 263′ F60′ | | 3847 6355 | | 1906 | Hamburg, (Reiherstieg Schiffsw.) [Ger. | Koninkl. West-Indische Maildienst | 2-3CylTE21,37,60x42; 5SB;WP200lbs | | BL |
| 214,325 LFSN | **Venezuela** Steel 2D;Awng dk;Oil fuel; Wireless;W. Bal 6BH | Scw | Am | San Fran. 380 \| 48.7 \| 32.5 | | 3443 5641 | | 1915 6 | Amsterdam, (Nederl. Schps. Maats.) [Hol. | Panama Mail S.S. Co. | 3CylTE28,43,74x51; 4SB;WP180lbs;3350IHP | | BL |
| LBDF | **Veni** xTonbridge Steel 1D;B;Deep frmg;Wireless; W. Bal 6BH | Scw | Nor | Hauges'nd 324 \| 47.1 \| 21.7 P21′ B96′ F35′ | | 1778 2981 | | 1901 7 | Sunderland, (W. Pickersgill & Sons.) [Eng. | H. Karluf Hanssen, Mgr. | 3CylTE22,38,64x42; 2SB;WP180lbs | | BL |
| 28,027 SGDL | **Venice Maru** Steel 2D;Oil fuel;Wireless;W. Bal 6BH | Scw | Jap | Kobe 405 \| 53 \| 37 F33′ | | 4013 6571 | | 1921 7 | Kobe, (Kawasaki Dkyd. Co., Lim.) [Jap. | Kawasaki Dkyd. Co. (Lim.) | 3CylTE28,46,78x54; 3SB;WP200lbs | | BL |
| 89 PLBV | **Veniero** xMonginevro Steel 1D;B;Shel dk;Deep frmg; Wireless;W. Bal 7BH | Scw Sch | It | Venice 382.1 \| 50.7 \| 23.4 | | 3199 5191 | | 1908 12 | Palermo, (Cant. Nav. Riuniti.) [It. | Soc. Veneziana di Nav. a Vap. | 3CylTE25,41,67x48; 2SB;WP180lbs;2000IHP | | I |
| | **Venta** xWillowmore xCundall Steel 1D;Deep frmg;SUB.SIG; Wireless;W. Bal 4BH | Scw | Ltv | Riga 276 \| 40.6 \| 18.6 P24′ B60′ F30′ | | 1146 1851 | | 1908 6 | Newcastle, (Northumberland S. B. Co., Lim.) [Eng. | Valsts Kugu Parvalde | 3CylTE20,33,54x36; 2SB;WP180lbs;205RHP. | 2dS.S.No.1,Blyth3,25;A.S.7,26; shft drn5,25;M.&B.S.7,26 | C |
| 161,871 KQML | **Ventura** Steel 3D;Spar dk;Oil fuel;Wireless; SUB.SIG;W. Bal 8BH | Scw Sch Twin | Am | San Fran. 400 \| 50 \| 26.3 | | 3918 6282 | | 1900 12 | Philadel- (Wm. Cramp & Sons S. & E. B. Co.) [phia, Pa. | Oceanic S.S. Co. | 2-3CylTE28,46,75x48; 8CRTB;WP175lbs;8508IHP. | | BL |
| 127,941 HNGS | **Ventura de Larrinaga** Steel 2D;Shel dk;Deep frmg; Wireless;W. Bal 6BH | Scw Sch | Br | Liverpool 405.1 \| 52 \| 25.6 | | 2970 4648 | | 1908 11 | Pt. Glasgow, (Russell & Co.) Scot. | Larrinaga & Co., Mgrs. | 3CylTE27,44,73x48; 2SB;WP180lbs | | BL |
| 129,475 HQNS | **Venture** Steel 1D;Wireless;Oil fuel;W. Bal 4BH | Scw Sch Twin | Br | Victoria 180.4 \| 32.1 \| 17 B121′ | | 580 1011 | | 1910 3 | Glasgow, (Napier & Miller, Lim.) [Scot. | Union Steamships (Lim.) | 2-3CylTE12,19,33x27; 2SB;WP180lbs | | BL |
| NCWQ | **Venus** 1D | Trn | Dan | Marstal 97.3 \| 24.1 \| 9.9 | | 128 150 | | 1921 | Svendborg, (J. Ring Andersen.) [Den. | Vald. Petersen | Ch,B;Gif(Sltd) | | V |
| 43 PLCA | **Venus** xPiave xWar Brae Steel 1D;Wireless;W. Bal 7BH | Scw | It | Rome 331.1 \| 46.7 \| 23.2 P33′ B100′ F28′ | | 2000 3363 | | 1918 6 | W. Hartlepool, Eng. (Irvine's S. B. & D. D. Co., Lim.) | Soc. Anon. Sbarchi Imbarchie Trasporti | 3CylTE25,41,68x45; 3SB;WP180lbs | S.S.No.1,Gen11,22;A.S.11,25; shft drn9,23;B.S.9,24;M.S.4,26 | C-I |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14540 161,876 | **Venus** Steel 1D;B;Mchy aft;W. Bal; 3BH SUB.SIG. | Scw | Am 346 | Fairport 48 \| 28 | 2766 3719 | | 1901 rb'15 | Lorain, (American S. B. Co.) [Ohio | Inter'ake S. S. Co. | 3CylTE22,35,58x40; 2SB;WP170lbs;1450IHP. | | |
| 14541 | **Venus** xLoch Maree Iron 1D;B;Well dk;W. Bal 3BH | Scw Sch | Am 210 | Manila 29.8 \| 15.7 | 597 987 | | '83 | Dundee, Scot. (Gourlay Bros.) | Ynchausti y Cia. | 2CylC23,44x42 | | |
| 14542 OVED | **Venus** xSinaloa Steel 1D;W. Bal;Wireless 5BH | Scw | Fr 274.1 | Rouen 39.6 \| 19.2 | 1167 1917 | | 1905 5 | Pt. Glasgow, (W. Hamilton & Co.) [Scot. | Cie. des Affreteurs Francais | 3CylTE18,29,48x33; 2SB;WP165lbs;1050IHP | | V |
| 14543 KDQT | **Venus** 1D | Sch | Swd 104 | Ystad 25.5 \| 11.5 | 168 190 | | '92 | Thuro, (J. Ph. Jorgensen Schomer.) [Den. | N. E. Martenssen | Wd | | V |
| 14544 NBVQ | **Venus** Steel 1D;Oil fuel;W. Bal;Wireless 5BH | Scw | Dan 303 P33′ | Cop'hagen 43 \| 20.8 B81′ F32′ | 1460 2456 | | 1920 6 | Newcastle, (Wood, Skinner & Co., Lim.) [Eng. | C. P. Jensen, Mgr. | 3CylTE22,36,59x39; 2SB;WP180lbs | | BL |
| 14545 165,837 | **Venus** 1D | Brg | Am 97.8 | New York 31.6 \| 8.7 | 464 464 | | 1907 | Rondout, (Jacob Rice.) [N. Y. | Harbor Lighterage Co. | Wd | | |
| 14546 142,421 PWHG | **Venus** Steel 2D;Wireless;W. Bal 6BH | Scw | Hol 270.2 | Amst'dam 38.2 \| 18.9 B147′ F34′ | 1146 1835 | | 1907 | Rotterdam, (Rotterdam Droogd. Maat.) [Hol. | Koninkl. Nederl. Stoomb. | 3CylTE19,30,51x56; 2SB;WP160lbs;950IHP. | | V |
| 14547 | **Venus** xValta Iron 1D 3BH | Scw | Cuban 102.2 | Havana 20.6 \| 11 | 62 168 | | '99 3 | Selby, (Cochrane & Cooper, Lim.) [Eng | Vilar, Senra & Co. | 3CylTE11½,18,30x22; 1SB | — Exp 5,20 | |
| 14548 MBCF | **Vera** Steel 2D;B.W. Bal 4BH | Scw | Nor 220 | Oslo 32 \| 22.2 | 670 1222 | | 1903 2 | Copenhagen, (Akt. Burmeister & Wain.) [Den. | F. Klaveness & Co., Mgrs. | 3CylTE19¾,31¾,55x36; 2SB;WP180lbs | | N |
| 14549 NLMJ | **Vera** 1D | Sch | Dan 112.4 | Svendborg 26.7 \| 11.1 | 200 225 | | 1901 | Thuro, (J. Ph. Jorgensen) [Den. | L. Rasmussen | O,B;Gif(Sltd) | | V |
| 14550 7,025 KPHC | **Vera** xBryssel Steel 1D;Deep frmg;W. Bal 4BH | Scw | Swd 240.3 P15′ | Helnsborg 37.2 \| 16.6 B146′ F29′ | 775 1336 | | 1904 8 | Hoboken, (Soc. Anon. Le Vulcain Belge.) [Hol. | Rederi A/B Sirius | 3CylTE18,29,49x33; 2SB;WP185lbs | | BL |
| 14551 142,666 JVKL | **Vera Kathleen** xWar Sky Steel 1D;Wireless;W. Bal 7BH | Scw | Br 331.3 P33′ | W.Hartlpl 46.8 \| 23.2 B98′ F28′ | 1839 3072 | | 1918 10 | Sunderland, (J. Blumer & Co.) [Eng. | The Hartlepool Seatonia S.S. Co. (Lim.) | 3CylTE25,41,68x45; 3SB;WP180lbs | | BL |
| 14552 141,778 | **Vera P. Thornhill** 1D | Sch 2 M | Br 123.5 | La Have 26.2 \| 11 | 128 173 | | 1922 12 | Shelburne, (W. C. Mackay & Sons, Lim.) [N. S. | Fraser Gray | Bch,Sp,Hk,O;Gif(Sltd) | ✠ — — Suspended7,25 | |
| 14553 148,529 KSBF | **Vera Radcliffe** Steel 1D;Wireless;W. Bal 7BH | Scw | Br 415.5 P45′ | London 55.5 \| 26.6 B & F 327′ | 3417 5587 | | 1925 1 | Stockton, (Craig, Taylor & Co., Lim.) [Eng. | Wimborne S.S. Co. (Lim.) | 3CylTE28,46,75x48; 3SB;WP180lbs | | BL |
| 14554 NPTM | **Veratyr** Steel 1D;Well dk;W. Bal 5BH | Scw | Dan 241.2 P13′ | Cop'hagen 36.1 \| 16.5 B63′ F30′ | 878 1435 | | 1906 | Kiel, (Howaldts-werke.) [Ger. | Holm & Wonsild, Mgrs. | 3CylTE16½,27,42x29½; 2SB;WP178lbs;580IHP. | | V |
| 14555 141,875 JSKD | **Verbania** xTrafalgar Steel 2D;Oil fuel;Wireless;W. Bal 6BH | Scw | Br 405.3 P43′ | Liverpool 53 \| 27.4 B126′ F46′ | 3180 5021 | | 1918 3 | Pt. Glasgow (R. Duncan & Co., Lim.) [Scot. | Cunard S.S. Co., Mgrs. | 3CylTE27,44,73x48; 3SB;WP180lbs | | BL |
| 14556 MKPN | **Verdande** Steel 1D;W. Bal 4BH | Scw | Nor 244.6 P16′ | Bergen 37.7 \| 15.7 B65′ F27′ | 961 1589 | | 1914 9 | Bergen, (Bergens Mek. Vaerks.) [Nor. | A. Schjelderup, Mgr. | 3CylTE18,29,49x33; 2SB;WP180lbs | | N |
| 14557 161,792 | **Vergana** 1D | Scw Sch | Am 145 | San Fran. 17.9 9.4 | 87 128 | | '97 | Newburgh, (T. S. Marvel & Co.) [N Y. | U. S. Govt. (Navy Dept.) | 3CylTE9,16,25x16; 2WTB | | |
| 14558 161,944 | **Vermont** Steel 2D 4BH | SW | Am 251.5 | Burlingt'n 34.9 \| 10.6 | 608 1195 | | 1903 | Shelburne Harbor, Vt. | Champlain Trans. Co. | 1CylVB55x120; 2Blrs;WP50lbs;1800IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14559 | **Vermont** | Scw | Am | Duluth | 51 | | 1914 | Cleveland, | Great Lakes | 1Cyl23x28; | | |
| 212,455 | Steel | | 71 | 20 \| 12.6 | 99 | | | (Great [Ohio Lakes Towing Co.) | Towing Co. | 1RTB;WP154lbs;750IHP. | | |
| | 1D 3BH | | | | | | | | | | | |
| 14560 | **Vermont** | Scw | Fr | Havre | 3200 | | 1919 | Sunderland, | Compagnie | 3Cyl TE27,44,73x48; | | V |
| | xEasterly Steel | | 399.8 | 52.3 \| 28.4 | 5186 | | 7 | (Bartram [Eng. & Sons, Lim.) | Generale Transatlantique | 3SB;WP180lbs;2700IHP. | | |
| OVFY | 2D;Wireless;W. Bal 8BH | | P48′ | B112′ F39′ | | | | | | | | |
| 14561 | **Verona** | Scw | Am | Cleveland | 4515 | | 1907 | Lorain, | Interlake | 3Cyl TE22,36,60x42; | | |
| 204,684 | Steel | Sch | 480 | 52 \| 30 | 5880 | | 10 rb '21 | (Amer- [Ohio ican S. B. Co.) | S.S. Co. | 2SB;WP180lbs;1600IHP. | | |
| | 1D;Mchy aft;SUB.SIG;W. Bal 3BH | | | | | | | | | | | |
| 14562 | **Verona** | Scw | Am | Seattle | 123 | | 1910 | Dockton, | Kitsap | 3Cyl TE11,16,26x12; | | |
| 207,675 | Wood | | 112.9 | 22.8 \| 7.3 | 181 | | | (John [Wash. Matinolich.) | Transp. Co. | 1WTB;WP300lbs;600IHP. | | |
| | 1D;Oil fuel | | | | | | | | | | | |
| 14563 | **Verona** | Scw | Nor | Oslo | 669 | | 1903 | Copenhagen, | A.F.Klave- | 3Cyl TE19¾,31,55x36; | | N |
| | Steel | Sch | 220 | 32 \| 22.2 | 1221 | | 3 | (Akt. Bur- [Den. meister & Wain.) | ness & Co., Mgrs. | 2SB;WP180lbs | | |
| MBCG | 2D;B;W. Bal 4BH | | | | | | | | | | | |
| 14564 | **Veronica** | Sch | Br | Halifax | 284 | | 1914 | Frederiks- | Mrs. | Stl;2BH; | | G |
| 151,088 | xMarga xAbdon | Aux | 135.3 | 30 \| 11 | 370 | | | (Skibs. [havn, Den. & Flydk. Frederikshavn.) | Matilda H. N. Godman | 4 Cyl Oil Eng 16x18 | | |
| | 1D | 4 M | | | | | | | | | | |
| 14565 | **Versailles** | Bk | Fr | Havre | 1939 | | 1900 | Nantes, | Societe | Stl;2BH | | |
| | | | 277.1 | 40.7 \| 22.7 | 2201 | | | (Chant. [Fr. Nantais de Const. Mar.) | Generale d'Armement | | | |
| OVFU | 1D;B | | | | | | | | | | | |
| 14566 | **Versailles** | Sch | Br | La Have | 100 | | 1919 | Bridgewater, | Zwicker & | Wd | | |
| 141,633 | | | 124 | 26.7 \| 10.1 | 155 | | | (Bridge- [N. S. water Shipping Co., Lim.) | Co. (Lim.) | | | |
| | 1D | | | | | | | | | | | |
| 14567 | **Vesla** | Scw | Nor | Bergen | 663 | | 1913 | Bergen, | W. Hansen, | 3Cyl TE17,26,46x30; | | N |
| | Steel | | 226.3 | 36.5 \| 15.8 | 1107 | | 4 | (Bergens [Nor. Mek. Vaerks.) | Mgr. | 1SB;WP180lbs | | |
| MJHQ | 1D;W. Bal 4BH | | P10′ | B51′ F27′ | | | | | | | | |
| 14568 | **Vesper** | Scw | Am | Baltimore | 292 | | '70 | Wilmington, | Wilming- | 1Cyl V; | | |
| 25,833 | M;If | | 155 | 22 \| 8 | 331 | | 12 | Del. | ton S.S. Co. | 1Bir | | |
| 14569 | **Vesta** | Scw | Am | New York | 2223 | | 1913 | Camden, | Standard | 3Cyl TE21,35,58x42; | | |
| 210,932 | Steel | Sch | 321.7 | 46.2 \| 27.5 | 3663 | | 4 | N. J | Transportation | 2SB;WP200lbs;1700IHP | | |
| LCTF | 2D;Web frms;Mchy aft; Oil fuel;SUB.SIG;Oil in bulk; Wireless;W. Bal 13BH | | P116′ | B30′ F42′ | | | | (N. Y. Shipbuilding Co.) | Co. | | | |
| 14570 | **Vesta** | Scw | Hol | Amst'dam | 1146 | | 1907 | Rotterdam, | Koninklijke | 3Cyl TE19,30,51x36; | | V |
| | Steel | | 270.2 | 38.2 \| 18.9 | 1835 | | | (Rotter- [Hol. damsche Droogdok Mij.) | Nederl. Stoomb Mij | 2SB;WP160lbs;950IHP | | |
| PWHC | 2D;Wireless;W. Bal 6BH | | | | | | | | | | | |
| 14571 | **Vesta** | Brg | Am | New York | 184 | | 1900 | East Boston, | Flower | Wd | | |
| 166,259 | | | 92.2 | 28.9 \| 8.1 | 184 | | | (R. F. [Mass. Keough.) | Lighterage Co. | | | |
| | 1D | | | | | | | | | | | |
| 14572 | **Vestalia** | Scw | Br | Glasgow | 3511 | | 1912 | Pt. Glasgow, | Gow, Har- | 3Cyl TE27,45,74x51; | | BL |
| 133,034 | Steel | Sch | 423.4 | 56 \| 27.9 | 5528 | | 5 | (Russell [Scot. & Co.) | rison & Co., Mgrs. | 3SB;WP180lbs | | |
| HVQR | 2D;Wireless;W. Bal 6BH | | P43′ | B123′ F42′ | | | | | | | | |
| 14573 | **Vester** | Scw | Am | Wilmngtn | 70 | | '76 | Boothbay, | Consoli- | 1Cyl 18x18; | | |
| 25,929 | Wood | | 96.4 | 18.4 \| 9 | 117 | | | Me. | dated Fisheries Co. | 100IHP. | | |
| | 1D | | | | | | | | | | | |
| 14574 | **Vestfos** | Scw | Nor | Oslo | 826 | | 1909 | Oslo, | Thor | 3Cyl TE19,31,51½x33; | | N |
| | Steel | | 254 | 38 \| 16.4 | 1388 | | 6 | (Nylands [Nor. Vaerksted.) | Thoresens Linje | 2SB;WP175lbs | | |
| MFRC | 1D;W. Bal 4BH | | P20′ | B162′ F23′ | | | | | | | | |
| 14575 | **Vestland** | Scw | Nor | Hauges'nd | 1139 | | 1916 | Wyandotte, | R. Amlie | 3Cyl TE20,33,54x40; | | BL |
| | Steel | | 251 | 43.8 \| 18.2 | 1934 | | 8 | (Detroit [Mich. S. B. Co.) | | 2SB;WP180lbs | | |
| MVPK | 1D;W. Bal;Wireless 4BH | | P28′ | B65′ F27′ | | | | | | | | |
| 14576 | **Vestris** | Scw | Br | Liverpool | 6623 | | 1912 | Belfast, | Lamport & | 2-4Cyl QE23,32,46,66x48; | | BL |
| 131,451 | Steel | Sch | 495.5 | 60.8 \| 28.7 | 10494 | | 9 | (Workman, [Ire. Clark & Co., Lim.) | Holt (Lim.), Mgrs. | 3DB;1AuxSB;WP215lbs | | |
| HWNK | 2D;Shel dk;Web frms;Wireless; D.F;Long. frmg;SUB.SIG;W. Bal 8BH | Twin | | B264′ F53′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14577 | **Vestvard** Steel | MV | Nor | Oslo | 2441 | | 1925 | Rostock, (Akt. Ges. Neptun.) [Ges. | Klosters Rederi A. S. | 6Cyl Oil Eng 27⅜x55 1/10 | | N |
| LDWP | 2D; Wireless; W. Bal | | 386 | 53 \| 23.5 | 4319 | | | | | | | |
| 14578 | **Vesuvio** Steel | Scw | It | Genoa | 3492 | | 1914 | Spezia, (Fiat [It. | Navigazione Generale Italiana | 3Cyl TE 26,42½,69x48; | | C-I |
| 711 | | | 394.9 | 51.6 \| 27.4 | 5459 | | 4 | San Giorgio) | | 2SB; WP 180 lbs; 2896 IHP. | 2dS.S.No.1,Gen8,24; | |
| PLFS | 1D; Deep frmg; Wireless; W. Bal 8BH | | P37′ | B113′ F37′ | | | | | | | shft drn1,23; B.S.8,25; M.S.10,25 | |
| 14579 | **Vesuvius** Steel | Scw | Swd | H'lsingb'g | 945 | | 1902 | Greenock, (Grange- [Scot. | Rederi A/B. Wega | 3Cyl TE 19,31,51x36; | | BL |
| 7,107 | xBruckhausen xWobun | | 257.5 | 37.1 \| 18.2 | 1581 | | 6 | mouth & Greenock Dkyd. Co.) | | 2SB; WP 160 lbs | | |
| KFMB | 1D; Deep frmg; Wireless; W. Bal 4BH | | B58′ | F27′ | | | | | | | | |
| 14580 | **Vianda** Steel | Scw | Br | London | 4344 | | 1901 | Glasgow, (C. Connell [Scot | Vianda S. S. Co. (Lim.) | 3Cyl TE 27,46,76x51; | | BL |
| 113,469 | xPort Alma xIndralema | | 450.6 | 55 \| 30.8 | 6669 | | 6 | & Co.) | | 3SB; WP 200 lbs | | |
| SHKW | 2D; Shel dk; Deep frmg Wireless; W. Bal 6BH | | | | | | | | | | | |
| 14581 | **Viatic** Wood | Scw | Am | New York | 67 | | 1913 | Tottenville, (A. C. [N. Y. | Tice Towing Line | ---------- | | |
| 212,846 | xC. G. Ackerman | | 73.2 | 22.3 \| 9.7 | 99 | | | Brown & Sons.) | | 400 IHP. | | |
| | 1D | | | | | | | | | | | |
| 14582 | **Viator** Steel | Scw | Nor | Stavanger | 618 | | 1904 | Stavanger, (Stavanger [Nor. | Holdt & Isachen, Mgr. | 3Cyl TE 16,26,43½x30; | | N |
| | | | 231.7 | 33.3 \| 15.3 | 983 | | 6 | Stoberi & Dok.) | | 1SB; WP 175 lbs | | |
| MBTD | 1D; W. Bal 4BH | | | B58′ F27′ | | | | | | | | |
| 14583 | **Viborg** Steel | Scw | Dan | Cop'hagen | 1188 | | 1919 | Alblasser- (N. V. [dam, Hol. | C. K. Hansen, Mgr. | 3Cyl TE 20,32,52x39; | | BL |
| | | | 283.4 | 42.1 \| 18.3 | 2028 | | 3 | Schpw. v. J. Smit. Czn.) | | 2SB; WP 180 lbs | | |
| NWKJ | 1D; W. Bal; Wireless 4BH | | P22′ | B166′ F35′ | | | | | | | | |
| 14584 | **Vicentica** Wood | Scw | Am | Manila | 94 | | 1902 | Hong Kong, (Kwong [Chin | F. Tarnate | 2Cyl C 13½,26x18 | | |
| | xSan Francisco | | 138 | 20.2 \| 8.2 | 183 | | | Yak Cheong.) | | | | |
| | 1D; Awng dk | | | | | | | | | | | |
| 14585 | **Vicia** Steel | Scw | Swd | Gothenb'g | 1922 | | '96 | W. Hartle- pool, Eng. (Furness, Withy & Co.) | H. Metcalfe. Mgr | 3Cyl TE 22,36,60x42; | | V |
| 5,397 | xSigrid | | 315 | 43.1 \| 20.4 | 2522 | | 7 | | | 2SB; WP 160 lbs; 1140 IHP. | | |
| JTCD | 1D; Deep frmg; Wireless; W. Bal 6BH | | P26′ | B79′ F31′ | | | | | | | | |
| 14586 | **Vicking** Steel | Scw | Br | Toronto | 727 | | '89 | Buffalo, (Union [N. Y. | Seneca Washed Gravel Corp. | 2Cyl C 21,42x42; | | |
| 141,661 | xClinton | | 217.4 | 36.7 \| 14.7 | 1231 | | | D. D. Co.) | | 1SB; WP 155 lbs; 600 IHP. | | |
| | 1D; Mchy aft; W. Bal 3BH | | | | | | | | | | | |
| 14587 | **Vicksburg** Steel | Scw | Am | Pittsburgh | 410 | | 1921 | Charleston, (Chas. [W. Va. | U. S. Govt. (War Dept.) | 2-3Cyl TE 15½,25,44x26; | | |
| 221,271 | | Twin | 200 | 40 \| 7.9 | 757 | | 5 | Ward Eng. Wks.) | | 2WTB; WP 250 lbs; 1800 IHP. | | |
| MCSR | 1D; Oil fuel | | | | | | | | | | | |
| 14588 | **Victor de Chavarri** Steel | Scw | Sp | Bilbao | 1997 | | 1919 | Bilbao, (Soc. [Sp. | Soc. An. Altos Hornos de Vizcaya | 3Cyl TE 22,35,58x39; | | BL |
| | | | 312.1 | 48.1 \| 21.7 | 3308 | | 6 | Espanola de Cons. Nav.) | | 2WTB; WP 190 lbs | | |
| JVBL | 1D; Long. frmg; Mchy aft; Wireless; W. Bal 5BH | | P88′ | F44′ | | | | | | | | |
| 14589 | **Victor Lynn** Iron | MV | Am | Crisfield | 127 | | '81 | Baltimore, (Columbia [Md. | Alphonso Wooten | 2-6Cyl Oil Eng; | | |
| 222,103 | xQueenstown | SW | 148.2 | 24 \| | 254 | | | Iron Wks.) | | 270 BHP. | | |
| | 1D | | | | | | | | | | | |
| 14590 | **Victoria** Steel | Scw | Am | Buffalo | 405 | | 1917 | Buffalo, N. Y. | Buffalo Gravel Corp. | ---------- | | |
| 166,115 | xAccommodation | | 122 | 36 \| 11 | 596 | | | | | 100 IHP | | |
| | 1D | | | | | | | | | | | |
| 14591 | **Victoria** Iron | Scw | Am | New York | 2415 | | '70 | Dumbarton, (W. [Scot. | Alaska S.S. Co. | 3Cyl TE 31,50,76x54; | | |
| 161,826 | xParthia | Sch | 360.5 | 40.4 \| 34.3 | 3868 | | 8 | Denny & Bros.) | | 2SB; WP 148 lbs; 2600 IHP. | | |
| KNRM | 4D; Oil fuel; Wireless 7BH | | | | | | | | | | | |
| 14592 | **Victoria** Oak | Scw | Am | Detroit | 116 | | '72 | Detroit, (Detroit [Mich. | Detroit & Windsor Ferry Co. | 2Cyl 20,20x24; | | |
| 25,868 | | | 96.3 | 28 \| 10.4 | 192 | | | D. D. Co.) | | 1FB; WP 90 lbs; 500 IHP. | | |
| | 3D | | | | | | | | | | | |
| 14593 | **Victoria** Oak | Scw | Br | Ottawa | 108 | | '99 | Toronto, Ont. | Empress Nav. Co. (Lim.) | ---------- | | |
| 107,408 | | | 100 | 21 \| 5.6 | 181 | | | | | | | |
| | 1D | | | | | | | | | | | |
| 14594 | **Victoria** Wood | StW | Am | St. Mich'el | 409 | | '98 | Seattle, (Moran [Wash. | Northern Nav. Co. | 1Cyl 20x—; | | |
| 161,811 | | | 176.1 | 35.4 \| 5.9 | 718 | | | Bros.) | | 3 Blrs; 700 IHP. | | |
| | 1D | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | | | | | | | | | |
| 14595 | **Victoria** | Scw | Brz | Rio Jan'ro | 1547 | | '77 | Newcastle, | Lloyd | 3Cyl TE 20,32,54x42; | | C |
| 76,534 | xNepthis Iron | | 310 | 34.1 \| 24.7 | 2181 | | 6 | (C. Mitchel [Eng. & Co.) | Nacional | 2SB;WP170lbs;1050IHP. | 4thS.S.No.2,RiodeJ8,25; | |
| | 2D;Wireless;W. Bal 5BH | | | | | | | | | | B.S;shft drn8,25;M.S.6,26 | |
| 14596 | **Victoria** | MV | Am | N. Orleans | 90 | | 1923 | Biloxi, | Southern | 1CylGasEng9½x14 | | |
| 223,378 | | | 84 | 24 \| 5.9 | 117 | | | Miss. | Nav. Co. | | | |
| 14597 | **Victoria Maru** | Scw | Jap | Kobe | 4254 | | 1921 | Kobe, | Kawasaki | 3Cyl TE 26,43,72x48; | | BL |
| 26,865 | Steel | | 385 | 51 \| 36 | 5873 | | 2 | (Kawasaki [Jap. Dkyd. Co., Lim.) | Dockyard Co. (Lim.) | 2SB;1AuxSB;WP200lbs | | |
| RWHV | 2D;Oil fuel;Wireless;W. Bal 6BH | | | | | | | | | | | |
| 14598 | **Victorian Transport** | Scw | Br | W.Hartlpl | 2847 | | 1913 | Newcastle, | Houlder | 3Cyl TE 25,40,68x48; | | C |
| 135,883 | Steel | | 385.1 | 52 \| 27.1 | 4521 | | 5 | (Northum- [Eng. berland S. B. Co., Lim.) | Bros. & Co. (Lim.), Mgrs. | 3SB;WP180lbs;385RHP;Exmd11,26 | S.S.No.3,Npt3,26;A.S.3,26; | |
| JCHK | 1D;Deep frmg;Wireless;W. Bal 6BH | | P35′ | B119′ F41′ | | | | | | | shft drn7,24;M.&B.S.3,26 | |
| 14599 | **Victorious** | Scw | Am | San Fran. | 4753 | 9′ 6¾″ | 1918 | Alameda, | U. S. Ship- | Elect Motor;Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 217,060 | Steel | | 440 | 56 \| 35.2 \| 38′ | 7597 | 28′ 8″ | 10 | (Bethlehem [Cal. S. B. Corp., Lim.) | ping Board | General Electric Co; | ✠AMS | |
| LNHF | 2DLong. frmg; 9BH | | | | 12000 | | | | | 3SB;Willamette I. & S. Wks; | S.S.No.1,NO2,23; | |
| | Wireless;W. Bal; 7BH to Fbd dk | | | | | | | | | 8250HS;WP215lbs;3000SHP; | n Eng11,21;M.S.2,23; | |
| | SUB.SIG; 2BH to 2d dk | | | | | | | | | Dkd,d rpd6,26;s rps10,26 | B.S;n shft11,25;Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| 14600 | **Victorius** | Brg | Am | New York | 447 | | 1916 | Athens, | Thomas J. | Wd | | |
| 166,585 | | | 112 | 29 \| 13.1 | 447 | | | (Richard [N. Y. Lenahan.) | Howard | | | |
| | 1D | | | | | | | | | | | |
| 14601 | **Victory** | Scw | Am | Fairport | 3707 | | '95 | Chicago, | Inter-Lake | 3Cyl TE 23,38,63x40; | | |
| 161,758 | Steel | | 459 | 43.3 \| 22.5 | 4527 | | 7 | (Chicago [Ill. S. B. Co.) | S.S. Co. | 2SB;WP180lbs;1500IHP. | | |
| | 1D;B;Mchy aft;Web frms; 3BH | | | F37′ | | | | | | | | |
| | W. Bal;SUB.SIG. | | | | | | | | | | | |
| 14602 | **Victory** | StW | Am | Pittsbu'gh | 190 | | 1919 | Pittsburgh, | Dravo | 2-2CylC 14,30x72; | | |
| 218,194 | Steel | | 135.7 | 27 \| 5.6 | 243 | | | (Dravo [Pa. Contracting Co.) | Contracting Co. | 3Blrs;WP200lbs;400IHP. | | |
| | 3D 6BH | | | | | | | | | | | |
| 14603 | **Victory Chimes** | Sch | Br | Parrsboro | 294 | | 1918 | Cardigan, | B. E. | Wd | | |
| 134,210 | | | 129.7 | 30.2 \| 11.5 | 297 | | | (J. A. [P. E. I. McDonald.) | Merriam | | | |
| TPBW | 1D | | | | | | | | | | | |
| 14604 | **Vidar** | Scw | Swd | Stockh'lm | 1198 | | 1907 | Pt. Glasgow, | Stockholm | 3Cyl TE 21,35,57x39; | | BL |
| 4,786 | Steel | | 285.3 | 42.1 \| 19.6 | 2159 | | 9 | (Murdoch [Scot. & Murray.) | Rederi Aktieb. Svea. | 2SB;WP180lbs | | |
| JQRG | 1D;Deep frmg;Wireless;W. Bal 4BH | | P27′ | B74′ F35′ | | | | | | | | |
| 14605 | **Vidovdan** | Scw | Jg-Sl | Dubrovnk | 3558 | | 1906 | Newcastle, | Atlantic | 4CylQE 24,34,51,74x54; | | BL |
| | xBraunfels Steel | Sch | 421.9 | 55.3 \| 20.3 | 5554 | | 8 | (Swan, [Eng. Hunter & Wigham Richardson.) | Nav. Ivo Racic Co. (Lim.) | 3SB;WP213lbs | | |
| | 1D;Spar dk;Web frms;Wireless; 6BH | | P60′ | B123′ F51′ | | | | | | | | |
| | W. Bal | | | | | | | | | | | |
| 14606 | **Vidylia** | Bk | Fin | Mariehmn | 664 | | '78 | Pt. Glasgow, | K. A. | I;1BH | | |
| | xBen Lawers | | 186.6 | 30.6 \| 18 | 722 | | | (Russell [Scot. & Co.) | Johansson | | | |
| | 1D;B | | | | | | | | | | | |
| 14607 | **Vierland** | Bk | Nor | Sandefrj'd | 1941 | | '88 | Pt. Glasgow, | N. T. | I;1BH | | N |
| | xAlonso | 4 M | 283 | 40.5 \| 24.6 | 2151 | | 8 | (Russell [Scot. & Co.) | Nielson, Mgr. | | | |
| KDVJ | 1D;B | | P37′ | F39′ | | | | | | | | |
| 14608 | **Vigan** | MV | Am | Manila | 543 | | 1918 | Shanghai, | Cia.Naviera | 2-6Cyl-OilEng | | |
| | Comp. | Twin | 187.1 | 29.5 \| 13.1 | 819 | | | (Kinanan [China Dock Co.) | | | | |
| | 1D | | | | | | | | | | | |
| 14609 | **Vigilant** | Sch | Am | San Fran. | 1439 | | 1920 | Hoquiam, | E. K. Wood | Fir;Gif | | V |
| 219,516 | | 5 M | 241.9 | 44.4 \| 19 | 1603 | | 3 | (Matthews [Wash. S. B. Co.) | Lumber Co. | | | |
| LVKH | 1D;Wireless | | | | | | | | | | | |
| 14610 | **Vigiloff** | Scw | Rus | | 86 | | 1901 | Philadel- | Russian | 3Cyl TE 14,21,36x26; | | |
| | xVigilant Steel | | 117.3 | 22.5 \| 11.5 | 248 | | | phia, Pa. (Neafie & Levy Co.) | Government | 1SB;WP160lbs;64RHP. | | |
| | 1D;Wireless;W. Bal 3BH | | | | | | | | | | | |
| 14611 | **Vigo** | Scw | Ger | Hamburg | 4421 | | 1922 | Kiel, | Hamburg- | 3Cyl TE 28,45,74x55; | | G |
| | Steel | | 413.3 | 55.2 \| 36.2 | 7309 | | 4 | (Howaldts- [Ger. werke A. G.) | Sudamer. Dampfschiffs. Ges | 4SB;WP200lbs | | |
| RCKD | 3D;SUB.SIG;Wireless;W. Bal 9BH | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14612 121,056 HCSV | **Vigo** Steel 2D;B;Shel dk;Wireless;W. Bal 6BH | Scw | Br 336 | Hull 48.3 \| 22.8 | 3243 4224 | | 1905 6 | Hull, (Earle's S. & E. Co., Lim.) [Eng. | Ellerman's Wilson Line (Lim.) | 3Cyl TE 20,32½,54x42; 2SB;WP195lbs;146RHP. | 2d S.S.No.1,Hull6,22; shft drn10,24;B.S.6,25;M.S.5,26 | C |
| 14613 1,116 PLHG | **Vigor** Steel 2D;Web frmg;Long. frmg; Mchy aft;Oil in bulk;Oil fuel; Wireless;W. Bal 17BH | Scw | It 406.9 P105′ | Genoa 54.8 \| 30.9 B30′ F36′ | 3839 6650 | | 1923 3 | Spezia, (Ansaldo San Giorgio.) [It. | Soc. Marit. per il Trasporto del Petrolio "La Columbia" | 4Cyl QE 21,29,43,62x45; 3SB;WP230lbs | | I |
| 14614 HKJT | **Vika** xTista Steel 1D;W. Bal 4BH | Scw | Nor 228.3 | Oslo 31.8 \| 15.1 | 648 1163 | | 1902 7 | Copenhagen, (Akt. Burmeister & Wain) [Den. | H. Ditlev-Simonsen & Co., Mgrs. | 3Cyl TE 19,31,55x36; 2SB;WP170lbs | | N |
| 14615 NQBP | **Viking** 2D;W.Bal | Bk | Dan 293.8 P201′ | Cop'hagen 45.9 \| 23.8 | 2665 2952 | | 1907 6 | Copenhagen, (Akt. Burmeister & Wain.) [Den. | Det. Forenede Dmpskbs. Selskab. | Stl;4BH | | BL |
| 14616 206,562 LBFD | **Viking** Steel 1D | Scw | Am 156.5 | New York 23.6 \| 12.5 | 155 301 | | 1909 | Wilmington, (Pusey & Jones Co.) [Del. | Geo. F. Baker | 4Cyl TE 14,21,24,24x18; 2WTB985IHP. | | |
| 14617 4,209 KDTF | **Viking** xJohannes Maersk xGrovehurst Steel 1D;Web frms;Well dk;W. Bal 4BH | Scw | Swd 230.5 P22′ | Hoganas 36.1 \| 14.8 B52′ F25′ | 809 1336 | | 1903 5 | W. Hartlepool, Eng. (Irvine's S. B. & D. D. Co., Lim.) | Det. Fornyede Rederi A/B. | 3Cyl TE 19,31,51x36; 1SB;WP160lbs | | BL |
| 14618 145,113 KHJV | **Vikingstar** xLustada Steel 2D;Shel dk;Oil fuel; Wireless;W. Bal 6BH | Scw | Br 400.3 | London 52.3 \| 28.5 | 3928 6445 | | 1920 3 | Glasgow, (Napier & Miller.) [Scot. | Blue Star Line (Lim.) | 3Cyl TE 27,44,73x48; 3SB;WP180lbs | | BL |
| 14619 150,493 | **Vilda A** 1D | Sch | Br 82.8 | Parrsboro 24.6 \| 8 | 98 | | 1922 | Port Greville, N. S. | William O. Allen | Wd | | |
| 14620 MDBN | **Vildfugl** xTana Steel 1D;Deep frmg;Well dk;W. Bal 4BH | Scw | Nor 256.5 | Oslo 35.1 \| 15.4 B88′ F27′ | 749 1413 | | 1906 12 | Fredrikstad, (Fredrikstad Mek. Vaerks.) [Nor. | H. Ditlev-Simonsen & Co., Mgrs. | 3Cyl TE 21,34,60x36; 2SB;WP180lbs | | N |
| 14621 947 PLHS | **Villa Ada** xFratelli Bianchi Steel xWar Leopard 7BH 2D;Oil fuel;Wireless;W. Bal | Scw | It 400.4 P49′ | Genoa 52.8 \| 28.4 B113′ F39′ | 3146 5177 | | 1918 7 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | Soc. di Nav. per Trasporti Refrigeranti "La Polare" | 3Cyl TE 27,44,73x48; 3SB;WP180lbs; 2500IHP | | I |
| 14622 RCJW | **Villagarcia** xSanta Maria Steel 2D;Deep frms;SUB.SIG; 9BH Wireless;W. Bal | Scw | Ger 426.2 P & B | Hamburg 55.3 \| 29.5 348′ F49′ | 4593 7423 | | 1907 11 | Flensburg, (Flensburger Schiffsb. Ges.) [Swd. | Hamburg-Sudamer Dampfschiffs. Ges. | 4Cyl QE 23,33,49,72x54; 3SB;WP215lbs | | G |
| 14623 141,779 | **Village Queen** 1D | Trn | Br 90 | La Have 28.5 \| 11 | 123 184 | | 1923 | Dayspring, (F. A. Robar.) [N. S. | J. L. Publicover | Wd | | |
| 14624 OVMD | **Ville de Djibouti** xBayverdun xVerdun Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | Fr 387.9 | Havre 54 \| 25.9 | 2721 4377 | | 1914 11 | Pt. Glasgow, (Russell & Co.) [Scot. | Cie. Havraise Peninsulaire de Nav. Vap. | 3Cyl TE 26,42,70x48; 3SB;WP180lbs | | BL |
| 14625 OVMS | **Ville de Majunga** Steel 2D;Shel dk;Web frms; 6BH Wireless;W. Bal | Scw | Fr 363 | Havre 47.2 \| 25.5 | 2342 3657 | | 1901 2 | Sunderland, (Sir J. Laing & Sons, Lim.) [Eng. | Cie. Havraise Pen. de Nav. a Vap. | 3Cyl TE 24½,40,66x45; 3SB;WP180lbs | | BL |
| 14626 OVMW | **Ville de Mazagan** xIle de Borneo Flr;Gif(Sltd) xRosewood 3BH 2D;B;Wireless;Oil fuel | Scw Twin | Fr 241.9 B30′ | Casblnca. 42.2 \| 24.4 | 1357 1929 | | 1917 11 | Bellingham, (Pacific American Fisheries.) [Wash. | Ste' Marocaine d'Armement et de Commerce | 2-3Cyl TE 13,21,35x24; 2SB;WP180lbs;1000IHP. | ✠ — — Cancelled6,21 | |
| 14627 OVNG | **Ville de Mulhouse** 1D;B | Bk | Fr 312 P115′ | Nantes 45.4 \| 24.6 F86′ | 2798 3110 | | '99 7 | Havre, (F. & C. de la Medit.) [Fr. | G. Belot, Mgr. | Stl;1BH | | BL |
| 14628 OVNI | **Ville de Nancy** xGyptis xMyrtoon Steel 2D;W. Bal 7BH | Scw | Fr 302.4 P12′ | Rouen 40.1 \| 23.7 B58′ F36′ | 1559 2404 | | '89 | Hamburg, (Reiherst'g Schiffsw.) [Ger. | Raff. Serra | 3Cyl TE 23,37,60x42; 2SB;WP160lbs;1200IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14629 | **Ville d'Oran** | Scw | Fr | Havre | 3005 | | 1912 | Havre, | Cie. Havraise Pen. de Nav. a Vap. | 3CylTE24,40,66x45; | | BL |
| | Steel | | 351.5 | 46.6 \| 24.9 | 4860 | | 4 | (Forg. & Chant. de la Medit.) [Fr. | | | |
| OVQF | 2D;Shel dk;Web frms; 6BH | | P38′ | B104′ F34′ | | | | | | 3SB;WP185lbs | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 14630 | **Ville de Paris** | Scw | Fr | Havre | 3266 | | 1903 | Dunkirk, | Cie. Havraise Pen. de Nav. a Vap. | 3CylTE25,42,71x48; | | BL |
| | Steel | Sch | 384 | 47.4 \| 25.2 | 5020 | | 11 | (At. & Chan. de France.) [Fr. | | | |
| OVNW | 2D;Shel dk;Web frms; 6BH | | | | | | | | | 3SB;WP192lbs | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 14631 | **Ville du Havre** | Scw | Fr | Havre | 3144 | | 1919 | Londonderry, Ire. | Cie. Havraise Pen. de Nav. a Vap. | 3CylTE25,41,68x48; | | BL |
| | Steel | | 370.4 | 51.2 \| 25.7 | 5083 | | 6 | (N. of Ireland S. B. Co., Lim.) | | 3SB;WP180lbs; 2000IHP. | |
| OVQM | 2D;Shel dk;Wireless;W. Bal 7BH | | P32′ | B217′ F34′ | | | | | | | | |
| 14632 | **Villemoes** | Scw | Dan | Reykjavik | 428 | | 1914 | Porsgrund, | Den Islandske Regjering | 3CylTE14,23,38x27; | | N |
| | Steel | | 196.3 | 31.2 \| 12 | 775 | | 1 | (Porsgrunds. [Nor. Mek. Vaerksted.) | | 1SB;WP180lbs | |
| LCFM | 1D;Mchy aft;W. Bal 3BH | | P & B | 131′ F24′ | | | | | | | | |
| 14633 | **Vilsund** | Scw | Dan | Cop'hagen | 719 | | 1920 | Aalborg, | Dampskslsk Halla A/S. | 3CylTE16,25,42x30; | | V |
| | xSigvald Steel | | 238.7 | 36.2 \| 15.9 | 1249 | | 6 | A/S. P. Ph. [Den. Stuhrs Maskin & Skibs.) | | 2SB;WP185lbs;630IHP | |
| NBRJ | 1D;W. Bal 5BH | | P14′ | B94′ F29′ | | | | | | | | |
| 14634 | **Vimy** | Sch | Am | | 1469 | | 1918 | Tacoma, Wash. | H. W. Hazelton & Co. | Fir;Gif;3BH | | |
| | 5 M | | 261 | 44.9 \| 22.9 | 2100 | | | (Foundation Co.) | | | | |
| MDVJ | 1D | | | | | | | | | | | |
| 14635 | **Vina** | Scw | Br | Gr'gem'th | 610 | | '94 | Leith, | J. T. Salvesen & Co. | 3CylTE15,24,39x30; | | BL |
| 90,912 | Steel | | 215.8 | 32 \| 14 | 1021 | | 3 | (Ramage & Ferguson, Lim.) [Scot. | | 1SB;WP160lbs;99RHP. | |
| NHJV | 1D;Well dk;Web frms;W. Bal 5BH | | P27′ | B58′ F30′ | | | | | | | | |
| 14636 | **Vincennes** | Bk | Fr | Nantes | 1964 | | 1900 | Nantes, | G. Belot, Mgr. | Stl;2BH | | |
| | | | 277.8 | 40 \| 22.6 | 2210 | | | (Chnt. Nantais.) [Fr. | | | | |
| OVRH | 1D;B;Wireless | | P68′ | F50′ | | | | | | | | |
| 14637 | **Vincennes Bridge** | Scw | Am | Newark | 2174 | 5′ 9″ | 1920 | Newark, | Ford Motor Co. | Stm Tbn; | ✠A1Ⓔ | |
| 219,503 | Steel | | 324 | 46.2 \| 25 | 3545 | 22′ 11″ | 1 | (Submarine Boat Corp.) [N. J. | | Westinghouse E. & M. Co; | ✠AMS | |
| LVJP | 1D;2d dk at ends;Wireless; 7BH | | | 28′ 6″ | 5500 | | | | | 2WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | SUB.SIG; 6BH to Fbd dk | | P41′ | B90′ F35′ | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd,d rpd4,21;s rps7,21 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T .20′394 | | t..... | ...F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t;D.T .20′368 | | t;S.T.3 | 1t..... | | | | | | | | |
| 14638 | **Vincent** | Scw | Am | Newark | 3857 | 8′ ½″ | 1919 | Kearny, | U. S. Shipping Board | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 218,850 | Steel | | 395.5 | 55 \| 31.4 | 6210 | 27′ | 9 | (Federal S. B. Co.) [N. J. | | Midwest Engine Co; | ✠AMS | |
| LSQP | 2D;Long. frmg;W. Bal; 7BH | | | 34′11″ | 9700 | | | | | 3SB;Federal S. B. Co; | S.S.No.1,NY8,23; | |
| | Wireless; C-36 | | P44′ | B110′ F38′ | | | | | | 8934HS;WP210lbs;2500SHP; | M.S.8,23;n shft12,25;B.S.6,26; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd,d rpd2,26;s rps4,26 | SBP;CL | |
| | W.B.—A.P.175t;D.B.331′1518t.. ..... | | F.P.25 | 5t | | | | | | | | |
| | F.O.—A.P.163t;D.B.289′1169t;S. T.77t; | | F.P.23 | 8t | | | | | | | | |
| 14639 | **Vincent McNally** | Brg | Am | Wilmngt'n | 440 | | 1907 | Elkton, | Eastern Transp. Co. | O,YP;Gif | | |
| 163,079 | | | 186 | 24 \| 12 | 440 | | 3 | (E. Deibert & Bros.) [Md. | | | | |
| | 1D;3 | | | | | | | | | | | |
| 14640 | **Vindeggen** | Scw | Nor | Skien | 1867 | | 1921 | Newcastle, | Jens Folkmans Rederi-A/S. | 3CylTE23,39,65x45; | | N |
| | Steel | | 330.8 | 46.8 \| 23.3 | 3123 | | 10 | (Armstrong, Whitworth & Co., Lim.) [Eng. | | 3SB;WP180lbs | | |
| LCHS | 1D;Wireless;W. Bal 5BH | | P33′ | B97′ F32′ | | | | | | | | |
| 14641 | **Vinemoor** | MV | Br | London | 2639 | | 1924 | Sunderland, | Moor Line (Lim.) | 3CylOilEng21¼x85 | | BL |
| 147,728 | Steel | | 375 | 52.6 \| 25.7 | 4359 | | 9 | (W. Doxford & Sons, Lim.) [Eng. | | | | |
| KRLB | 2D;Wireless;W. Bal 7BH | | F30′ | | | | | | | | | |
| 14642 | **Vinland** | MV | Nor | Hauges'nd | 2664 | | 1924 | Copenhagen, | Dampsk. A/S. John Bakke | 2-6CylOilEng19x35 | | N |
| | Steel | Twin | 368.5 | 53.7 \| 24.9 | 4435 | | 11 | (Burmeister & Wain.) [Den. | | | | |
| LDRF | 1D;Wireless;W. Bal 6BH | | P35′ | B146′ F44′ | | | | | | | | |
| 14643 | **Vinmount** | Scw | Br | Montreal | 1024 | | '89 | Cleveland, | Canada S.S. Lines | 2CylC27,50x36; | 90(GL) | |
| 138,859 | xVulcan Steel | | 246.8 | 38 \| 23 | 1799 | | | (Globe Iron Wks.) [Ohio | | 1SB;WP115lbs;500IHP. | Lake Erie & St. Lawrence. P.S.4.26 | |
| | 1D 3BH | | | | | | | | | | | |
| 14644 | **Vinstra** | Scw | Nor | Tonsberg | 2932 | | 1910 | Pt. Glasgow, | W. Wilhelmsen, Mgr. | 3CylTE27,44,73x48; | | BL |
| | xDrumcraig Steel | | 410 | 52.2 \| 25.7 | 4668 | | 10 | (Russell & Co.) [Scot. | | 2SB;1AuxSB;WP180lbs | | |
| MJDL | 2D;Wireless;W. Bal;Oil fuel 6BH | | P37′ | B249′ F44′ | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14645 223,056 | **Viola Puckett** Steel 1D | StW | Am 96.7 | Morg. C'y 22.6 \| 4.2 | 81 128 | | 1923 | Jeanerette, (Daniel Jeffrey & Son.) [La. | H. S. Puckett | 2-1Cyl10x60; 2Blrs;300IHP. | | |
| 14646 | **Violetta** xHuntcliff Steel 1D;Web frms;Awng dk; 5BH W. Bal | Scw | Rus 313.7 | 40.5 \| 20.2 | 2018 3120 | | '91 7 | Stockton, (Ropner & Son.) [Eng. | | 3CylTE23,36½,59x42; 2SB;WP165lbs | | |
| 14647 206,532 | **Virgil G. Bogue** Wood 1D | Scw | Am 115.7 | San Fran. 24 \| 11.6 | 91 170 | | 1909 | Long Beach, Cal. | Western Pacific R.R. Co. | 2CylC20,42x24; 1Blr;500IHP. | | |
| 14648 141,380 | **Virginia** Wood 1D | Scw | Br 80.8 | Montreal 23.5 \| 10.8 | 14 159 | | 1919 | Sorel, (Sincennes-McNaughton Line, Lim.) [P. Q. | Sincennes-McNaughton Line (Lim.) | 2CylC18,36x24; 1SB;WP140lbs;490IHP. | | |
| 14649 161,909 | **Virginia** Steel 1D | Scw | Am 191 | NwptNws 32 \| 12 | 354 685 | | 1902 2 | Richmond, Va. | Chesapeake & Ohio R.R. Co. | 2CylC14,29x20; 2600IHP. | | |
| 14650 HPTB | **Virginia** xTheofano Siderides Steel xOratios Couppas 6BH 1D;Web frms;Wireless;W. Bal | Scw | Grk 309 P28′ | Piraeus 39.9 \| 18.7 | 1586 2501 | | '95 10 | Dundee, (Gourlay Bros. & Co.) [Scot. | G. Georgilis | 3CylTE22,36,60x39; 2SB;WP165lbs | | BL |
| 14651 76,764 KGBR | **Virginia** xJohn Q. Ferguson 1D | Sch C B | Am 105.2 | Baltimore 21 \| 7.6 | 122 129 | | '88 | Sharptown, Md. | Estate of R. Duke Wathen | O;Gif | | |
| 14652 161,945 | **Virginia** Steel 1D 4BH | SW | Am 181 | Baltimore 34.2 \| 9.4 | 614 868 | | 1903 5 | Sparrows (Mary-land Steel Co.) [Pt., Md. | Balt., Ches. & Atlantic Ry. Co. | 1Cyl38x108; 1Blr;WP60lbs;750IHP. | | |
| 14653 NKLQ | **Virginia** xEuxinia Steel 1D;Spar dk;Deep frmg; 6BH W. Bal;Wireless | Scw | Dan 348 P35′ | Cop'hagen 48 \| 16.4 \| 24.4 B110′ F39′ | 2366 3753 | | '99 3 | Newcastle, (Tyne Iron S. B. Co., Lim.) [Eng. | Det Forenede Dampskibs Selsk. | 3CylTE24,40,66x45; 2SB;WP180lbs | | BL |
| 14654 212,640 | **Virginia** Steel 1D 3BH | Scw | Am 85 | Duluth 20 \| 12.6 | 51 99 | | 1914 | Cleveland, (Great Lakes Towing Co.) [Ohio | Great Lakes Towing Co. | 1Cyl24½x26; 1RTB;WP154lbs | | |
| 14655 136,685 | **Virginia** xColumbia Wood 1D | Scw | Am 90 | Norfolk 20.5 \| 10.6 | 72 106 | | '98 | Madison, Md. | Norfolk Dredging Co., Inc. | 2CylC14,28x24; 1SB;WP130lbs | | |
| 14656 | **Virginia** xMinadora xRoussiane Steel 1D;Spar dk;Web frms; 5BH Oil fuel;W. Bal | Scw | Hon 265 P55′ | Ceiba 36 \| 13.8 B66′ F50′ | 940 1636 | | 1904 12 | Hoboken, (Soc. Anon. Jhn. Cockerill.) [Blg. | Mexican American Fruit & S.S. Corpn. | 3CylTE22,35,57x43; 3SB;WP170lbs | | BL |
| 14657 NDFC | **Virginia** Steel 1D;Mchy aft;W. Bal 3BH | MV | Dan 169.8 P46′ | Cop'hagen 31.1 \| 13.1 F25′ | 364 641 | | 1921 11 | Nakskov (A/S. Nakskov. Skibsvaerft.) | Akties det Ostasiatiske Kompagni | 6CylOil Eng14 9/16x22 7/16 | | BL |
| 14658 215,371 LHNP | **Virginia** Steel 2D;Mchy aft;Web frms; 16BH Long. frmg;Oil in bulk; Oil fuel;Wireless;SUB.SIG;W. Bal | Scw | Am 416.8 P107′ | New York 56.1 \| 31.1 B35′ F33′ | 4036 6494 | | 1917 7 | Quincy, (Fore River S. B. Corp.) [Mass. | Texas S.S. Co. | 3CylTE26½,44,74x51; 3SB;WP190lbs | | BL |
| 14659 3,930 | **Virginia** xBerkeley Steel 1D 4BH | Scw | Am 201.2 | Gd.Haven 39 \| 16.2 | 648 1075 | | 1902 6 | Richmond, (Wm. R. Trigg & Co.) [Va. | Pere Marquette Line Steamers | 3CylTE18,29,48x30; 2SB;WP175lbs;1200IHP. | ✠ — — — — Withdrawn7,25 | |
| 14660 219,586 LVNT | **Virginia Bridge** Steel 1D;2d dk at ends;Wireless; 7BH SUB.SIG; 6BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 | Scw | Am 324 P41′ | Newark 46.2 \| 25 \| 28′ 6″ B90′ F35′ | 2000 3283 5500 | 5′ 9″ 22′ 11″ | 1920 4 | Newark, (Submarine Boat Corp.) [N. J. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP2001bs;1500SHP;EAC; Dkd6,21;s rps7,21 | ✠A1Ⓔ ✠AMS Scip;CL (Laid up) | |
| | W.B.—A.P.71t;D.B.252′847t;D.T .20′394 t.....F.P.111t<br>F.O.—A.P.66t;D.B.214′643t;D.T .20′368 t;S.T.3 It..... | | | | | | | | | | | |
| 14661 161,595 | **Virginia Dare** Comp. 1D | Scw | Am 100 | Norfolk 24.6 \| 6 | 129 187 | | '88 | Wilmington, Del. | Elizabeth City Boat Line, Inc. | 1CylVB14x16; 1Blr;WP100lbs;75IHP. | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. Lth. \| Bth. \| Dth. / Deck Erections \| Mld. | Tons Net / Gross / D.W. | Freeboard. / Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. / Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14662 | **Virginia Dare** | Sch | Am | New York | 1425 | | 1919 | Newcastle, | Carver & | Wd; | | V |
| 218,112 | | 4 M | 229.4 | 41.2 \| 22.8 | 1569 | | 6 | (Newcastle [Me. | Elliott | | | |
| LRGH | 2D | | | | | | | S. B. Co.) | | | | |
| 14663 | **Virginia Despatch** | Scw | Am | NwptNws | 1245 | | 1918 | Lorain, | Eastern | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 216,400 | xLake Fernwood Steel | | 251 | 43.6 \| 20 | 2013 | | 6 | (American [Ohio | S.S. Lines, Inc. | American S. B. Co; | ✠AMS | |
| LKTM | 1D;Wireless;SUB.SIG. 4BH | | P25′ | B64′ F20′ | 3000 | | | S. B. Co.) | | 2SB;American S. B. Co; | S.S.No.1,NY7,22; | |
| | C-28 | | | | | | | | | 126GS;5246HS;WP180lbs; | M.&B.S;n shft10,26;SBP;CL | |
| | W.B.—A.P.69t;D.B.208′542t;F.P. 56t | | | | | | | | | 1250IHP;EAC;Dkd,s rps10,26 | | |
| 14664 | **Virginia Express** | Scw | Am | NwptNws | 1157 | | 1918 | Wyandotte, | Eastern | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 216,135 | xLake Stirling Steel | | 251 | 43.8 \| 18.5 | 1948 | | 4 | (Detroit [Mich. | S.S.Lines,Inc. | American S. B. Co; | ✠AMS | |
| LJWG | 1D;W. Bal 6BH | | P25′ | B64′ F20′ | 3000 | | | S. B. Co.) | | 2SB;American S. B. Co; | S.S.No.2,Bost10,26; | |
| | C-28 | | | | | | | | | 126GS;5246HS;WP180lbs;1250IHP; | M.&B.S;n shft10,26;Scip;CL | |
| | W.B.—A.P.69t;D.B.208′542t;F.P. 56t | | | | | | | | | d rpd5,24;Dkd,s rps10,26 | | |
| 14665 | **Virginia Limited** | Scw | Am | NwptNws | 1157 | 2′ 8¼″ | 1918 | Wyandotte, | Eastern | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 216,036 | xLake Arthur Steel | | 251 | 43.8 \| 18.5 | 1948 | 17′ 6″ | 3 | (Detroit [Mich. | S.S.Lines,Inc. | Detroit S. B. Co; | ✠AMS | |
| LJSF | 1D;W. Bal;Wireless;SUB.SIG. 6BH | | P25′ | B64′ F20′ | 3000 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; | S.S.No.1,NY2,22 | |
| | C-28 | | | | | | | | | 126GS;5246HS;WP180lbs;1250IHP; | M.&B.S; shft drn11,26; | |
| | W.B.—A.P.69t;D.B.208′542t;F.P. 56t | | | | | | | | | d rpd4,23;Dkd,s rps11,26 | SSP;CL | |
| 14666 | **Virginia Palmer** | Brg | Am | N. London | 777 | | 1900 | Noank, | Thames | O,Ch,YP;Gif | | |
| 161,867 | Sch | | 190.4 | 40.3 \| 13.1 | 840 | | 10 | (R. [Conn. | Tow Boat Co. | | | |
| KQLB | 1D | | | | | | | Palmer & Son.) | | | | |
| 14667 | **Virginia Pendleton** | Sch | Am | New York | 1388 | | 1919 | Mystic, | Pendleton | WO,F,YP;Gif | | |
| 217,872 | | 4 M | 222 | 40.8 \| 23.2 | 1547 | | 4 | (Pendleton [Conn. | Bros. | | | |
| LQRM | | | | | | | | Bros.) | | | | |
| 14668 | **Virginia V** | Scw | Am | Seattle | 83 | | 1922 | Maplewood, | Nels G. | 3Cyl TE10,17,28½x18; | | |
| 222,170 | Fir | | 115.9 | 24.1 \| 7.1 | 122 | | 6 | (Mathew [Wash. | Christensen | 1WTB;WP250lbs;400IHP. | | |
| | 2D 1BH | | | | | | | Anderson.) | | | | |
| 14669 | **Virginian** | Scw | Am | New York | 5007 | | 1903 | Sparrows | American- | 2-3Cyl TE25,42½,72x48; | | BL |
| 93,369 | xMaine Steel | Twin | 491.5 | 58.2 \| 24.4 | 7959 | | 6 | (Mary- [Pt., Md. | Hawaiian S.S. Co. | 2DB;2SB;WP200lbs;5200IHP. | | |
| KSJF | 3D;Shel dk;Oil fuel; 8BH | | | | | | | land Steel Co.) | | | | |
| | Wireless;W. Bal;D.F. | | | | | | | | | | | |
| 14670 | **Virginian** | Scw | Am | Phila. | 122 | | 1904 | Camden, | Southern | 2Cyl C16,32x24; | | |
| 201,458 | xBlue Belle Wood | | 102.5 | 22.5 \| 10.4 | 179 | | | (Tucker.) [N. J | Trans. Co. | 18B;WP130lbs;500IHP. | | |
| KTLF | 1D | | | | | | | | | | | |
| 14671 | **Virginie** | Scw | Fr | Havre | 3462 | | 1904 | La Seyne, | Cie. Gene- | 3Cyl TE27,41,65x40; | | V |
| | xMalou Steel | Sch | 358.2 | 49.2 \| 26.1 | 5331 | | | (Forges & [Fr. | rale Transatlan- | 3SB;WP160lbs;2300IHP. | | |
| OVRZ | 2D,Wireless;W. Bal 7BH | | | | | | | Ch. de la Medit.) | tique | | | |
| 14672 | **Virgo** | Bk | Swd | Kivik | 711 | | '69 | Glasgow, | E. Beckman | I;2BH | | BL |
| 6,770 | xEndymion | | 188.7 | 31.9 \| 18.4 | 807 | | 12 | (J. G. [Scot. | | | | |
| KDNV | 1D;B | | | | | | | Lawrie.) | | | | |
| 14673 | **Virgo** | Bk | Swd | Solvesborg | 886 | | '81 | Pt. Glasgow, | S. M. | I;1BH | | N |
| 6,703 | xCloseburn | | 195.6 | 32.7 \| 19.5 | 960 | | 9 | (Russell [Scot. | Nilsson m. f. | | | |
| KDMC | 1D;B | | P34′ | F27′ | | | | & Co.) | | | | |
| 14674 | **Visna** | Scw | Nor | Porsgrund | 1105 | | 1914 | Oslo, | Rederi A/S. | 3Cyl TE20½,33,56x36; | | N |
| | Steel | | 265.2 | 42.1 \| 18.7 | 1845 | | 12 | (Nyland [Nor. | Henneseid | 2SB;WP180lbs | | |
| MKRT | 1D;Wireless;W. Bal 4BH | | F22′ | B73′ P31′ | | | | Verksted.) | | | | |
| 14675 | **Vistula** | Scw | Dzg | Danzig | 5119 | | 1921 | Kiel, | Baltic- | 2-3Cyl TE22,36,59x41; | | G |
| | Steel | Twin | 498.6 | 64.1 \| 31.7 | 8954 | | 1 | [Ger. | American Petro- | 3SB;WP185lbs | | |
| HGFD | 3D;Long. frmg;W. Bal; 4BH | | | | | | | (Howaldstwerke | leum Import Co. | | | |
| | Oil in bulk;SUB.SIG;Wireless; | | | | | | | A. G.) | | | | |
| | Mchy aft | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14676 66 PLRH | **Vita Nova** xCity of Algiers xAtahualpa Steel 1D;Spar dk;Web frms; 4BH Wireless;W. Bal | Scw | It | Catania 261.4 \| 36.2 \| 17.7 B60′ F35′ | 1143 1845 | | '94 | Aberdeen, (Hall, [Scot. Russell & Co.,Lim.) | Francesco Indelicato fu Francesco & C. | 3Cyl TE 21,33,54x39 | | I |
| 14677 208,285 | **Vitric** 1D | Brg Sch | Am | New York 165.5 \| 36 \| 15.4 | 702 765 | | 1911 | Noank, (Palmer [Conn. & Son.) | General Chemical Co. | Wd ✕ If | | |
| 14678 125,424 HLCJ | **Vittoria** 1D;Deep frmg;Wireless; Steel 5BH W. Bal | Scw Sch | Br | Liverpool 317.5 \| 46.6 \| 20.9 P28′ B98′ F33′ | 1786 2944 | | 1907 7 | Stockton, (Richardson, [Eng Duck & Co.) | D. G. Pinkney & Co., Mgrs. | 3Cyl TE 23,38,62½x42; 2SB;WP160lbs | | BL |
| 14679 216,491 LKWV | **VittorioEmmanueleIII** 2D;W. Bal;Wireless; Steel 7BH SUB.SIG C-35 W.B.—A.P.264t;D.B.325'1039t;D | Scw | Am | Seattle 380 \| 53.2 \| 27 \| 29′ 4″ P40′ B100′ F41′ T.22'5 90t;F. | 3601 4855 7500 P.115t | 5′ 9″ 23′ 9″ | 1918 6 | Seattle, (Seattle [Wash. D. D. & Const. Co.) | U. S. Shipping Board | 3Cyl TE 24,40,70x48; Seattle D. D. & Const. Co; 3SB;Seattle D. D. & Const. Co; 169GS;6831HS;WP190lbs;2100IHP; d rpd8,24;Dkd7,26;s rps9,26; Exmd11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Balt11,22 M.S.11,22;n shft2,25; B.S.3,26;Clh BB;CL | |
| 14680 906 PLRU | **Vittorio Veneto** xWar Joy Steel 2D;Wireless;W. Bal 6BH | Scw | It | Genoa 381 \| 49.3 \| 26.9 P43′ B105′ F41′ | 2776 4595 | | 1918 12 | Montreal, (Canadian [Can. Vickers, Lim.) | Nav. Gen. Italiana | 3Cyl TE 27,44,73x48; 3SB;WP180lbs;2386IHP. | | I |
| 14681 MBKQ | **Viuda de Orive** xC. D. Pickels 1D | Sch | Sp | Las Plms. 175 \| 36 \| 17 | 399 460 | | 1918 7 | Havana, (L. Cuba Frujillo.) | Orive Hermanos | Hw,O,Sp;Gicf | | |
| 14682 JVRS | **Viuda Llusa** xHelicon 2D | S | Sp | Barcelona 256.5 \| 38.6 \| 22.7 P32′ F31′ | 1609 1712 | | '87 8 | Glasgow, (C. [Scot. Connell & Co.) | Vda. Llusa y R. Mosia, S. en C. | Stl;1BH | | BL |
| 14683 | **Viva** xSteinbek xLodestar 2D | Bk | It | 258.6 \| 39.2 \| 22.9 P36′ F28′ | 1640 1746 | | '84 9 | W. Hartlpl, (W. Gray [Eng. & Co.) | Soc. Anon. Ferreira di Chivasso | I;1BH | | |
| 14684 | **Vizcaya** Steel 1D;Spar dk | Scw | Am | Manila 217 \| 29.6 \| 17.5 | 749 1248 | | '90 | Hamburg, Ger. (Blohm & Voss.) | Ynchausti y Cia. | 3Cyl TE 15,24,39x33 | | |
| 14685 HDSL | **Voador** 1D | Sch | Ptg | Figueira 132.9 \| 30.1 \| 12.7 | 193 267 | | 1911 | Fao | Sociedade de Pesca "Oceano" (Lim.) | Wd | | |
| 14686 1,177 PLVI | **Vodice** xAlatrium xStrathgyle Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | It | Genoa 376 \| 52.3 \| 17.5 \| 25.4 P27′ B94′ F39′ | 2748 4389 | | 1907 3 | Pt. Glasgow, (A. Rodger [Scot. & Co.) | Soc. Anon. Parodi & Corrado | 3Cyl TE 25,41,68x48; 3SB;WP180lbs | | BL |
| 14687 RFKQ | **Vogesen** xManchester Port Steel 1D;Spar dk;Web frms; 6BH Wireless;W. Bal | Scw Sch | Ger | Hamburg 360 \| 48 \| 27.8 P30′ B92′ F34′ | 2647 4181 | | 1904 1 | W. Hartlepool, Eng. (Furness, Withy & Co.) | H. Vogemann | 3Cyl TE 26,42,72x48; 3SB;WP180lbs | | BL |
| 14688 RFHT | **Vogtland** xRheim Steel 2D;Wireless;SUB.SIG. 6BH | Scw | Ger | 367 \| 47.7 \| 27.3 B91′ F44′ | 2670 4218 | | 1906 10 | Geestemunde, Ger. Rickmers Reismuhlen.) | H. Vogemann | 3Cyl TE 23,38,63x43; 3SB;WP180lbs | 2dS.S.No.1;Hbg3,26; M.&B.S;shft drn3,26 | C |
| 14689 JUBH | **Vojslav** xJugoslaven Prvi xSeriphos Steel 1D;B;Spar dk;Wireless;W. Bal 5BH | Scw | Jg-Slv | Dubrvnik 325.9 \| 40.2 \| 19.1 P46′ B83′ F35′ | 1870 3132 | | '92 5 | Newcastle, (Edwards [Eng. S. B. Co., Lim.) | J. Uzovic | 3Cyl TE 23,38,61x45; 2SB;WP160lbs;1440IHP | | V |
| 14690 | **Vojvoda Putnik** xBlossom Heath Steel xKerry Range 6BH 1D;Shel dk;B;Wireless;W. Bal | Scw | Jg-Slv | Split 400 \| 52 \| 35.4 F36′ | 3798 5856 | | 1916 2 | Newcastle, (North- [Eng. umberland S. B. Co., Lim.) | Jugoslovensko Amerakaniska Plovidba | 3Cyl TE 26,43,73x48; 3SB;WP180lbs | | BL |
| 14691 225,571 | **Volador** 1D | MV | Am | Los Ang's 97 \| 23.4 \| 11.5 | 51 114 | | 1926 | Wilmington, (Wm. [Cal. Muller.) | W. L. Valentine | Oil Eng; 120BHP | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14692 | **Volant** | Scw | Am | Fall River | 197 | | 1919 | Fall River, | Davison | 3Cyl TE17,25,43x30; | ✠A1 Towing Service | |
| 217,835 | O,YP,F;Gif | | 142 | 31.5 \| 14.3 | 415 | | 9 | (Crownin- [Mass. shield S. B. Co.) | Chemical Co. | Vulcan Iron Wks; | Coastwise & W. I. | |
| LQNW | 1D 2BH | | | | | | | | | 1CRTB;Bethlehem S. B. Corp; | ✠AMS | |
| | | | | | | | | | | 72GS;2613HS;WP185lbs;850IHP; | Scip | |
| | | | | | | | | | | EAC;Dkd,s rps1,21 | (Laid up) | |
| 14693 | **Volendam** | Scw | Hol | Rotterd'm | 9197 | | 1922 | Glasgow, | Nederl. | Stm Tbns; | | BL |
| | Steel | Twin | 550.2 | 67.3 \| 32.6 | 15434 | | 10 | (Harland [Scot. | Amerik Stoomv. | 9WTB;WP215lbs | | |
| PWQC | 2D;Oil fuel;Wireless;SUB.SIG; 9BH | | P76′ | B & F391′ | | | | & Wolff, Lim.) | Maats. | | | |
| | W. Bal | | | | | | | | | | | |
| 14694 | **Vollrath Tham** | MV | Swd | Stockholm | 2630 | | 1909 | Newcastle, | Trafikaktie | 4Cyl Oil Eng 29x59 | | C |
| 5,055 | Steel | | 387.4 | 56.6 \| 30.9 | 5787 | | 7 | (Hawthorn, [Eng. | Bolaget Granges- | | | |
| JRQF | 1D;Deep frmg;Mchy aft; 3BH | | P86′ | B12′ F46′ | | | | Leslie & Co., Lim.) | berg-Oxelosund | | 2dS.S.No.1,Gtbg3,25;A.S.5,26; | |
| | Web frms;Wireless;W. Bal | | | | | | | | | | n shft3,25;M.&B.S.5,26 | |
| 14695 | **Volsella** | Scw | Br | London | 1218 | | 1906 | W. Hartle- | Anglo- | 3Cyl TE20,31,53x36; | | BL |
| 124,318 | xVeraston Steel | | 281 | 40 \| 18.2 | 1979 | | 10 | (W. [pool, Eng. | Saxon Petroleum | 2SB;WP160lbs | | |
| HJKQ | 1D;Deep frmg;Oil fuel; 4BH | | P21′ | B74′ F30′ | | | | Gray & Co., Lim.) | Co. (Lim.) | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 14696 | **Volsinio** | Scw | It | Genoa | 3592 | | 1924 | Sestri | Societa di | Stm Tbn; | | C-I |
| 1,215 | Steel | | 393.1 | 51.6 \| 28.1 | 6238 | | 1 | (Gio [Ponente, It. | Nav. Roma | 3SB;WP180lbs;Exmd2,26 | | |
| PLXU | 3D;Mchy aft;Wireless; 8BH | | | | | | | Ansaldo & Co.) | | | A.S.1,25;M.&B.S;shft drn4,26 | |
| | Oil fuel;W. Bal | | | | | | | | | | | |
| 14697 | **Voltaire** | Scw | Br | Liverpool | 7996 | | 1923 | Belfast, | Lamport & | 2-4Cyl QE26½,37,53,74x54; | | |
| 147,238 | Steel | Twin | 510.3 | 64.4 \| 39.3 | 13247 | | 11 | (Workman, [Ire. | Holt (Lim.), Mgrs. | 2DB;2SB;WP215lbs;d rpd1,26; | RMC*10,26 | C |
| KPRS | 4D;Oil fuel;SUB.SIG;Wireless; 8BH | | B246′ | F58′ | | | | Clark & Co., Lim.) | | Dkd,s rps8,26 | A.S.4,26; | |
| | W. Bal | | | | | | | | | | M.S.1,26;shfts drn8,26 | |
| 14698 | **Volturno** | Scw | It | Naples | 4192 | | 1917 | Portland, | Nav. Gen- | Stm Tbn; | | I |
| 185 | xWar Viceroy Steel | | 410 | 54.2 \| 27.2 | 5755 | | 10 | (Northwest [Ore. | erale Italiana | 3SB;WP210lbs;d rpd7,24 | | |
| PLYC | 2D;Wireless;W. Bal 5BH | | P44′ | B115′ F47′ | | | | Steel Co.) | | | | |
| 14699 | **Volumnia** | Scw | Br | Glasgow | 3546 | | 1911 | Pt. Glasgow, | Gow, Harri- | 3Cyl TE27,45,74x51; | | BL |
| 129,559 | Steel | Sch | 423.6 | 56 \| 27.9 | 5608 | | 5 | (Russell [Scot. | son & Co., | 3SB;WP180lbs | | |
| HSPW | 2D;Wireless;W. Bal 4BH | | P43′ | B121′ F41′ | | | | & Co.) | Mgrs. | | | |
| 14700 | **Volunteer** | Brg | Am | N. London | 778 | | '88 | N. London, | Thames | O,YP;Gif | | |
| 161,590 | | Sch | 170.9 | 40 \| 12 | 797 | | | Conn. | Tow Boat Co. | | | |
| | 1D | | | | | | | | | | | |
| 14701 | **Volunteer** | Scw | Am | San Fran. | 5791 | 10′ 8½″ | 1918 | Alameda, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 216,762 | Steel | | 410 | 56 \| 29 | 7717 | 30′ 6″ | 8 | (Bethlehem [Cal | ping Board | General Electric Co; | ✠AMS | |
| LMND | 3D;Long. frmg; 8BH | | | \| 41′ | 11850 | | | S. B. Corp., | | 3SB;Bethlehem S. B. Corp; | S.S.No.1,NY4,23; | |
| | W. Bal; 7BH to Fbd dk | | | | | | | Lim.) | | 7290HS;WP220lbs;3000SHP; | n Eng;M.S.4,23;shft drn9,26; | |
| | Wireless; 1BH to 2d dk | | | | | | | | | d rpd11,24;Dkd,s rps10,26 | B.S.10,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.195t;D.T.a30′229t; D. | B.325′ | 1291t; | D.T.25′797t... | ..... | F.P.80t | | | | | | |
| | F.O.—A P.182t;D.T.a30′214t; D. | B.305′ | 1111t; | D.T.25′745t; S. | T.150t; | F.P.75t | | | | | | |
| 14702 | **Volusia** | Scw | Am | Baltimore | 1665 | 4′ 2½″ | 1920 | Superior, | Merchants | 3Cyl TE19,32,56x36; | ✠A1Ⓔ | |
| 219,846 | xLake Glaucus Steel | | 253.4 | 43.8 \| 26.9 | 2686 | 24′ 2½″ | 4 | (Globe [Wis. | & Miners | The Prescott Co; | ✠AMS | |
| LWFS | 2D;Wireless;SUB.SIG;W. Bal; 4BH | | | \| 28′ 4″ | 4050 | | | S. B. Co.) | Transp. Co. | 2SB;Duluth Blr. Wks; | S.S.No.2,Npt N1,26; | |
| | Oil fuel F. P. above 150° F. C-30 | | P29′ | B64′ F23′ | | | | | | 4720HS;WP190lbs;1400IHP; | shft drn12,25;M.&B.S.1,26; | |
| | | | | | | | | | | EAC;Dkd,d rpd1,26 | Scip;CL | |
| | W.B.—A.P.96t.....D.B. | 205′ 40 | 9t.... | ..... F.P.5 | 1t | | | | | | | |
| | F.O.—A.P.90t;D.T.a14′112t;D.B. | 167′ 29 | 1t; W. | T.m38′170t.... | .. | | | | | | | |
| 14703 | **Vomero** | Scw | It | Naples | 1188 | | '89 | Sunderland, | Feli Rizzuto | 3Cyl TE21,35,58x39; | | I |
| 271 | xHonved xNella Steel | | 289.7 | 36.5 \| 21.3 | 1939 | | 4 | (Strand [Eng. | | 2SB;WP160lbs | | |
| NTIA | 1D;B;Web frms;W. Bal 5BH | | P24′ | B60′ | | | | Slipway Co., Lim.) | | | | |
| 14704 | **Vorma** | Scw | Nor | Oslo | 682 | | 1918 | Toba, | Dampsk.- | 3Cyl TE15,26,42x32; | | N |
| | xNico Steel | | 228.1 | 33.3 \| 16.6 | 1192 | | 9 | (Toba [Jap. | A/S Nico | 1SB;WP180lbs;1000IHP. | | |
| LCVD | 1D;W. Bal 4BH | | P16′ | B56′ F33′ | | | | Shipyard.) | (M. L. Schjel- | | | |
| | | | | | | | | | derup) | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14705 | **Vorwarts** | Scw | Ger | Geestmde. | 2426 | | 1900 | W. Hartle- | W. Schuch- | 5CylQE17,24,34,42,42x42; | | G |
| | xRhenania; xInchmarlo Steel | | 360.2 | 48 \| 17.7 | 4201 | | 10 | pool, Eng. | mann | 2SB | | |
| KRGM | 1D;Spar dk;Deep frmg;SUB.SIG; Wireless;W. Bal 6BH | | P21′ | B95′ F33′ | | | | (W. Gray & Co., Ltm.) | | | | |
| 14706 | **Vredenburg** | Scw | Hol | Rotterd'm | 3516 | | 1921 | Flensburg, | Halcyon | 3CylTE28,46,76x48 | | G |
| | Steel | Sch | 453.9 | 59.9 \| 27.7 | 6419 | | 1 | (Flensburger [Ger. | Lijn, Mgrs. | | | |
| QBCN | 2D;SUB.SIG;Wireless;W. Bal 4BH | | | | | | | Schiffsb. Ges.) | | | | |
| 14707 | **Vulcain** | Scw | Fr | Rouen | 2724 | | 1911 | Dunkirk, | Cie. des | 3CylTE24,40,66x45; | | V |
| | Steel | | 361.9 | 48.8 \| 25 | 4362 | | 10 | (Atel. & [Fr. | Affreteurs | 2SB;WP180lbs | | |
| OVXA | 2D;Wireless;W. Bal 6BH | | P39′ | B122′ F43′ | | | | Ch. de France.) | Francais | | | |
| 14708 | **Vulcan** | Scw | Am | Norfolk | 93 | | 1909 | Quincy, | City of | 2CylC13,26x18; | | |
| 223,781 | xGeneral Harvey Brown Steel | | 92.4 | 22 \| 11.3 | 157 | | | (Fore [Mass | Norfolk (Fire | 1SB;WP150lbs;350IHP. | | |
| | 1D;B;W. Bal 3BH | | | | | | | River S. B. Co.) | Dept.) | | | |
| 14709 | **Vulcan City** | Scw | Br | Bideford | 3324 | | 1909 | Vegesack, | St. Just | 4CylQE23,32½,47,68x53; | | C |
| 144,303 | xAnswald Steel | | 420.4 | 54.5 \| 27.7 | 5297 | | 9 | (Bremer [Ger | S.S. Co. (Lim.) | 3SB;WP220lbs;s rps11,24 | 2dS.S.No.1,Nwc5,24; | |
| KDHP | 2D;Web frms;Oil fuel; Wireless;W. Bal 7BH | | P & B | 267′ F53′ | | | | Vulkan.) | | | B.S.9,22;M.S;shft drn7.25 | |
| 14710 | **Vulcano** | Scw | It | Genoa | 3450 | | 1913 | Ancona, | Nav. Gen. | 3CylTE26,42½,69x48; | | C-I |
| 666 | Steel | Sch | 394.4 | 51.8 \| 27.4 | 5398 | | 11 | (Cant. Nav. It. | Italiana | 2SB;WP180lbs;Dkd,d rpd5,26 | S.S.No.3,Genoa8,25; | |
| PMAK | 1D;Deep frmg;SUB.SIG; 8BH | | P37′ | B113′ F37′ | | | | Riuniti.) | | | B.S;n shft8,25;M.S.5,26 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 14711 | **Vulcanus** | Scw | Hol | Amst'dam | 1124 | | 1906 | Amsterdam, | Koninklijke | 3CylTE21,33,55x35½; | | V |
| | Steel | | 286.5 | 40.2 \| 18.8 | 1811 | | | (Neder- [Hol. | Nederlandsche | 2SB;WP160lbs;1000IHP | | |
| QBMV | 2D;Wireless;W. Bal 7BH | | | | | | | | landsche Scheeps- | Stoomboot Mij. | | | |
| | | | | | | | | | bouw. Mij.) | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14712 219,455 LVGP | **W. A. Ebsen** 1D;B;Oil in bulk | Brg Sch | Am 298.6 | New York 49.9 \| 31.8 | 3249 3326 | | 1919 | Orange, (National S. B. Co.) [Tex. | New National Oil Co. | Wd | | |
| 14713 165,672 | **W. A. Filion** 1D | Brg | Am 96 | Albany 17.4 \| 7.6 | 98 104 | | 1914 | Waterford, (John E. Matton.) [N. Y. | John E. Matton | Wd | | |
| 14714 216,486 | **W. A. Fletcher** Pine 1D | MV Twin | Am 87.7 | San Fran. 25.5 \| 4.8 | 76 113 | | 1918 | Oakland, Cal. | C. F. Christensen | 2GasEngs9x12½ | | |
| 14715 165,470 | **W. A. Golden** 1D | Brg | Am 110 | New York 29 \| 14 | 402 402 | | 1912 | So.Rondout, (C. Hiltebrant D. D. Co.) [N. Y. | Anthony J. Golden | Wd | | |
| 14716 76,883 | **W. A. Hazard** xJohn Schroeder Oak 1D;Well dk | Scw | Am 155 | Marine Cy 30 \| 12 | 267 372 | | '90 rb '14 | Sheboygan, (Rieboldt & Walter.) [Wis. | Winkworth Transit Co. | 2CylC20,40x30; 1SB;WP110lbs;555IHP. | | |
| 14717 81,094 KDFV | **W. B. Flint** 2D | Bk | Am 178.4 | San Fran. 35.4 \| 17.7 | 876 952 | | '85 10 | Bath, (Jno. McDonald.) [Me. | Libby, McNeil & Libby, Inc. | O,YP;Gicf(Sltd) | — Exp | |
| 14718 211,696 LDVG | **W. B. Keene** Steel 1D;B;Wireless 3BH Oil fuel F. P above 150° F. | Scw | Am 136.7 | New York 27.6 \| 14.7 | 269 396 | | 1913 10 | Port Richmond, N. Y. (Staten Island S. B. Co.) | Savannah New York Trans. Co. | 3CylTE17⅜,25,43x30; 2SB;Johnson Bros;3050HS; WP180lbs;1000IHP;EAC; d rpd4,25;Dkd,s rps5,26 | ✠A1 AMS S.S.No.2,NY11,24; n Blrs4,22;M.S.11,24; B.S.12,24; n shft4,25;Scip | |
| 14719 219,034 LTFK | **W. B. Storey** xBasford Steel 1D; 3BH Oil fuel | Scw | Am 141.2 | San Fran. 27.5 \| 14.8 | 196 418 | | 1919 11 | Elizabeth, (Bethlehem S. B. Corp.) [N. J. | Atchison, Topeka & Santa Fe Railway Co. | 3CylTE17,25,43x30; 2SB;WP180lbs;850IHP | — — — — Withdrawn7,26 | |
| 14720 130,775 | **W. C. Franz** xUranus Steel 1D;B;Mchy aft;W. Bal 3BH | Scw | Br 346 | Slt.St.Marie 48 \| 28 | 2030 3429 | | 1901 rb '18 | Wyandotte, (Detroit S. B. Co.) [Mich. | Algoma Central S.S. Co. | 3CylTE22,35,58x42; 2SB;WP120lbs;1480IHP. | 100(GL) P.S.4,26 | |
| 14721 222,941 | **W. C. Kelly** Steel 1D | MV | Am 90 | Pittsbu'gh 23.2 \| 3.6 | 47 111 | | 1923 | Charleston, (Charles Ward.) [W. Va | Kelly Axe Co. | Gas Eng; 200BHP. | | |
| 14722 205,012 | **W. C. Richardson** xWainwright Steel 1D;Mchy aft;W. Bal 3BH | Scw | Am 420 | Fairport 52.2 \| 29 | 3714 4937 | | 1908 3 | Wyandotte, (Detroit S. B. Co.) [Mich. | The Columbia S.S. Co. | 3CylTE22,35,58x40; 2SB;WP170lbs;1467IHP. | (★100(GL) P.S.5,26 | |
| 14723 215,284 LHKR | **W. C. Teagle** Steel 3D;W. Bal;Mchy aft; 19BH Long. frmg; 3BH to Fbd dk Wireless; 12BH to 2d dk SUB.SIG; 4BH to 3d dk Oil fuel F. P. above 150° F. W.B.—A.P.105t;D.B.a67'275t F.P. 237t F.O. D. T.a17' 790t;D .T.f54'696t | Scw Twin | Am 499.1 | New York 68.2 \| 35.9 \| 38' 3" F.P. | 5920 9551 14900 237t | 11' 3½" 27' 3" | 1917 7 | Sparrows Point, Md. (Bethlehem Steel Co.) | Standard Oil Co. (N. J.) | 2-3CylTE20½,35,60x42; Bethlehem S. B. Co; 3SB;Bethlehem S. B. Co; 9228HS;WP200lbs;3400IHP; DB;EAC;d rpd6,26;Dkd9,26; Exmd10,26 | A1 with Freeboard. Oil Carrier. AMS S.S.No.2,NY6,26; n Pt shft1,24;M.&B.S; n Stbd shft;Pt shft drn6,26; Cih BB;CL | |
| 14724 220,860 MCBH | **W. D. Anderson** xPearidon Steel 2D;Long. frmg; 15BH Wireless;Mchy aft; 8BH to Fbd dk 7BH to 2d dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.26t;D.B.a76'235t D.T. F.O.—A.P.24t;D.B.a40'111t;D.T .a8'316 | Scw | Am 391.9 P98' | Phila. 51.2 \| 28.5 B33' F44' t.28'458t; D.T.f. t; D.T. t.28'427t; D.T.f. | 3179 5168 7500 32'323 32'302 | t;F.P.88t t;F.P.82t | 1920 12 | Savannah, (Terry S. B. Corp.) [Ga. | Atlantic Refining Co. | 3CylTE24½,41½,72x48; Badenhausen Co; 3SB;Sun S. B. Co; 8331HS;WP190lbs;2800IHP;EAC; d rpd3,26;Dkd,rps10,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,Phila7,23; M.&B.S.7,23;n shft4,24: shft drn10,26;Cih BB;CL | |
| 14725 96,635 | **W. D. Calverley, Jr.** xHarold B. Nye Steel 1D;B;Mchy aft;W. Bal 3BH | Scw | Am 380 | Cleveland 50 \| 28 | 2735 3851 | | 1902 7 rb '14 | Lorain, (American S. B. Co.) [Ohio | Pioneer S.S. Co. | 3CylTE22,35,58x40; 2SB;WP170lbs;1480IHP. | | |
| 14726 81,535 | **W. D. Rees** Steel 1D;Mchy aft;W. Bal 4BH | Scw | Am 396 | Fairport 45 \| 28 | 2992 3760 | | '95 12 rb '21 | Cleveland, (Cleveland S. B. Co.) [Ohio | Wilson Transit Co. | 3CylTE23,38,63x40; 2SB;WP170lbs;1500IHP. | 100(GL) P.S.5,26 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14727 203,561 | **W. E. Fitzgerald** Steel 1D;Mchy aft ;W. Bal 3BH | Scw Sch | Am 420 | Duluth 52 \| 28 | 3701 4940 | | 1906 10 | Wyandotte, (Detroit [Mich. S. B. Co.) | Chicago Nav. Co. | 3CylTE22,35,58x40; 2SB;WP170lbs;1467IHP. | 100(GL) P.S.5,26 | |
| 14728 219,834 LWFK | **W. E. Hutton** xPortola Plumas Steel 2D;Long. frmg; 15BH Wireless;SUB.SIG; 9BH to Fbd dk W. Bal;Mchy aft; 6BH to 2d dk Oil fuel F. P. above 150° F. C-38 W.B.—A.P.74t;D.B.a64'203t D.T. F.O. a19'91 D.T. 9t;D.T. | Scw | Am 435 P106' | Phila. 56 \| 32 33' 6" B50' F44' D.T. f50'881t;F.P.97t f50'824t | 4359 7076 10100 | 7' 9" 25' 11½" | 1920 4 | Alameda, (Bethlehem S. B. Corp., Lim.) [Cal | Pure Oil S.S. Co. | 3CylTE27,47,78x48; Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 8235HS;WP220lbs;2800IHP; EAC;Dkd,d rpd5,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,NY4,24; M.S.4,24;n shft5,25; shft drn4,26;B.S.5,26; Cih BB;CL | |
| 14729 166,538 | **W. E. Maxson** 1D | Brg | Am 244.8 | Galveston 42.9 \| 10 | 945 945 | | 1916 | Westlake, (Clooney Construction & Towing Co.) [La. | ..... | Wd | | |
| 14730 | **W. E. Ogilvie** Steel 1D; Web frms;Mchy aft; 9BH Long. frmg;Oil fuel;Oil in bulk;W. Bal | Scw | Cuban 210 P51' | Havana 43.8 \| 13.8 F41' | 785 1336 2270 | | 1921 3 | Brooklyn, (Todd [N. Y. S. B. & D. D. Co.) | Sinclair Cuba Nav. Co. | 3CylTE16,25,42x30; 2SB;WP180lbs;750IHP. | | BL |
| 14731 219,600 LVPN | **W. F. Burdell** xCity of Alameda Steel 2D;Long. frmg;Mchy aft; 15BH SUB.SIG;W. Bal; 9BH to Fbd dk Wireless; 6BH to 2d dk Oil fuel F. P. above 150° F. C-38 W.B.—A.P.74t;D.B.64'203t D.T. F.O. 19' 919 t; D.T. | Scw | Am 435 P106' | Phila. 56 \| 32 33' 6" B50' F44' D.T. f50'881t; F.P.97 t f50'824t | 4351 7044 10100 | 7' 9" 25' 11½" | 1920 2 | Alameda, (Bethlehem S. B. Corp., Lim.) [Cal. | Pure Oil S.S. Co. | 3CylTE27,47,78x48; Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 8235HS;WP220lbs;2800IHP;EAC; Dkd,d rpd5,26;Exmd9,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,NY6,24; M.S.6,24;B.S;shft drn5,26; Cih BB;CL | |
| 14732 215,139 LHFS | **W. F. Burrows** 2D;Wireless | Sch Aux | Am 201 P50' | San Fran. 44 \| 21.9 F46' | 1258 1560 | | 1917 4 | Portland, (Standifer, [Ore. Clarkson & Co.) | Libby, McNeill & Libby | Wd;Gif; 8CylOilEng14¼x15¾; 500IHP | | |
| 14733 210,565 | **W. F. Dalzell** Wood 1D 1BH | Scw | Am 87.5 | New York 23.7 \| 9.9 | 100 147 | | 1912 | Tottenville, (Ellis [N. Y. & Son.) | Fred. B. Dalzell Co | 1Cyl20x26; 1RTB;WP140lbs;400IHP. | | |
| 14734 81,160 KGFV | **W. F. Jewett** 1D | Sch | Am 155.7 | San Fran. 37.7 \| 12 | 407 474 | | '87 | Pt. Ludlow, Wash. | Thomas B. White | YF;Icf | | |
| 14735 213,555 | **W. F. White** Steel 1D;Mchy aft;SUB.SIG;W. Bal 3BH | Scw | Am 530 F52' | Duluth 60 \| 32 | 5548 7180 | | 1915 | Lorain, (American [Ohio S. B. Co.) | Bradley Transp. Co. | 3CylTE25½,41,67x42; 3SB;WP185lbs;2100IHP. | (★100(GL) P.S.4,25 | |
| 14736 165,500 | **W. Ferdinand Armstrong** 1D | Brg | Am 112 | New York 29 \| 12.8 | 371 382 | | 1913 | Athens, (Richard Lenahan.) [N. Y. | Richard Lenahan | Wd | | |
| 14737 81,434 | **W. G. Harrow** Oak 1D | Scw | Am 94 | Chicago 19 \| 9.2 | 75 110 | | '93 | Port Huron, Mich | Dominion Fish Co | 4CylC9,9,15,15x12; 1FB;WP119lbs;250IHP. | | |
| 14738 81,617 | **W. G. Mason** Oak 1D | Scw | Am 84 | Pt. Huron 20.5 \| 10.5 | 54 99 | | '98 | Port Huron, (Jenks [Mich. S. B. Co.) | Michigan Lime Stone & Chemical Co. | 3CylTE14,22½,36x28; 1FB;WP200lbs;800IHP. | | |
| 14739 203,342 | **W. G. Pollock** Steel 1D;Mchy aft;W. Bal 3BH | Scw | Am 420 | Fairport 52 \| 28 | 3585 4872 | | 1906 | Cleveland, (American [Ohio S. B. Co.) | Becker S.S. Co. | 3CylTE22,35,58x40; 2SB;WP170lbs;1467IHP. | | |
| 14740 205,106 | **W. H. Becker** xAlexis W. Thompson Steel 1D;B;Mchy aft;W. Bal 3BH | Scw Sch | Am 504 | Cleveland 55 \| 26.7 | 4670 6436 | | 1908 7 | Bay City, (Bay City [Mich. S. B. Co.) | Becker S.S. Co. | 3CylTE23,38,63x42; 2CRTB;WP180lbs;1800IHP. | ✠ — — Cancelled. | |
| 14741 141,640 | **W. H. Eastwood** 1D | Sch Aux Twin 4 M | Br 153.8 | La Have 27 \| 12.4 | 281 430 | | 1920 5 | Liverpool, (Nova Scotia [N. S. Shipbuilding & Trans. Co., Lim.) | Benjamin B. Cann | Bch,Sp,P;Gif; 2-4CylOilEng10¼x12; 200BHP | ✠ — — Suspended8,26 | |
| 14742 225,082 | **W. H. Hoodless** xCapt. A. M. Wetherill Steel 1D;B;W. Bal 3BH | Scw Twin | Am 86 | Phila. 20 \| 11.2 | 20 112 | | 1907 8 | Newburgh, (T. S. Marvel S. B. Co.) [N. Y. | S. C. Loveland, Inc. | 2CylC7½,15x14; 1WTB;WP150lbs;360IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14743 220,951 MCGQ | **W. H. Libby** Steel 3D;Shel dk; 18BH Mchy aft;Long frmg; 3BH to Fbd dk W. Bal;Wireless; 11BH to 2d dk SUB.SIG; 4BH to 3d dk Oil fuel F. P. above 150° F. C-39 | Scw | Am 462.4 | Bayonne 60.2 \| 29 \| 37′ 2″ B48′ | 5116 8143 11800 | 11′ ½″ 26′ 5″ | 1921 1 | Vancouver, (G. M. [Wash. Standifer Const. Corp.) | Standard Oil Co. (N. J.) | 4CylQE24,35,51,75x51; Hooven, Owens, Rentschler Co; 3SB;Willamette Iron & Steel Wks; 7434HS;WP220lbs;2800IHP;EAC;DB; d rpd3,24;Dkd,rps10,26 | ✠A1Ⓔ With Freeboard. Oil Carrier. ✠AMS S.S.No.1,NY9,25; B.S.3,25;M.S.9,25; n shft10,26;Cih BB;CL | |
| 14744 81,761 KQWJ | **W. H. Marston** 1D;B | Sch | Am 219 | Mobile 42.5 \| 17.5 | 1110 1169 | | 1901 | San Francisco, Cal. (W. F. Stone.) | J. M. Scott Shipping Co.(Inc.) | YP;Gif | | V |
| 14745 157,683 KSGD | **W. H. McAllister** Wood xTimothy 1D | Scw | Am 107 | New York 22.5 \| 10.7 | 104 154 | | 1903 2 | Baltimore, (Thos. [Md. McCosker & Son.) | James P. McAllister | 2CylC14,32x24; 1SB;WP150lbs | | |
| 14746 206,419 | **W. H. McGean** Steel xStadacona 1D;B;Mchy aft;W. Bal 4BH | Scw | Am 479 | Cleveland 56 \| 31 | 4654 6014 | | 1909 7 | Ecorse, (Great [Mich. Lakes Eng. Wks.) | Pioneer S.S. Co. | 3CylTE22½,36,61x42; 2SB;WP180lbs;1700IHP. | | |
| 14747 222,239 | **W. H. Meyer** Steel 1D 3BH | Scw | Am 93.3 | Milw'ukee 22.1 \| 11.7 | 88 130 | | 1922 | Manitowoc, (Manitowoc [Wis. S. B. Corp.) | Milwaukee Tug Boat Line | 3CylTE14,22,36x30; 1SB;WP200lbs;800IHP. | | |
| 14748 81,253 | **W. H. Sawyer** Wood 1D | Scw | Am 201.1 | Chicago 35 \| 14 | 581 747 | | '90 | W. Bay City, (F. W. [Mich. Wheeler Co.) | O. W. Blodgett | 2CylC25,48x40; 1SB;WP125lbs;900IHP. | 90(GL) P.S.5,26 | |
| 14749 | **W. H. Talbot** 1D | Sch 4 M | Chi 188.6 | 40.2 \| 15.1 | 743 816 | | '91 9 | Pt. Blakely, Wash. (Hall Bros.) | F. Vida | YF;Icf(Sltd) | | |
| 14750 215,856 LJKW | **W. H. Tilford** Steel 2D;Web frms;Long. frmg; 18BH Mchy aft; 14BH to Fbd dk SUB.SIG;Wireless; 4BH to 2d dk Oil fuel F. P. above 150° F. | Scw | Am 411.6 P121′ | New York 53.4 \| 29.8 B28′ F40′ | 3379 5580 8130 | | 1917 12 | Wilmington, (Bethlehem [Del. S. B. Corp.) | Standard Oil Co. (N. J.) | 3CylTE27,45,74x48; Harlan & Hollingsworth; 2SB;Harlan & Hollingsworth; 7788HS;WP180lbs;2600IHP;DB; EAC;Dkd,d rpd6,26;Exmd8,26 | A1 Oil Carrier. AMS S.S.No.2,NptN5,25; M.S.5,25;B.S.12,25; shft drn6,26;Cih BB;CL | |
| 14751 206,253 | **W. H. Wales, Jr.** xTydol 1D;Oil in bulk | Brg Sch | Am 142 | Norfolk 32 \| 12.3 | 404 513 | | 1909 | Cleveland, (American [Ohio S. B. Co.) | Atlantic Creosoting & Wood Preserving Wks. | Stl | | |
| 14752 100,099 | **W. H. Waters** 1D | Sch | Br 86.5 | St. John 28.1 \| 7.9 | 120 134 | | '93 6 | Westfield, (Wm. [N. B. H. Waters.) | B. S. Gale | Bch,Sp;If | | |
| 14753 106,580 | **W. H. Williams** Iron 1D 3BH | Scw | Am 80.7 | N. Orleans 19 \| 9.6 | 50 100 | | '88 | Camden, N. J. | Gulf Crushing Co. | 2CylC15,28x22; 1SB;WP160lbs;400IHP. | | |
| 14754 135,204 JBVM | **W. I. Radcliffe** Steel xClarissa Radcliffe 1D;Wireless;W. Bal 7BH | Scw | Br 415 P45′ | London 55.6 \| 26.7 B241′ F39′ | 3676 6043 | | 1913 4 | Stockton, (Craig, [Eng. Taylor & Co.) | E. Thomas Radcliffe & Co., Mgrs. | 3CylTE28,46,75x48; 3SB;WP180lbs | | BL |
| 14755 221,924 MDKP | **W. J. Colle** 1D | Trn | Am 155 | Gulfport 35.1 \| 13.9 | 391 450 | | 1922 6 | Milton, (M. M. [Fla. Flechas S. B. Co.) | M. M. Flechas | YP,WO,LO;Gif; clk b9,24;clk t 10,24;tr clkg a 11.26 | ✠A1 S.S.No 1,Mbl11,26 | |
| 14756 93,133 | **W. J. Conners** Steel xMauch Chunk 2D;Mchy aft;W. Bal 3BH | Scw | Am 381.7 | Buffalo 50.5 \| 15.5 | 3735 4625 | | 1901 6 | Buffalo, (Union [N. Y. D. D. Co.) | Great Lakes Trans. Co. | 4CylQE20½,30,43½,63x42; 3SB;WP210lbs;1800IHP. | | |
| 14757 218,156 LRHN | **W. J. Crosby** Steel xCrabtree 1D;W. Bal;Mchy aft;Wireless 4BH | Scw | Am 253.4 | Pt. Huron 43.6 \| 25.1 \| 27′ 7″ | 1491 2496 4200 | | 1919 6 | Ashtabula, (Great [Ohio Lakes Eng. Wks.) | North Shore Transportation Co. | 3CylTE21,34½,57x42; 2SB;WP175lbs;1350IHP. | (★100(GL) P.S.10,26 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14758 | **W. J. Hanna** | Scw | Am | Bayonne | 5188 | 7′ 10¾″ | 1920 | Chester, | Standard | 3CylTE27,45½,76x51; | ✠A1Ⓔ Oil Carrier. | |
| 220,851 | Steel | | 429.3 | 59.2 \| 33.2 | 7110 | 25′ 6″ | 11 | (Sun [Pa. | Oil Co. (N. J.) | Sun S. B. Co; | ✠AMS | |
| MBWT | 2D;Long. frmg; 17BH | | | \| 33′ 3″ | 10500 | | | S. B. Co.) | | 3SB;Sun S. B. Co; | S.S.No.1,Balboa3,25; | |
| | W Bal;Wireless; 13BH to Fbd dk | | P133′ | B36′ F40′ | | | | | | 9198HS;WP190lbs;3000IHP;EAC; | n shft4,22;M.S.3,25; | |
| | SUB.SIG:Mchy aft; 4BH to 2d dk | | | | | | | | | Dkd,d rpd8,26 | B.S.11,25;shft drn8,26; | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | BBP;CL | |
| | W.B.—A.P.57t;D.B.a60′263t..... | ..... | | ..D.T | .f.40′540t; F.P.2 | 02t | | | | | | |
| | F.O.....D.T. | a17′74 | | 3t;D.T | .f.40′504t..... | ... | | | | | | |
| 14759 | **W. J. Moody** | Scw | Am | New York | 73 | | 1915 | Port Rich- | Erie R.R. | 2CylC12,24x18; | | |
| 213,580 | xDaniel W. Bigoney Steel | | 72.2 | 20.4 \| 9.6 | 107 | | | mond, N. Y. | Co. | 1SB;WP150lbs;250IHP. | | |
| | 1D 2BH | | | | | | | (Staten Island S. B. Co.) | | | | |
| 14760 | **W. L. Connelly** | Scw | Am | New York | 2364 | | 1912 | Toledo, | Sinclair | 3CylTE21,34½,57x42; | | BL |
| 210,720 | xWalter Hardcastle Steel | | 304 | 44.2 \| 24.7 | 3098 | | 11 | (Toledo [Ohio | Nav. Co. | 2SB,WP175lbs;1250IHP. | | |
| LCQJ | 1D;Mchy aft;Oil in bulk; 10BH | | P76′ | B19′ F23′ | | | | S. B. Co.) | | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 14761 | **W. L. Messick** | Scw | Am | Reedville | 177 | | 1911 | Norfolk, | Edwards | 2CylC15,30x22; | | |
| 208,805 | Wood | | 131.8 | 23.5 \| 11 | 291 | | Va. | Co., Inc. | 1SB;WP160lbs;500IHP. | | |
| LBWD | 1D | | | | | | | | | | | |
| 14762 | **W. L. Steed** | Scw | Am | Los Ang's | 3938 | | 1918 | Quincy, | Pan Amer. | 3CylTE26½,44,74x51; | | BL |
| 216,877 | Steel | | 416.8 | 56.1 \| 31.1 | 6341 | | 8 | (Bethlehem [Mass | Pet. & Transport | 3SB;WP190lbs;2600IHP. | | |
| LMTG | 2D;Web frms;Long. frmg; 16BH | | P107′ | B35′ F33′ | | | | S. B. Corp., Lim.) | Co | | | |
| | Mchy aft;Oil in bulk; | | | | | | | | | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 14763 | **W. Le Baron Jenney** | Brg | Am | Duluth | 3280 | | '97 | W. Bay City, | Pittsburg | Stl;2BH | | |
| 81,561 | | Sch | 365.5 | 45.8 \| 23 | 3422 | | (F. W. [Mich. | S.S. Co. | | | |
| | 1D;B;W. Bal | | | | | | | Wheeler & Co.) | | | | |
| 14764 | **W. M. Burton** | Scw | Am | Phila. | 4476 | | 1918 | Alameda, | Atlantic | Stm Tbn; | | BL |
| 216,508 | Steel | | 435 | 56 \| 32 | 7094 | | 6 | (Bethlehem [Cal. | Refining Co. | 3WTB;WP250lbs;2600IHP. | | |
| LMBG | 2D;Mchy aft;Web frms; 15BH | | P122′ | F42′ B50′ | | | | S. B. Corp.) | | | | |
| | Long. frmg;Oil in bulk; | | | | | | | | | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 14765 | **W. M. Irish** | Scw | Am | Phila. | 4496 | | 1918 | Alameda, | Atlantic | Stm Tbns; | | BL |
| 216,249 | Steel | | 435 | 56 \| 32 | 7123 | | 4 | (Bethlehem [Cal. | Refining Co. | 3WTB;WP250lbs;2600IHP. | | |
| LKQB | 2D;Mchy aft;Web frms; 15BH | | P122′ | B50′ F42′ | | | | S. B. Corp., Lim.) | | | | |
| | Long. frmg;Oil fuel; | | | | | | | | | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 14766 | **W. M. Tupper** | Scw | Am | Seattle | 1100 | 9′ | 1917 | Jacksonville, | Santa Ana | 3CylTE16¼,24¼,41¼x30; | ✠A1 Coastwise. | |
| 215,841 | Steel | | 217.6 | 38 \| 25 | 1852 | 16′ 10½″ | 11 | (Merrill- [Fla. | S.S. Co. | 2SB;Kingsford Fdy. & Mch. Co; | AMS | |
| LJKD | 2D;Oil fuel F. P. above 150° F. 4BH | | | \| 18′ | 2000 | | | Stevens Co.) | | 2544HS;WP185lbs;800IHP;EAC; | S.S.No.1,NY5,22; | |
| | Wireless 1BH to Fbd dk | | | | | | | | | Dkd,d rpd7,26 | M.S.5,22;n shft11,22; | |
| | 3BH to 2d dk | | | | | | | | | | B.S.3,26;shft drn7,26;Scip | |
| | W.B.—A.P.9t;D.B.186′344t..... | ..... | F.P.15 | t | | | | | | | | |
| | F.O.....,D.B.124′240t;W.T. | 36′124t | ..... | | | | | | | | | |
| 14767 | **W. N. Reinhardt** | Trn | Br | Bridgetwn | 271 | | 1916 | Conquerall | B. Tower | O,P,Sp;Gif(Sltd) | ✠A1 | |
| 138,381 | | | 124.8 | 30.2 \| 11.6 | 315 | | 12 | Bank, N. S. | | clk dk6,19;s rps,clk,s dk clkg9,26 | S.S.No.2,PtG9,26 | |
| TMPH | 1D | | | | | | o'26 | (J. N. Rafuse.) | | (Stranded 12,26) | | |
| 14768 | **W. R. Chamberlin, Jr.** | Scw | Am | San Fran. | 1300 | | 1912 | Newport | W. R. | 3CylTE21,35,60x42; | | |
| 210,768 | xStanley Dollar Steel | Sch | 288.8 | 44.6 \| 19 | 2264 | | 11 | News, Va. | Chamberlin, Jr. | 4WTB;WP200lbs;1800IHP. | | |
| LCQW | 1D;Wireless;Oil fuel; 6BH | | P53′ | F31′ | | | | (Newport News S. B. & D. D. Co.) | | | | |
| | Mchy aft;W. Bal | | | | | | | | | | | |
| 14769 | **W. R. Hearst** | Scw | Am | New York | 595 | | 1923 | Mariners | City of | StmTbn;ElectMotors; | | |
| 223,001 | Steel | F.B. | 215 | 45 \| 16.3 | 875 | | | Harbor, N. Y. | New York (Dept. | 4WTB;WP250lbs;2200SHP. | | |
| | 2D 5BH | | | | | | | (Staten Island S. B. Co.) | of Plants and Structures) | | | |
| 14770 | **W. R. Stafford** | Scw | Am | Cleveland | 398 | | '86 | W. Bay City, | Kelley | 2CylC24,46x36; | | |
| 81,126 | Wood | | 184.8 | 34.2 \| 12.2 | 686 | | | (F. W. [Mich. | Island Lime & | 1SB;WP110lbs;500IHP. | | |
| | 1D | | | | | | | Wheeler Co.) | Transport Co. | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14771 | **W. S. Mason** Wood 1D | SW | Am | Portland 122 \| 32 \| 7.4 322 | 252 | | '94 | Portland, Ore. | City of Portland | 150IHP. | | |
| 14772 220,953 MCGS | **W. S. Miller** Steel 2D;Long. frmg; 15BH Wireless;Mchy aft; 8BH to Fbd dk SUB.SIG;D.F; 7BH to 2d dk Oil fuel F. P. above 150° F. C-38 W.B.—A.P.74t;D.B.a62'203t D.T. F.O. D.T. a19'91 | Scw | Am 435 P122' | San Fran. 56 \| 32 \| 33' 6" B38' F42' ...D.T 9t;D.T | 4311 6984 10200 7t | 7' 10½" 25' 9½" f.50'881t;F.P.9 f.50'824t | 1920 12 | Alameda, (Bethlehem S. B. Corp., Lim.) [Cal. | Standard Oil Co. (Cal.) | 3CylTE27,47,78x48; Bethlehem S. B. Corp., Lim; 3SB;Bethlehem S. B. Corp., Lim; 3235HS;WP220lbs;2700IHP;EAC; d rpd10,25;Dkd6,26;s rps9,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,LosA6,26; M.S.1,26;B.S;shft drn6,26; Clh BB;CL | |
| 14773 221,884 MDJR | **W. S. Rheem** Steel 2D;Super dk;Long. frmg; 16BH Mchy aft; 9BH to Fbd dk Wireless;D.F; 5BH to 2d dk SUB.SIG; 2BH to Super dk Oil fuel F. P. above 150° F. C-42 W.B.—A.P.147t;D.B.a62'263t F.P. F.O. D.T. a20'11 | Scw Twin | Am 500 | San Fran. 68.2 \| 30 \| 30' 6" 18t; D. | 6018 9838 14000 196t | 4' 10½" 25' 11" T.f.45'471t | 1922 1 | Alameda, (Bethlehem S. B. Corp.) [Cal. | Standard Oil Co. (Cal.) | 2-3CylTE24,39,65x42; Bethlehem S. B. Corp; 3SB;Bethlehem S. B. Corp; 11904HS;WP214lbs;4000IHP;EAC; rps6,25;Dkd,s rps7,26 | ✠A1Ⓔ With Freeboard. Oil Carrier. ✠AMS S.S.No.1,SanF12,25; shfts drn12,24;M.&B.S.12,25; Clh BB;CL | |
| 14774 204,475 | **W. S. Taylor** Oak 2D | Scw | Am 126 | New York 24 \| 13 318 | 216 | | 1907 | Green Bay, (Jos. Denis.) [Wis. | Morecraft Trans. Corp. | 2CylC22,50x36; 1SB;WP150lbs;1500IHP. | | |
| 14775 223,639 | **W. T. Bell** 1D | Sch | Am 119 | Norfolk 27.6 \| 11.2 216 | 180 | | '87 | Linwood, Pa. | Charles R. Shannon | I | | |
| 14776 168,688 | **W. T. Co. No. 8** 1D | Brg | Am 90 | Los Ang's 30 \| 7.5 173 | 173 | | 1923 | Los Angeles, (Wm.Muller.) [Cal. | Wilmington Trans. Co. | OP;If | | |
| 14777 168,689 | **W. T. Co. No. 9** 1D | Brg | Am 90 | Los Ang's 30 \| 7.5 173 | 173 | | 1923 | Los Angeles, (Wm.Muller.) [Cal. | Wilmington Trans. Co. | OP;If | | |
| 14778 168,871 | **W. T. Co. No. 12** 1D | Brg | Am 120 | Los Ang's 36 \| 10 330 | 330 | | 1924 | Los Angeles, (Wm. Muller.) [Cal. | Wilmington Transp. Co. | OP;If | | |
| 14779 168,875 | **W. T. Co. No. 14** 1D | Brg | Am 120 | Los Ang's 36 \| 10 330 | 330 | | 1925 | Los Angeles, (Wm. Muller.) [Cal. | Wilmington Transp. Co. | Wd | | |
| 14780 168,612 | **W. T. & B. Co. No. 70** xBayden 1D;B | Brg | Am 266.8 | Seattle 46.6 \| 23.8 2232 | 2137 | | 1919 | Anacortes, (Sloan Shipyards Corp.) [Wash. | Washington Tug & Barge Co. | F;Gif;2BH; DB | | |
| 14781 168,644 | **W. T. & B. Co. No. 71** xBertrand 1D | Brg | Am 268 | Seattle 45.2 \| 26 2244 | 2142 | | 1919 | Olympia, (Sloan Shipyards Corp.) [Wash. | Washington Tug & Barge Co. | Wd;Gif;2BH; DB | | |
| 14782 206,558 | **W. W. Atterbury** xConemaugh Steel 2D;Mchy aft;W. Bal 3BH | Scw | Am 350 | Buffalo 46 \| 31 3898 | 2967 | | 1909 | Wyandotte, (Detroit S. B. Co.) [Mich. | Great Lakes Transit Corp | 4CylQE19,27½,40,58x32; 3SB;WP210lbs;1700IHP. | | |
| 14783 221,360 MCVH | **W. W. Mills** xPuente Steel 2D;Web frms;Long. frmg; 16BH Mchy aft;Oil in bulk;Oil fuel; Wireless;W. Bal | Scw | Am 424.4 P128' | Phila. 58.2 \| 32.9 B25' F41' | 4245 6816 | | 1921 6 | Chester, (Merchant S. B. Corp.) [Pa. | Pure Oil S.S. Co. | 3CylTE27,45,75x51; 3SB;WP210lbs;2700IHP. | | BL |
| 14784 QBPC | **Waal** Steel 1D;Well dk;W. Bal 4BH | Scw | Hol 235.4 | Rotterd'm 35.7 \| 15.4 B63' F28' | 765 1261 | | 1912 5 | Capelle a/d (A. Vuijk & Zonen.) [Ysel, Hol. | Vinke & Co., Mgrs. | 3CylTE17,28,46x36; 1SB;WP180lbs | | BL |
| 14785 QBPF | **Waaldijk** xAcara Steel 2D;Deep frmg;Wireless; W. Bal 6BH | Scw | Hol 400 P30' | Rotterd'm 50.2 \| 29.4 B144' F41' | 3135 5011 | | 1904 3 | Newcastle, (Palmers' Eng. Co., Lim.) | Holland-Amerika Lijn, Mgrs. | 3CylTE26½,43,71x48; 2SB;WP180lbs | | BL |
| 14786 QBPG | **Waalhaven** Steel 1D;Wireless;W. Bal 7BH | Scw | Hol 359 P24' | Rotterd'm 49.9 \| 22.1 B214' F34' | 2170 3552 | | 1916 | Rotterdam, (Rotterdam Droogd. Maat.) [Hol. | Gebr. Van Uden | 3CylTE25,41,67x45; 2SB;WP180lbs;1450IHP. | | V |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14787 | **Waban** | Scw | Am | Charlest'n | 111 | | '99 | Philadel- | S. A. Guilds | 2CylC16,32x24; | | |
| 81,638 | Steel | | 91 | 20 \| 10.4 | 163 | | 12 | (Neafie [phia, Pa. | | 1SB;WP125lbs;350IHP. | | |
| KNVD | 1D | | | 3BH | | | | & Levy.) | | | | |
| 14788 | **Waban** | Scw | Am | Portland | 3742 | 8′ 2″ | 1919 | Vancouver, | U. S. Ship- | 3CylTE25,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 218,222 | Steel | | 401.4 | 53.2 \| 31.9 | 6038 | 26′ 5½″ | 10 | (G. M. [Wash. | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LRKN | 2D;Long. frmg;Wireless;SUB.SIG; | 7BH | | \| 34′ 6″ | 9400 | | | Standifer Const. | | 3SB;Willamette I. & S. Wks; | S.S.No.1,NY2,24; | |
| | W. Bal; | C-36 | P48′ | B81′ F37′ | | | | Corp.) | | 8112HS;WP210lbs;2800IHP;EAC; | M.S.2,24;shft drn3,25;B.S.9,26; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd,d rpd9,26;s rps11,26 | Cih BB;CL | |
| | W.B.—A.P.147t;D.B.343′1288t;D | T.30′5 | 50t... | .....F.P.85t | | | | | | | | |
| | F.O.....D.B.303′1016t;D | T.30′5 | 12t; S. | T.39t..... | | | | | | | | |
| 14789 | **Wabana** | Scw | Br | Halifax | 2676 | | 1911 | Sunderland, | Wabana | 3CylTE26,44,73x48; | | BL |
| 131,402 | Steel | | 375 | 52 \| 28.2 | 4804 | | 12 | (Short [Eng. | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| HVCG | 1D;Web frms;Long. frmg; | 6BH | P29′ | B99′ F35′ | | | | Bros., Lim.) | | | | |
| | SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 14790 | **Wabasha** | Scw | Br | London | 3797 | | 1903 | W. Hartle- | Oil & | 3CylTE28,46,77x48; | | BL |
| 118,637 | xSeminole Steel | | 400.6 | 52.2 \| 30.8 | 5864 | | ▯ | pool, Eng. | Molasses | 4SB;WP180lbs | | |
| WBDM | 2D;Mchy aft;Web frms; | 13BH | P239′ | F36′ | | | | (Furness, Withy | Tankers (Lim.) | | | |
| | Oil in bulk;Oil fuel;Wireless;W. Bal | | | | | | | & Co., Lim.) | | | | |
| 14791 | **Waco** | Brg | Am | New York | 242 | | 1916 | Kingston, | Southern | Wd | | |
| 166,501 | | | 95.2 | 34.2 \| 8.5 | 242 | | | (Jacob [N. Y. | Pacific Co. | | | |
| | 1D | | | | | | | Rice & Sons) | | | | |
| 14792 | **Wacosta** | Scw | Am | Phila. | 3700 | 7′ 10½″ | 1920 | Harriman, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 220,878 | Steel | | 400.7 | 54.4 \| 30.4 | 5976 | 25′ 2″ | 12 | (Merchant [Pa | ping Board | Westinghouse E. & Mfg. Co; | ✠AMS | |
| MCBW | 2D;W. Bal;Wireless;SUB.SIG; | 7BH | | \| 32′10″ | 8822 | | | S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | BBP;CL | |
| | Oil fuel F. P. above 150° F. | C-36 | P35′ | B123′ F44′ | | | | | | S700HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | | | | | | | | | | s rps8,21 | | |
| | W.B.—A.P.143t;D.B.335′1311t;D | T.27′8 | 46t... | .....F.P.120t | | | | | | | | |
| | F.O.....D.B.281′1092t;D | T.27′7 | 90t; S. | T.63t..... | | | | | | | | |
| 14793 | **Wacouta** | StW | Am | Chicago | 182 | | 1922 | Pittsburgh, | Joyce- | 2-2CylC12,26x72; | | |
| 222,501 | Steel | | 132 | 28 \| 5.2 | 239 | | ▯ | (Dravo [Pa. | Watkins Co. | 3Blrs;WP209lbs;480IHP. | | |
| | 2D | 5BH | | | | | | Contracting Co.) | | | | |
| 14794 | **Wadai** | Scw | Ger | Hamburg | 2684 | | 1922 | Hamburg, | Woermann | 4CylQE21,32,47,69x49; | | G |
| | Steel | | 361.2 | 50 \| 29.8 | 4666 | | 1 | (Reiherstieg [Ger. | Linie A. G. | 3SB;WP228lbs | | |
| RDBT | 2D;SUB.SIG;Wireless;W. Bal | 9BH | P & B | 235′ F49′ | | | | Schiffsw.u.Maschf.) | | | | |
| 14795 | **Wadena** | Scw | Am | New York | 151 | | '91 | Cleveland, | I. M. | 3CylTE15½,26,42x22; | | |
| 81,346 | Steel | Sch | 176 | 20.9 \| 11 | 246 | | | (Cleveland [Ohio | Uppercu | 2WTB;550IHP. | | |
| KLSJ | 1D | | | | | | | S. B. Co.) | | | | |
| 14796 | **Waegwoltic** | MV | Br | St. John's | 156 | | 1920 | Conquerall | A. H. | 2-3CylOilEng11x12 | | |
| 150,406 | xA. Moulton Wood | Twin | 113.6 | 26 \| 10.6 | 201 | | 12 | (J. N. [Bank, N. S. | Carrillo | | | |
| | 1D | xTrn | | | | | | Rafuse & Sons.) | | | | |
| 14797 | **Waganda** | Scw | Ger | Hamburg | 3415 | | '98 | Newcastle, | Woermann | 4CylQE24,34,51,74x54; | | G |
| | xHunslet xBasilan Steel | | 417.4 | 54 \| 28.1 | 5462 | | 3 | (Wigham [Eng. | Linie A. G. | 3SB;WP210lbs | | |
| RCLD | 2D;Web frms;Wireless;W. Bal | 6BH | P60′ | B94′ F28′ | | | | Richardson & Co.) | | | | |
| 1 798 | **Wagland** | Scw | Nor | Bergen | 1295 | | 1916 | Osaka, | Brodrene | 3CylTE18,30,51x36; | | BL |
| | Steel | | 272 | 40 \| 24.1 | 2155 | | 11 | (Fujinagata [Jap. | Wilhelmsen, | 2SB;WP180lbs | | |
| MTVH | 1D;Wireless;W. Bal | 4BH | P16′ | B50′ F26′ | | | | Dkyd. Co.) | Mgr. | | | |
| 14799 | **Wagogo** | Scw | Ger | Hamburg | 1853 | | 1915 | Rostock, | Woermann | 3CylTE23,38,62x41; | | G |
| | xSt. Andrews xSofia Steel | | 339.4 | 48.1 \| 21 | 3111 | | 2 | (Akt. Ges. [Ger. | Linie A. G. | 2SB,WP190lbs | | |
| RFLC | 1D;Shel dk;Wireless | 1BH | F33′ | | | | | "Neptun.") | | | | |
| | SUB.SIG;W. Bal | | | | | | | | | | | |
| 14800 | **Wahcondah** | Scw | Br | W.Hartlpl | 976 | | 1903 | Pt. Glasgow, | Spanish | 3CylTE18,28,47x33; | | C |
| 102,577 | Steel | | 230.4 | 37.1 \| 21.8 | 1575 | | 4 | (Russell [Scot. | River Pulp & | 2SB;WP180lbs;148RHP | 2dS.S.No.2,King4,24; | |
| JNBS | 1D;Deep frmg;Mchy aft;W. Bal | 4BH | | | | | | & Co.) | Paper Mills (Lim.) | | Lake Survey;4,26; | |
| | | | | | | | | | | | shft drn10,24;M.&B.S,3.26 | |
| 14801 | **Wahehe** | Scw | Ger | Hamburg | 2686 | | 1922 | Hamburg, | Woermann | 4CylQE21,34,47,69x41; | | G |
| | Steel | | 361.2 | 50 \| 23.8 | 4690 | | 8 | (Reiherstieg [Ger. | Linie A. G. | 3SB;WP228lbs | | |
| RCQH | 2D;SUB.SIG;Wireless;W. Bal | 9BH | P & B | 235′ F49′ | | | | Schiffsw u. | | | | |
| | | | | | | | | Maschf.) | | | | |
| 14802 | **Wahkeena** | Scw | Am | San Fran. | 547 | | 1916 | St. Helens, | Chas. R. | 3CylTE13½,23,40x30; | | |
| 214,880 | Fir,Gif | | 213 | 40 \| 14.3 | 1030 | | | (St. Helens [Ore. | McCormick | 2WTB;800IHP. | | |
| LGTW | 1D;Wireless | (Sltd) | | | | | | S. B. Co.) | Lumber Co. | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14803 | **Waialeale** | Scw | Am | Seattle | 232 | | '86 | Pt. Blakeley, | Puget | 2CylC12,22x18; | | |
| 14,445 | Wood | | 123 | 27.1 \| 9.8 | 342 | | | (Hall [Wash. | Sound | | | |
| KQCT | 1D;Oil fuel | | | | | | | Bros.) | Nav. Co. | 1SB;WP100lbs;165IHP. | | |
| 14804 | **Waihemo** | Scw | Br | London | 3540 | | 1919 | Newcastle, | Union S.S. | 3CylTE27,44,73x48; | | BL |
| 143,908 | Steel | | 399.5 | 53 \| 32.8 | 5627 | | 12 | (Northum- [Eng. | Co. of New | | | |
| KDFG | 1D;Shel dk;Wireless;W. Bal 7BH | | F38′ | | | | | berland S. B. Co., | Zealand (Lim.) | 3SB;WP180lbs | | |
| | Oil fuel | | | | | | | Lim.) | | | | |
| 14805 | **Waihora** | Scw | Br | London | 2993 | | 1907 | Newcastle, | Union S.S. | 3CylTE26,42,70x48; | | |
| 123,842 | Steel | | 385 | 52.1 \| 26.9 | 4638 | | 6 | (Swan, [Eng. | Co. of New | | | |
| HKSD | 2D;Deep frmg; 7BH | | P35′ | B102′ F40′ | | | | Hunter & Wigham | Zealand (Lim.) | 3SB;WP180lbs;410RHP. | | |
| | Wireless;W. Bal | | | | | | | Richardson, Lim.) | | | | |
| 14806 | **Waikawa** | Scw | Br | London | 3525 | | 1919 | Newcastle, | Union S.S. | 3CylTE27,44,73x48; | | BL |
| 143,463 | Steel | | 399.5 | 53 \| 32.8 | 5677 | | 10 | (Northum- [Eng. | Co. of New | | | |
| KCSN | 1D;Shel dk;Wireless;W. Bal 7BH | | F38′ | | | | | berland S. B. | Zealand (Lim.) | 3SB;WP180lbs | | |
| | | | | | | | | Co., Lim.) | | | | |
| 14807 | **Waikouaiti** | Scw | Br | Wellingt'n | 2379 | | 1914 | Rostock, | Union S.S. | 3CylTE25,41,69x47; | | BL |
| 143,151 | xIrmgard Steel | | 362.4 | 50.1 \| 23.6 | 3926 | | 12 | (Akt. [Ger. | Co. of New | | | |
| JWVR | 2D;Well dk;SUB.SIG;Wireless; 7BH | | P & B | 235′ F45′ | | | | Ges. "Neptun.") | Zealand (Lim.) | 3SB;WP200lbs | | |
| | W. Bal | | | | | | | | | | | |
| 14808 | **Waimea** | Scw | Am | Los Ang's | 746 | | '84 | Chester, | Los Angeles | 2CylC24,48x45; | | |
| 126,241 | xCity of Topeka Iron | | 198 | 35.2 \| 18 | 1057 | | 5 | (J. Roach [Pa. | S.S. Co. | | | |
| KCPL | 2D;B;Wireless;Oil fuel 4BH | | | | | | | & Son) | | 2CRTB;WP110lbs;800IHP | | |
| 14809 | **Waiotapu** | Scw | Br | London | 3736 | | 1913 | Flensburg, | Union S.S. | 3CylTE30,50,84x54; | | BL |
| 144,637 | xStolberg Steel | | 451 | 58.2 \| 27 | 6035 | | 1 | (Flensburger [Ger. | Co. of New | | | |
| KGDC | 2D;Well dk;Wireless;W. Bal 8BH | | P & B | 375′ F35′ | | | | Schiffsb. Ges.) | Zealand (Lim.) | 3SB;WP180lbs | | |
| 14810 | **Wairuna** | Scw | Br | London | 3642 | | 1914 | Flensburg, | Union S.S. | 3CylTE28,47,78x54; | | BL |
| 132,926 | xPolescar xGibraltar Steel | | 420 | 56.2 \| 29.6 | 5832 | | 1 | (Flensburgr. [Ger. | Co. of New | | | |
| TQVF | 2D;Wireless;W. Bal 6BH | | P60′ | B126′ F54′ | | | | Schffsb. Ges.) | Zealand (Lim.) | 3SB;WP185lbs | | |
| 14811 | **Waitemata** | Scw | Br | London | 3555 | | 1919 | Newcastle, | Union S.S. | 3CylTE27,45,75x54; | | BL |
| 143,192 | Steel | | 400 | 53 \| 32.8 | 5729 | | 5 | (Northum- [Eng. | Co. of New | | | |
| KBLJ | 1D;Shel dk;Wireless; 7BH | | F39′ | | | | | berland S. B. | Zealand (Lim.) | 3SB;WP180lbs | | |
| | W. Bal; Oil fuel | | | | | | | Co., Lim.) | | | | |
| 14812 | **Waitomo** | Scw | Br | Wellngton | 2719 | | 1911 | Newcastle, | Union S.S. | 3CylTE25,41,69x48; | | |
| 132,990 | xGifford Steel | | 380 | 49 \| 26.4 | 4214 | | 1 | (Northumber-[Eng. | Co. of New | | | |
| HTRG | 2D;Wireless;W. Bal 6BH | | P31′ | B94′ F36′ | | | | land S. B. Co., | Zealand (Lim.) | 3SB | | |
| | | | | | | | | Lim.) | | | | |
| 14813 | **Wakama** | Scw | Ger | Hamburg | 2215 | | 1921 | Emden, | Woermann- | 3CylTE24,38,63x43; | | G |
| | xOdin Steel | | 369.7 | 50.8 \| 21.8 | 3675 | | | (Nord- [Ger. | Linie A. G. | | | |
| RCFG | 1D;Shel dk;SUB.SIG; 1BH | | | | | | | seewerke A. G.) | | 2SB;WP192lbs | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 14814 | **Wakasa Maru** | Scw | Jap | Tokio | 3776 | | '97 | Glasgow, | Nippon | 2-3CylTE20,33½,56x48; | | BL |
| 1,688 | Steel | Twin | 445 | 49.4 \| 30.5 | 6070 | | 4 | (D. & W. [Scot. | Yusen Kabushiki | | | |
| HLCW | 2D;Deep frmg;Wireless; 8BH | | P59′ | B110′ F58′ | | | | Henderson & Co.) | Kaisha | 2DB;2SB;WP200lbs | | |
| | W. Bal | | | | | | | | | | | |
| 14815 | **Wakefield** | Brg | Am | Wash. | 277 | | '85 | Wilmington, | Potomac | I | | |
| 81,065 | | | 160.8 | 28.1 \| 8.6 | 287 | | | (Pusey & [Del. | S. B. Co. | | | |
| | 1D | | | | | | | Jones.) | | | | |
| 14816 | **Wakulla** | Scw | Am | Astoria | 3323 | | 1918 | Los Angeles, | U. S. Ship- | Stm Tbns; | ✠A1Ⓔ | |
| 216,489 | Steel | | 410 | 54.4 \| 27.2 | 5435 | | 7 | (Los Angeles [Cal. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LKWS | 2D;Wireless;W. Bal; 5BH | | P44′ | B115′ F47′ | 8800 | | | S. B. Co.) | | 4WTB;Heine Safety W. T. Blr. Co; | S.S.NY7,20; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 11600HS;WP200lbs;3200SHP; | Clh BB;CL | |
| | | | | | | | | | | Dkd7,20;s rps3,21 | (Laid up) | |
| | W.B.—A.P.241t;D.B.356′1231t... | | F.P.10 | 8t | | | | | | | | |
| | F.O.....D.B.311′ 969t;S. | T.71t | ..... | .. | | | | | | | | |
| 14817 | **Walcheren** | Scw | Hol | Rotterd'm | 2180 | | 1919 | Rotterdam, | W. Ruys & | 3CylTE25,41,68x45; | | V |
| | Steel | | 361.5 | 50.1 \| 22.1 | 3598 | | | (Rotterdam. [Hol. | Zonen, Mgrs. | | | |
| QBRJ | 1D;Wireless;W. Bal 7BH | | P24′ | B21′ F24′ | | | | Droogd Maat.) | | 3SB;WP180lbs;1450IHP. | | |
| 14818 | **Walden** | Scw | Am | New York | 3397 | 7′ 10½″ | 1919 | Newburgh, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,095 | Steel | | 400.5 | 54.2 \| 30.4 | 5511 | 25′ 2″ | 5 | (Newburgh [N. Y. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LRFP | 2D;Wireless;W. Bal; 7BH | | | \| 32′ 10″ | 8822 | | | Shipyards, Inc.) | | 3WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | | | | | | | | | | Dkd,s rps2,21 | | |
| | W.B.—A.P.144t;D.B.338′1311t.. | | .....F | .P.120t | | | | | | | | |
| | F.O.....D.B.284′1092t;S. | T.62t | ..... | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14819 28,527 SJFR | **Wales Maru** Steel 2D,Oil fuel; 6BH Wireless;W. Bal | Scw | Jap 405 F33′ | Kobe 53 \| 37 | 4038 6586 | | 1921 12 | Kobe, (Kawasaki [Jap. Dkyd. Co., Lim.) | Kawasaki Dkyd. Co. (Lim.) | 3CylTE28,46,78x54; 3SB;WP200lbs | | BL |
| 14820 217,694 LQFW | **Wallingford** Steel 2D;sub sig;W. Bal;Mchy aft; 5BH Oil fuel F. P. above 150° F. C-28 W.B.—A.P.62t;D.B.175′387t;F.P. 123t F.O.....D.B.144′347t;F.P. 115t | Scw | Am 245.6 | San Fran. 42 \| 24.1 \| 26′ 5″ | 1229 2256 3200 | 5′ 7″ 21′ | 1919 3 | Long Beach, (Long [Cal. Beach S. B. Co.) | Wallingford S.S. Line | 3CylTE18,30,44x30; Union Iron Wks; 2WTB;Babcock & Wilcox Co; 5536HS;WP210lbs;900IHP;EAC; d rpd10,24;Dkd,s rps9,26 | ✠A1Ⓔ AMS S.S.No.1Seat 4,23 n shft;M.S.4,23;B.S.3,25; shft drn9,25;SBP | |
| 14821 218,460 LRVS | **Wallkill** Steel 1D;2d dk at ends;Wireless; 7BH sub.sig; 6BH to Fbd dk W. Bal 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252′847t;D.T 20′394 F.O.—A.P.66t;D.B.214′643t;D.T 20′368 | Scw | Am 324 P41′ t.....F.P.111t t;S.T.3 1t..... | Newark 46.2 \| 25 \| 28′ 6″ B90′ F35′ | 2000 3283 5500 | 5′ 9″ 22′ 11″ | 1919 7 | Newark, (Submarine [N. J. Boat Corp.) | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd,d rpd7,21;s rps8,21 | ✠A1Ⓔ ✠AMS Cih BB;CL (Laid up) | |
| 14822 81,233 | **Wallowa** YF;Gff 1D | Scw | Am 115 | Pt. Twsnd 22 \| 12 | 127 225 | | '89 9 | Portland, (Willam- [Ore. ette S. B. Co.) | Puget Sound Mill & Timber Co. | 2CylC18,36x20; 122IHP | | |
| 14823 114,839 TGCD | **Walmer Castle** Steel 4D;Wireless;W. Bal 8BH | Scw Twin | Br 570.5 P83′ | London 64.4 \| 38.6 B318′ F69′ | 6463 12546 | | 1902 1 | Belfast, (Harland & [Ire. Wolff, Lim.) | The Union-Castle Mail S.S. Co. (Lim.) | 2-4Cyl QE32,46,66,95x60; 8DB;2SB;WP216lbs | | BL |
| 14824 215,482 LHRN | **Walrus** Wood 1D | Scw | Cuban 163.2 | 26.2 \| 13 | 246 479 | | 1917 8 | Essex, (John F. [Mass. James & Son) | | 3CylTE13½,21¾,36x24; 18B;WP180lbs;650IHP. | | |
| 14825 166,281 | **Walter** 1D | Brg | Am 89.2 | New York 29 \| 7 | 168 168 | | 1901 | Rondout, (John [N. Y. Maxwell's Sons.) | John Maxwell's Sons | Wd | | |
| 14826 80,516 | **Walter** 1D | Sch | Am 96 | Baltimore 25.5 \| 6.2 | 95 100 | | '75 | Church Creek, Md. | C. C. Paul & Co. | Wd | | |
| 14827 216,218 LKPC | **Walter A. Luckenbach** Steel 3D;sub.sig;W. Bal; 10BH Oil fuel F. P. above 150° F. C-38 | Scw Twin | Am 446.5 | New York 56.1 \| 28 | 5087 8102 11350 | | 1918 6 | Seattle, (Seattle [Wash. Const. & D. D. Co.) | Luckenbach S.S. Co., Inc. | Stm Tbns; Seattle Const. & D. D. Co; 4WTB;Seattle Const. & D. D. Co; 16560HS;WP225lbs;5000SHP;EAC; d rpd1,26;Dkd,s rps7,26 | ✠A1Ⓕ ✠AMS S.S.No.2,Bost1,26; M.S.1,26; n Pt shft;Stbd shft drn; B.S.7,26;SBP;CL | |
| 14828 62,858 | **Walter A. Sherman** 1D | Brg Sch | Am 163 4 | Ogdensb'g 33.8 \| 12 | 493 519 | | '82 rb '04 | Buffalo, (Robt. [N. Y. Mills.) | George Hall Corp. | O | | |
| 14829 81,267 KJGW | **Walter Adams** Wood 1D | Scw | Am 133 | N.London 24.3 \| 12.8 | 175 271 | | '90 | Noank, Conn | Consolidated Fisheries Co. (Del.) | 600IHP. | | |
| 14830 151,046 | **Walter B. Reynolds** Steel 2D;Mchy aft;W. Bal 3BH | Scw | Br 252 F35′ | Montreal 43.1 \| 16.8 | 983 1823 | | 1925 6 | Collingwood (Collingwood [Ont. S. B. Co.) | Geo. Hall Coal & Shipping Corp. | 3CylTE15½,26,44x26; 2SB;WP195lbs;830IHP. | M.S.2,26 | C |
| 14831 81,320 | **Walter D.** Oak 1D | Scw | Am 101.6 | Toledo 27 \| 5.8 | 123 136 | | '91 | Toledo, Ohio | Toledo Builders Supply Co. | 2Cyl12,12x10; 1Blr;WP140lbs;134IHP. | | |
| 14832 215,621 LHVQ | **Walter D. Munson** Steel 2D;Web frms; 6BH Long. frmg;Oil fuel;Wireless; W. Bal | Scw | Am 368.2 P52′ | New York 48.3 \| 24.7 B108′ F41′ | 2238 3703 | | 1917 10 | Sparrows Point, Md. (Bethlehem Steel Co.) | Munson S.S. Line | 3CylTE24,41,68x48; 3SB;WP200lbs;2500IHP;Exmd12,25 | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14833 213,479 LFMG | **Walter D. Noyes** Steel 1D;Mchy aft;Wireless; 7BH SUB.SIG;W. Bal | Scw | Am 354.2 P94′ | Boston 49 \| 27.4 B19′ F31′ | 3114 4387 | | 1915 7 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Mystic S.S. Co. | 3CylTE23,39,66x45; Newport News S. B. & D. D. Co; 2SB;Newport News S. B. & D. D. Co; 124GS;5070HS;WP180lbs;1700IHP; EAC;d rpd4,24;Dkd,s rps4,26 | A1 AMS S.S.No.2,Bost3,24; M.S.3,24;shft drn4,25; B.S.4,26;Cih BB;CL | |
| | W B.—A P.92t;I.T.a23t;D.B.303′ | 1092t; | D.T.17 | ′365t;F.P.318t | | | | | | | | |
| 14834 221,083 MCLS | **Walter Jennings** Steel 3D;Mchy aft; 19BH Long. frmg; 4BH to Fbd dk Wireless; 11BH to 2d dk 4BH to 3d dk Oil fuel F. P. above 150° F. C-42 | Scw Twin | Am 499.2 | Bayonne 68.1 \| 30.5 \| 38′9″ | 5978 9563 15100 | 11′ 1″ 27′ 10½″ | 1921 3 | Kearny, (Federal [N. J. S. B. Co.) | Standard Oil Co. (N. J.) | 2-3CylTE20½,35,60x42; Federal S. B. Co; 3SB;Federal S. B. Co; 9618HS;WP210lbs;3500IHP; EAC;DB;Dkd,d rpd10,26;Exmd12,26 | ✠A1Ⓔ With Freeboard Oil Carrier. ✠AMS S.S.No.1,NY4,26; n Pt shft12,21;B.S.10,25; M.S;shfts drn4,26;Cih BB;CL | |
| | W.B.—A.P.142t;D.B.a68′410t F.O. D.B | a17′76 | t; D.T. | a17′970t; D.T.f. | 54′666 54′622 | t;F.P.258t t. | | | | | | |
| 14835 142,931 | **Walter Kennedy** 1D | Scw | Br 84 | St. Johns 19.2 \| 10 | 35 108 | | 1917 | Montreal, (Canadian [Can. Vickers, Lim.) | Horwood Lumber Co. (Lim.) | 2CylC12,24x18 | | |
| 14836 201,862 | **Walter L. Meseck** xEdwin Brandow Wood 1D | Scw | Am 83.9 | New York 23 \| 10.1 | 84 124 | | 1905 | Tottenville, (A. C. [N. Y. Brown & Sons.) | Meseck Towing & Transp. Co. | 2CylC | | |
| 14837 130,525 | **Walter Ross** xB. F. Williams Iron 1D 4BH | Scw | Am 90 | Bangor 22.5 \| 10.4 | 73 147 | | ′91 | Newburgh, (T. S. [N. Y. Marvell & Co.) | Ross Towing Co. | 1Cyl20x38; 1SB;WP110lbs;476IHP. | | |
| 14838 81,632 KWVT | **Waltham** Steel 1D;SUB.SIG. | Scw | Am 128 | Fall River 26.3 \| 15 | 186 353 | | ′98 | Phila., (Hillman [Pa. & Co.) | Staples Trans. Co. | 3CylTE17,24,40x28; 850IHP. | | |
| 14839 62,949 | **Walton** 1D | Brg | Am 143.9 | New York 30.9 \| 11.1 | 457 457 | | ′96 | Elizabeth- (New [port, N. J. Jersey D. D. Co.) | N. Y., Ontario & Western Ry. Co. | O;If | | |
| 14840 124,039 HKFB | **Walton Hall** Steel 2D;Deep frmg;Wireless; 6BH W. Bal | Scw Sch | Br 401 P40′ | Liverpool 50.2 \| 29.5 B115′ F41′ | 3201 4972 | | 1907 2 | Pt. Glasgow, (Barclay, [Scot. Curle & Co.) | Hall Line (Lim.), Mgrs. | 3CylTE24½,42,71½x48; 2SB;WP215lbs;249RHP;s rps7,25; Dkd1,26 | 2dS.S.No.1,Glas5,24;A.S.3,26; shft drn4,24;B.S.7,25;M.S.3,26 | C |
| 14841 216,572 LMDJ | **Wampum** Steel 2D;Wireless;SUB.SIG;W. Bal; 5BH Oil fuel F. P. above 150° F. | Scw | Am 410 P44′ | Los Ang's 54.4 \| 27.2 \| 29′ 9″ B115′ F47′ | 3334 5451 8800 | 6′ 23′ 11″ | 1918 7 | San Pedro, (Los Angeles [Cal. S. B. & D. D. Co.) | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 4WTB;Heine Safety W. T. Bir. Co; 11600HS;WP200lbs;3200SHP; Dkd,s rps7,20 | ✠A1Ⓔ ✠AMS S.S.Lvpl7,20;shft drn7,20; Cih BB;CL (Laid up) | |
| | W.B.—A.P.241t;D.B.356′1231t. F.O. D.B.311′ 969t;S. | T.71t | F.P.10 | 8t | | | | | | | | |
| 14842 | **Wan-Hsiang** xHai Foong Steel 1D;Spar dk;Deep frmg;W. Bal 4BH | Scw | Chi 260 P24′ | Shanghai 36.6 \| 12.4 B69′ F27′ | 1146 1862 | | 1903 | Sunderland, (Sunderland, [Eng. S. B. Co., Lim.) | San Peh S. N. Co. (Lim.) | 3CylTE19,31,51x36; 2SB;WP180lbs | | |
| 14843 JBFD | **Wanaheim** xE. O. Saltmarsh Steel 1D;B;Wireless;W. Bal 6BH | Scw | Ger 338.5 | Stettin 50 \| 22.1 | 2346 3695 | | 1903 | Sunderland, (W. Doxford [Eng. & Sons, Lim.) | Emil R. Retzlaff | 3CylTE26,42,68x42; 2SB;WP142lbs;1350IHP. | | V |
| 14844 95,018 KPLT | **Wanaka** xLiddesdale Steel 2D;B;Wireless;W. Bal 6BH | Scw Sch | Br 300 P28′ | Dunedin 40 \| 23.2 B68′ F37′ | 1505 2495 | | ′87 11 | Glasgow, (C. [Scot. Connell & Co.) | Union S.S. Co. of New Zealand (Lim.) | 3CylTE23,37,59x42; 2DB | | |
| 14845 147,294 KSFP | **Wanderer** Steel 2D;Wireless;W. Bal 8BH | Scw | Br 395.5 P38′ | Liverpool 52.5 \| 28 B128′ F40′ | 3152 5079 | | 1925 2 | Glasgow, (C. Connell [Scot. & Co., Lim.) | Charente S.S. Co. (Lim.) | 3CylTE26,43,73x48; 2DB;WP200lbs | | BL |
| 14846 81,540 | **Wanderer** O,Ch,Hk;YP;Gff 1D 2BH | Scw Twin | Am 124.5 | New York 28.8 \| 8.3 | 161 281 | | ′96 6 | Tomkins (Rod- [Cove, N. Y. ermond & Bro.) | Manhattan State Hospital | 2-2CylC11,23x18; 1WTB;WP130lbs;350IHP. | — Exp | |
| 14847 81,275 | **Wanderer** Wood 1D | Scw | Am 128.2 | Seattle 23.8 \| 11.7 | 125 213 | | ′90 | Pt. Blakeley, Wash. | Puget Sound Tug Boat Co. | 2CylC22,40x34; 511IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14848 202,846 | **Wanderer II** Wood | StW | Am 115 | N. Orleans 24 \| 4.5 | 115 140 | | 1906 | Clinton, Ia. | Standard Oil Co. (La.) | 250IHP. | | |
| 14849 137,809 JMNB | **Wandsworth Works** xVennachar Steel 2D;Web frms;Long. frmg; 16BH Mchy aft;Oil in bulk; Oil fuel;Wireless;W. Bal | Scw | Br 375.5 P106′ | London 51.2 \| 29 B35′ F52′ | 2795 4779 | | 1916 4 | Greenock, (Greenock [Scot. & Grangemouth Dkyd. Co., Lim.) | Vacuum Oil Co. (Lim.) | 3Cyl TE26,43,72x48; 2SB;WP180lbs | | BL |
| 14850 121,388 QCVJ | **Wanganui** xCarla 1D | Sch | Br 135 | Well'gton 25.8 \| 10.4 | 309 352 | | 1903 | Marten- (Duinker [shoek. & Goedkoop.) | G. T. Niccol | Wd | | |
| 14851 141,910 KBRD | **Wangaratta** Steel 3D;Shel dk;Wireless;W. Bal Twin 8BH | Scw | Br 450 P31′ | Glasgow 58.4 \| 37.1 F43′ | 4696 7918 | | 1919 7 | Belfast, (Workman, [Ire. Clark & Co., Lim.) | British India Stm. Nav. Co. (Lim.) | 2-3Cyl TE26,44,73x48; 3DB;WP200lbs | | BL |
| 14852 KCFD | **Wanja** xEsther Elina xAldebaran Steel 1D;W. Bal;Wireless 6BH | Scw | Swd 309.3 P31′ | Helsnborg 47.3 \| 20.5 B62′ F33′ | 1552 2638 | | 1919 9 | Fredrikstad, (Fredrikstad [Nor. Mek. Vaerks.) | A/B Transmarin | 3Cyl TE22,35½,58½x39; 2SB;WP185lbs | | N |
| 14853 166,384 | **Wansley** 1D;Oil in bulk | Brg | Am 181 | Galveston 40.8 \| 10.3 | 693 697 | | 1916 | Westlake, (Clooney [La. Const. & Towing Co.) | Chas. Clarke & Co. | Wd | | |
| 14854 | **Wantung** xAlice Dollar Steel 2D 7BH | Scw Twin | Am 197 | Shanghai 31 \| 9 | 563 1114 | | 1921 6 | Shanghai, (Kiangnan [China Dock & Eng. Wks.) | China Navigation Co. (Lim.) | 2-3Cyl TE15,22,34x18; Kiangnan Dock & Eng. Wks; 2WTB;J. I. Thornycroft & Co; 180GS;8000HS;WP250lbs;2500IHP; Dkd,d rpd4,25 | ✠A1Ⓔ River Service. ✠AMS M.&B.S;n shfts4,25;SBP | |
| 14855 213,092 LFHS | **Wapama** Wood 1D;Oil fuel;Wireless 3BH | Scw | Am 204.8 | San Fran. 40.2 \| 14.3 | 584 951 | | 1915 | St. Helens, (St. Helens [Ore. S. B. Co.) | Chas. R. McCormack Lumber Co., Inc. | 3Cyl TE13½,23,40x30; 2WTB;WP225lbs;825IHP. | | |
| 14856 90,896 | **Wapiti** 1D | Sch Aux | Br 90.4 | Yarmouth 24.2 \| 9.7 | 94 119 | | '89 3 | Shelburne, N. S. (Jos. McGill.) | Southern Salvage Co. (Lim.) | M;Cf 4Cyl Oil Eng 6x6 | | |
| 14857 144,340 GTWL | **War Afridi** Steel 1D;B;Web frms;Long. frmg; 15BH Oil in bulk;Oil fuel;Wireless,W. Bal | Scw | Br 400.3 P50′ | London 52.2 \| 28.4 B121′ F39′ | 3320 5561 | | 1920 1 | Pt. Glasgow, (R. Duncan [Scot. & Co., Lim.) | C. T. Bowring & Co. (Lim.), Mgrs. | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 14858 142,737 GTWM | **War Bahadur** Steel 1D;Web frms;Long. frmg; 11BH Oil in bulk;Wireless;W. Bal | Scw | Br 400 P49′ | London 52.4 \| 28.4 B121′ F39′ | 3473 5565 | | 1918 12 | Newcastle, (Armstrong, [Eng. Whitworth & Co., Lim.) | C. T. Bowring & Co. (Lim.), Mgrs. | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 14859 144,311 GTWN | **War Bharata** Steel 1D;Web frms;Oil in bulk; 16BH Oil fuel;Long. frmg;Wireless;W.Bal | Scw | Br 400.2 P50′ | London 52.3 \| 30.8 B121′ F39′ | 3410 5600 | | 1920 3 | Newcastle, (Palmers' [Eng. Co., Lim.) | British Tanker Co. (Lim.), Mgrs. | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 14860 144,353 GTWP | **War Brahmin** Steel 1D;B;Web frms;Long. frmg; 15BH Oil fuel;Oil in bulk;Wireless;W. Bal | Scw | Br 400.3 P50′ | London 52.2 \| 28.4 B121′ F39′ | 3318 5545 | | 1920 2 | Pt. Glasgow, (Lithgows, [Scot. Lim.) | C. T. Bowring & Co. (Lim.), Mgrs. | 3Cyl TE27,44 73x48; 3SB;WP180lbs | | BL |
| 14861 143,379 GTWQ | **War Diwan** Steel 1D;B;Web frms;Long. frmg; 11BH Oil fuel;Oil in bulk;Wireless;W. Bal | Scw | Br 400.3 P50′ | London 52.2 \| 28.4 B121′ F39′ | 3452 5551 | | 1919 8 | Pt. Glasgow, (Lithgows, [Scot. Lim.) | C. T. Bowring & Co. (Lim.), Mgrs. | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 14862 143,458 GTWR | **War Hindoo** Steel 1D;B;Web frms;Long. frmg; 15BH Oil in bulk;Oil fuel;Wireless;W. Bal | Scw | Br 400.3 P50′ | London 52.2 \| 28.4 B121′ F39′ | 3337 5565 | | 1919 10 | Pt. Glasgow, (W. [Scot. Hamilton & Co., Lim.) | Gow, Harrison & Co., Mgrs. | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BL |
| 14863 143,823 GTWS | **War Krishna** Steel 1D;Web frms;Long. frmg; 13BH Oil in bulk;Oil fuel; Mchy aft;Wireless;W. Bal | Scw | Br 400 P126′ | London 52.3 \| 30.8 B31′ F39′ | 3521 5730 | | 1919 11 | Newcastle, (Swan, [Eng. Hunter & Wigham Richardson.) | Davies & Newman (Lim.), Mgrs | 3Cyl TE27,44,73x48; 3SB;WP180lbs | | BI |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14864 | **War Mehtar** | Scw | Br | London | 3407 | | 1920 | Newcastle, | Hunting & | 3Cyl TE 27,44,73x48; | | BL |
| 144,350 | Steel | | 400.2 | 52.4 \| 28.4 | 5502 | | 3 | (Armstrong, [Eng. | Son, Mgrs. | 3SB;WP180lbs | | |
| GTQL | 1D;B;Web frms;Long. frmg; 16BH | | P49′ | B121′ F40′ | | | | Whitworth & Co., Lim.) | | | | |
| | Oil fuel;Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 14865 | **War Nawab** | Scw | Br | London | 3432 | | 1919 | Newcastle, | British | 3Cyl TE 27,44,73x48; | | BL |
| 143,383 | Steel | | 400 | 52.3 \| 28.4 | 5586 | | 8 | (Palmers' [Eng. | Tanker Co. | 3SB;WP180lbs | | |
| GTQK | 1D;B;Web frms;Long. frmg; 11BH | | P50′ | B121′ F39′ | | | | Co., Lim.) | (Lim.), Mgrs. | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 14866 | **War Nizam** | Scw | Br | London | 3444 | | 1918 | Newcastle, | British | 3Cyl TE 27,44,73x48; | | BL |
| 142,691 | Steel | | 400 | 52.3 \| 28.4 | 5605 | | 10 | (Palmers' [Eng. | Tanker Co. | 3SB;WP180lbs | | |
| GTQJ | 2D;B;Web frms;Long. frmg; 11BH | | P50′ | B121′ F68′ | | | | Co., Lim.) | (Lim.), Mgrs. | | | |
| | Oil fuel;Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 14867 | **War Pathan** | Scw | Br | London | 3419 | | 1919 | Sunderland, | A. Weir & | 3Cyl TE 27,44,73x48; | | BL |
| 143,217 | Steel | | 400 | 52.4 \| 28.5 | 5581 | | 5 | (Sir J. Laing [Eng. | Co., Mgrs | 3SB;WP180lbs | | |
| GTQH | 1D;B;Web frms;Long. frmg; 11BH | | P50′ | B121′ F45′ | | | | & Sons, Lim.) | | | | |
| | Oil fuel;Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 14868 | **War Pindari** | Scw | Br | London | 3318 | | 1920 | Pt. Glasgow, | C. T. | 3Cyl TE 27,44,73x48; | | BL |
| 144,388 | Steel | | 400 | 52.2 \| 28.4 | 5548 | | 3 | (Lithgows, [Scot. | Bowring & Co. | 3SB;WP180lbs | | |
| GTQD | 1D;B;Web frms;Long. frmg; 15BH | | P50′ | B121′ F39′ | | | | Lim.) | (Lim.), Mgrs. | | | |
| | Oil in bulk;Oil fuel;Wireless;W.Bal | | | | | | | | | | | |
| 14869 | **War Sepoy** | Scw | Br | London | 3491 | | 1919 | W. Hartle- | Hunting & | 3Cyl TE 27,44,73x48; | | BL |
| 142,773 | Steel | | 400 | 52.3 \| 28.4 | 5557 | | 2 | (W. [pool, Eng. | Son, Mgrs. | 3SB;WP180lbs | | |
| GTQC | 1D;B;Web frms;Long. frmg; 11BH | | P49′ | B121′ F39′ | | | | Gray & Co., Lim.) | | | | |
| | Oil fuel;Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 14870 | **War Sirdar** | Scw | Br | London | 3413 | | 1920 | Sunderland, | Hunting & | 3Cyl TE 27,44,73x48; | | BL |
| 144,354 | Steel | | 400 | 52.4 \| 28.4 | 5518 | | 2 | (J. Laing [Eng. | Son, Mgrs. | 3SB;WP180lbs | | |
| GTQB | 1D;Web frms;Long. frmg; 16BH | | P49′ | B121′ F45′ | | | | & Sons, Lim.) | | | | |
| | Oil fuel;Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 14871 | **War Spray** | Scw | Br | Melb'urne | 1876 | | 1918 | Sunderland, | Bell Steam- | 3Cyl TE 25,41,68x45; | | BL |
| 142,463 | Steel | | 331.3 | 46.8 \| 23.2 | 3121 | | 6 | (R. [Eng. | ships Proprietary | 3SB;WP180lbs | | |
| JTHN | 1D;Wireless;W. Bal 7BH | | P38′ | B98′ F28′ | | | | Thompson & Sons, Lim.) | (Lim.) | | | |
| 14872 | **War Sudra** | Scw | Br | London | 3394 | | 1920 | Newcastle, | British | 3Cyl TE 27,44,73x48; | | BL |
| 144,527 | Steel | | 400.2 | 52.4 \| 28.4 | 5599 | | 5 | (Palmers' [Eng. | Tanker Co. | 3SB;WP180lbs | | |
| GTSW | 1D;B,Web frms;Long. frmg; 16BH | | P50′ | B121′ F39′ | | | | Co., Lim.) | (Lim.), Mgrs. | | | |
| | Oil fuel;Oil in bulk;Wireless; W. Bal | | | | | | | | | | | |
| 14873 | **Warawala** | Scw | Br | London | 1343 | | 1917 | Port Arthur, | British | 3Cyl TE 20,33,54x40; | | |
| 142,468 | xWar Dance Steel | | 251 | 43.8 \| 21.6 | 2231 | | 11 | (Pt. Arthur [Ont. | India Stm. Nav. | 2SB;WP190lbs | | |
| TNCV | 1D:Wireless;W. Bal 4BH | | P27′ | B78′ F27′ | | | | S. B. Co., Lim.) | Co. (Lim.) | | | |
| 14874 | **Warbler** | Scw | Am | Phila. | 330 | | 1921 | Philadel- | U. S. Ship- | 3Cyl TE 19,29,46x30; | A1 (E) Salvage Service. | |
| 220,827 | Steel | | 181.6 | 35.5 \| 16.3 | 715 | | 1 | (U. S. [phia, Pa. | ping Board | Baltimore S. B. & D. D. Co; | AMS | |
| MBWF | 2D;W. Bal; 11BH | | | | | | | Govt. Navy Dept.) | | 2WTB;Babcock & Wilcox Co; | S.S.No.1,Tmpa7,24; | |
| | SUB.SIG; 8BH to Fbd dk | | | | | | | | | 4404HS;WP200lbs;1400IHP;EAC; | M.&B.S.7,24;shft drn11,25 | |
| | Wireless; 3BH to 2d dk | | | | | | | | | d rpd7,24;s rps11,25;Dkd,Exmd9,26 | SBP;CL | |
| | Oil fuel F. P. above 150° F. C-24 | | | | | | | | | | | |
| 14875 | **Ward** | Scw | Am | N. Orleans | 3797 | 8′ ½″ | 1921 | New Orleans | U. S. Ship- | Stm Tbn; | ✠A1 (E) With Freeboard. | |
| 221,111 | Steel | | 395.5 | 55 \| 31.4 \| 34′11″ | 6171 | 27′ | 5 | (Doullut [La. | ping Board | Vulcan Iron Wks; | ✠AMS | |
| MCNQ | 2D;Long. frmg;W. Bal; 7BH | | | | 9724 | | | & Williams S. B. Co.) | | 3WTB;Frost Mfg. Co; | Clh BB;CL | |
| | Wireless; C-37 | | P44′ | B108′ F37′ | | | | | | 9150HS;WP210lbs;2800SHP;EAC; | (Laid up) | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd6,21;s rps1,22 | | |
| | W.B.—A.P.185t;D.B.330′1510t... | ..... | F.P.19 | 3t | | | | | | | | |
| | F.O.—A.P.173t;D.B.288′1163t;S. | T.74t; | F.P.18 | 0t | | | | | | | | |
| 14876 | **Ward No. 12** | Brg | Am | New York | 291 | | 1911 | Astoria, | Patrick | Wd | | |
| 166,012 | | | 112.4 | 32.2 \| 9.1 | 291 | | | L. I. | Ward | | | |
| | 1D | | | | | | | (Patrick Ward.) | | | | |
| 14877 | **Ward No. 17** | Brg | Am | New York | 277 | | 1912 | Astoria, | Patrick | Wd | | |
| 166,013 | | | 108.7 | 33.1 \| 8.8 | 277 | | | L. I. | Ward | | | |
| | 1D | | | | | | | (Patrick Ward.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14878 166,014 | **Ward No. 19** 1D | Brg | Am 112.4 | New York 32.2 \| 9.1 | 284 284 | | 1913 | Astoria, L. I. (Patrick Ward.) | Patrick Ward | Wd | | |
| 14879 RFMQ | **Waregga** xGrey County Steel xFrederick Gilbert 6BH 2D;Web frms;Wireless;W. Bal | Scw | Ger 386.6 P & B | Hamburg 51.7 \| 25.9 248′ F55′ | 2946 4722 | | 1907 2 | Vegesack, (Bremer Vulkan.) [Ger. | Woermann Linie, A. G. | 4Cyl QE 22,33,45,70x49; 3SB;WP225lbs | | G |
| 14880 137,840 JPKH | **Warfield** Steel 1D;Shel dk;Wireless;W. Bal 7BH | Scw Sch | Br 415 | Glasgow 52.7 \| 33.9 | 3807 6060 | | 1917 4 | Pt. Glasgow, (Russell & Co.) [Scot. | British India Stm. Nav. Co. (Lim.) | 3Cyl TE 26,44,73x48; 2DB;WP200lbs | | BL |
| 14881 142,692 TNKS | **Warla** xWar Hathor Steel 1D;Wireless;W. Bal 4BH | Scw | Br 251 P25′ | London 43.8 \| 20.7 B64′ F28′ | 1342 2264 | | 1918 8 | Port Arthur, (Pt. Arthur S. B. Co., Lim.) [Ont. | British India Stm. Nav. Co. (Lim.) | 3Cyl TE 20,33,54x40; 2SB;WP180lbs | | |
| 14882 | **Warren** xScandia Steel 2D;Spar dk | Scw | Am 370.7 | Manila 44.3 \| 26.5 | 2289 4276 | | ′89 | Stettin, (Act. Ges. Vulcan.) [Ger. | Li Seng Glap & Co. | 3Cyl TE 33,53,84x55 | | |
| 14883 81,595 KNHF | **Warren** 1D | Brg Sch | Am 141.4 | Fall River 31.4 \| 8.4 | 220 283 | | ′98 4 | Bath, (Kelley, Spear & Co.) [Me. | Staples Trans. Co | Hw,Hk,YP;Gif | | |
| 14884 53,588 | **Warrenko** xChicora 1D | Brg | Br 221 | Toronto 26 \| 11.6 | 278 337 | | ′64 rb ′21 | Liverpool, (Faucett & Preston.) [Eng. | Warren Trans. Co. (Lim.) | I | 85(GL) Salvage Work. P.S.5,26 | |
| 14885 113,482 SMRD | **Warri** Steel 1D;Shel dk;Wireless;W. Bal 5BH | Scw | Br 325 F38′ | Liverpool 45.1 \| 27.5 | 2698 3571 | | 1901 7 | Newcastle, (Tyne I. S. B. Co., Lim.) [Eng. | British & African S. N. Co. (Lim.) | 3Cyl TE 23,37,61x42; 2DB;WP160lbs | | BL |
| 14886 81,772 | **Warrior** Wood 1D | Scw | Am 101.5 | Tacoma 24 \| 10.5 | 83 122 | | 1901 | Wilmington, Cal. | Pacific Litherage Co. | 2Cyl C 16,30x20; 1SB;WP140lbs;450IHP. | | |
| 14887 77,489 LGWB | **Warrior** xMassasoit Wood 1D | Scw | Am 153 | New York 28.5 \| 11.4 | 233 342 | | 1901 | Tomkins Cove, N. Y. | Neptune Line (Inc.) | 600IHP | | |
| 14888 120,873 HDCR | **Warrior** Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw Sch | Br 350 P31′ | Liverpool 46 \| 18.2 B102′ F34′ | 2257 3495 | | 1905 8 | Glasgow, (C. Connell & Co., Lim.) [Scot. | Charente S.S. Co. (Lim.) | 3Cyl TE 24,40,65x45; 3SB;WP180lbs | | BL |
| 14889 224,026 MFPN | **Warrior** xVanadis Steel 2D;Wireless 4BH | Scw Twin Yct | Am 208.8 | New York 34.8 \| 17.1 F46′ | 600 1189 | | 1924 3 | Kiel, (Frd. Krupp Germaniawerft, A. G.) [Ger. | Harrison Williams | 2-6Cyl Oil Engs 18½x24 1/16; DB;1800IHP | | BL |
| 14890 GTFC | **Warta** xP. L. M. No. 5 Steel 1D;Mchy aft;Wireless;W. Bal 4BH | Scw | Pol 253 F25′ | Gdynia 43.5 \| 25.6 | 1509 2478 | | 1916 10 | Ecorse, (Great Lakes Eng. Wks.) [Mich. | Polish Government | 3Cyl TE 21,34½,57x42; 2SB;WP175lbs | | BL |
| 14891 QLKS | **Wartenfels** Steel 2D;SUB.SIG;Wireless;W. Bal 6BH | Scw | Ger 430 P60′ | Bremen 56.5 \| 30 B136′ F57′ | 3766 6181 | | 1921 1½ | Geestemunde, Ger. (Joh C. Tecklenborg A.G.) | Deutsche Dampf. Ges. "Hansa" | 3Cyl TE 29,47,76x54; 4SB;WP199lbs | | G |
| 14892 220,986 MCHV | **Warwick** Steel 2D;Long. frmg; 13BH Wireless;Mchy aft; 10BH to Fbd dk SUB.SIG; 3BH to 2d dk Oil fuel F. P. above 150° F. C-34 W.B.—A.P.187t;D.B.56′126t.... F.O.....D.T. | Scw | Am 340.1 P104′ ....D.T a17′ 62 | Los Ang's 49.2 \| 28.7 \| 28′ 7″ B34′ F31′ 8t;D.T | 2628 4469 6000 ....D.T f.33′257t; F.P.9 f.33′240t..... | 5′ 6″ 23′ 3″ 5t .. | 1921 1 | Baltimore, (Baltimore D. D. & S. B. Co.) [Md. | Union Oil Co. of Cal. | Stm Tbn; Westinghouse E. & Mfg. Co; 2SB;Baltimore D. D. & S. B. Co; 5234HS;WP200lbs;2500SHP;EAC; Dkd,d rpd7,26 | ✠A1Ⓔ Oil Carrier. ✠AMS S.S.No.1,SanF10,24; M.S.10.24;B.S;n shft2,26; Clh BB;CL | |
| 14893 39,708 | **Warwick** xGladiolus 1D | Brg | Am 154.2 | Phila. 23.4 \| 11 | 405 405 | | ′97 rb ′14 | Elkton, (H. Delbert Barge Building Co.) [Md. | Southern Trans. Co. | Wd;Gif | | |
| 14894 | **Wasaborg** xUnion City xIserlohn Steel 2D;Deep frmg;Well dk; 7BH Wireless;W. Bal | Scw | Fin 399.3 P & B | Nystad 53.9 \| 25.3 326′ F54′ | 2760 4568 | | 1909 8 | Hamburg, (Reihersteig Schiffsw.) [Ger. | J. A. Zachariassen & Co. | 3Cyl TE 26,47,76x48; 3SB;WP213lbs;594RHP | 2dS.S.No.1,Barry4,25; B.S.10,24;shft drn12,25; M.S.4,26 | C |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14895 | **Wasagya** | Brg | Am | P'tsmouth | 2135 | 5′ 4½″ | 1919 | Newington, | U. S. Ship- | YP,F;Gif✕ | ✠A1 Coastwise & W. I. | |
| 218,563 | | Sch | 267.3 | 46 \| 23.5 \| 26′ | 2259 | 22′ 5″ | 10 | (L. H. Shattuck, Inc.) [N. H. | ping Board | | Barge Bulk Carrier, Oil Only | |
| LSCK | 1D;B | | | | 3500 | | | | | | Biennial Survey. (Laid up) | |
| 14896 | **Wascana** | Scw | Nor | Oslo | 2612 | | 1913 | Middlesbro, | C. Haaland | 3Cyl TE25½,42,70x48; | | BL |
| | Steel | Sch | 380 | 52.5 \| 27.4 | 4969 | | 7 | (Sir Raylton Dixon & Co., Lim.) [Eng. | Mgr. | 3SB;WP180lbs | | |
| MJNS | 1D;Wireless;W. Bal 6BH | | P33′ | B105′ F35′ | | | | | | | | |
| 14897 | **Wasgenwald** | Scw | Ger | Hamburg | 2956 | | 1922 | Hamburg, | Hamburg- | 3Cyl TE26,43,70x47; | | G |
| | Steel | | 399.6 | 54 \| 27.4 | 4990 | | 12 | (Deutsche Werft, A. G.) [Ger. | America Line | 3Blrs | | |
| RDHP | 3D;Oil fuel;sub.sig; 2BH | | P & B | 257′ F50′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 14898 | **Washington** | Scw | Am | New York | 503 | | '91 | Chester, | Pennsyl- | | | |
| 81,386 | Iron | | 193.2 | 46.5 \| 15.4 | 739 | | | Pa. | vania R.R. Co. | 650IHP. | | |
| | 1D | | | | | | | | | | | |
| 14899 | **Washington** | Scw | Am | San Fran. | 367 | | 1906 | Seattle, | Little | 2CylC15,34x20; | | |
| 203,534 | Wood | Sch | 159 | 35.3 \| 12.4 | 539 | | 9 | (Washing- ton Marine Co.) [Wash. | River Redwood Co. | 1SB;480IHP. | | |
| KVQB | 1D;Oil fuel | | | | | | | | | | | |
| 14900 | **Washington** | Scw | Am | New York | 123 | | 1905 | Port Rich- | Delaware, | 2CylC20,42x28; | | |
| 202,700 | Steel | | 93.7 | 24 \| 11.1 | 181 | | | mond, N. Y. (Burlee D. D. Co.) | Lackawanna & West. R.R. Co. | 1Blr;WP155lbs;840IHP | | |
| | 1D | | | | | | | | | | | |
| 14901 | **Washington** | Scw | Am | Seattle | 219 | | 1908 | Seattle, | Kitsap | 3Cyl TE14½,22,38x20; | | |
| 204,997 | Wood | | 160 | 42.5 \| 10.5 | 323 | | | Wash. | Transportation Co. | 2WTB;WP250lbs;600IHP. | | |
| | 1D;Oil fuel 3BH | | | | | | | | | | | |
| 14902 | **Washington** | Scw | Mex | Vera Cruz | 951 | | 1920 | Toronto, | Mexican | 3Cyl TE19,31,50x36 | | |
| | xGonzaba Steel | | 251 | 39.5 \| 17.4 | 1669 | | | (Dominion S. B. & Rep. Co.) [Can. | Govt. | | | |
| | 1D;Wireless;W. Bal | | P21′ | B61′ F23′ | | | | | | | | |
| 14903 | **Washington** | Scw | Am | Tacoma | 256 | | '91 | Portland, | Puget | 3Cyl TE22,33½,54x30; | | |
| 120,876 | xFlyer Wood | | 172.3 | 27.8 \| 15 | 435 | | | Ore. | Sound Nav. Co. | 1FB;WP160lbs;1700IHP. | | |
| | 3D | | | | | | | | | | | |
| 14904 | **Washington** | MV | Am | Longview | 64 | | 1923 | St. Helens, | Long Bell | 6Cyl Oil Eng; | | |
| 222,912 | | F. B. | 120 | 36 \| 8.4 | 95 | | | (St. Helens S. B. Co.) [Ore. | Ferry Co. | 140BHP. | | |
| | 1D | | | | | | | | | | | |
| 14905 | **Washington Maru** | Scw | Jap | Kobe | 4259 | | 1919 | Kobe, | Kokusai | 3Cyl TE26,43,72x48; | | BL |
| 24,749 | Steel | | 385 | 51 \| 36 | 5864 | | 3 | (Kawasaki Dkyd. Co., Lim.) [Jap. | Kisen Kabushiki Kaisha | 2SB;1AuxSB;WP200lbs | | |
| RKNV | 2D;Wireless;W. Bal 5BH | | | | | | | | | | | |
| 14906 | **Washoe** | Brg | Am | P. Amboy | 257 | | 1908 | Perth | Raritan | Wd,YP,O;If | | |
| 165,389 | xGeo. R. Bunter & Son No. 8 | | 105 | 32 \| 10 | 279 | | | Amboy, N. J. (Perth Amboy D. D. Co.) | Copper Wks. | | | |
| | 1D | | | | | | | | | | | |
| 14907 | **Washougal** | Brg | Am | Portland | 675 | | '98 | Portland, | Umpqua | F;Gif | | |
| 63,004 | | Sch | 180 | 42 \| 14 | 710 | | | (Hale & Kern Contract Co.) [Ore. | Transp. Co. | | | |
| LJKM | 1D | | | | | | | | | | | |
| 14908 | **Washtenaw** | Scw | Am | Los Ang's | 2005 | | '87 | W. Hartle- | California | 3Cyl TE24¾,41,66x45; | | |
| 81,499 | xOxford Steel | | 315.3 | 42.6 \| 25 | 2896 | | 4 | pool, Eng. (W. Gray & Co.) | Petroleum Corp. | 2DB;WP150lbs;1600IHP. | | |
| KMFJ | 2D;B;Oil fuel;Oil in bulk; 12BH | | P13′ | B78′ F30′ | | | | | | | | |
| | W. Bal | | | | | | | | | | | |
| 14909 | **Washtucna** | Brg | Am | Portland | 675 | | '98 | Portland, | Umpqua | F;Gif | | |
| 63,005 | | | 180 | 42 \| 14 | 710 | | | (Hale & Kern Contract Co.) [Ore. | Transp. Co. | | | |
| LJKN | 1D | | | | | | | | | | | |
| 14910 | **Wassaic** | Scw | Am | Los Ang's | 3387 | 6′ | 1918 | San Pedro, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ ✠AMS | |
| 216,598 | Steel | | 410 | 54.4 \| 27.7 \| 29′ 9″ | 5529 | 23′ 11″ | 7 | (Los Angeles S. B. & D. D. Co.) [Cal. | ping Board | Westinghouse E. & M. Co; 4WTB;Heine Safety W. T. Co; 11600HS;WP200lbs;3200SHP; Dkd7,21;s rps6,22 | S.S.NO7,20;shft drn7,20; Clh BB;CL (Laid up) | |
| LMFH | 2D;Wireless;sub.sig;W. Bal; 5BH | | | | 8800 | | | | | | | |
| | Oil fuel F. P. above 150° F. C-36 | | P44′ | B115′ F47′ | | | | | | | | |
| | W.B.—A.P.241t;D.B.356′1231t.. ..... F.P.10 8t | | | | | | | | | | | |
| | F.O.....D.B.311′ 969t;S. T.71t; F.P.10 1t | | | | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14911 | **Wassenaar** | Scw | Hol | Rotterd'm | 1236 | | 1917 | Schiedam, | Gebr. van | 3Cyl TE 20,32,52x39; | | V |
| | Steel | | 267.1 | 42 \| 18.1 | 2173 | | | (Werf [Hol. | Uden | 2SB; WP180lbs;1200IHP. | | |
| QBRT | 1D; Wireless; W. Bal 5BH | | P28′ | B73′ F28′ | | | | Gusto.) | | | | |
| 14912 | **Waterbury** | Scw | Am | Phila. | 3387 | 7′ 10½″ | 1920 | Bristol, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 219,918 | Steel | | 400.6 | 54.2 \| 30.3 | 5510 | 25′ 2″ | 6 | (Merchant [Pa. | ping Board | Westinghouse E. & M. Co: | ✠AMS | |
| LWJD | 2D; Wireless; 7BH | | | 32′ 10″ | 8822 | | | S. B. Corp.) | | 3WTB; Babcock & Wilcox Co; | shft drn1,21; Clh BB; CL | |
| | SUB.SIG; W. Bal; C-36 | | P35′ | B123′ F44′ | | | | | | 8700HS; WP200lbs; 3000SHP; EAC; | (Laid up) | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd,d rpd1,21 | | |
| | W.B.—A.P.143t; D.B.335′1311t; D | T.27′8 | 46t. . . | .....F.P.120t | | | | | | | | |
| | F.O.—A.P.133t; D.B.281′1092t; D | T.27′7 | 90t; S. | T.63t; F.P.112t | | | | | | | | |
| 14913 | **Waterland** | Scw | Hol | Amst'dam | 4165 | | 1922 | Glasgow, | Koninkl. | Stm Tbns; | | BL |
| | Steel | | 460.7 | 60.2 \| 27.8 | 6847 | | 5 | (Barclay, [Scot. | Hollandsche | | | |
| QBSM | 2D; Shel dk; Oil fuel; 7BH | | | | | | | Curle & Co., Lim.) | Lloyd | 5SB; WP220lbs | | |
| | Wireless; W. Bal | | | | | | | | | | | |
| 14914 | **Watertown** | Scw | Am | New York | 3907 | 7′ 5½″ | 1919 | Quincy, | Cities | 3Cyl TE 26½,44,74x51; | ✠A1Ⓔ Oil Carrier. | |
| 218,436 | Steel | | 415 | 56 \| 31 | 6315 | 25′ 6″ | 7 | (Bethlehem [Mass. | Service Transp. | Bethlehem S. B. Corp; | ✠AMS | |
| LRTV | 2D; Mchy aft; 16BH | | | 32′ 9″ | 9290 | | | S. B. Corp.) | Co. | 3SB; Bethlehem S. B. Corp; | S.S.No.1, Mb112,23; | |
| | W. Bal; 12BH to Fbd dk | | | | | | | | | 7407HS; WP190lbs; 2600IHP; EAC; | M.S.12,23; B.S.11,25; n shft1,26; | |
| | 4BH to 2d dk | | | | | | | | | DB; d rpd6,26; Dkd,s rps1 1,26 | Clh BB; CL | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.130t; D.B.46′169t. . . . | . . . . | . . . . . | ...D.T.f.33′—t. | F.P.22 | 9t | | | | | | |
| | F.O. . . . . D.T. | a17′ 69 | 4t; f.7′3 | 45t. . . . . | . . . . . | . . | | | | | | |
| 14915 | **Wathena** | Scw | Am | Phila. | 3744 | 7′ 10½″ | 1919 | Bristol, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,392 | Steel | | 400.7 | 54.2 \| 29.9 | 6107 | 25′ 2″ | 1 | (Merchant [Pa. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LPGT | 2D; W. Bal; 7BH | | | 32′ 10′ | 8822 | | | S. B. Corp.) | | 3WTB; Babcock & Wilcox Co; | n shft12,20; Clh BB.CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 8700HS; WP200lbs; 3000SHP; EAC; | (Laid up) | |
| | | | | | | | | | | Dkd,s rps1,22 | | |
| | W.B.—A.P.143t; D.B.335′1311t. . . | . . . . . | F.P.12 | 0t | | | | | | | | |
| | F.O. . . . . D.B.281′1092t; S | T.63t. | . . . . . | .. | | | | | | | | |
| 14916 | **Watkins F. Nisbet** | Scw | Br | Liverpool | 1265 | | 1923 | Birkenhead, | Eastern S.S | 3Cyl TE 16,27,44x30; | | C |
| 147,230 | Steel | | 253 | 43.2 \| 17.8 | 1747 | | 8 | (Cammell [Eng. | Co. (Lim.) | 2SB; WP180lbs; 1000IHP. | Lake Survey4,25; | |
| | 1D; Web frms; Mchy aft; W Bal 3BH | | F35′ | | | | | Laird & Co., Lim.) | | | M.&B.S; shft drn4,25 | |
| 14917 | **Watonwan** | Scw | Am | Phila. | 3308 | 7′ 10½″ | 1919 | Bristol, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,103 | Steel | | 400.7 | 54.2 \| 31.4 | 5467 | 25′ 2″ | 1 | (Merchant [Pa. | ping Board | Westinghouse E. & M. Co.; | ✠AMS | |
| LNJW | 2D; W. Bal; 7BH | | | 32′ 10″ | 8800 | | | S. B. Corp.) | | 3WTB; Babcock & Wilcox Co; | B.S.1,20; Scip; CL | |
| | Deep frmg; Wireless; SUB.SIG; C-36 | | P35′ | B213′ F44′ | | | | | | 8700HS; WP200lbs; 3000SHP; EAC; | (Laid up) | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd,d rpd11,20 | | |
| | W.B.—A.P.143t; D.B.335′1311t. . . | . . . . | F. | P. 120t | | | | | | | | |
| | F.O. . . . . D.B.281′1092t; S. | T.63t. | . . . . . | | | | | | | | | |
| 14918 | **Watsness** | Scw | Br | Swansea | 1852 | | 1918 | Newcastle, | Oakwin S.S. | 3Cyl TE 25,41,68x45; | | C |
| 142,682 | xWar Combe Steel | | 331.3 | 46.8 \| 23.1 | 3090 | | 10 | (Tyne Iron [Eng. | Co. (Lim.) | 3SB; WP180lbs; d rpd2,26; Dkd6,26 | S.S.No.1, NY12,22: | |
| JVNF | 1D; Wireless; W. Bal 7BH | | P33′ | B100′ F29′ | | | | S. B. Co., Lim.) | | | M.S.6:25; shft drn1,26; B.S.2,26 | |
| 14919 | **Watson** | Scw | Am | Portland | 1256 | | 1901 | Toledo, | Alaska | 3Cyl TE 23,27½,63x40; | | |
| 81,788 | Steel | | 240 | 38 \| 17.3 | 1955 | | | (Craig [Ohio | Pacific | 3SB; WP180lbs; 1600IHP. | | |
| | 2D; W. Bal 3BH | | | | | | | S. B. Co.) | S. S. Co. | | | |
| 14920 | **Watuka** | Scw | Br | Pictou | 1023 | | 1918 | Glasgow, | Wasis S.S. | 3Cyl TE 17,28,46x33; | | BL |
| 138,653 | Steel | | 248.7 | 35.1 \| 17.3 | 1621 | | 12 | (Nova [N. S. | Co. (Lim.) | 2SB; WP185lbs | | |
| TPCB | 1D; Well dk; W. Bal; Wireless 4BH | | F26′ | B56′ | | | | Scotia Steel & Coal Co., Lim.) | | | | |
| 14921 | **Watuppa** | Scw | Am | New York | 129 | | 1906 | Port Rich- | Elmer A. | | | |
| 203,637 | Steel | | 105 | 22.6 \| 11.8 | 190 | | | mond, N. Y. | Keeler | 650IHP. | | |
| KVRG | 1D; SUB.SIG. | | | | | | | (Burlee D. D. Co.) | | | | |
| 14922 | **Waturus** | Scw | Am | Phila. | 388 | | 1900 | Leith, | Randal | 3Cyl TE 18,28,49x33; | | |
| 203,611 | Steel | | 210 | 27.6 \| 14.6 | 571 | | 4 | (Hawthorns [Scot. | Morgan | 1Bir | | |
| KVQR | 2D 4BH | | | | | | | & Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14923 | **Waubesa** | Scw | Am | Phila. | 3744 | 7′ 10½″ | 1919 | Bristol, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,545 | Steel | | 400.7 | 54.2 \| 30.4 | 6107 | 25′ 2″ | 2 | (Merchants [Pa. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LPSW | 2D;W. Bal; 7BH | | | \| 32′10″ | 8822 | | | S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | Cih BB;CL | |
| | Wireless;SUB.SIG; C-36 | | P35′ | B123′ F44′ | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | d rpd11,19;rps7,20;Dkd,s rps10,20 | | |
| | W.B.—A.P.143t;D.B.335′1311t... | ..... | F.P.12 | 0t | | | | | | | | |
| | F.O.....D.B.281′1092t;S. | T.63t | ..... | .. | | | | | | | | |
| 14924 | **Waubic** | Scw | Br | Collingw'd | 264 | | 1909 | Collingwood, | Rockport | 2-3CylTE10,16½,27x15; | | |
| 122,555 | Steel | Twin | 134.1 | 25 \| 9.5 | 469 | | | (Collingwood [Ont. | Nav. Co. | 1SB;WP180lbs;650IHP. | | |
| | 3D 4BH | | | | | | | S. B. Co., Lim.) | | | | |
| 14925 | **Wauconda** | Scw | Am | Phila. | 3345 | 7′ 10½″ | 1919 | Bristol, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,315 | Steel | | 400.7 | 54.2 \| 30.4 | 5423 | 25′ 2″ | 4 | (Merchants [Pa. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LQNG | 2D;SUB.SIG; 7BH | | | \| 32′10″ | 8822 | | | S. B. Co.) | | 3WTB;Babcock & Wilcox Co; | shft drn11,20; | |
| | Wireless;W. Bal; C-36 | | P35′ | B123′ F44′ | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | d rpd3,20;Dkd,s rps11,20 | (Laid up) | |
| | W.B.—A.P.143t;D.B.335′1311t... | ..... | F.P.12 | 0t | | | | | | | | |
| | F.O.....D.B.281′1092t;S. | T.63t | ..... | .. | | | | | | | | |
| 14926 | **Waukau** | Scw | Am | Phila. | 3796 | 7′ 10½″ | 1919 | Bristol, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,019 | Steel | | 400.7 | 54.2 \| 30.4 | 6126 | 25′ 2″ | 5 | (Merchants [Pa. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LRBS | 2D;Wireless; 7BH | | | \| 32′10″ | 8822 | | | S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | Cih BB;CL | |
| | SUB.SIG;W. Bal; C-36 | | P35′ | B123′ F44′ | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd4,21;s rps10,21 | | |
| | W.B.—A.P.143t;D.B.335′1311t... | ..... | F.P.12 | 0t | | | | | | | | |
| | F.O.....D.B.281′1092t;S. | T.63t | ..... | .. | | | | | | | | |
| 14927 | **Waukegan** | Scw | Am | Newark | 3836 | 8′ ½″ | 1919 | Kearny, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 218,004 | Steel | | 395.5 | 55 \| 31.4 | 6209 | 27′ | 5 | (Federal [N. J. | ping Board | General Electric Co; | ✠AMS | |
| LRBF | 2D;Long. frmg;Wireless; 7BH | | | \| 34′ 11″ | 9683 | | | S. B. Co.) | | 3SB;Federal S. B. Co; | S.S.No.1,NY5,23; | |
| | SUB.SIG;W. Bal; | | P44′ | B110′ F38′ | | | | | | 8934HS;WP210lbs;2500SHP; | M.S.5,23;n shft3,26;B.S.11,26; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd,d rpd7,26 | Cih BB;CL | |
| | W.B.—A.P.175t;D.B.331′1518t... | ..... | F.P.25 | 5t | | | | | | | | |
| | F.O.—A.P.163t;D.B.289′1169t;S. | T.77t; | F.P.23 | 8t | | | | | | | | |
| 14928 | **Waukegan** | Scw | Am | Kenosha | 519 | | 1919 | Sturgeon | West Ports | 3CylTE17,25,43x30; | 100(GL) | |
| 222,863 | Wood | | 143 | 30 \| 17 | 763 | | | Bay, Wis. | S.S. Line | 1SB;WP180lbs;750IHP. | P.S.7,26 | |
| 14929 | **Waukesha** | Scw | Am | Wilm'gton | 1469 | 3′ 5½″ | 1918 | Wilmington, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,371 | Steel | | 298.9 | 44 \| 19.7 | 2585 | 18′ 11½″ | 6 | (Pusey & [Del. | ping Board | De Laval Steam Turbine Co; | ✠AMS | |
| LK8H | 1D;SUB.SIG;Wireless;W. Bal 5BH | | | \| 22′3″ | 4000 | | | Jones Co.) | | 2SB;Newport News S. B. & D. D. Co; | Scip | |
| | | | P29′ | B75′ F29′ | | | | | | 84GS;4258HS;WP200lbs; | (Laid up) | |
| | W.B.—A.P.137t; D.B.254′702t; F. | P.104t | | | | | | | | 1400SHP;EAC | | |
| 14930 | **Wauketa** | Scw | Am | Detroit | 267 | | 1908 | Toledo, | Detroit- | 3CylTE17¼,27½,43x30; | | |
| 206,077 | Steel | | 175 | 38.4 \| 14 | 543 | | 12 | (Toledo [Ohio | Port Huron S. S. | 3SB;900IHP. | | |
| | 3D 4BH | | | | | | | S. B. Co.) | Co. | | | |
| 14931 | **Wauna** | StW | Am | Portland | 134 | | 1906 | Portland, | ---------- | ---------- | | |
| 203,573 | Wood | | 118 | 24 \| 5.2 | 149 | | | Ore. | | 310IHP. | | |
| | 1D | | | | | | | | | | | |
| 14932 | **Wauwatosa** | Scw | Am | New York | 110 | | 1913 | Brooklyn, | Richmond | 1Cyl16x18; | | |
| 211,704 | Wood | | 92.4 | 29.1 \| 10 | 162 | | 10 | (Theo. [N. Y. | Lighterage Co., | 1Leg Blr;WP150lbs;327IHP. | | |
| | 1D | | | | | | | Crane's Sons Co.) | Inc. | | | |
| 14933 | **Wauwatosa** | Scw | Am | Norfolk | 1667 | | 1920 | Manitowoc, | U. S. Ship- | 3CylTE21,35,59x42; | ✠A1Ⓔ | |
| 219,591 | Steel | | 253.5 | 43.9 \| 25.9 | 2689 | | 5 | (Manitowoc [Wis. | ping Board | Nordberg Mfg. Co; | ✠AMS | |
| LVPF | 1D;B;W. Bal; 4BH | | | | 4050 | | | S. B. Co.) | | 2SB;Manitowoc S. B. Co; | CL | |
| | Oil fuel F. P. above 150° F. C-29 | | | | | | | | | 4876HS;WP185lbs;1500IHP; | (Laid up) | |
| | W.B.—A.P.99t.....D.B. | 205′41 | 6t | .....F.P.5 | 1t | | | | | s rps8,20;d rpd1,21 | | |
| | F.O.—A.P.92t;D.T.a14′111t;D.B. | 167′29 | 7t;W.T | .m38′170t..... | .. | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14934 | **Wave** | Scw | Am | Boston | 119 | | 1913 | Quincy, | Bay State | 3CylTE12¾,22,36x24; | | |
| 211,544 | Steel | | 117.8 | 22.5 \| 11.6 | 248 | | 8 | (Fore River [Mass | Fishing Co. | 1SB;WP180lbs;450IHP. | | |
| LDFJ | 1D 4BH | | | | | | | Shipbuilding Corp.) | | | | |
| 14935 | **Waverley** | Scw | Am | New York | 148 | | 1904 | Pt. Rich- | Erie R.R. | 2CylC20,42x28; | | |
| 200,931 | Steel | | 102.2 | 24.4 \| 12.3 | 217 | | | mond, N. Y. | Co. | 1SB;WP155lbs;900IHP. | | |
| KTDC | 1D | | | | | | | | | | | |
| 14936 | **Wawalona** | Scw | Am | Portland | 3729 | 8′ 2″ | 1919 | Vancouver, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 218,711 | Steel | | 401.4 | 53.2 \| 31.9 | 6076 | 26′ 5½″ | 10 | (G. M. [Wash. | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LSHW | 2D;Shel dk;Long. frmg; 7BH | | | 34′ 6″ | 9425 | | | Standifer Const. | | 3SB;Willamette I. & S. Wks; | S.S.No.1,PtdO7,24; | |
| | Wireless;SUB.SIG;W. Bal; C-36 | | P48′ | B81′ F37′ | | | | Corp.) | | 8112HS;WP210lbs;2800IHP;EAC; | M.S.7,24;B.S;shft drn5,26; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | d rpd7,24;Dkd,s rps5,26 | Clh BB;CL | |
| | W.B.—A.P.147t;D.B.343′1288t;D | T.30′5 | 50t | F.P.85t | | | | | | | | |
| | F.O. D.B.303′1016t;D | T.30′5 | 12t; S. | T.39t. | | | | | | | | |
| 14937 | **Wawenock** | Sch | Am | Rockland | 258 | | 1907 | Rockland, | I. L. Snow | WO,Hw,Sp,YP;Icf(Sltd) | ✠ — — | |
| 204,309 | | | 135.9 | 34.3 \| 9.8 | 325 | | 7 | (I. L. [Me. | & Co. | | Cancelled. | |
| KWFM | 1D | | | | | | | Snow & Co.) | | | | |
| 14938 | **Wawona** | Sch | Am | Seattle | 414 | | '97 | Fairhaven, | W. G. | YF;Icf | | |
| 81,576 | | | 156 | 36 \| 12.3 | 468 | | | Cal. | Mugan | | | |
| KNDS | 1D | | | | | | | | | | | |
| 14939 | **Waxahachie** | Scw | Am | Phila. | 3379 | 7′ 10½″ | 1919 | Bristol, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,280 | Steel | | 400.7 | 54.2 \| 30.4 | 5497 | 25′ 2″ | 6 | (Merchants [Pa. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LRNS | 2D;Deep frmg; 7BH | | | 32′ 10″ | 8822 | | | S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | shft drn3,21;Clh BB;CL | |
| | Wireless;SUB.SIG;W. Bal; C-36 | | P35′ | B123′ F44′ | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | d rpd11,20;Dkd4,21;s rps5,22 | | |
| | W.B.—A.P.143t;D.B.335′1311t | | F.P.12 | 0t | | | | | | | | |
| | F.O. D.B.281′1092t;S. | T.63t; | F.P.11 | 2t | | | | | | | | |
| 14940 | **Wayne** | Scw | Am | Detroit | 251 | | 1923 | Ecorse, | Walkerville | 2CylC20,40x28; | | |
| 222,835 | Steel | | 134.1 | 56.6 \| 14.4 | 379 | | 3 | (Great [Mich. | & Detroit Ferry | | | |
| | 1D 5BH | | | | | | | Lakes Eng. Wks.) | Co. | 2SB;WP175lbs;800IHP. | | |
| 14941 | **Wayne** | Brg | Br | Montreal | ..... | | '82 | St. Clair, | Century | O | 75CF(GL) | |
| 138,110 | | | 187 | 34.4 \| 13 | 668 | | | Mich. | Coal Co. (Lim.) | | Harbors & Canals; | |
| | 1D | | | | | | | | | | P.S.5,26 | |
| 14942 | **Waziristan** | Scw | Br | Newcastle | 3191 | | 1924 | Sunderland, | Hindustan | 3CylTE25,41,68x48; | | BL |
| 148,048 | Steel | | 390 | 53.5 \| 28.6 | 5135 | | 1 | (Short [Eng. | Stm. Shipping | | | |
| KQBH | 1D;Wireless;W. Bal 6BH | | P33′ | B113′ F41′ | | | | Bros., Lim.) | Co. (Lim.) | 2SB;WP180lbs | | |
| 14943 | **Wearbridge** | Scw | Br | W.Hartlpl | 2602 | | 1911 | Newcastle, | Crosby, | 3CylTE25,41,69x48; | | BL |
| 127,463 | Steel | Sch | 360 | 49 \| 26.9 | 4014 | | 1 | (Northum- [Eng. | Magee & Co., | | | |
| HSCG | 1D;Wireless;W. Bal 6BH | | P24′ | B91′ F36′ | | | | berland S. B. Co., | Mgrs. | 3SB;WP180lbs | | |
| | | | | | | | | Lim.) | | | | |
| 14944 | **Weardale** | Brg | Br | Liverpool | 203 | | 1914 | Thuro, | R. Abel | O,B,P,Gif(Sltd) | | V |
| 147,360 | xConcordia | Sch | 111 | 26.3 \| 11.3 | 207 | | | (Bedr [Den. | & Sons (Lim.) | | | |
| | 1D | | | | | | | Petersen.) | | | | |
| 14945 | **Wearpool** | Scw | Br | W.Hartlpl | 3073 | | 1913 | Stockton, | R. Ropner | 3CylTE28,46,75x48; | | BL |
| 135,882 | Steel | | 390 | 55.5 \| 26.3 | 4929 | | 5 | (Ropner [Eng. | & Co. (Lim.), | | | |
| JCGR | 1D;Wireless;W. Bal 6BH | | P30′ | B219′ F40′ | | | | & Sons, Lim.) | Mgrs. | 3SB;WP180lbs | | |
| 14946 | **Wearwood** | Scw | Jap | ..... | 2013 | | 1912 | Sunderland, | ..... | 3CylTE23½,39,64x42; | | BL |
| | Steel | Sch | 335 | 48 \| 22.4 | 3221 | | 5 | (J. Blumer [Eng. | | | | |
| | 1D;Wireless;W. Bal 5BH | | P30′ | B100′ F32′ | | | | & Co.) | | 2SB;WP180lbs | | |
| 14947 | **Weavercoal** | Scw | Br | Montreal | 795 | | '78 | Buffalo, | F. P. | 2CylC22,48x48; | | |
| 150,840 | xWinnipeg Wood | | 252.2 | 35 \| 16 | 1309 | | | (Union [N. Y. | Weaver Coal Co. | | | |
| | 1D | | | | | | | D. D. Co.) | | 1SB;WP110lbs | | |
| 14948 | **Weehawken** | Scw | Br | Swansea | 2101 | | '91 | Newcastle, | Restitution | 3CylTE22,35,58x42; | | V |
| 98,974 | Iron & Steel | Sch | 310 | 40.3 \| 28.9 | 2784 | | | (Armstrong, [Eng. | S.S. Co. (Lim.) | | | |
| MHCJ | 2D;Mchy aft; 12BH | | | | | | | Mitchell & Co.) | | 2SB;WP160lbs;1400IHP. | | |
| | Oil in bulk;Wireess;W. Bal | | | | | | | | | | | |
| 14949 | **Weehawken** | Brg | Am | New York | 694 | | 1917 | Marine City, | Erie Land | O | | |
| 127,130 | xConnelly Bros. | Sch | 201 | 36 \| 13.5 | 751 | | | Mich. | & Improvement | | | |
| | 1D | | | | | | | (Anderson.) | Co. | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14950<br>212,806 | **Weehawken**<br>Steel<br>1D | Scw | Am<br>187.4 | New York<br>38.5 \| 16.1 | 953<br>1402 | | 1914 | Wilmington,<br>(Harlan & Hollingsworth Corp.) [Del. | N. Y. Central R.R. Co. | 4CylC19,19,38,38x28;<br>2SB;WP150lbs;1600IHP. | | |
| 14951<br>LRJM | **Wega**<br>xHenry Horn<br>1D;Deep frmg;W. Bal<br>Steel<br>4BH | Scw | Ger<br>245.9<br>P14′ | Flensburg<br>35.3 \| 15.1<br>B112′ F26′ | 817<br>1287 | | '98<br>6 | Rostock,<br>(Akt. Ges. Neptun.) [Ger. | Holm & Molzen | 3CylTE17,26,45x33;<br>1SB;WP180lbs | | G |
| 14952<br>HBPV | **Wega**<br>xVega<br>1D | Sch | Rus<br>127 | Pernau<br>29.6 \| 13 | 283<br>316 | | 1901 | Kabli,<br>(J. Saul.) [Rus. | J. Markson & M. Grant | P,O;Gif(Sltd) | | V |
| 14953<br>JBCV | **Weimar**<br>xFano xSecunds<br>1D;Deep frmg;Wireless;W. Bal<br>Steel<br>4BH | Scw | Ger<br>268.9<br>P16′ | Stettin<br>39.2 \| 15.9 | 1273<br>2069 | | '99<br>3 | Flensburg,<br>(Flensburger Schiffsb. Ges.) [Ger. | Stettiner Dampfer Co. A. G. | 3CylTE19,31,51x36;<br>2SB;WP165lbs | | G |
| 14954<br>148,873<br>KTCW | **Weirbank**<br>Steel<br>2D;Oil in bulk;Wireless;W. Bal<br>7BH | MV<br>Twin | Br<br>420.1 | Glasgow<br>53.9 \| 26.5 | 3150<br>5150 | | 1925<br>9 | Glasgow,<br>(Harland & Wolff, Lim.) [Scot. | Bank Line (Lim.) | 2-6CylOilEng24 13/16x37 13/16 | | BL |
| 14955<br>218,809<br>LSPK | **Wekika**<br>Steel<br>1D;2d dk in No. 1 and No. 4<br>Holds;Long. frmg;W. Bal;<br>Wireless; 5BH to Fbd dk<br>SUB.SIG; 1BH to 2d dk<br>Oil fuel F. P. above 150° F. C-32<br>6BH | Scw | Am<br>333.8<br>P36′ | Jcksnville.<br>48 \| 24.9 \| 27′ 6″<br>B97′ F36′ | 2144<br>3513<br>6000 | 5′ 2″<br>22′ 6″ | 1920<br>3 | Jacksonville,<br>(Merrill-Stevens S. B. Corp.) [Fla. | U. S. Shipping Board | Stm Tbn;<br>W. & A. Fletcher Co;<br>2SB;Sun S. B. Co;<br>5545HS;WP190lbs;2000SHP;EAC;<br>1 d rpd3,23;Dkd,d rpd6,24 | ✠A1Ⓔ<br>✠AMS<br>shft drn11,23;B.S.3,24;<br>Cth BB;CL<br>(Laid up) | |
| | W.B.—A.P.219t;D.B.278′835t<br>F.O. D.B.131′456t;W. | T.345t | D.T.2<br>D.T.2 | 3′495t<br>3′462t;S.T. t | F.P.86t | | | | | | | |
| 14956<br>KDPV | **Wellam de Besche**<br>xMerwede<br>1D;Wireless;W. Bal<br>Steel<br>5BH | Scw | Swd<br>265.5 | Norkopng<br>42.3 \| 14.8 | 1342<br>1955 | | 1918<br>1 | Papendrecht<br>(Scheepswerf van J. & A. van der Schuijt.) [Hol. | Holmens Bruks & Fabriks A/B. | 3CylTE17,29,46x36;<br>2SB;WP180lbs;900IHP. | | V |
| 14957<br>203,928<br>KVWL | **Wellesley**<br>Wood<br>1D;Oil fuel | Scw<br>Sch | Am<br>186.8 | San Fran.<br>38 \| 13.8 | 432<br>770 | | 1907<br>3 | Prosper,<br>(E. Heuckendorff.) [Ore. | J. R. Hanify Co. | 2CylC14,32x24;<br>1SB;425IHP. | | |
| 14958<br>148,055<br>KQGF | **Wellfield**<br>Steel<br>2D;Web frms;Long. frmg;<br>Oil in bulk;Mchy aft;Wireless;D. F;<br>W. Bal<br>15BH | MV<br>Twin | Br<br>385.6<br>P92′ | Newcastle<br>51.4 \| 30.1<br>B37′ F40′ | 3296<br>5633 | | 1924<br>3 | Newcastle,<br>(Tyne Iron S. B. Co., Lim.) [Eng. | Field Tanks S.S. Co. (Lim.) | 2-6CylOilEng22 1/16x39 7/16;<br>2DB | | BL |
| 14959<br>221,815<br>MDHP | **Wellfleet**<br>Steel<br>1D;W. Bal | Scw | Am<br>136.1 | New York<br>27.1 \| 16.8 | 202<br>430 | | 1921 | Port Richmond, N. Y.<br>(Staten Island S. B. Co.) | Staples Transp. Co. | 3CylTE16,25,42x30 | | |
| 14960<br>217,389<br>LPGQ | **Wellington**<br>xAlexander H. Erickson<br>1D | Sch<br>4 M | Am<br>197 | New York<br>39.3 \| 15.4 | 880<br>970 | | 1918 | Seaford,<br>(Delaware S. B. Co., Inc.) [Del. | Julius F. Swenson | O,P;Gif(Sltd) | | V |
| 14961<br>142,256<br>JTFS | **Wellpark**<br>Steel<br>1D;Wireless;W. Bal<br>4BH | Scw | Br<br>230<br>P21′ | Greenock<br>41.9 \| 18.9<br>B68′ F29′ | 1197<br>1980 | | 1918<br>4 | Grangemouth, Scot.<br>(Greenock & Grangemouth Dkyd. Co., Lim.) | Denholm Line Steamers (Lim.) | 3CylTE21,35,57x36;<br>2SB;WP180lbs | | BL |
| 14962<br>95,769<br>MBJS | **Wells City**<br>Steel<br>2D;B;Wireless;W. Bal<br>Sch<br>4BH | Scw | Br<br>261.2<br>P29′ | Bristol<br>36 \| 20.9<br>B58′ F28′ | 1136<br>1814 | | '90<br>10 | Bristol,<br>Eng.<br>(C. Hill & Sons.) | Bristol City Line of S.S. (Lim.) | 3CylTE21,35,57x39;<br>2SB;WP160lbs | | BL |
| 14963<br>144,722<br>KJVB | **Welsh City**<br>Steel<br>2D;Shel dk;Oil fuel;Wireless;<br>W. Bal<br>6BH | Scw | Br<br>411.7<br>F36′ | Bideford<br>54.5 \| 33.6 | 3997<br>6303 | | 1922<br>1 | Stockton,<br>(Ropner S. B. & Repairing Co.) [Eng. | St. Just S.S. Co. (Lim.) | 3CylTE28,46,75x51;<br>3SB;WP180lbs;591RHP;Exmd1,26 | M.S;shft drn7,25 | C |
| 14964<br>97,862<br>MDSC | **Welshman**<br>xTaurio<br>Wireless;SUB.SIG;W. Bal<br>Steel | Scw<br>Sch<br>Twin | Br<br>461<br>F27′ | Liverpool<br>49.1 \| 23.2 | 3670<br>5730 | | '91 | Belfast,<br>(Harland & Wolff.) [Ire. | F. Leyland & Co. (Lim.) | 2-3CylTE22,36,60x48 | | |
| 14965<br>220,205 | **Wenonah II**<br>xModesty<br>1D<br>Wood | MV<br>Twin | Am<br>125 | New York<br>16.3 \| 9.4 | 97<br>143 | | 1920 | Morris Heights, N. Y.<br>(Consolidated S. B. Corp.) | James A. Stillman | 2-6CylGasEng11x12;<br>500IHP. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14966 | **Wentworth** | Scw | Br | Newcastle | 3210 | | 1919 | Stockton, | R. S. Dal- | 3Cyl TE27,44,73x48; | | BL |
| 142,836 | Steel | | 400.6 | 52.4 \| 28.4 | 5212 | | 7 | (Richardson, [Eng. | gliesh, Mgr. | 3SB;WP180lbs | | |
| KCBR | 1D;Wireless;W. Bal 6BH | | P49′ | B113′ F40′ | | | | Duck & Co., Lim.) | | | | |
| 14967 | **Weown** | StW | Am | Portland | 319 | | 1907 | St. John's, | O. W. | | | |
| 203,994 | | | 153.5 | 31.5 \| 6.5 | 372 | | | Ore. | Hosford | 650IHP. | | |
| | 1D | | | | | | | | | | | |
| 14968 | **Werdenfels** | Scw | Ger | Bremen | 3852 | | 1921 | Bremen, | Deutsche | 3Cyl TE29,47,76x54; | | G |
| | Steel | | 431.6 | 56.4 \| 30.3 | 6318 | | 6 | (A. G. [Ger. | Dampfs Ges. | 4Blrs | | |
| QLMC | 2D;sub.sig;Wireless;W. Bal 6BH | | P64′ | B135′ F52′ | | | | Weser.) | "Hansa" | | | |
| 14969 | **Werner Kunstmann** | Scw | Ger | Stettin | 2379 | | 1906 | Sunderland, | W. Kunst- | 3Cyl TE24,41,68x45; | | C |
| | xClearway Steel | | 350.5 | 50.2 \| 22.4 | 3828 | | 5 | (Wm. [Eng. | mann | 2SB;WP180lbs;349RHP. | S.S.No.3,Ncsl5,25; | |
| JRHC | 2D;Deep frmg;Web frms; 6BH | | | F32′ F30′ | | | | Doxford & Sons, | | | shft drn11,25;M.&B.S.4,26 | |
| | Wireless;W. Bal | | | | | | | Lim.) | | | | |
| 14970 | **Werner Vinnen** | Sch | Ger | Bremen | 1548 | | 1922 | Kiel, | F. A. | Stl;3BH; | | G |
| | Aux | | 261.5 | 44.4 \| 19.2 | 1859 | | 8 | (Frd. Krupp [Ger. | Vinnen & Co. | 4Cyl Oil Eng 15¾x21⅝ | | |
| QLNW | 2D;Mchy aft;sub.sig; | | | F55′ | | | | Act. Ges.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 4971 | **Werra** | Scw | Ger | Bremen | 5397 | | 1923 | Bremen, | Nordd. | 2-3Cyl TE24,40,66x47; | | G |
| | Steel Twin | | 458.7 | 57.6 \| 30.8 | 9476 | | 1 | (A. G. [Ger. | Lloyd | 5Blrs | | |
| QLRH | 3D;Wireless;sub.sig;W. Bal 9BH | | P146′ | F44′ | | | | "Weser.") | | | | |
| 14972 | **Werribee** | Scw | Br | Melb'urne | 2364 | | 1909 | Blyth, | Huddart, | 3Cyl TE24,39,66x45; | | BL |
| 120,755 | Steel | | 354.8 | 50 \| 23.7 | 3904 | | 1 | (Blyth [Eng. | Parker (Lim.) | 3SB;WP180lbs | | |
| TVPR | 1D;Deep frmg;Wireless;W. Bal 7BH | | P11′ | B85′ F38′ | | | | S. B. Co., Lim.) | | | | |
| 14973 | **Weser** | Scw | Ger | Bremen | 5488 | | 1922 | Bremen, | Nordd. | 2-3Cyl TE24,40,66x47; | | G |
| | Steel Twin | | 458.8 | 57.6 \| 30.8 | 9444 | | 9 | (A. G. [Ger. | Lloyd | 5Blrs | | |
| QLPR | 3D;Wireless;sub.sig;W. Bal 9BH | | P146′ | F44′ | | | | "Weser.") | | | | |
| 14974 | **Wesley** | Brg | Am | Hartford | 310 | | 1916 | Gildersleeve, | Oliver | Wd | | |
| 166,591 | | | 110.5 | 32.5 \| 9.5 | 316 | | | (Gilder- [Conn. | Gildersleeve & | | | |
| | 1D | | | | | | | sleeve S. B. Co.) | Sons, Inc. | | | |
| 14975 | **Wesley Abbott** | Sch | Am | Ellsworth | 137 | | '70 | Ellsworth, | J. M. Hig- | M;If | | |
| 80,155 | | | 95.5 | 27 \| 7.5 | 144 | | | Me. | gins | | | |
| JKCH | 1D | | | | | | rb '89 | (J. M. Grant.) | | | | |
| 14976 | **Wesserling** | Scw | Fr | St.Nazaire | 3839 | | 1910 | Vegesack, | Les | 3Cyl TE23½,39,64x44; | | V |
| | xNora Hugo Stinnes 2 Steel | | 382.1 | 51.7 \| 26.8 | 5098 | | | (Bremer [Ger. | Armateurs | 2SB;WP200lbs;1700IHP. | | |
| OVXI | 2D;Wireless;sub.sig;W. Bal 8BH | | P24′ | B71′ F29′ | | | | Vulcan.) | Francais | | | |
| 14977 | **West Africa** | Scw | Am | New York | 1617 | 4′ 1½″ | 1918 | Wyandotte, | U. S. Ship- | 3Cyl TE20,33,54x40; | ✠A1Ⓔ | |
| 217,217 | xLake Graphite Steel | | 251 | 43.5 \| 26.1 | 2611 | 24′ 3″ | 11 | (Detroit [Mich. | ping Board | Detroit S. B. Co; | ✠AMS | |
| LNSP | 1D;B;W. Bal;Wireless;sub sig. 4BH | | | 28′ 2″ | 4200 | | | S. B. Co.) | | 2SB;Detroit S. B. Co; | S.S.No.1,NY3,23; | |
| | C-29 | | P34′ | B64′ F23′ | | | | | | 88GS;4000HS;WP185lbs; | shft drn;M.&B.S.3,23; | |
| | | | | | | | | | | 1250IHP;s rps3,23;Dkd4,24 | SBP;CL | |
| | W.B.—A.P.94t;D.B.210′469t;F.P | .72t | | | | | | | | | (Laid up) | |
| 14978 | **West Alcoz** | Scw | Am | San Fran. | 4230 | 5′ 9½″ | 1919 | San Fran- | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,328 | Steel | | 410.1 | 54 \| 27 | 5606 | 24′ 1½″ | 6 | cisco, Cal. | ping Board | General Electric Co; | ✠AMS | |
| LRQD | 2D;sub.sig;Wireless;W. Bal; 6BH | | | 29′ 9″ | 8750 | | | (Schaw, Batcher | | 4WTB;Heine Safety W. T. Blr. Co; | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P60′ | B114′ F47′ | | | | Co.) | | 11132HS;WP225lbs;2500SHP;EAC; | (Laid up) | |
| | | | | | | | | | | d rpd5,20;Dkd,s rps6,21 | | |
| | W.B.—A.P.274t;D.B.353′1278t;D | .T.29′5 | 46t... | ...F.P.124t | | | | | | | | |
| | F.O.—A.P.256t;D.B.308′1008t... | ..... | ...S.T. | 88t;F.P.116t | | | | | | | | |
| 14979 | **West Alsek** | Scw | Am | Seattle | 4046 | | 1918 | Seattle, | U. S. Ship- | 3Cyl TE25,42,72x48; | ✠A1Ⓔ | |
| 216,415 | Steel | | 409.6 | 54.2 \| 27.1 | 5637 | | 5 | (Skinner [Wash. | ping Board | Seattle Mach. Wks; | ✠AMS | |
| LKTW | 2D;Wireless;W. Bal 6BH | | P43′ | B115′ F47′ | 8800 | | | & Eddy Corp.) | | 3SB;Commercial Blr. Wks; | S.S.No.2,NY7,26; | |
| | C-36 | | | | | | | | | 181GS;7500HS;WP210lbs;2700IHP; | n shft6,26;M.&B.S.7,26; | |
| | | | | | | | | | | EAC;Dkd,d rpd7,26 | Clh BB;CL | |
| | W.B.—A.P.340t;D.B.356′1264t;F | .P.120t | | | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14980 | **West Amargosa** | Scw | Am | Los Ang's | 3411 | 6′ | 1919 | San Pedro, | U. S. Ship- | 3Cyl TE28½,47,78x48; | ✠A1Ⓔ | |
| 217,631 | Steel | | 410 | 54.4 \| 27 \| 29′ 9″ | 5462 | 23′ 11″ | 3 | (Los Angeles [Cal. | ping Board | Los Angeles S. B. & D. D. Co; | ✠AMS | |
| LQBW | 2D;SUB.SIG;W. Bal; 7BH | | | | 8600 | | | S. B. & D. D. Co.) | | 3WTB;Springfield Blr. & Mfg. Co; | shft drn5,20;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 12450HS;WP225lbs;3500IHP; | (Laid up) | |
| | W.B.—A.P.242t;D.B.356′1241t... | ..... | ..... | ...F.P.109t | | | | | | d rpd12,19;s rps12,20;Dkd5,25 | | |
| | F O.....D.B.306′ 951t;D | .T. 640 | t;S.T.4 | 9t..... | | | | | | | | |
| 14981 | **West Apaum** | Scw | Am | Seattle | 4132 | 5′ 10″ | 1918 | Seattle, | U. S. Ship- | 3Cyl TE25,42,72x48; | ✠A1Ⓔ | |
| 216,500 | Steel | | 409.6 | 54.2 \| 27.1 \| 29′ 9″ | 5573 | 24′ 1½″ | 5 | (Skinner [Wash. | ping Board | Seattle Mach. Wks; | ✠AMS | |
| LMBC | 2D;Well dk;Wireless;W. Bal 6BH | | | | 8800 | | | & Eddy Corp.) | | 3SB;Willamette I. & S. Wks; | M.&B.S;shft drn11,26; | |
| | C-36 | | P43′ | B115′ F47′ | | | | | | 7500HS;WP210lbs;2700IHP;EAC; | Clh BB;CL | |
| | W.B.—A.P.340t;D.B.356′1264t;F. | P. 120t | | | | | | | | Dkd,s rps11,26 | | |
| 14982 | **West Arrow** | Scw | Am | Seattle | 4229 | 5′ 10″ | 1918 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,012 | Steel | | 409.6 | 54.1 \| 27.1 \| 29′ 9″ | 5802 | 24′ 1½″ | 2 | (Skinner [Wash. | ping Board | General Electric Co; | ✠AMS | |
| LJRP | 2D;W. Bal;Wireless; 7BH | | | | 8800 | | | & Eddy Corp.) | | 3SB;Commercial Boiler Wks; | S.S.No.1,Balt5,22; | |
| | Oil fuel F.P. above 150° F. C-36 | | P43′ | B113′ F46′ | | | | | | 8086HS;WP210lbs;2500SHP;EAC; | M.S.5,22;n shft4,25;B.S.7,26; | |
| | W.B.—A.P.340t;D.B.356′1264t;F | .P.120t | | | | | | | | 1 d rpd11,23;Dkd,4,26; | Clh BB;CL | |
| | F.O.....D.B.311′1001t.. | ..... | | | | | | | | d rpd11,26 | | |
| 14983 | **West Ashawa** | Scw | Am | San Fran. | 4095 | 5′ 9½″ | 1919 | San Fran- | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,033 | Steel | | 410.5 | 54 \| 27 \| 29′ 9″ | 5609 | 24′ 2″ | 5 | cisco, Cal. | ping Board | General Electric Co; | ✠AMS | |
| LRCJ | 2D;SUB.SIG; W. Bal;Wireless; 6BH | | | | 8750 | | | (Schaw, Batcher Co.) | | 4WTB;Heine Safety W. T. Blr. Co.; | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 11132HS;WP225lbs;2800SHP;EAC; | (Laid up) | |
| | W.B.—A.P.274t;D.B.353′1278t;D | .T.29′5 | 46t... | ...F.P.124t | | | | | | d rpd3,20;Dkd,s rps3,21 | | |
| | F.O.—A.P.256t;D.B.308′1008t.. | ..... | ...S.T. | 88t;F.P.116t | | | | | | | | |
| 14984 | **West Avenal** | Scw | Am | San Fran. | 4020 | 5′ 9½″ | 1919 | San Fran- | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,522 | Steel | | 410.5 | 54 \| 27 \| 29′ 9″ | 5692 | 24′ 2″ | 1 | cisco, Cal. | ping Board | General Electric Co; | ✠AMS | |
| LPRK | 2D;SUB.SIG;W. Bal;Wireless; 6BH | | | | 8750 | | | (Schaw, Batcher Co.) | | 4WTB;Heine Safety W. T. Blr. Co.; | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 11132HS;WP225lbs;2800SHP;EAC; | (Laid up) | |
| | W.B.—A.P.274t;D.B.353′1278t.. | ..... | F.P.12 | 4t | | | | | | d rpd2,20;Dkd,s rps1,21 | | |
| | F.O.—A.P.256t;D.B.308′1008t;S. | T.88t. | F.P.11 | 6t | | | | | | | | |
| 14985 | **West Bridge** | Scw | Am | Seattle | 4099 | 6′ 4½″ | 1918 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,348 | Steel | | 409.5 | 54.2 \| 27.6 \| 30′ 2½″ | 5799 | 23′ 11″ | 5 | (J. F. [Wash. | ping Board | De Laval Steam Turbine Co; | ✠AMS | |
| LKRQ | 2D;W. Bal;Wireless; 7BH | | | | 8800 | | | Duthie & Co.) | | 3SB;Willamette Iron Wks; | S.S.NptN12,20; | |
| | Oil fuel F. P. above 150° F. C-36 | | P43′ | B114′ F46′ | | | | | | 7425HS;WP210lbs;2500SHP; | shft drn2,22;Clh BB;CL | |
| | W.B.—A.P.147t;D.B.349′1178t;F | .P.148t | | | | | | | | d rps6,21;Dkd,s rps2,22 | (Laid up) | |
| | F.O.....D.B.304′ 918t.. | ..... | | | | | | | | | | |
| 14986 | **West Cactus** | Scw | Am | San Fran. | 3523 | 5′ 9½″ | 1919 | San Fran- | Pacific- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ | |
| 218,806 | Steel | | 410.5 | 54 \| 27 \| 29′ 9″ | 5643 | 24′ 2″ | 8 | cisco, Cal. | Argentine-Brazil | Joshua Hendy Iron Wks; | ✠AMS | |
| LSPH | 2D;SUB.SIG;W. Bal;Wireless; 7BH | | | | 8614 | | | (Schaw, Batcher Co.) | Line | 3SB;Willamette I. & S. Wks; | S.S.No.1,SanF2,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P60′ | B114′ F46′ | | | | | | 8112HS;WP210lbs;2800IHP;EAC; | M.S.8,24;B.S.1,26;n shft8,26; | |
| | W.B.—A.P.269t;D.B.355′1288t;D | .T.27′6 | 01t... | .....F.P.131t | | | | | | d rpd8,24;Dkd,s rps9,26 | Clh BB;CL | |
| | F.O.....D.B.310′1011t;D | .T.27′5 | 61t; S. | T.88t..... | | | | | | | | |
| 14987 | **West Caddoa** | Scw | Am | San Fran. | 3522 | 5′ 9½″ | 1919 | San Fran- | U. S. Ship- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ | |
| 218,973 | Steel | | 410.5 | 54 \| 27.1 \| 29′ 9″ | 5641 | 24′ 2″ | 9 | cisco, Cal. | ping Board | Joshua Hendy Iron Wks; | ✠AMS | |
| LTBW | 2D;Wireless;W. Bal; 7BH | | | | 8614 | | | (Schaw, Batcher Co.) | | 3SB;Willamette I. & S. Wks; | S.S.No.1,NO12,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 8112HS;WP210lbs;2800IHP;EAC; | M.S.12,23;n shft2,26;B.S.3,26; | |
| | W.B.—A.P.269t;D.B.355′1288t;D | .T.27′6 | 01t... | .....F.P.131t | | | | | | d rpd12,24;rps4,25;Dkd3,26;s rps10,26 | Clh BB;CL | |
| | F.O.—A.P.251t;D.B.310′1011t;D | .T.27′5 | 61t; S. | T.88t;F.P.122t | | | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. / Bth. / Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14988 | **West Cadron** | Scw | Am | San Fran. | 3564 | 5′ 9½″ | 1920 | San Fran- | U. S. Ship- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ | |
| 219,627 | Steel | | 410.5 | 54 \| 27 | 5724 | 24′ 2″ | 3 | cisco, Cal. | ping Board | Joshua Hendy Iron Wks; | ✠AMS | |
| LVQN | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | 29′ 9″ | 8614 | | | (Schaw, Batcher Co.) | | 3SB;Willamette I. & S. Wks; | S.S.No.1,SanF6,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | P60′ | B114′ F46′ | | | | | | 8112HS;WP210lbs;2800IHP;EAC; Dkd,d rpd4,26;s rps10,26 | M.S.6,23;shft drn4,26 | |
| | | | | | | | | | | | B.S.8,26;Clh BB;CL | |
| | W.B.—A.P.269t;D.B.355′1288t;D | T.27′6 | 01t. | F.P.131t | | | | | | | | |
| | F.O.....D.B.310′1011t;D | T.27′5 | 61t; S. | T.88t. | | | | | | | | |
| 14989 | **West Cajoot** | Scw | Am | Los Ang's | 3339 | 6′ | 1919 | Los Angeles, | U. S. Ship- | 3Cyl TE28½,47,78x48; | ✠A1Ⓔ | |
| 217,906 | Steel | | 410 | 54.4 \| 27.2 | 5342 | 23′ 11″ | 5 | (Los Angeles [Cal. | ping Board | Los Angeles S. B. & D. D. Co; | ✠AMS | |
| LQSR | 2D;SUB.SIG;Wireless;W. Bal; 7BH | | | 29′ 9″ | 8600 | | | S. B. & D. D. Co.) | | 3WTB;Springfield Blr. Wks; | S.S.No.1,SanF11,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 12450HS;WP225lbs;3500IHP;EAC; Dkd,s rps7,26 | M.&B.S.11,23;shft drn10,25; | |
| | | | | | | | | | | | Clh BB;CL | |
| | W.B.—A.P.242t;D B.356′1241t | | | F.P.109t | | | | | | | | |
| | F.O.....D.B.306′ 951t;D | T. 640 | t;S.T.4 | 9t. | | | | | | | | |
| 14990 | **West Calera** | Scw | Am | San Fran. | 3524 | 5′ 9½″ | 1920 | San Fran- | U. S. Ship- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ | |
| 219,832 | Steel | | 410.5 | 54 \| 27.1 | 5644 | 24′ 2″ | 4 | cisco, Cal. | ping Board | Joshua Hendy Iron Wks; | ✠AMS | |
| LWFH | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | 29′ 9″ | 8614 | | | (Schaw, Batcher Co. | | 3SB;Willamette I. & S. Wks; | S.S.No.1,Seat12,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P60′ | B114′ F46′ | | | | | | 8112HS;WP210lbs;2800IHP;EAC; d rpd1,26;Dkd,s rps6,26 | shft drn10,23;M.S.12,24; | |
| | | | | | | | | | | | B.S.1,26;Clh BB;CL | |
| | W.B.—A.P.269t;D.B.355′1288t;D | T.27′6 | 01t. | F.P.131t | | | | | | | | |
| | F.O.....D.B.310′1011t;D | T.27′5 | 61t; S. | T.88t. | | | | | | | | |
| 14991 | **West Calumb** | Scw | Am | Los Ang's | 3744 | 6′ | 1919 | San Pedro, | U. S. Ship- | 3Cyl TE28½,47,78x48; | ✠A1Ⓔ | |
| 218,294 | Steel | | 410.5 | 54.4 \| 27.2 | 5946 | 23′ 11″ | 9 | (Los [Cal. | ping Board | Los Angeles S. B. & D. D. Co; | ✠AMS | |
| LRPH | 2D;Web frms;Wireless; 7BH | | | 29′ 9″ | 8600 | | | Angeles S. B. & | | 3WTB;Springfield Blr. Wks; | S.S.No.1,NY7,24; | |
| | SUB.SIG;W. Bal; C-36 | | P43′ | B114′ F46′ | | | | D. D. Co.) | | 12450HS;WP225lbs;3500IHP;EAC; | n shft;M.S.7,24;B.S.5,25; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | l d rpd3,23;d rpd12,25;Dkd8,26; s rps11,26 | Clh BB;CL | |
| | W.B.—A.P.242t;D.B.356′1241t | | | F.P.109t | | | | | | | | |
| | F.O.....D.B.306′ 951t;D | T. 640 | t;S.T.4 | 9t. | | | | | | | | |
| 14992 | **West Camak** | Scw | Am | San Fran. | 3513 | 5′ 9½″ | 1920 | San Fran- | U. S. Ship- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ | |
| 220,061 | Steel | | 410.5 | 54 \| 27.1 | 5647 | 24′ 2″ | 6 | (Schaw, [cisco, Cal. | ping Board | Joshua Hendy Iron Wks; | ✠AMS | |
| LWPB | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | 29′ 9″ | 8614 | | | Batcher Co.) | | 3SB;Willamette I. & S. Wks; | S.S.No.1,Gvstn9,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P60′ | B115′ F46′ | | | | | | 8112HS;WP210lbs;2800IHP;EAC; d rpd12,25;Dkd,rps7,26;s rps9,26 | M.S.9,24;shft drn7,26; | |
| | | | | | | | | | | | B.S.11,26;Clh BB;CL | |
| | W.B.—A.P.269t;D.B.355′1288t;D | T.27′6 | 01t. | F.P.131t | | | | | | | | |
| | F.O.....D.B.310′1011t;D | T.27′5 | 61t; S. | T.88t. | | | | | | | | |
| 14993 | **West Camargo** | Scw | Am | San Fran. | 3659 | 5′ 9½″ | 1920 | San Fran- | Pacific- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ | |
| 220,385 | Steel | | 410.5 | 54 \| 27.2 | 5881 | 24′ 2½″ | 7 | cisco, Cal. | Argentine-Brazil | Joshua Hendy Iron Wks; | ✠AMS | |
| MBDG | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | 29′ 9″ | 8614 | | | (Schaw, Batcher Co.) | Line, Inc. | 3SB;Willamette I. & S. Wks; | ✠RMC11,26 | |
| | Oil fuel F. P. above 150° F. C-36 | | P60′ | B115′ F46′ | | | | | | 8112HS;WP210lbs;2800IHP;EAC; d rpd7,25;Dkd,rps11,26 | S.S.No.1,SanF7,24; | |
| | | | | | | | | | | | M.S.7,24;B.S;shft drn7,26; | |
| | W.B.—A.P.269t;D.B.355′1288t;D | T.27′6 | 01t. | F.P.131t | | | | | | | Clh BB;CL | |
| | F.O.....D.B.310′1011t;D | T.27′5 | 61t; S. | T.88t. | | | | | | | | |
| 14994 | **West Campgaw** | Scw | Am | Seattle | 3451 | 6′ 4½″ | 1920 | Seattle, | U. S. Ship- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ | |
| 219,682 | Steel | | 410.3 | 54.2 \| 27.7 | 5565 | 24′ | 3 | (J. F. [Wash. | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LVSQ | 2D;Wireless; 7BH | | | 30′ 2½″ | 9600 | | | Duthie & Co.) | | 3SB;Puget Sound Machy Depot; | S.S.No.1,Bost12,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 8946HS;WP210lbs;2800IHP;EAC; d rpd4,26;Dkd9,26;s rps11,26 | n shft2,24;M.S.12,24; | |
| | | | | | | | | | | | shft drn7,25;B.S.11,26; | |
| | W.B.—A.P.39t;D.B.355′1259t;D | T.29′ 7 | 43t. | F.P.148t | | | | | | | Clh BB;CL | |
| | F.O.....D.B.310′ 990t;D | T.29′ 6 | 94t; S. | T.87t. | | | | | | | | |
| 14995 | **West Canon** | Scw | Am | San Fran. | 3517 | 5′ 9½″ | 1920 | San Fran- | Ocean | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ | |
| 220,634 | Steel | | 410.5 | 54 \| 27.1 | 5645 | 24′ 2″ | 9 | cisco, Cal. | Transport Co. | Joshua Hendy Iron Wks; | ✠AMS | |
| MBNF | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | | 29′ 9″ | 8614 | | | (Schaw, Batcher Co.) | | 3SB;Willamette I. & S. Wks; | S.S.No.1,NY12,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P60′ | B115′ F46′ | | | | | | 8112HS;WP210lbs;2800IHP;EAC; d rpd10,26;Dkd,s rps11,26 | n shft9,23;M.S.12,24; | |
| | | | | | | | | | | | shft drn9,26;B.S.11,26; | |
| | W.B.—A.P.269t;D.B.355′1288t;D | T.27′6 | 01t. | F.P.131t | | | | | | | Clh BB;CL | |
| | F.O.....D.B.310′1011t;D | T.27′5 | 61t; S. | T.88t. | | | | | | | | |
| | (*now Pacific Spruce*) | | | | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel, Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14996 | **West Cape** | Scw | Am | Seattle | 4180 | 6′ 4½″ | 1918 | Seattle, | U. S. Ship- | 3Cyl TE26,43,73x48; | ✠A1Ⓔ | |
| 217,238 | Steel | | | 409.5 \| 54.2 \| 27.4 | 5597 | 23′ 11½″ | 11 | (Ames [Wash. | ping Board | Ames S. B. & D. D. Co; | ✠AMS | |
| LNTQ | 2D;Wireless;W. Bal 7BH | | | \| 30′ 2″ | 8800 | | | S. B. & D. D. Co.) | | 3SB;Ames S. B. & D. D. Co; | S.S.SanF7,20; | |
| | C-36 | | | P43′ B114′ F46′ | | | | | | 193GS;7956HS;WP2001bs;3000IHP; | n shft7,20.Clh BB;CL | |
| | W.B.—A.P.44t; D.B.349′1185t; F | P.136t | | | | | | | | Dkd,d rpd4,21 | (Laid up) | |
| 14997 | **West Carmona** | Scw | Am | San Fran. | 3517 | 5′ 9½″ | 1920 | San Fran- | U. S. Ship- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ | |
| 220,763 | Steel | | | 410.5 \| 54 \| 27.1 | 5645 | 24′ 2″ | 10 | cisco, Cal. | ping Board | Joshua Hendy Iron Wks; | ✠AMS | |
| MBSQ | 2D;W. Bal;Wireless;sub.sig; 7BH | | | \| 29′ 9″ | 8614 | | | (Schaw, Batcher | | 3SB;Willamette I. & S. Wks; | shft drn5,23;BBP;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | P60′ B115′ F46′ | | | | Co.) | | 8112HS;WP210lbs;2800IHP;EAC; | | |
| | W.B.—A.P.269t;D.B.355′1288t;D | .T.27′6 | 01t. | F.P.131t | | | | | | d rpd8,25;Dkd,s rps4,26 | | |
| | F.O. D.B.310′1011t;D | .T.27′5 | 61t; S. | T.88t. | | | | | | | | |
| 14998 | **West Carnifax** | Scw | Am | Los Ang's | 3461 | 5′ 10½″ | 1919 | San Pedro, | U. S. Ship- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ | |
| 217,373 | Steel | | | 410.4 \| 54.1 \| 27.2 | 5627 | 24′ 1″ | 1 | (South- [Cal. | ping Board | Llewellyn Iron Wks; | ✠AMS | |
| LPGC | 2D;sub.sig;Wireless;W. Bal; 7BH | | | \| 29′ 9″ | 8800 | | | western S. B. Co.) | | 3SB;Willamette I. & S. Wks; | S.S.No.1,Balt7,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 8112HS;WP210lbs;2800IHP;EAC; | n shft3,20;M.S.7,24; | |
| | W.B.—A.P.230t;D.B.356′1270t;D | .T.27′6 | 60t. | F.P.133t | | | | | | Dkd,d rpd6,26 | shft drn8,24;B.S. 6,26; | |
| | F.O. D.B.311′ 995t;D | .T.27′6 | 14t; S. | T.87t;F.P.124t | | | | | | | Clh BB;CL | |
| 14999 | **West Cawthon** | Scw | Am | New York | 4096 | 5′ 10½″ | 1919 | East San | American | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ | |
| 218,322 | Steel | | | 410.4 \| 54.3 \| 27.2 | 5534 | 24′ 1″ | 6 | Pedro, Cal. | South African | Llewellyn Iron Wks; | ✠AMS | |
| LRPW | 2D;sub.sig;Wireless;W. Bal; 7BH | | | \| 29′ 9″ | 8800 | | | (Southwestern | Line | 3SB;Willamette I. & S. Wks; | S.S.No.1,Nflk1,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | S. B. Co.) | | 8112HS;WP210lbs;2800IHP;EAC; | shft drn8,25;M.&B.S.3,26; | |
| | W.B.—A.P.230t;D.B.356′1270t;D | .T.27′6 | 40t. | F.P.135t | | | | | | Dkd,d rpd8,26 | Clh BB;CL | |
| | F.O. D.B.311′ 995t;D | .T.27′5 | 98t; S. | T.87t;F.P.126t | | | | | | | | |
| 15000 | **West Cayote** | Scw | Am | Los Ang's | 3472 | 5′ 10½″ | 1919 | East San | U. S. Ship- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ | |
| 218,614 | Steel | | | 410.5 \| 54.3 \| 27.2 | 5564 | 24′ 1″ | 8 | Pedro, Cal. | ping Board | Llewellyn Iron Wks; | ✠AMS | |
| LSDN | 2D;sub.sig;Wireless;W. Bal; 7BH | | | \| 29′ 9″ | 8800 | | | (Southwestern | | 3SB;Columbia River S. B. Corp; | S.S.No.1,PtdO1,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | | P43′ B114′ F46′ | | | | S. B. Co.) | | 8112HS;WP210lbs;2800IHP;EAC; | M.S.1,24;B.S;n shft4,26; | |
| | W.B.—A.P.230t;D.B.356′1270t;D | .T.27′6 | 40t. | F.P.135t | | | | | | Dkd6,26;d rpd8,26 | Clh BB;CL | |
| | F.O. D.B.311′ 995t;D | .T.27′5 | 98t; S. | T.87t;F.P.126t | | | | | | | | |
| 15001 | **West Celeron** | Scw | Am | Portland | 3554 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,086 | Steel | | | 409.8 \| 54.2 \| 27.7 | 5763 | 23′ 11″ | 6 | (Northwest [Ore. | ping Board | General Electric Co; | ✠AMS | |
| LRFQ | 2D;Wireless;sub.sig; 7BH | | | \| 30′ 2″ | 8800 | | | Steel Co.) | | 3SB;Willamette Iron & Steel Co; | S.S.No.1,NptN9,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | | P44′ B115′ F46′ | | | | | | 8112HS;WP210lbs;2500SHP; | M.S.9,24;shft drn3,26;B.S.9,26; | |
| | W.B.—A.P.148t;D.B.356′1181t;D | .T.29′7 | 44t. | F.P.132t | | | | | | Dkd,d rpd3,26;s rps11,26 | Clh BB;CL | |
| | F.O.—A.P.138t;D.B.310′ 922t. | | S.T | 80t;F.P.123t | | | | | | | | |
| 15002 | **West Celina** | Scw | Am | Portland | 3838 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,097 | Steel | | | 409.8 \| 54.2 \| 27.7 | 6187 | 24′ | 7 | (Northwest [Ore | ping Board | General Electric Co; | ✠AMS | |
| LRFS | 2D;Wireless;sub.sig;W. Bal; 7BH | | | P47′ \| 30′ 2″ | 8800 | | | Steel Co.) | | 3SB;Willamette I. & S. Wks; | S.S.No.1,Balt4,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | | B115′ F44′ | | | | | | WP210lbs;8112HS;2500SHP; | n shft2,22;M.S.4,23; | |
| | W.B.—A.P.148t;D.B.356′1181t;D | .T.29′7 | 44t. | F.P.132t | | | | | | d rpd3,25;Dkd,s rps9,26 | shft drn9,26;B.S.10,26; | |
| | F.O.—A.P.138t;D.B.310′ 922t;D | .T.29′6 | 95t; S. | T.80t;F.P.123t | | | | | | | Clh BB;CL | |
| 15003 | **West Chatala** | Scw | Am | Portland | 3838 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,581 | Steel | | | 409.8 \| 54.2 \| 27.7 | 6187 | 24′ | 8 | (Northwest [Ore. | ping Board | General Electric Co; | ✠AMS | |
| LSCP | 2D;Wireless;sub.sig;W. Bal; 7BH | | | P60′ \| 30′ 2″ | 8800 | | | Steel Co.) | | 3SB;Columbia River S. B. Co; | S.S.No.1,NO8,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | | B110′ F47′ | | | | | | 8112HS;WP210lbs;2500SHP; | n shft;M.S.8,24;B.S.7,25; | |
| | W.B.—A.P.148t;D.B.356′1181t;D | .T.29′7 | 44t. | F.P.132t | | | | | | d rpd9,25;Dkd,s rps5,26 | Clh BB;CL | |
| | F.O.—A.P.138t;D.B.310′ 922t. | | S.T | 80t;F.P.123t | | | | | | | | |

The ✠ prefixed to the class symbol denotes Vessels built under Supervision of the Bureau. No Vessel will be classed or rated unless surveyed and opened according to rules. The publication of the particulars of unclassed vessels is for general information only. As no surveys have been held on such vessels, no opinion is expressed as to their character.

| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | | | | | | | | |
| 15004 | **West Cherow** | Scw | Am | Portland | 4628 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,919 | Steel | | 409.8 | 54.2 \| 27.7 | 6188 | 24′ 1½″ | 5 | (Northwest [Ore. | ping Board | General Electric Co; | ✠AMS | |
| LQTD | 2D;Long. frmg;W. Bal; 7BH | | | \| 30′ 2″ | 8800 | | | Steel Co.) | | 3SB;Columbia River S. B. Co; | S.S.No.1,Phila11,23; | |
| | Wireless;SUB.SIG; C-36 | | P44′ | B115′ F46′ | | | | | | 8007HS;WP210lbs;2500SHP;EAC; | M.S;shft drn11,23;B.S.4,24; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd,d rpd2,24;s rps4,24 | Cih BB;CL | |
| | | | | | | | | | | | (Laid up) | |
| | W.B.—A.P.148t;D.B.356′1181t;D | T.29′7 | 44t. . . | . . . . F.P.132t | | | | | | | | |
| | F.O.—A.P.138t;D.B.310′ 922t. . | . . . . . | . . . S.T | .80t;F.P.123t | | | | | | | | |
| 15005 | **West Cheswald** | Scw | Am | Portland | 3518 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,797 | Steel | | 409.8 | 54.2 \| 27.7 | 5711 | 23′ 11″ | 9 | (Northwest [Ore. | ping Board | General Electric Co; | ✠AMS | |
| LSPB | 2D;W. Bal;Wireless; 7BH | | | \| 30′ 2″ | 8800 | | | Steel Co.) | | 3SB;Northwest Steel Co; | S.S.No.1,NO9,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | P47′ | B115′ F44′ | | | | | | 8007HS;WP210lbs;2500SHP; | M.S.9,23;B.S.4,24;n shft10,25; | |
| | | | | | | | | | | Dkd,d rpd7,26;s rps10,26 | Cih BB;CL | |
| | W.B.—A.P.148t;D.B.356′1181t;D | T.29′7 | 44t. . . | . . . . . F.P.132t | | | | | | | | |
| | F.O.—A.P.138t;D.B.310′ 922t;D | T.29′6 | 95t; S. | T.70t;F.P.123t | | | | | | | | |
| 15006 | **West Chetac** | Scw | Am | Los Ang's | 3505 | 5′ 10½″ | 1919 | East San | U. S. Ship- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ | |
| 218,323 | Steel | | 410.5 | 54.3 \| 27.2 | 5627 | 24′ 1″ | 7 | Pedro, Cal. | ping Board | Llewellyn Iron Wks; | ✠AMS | |
| LRQB | 2D;Wireless;W. Bal; 7BH | | | \| 29′ 9″ | 8800 | | | (Southwestern | | 3SB;Columbia River S. B. Co; | S.S.No.1,Mbl11,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | S. B. Co.) | | 8112HS;WP210lbs;2800IHP;EAC; | M.S.11,23;shft drn1,25; | |
| | | | | | | | | | | Dkd5.26;d rpd8,26 | B.S.12,25;Cih BB;CL | |
| | W.B.—A.P.230t;D.B.356′1270t;D | T.27′6 | 40t. . . | . . . . . F.P.135t | | | | | | | | |
| | F.O. . . . . D.B.311′ 995t;D | T.27′5 | 98t; S. | T.87t;F.P.126t | | | | | | | | |
| 15007 | **West Chopaka** | Scw | Am | Los Ang's | 4520 | 9′ 7½″ | 1921 | San Pedro, | U. S. Ship- | 3Cyl TE28½,47,78x48; | ✠A1Ⓔ | |
| 221,666 | Steel | | 430.7 | 54.3 \| 26.2 | 7460 | 28′10½″ | 11 | (Los Angeles [Cal. | ping Board | Los Angeles S. B. & D. D. Co; | ✠AMS | |
| MDFW | 3D;W. Bal; 8BH | | | \| 38′3″ | 11000 | | | S. B. & D. D. Co.) | | 3SB;Moore S. B. Co; | n shft10,26;Cih BB;CL | |
| | Wireless;SUB.SIG; 7BH to Fbd dk | | | | | | | | | 9749HS;WP220lbs;3500IHP;EAC; | | |
| | 1BH to 3d dk | | | | | | | | | d rpd10,23;rps7,24;Dkd,s rps10,26 | | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.232t;D.B.378′1492t;D | T. 600 | t. . . . . | . . F.P.100t | | | | | | | | |
| | F.O. . . . . D.B.324′1152t;D | T. 560 | t;S.T.4 | 8t. . . . . | | | | | | | | |
| 15008 | **West Coast** | Scw | Am | Portland | 3467 | 6′ 5″ | 1918 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,704 | Steel | | 409.8 | 54.2 \| 27.7 | 5688 | 24′ | 7 | (Columbia [Ore. | ping Board | Kerr Co; | ✠AMS | |
| LMJD | 2D;W. Bal;Long. frmg; 7BH | | | \| 30′ 2″ | 8942 | | | River S. B. Co.) | | 3SB;Columbia River S. B. Co; | CL | |
| | Wireless C-36 | | P41′ | B121′ F44′ | | | | | | 181GS;8022HS;WP210lbs;2650SHP; | (Laid up) | |
| | | | | | | | | | | EAC;Dkd,s rps10,20 | | |
| | W.B.—A.P.44t;D.B.353′1199t;F. | P.137t | | | | | | | | | | |
| 15009 | **West Cobalt** | Scw | Am | Portland | 3552 | 6′ 5″ | 1918 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,341 | Steel | | 410.4 | 54 \| 27.5 | 5724 | 23′ 11″ | 12 | (Columbia [Ore. | ping Board | General Electric Co; | ✠AMS | |
| LPDR | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | \| 30′ 2″ | 8700 | | | River S. B. Co.) | | 3SB;Columbia River S. B. Co; | S.S.No.1,Balt1,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | P44′ | B115′ F47′ | | | | | | 8007HS;WP210lbs;2500SHP; | M.&B.S.1,23;shft drn3,23; | |
| | | | | | | | | | | Dkd,d rpd8,24;s rps12,24 | Cih BB;CL | |
| | | | | | | | | | | | (Laid up) | |
| | W.B.—A.P.152t;D.B.356′1170t;D | T.30′7 | 64t. . . | . . . . . F.P.137t | | | | | | | | |
| | F.O.—A.P.142t;D.B.311′ 911t;D | T.30′7 | 13t; S. | T.81t;F.P.128t | | | | | | | | |
| 15010 | **West Cohas** | Scw | Am | Seattle | 3465 | 5′ 10″ | 1918 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,549 | Steel | | 409.6 | 54.2 \| 27.1 | 5647 | 24′ 1½″ | ‖ | (Skinner [Wash. | ping Board | Skinner & Eddy Corp; | ✠AMS | |
| LMCP | 2D;Wireless;W. Bal; 8BH | | | \| 29′ 9″ | 8557 | | | & Eddy Corp.) | | 3SB;Columbia River S. B. Co; | S.S.No.1,NptN2,23; | |
| | 7BH to Fbd dk | | | | | | | | | 8100HS;WP210lbs;2500SHP;EAC; | M.S;n shft2,23;B.S.8.24; | |
| | 1BH to 2d dk | | | | | | | | | d rpd2,25;Dkd,s rps8,25 | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | (Laid up) | |
| | W.B.—A.P.340t;D.B.356′1264t;D | T.41′1 | 082t. . | . . . . . F.P.120t | | | | | | | | |
| | F.O. . . . . D.B.311′1001t. . | . . . . . | . . . . S. | T.79t. . . . . | | | | | | | | |
| 15011 | **West Compo** | Scw | Am | Portland | 3517 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,524 | Steel | | 409.8 | 54.2 \| 27.7 | 5700 | 23′ 11″ | 1 | (Northwest [Ore. | ping Board | General Electric Co; | ✠AMS | |
| LPRQ | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | | \| 30′ 2″ | 8635 | | | Steel Co.) | | 3SB;Willamette I. & S. Co; | S.S.NptN11,20; | |
| | Oil fuel F. P. above 150° F. C-36 | | P44′ | B115′ F46′ | | | | | | 8112HS;WP180lbs;2500SHP; | Cih BB;CL | |
| | | | | | | | | | | Dkd,s rps11,20 | (Laid up) | |
| | W.B.—A.P.148t;D.B.356′1181t;D | T.29′7 | 44t. . . | . . . . . F.P.132t | | | | | | | | |
| | F.O.—A.P.138t;D.B.310′ 922t. . | . . . . . | . . . S.T | .80t;F.P.123t | | | | | | | | |

The ✠ prefixed to the class symbol denotes Vessels built under Supervision of the Bureau. No Vessel will be classed or rated unless surveyed and opened according to rules. The publication of the particulars of unclassed vessels is for general information only. As no surveys have been held on such vessels, no opinion is expressed as to their character

| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15012 218,048 LRCT | **West Conob** Steel 2D;SUB.SIG;Wireless;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.242t;D.B.356'1241t F.O.—D.B.306' 951t;D | Scw | Am 410 | Los Ang's 54.4 \| 27.2 \| 29' 9" F.P.109t T.640 t;S.T.4 9t | 3405 5436 8600 | 6' 23' 11" | 1919 5 | Los Angeles, (Los Angeles [Cal. S. B. & D. D. Co.) | U. S. Shipping Board | 3Cyl TE 28½,47,78x48; Los Angeles S. B. & D. D. Co; 3WTB;Springfield Blr. Wks; 12450HS;WP225lbs;3500IHP;EAC; s rps10,23;Dkd11,25 | ✠A1Ⓔ ✠AMS S.S.No.1,SanF10,23; shft drn;M.S.10,23;B.S.11,25; Cih BB;CL | |
| 15013 217,533 LPSG | **West Corum** Steel 2D;SUB.SIG;Wireless;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.152t;D.B.356'1170t;D F.O.—A.P.142t;D.B.311' 911t;D | Scw | Am 410.4 P56' T.30'7 T.30'7 | Portland 54.2 \| 27.6 \| 30' 2" B115' F46' 54t 13t; S. F.P.137t T.81t;F.P.128t | 3599 5795 8700 | 6' 5" 23' 11" | 1919 1 | Portland, (Columbia [Ore. River S. B. Co.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 3SB;Columbia River S. B. Co; 8007HS;WP210lbs;2500SHP; d rpd4,24;rps3,26;Dkd,s rps11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY12,22; M.S.12,22;n shft4,24;B.S.9,25; shft drn3,26;Cih BB;CL | |
| 15014 217,382 LPGK | **West Cressey** Steel 2D; 8BH SUB.SIG;Wireless; 7BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.340t;D.B.356'1264t;D F.O.—D.B.311'1001t | Scw | Am 409.6 T.41'1 | Seattle 54.2 \| 27.1 \| 29' 9" 082t S. F.P.120t T.79t | 3497 5596 8800 | 5' 10" 24' 1½" | 1918 12 | Seattle, (Skinner & Eddy Corp.) [Wash. | U. S. Shipping Board | Stm Tbn; General Electric Co; 3SB;Commercial Blr. Wks; 8085HS;WP200lbs;2500SHP;EAC; d rpd11,19;s rps10,22;Dkd5,25 Exmd11,26 | ✠A1Ⓔ ✠AMS shft drn12,21; Cih BB;CL (Laid up) | |
| 15015 220,967 MCHK | **West Cusseta** Steel 2D;W. Bal;Wireless;SUB.SIG; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.242t;D.B.356'1241t F.O.—D.B.306' 951t;D | Scw | Am 410 P43' T.640 | Los Ang's 54.4 \| 27.2 \| 29' 9" B114' F46' F.P.109t t;S.T.4 9t | 3343 5376 8607 | 6' 23' 11" | 1921 1 | Los Angeles, (Los Angeles S. B. & D. D. Co.) [Cal | U. S. Shipping Board | 3Cyl TE 28½,47,78x48; Los Angeles S. B. & D. D. Co; 3WTB;Springfield Boiler Wks; 12450HS;WP225lbs;3500IHP;EAC; Dkd,s rps5,25 | ✠A1Ⓔ ✠AMS Cih BB;CL (Laid up) | |
| 15016 216,342 LKRN | **West Durfee** Steel 2D; 8BH SUB.SIG;Wireles : 7BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.340t;D.B.356'1264t;D F.O.—D.B.311'1001t | Scw | Am 409.6 P43' T.41'1 | Seattle 54.2 \| 27 \| 29' 9" B115' F47' 082t S. F.P.120t T.79t | 4113 5522 8800 | 5' 10" 24' 1½" | 1918 4 | Seattle, (Skinner & Eddy Corp.) [Wash. | U. S. Shipping Board | Stm Tbn; General Electric Co; 3SB;Columbia River S. B. Co; 7500HS;WP210lbs;2500SHP;EAC; Dkd5,26;d rpd9,26;Exmd11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Gvstn8,22; M.S.8,22;n shft1,24; shft drn11,25;B.S.9,26; Cih BB;CL | |
| 15017 216,620 LMFW | **West Ekonk** Steel 2D;Wireless; 8BH W. Bal; 7BH to Fbd dk 1BH to 2d dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.340t;D.B.356'1264t;D F.O.—A.P.317t;D.B.311'1001t | Scw | Am 409.6 T.41'1 | Seattle 54.2 \| 27.1 \| 29'9" 082t S. F.P.120t T.79t | 3455 5630 8554 | 5'10" 24' 1½" | 1918 7 | Seattle, (Skinner & Eddy Corp.) [Wash. | U. S. Shipping Board | Stm Tbn; General Electric Co; 3SB;Commercial Blr. Wks; 8100HS;WP210lbs;2500SHP;EAC; Dkd1,26;d rpd9,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NptN5,24; n shft1,24;M.S.5,24;B.S.7,26; Cih BB;CL | |
| 15018 217,492 LPQJ | **West Elcajon** Steel 2D; 8BH SUB.SIG;Wireless; 7BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.340t;D.B.356'1264t;D F.O.—D.B.311'1001t | Scw | Am 409.6 T.41'1 | Seattle 54.2 \| 27.1 \| 29' 9" 082t S. F.P.120t T.79t | 3471 5560 8800 | 5' 10" 24' 1½" | 1918 12 | Seattle, (Skinner & Eddy Corp.) [Wash. | U. S. Shipping Board | Stm Tbn; General Electric Co; 3SB;Willamette I. & S. Wks; 8085HS;WP210lbs;2500SHP;EAC; d rpd7,19;rps7,26;Dkd11,26 | ✠A1Ⓔ ✠AMS S.S.No.2,SanF7,26; shft drn2,24;M.&B.S.7,26; Cih BB;CL | |
| 15019 217,128 LNKV | **West Elcasco** Steel 2D; 8BH W. Bal; 7BH to Fbd dk Wireless; 1BH to 2d dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.340t;D.B.356'1264t;D F.O.—A.P.317t;D.B.311'1001t | Scw | Am 409.6 T.41'1 | Seattle 54.2 \| 27.1 \| 29' 9" 082t S. F.P.120t T.79t;F.P.112t | 4113 5766 8800 | 5' 10" 24' 1½" | 1918 12 | Seattle, (Skinner & Eddy Corp.) [Wash. | U. S. Shipping Board | Stm Tbn; General Electric Co; 3SB;Willamette I. & S. Wks; 8112HS;WP210lbs;2500SHP;EAC; Dkd,d rpd7,24 | ✠A1Ⓔ ✠AMS S.S.No.1,Balt5,23; shft drn9,22;M.&B.S.5,23; Cih BB;CL (Laid up) | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. Deck | Bth. Erections | Dth. Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where Built. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15020 217,282 LNWV | **West Eldara** Steel 2D; 8BH SUB.SIG;Wireless; 7BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.340t;D.B.356'1264t;D F.O.....D.B.311'1001t | Scw | Am | Seattle 409.6 | 54.2 \| 27.1 \| 29' 9" | .T.41'1 082t. S | 3516 5607 8800 | 5' 10" 24' 1½" | 1918 11 | Seattle, (Skinner & Eddy Corp.) [Wash. | U. S. Shipping Board | Stm Tbn; General Electric Co; 3SB;Commercial Blr. Wks; WP210lbs;8112HS;2500SHP;EAC; Dkd,d rpd8,26 .....F.P.120t T.79t..... | ✠A1Ⓔ ✠AMS S.S.No.1,NY11,22; M.S.11,22;n shft12,24; B.S.11,26;Clh BB;CL | |
| 15021 217,540 LPSR | **West Erral** Steel 2D:SUB.SIG;Wireless;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.242t;D.B.356'1241t F.O.—A.P.226t;D.B.306' 951t;D | Scw | Am | Los Ang's 410 | 54.4 \| 27.2 \| 29' 9" | ..... .T.640 t;S.T.4 | 3334 5444 8600 | 6' 23' 11" | 1919 1 | San Pedro, (Los Angeles S. B. & D. D. Co.) [Cal. | U. S. Shipping Board | 3CylTE28½,47,78x48; Los Angeles S. B. & D. D. Co; 3WTB;Springfield Blr. Wks; 12450HS;WP225lbs;3500IHP;EAC; Dkd.5-26;d rpd11,26 ..F.P.109t 9t..... | ✠A1Ⓔ ✠AMS S.S.No.1, Gvstn 5,23; M.S.5,23;n shft6,24; shft drn7,25;B.S.5,26; Clh BB;CL | |
| 15022 221,385 MCVQ | **West Faralon** Steel 3D;W. Bal; 8BH Wireless; 7BH to Fbd dk SUB.SIG; 1BH to 3d dk Oil fuel F. P. above 150° F. C-38 W.B.—A.P.232t;D.B.378'1492t;D F.O.....D.B.324'1152t;D | Scw | Am | Los Ang's 430.7 | 54.3 \| 26.2 \| 38' 3" | .T. 600 t..... .T. 560 t;S.T.4 | 4507 7451 11000 | 9' 7½" 28' 10½" | 1921 7 | San Pedro, (Los Angeles S. B. & D. D. Co.) [Cal. | U. S. Shipping Board | 3CylTE28½,47,78x48; Los Angeles S. B. & D. D. Co; 3SB;Moore S. B. Co; 9729HS;WP220lbs;3500IHP;EAC; Dkd,d rpd9,26 ..F.P.100t 8t..... | ✠A1Ⓔ ✠AMS S.S.No.1,SanF9,25; shft drn3,25;M.&B.S.9,25; Clh BB;CL | |
| 15023 216,761 LMNB | **West Galeta** Steel 2D;Wireless;W. Bal;SUB.SIG; 6BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.241t;D.B.356'1231t... F.O.....D.B.311' 969t;S. | Scw | Am | Los Ang's 410 P44' | 54.4 \| 27.2 \| 29' 9" B115' F47' | ..... F.P.10 T.71t | 3323 5435 7422 | 6' 23' 11" | 1918 9 | San Pedro, (Los Angeles S. B. & D. D. Co.) [Cal. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & Mfg. Co; 4WTB;Heine Safety Boiler Co; 11600HS;WP200lbs;3000SHP; Dkd3,21;s rps6,21 8t .. | ✠A1Ⓔ ✠AMS S.S.NY3,21; shft drn3,21;Clh BB;CL (Laid up) | |
| 15024 216,760 LMKW | **West Galoc** Steel 2D;W. Bal;Wireless;SUB.SIG; 6BH Oil fuel F. P. above 150° F. W.B.—A.P.241t;D.B.356'1231t... F.O.....D.B.311' 969t;S | Scw | Am | Los Ang's 410 P44' | 54.4 \| 27.2 \| 29' 9" B115' F47' | ..... F.P.10 T.71t | 3293 5392 8800 | 6' 24' | 1918 8 | San Pedro, (Los Angeles S. B. & D. D. Co.) [Cal. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & Mfg. Co; 4WTB;Heine Safety Boiler Co; 11600HS;WP200lbs;3200SHP 8t .. | ✠A1Ⓔ ✠AMS CL (Laid up) | |
| 15025 216,664 LMHD | **West Gambo** Steel 2D: 8BH SUB.SIG;Wireless; 7BH to Fbd dk W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.340t;D.B.356'1264t;D F.O.....D.B.311'1001t;D | Scw | Am | Seattle 409.6 | 54.2 \| 27.1 \| 29' 9" | .T.41'1 082t. .T.41'1 010t;S. | 4171 5579 8554 | 5' 10" 24' 1½" | 1918 7 | Seattle, (Skinner & Eddy Corp.) [Wash. | U. S. Shipping Board | Stm Tbn; General Electric Co; 3SB;Commercial Blr. Wks; 8100HS;WP210lbs;2500SHP;EAC; d rpd6,21;Dkd2,26;s rps11,26 .....F.P.120t T.79t..... | ✠A1Ⓔ ✠AMS S.S.No.1,Seat2,24; n shft6,21; shft drn;M.S.2,24;B.S.8,26; Clh BB;CL | |
| 15026 216,737 LMKD | **West Gotomska** Steel 2D; 8BH W. Bal; 7BH to Fbd dk Wireless; 1BH to 2d dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.340t;D.B.356'1264t;D F.O.....D.B.311'1001t | Scw | Am | Seattle 409.6 | 54.2 \| 27.1 \| 29' 9" | .T.41'1 082t. ..S. | 4123 5728 8800 | 5' 10" 24' 1½" | 1918 11 | Seattle, (Skinner & Eddy Corp.) [Wash. | U. S. Shipping Board | Stm Tbn; General Electric Co; 3SB;Commercial Blr. Wks; 8100HS;WP210lbs;2500SHP;EAC; Dkd,d rpd1,25;s rps8,25;Exmd10,25 .....F.P.120t T.79t..... | ✠A1Ⓔ ✠AMS S.S.No.1,NY11,22; M.S.11,22;n shft;B.S.1,25; Clh BB;CL (Laid up) | |
| 15027 217,220 LNSQ | **West Grama** Steel 2D;SUB.SIG;Wireless;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.242t;D.B.356'1241t... F.O.....D.B.306' 951t;D | Scw | Am | Los Ang's 410 | 54.4 \| 27.2 \| 29' 9" | ..... .T. 640 t;S.T.4 | 3323 5445 8600 | 6' 23' 11" | 1918 12 | San Pedro, (Los Angeles S. B. & D. D. Co.) [Cal. | U. S. Shipping Board | 3CylTE28½,47,78x48; Los Angeles S. B. & D. D. Co; 3WTB;Springfield Blr. Wks; 12450HS;WP225lbs;3500IHP;EAC; s rps1,21;Dkd5,25 ..F.P.109t 9t..... | ✠A1Ⓔ ✠AMS shft drn7,20;Clh BB;CL (Laid up) | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. Bth. Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where Built. | Owners | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15028 | **West Grove** | Scw | Am | Portland | 3475 | 6′ 5″ | 1918 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,205 | Steel | | 410 | 54 \| 27.6 | 5688 | 24′ | 4 | (Columbia [Ore. | ping Board | Kerr Turbine Co; | ✠AMS | |
| LKNQ | 2D;W. Bal;Wireless;SUB.SIG; 5BH | | | \| 30′2″ | 8800 | | | River S. B. Co.) | | 3SB;Columbia River S. B. Co; | (Laid up) | |
| | Oil fuel F. P. above 150° F. | | P47′ | B115′ F44′ | | | | | | 7404HS;WP210lbs;2500SHP. | | |
| 15029 | **West Harcuvar** | Scw | Am | Portland | 3533 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,569 | Steel | | 410 | 54.2 \| 27.6 | 5696 | 24′ | 2 | (Columbia [Ore. | ping Board | General Electric Co; | ✠AMS | |
| LPTV | 2D;Well dk;Wireless;W. Bal; 7BH | | | \| 30′ 2″ | 8700 | | | River S. B. Corp.) | | 3SB;Columbia River S. B. Co; | S.S.No.1,Chstn9,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 7542HS;WP204lbs;2500SHP;EAC; | n shft6,24;M.&B.S.9,24; | |
| | | | | | | | | | | d rpd3,26;Dkd,s rps10,26 | Clh BB;CL | |
| | W.B.—A.P.152t;D.B.356′1170t;D | T.30′7 | 64t | .....F.P 137t | | | | | | | | |
| | F.O.—A.P.142t;D.B.311′ 911t;D | T.30′7 | 13t; S. | T.81t;F.P.128t | | | | | | | | |
| 15030 | **West Hardaway** | Scw | Am | Portland | 3532 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,708 | Steel | | 410 | 54.2 \| 27.6 | 5702 | 24′ | 3 | (Columbia [Ore. | ping Board | General Electric Co; | ✠AMS | |
| LQGN | 2D;SUB SIG;Wireless;W. Bal; 7BH | | | \| 30′ 2″ | 8700 | | | River S. B. Corp.) | | 3SB;Columbia River S. B. Co; | S.S.No.1,Mbl5,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 7542HS;WP210lbs;2500SHP;EAC; | M.S.5,23;B.S;shft drn7,26; | |
| | | | | | | | | | | Dkd,d rpd7,26 | Clh BB;CL | |
| | W.B.—A.P.152t;D.B.356′1170t;D | T.30′7 | 64t | .....F.P.137t | | | | | | | | |
| | F.O.—A.P.142t;D.B.311′ 911t;D | T.30′7 | 13t; S. | T.81t;F.P.128t | | | | | | | | |
| 15031 | **West Hargrave** | Scw | Am | Portland | 3926 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,935 | Steel | | 410 | 54.2 \| 27.6 | 6280 | 24′ | 4 | (Columbia [Ore | ping Board | De Laval Steam Turbine Co; | ✠AMS | |
| LQVB | 2D;Wireless;W. Bal; 7BH | | | \| 30′ 2″ | 8700 | | | River S. B. Corp.) | | 3SB;Columbia River S. B. Co; | shft drn8,22;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 7542HS;WP210lbs;2500SHP;EAC; | (Laid up) | |
| | | | | | | | | | | d rpd4,20;Dkd,s rps8,22 | | |
| | W.B.—A.P.152t;D.B.356′1170t;D | T.30′7 | 64t | .....F.P.137t | | | | | | | | |
| | F.O.—A.P.142t;D.B.311′ 911t;D | T.30′7 | 13t; S. | T.81t;F.P.128t | | | | | | | | |
| 15032 | **West Harlan** | Scw | Am | Portland | 3835 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,143 | Steel | | 410 | 54.2 \| 27.6 | 6167 | 24′ | 6 | (Columbia [Ore. | ping Board | De Laval Steam Turbine Co; | ✠AMS | |
| LRHF | 2D;SUB.SIG;Wireless;W. Bal; 7BH | | | \| 30′ 2″ | 8700 | | | River S. B. Corp.) | | 3SB;Columbia River S. B. Co; | shft drn3,21;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 7542HS;WP210lbs;2500SHP;EAC; | (Laid up) | |
| | | | | | | | | | | d rpd1,20;Dkd,s rps8,22 | | |
| | W.B.—A.P.152t;D.B.356′1170t;D | T.30′7 | 64t | .....F.P.137t | | | | | | | | |
| | F.O.—A.P.142t;D.B.311′ 911t;D | T.30′7 | 13t; S. | T.81t;F.P.128t | | | | | | | | |
| 15033 | **West Harshaw** | Scw | Am | Portland | 3560 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,532 | Steel | | 410 | 54.2 \| 27.6 | 5756 | 23′ 10½″ | 9 | (Columbia [Ore. | ping Board | General Electric Co; | ✠AMS | |
| LSBN | 2D;Well dk;Wireless; 7BH | | | \| 30′ 2″ | 8700 | | | River S. B. Corp.) | | 3SB;Columbia River S. B. Co; | S.S.No.1,Chstn8,24; | |
| | W. Bal;SUB.SIG; C-36 | | P43′ | B114′ F47′ | | | | | | 7542HS;WP210lbs;2500SHP;EAC; | n shft6,22;M.S.8,24; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd4,26;s rps7,26 | shft drn7,25;B.S.7,26; | |
| | | | | | | | | | | | Clh BB;CL | |
| | W.B.—A.P.152t;D.B.356′1170t;D | T.30′7 | 64t | .....F.P.137t | | | | | | | | |
| | F.O.—A.P.142t;D.B.311′ 911t;D | T.30′7 | 13t; S. | T.81t;F.P.128t | | | | | | | | |
| 15034 | **West Hartland** | Scw | Am | Portland | 3540 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,750 | Steel | | 410 | 54.2 \| 27.5 | 5721 | 23′ 10½″ | 9 | (Columbia [Ore. | ping Board | General Electric Co; | ✠AMS | |
| LSKR | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | \| 30′ 2″ | 8700 | | | River S. B. Co.) | | 3SB;Columbia River S. B. Co; | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P43′ | B114′ F47′ | | | | | | 8007HS;WP210lbs;2500SHP;EAC; | (Laid up) | |
| | | | | | | | | | | d rpd6,21;Dkd,s rps5,25 | | |
| | W.B.—A.P.152t;D.B.356′1170t;D | T.30′7 | 64t | .....F.P.137t | | | | | | | | |
| | F.O.—A.P.142t;D.B.311′ 911t;D | T.30′7 | 13t; S. | T.81t;F.P.128t | | | | | | | | |
| 15035 | **West Hartley** | Scw | Am | Portland | 3560 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,877 | Steel | | 410 | 54.2 \| 27.5 | 5757 | 23′ 10½″ | 9 | (Columbia [Ore. | ping Board | General Electric Co; | ✠AMS | |
| LSRP | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | \| 30′ 2″ | 8700 | | | River S. B. Co.) | | 3SB;Columbia River S. B. Co; | n shft11,20;Clh BB;CL | |
| | Oil fuel F. P above 150° F. C-36 | | P43′ | B114′ F47′ | | | | | | 8007HS;WP210lbs;2500SHP;EAC; | (Laid up) | |
| | | | | | | | | | | Dkd,d rpd11,20 | | |
| | W.B.—A.P.152t;D.B.356′1170t;D | T.30′7 | 64t | .....F.P.137t | | | | | | | | |
| | F.O.—A.P.142t;D.B.311′ 911t;D | T.30′7 | 13t; S. | T.81t;F.P.128t | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15036 218,675 LSGJ | **West Harts** Steel 2D;Wireless;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.152t;D.B.356'1170t;D. T.30'7 F.O.—A.P.142t;D.B.311' 911t;D. T.30'7 | Scw | Am | Portland 410 54.2 \| 27.6 \| 30' 2" P43' B114' F47' 64t.....F.P.137t 13t; S. T.81t;F.P.128t | 3835 6167 8700 | 6' 5" 23' 10½" | 1919 8 | Portland, (Columbia River S. B. Co.) [Ore. | U. S. Shipping Board | Stm Tbn; General Electric Co; 3SB;Columbia River S. B. Co; 7542HS;WP210lbs;2500SHP;EAC; d rpd10,20;Dkd,s rps5,25 | ✠A1Ⓔ ✠AMS shft drn2,24;BBP;CL (Laid up) | |
| 15037 219,421 LVFD | **West Hassayampa** Steel 2D;Wireless;SUB.SIG; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.152t;D.B.356'1170t;D. T.30'7 F.O.—A.P.142t;D.B.311' 911t;D. T.30'7 | Scw | Am | Portland 410 54.2 \| 27.6 \| 30' 2" P43' B114' F47' 64t.....F.P.137t 13t; S. T.81t;F.P.128t | 3560 5757 8700 | 6' 5" 23' 10½" | 1920 1 | Portland, (Columbia River S. B. Co.) [Ore. | U. S. Shipping Board | Stm Tbn; General Electric Co; 3SB;Columbia River S. B. Co; 8007HS;WP210lbs;2500SHP;EAC; d rpd3,20;Dkd,s rps12,20 | ✠A1Ⓔ ✠AMS shft drn12,20;BBP;CL (Laid up) | |
| 15038 215,889 LJMT | **West Haven** Steel 2D;Wireless;W. Bal; 5BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.340t;D.B.356'1264t;F. P.120t F.O.....D.B.311'1001t..... | Scw | Am | Seattle 409.6 54.1 \| 27.1 P43' B113' F46' | 4140 5781 8700 | 5' 10" 24' 2" | 1917 12 | Seattle, (Skinner & Eddy Corp.) [Wash. | U. S. Shipping Board | 3Cyl TE25,42,72x48; Puget Sound Mchy. Depot; 3SB;Commercial Boiler Wks; 8086HS;WP210lbs;2700IHP; Dkd,d rpd7,26;s rps11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Balt10,22; M.S.2,22;n shft6,26;B.S.7,26; Clh BB;CL | |
| 15039 217,727 LQHM | **West Helix** Steel 2D;SUB.SIG;Wireless;W. Bal 7BH C-36 W.B.—A.P.39t;D.B.355'1259t;D. T.29' 8 | Scw | Am | Seattle 409.7 54.2 \| 27.7 \| 30' 2½" 35t; F. P.148t | 3517 5651 8800 | 6' 4½" 24' | 1919 5 | Seattle, (J. F. Duthie & Co.) [Wash. | U. S. Shipping Board | 3Cyl TE24½,41½,72x48; Llewellyn Iron Wks; 3SB;Willamette I. & S. Wks; 189GS;8112HS;WP210lbs;2800IHP; EAC;d rpd6,20;Dkd8,22;s rps4,23 | ✠A1Ⓔ ✠AMS shft drn8,22; Clh BB;CL (Laid up) | |
| 15040 218,111 LRGF | **West Hematite** Steel 2D;SUB.SIG;Wireless;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.39t;D.B.355'1259t;D. T.29'7 F.O.....D.B.310' 990t;D. T.29'6 | Scw | Am | Seattle 409.7 54.2 \| 27.7 \| 30' 2½" 43t.....F.P.148t 94t; S. T.87t..... | 3491 5621 8800 | 6' 4½" 24' | 1919 6 | Seattle, (J. F. Duthie & Co.) [Wash. | U. S. Shipping Board | 3Cyl TE24½,41½,72x48; Llewellyn Iron Wks; 3SB;Willamette I. & S. Wks; 8112HS;WP210lbs;2800IHP;EAC; Dkd,d rpd3,26;s rps10,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NO9,23; M.S.9,23;shft drn2,25;B.S.9,25; Clh BB;CL | |
| 15041 217,981 LQWJ | **West Hembrie** Steel 2D;SUB.SIG;Wireless;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.39t;D.B.355'1259t;D. T.29' 8 | Scw | Am | Seattle 409.7 54.2 \| 27.7 \| 30' 2½" 35t; F. P.148t | 3605 5779 8800 | 6' 4½" 24' | 1919 5 | Seattle, (J. F. Duthie & Co.) [Wash. | U. S. Shipping Board | 3Cyl TE24½,41½,72x48; Hooven, Owens, Rentschler Co; 3SB;Willamette I. & S. Wks; 8112HS;WP210lbs;2800IHP;EAC; d rpd12,20;s rps12,22;Dkd5,24 | ✠A1Ⓔ ✠AMS Clh BB;CL (Laid up) | |
| 15042 218,426 LRTM | **West Henshaw** Steel 2D;Wireless;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.39t;D.B.355'1259t;D. T.29'7 F.O.....D.B.310' 990t;D. T.29'6 | Scw | Am | Seattle 409.7 54.2 \| 27.7 \| 30' 2½" 43t.....F.P.148t 94t; S. T.87t..... | 3529 5681 8800 | 6' 4½" 24' | 1919 7 | Seattle, (J. F. Duthie & Co.) [Wash. | U. S. Shipping Board | 3Cyl TE24½,41½,72x48; Hooven, Owens, Rentschler Co; 3SB;Willamette I. & S. Wks; 8112HS;WP210lbs;2800IHP;EAC; d rpd8,21;Dkd,s rps9,26 | ✠A1Ⓔ ✠AMS S.S.No.1,SanF9,23; shft drn;M.S.9,23;B.S.12,25; Clh BB;CL | |
| 15043 219,523 LVKS | **West Hika** Steel 2D;Wireless;SUB.SIG;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.242t;D.B.356'1241t..... F.O.....D.B.306' 951t;D. T. 640 | Scw | Am | San Pedro 410.5 54.2 \| 27.2 \| 29' 9½" P43' B114' F46' ..... ..... 0;S.T.4 | 3351 5372 8600 | 6' 23' 11" | 1920 1 | San Pedro, (Los Angeles S. B. & D. D. Co; S. B. & D. D. Co.) [Cal. | U. S. Shipping Board | 3Cyl TE28½,47,78x48; Los Angeles S. B. & D. D. Co; 3WTB;Springfield Bir. Wks; 12450HS;WP225lbs;3500IHP;EAC; Dkd2,26;d rpd7,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Ches10,24; M.S.10,24;shft drn2,26; B.S.5,26;Clh BB;CL | |

The ✠ prefixed to the class symbol denotes Vessels built under Supervision of the Bureau. No Vessel will be classed or rated unless surveyed and opened according to rules. The publication of the particulars of unclassed vessels is for general information only. As no surveys have been held on such vessels, no opinion is expressed as to their character.

| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15044 | **West Himrod** | Scw | Am | Los Ang's | 3729 | 6′ | 1920 | San Pedro, | U. S. Ship- | 3Cyl TE28½,47,78x48; | ✠A1Ⓔ | |
| 219,640 | Steel | | 410 | 54.2 \| 27.2 \| 29′ 9¼″ | 5940 | 23′ 11½″ | 2 | (Los Angeles [Cal. | ping Board | Los Angeles S. B. & D. D. Co; | ✠AMS | |
| LVRF | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | | | 8600 | | | S. B. & D. D. Co.) | | 3WTB;Springfield Blr. Wks; | S.S.No.1,Seat6,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P43′ | B114′ F46′ | | | | | | 12450HS;WP225lbs;3500IHP;EAC; | B.S:shft drn10,23;M.S.6,24; | |
| | | | | | | | | | | d rpd2,26;s rps4,26;Dkd8,26 | Clh BB;CL | |
| | W.B.—A.P.242t;D.B.356′1241t.. | ..... | ..... | ..F.P.109t | | | | | | | (Laid up) | |
| | F.O.....D.B.306′ 951t;D | .T. 640 | t;S.T.4 | 9t..... | | | | | | | | |
| 15045 | **West Hixton** | Scw | Am | Los Ang's | 3343 | 6′ | 1920 | San Pedro, | U. S. Ship- | 3Cyl TE28½,47,78x48; | ✠A1Ⓔ | |
| 219,775 | Steel | | 410 | 54.4 \| 27.2 \| 29′ 9″ | 5376 | 23′ 11″ | 4 | (Los Angeles [Cal. | ping Board | Los Angeles S. B. & D. D. Co; | ✠AMS | |
| LWCF | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | | 8800 | | | S. B. & D. D. Co.) | | 3WTB;Springfield Blr. Wks; | M.S.6,24;n shft9,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P43′ | B114′ F46′ | | | | | | 12450HS;WP225lbs;3500IHP;EAC; | | |
| | | | | | | | | | | Dkd,s rps9,26;Exmd11,26 | | |
| | W.B.—A.P.242t;D.B.356′1241t.. | ..... | ..... | ..F.P.109t | | | | | | | | |
| | F.O.....D.B.306′ 951t;D | .T. 640 | t;S.T.4 | 9t..... | | | | | | | | |
| 15046 | **West Hobomac** | Scw | Am | Seattle | 3385 | 5′ 10″ | 1918 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,786 | Steel | | 409.6 | 54.2 \| 27.1 \| 29′ 9″ | 5527 | 24′ 1½″ | 10 | (Skinner [Wash. | ping Board | General Electric Co; | ✠AMS | |
| LMPD | 2D;W. Bal;Wireless; 8BH | | | | 8800 | | | & Eddy Corp.) | | 3SB;Commercial Blr. Wks; | S.S.No.1,NO8,23; | |
| | 7BH to Fbd dk | | | | | | | | | 8100HS;WP210lbs;2500SHP;EAC; | M.S.8,23;shft drn9,25;B.S.5,26; | |
| | 1BH to 2d dk | | P44′ | B115′ F47′ | | | | | | d rpd1,25;rps9,25;Dkd,s rps5,26; | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | Exmd9,26 | | |
| | W.B.—A.P.340t;D B.356′1264t;D | .T.41′1 | 082t.. | .....F.P.120t | | | | | | | | |
| | F.O.—A.P.317t;D.B.311′1001t.. | ..... | .....S. | T.79t;F.P.112t | | | | | | | | |
| 15047 | **West Holbrook** | Scw | Am | Los Ang's | 3343 | 6′ | 1920 | Los Angeles, | U. S. Ship- | 3Cyl TE28½,47,78x48; | ✠A1Ⓔ | |
| 220,200 | Steel | | 410 | 54.4 \| 27.2 \| 29′ 9″ | 5376 | 23′ 11″ | 7 | (Los Angeles [Cal. | ping Board | Los Angeles S. B. & D. D. Co; | ✠AMS | |
| LWSC | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | | 8600 | | | S. B. & D. D. Co.) | | 3WTB;Springfield Blr. Wks; | S.S.No.1,SanF7,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P43′ | B114′ F46′ | | | | | | 12450HS;WP225lbs;3500IHP;EAC; | M.S.7,24;shft drn6,26; | |
| | | | | | | | | | | d rpd1,26;Dkd7,26;s rps10,26 | B.S.10,26;Clh BB;CL | |
| | W.B.—A.P.242t;D.B.356′1241t.. | ..... | ..... | ..F.P.109t | | | | | | | | |
| | F.O.....D.B.306′ 951t;D | .T. 640 | t;S.T.4 | 9t..... | | | | | | | | |
| 15048 | **West Honaker** | Scw | Am | Los Ang's | 3343 | 6′ | 1920 | San Pedro, | U. S. Ship- | 3Cyl TE28½,47,78x48; | ✠A1Ⓔ | |
| 220,842 | Steel | | 410 | 54 \| 27.2 \| 29′ 9″ | 5376 | 23′ 11″ | 12 | (Los Angeles [Cal. | ping Board | Los Angeles S. B. & D. D. Co; | ✠AMS | |
| MBWQ | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | | | 8600 | | | S. B. & D. D. Co.) | | 3WTB;Springfield Blr. Wks; | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P43′ | B114′ F46′ | | | | | | 12450HS;WP225lbs;3500IHP;EAC; | (Laid up) | |
| | | | | | | | | | | Dkd5,25 | | |
| | W.B.—A.P.242t;D.B.356′1241t.. | ..... | ..... | ..F.P.109t | | | | | | | | |
| | F.O.....D.B.306′ 951t;D | .T. 640 | t;S.T.4 | 9t..... | | | | | | | | |
| 15049 | **West Hosokie** | Scw | Am | Seattle | 3472 | 5′ 10″ | 1918 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,848 | Steel | | 409.6 | 54.2 \| 27.1 \| 29′ 9″ | 5561 | 24′ 1½″ | 9 | (Skinner [Wash. | ping Board | General Electric Co; | ✠AMS | |
| LMSH | 2D;Wireless;W. Bal; 8BH | | | | 8800 | | | & Eddy Corp.) | | 3SB;Commercial Blr. Wks; | shft drn1,24;Clh BB;CL | |
| | 7BH to Fbd dk | | | | | | | | | 8100HS;WP210lbs;2500SHP;EAC; | (Laid up) | |
| | 1BH to 2d dk | | | | | | | | | Dkd,s rps1,24 | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.340t;D.B.356′1264t;D | .T.41′1 | 082t.. | .....F.P.120t | | | | | | | | |
| | F.O.....D.B.311′1001t.. | ..... | .....S. | T.79t..... | | | | | | | | |
| 15050 | **West Humhaw** | Scw | Am | Seattle | 3385 | 5′ 10″ | 1918 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,925 | Steel | | 409.6 | 54.2 \| 27.1 \| 29′ 9″ | 5527 | 24′ 1½″ | 10 | (Skinner [Wash. | ping Board | General Electric Co; | ✠AMS | |
| LMWF | 2D;SUB.SIG;Wireless; 8BH | | | | 8554 | | | & Eddy Corp.) | | 3SB;Willamette I. & S. Wks; | S.S.No.2,NY5,26; | |
| | W. Bal; 7BH to Fbd dk | | | | | | | | | 8112HS;WP210lbs;2500SHP;EAC; | n shft12,24;M.&B.S.5,26; | |
| | 1BH to 2d dk | | | | | | | | | Dkd,d rpd10,26 | shft drn10,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.340t;D.B.356′1264t;D | .T.41′1 | 082t.. | .....F.P.120t | | | | | | | | |
| | F.O.....D.B.311′1001t;D | .T.41′1 | 010t;S. | T.79t..... | | | | | | | | |
| 15051 | **West Imboden** | Scw | Am | Portland | 3570 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,617 | Steel | | 410 | 54.2 \| 27.7 | 5751 | 24′ | 3 | (Columbia [Ore. | ping Board | General Electric Co; | ✠AMS | |
| LQBG | 2D;Wireless;SUB.SIG; 7BH | | P44′ | B115′ F46′ | 8700 | | | River S. B. Co.) | | 3SB;Columbia River S. B. Co; | S.S.Gvstn8,20; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 8007HS;WP210lbs;2500SHP; | shft drn5,22;Clh BB;CL | |
| | | | | | | | | | | Dkd,d rpd3,23;Exmd4,23 | (Laid up) | |
| | W.B.—A.P.152t;D.B.356′1170t;D | .T.30′7 | 64t..... | .....F.P.137t | | | | | | | | |
| | F.O.—A.P.142t;D.B.311′ 911t;D | .T.30′7 | 13t; S. | T.81t;F.P.128t | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15052 216,310 LKRC | **West Indian** Steel 2D;W. Bal;Wireless;SUB.SIG; 7BH Oil fuel F. P. above 150° F. | Scw | Am | Portland 410 \| 54.2 \| 27.6 30′ 2″ P44′ B115′ F47′ | 3485 5702 8800 | 6′ 5″ 24′ | 1918 5 | Portland, (Columbia [Ore. River S. B. Co.) | U. S. Shipping Board | Stm Tbn; Kerr Turbine Co; 3SB;Columbia River S. B. Co; 7404HS;WP210lbs;2500SHP | ✠A1Ⓔ ✠AMS (Laid up) | |
| | W.B.—A.P.44t;D.B.353′1199t;F. F.O.....D.B.305′ 924t... | P.137t ..... | | | | | | | | | | |
| 15053 218,732 LSKB | **West Inskip** Steel 2D;Wireless;SUB.SIG;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 | Scw | Am | New York 410.4 \| 54 \| 29.7 29′ 9″ P43′ B114′ F46′ | 3457 5555 9600 | 5′ 10½″ 24′ 1″ | 1919 9 | East San Pedro, Cal (Southwestern S. B. Co.) | Grace S.S. Co. | 3CylTE24½,41½,72x48; Llewellyn Iron Wks; 3SB;Willamette I. & S. Wks; 8112HS;WP210lbs;2800IHP;EAC; d rpd6,26;Dkd,s rps10,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Ches12,23; n shft11,22;M.S.12,23;B.S.1,26; shft drn4,26;Cih BB;CL | |
| | W.B.—A.P.230t;D.B.356′1270t;D F.O.....D.B.311′ 995t;D | T.27′6 T.27′5 | 40t.. 98t; S. | .....F.P.135t T.87t;F.P.126t | | | | | | | | |
| 15054 219,060 LTGQ | **West Ira** Steel 2D;Wireless;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 | Scw | Am | Seattle 410.5 \| 54.2 \| 29.2 31′ 11″ P44′ B119′ F47′ | 3643 5879 9600 | 6′ 6″ 25′ 7″ | 1919 10 | Seattle, (Ames [Wash. S. B. & D. D. Co.) | U. S. Shipping Board | 3CylTE24½,41½,72x48; Canadian Allis-Chalmers, Lim; 3SB;Puget Sound Mchy. Depot; 8946HS;WP210lbs;2800IHP;EAC; Dkd,d rpd7,26;s rps11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NO9,24; n shft6,24;M.S.9,24; shft drn2,25;B.S.11,25; Cih BB;CL | |
| | W.B.—A.P.273t;D.B.353′838t;D. F.O.—A.P.255t;D.B.331′690t;D. | T.34′1 T.34′ | 000t.. 934t;S. | .....F.P.110t T.58t;F.P.103t | | | | | | | | |
| 15055 218,025 LRCB | **West Irmo** Steel 2D;SUB.SIG;Wireless;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 | Scw | Am | New York 409.8 \| 54.2 \| 29.2 31′11″ P44′ B119′ F47′ | 3670 5900 8000 | 6′ 6″ 25′ 7″ | 1919 5 | Seattle, (Ames [Wash. S. B. & D. D. Co.) | U. S. Shipping Board | 3CylTE24½,41½,72x48; O'Neil Iron Wks, Inc; 3SB;Willamette I. & S. Wks; 8112HS;WP210lbs;2800IHP;EAC; d rpd6,25;rps4,26;Dkd,s rps9,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY1,24; M.S.1,24;B.S;n shft4,26; Cih BB;CL | |
| | W.B.—A.P.273t;D.B.353′838t;D. F.O. .....D.B.331′690t;D. | T.34′1 T.34′ | 000t.. 934t;S. | .....F.P.110t T.58t..... | | | | | | | | |
| 15056 218,638 LSFQ | **West Isleta** Steel 2D;SUB.SIG;Wireless;W. Bal 7BH C-36 | Scw | Am | Seattle 409.8 \| 54.2 \| 29.2 31′11″ P44′ B119′ F47′ | 3508 5680 8800 | 6′ 6″ 25′ 7″ | 1919 8 | Seattle, (Ames [Wash. S. B. & D. D. Co.) | American South African Line, Inc. | 3CylTE26,43,73x48; Ames S. B. & D. D. Co; 3SB;Ames S. B. & D. D. Co; 216GS;8571HS;WP200lbs;3000IHP; EAC;d rpd1,26;Dkd,s rps11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Balt7,23; n shft10,22; shft drn9,25;B.S.6,26; M.S.11,26;Cih BB;CL | |
| | W.B.—A.P.273t;D.B.353′838t;D. F.O.—A.P.255t;D.B.331′690t;D. | T.34′1 T.34′ | 000t.. 934t;S. | .....F.P.110t T.58t;F.P.103t | | | | | | | | |
| 15057 218,782 LSNC | **West Islip** Steel 2D;Wireless;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 | Scw | Am | Seattle 409.8 \| 54.2 \| 29.2 31′11″ P44′ B119′ F47′ | 3572 5775 9600 | 6′ 6″ 25′ 7″ | 1919 8 | Seattle, (Ames [Wash. S. B. & D. D. Co.) | U. S. Shipping Board | 3CylTE26,43,73x48; Ames S. B. & D. D. Co; 3SB;Puget Sound Mchy. Depot; 8946HS;WP210lbs;3000IHP;EAC; Dkd,d rpd2,26;s rps8,26 | ✠A1Ⓔ ✠AMS S.S.No.1,SanF2,24; M.S.2,24;n shft2,25;B.S.10,25; Cih BB;CL | |
| | W.B.—A.P.273t;D.B.353′838t;D. F.O.—A.P.255t;D.B.331′690t;D. | T.34′1 T.34′ | 000t.. 934t;S. | .....F.P.110t T.58t;F.P.103t | | | | | | | | |
| 15058 218,942 LSWJ | **West Ison** Steel 2D;Wireless;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 | Scw | Am | Seattle 410.5 \| 54.2 \| 29.2 31′ 11″ P44′ B119′ F47′ | 3571 5773 9600 | 6′ 6″ 25′ 7″ | 1919 9 | Seattle, (Ames [Wash. S. B. & D. D. Co.) | U. S. Shipping Board | 3CylTE26,43,73x48; Ames S. B. & D. D. Co; 3SB;Ames S. B. & D. D. Co; 8571HS;WP200lbs;3000IHP;EAC; d rpd1,25;s rps5,25;Dkd4,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Seat7,23; n shft;M.S.7,23;B.S.10,26; Cih BB:CL | |
| | W.B.—A.P.273t;D.B.353′838t;D. F.O.—A.P.255t;D.B.331′690t;D. | T.34′1 T.34′ | 000t.. 934t;S. | .....F.P.110t T.58t;F.P.103t | | | | | | | | |
| 15059 219,541 LVMD | **West Ivan** Steel 2D;SUB.SIG;Wireless; 7BH Oil fuel F. P. above 150° F. C-36 | Scw | Am | Seattle 410.3 \| 54.2 \| 27.7 30′ 2½″ | 3466 5587 9600 | 6′ 4½″ 24′ | 1920 1 | Seattle, (J. F. Duthie & Co.) [Wash. | U. S. Shipping Board | 3CylTE24½,41½,72x48; Hooven, Owens, Rentschler Co; 3SB;Willamette I. & S. Wks; WP210lbs;8112HS;2800IHP;EAC; l d rpd9,24;Dkd,d rpd6,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Man9,24; M.&B.S.9,24;n shft6,26; Cih BB;CL | |
| | W.B.—A.P.39t;D.B.355′1259t;D. F.O.....D.B.310′ 990t;D. | T.29′7 T.29′6 | 43t... 94t; S. | .....F.P.148t T.87t..... | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. Bth. Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When Built. | Where Built. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15060 | **West Ivis** | Scw | Am | Seattle | 3634 | 6′ 6″ | 1919 | Seattle, | U. S. Ship- | 3CylTE26,43,73x48; | ✠A1Ⓔ | |
| 219,305 | Steel | | 410.5 | 54.2 \| 29.2 | 5866 | 25′ 7″ | 11 | (Ames [Wash. | ping Board | Seattle Mach. Wks; | ✠AMS | |
| LTWH | 2D;Wireless; 7BH | | | \| 31′ 10½″ | 8766 | | | S. B. & D. D. Co.) | | 3SB;Ames S. B. & D. D. Co; | S.S.No.1,Gvstn4,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P44′ | B119′ F47′ | | | | | | 9312HS;WP200lbs;3000IHP;EAC; | n shft 6,11;M.S.4,24; | |
| | | | | | | | | | | Dkd3,26;s rps8,26 | shft drn5,25;B.S.4,26; | |
| | W.B.—A.P.273t;D.B.353′838t;D. | T.34′1 | 000t | .....F.P.110t | | | | | | | Clh BB;CL | |
| | F.O.—A.P.255t;D.B.331′690t;D. | T.34′ | 934t;S. | T.58t;F.P.103t | | | | | | | | |
| 15061 | **West Jaffrey** | Scw | Am | Portland | 3487 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,965 | Steel | | 409.8 | 54.2 \| 27.7 | 5663 | 24′ | 11 | (Northwest [Ore. | ping Board | Midwest Eng. Co; | ✠AMS | |
| LTBP | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | \| 30′ 2″ | 8800 | | | Steel Co.) | | 3SB;Columbia River S. B. Co; | S.S.No.1,NO10,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P47′ | B119′ F44′ | | | | | | 8271HS;WP210lbs;2800SHP; | M.S;n shft10,24;B.S.10,26; | |
| | | | | | | | | | | rps10,24;Dkd,s rps10,26 | Clh BB;CL | |
| | W.B.—A.P.148t;D.B.356′1181t;D | T.29′7 | 44t | .....F.P.132t | | | | | | | | |
| | F.O.—A.P.138t;D.B.310′ 922t;D | T.29′6 | 95t; S. | T.80t;F.P.123t | | | | | | | | |
| 15062 | **West Kader** | Scw | Am | San Fran. | 3468 | 5′ 9½″ | 1920 | San Fran- | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ | |
| 219,393 | Steel | | 410.5 | 54 \| 27.1 | 5570 | 24′ 1½″ | 1 | cisco, Cal. | ping Board | Joshua Hendy Iron Wks; | ✠AMS | |
| LVCP | 2D;Wireless;SUB.SIG; 7BH | | | \| 29′ 9″ | 8614 | | | (Shaw, Batcher | | 3SB;Willamette I. & S. Wks; | S.S.No.1,Seat7,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P60′ | B114′ F46′ | | | | Co.) | | 8112HS;WP210lbs;2800IHP;EAC; | n shft2,23;M.S.7,24; | |
| | | | | | | | | | | Dkd,d rpd6,26;d rpd10,26 | shft drn2,26;B.S.3,26; | |
| | W.B.—A.P.269t;D.B.355′1288t;D | T.601t | ..... | .F.P.131t | | | | | | | Clh BB;CL | |
| | F.O.....D.B.310′1011t;D | T.561t | S.T.88t | ..... | | | | | | | | |
| 15063 | **West Kasson** | Scw | Am | New York | 3443 | 5′ 10″ | 1919 | Long Beach, | Grace S.S. | 3CylTE24½,41½,72x48; | ✠A1Ⓔ | |
| 218,254 | Steel | | 410.5 | 54.3 \| 27.2 | 5496 | 24′ 1½″ | 6 | (Long [Cal. | Co. | Llewellyn Iron Wks; | ✠AMS | |
| LRMW | 2D;SUB.SIG;Wireless;W. Bal; 7BH | | | \| 29′ 9½″ | 8800 | | | Beach S. B. Co.) | | 3SB;Willamette I. & S. Wks; | S.S.No.1,NO11,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 8112HS;WP210lbs;2800IHP;EAC; | n shft3,22;M.S.11,23; | |
| | | | | | | | | | | l d rpd3,26;Dkd,d rpd9,26 | shft drn2,26;B.S.3,26; | |
| | W.B.—A.P.284t;D.B.356′1287t;D | T.29′7 | 13t | .....F.P.134t | | | | | | | Clh BB;CL | |
| | F.O.....D.B.313′1019t;D | T.29′6 | 65t; S. | T.88t..... | | | | | | | | |
| 15064 | **West Katan** | Scw | Am | Los Ang's | 3487 | 5′ 10″ | 1919 | Long Beach, | California | 3CylTE24½,41½,72x48; | ✠A1Ⓔ | |
| 218,893 | Steel | | 410.4 | 54 \| 27.2 | 5561 | 24′ 1½″ | 9 | (Long [Cal. | & Eastern S.S. | Llewellyn Iron Wks; | ✠AMS | |
| LSTK | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | \| 29′ 9½″ | 8800 | | | Beach S. B. Co.) | Co., Inc. | 3SB;Willamette I. & S. Wks; | S.S.No.1,SanF8,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | P60′ | B114′ F47′ | | | | | | 8112HS;WP210lbs;2800IHP;EAC; | M.S.8,23;n shft11,25; | |
| | | | | | | | | | | d rpd4,23;Dkd,s rps11,26 | B.S;shft drn11,26;Clh BB;CL | |
| | W.B.—A.P.284t;D.B.356′1287t;D | T.29′7 | 13t | .....F.P.134t | | | | | | | | |
| | F.O.....D.B.313′1019t;D | T.29′6 | 65t; S. | T.88t..... | | | | | | | | |
| 15065 | **West Keats** | Scw | Am | Los Ang's | 3496 | 5′ 10″ | 1920 | Long Beach, | California | 3CylTE24½,41½,72x48; | ✠A1Ⓔ | |
| 219,938 | Steel | | 410.5 | 54.3 \| 27.2 | 5997 | 24′ 2″ | 4 | (Long Beach [Cal. | & Eastern S.S. Co. | Long Beach S. B. Co; | ✠AMS | |
| LWJR | 2D;SUB.SIG;Wireless;W. Bal; 7BH | | | \| 29′ 9″ | 8800 | | | S. B. Co.) | | 3SB;Columbia River S. B. Co; | S.S.No.1,PtdO10,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P60′ | B114′ F47′ | | | | | | 8769HS;WP210lbs;2800IHP;EAC; | M.S.10,24;n shft;B.S.5,25; | |
| | | | | | | | | | | Dkd,d rpd9,25;s rps3,26 | Clh BB;CL | |
| | W.B.—A.P.284t;D.B.356′1287t;D | T.29′7 | 13t | .....F.P.134t | | | | | | | | |
| | F.O.....D.B.313′1019t;D | T.29′6 | 65t; S. | T.88t..... | | | | | | | | |
| 15066 | **West Kebar** | Scw | Am | Los Ang's | 3516 | 5′ 10″ | 1920 | Long Beach, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ | |
| 220,316 | Steel | | 410.5 | 54.3 \| 27.2 | 5620 | 24′ 1½″ | 12 | (Long Beach [Cal. | ping Board | Long Beach S. B. Co; | ✠AMS | |
| LWVQ | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | | \| 29′ 9″ | 8800 | | | S. B. Co.) | | 3SB;Willamette I. & S. Wks; | S.S.No.1,Mbl10,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P60′ | B114′ F42′ | | | | | | 8112HS;WP210lbs;2800IHP;EAC; | M.S.10,24;B.S.3,25;n shft8,26; | |
| | | | | | | | | | | d rpd3,24;Dkd,s rps8,26 | Clh BB;CL | |
| | W.B.—A.P.284t;D.B.356′1287t;D | T.29′7 | 13t | .....F.P.134t | | | | | | | | |
| | F.O.—A.P.265t;D.B.313′1019t;D | T.29′6 | 65t; S. | T.88t;F.P.125t | | | | | | | | |
| 15067 | **West Kedron** | Scw | Am | Los Ang's | 3516 | 5′ 10″ | 1920 | Long Beach, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ | |
| 220,317 | Steel | | 410 | 54.3 \| 27.2 | 5620 | 24′ 1½″ | 7 | (Long [Cal. | ping Board | Long Beach S. B. Co; | ✠AMS | |
| LWVR | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | \| 29′ 9″ | 8800 | | | Beach S. B. Co.) | | 3SB;Willamette I. & S. Wks; | S.S.No.1,NY9,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P60′ | B114′ F47′ | | | | | | 8112HS;WP210lbs;2800IHP;EAC; | n shft5,23;M.S.9,24; | |
| | | | | | | | | | | Dkd,d rpd7,26;s rps9,26;Exmd11,26 | shft drn6,26;B.S.7,26; | |
| | W.B.—A.P.284t;D.B.356′1287t;D | T.29′7 | 13t | .....F.P.134t | | | | | | | Clh BB;CL | |
| | F.O.....D.B.313′1019t;D | T.29′6 | 65t; S. | T.88t..... | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. Deck | Bth. Erections | Dth. Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15068 | **West Keene** | Scw | Am | Los Ang's | | | 3503 | 5′ 10″ | 1919 | Long Beach, | U. S. Ship- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ | |
| 218,674 | Steel | | 410 | 54 | 27.2 | | 5600 | 24′ 1½″ | 8 | (Long [Cal. | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LSGH | 2D;W. Bal;Wireless; 7BH | | | | 29′ 9½′ | | 8731 | | | Beach S. B. Co.) | | 3SB;Willamette I. & S. Wks; | S.S.No.1,NY1,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | 8112HS;WP210lbs;2800IHP;EAC; | M.&B.S.1,24;shft drn6,25; | |
| | | | | | | | | | | | | d rpd12,22;s rps6,25;Dkd3,26 | Clh BB;CL | |
| | W.B.—A.P.284t;D.B.356′1287t;D | .T.29′7 | 13t. . . | | | .F.P.134t | | | | | | | | |
| | F.O. . . . . D.B.313′1019t;D | T.29′6 | 65t; S. | T.88t. . . . . | | | | | | | | | | |
| 15069 | **West Kyska** | Scw | Am | Portland | | | 4495 | 6′ 5″ | 1918 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,224 | xWest Yaquina Steel | | 409.8 | 54.2 | 27.7 | | 6096 | 24′ | 11 | (Northwest [Ore | ping Board | General Electric Co; | ✠AMS | |
| LNST | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | | | 30′ 2″ | | 8800 | | | Steel Co.) | | 3SB;Willamette I. & S. Wks; | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P47′ | B115′ | F44′ | | | | | | | 8112HS;WP210lbs;2500SHP. | (Laid up) | |
| | W.B.—A.P.148t;D.B.356′1181t;D | .T.29′7 | 44t. . . | | | .F.P.132t | | | | | | | | |
| | F.O.—A.P.138t;D.B.310′ 922t;D | .T.29′6 | 95t; S. | T.80t; | F.P.123t | | | | | | | | | |
| 15070 | **West Lake** | Scw | Am | Seattle | | | 4101 | 5′ 10″ | 1918 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,044 | Steel | | 409.6 | 54.1 | 27.1 | | 5771 | 24′ 1½″ | 3 | (Skinner [Wash | ping Board | General Electric Co; | ✠AMS | |
| LJSP | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | | | 29′ 9″ | | 8800 | | | & Eddy Corp.) | | 3SB;Skinner & Eddy Corp; | S.S.No.1,Balt5,22; | |
| | Oil fuel F. P. above 150° F. C-36 | | P46′ | B115′ | F47′ | | | | | | | 8086HS;WP210lbs;2500SHP;EAC; | M.S.5,22;n shft5,23; | |
| | | | | | | | | | | | | Dkd,d rpd10,24;s rps12,24 | B.S.4,24;shft drn10,24; | |
| | W.B.—A.P.340t;D.B.356′1264t;F | .P.120t | | | | | | | | | | | Clh BB;CL | |
| | F.O. . . . . D.B.311′1001t. . | . . . . . | | | | | | | | | | | (Laid up) | |
| 15071 | **West Lashaway** | Scw | Am | Seattle | | | 3376 | 5′ 10″ | 1918 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,002 | Steel | | 409.6 | 54.2 | 27.1 | | 5515 | 24′ 1½″ | 11 | (Skinner [Wash. | ping Board | General Electric Co; | ✠AMS | |
| LNDR | 2D;SUB.SIG;Wireless; 8BH | | | | 29′ 9″ | | 8800 | | | & Eddy Corp.) | | 3SB;Commercial Blr. Wks; | S.S.No.1,NY12,22; | |
| | W. Bal; 7BH to Fbd dk | | P43′ | B115′ | F47′ | | | | | | | 8100HS;WP210lbs;2500SHP;EAC | M.S.12,22;B.S.2,26; | |
| | 1BH to 2d dk | | | | | | | | | | | d rpd11,24;Dkd,s rps7.26 | shft drn7,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | | | |
| | W.B.—A.P.340t;D.B.356′1264t;D | .T.41′1 | 082t. . | | | .F.P.120t | | | | | | | | |
| | F.O. . . . . D.B.311′1001t. . | . . . . . | . . . . S. | T.79t. . . . . | | | | | | | | | | |
| 15072 | **West Lianga** | Scw | Am | Seattle | | | 4255 | 5′ 10″ | 1918 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,274 | Steel | | 409.6 | 54.2 | 27.1 | | 5673 | 24′ 1½″ | 5 | (Skinner [Wash. | ping Board | General Electric Co; | ✠AMS | |
| LKQR | 2D; 8BH | | | | 29′ 9″ | | 8800 | | | & Eddy Corp.) | | 3SB;Commercial Blr. Wks; | Clh BB;CL | |
| | SUB.SIG;Wireless; 7BH to Fbd dk | | P43′ | B115′ | F47′ | | | | | | | 7500HS;WP210lbs;2500SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | | | d rpd6,19;Dkd,rps6,21 | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | | | |
| | W.B.—A.P.340t;D.B.356′1264t;D | .T.41′1 | 082t. . | | | .F.P.120t | | | | | | | | |
| | F.O. . . . . D.B.311′1001t. . | . . . . . | . . . . S. | T.79t. . . . . | | | | | | | | | | |
| 15073 | **West Loquassuck** | Scw | Am | Seattle | | | 3463 | 5′ 10″ | 1918 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,070 | Steel | | 409.6 | 54.2 | 27.1 | | 5644 | 24′ 1½″ | 11 | (Skinner [Wash. | ping Board | General Electric Co; | ✠AMS | |
| LNHR | 2D;W. Bal;Wireless; 8BH | | | | 29′ 9″ | | 8800 | | | & Eddy Corp.) | | 3SB;Willamette I. & S. Wks; | S.S.No.1,Balt12,22; | |
| | 7BH to Fbd dk | | P43′ | B115′ | F47′ | | | | | | | 8100HS;WP210lbs;2500SHP;EAC; | M.&B.S.6.23;n shft11,26; | |
| | 1BH to 2d dk | | | | | | | | | | | Dkd,d rpd11,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | | | |
| | W.B.—A.P.340t;D.B.356′1264t;D | .T.41′1 | 082t. . | | | .F.P.120t | | | | | | | | |
| | F.O. . . . . D.B.311′1001t;D | .T.41′1 | 010t;S. | T.79t. . . . . | | | | | | | | | | |
| 15074 | **West Madaket** | Scw | Am | Seattle | | | 4099 | 5′ 10″ | 1918 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,176 | Steel | | 409.6 | 54.2 | 27.1 | | 5654 | 24′ 1½″ | 12 | (Skinner [Wash. | ping Board | General Electric Co; | ✠AMS | |
| LNQF | 2D;SUB.SIG;W. Bal;Wireless; 8BH | | | | 29′ 9″ | | 8800 | | | & Eddy Corp.) | | 3SB;Commercial Blr. Wks; | S.S.No.1,Nflk5,24; | |
| | 7BH to Fbd dk | | | | | | | | | | | 8085HS;WP210lbs;2500SHP;EAC; | shft drn;M.S.5,24;B.S.8,24; | |
| | 1BH to 2d dk | | | | | | | | | | | Dkd,d rpd1,25;s rps5,25 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | | (Laid up) | |
| | W.B.—A.P.340t;D.B.356′1264t;D | .T.41′1 | 082t. . | | | .F.P.120t | | | | | | | | |
| | F.O. . . . . D.B.311′1001t;D | .T.41′1 | 010t;S. | T.79t. . . . . | | | | | | | | | | |
| 15075 | **West Mahomet** | Scw | Am | Seattle | | | 3423 | 5′ 10″ | 1918 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,248 | Steel | | 409.6 | 54.2 | 27.1 | | 5527 | 24′ 1½″ | 12 | (Skinner [Wash. | ping Board | General Electric Co; | ✠AMS | |
| LNVG | 2D;W. Bal;Wireless; 8BH | | | | 29′ 9″ | | 8800 | | | & Eddy Corp.) | | 3SB;Commercial Blr. Wks; | S.S.No.1,NY2,23; | |
| | 7BH to Fbd dk | | | | | | | | | | | 8085HS;WP210lbs;2500SHP;EAC; | M.S.2,23;shft drn5,26;B.S.8,26; | |
| | 1BH to 2d dk | | | | | | | | | | | Dkd,rps8,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | | | |
| | W.B.—A.P.340t;D.B.356′1264t;D | .T.41′1 | 082t. . | | | .F.P.120t | | | | | | | | |
| | F.O. . . . . D.B.311′1001t;D | .T.41′1 | 010t;S. | T.79t. . . . . | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15076 | **West Mahwah** | Scw | Am | San Fran. | 3467 | 6′ 4½″ | 1920 | Seattle, | Pacific- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ | |
| 220,091 | Steel | | 410.3 | 54.2 \| 27.7 \| 30′ 2½″ | 5586 | 24′ | 5 | (J. F. Duthie & Co.) [Wash. | Argentine-Brazil Line | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LWPN | 2D;Wireless;W. Bal; 7BH | | | | 8800 | | | | | 3SB;Puget Sound Mchy. Depot; | S.S.No.1,NY5,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 8946HS;WP210lbs;2800IHP;EAC; | M.S.5,24;B.S.3,26;shft drn4,26; | |
| | | | | | | | | | | rps10,23;Dkd,s rps4,26 | Clh BB;CL | |
| | W.B.—A.P.39t;D.B.355′1259t;D. | T.29′ 7 | 43t. . . | .....F.P.148t | | | | | | | | |
| | F.O.....D.B.310′ 990t;D. | T.29′ 6 | 94t; S. | T.87t..... | | | | | | | | |
| 15077 | **West Marsh** | Scw | Br | Grimsby | 981 | | '96 | Sunderland, | Peter | 3Cyl TE19,31,51x36; | | BL |
| 104,297 | xCairisla Steel | | 259 | 36.8 \| 18.1 | 1594 | | 3 | (Short Bros.) [Eng. | Dixon & Son (Lim.) | 1SB;WP160lbs | | |
| PGLB | 1D;Deep frmg;W. Bal 4BH | | P20′ | B62′ F26′ | | | | | | | | |
| 15078 | **West Maximus** | Scw | Am | Seattle | 4006 | 5′ 10″ | 1919 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,861 | Steel | | 409.6 | 54.2 \| 27.1 \| 29′ 9″ | 5561 | 24′ 1½″ | 4 | (Skinner & Eddy Corp.) [Wash. | ping Board | General Electric Co; | ✠AMS | |
| LQRD | 2D;sub.sig;Wireless; 8BH | | | | 8800 | | | | | 3SB;Commercial Blr. Wks; | S.S.No.1,NptN4,23; | |
| | W. Bal; 7BH to Fbd dk 1BH to 2d dk | | | | | | | | | 8085HS;WP210lbs;2500SHP;EAC; | shft drn7,24;M.&B.S.10,26; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | d rpd2,25;Dkd,rps10,26 | Clh BB;CL | |
| | W.B.—A.P.340t;D.B.356′1264t;D | T.41′1 | 082t. . . | .....F.P.120t | | | | | | | | |
| | F.O.—A.P.317t;D.B.311′1001t. . | ..... | .....S. | T.79t..... | | | | | | | | |
| 15079 | **West Mingo** | Scw | Am | Los Ang's | 3729 | 6′ | 1919 | San Pedro, | U. S. Ship- | 3Cyl TE28½,47,78x48; | ✠A1Ⓔ | |
| 219,320 | Steel | | 410.4 | 54 \| 27.5 \| 29′ 9½″ | 5940 | 23′ 11½″ | 12 | (Los Angeles S. B. & D. D. Co.) [Cal. | ping Board | Los Angeles S. B. & D. D. Co; | ✠AMS | |
| LTWR | 2D;sub.sig;Wireless;W. Bal; 7BH | | | | 8600 | | | | | 3WTB;Springfield Blr. Wks; | shft drn11,20;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P43′ | B114′ F46′ | | | | | | 12450HS;WP225lbs;3500IHP;EAC; | (Laid up) | |
| | | | | | | | | | | s rps2,21;Dkd10,23 | | |
| | W.B.—A.P.242t;D.B.356′1241t... | ..... | ..... | ..F P.109t | | | | | | | | |
| | F.O.....D.B.306′ 951t;D | .T. 640 | t;S.T.4 | 9t..... | | | | | | | | |
| 15080 | **West Modus** | Scw | Am | Portland | 3510 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,525 | Steel | | 409.8 | 54.2 \| 27.7 \| 30′ 2″ | 5690 | 23′ 11″ | 2 | (Northwest Steel Co.) [Ore. | ping Board | General Electric Co; | ✠AMS | |
| LPRS | 2D;W. Bal;Wireless;sub.sig; 7BH | | | | 8800 | | | | | 3SB;Willamette I. & S. Wks; | S.S.No.1,NY8,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | P47′ | B115′ F44′ | | | | | | 8112HS;WP210lbs;2500SHP;EAC; | M.S.8,23;n shft3,24;B.S.9,25; | |
| | | | | | | | | | | Dkd,d rpd7,26 | Clh BB;CL | |
| | W.B.—A.P.148t;D.B.356′1181t;D | T.29′7 | 44t. . . | .....F.P.132t | | | | | | | | |
| | F.O.—A.P.138t;D.B.310′ 922t;D | T.29′6 | 95t; S. | T.80t;F.P.123t | | | | | | | | |
| 15081 | **West Montop** | Scw | Am | Los Ang's | 3423 | 6′ | 1919 | San Pedro, | California | 3Cyl TE28½,47,78x48; | ✠A1Ⓔ | |
| 219,443 | Steel | | 410.5 | 54 \| 27.2 \| 29′ 9½″ | 5479 | 23′ 11½″ | 12 | (Los Angeles S. B. & D. D. Co.) [Cal. | & Eastern S.S. Co | Los Angeles S. B. & D. D. Co; | ✠AMS | |
| LVFW | 2D;Wireless;sub.sig;W. Bal; 7BH | | | | 8600 | | | | | 3WTB;Springfield Blr. Wks; | S.S.No.1,SanF11,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | P43′ | B114′ F46′ | | | | | | 12450HS;WP225lbs;3500IHP;EAC; | M.S.11,23;B.S;n shft4,26; | |
| | | | | | | | | | | rps11,23;Dkd,s rps4,26 | Clh BB;CL | |
| | W.B.—A.P.242t;D.B.356′1241t... | ..... | ..... | ..F.P.109t | | | | | | | | |
| | F.O.—A.P.226t;D.B.306′ 951t;D | .T. 640 | t;S.T.4 | 9t..... | | | | | | | | |
| 15082 | **West Munham** | Scw | Am | Portland | 3571 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,778 | Steel | | 410 | 54.2 \| 27.7 \| 30′ 2″ | 5753 | 24′ | 4 | (Columbia River S. B. Co.) [Ore. | ping Board | General Electric Co; | ✠AMS | |
| LQKR | 2D;Wireless;sub.sig; 7BH | | | | 8700 | | | | | 3SB;Columbia River S. B. Co; | S.S.No.1,Mbl8,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | P41′ | B121′ F44′ | | | | | | 7542HS;WP210lbs;2500SHP; | n shft9,22;M.S.8,23; | |
| | | | | | | | | | | Dkd,d rpd7,26;s rps11,26 | shft drn8,25;B.S.3,26; | |
| | W.B.—A.P.152t;D.B.356′1170t;D | T.30′7 | 64t. . . | .....F.P.137t | | | | | | | Clh BB;CL | |
| | F.O.—A.P.142t;D.B.311′ 911t;D | T.30′7 | 13t; S. | T.81t;F.P.128t | | | | | | | | |
| 15083 | **West Neris** | Scw | Am | Los Ang's | 3483 | 5′ 10½″ | 1919 | East San Pedro, Cal. | U. S. Ship- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ | |
| 219,434 | Steel | | 410.4 | 54 \| 27.4 \| 29′ 9¼″ | 5588 | 24′ 1″ | 12 | (Southwestern S. B. Co.) | ping Board | Llewellyn Iron Wks; | ✠AMS | |
| LVFP | 2D;sub.sig;Wireless;W. Bal; 7BH | | | | 8800 | | | | | 3SB;Moore S. B. Co; | S.S.No.1,NO5,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | P43′ | B114′ F46′ | | | | | | 8640HS;WP210lbs;2800IHP;EAC; | n shft;M.S.5,24;B.S.11,25; | |
| | | | | | | | | | | d rpd12,23;rps5,24;Dkd,s rps11,26 | Clh BB;CL | |
| | W.B.—A.P.230t;D.B.356′1270t;D | T.27′6 | 40t. . . | .....F.P.135t | | | | | | | | |
| | F.O.....D.B.311′ 995t;D | T.27′5 | 98t; S. | T.87t;F.P.126t | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15084 219,522 LVKR | **West Niger** Steel 2D;Wireless;sub.sig;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.230t;D.B.356'1270t;D F.O.....D.B.311' 995t;D | Scw .T.27'6 .T.27'5 | Am 410.5 P43' 40t... 98t; S. | Los Ang's 54.3 \| 27.2 \| 29' 9¼" B114' F46' .....F.P.135t T.87t;F.P.126t | 3517 5645 8800 | 5' 10½" 24' 1" | 1920 1 | East San Pedro, Cal. (Southwestern S. B. Co.) | U. S. Shipping Board | 3Cyl TE24½,41½,72x48; Llewellyn Iron Wks; 3SB;Moore S. B. Co; 3640HS;WP210lbs;2800IHP;EAC; d rpd5,26;Dkd8,26;s rps10,26 | ✠A1Ⓔ ✠AMS S.S.No.1,PtdO12,23; M.S.12,23;n shft5,26;B.S.9,26; Cih BB;CL | |
| 15085 219,658 LVSC | **West Nilus** Steel 2D;Wireless;sub.sig;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.230t;D.B.356'1270t;D F.O.....D.B.311' 995t;D | Scw .T.27'6 .T.27'5 | Am 410.5 P43' 40t... 98t; S. | San Fran. 54.3 \| 27.2 \| 29' 9" B114' F46' .....F.P.135t T.87t;F.P.126t | 3485 5596 8800 | 5' 10½" 24' 1" | 1920 3 | East San Pedro, Cal. (Southwestern S. B. Co.) | Pacific-Argentine-Brazil Line | 3Cyl TE24½,41½,72x48; Llewellyn Iron Wks; 3SB;Moore S. B. Co; 3640HS;WP210lbs;2800IHP;EAC; d rpd12,25;Dkd,rps7,26 | ✠A1Ⓔ ✠AMS S.S.No.1,SanF4,24; M.S.4.24;n shft1,26; B.S;shft drn7,26;Cih BB;CL | |
| 15086 219,937 LWJQ | **West Nivaria** Steel 2D;Wireless;sub.sig;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.230t;D.B.356'1270t;D F.O.....D.B.311' 995t;D | Scw .T.27'6 .T.27'5 | Am 410.5 P43' 40t... 98t; S. | Los Ang's 54.3 \| 27.2 \| 29' 9" B114' F46' .....F.P.135t T.87t;F.P.126t | 3522 5652 8800 | 5' 10½" 24' 1" | 1920 4 | San Pedro, (South- [Cal. western S. B. Co.) | U. S. Shipping Board | 3Cyl TE24½,41½,72x48; Llewellyn Iron Wks; 3SB;Moore S. B. Co; 3640HS;WP210lbs;2800IHP;EAC; rps7,24;Dkd3,26;s rps8,26 | ✠A1Ⓔ ✠AMS S.S.No.1,SanF7,24; shft drn7,23;M.S.7,24;B.S.8,26; Cih.BB;CL | |
| 15087 217,936 LQVC | **West Nohno** Steel 2D;W. Bal;Wireless;sub.sig; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.148t;D.B.356'1181t;D F.O.—A.P.138t;D.B.310' 922t;D | Scw .T.29'7 .T.29'6 | Am 409.8 P47' 44t... 95t; S. | Portland 54.2 \| 27.7 \| 30' 2" B115' F44' .....F.P.132t T.80t;F.P.123t | 3564 5769 8800 | 6' 5" 23' 11" | 1919 4 | Portland, (Northwest [Ore. Steel Co.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 3SB;Willamette I. & S. Wks; 8112HS;WP210lbs;2500SHP;EAC; Dkd,d rpd7,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY5,23; n shft;M.S.5,23;shft drn4,26; B.S.6,26;Cih BB;CL | |
| 15088 220,024 LWNF | **West Nomentum** Steel 2D;sub.sig;Wireless; W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.230t;D.B.356'1270t;D F.O.....D.B.311' 995t;D | Scw .T.27'6 .T.27'5 | Am 410.5 P43' 40t... 98t; S. | Los Ang's 54.3 \| 27.2 \| 29' 9" B114' F46' .....F.P.135t T.87t;F.P.126t | 3522 5652 8800 | 5'10½" 24' 1" | 1920 5 | Los Angeles, (South- [Cal. western S. B. Co.) | U. S. Shipping Board | 3Cyl TE24½,41½,72x48; Llewellyn Iron Wks; 3SB;Moore S. B. Co; 8640HS;WP210lbs;2800IHP;EAC; Dkd,d rpd5,26;s rps9,26 | ✠A1Ⓔ ✠AMS S.S.No.1.PtdO9,24; M.S.9,24;shft drn5,26;B.S.9,26; Cih BB;CL | |
| 15089 218,292 LRPF | **West Nosska** Steel 2D;Wireless;sub.sig;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.152t;D.B.356'1170t;D F.O.—A.P.142t;D.B.311' 911t;D | Scw .T.30'7 .T.30'7 | Am 410.4 P44' 64t... 13t; S. | Portland 54.3 \| 27.5 \| 30' 2" B115' F46' .....F.P.137t T.81t;F.P.128t | 3438 5563 8700 | 6' 5" 24' | 1919 7 | Portland, (Columbia [Ore. River S. B. Co.) | U. S. Shipping Board | Stm Tbn; General Electric Co; 3SB;Columbia River S. B. Co; 7542HS;WP210lbs;2500SHP; Dkd3,26;d rpd4,26;s rps11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Balt10,23; M.S.10,23;n shft2,26;B.S.3,26; Cih BB;CL | |
| 15090 220,315 LWVP | **West Notus** Steel 2D;Wireless;sub.sig;W. Bal; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.230t;D.B.356'1270t;D F.O.....D.B.311' 995t;D | Scw .T.27'6 .T.27'5 | Am 410.5 P43' 40t... 98t; S. | San Fran. 54.3 \| 27.2 \| 29' 9" B114' F46' .....F.P.135t T.87t;F.P.126t | 3522 5652 8800 | 5' 10½" 24' 1" | 1920 7 | Los Angeles, (South- [Cal. western S. B. Co.) | Pacific-Argentine-Brazil Line | 3Cyl TE24½,41½,72x48; Llewellyn Iron Wks; 3SB;Moore S. B. Co; 8640HS;WP210lbs;2800IHP;EAC; Dkd,d rpd3,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Seat10,24; M.S.10,24;B.S;shft drn3,26; Cih BB;CL | |
| 15091 221,120 MCPR | **West O'Rowa** Steel 2D;W. Bal;Wireless;sub.sig; 7BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.242t;D.B.356'1241t... F.O.—A.P.226t;D.B.306' 951t;D | Scw ..... .T. 640 t; | Am 410 P43' ..... S.T.4 9t..... | Los Ang's 54.4 \| 27.2 \| 29' 9" B114' F46' ..F.P.109t | 3343 5376 8607 | 6' 23' 11" | 1921 5 | San Pedro, (Los [Cal. Angeles S. B. & D. D. Co.) | U. S. Shipping Board | 3Cyl TE28½,47,78x48; Los Angeles S. B. & D. D. Co; 3WTB;Springfield Boiler Wks; 12450HS;WP225lbs;3500IHP;EAC; Dkd,1 d rpd2,26;d rpd4,26;s rps11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,PtdO3,25; M.S.3,25;shft drn1,26; B.S.11,26;Cih BB;CL | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15092 | **West Pocasset** | Scw | Am | Portland | 3516 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,963 | Steel | | 409.8 | 54.2 \| 27.7 \| 30′ 2″ | 5707 | 23′ 11″ | 10 | (Northwest [Ore. | ping Board | Midwest Eng. Co; | ✠AMS | |
| LTBM | 1D;W. Bal;Wireless; 7BH | | | | 8800 | | | Steel Co.) | | 3SB;Columbia River S. B. Co; | S.S.NY2,21;BBP;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P44′ | B115′ F47′ | | | | | | 8112HS;WP210lbs;2800SHP; | (Laid up) | |
| | | | | | | | | | | Dkd,s rps8,22 | | |
| | W.B.—A.P.148t;D.B.356′1181t;D | .T.29′7 | 44t. . . | .....F.P.132t | | | | | | | | |
| | F.O.—A.P.138t;D.B.310′ 922t. . | ..... | .....S. | T.80t;F.P.123t | | | | | | | | |
| 15093 | **West Point** | Brg | Am | New York | 1168 | | ′66 | Glasgow, | Neptune | I | | |
| 81,350 | | Sch | 220 | 38.7 \| 22.3 | 1213 | | | Scot. | Line | | | |
| KJWN | 1D | | | | | | | | | | | |
| 15094 | **West Point** | Scw | Am | Seattle | 3441 | 6′ 4½″ | 1918 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 215,924 | Steel | | 409.5 | 54.2 \| 27.6 \| 30′ 2½″ | 5657 | 24′ | 1 | (J. F. [Wash. | ping Board | General Electric Co; | ✠AMS | |
| LJPB | 2D;W. Bal;Wireless 5BH | | | | 8800 | | | Duthie & Co.) | | 3SB;Commercial Boiler Wks; | S.S.NY6,20;Clh BB;CL | |
| | | | P43′ | B115′ F47′ | | | | | | 189GS;8055HS;WP210lbs;2500SHP; | (Laid up) | |
| | W.B.—A.P.305t;D.B.349′1178t;F | .P.148t | | | | | | | | Dkd,s rps6,21 | | |
| 15095 | **West Prospect** | Scw | Am | Los Ang's | 4520 | 9′ 7½″ | 1921 | San Pedro, | U. S. Ship- | 3CylTE28½,47,78x48; | ✠A1Ⓔ | |
| 221,603 | Steel | | 430.7 | 54.3 \| 27.6 \| 38′ 3″ | 7460 | 28′ 10½″ | 10 | (Los Angeles [Cal. | ping Board | Los Angeles S. B. & D. D. Co; | ✠AMS | |
| MDCV | 3D;W. Bal; 8BH | | | | 11000 | | | S. B. & D. D. Co.) | | 3SB;Moore S. B. Co; | S.S.No.1,Oak4,26; | |
| | Wireless; 7BH to Fbd dk | | | | | | | | | 9729HS;WP220lbs;3500IHP;EAC; | shft drn11,24;B.S.12,25; | |
| | SUB.SIG; 1BH to 3d dk | | | | | | | | | Dkd4,26;s rps10,26 | M.S.4,26;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.232t;D.B.378′1492t;D | .T. 600 | t. . . . . | ..F.P.100t | | | | | | | | |
| | F.O. . . . . D.B.324′1152t;D | .T. 560 | t;S.T.4 | 8t. . . . . | | | | | | | | |
| 15096 | **West Quechee** | Scw | Am | Portland | 3539 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,010 | Steel | | 410 | 54.3 \| 27.7 \| 30′ 2″ | 5711 | 23′ 11″ | 5 | (Columbia [Ore | ping Board | General Electric Co; | ✠AMS | |
| LRBM | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | | | 8700 | | | River S. B. Co.) | | 3SB;Columbia River S. B. Co; | S.S No.1,Balt5,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | P44′ | B115′ F47′ | | | | | | 8007HS;WP200lbs;2500SHP;EAC; | n shft9,22;M.S.5,23; | |
| | | | | | | | | | | Dkd7,26;d rpd8,26 | shft drn3,25;B.S.7,26; | |
| | W.B.—A.P.152t;D.B.356′1170t;D | .T.30′7 | 64t. . . | .....F.P.137t | | | | | | | Clh BB;CL | |
| | F.O.—A.P.142t;D.B.311′ 911t;D | .T.30′7 | 13t; S. | T.81t;F.P.128t | | | | | | | | |
| 15097 | **West Raritans** | Scw | Am | Portland | 3513 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,798 | Steel | | 409.8 | 54.2 \| 27.7 \| 30′ 2″ | 5703 | 23′ 11″ | 10 | (Northwest [Ore. | ping Board | W. & A. Fletcher Co; | ✠AMS | |
| LSPC | 2D;W. Bal;Wireless; 7BH | | | | 8800 | | | Steel Co.) | | Vulcan Iron Wks; | S.S.Phila8,21;Clh BB;CL | |
| | SUB.SIG; C-36 | | P44′ | B115′ F47′ | | | | | | 3SB;Columbia River S. B. Corp; | (Laid up) | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | 8007HS;WP210lbs;2800SHP; | | |
| | | | | | | | | | | EAC;Dkd,s rps8,21 | | |
| | W.B.—A.P.148t;D.B.356′1181t;D | .T.29′7 | 44t. . . | .....F.P.132t | | | | | | | | |
| | F.O.—A.P.138t;D.B.310′ 922t. . | ..... | .....S | T.80t;F.P.123t | | | | | | | | |
| 15098 | **West River** | Scw | Am | Wilmngtn | 124 | | 1907 | Milford, | Geo. W. | 2CylC12,22x14; | | |
| 204,550 | Wood | | 108.8 | 22.4 \| 6.9 | 190 | | (Vinyard [Del. | Bush & Son | 1SB;WP168lbs;250IHP. | | |
| | 1D 1BH | | | | | | | S. B. Co.) | | | | |
| 15099 | **West Saginaw** | Scw | Am | Portland | 3827 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,964 | Steel | | 409.8 | 54.2 \| 27.7 \| 30′ 2″ | 6187 | 24′ | 10 | (Northwest [Ore. | ping Board | Vulcan Iron Wks; | ✠AMS | |
| LTBN | 2D;W. Bal;Wireless; 7BH | | | | 8800 | | | Steel Co.) | | Midwest Eng. Co; | S.S.No.1,NY10,23 | |
| | Oil fuel F. P. above 150° F. C-36 | | P44′ | B115′ F47′ | | | | | | 3SB;Columbia River S. B. Co; | n shft;M.&B.S.10,26;BBP;CL | |
| | | | | | | | | | | 8112HS;WP210lbs;2800SHP; | | |
| | | | | | | | | | | d rpd8,25;Dkd10,26;s rps11,26 | | |
| | W.B.—A.P.148t;D.B.356′1181t;D | .T.29′7 | 44t. . . | .....F.P.132t | | | | | | | | |
| | F.O.—A.P.138t;D.B.310′ 922t. . | ..... | .....S. | T.80t;F.P.123t | | | | | | | | |
| 15100 | **West Seattle** | S W | Am | Seattle | 487 | | 1907 | Tacoma, | Kitsap | 2-1Cyl17x72; | | |
| 203,946 | Wood | | 145 | 48.7 \| 10.8 | 773 | | (Fred. [Wash. | County | 1Blr;WP180lbs;400IHP | | |
| | 1D;Oil fuel 3BH | | | | | | | Heath.) | Transportation Co. | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. Lth. / Bth. / Dth. / Deck Erections / Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. / Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15101 | **West Segovia** | Scw | Am | Portland | 3838 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,582 | Steel | | | 409.8 / 54.2 / 27.7 / 30′ 2″ | 6187 | 24′ | 8 | (Northwest [Ore. | ping Board | General Electric Co: | ✠AMS | |
| LSCQ | 2D;Web frms;Wireless;W. Bal; 7BH | | | | 8800 | | | Steel Co.) | | 3SB;Northwest Steel Co: | S.S.No.1,Mbl7,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | | P44′ B115′ F46′ | | | | | | 8112HS;WP210lbs;2500SHP; | n shft11,22;M.S.7,24; | |
| | | | | | | | | | | d rpd7,25;Dkd,s rps10,26 | B.S;shft drn11,25;Clh BB;CL | |
| | W.B.—A.P.148t;D.B.356′1181t;D | T.29′7 | 44t | F.P.132t | | | | | | | | |
| | F.O.—A.P.138t;D.B.310′ 922t | | S. | T.80t;F.P.123t | | | | | | | | |
| 15102 | **West Selene** | Scw | Am | Los Ang's | 3729 | 6′ | 1919 | San Pedro, | U. S. Ship- | 3Cyl TE28½,47,78x48; | ✠A1Ⓔ | |
| 218,810 | Steel | | | 409.5 / 54.2 / 27.2 / 29′ 9½″ | 5940 | 23′ 11¼″ | 10 | (Los [Cal. | ping Board | Los Angeles S. B. & D. D. Co; | ✠AMS | |
| LSPM | 2D;SUB.SIG;Wireless;W. Bal; 7BH | | | | 8600 | | | Angeles S. B. & | | 3WTB;Springfield Boiler Wks; | M.&B.S;shft drn9,24; | |
| | Oil fuel F. P. above 150° F. C-36 | | | P43′ B114′ F46′ | | | | D. D. Co.) | | 12450HS;WP225lbs;3500IHP;EAC; | Clh BB;CL | |
| | | | | | | | | | | Dkd,d rpd7,26;Exmd11,26 | | |
| | W.B.—A.P.242t;D.B.356′1241t | | | F.P.109t | | | | | | | | |
| | F.O.—D.B.306′ 951t;D | T. 640 t | S.T.4 | 9t | | | | | | | | |
| 15103 | **West Sequana** | Scw | Am | Los Ang's | 3521 | 5′ 10½″ | 1919 | East San | U. S. Ship- | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ | |
| 217,932 | Steel | | | 410.4 / 54.3 / 27.2 / 29′ 9″ | 5613 | 24′ 1″ | 4 | Pedro, Cal. | ping Board | Llewellyn Iron Wks; | ✠AMS | |
| LQTV | 2D;W. Bal;Wireless; 7BH | | | | 8800 | | | (Southwestern | | 3SB;Columbia River S. B. Co; | S.S.No.1,SanF3,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | S. B. Corp.) | | 8112HS;WP210lbs;2800IHP;EAC; | M.&B.S.3,23;n shft3,26; | |
| | | | | | | | | | | Dkd,d rpd3,26 | Clh BB;CL | |
| | W.B.—A.P.230t;D.B.356′1270t;D | T.27′6 | 40t | F.P.124t | | | | | | | | |
| | F.O.—D.B.311′ 995t;D | T.27′5 | 98t; S. | T.87t;F.P.126t | | | | | | | | |
| 15104 | **West Shore** | Scw | Am | Ashtabula | 294 | | 1910 | Buffalo, | Ashtabula | 2-1Cyl18x20; | | |
| 207,808 | Steel | Twin | 168 | 36 / 15 | 675 | | | (Buffalo [N. Y. | S.S. Co. | 2SB;WP150lbs;475IHP | | |
| | 1D;SUB.SIG. 1BH | | | | | | | D. D. Co.) | | | | |
| 15105 | **West Tacook** | Scw | Am | Portland | 3841 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,738 | Steel | | | 409.8 / 54.2 / 27.7 / 30′ 2″ | 6172 | 23′ 11″ | 4 | (Northwest [Ore. | ping Board | General Electric Co; | ✠AMS | |
| LQJC | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | | | 8800 | | | Steel Co.) | | 3SB;Willamette Iron & Steel Co; | S.S.No.1,Mbl4,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | | P47′ B115′ F44′ | | | | | | 8112HS;WP210lbs;2500SHP; | M.&B.S.7,23;n shft4,24; | |
| | | | | | | | | | | d rpd2,25;Dkd,rps12,25;s rps7,26 | Clh BB;CL | |
| | W.B.—A.P.148t;D.B.356′1181t;D | T.29′7 | 44t | F.P.132t | | | | | | | | |
| | F.O.—A.P.138t;D.B.310′ 922t;D | T.29′6 | 95t; S. | T.80t;F.P.123t | | | | | | | | |
| 15106 | **West Texas** | Scw | Am | Phila. | 1665 | 4′ 2½″ | 1920 | Superior, | Southern | 3Cyl TE21,35,59x42; | ✠A1Ⓔ | |
| 219,847 | xLake Flag Steel | | | 253.4 / 43.8 / 26.9 / 28′ 4″ | 2686 | 24′ 2½″ | 4 | (Globe [Wis. | S.S. Co. | Nordberg Mfg. Co; | ✠AMS | |
| LWFT | 1D;B;Wireless;SUB.SIG; 4BH | | | | 4120 | | | S. B. Co.) | | 2SB;Duluth Bir. Wks; | S.S.No.3,Phila10,26; | |
| | W. Bal; C-30 | | | P29′ B64′ F23′ | | | | | | 4720HS;WP190lbs;1500IHP; | M.&B.S;shft drn10,26; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | EAC;Dkd,s rps10,26 | Scip;CL | |
| | W.B.—A.P.96t D.B | .205′40 | 9t | F.P | .51t | | | | | | | |
| | F.O.—A.P.90t;D.T.a14′112t;D.B | .167′29 | 1t; W. | T.m38′170t | | | | | | | | |
| 15107 | **West Togus** | Scw | Am | Portland | 3493 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,737 | Steel | | | 409.8 / 54.2 / 27.7 / 30′ 2″ | 5659 | 24′ | 4 | (Northwest [Ore. | ping Board | General Electric Co; | ✠AMS | |
| LQJB | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | | | 8700 | | | Steel Co.) | | 3SB;Willamette Iron & Steel Wks; | S.S.Seat8,20;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | P43′ B114′ F46′ | | | | | | 8112HS;WP210lbs;2500SHP; | (Laid up) | |
| | | | | | | | | | | rps8,20;s rps5,21;Dkd4,24 | | |
| | W.B.—A.P.148t;D.B.356′1181t;D | T.29′7 | 44t | F.P.132t | | | | | | | | |
| | F.O.—A.P.138t;D.B.310′ 922t | | S. | T.80t;F.P.123t | | | | | | | | |
| 15108 | **West Totant** | Scw | Am | Portland | 3488 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,961 | Steel | | 410 | 54.2 / 27.7 / 30′2″ | 5628 | 24′ | 4 | (Columbia [Ore. | ping Board | General Electric Co; | ✠AMS | |
| LQVS | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | | 8700 | | | River S. B. Co.) | | 3SB;Columbia River S. B. Co; | S.S.No.1,Mbl9,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | P44′ | B115′ F47′ | | | | | | 8007HS;WP210lbs;2500SHP; | n shft10,22;M.S.9,23; | |
| | | | | | | | | | | d rpd10,22;Dkd,s rps5,26 | B.S.12,25;shft drn5,26; | |
| | W.B.—A.P.152t;D.B.356′1170t;D | T.30′7 | 64t | F.P.137t | | | | | | | Clh BB;CL | |
| | F.O.—A.P.142t;D.B.311′ 911t;D | T.30′7 | 13t; S. | T.81t;F.P.128t | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where, Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15109 | **West Vaca** | Scw | Am | San Fran. | 4151 | 5′ 9½″ | 1919 | San Fran- | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,710 | Steel | | 410.5 | 54 \| 27 \| 29′ 9″ | 5548 | 24′ 2″ | 3 | cisco, Cal. | ping Board | General Electric Co; | ✠AMS | |
| LQGR | 2D;Wireless;W. Bal; 6BH | | | | 8750 | | | (Schaw Batcher Co.) | | 4WTB;Heine Safety W. T. Boiler Co; | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 11132HS;WP225lbs;2500SHP;EAC; | (Laid up) | |
| | | | | | | | | | | d rpd12,19;Dkd,s rps11,20 | | |
| | W.B.—A.P.274t;D.B.353′1278t;D | T.29′5 | 46t. . . | .....F.P.124t | | | | | | | | |
| | F.O.—A.P.256t;D.B.308′1008t. . | ..... | .....S. | T.88t;F.P.116t | | | | | | | | |
| 15110 | **West View** | Scw | Am | Portland | 3509 | 6′ 5″ | 1918 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,223 | Steel | | 409.5 | 54.2 \| 27.7 \| 30′ 2″ | 5769 | 23′ 11″ | 11 | (Northwest [Ore. | ping Board | De Laval Steam Turbine Co; | ✠AMS | |
| LNSR | 2D;W. Bal;Wireless;SUB.SIG. 7BH | | | | 8800 | | | Steel Co.) | | 3SB;Willamette Iron & Steel Wks; | S.S.Rtdm12,20; | |
| | C-36 | | P47′ | B115′ F44′ | | | | | | 198GS;9216HS;WP200lbs; | shft drn12,20;Clh BB;CL | |
| | | | | | | | | | | 3000SHP;Dkd,s rps9,21 | (Laid up) | |
| | W.B.—A.P.148t;D.B.356′1181t;F | .P.132t | | | | | | | | | | |
| 15111 | **West Wales** | Scw | Br | Cardiff | 2627 | | 1925 | Newcastle, | West Wales | 3Cy\|TE27,45,75x48; | | BL |
| 148,283 | Steel | | 400 | 53 \| 25.3 | 4353 | | 3 | (W. [Eng. | S.S. Co. | 3SB;WP180lbs | | |
| KSJL | 2D;Wireless;W. Bal 6BH | | | | | | | Dobson & Co.) | | | | |
| 15112 | **West Wauna** | Scw | Am | Portland | 3541 | 6′ 5″ | 1918 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,431 | Steel | | 409.5 | 54.2 \| 27.7 \| 30′ 2″ | 5735 | 24′ | 12 | (Northwest [Ore. | ping Board | General Electric Co; | ✠AMS | |
| LPKD | 2D;SUB.SIG;Wireless;W. Bal; 7BH | | | | 8800 | | | Steel Co.) | | 3SB;Willamette Iron & Steel Wks; | S.S.No.1,NO3,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | P47′ | B115′ F44′ | | | | | | 8112HS;WP210lbs;2500SHP; | M.S.3,23;n shft4,24; | |
| | | | | | | | | | | d rpd11,23;rps4,25;Dkd1,26; | shft drn1,26;B.S.9,26; | |
| | | | | | | | | | | s rps11,26 | Clh BB;CL | |
| | W.B.—A.P.148t;D.B.356′1181t;D | .T.29′7 | 44t. . . | .....F.P.132t | | | | | | | | |
| | F.O.—A.P.138t;D.B.310′ 922t;D | .T.29′6 | 95t; S. | T.80t;F.P.123t | | | | | | | | |
| 15113 | **West Wauneke** | Scw | Am | Portland | 3580 | 6′ 5″ | 1919 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,436 | Steel | | 410 | 54.2 \| 27.6 \| 30′ 2″ | 5765 | 24′ | 1 | (Columbia [Ore. | ping Board | General Electric Co; | ✠AMS | |
| LPKJ | 2D;W. Bal;Wireless; 7BH | | | | 8700 | | | River S. B. Co.) | | 3SB;Columbia River S. B. Co; | CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P44′ | B115′ F47′ | | | | | | 8007HS;WP210lbs;2500SHP | (Laid up | |
| | W.B.—A.P.152t;D.B.356′1170t;D | .T.30′7 | 64t. . . | .....F.P.137t | | | | | | | | |
| | F.O.—A.P.142t;D.B.311′ 911t;D | .T.30′7 | 13t; S. | T.81t;F.P.128t | | | | | | | | |
| 15114 | **West Zeda** | Scw | Am | Portland | 3488 | 6′ 5″ | 1918 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,225 | Steel | | 409.8 | 54.2 \| 27.7 \| 30′ 2″ | 5658 | 24′ | 12 | (Northwest [Ore. | ping Board | General Electric Co; | ✠AMS | |
| LNSV | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | | | 8800 | | | Steel Co.) | | 3SB;Willamette Iron & Steel Wks; | S.S.NY9,20; | |
| | Oil fuel F. P. above 150° F. C-36 | | P47′ | B115′ F44′ | | | | | | 7950HS;WP210lbs;2500SHP; | M.&B.S;shft drn11,26; | |
| | | | | | | | | | | Dkd,s rps11,26 | Clh BB;CL | |
| | W B.—A.P.148t;D.B.356′1181t;D | .T.29′7 | 44t. . . | ....F.P.132t | | | | | | | | |
| | F.O.—A.P.138t;D.B.310′ 922t. . | ..... | ...S.T | .80t;F.P.123t | | | | | | | | |
| 15115 | **West Zucker** | Scw | Am | Los Ang's | 3400 | 6′ | 1918 | San Pedro, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,124 | Steel | | 410 | 54.4 \| 27.2 \| 29′ 9″ | 5548 | 23′ 11″ | 11 | (Los Angeles [Cal. | ping Board | Westinghouse E. & Mfg. Co; | ✠AMS | |
| LNKR | 2D;Wireless;SUB.SIG;W. Bal; 6BH | | | | 8800 | | | S. B. & D. D. Co.) | | 4WTB;Heine Safety W. T. Boiler Co; | S.S.Nflk5,20; | |
| | Oil fuel F. P. above 150° F. | | P44′ | B115′ F47′ | | | | | | 11600HS;WP200lbs;3000SHP; | shft drn11,20;Clh BB;CL | |
| | | | | | | | | | | Dkd,s rps11,20 | (Laid up) | |
| | W.B.—A.P.241t;D.B.356′1231t. . . | ..... | F.P.10 | 8t | | | | | | | | |
| | F.O. . . . . D.B.311′ 969t;S. | T.71t | ..... | .. | | | | | | | | |
| 15116 | **West Zula** | Scw | Am | Los Ang's | 4552 | 6′ | 1918 | San Pedro, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,863 | Steel | | 410 | 54.4 \| 27.2 \| 29′ 9″ | 6000 | 23′ 11″ | 9 | (Los [Cal. | ping Board | Westinghouse E. & Mfg. Co; | ✠AMS | |
| LMSN | 2D;W. Bal;Wireless;SUB.SIG; 6BH | | | | 8800 | | | Angeles S. B. & | | 4WTB;Heine Safety W. T. Boiler Co; | S.S.Bost7,21;Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P44′ | B115′ F47′ | | | | D. D. Co.) | | 11600HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | | | | | | | | | | Dkd,rps7,21 | | |
| | W.B.—A.P.241t;D.B.356′1231t. . . | ..... | F.P.10 | 8t | | | | | | | | |
| | F.O. . . . . D.B.311′ 969t;S. | T.71t | ..... | .. | | | | | | | | |
| 15117 | **Westborough** | Scw | Br | Cardiff | 2443 | | 1901 | W. Hartle- | Hazelwood | 3Cy\|TE25½,40½,67x45; | | BL |
| 113,513 | xBeechley Steel | Sch | 340 | 49.5 \| 25.6 | 3828 | | 10 | (W. [pool, Eng. | Shipping Co. (Lim.) | 2SB;WP160lbs | | |
| SRTV | 1D;B;Deep frmg;Web frms; 6BH | | P28′ | B88′ F31′ | | | | Gray & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. Lth. / Bth. / Dth. / Deck Erections / Mld. | Tons Net / Gross / D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15118<br>216,076<br>LJVG | **Westbrook**<br>Steel<br>2D;Wireless;SUB.SIG;W. Bal; 5BH<br>Oil fuel F. P. above 150° F. C-36 | Scw | Am<br>410<br>P65′ | Portland<br>54.2 \| 27.2 \| 30′2″<br>B113′ F46′ | 3513<br>5742<br>8800 | 6′ 5″<br>24′ | 1918<br>3 | Portland,<br>(Columbia [Ore. River S. B. Corp.) | U. S. Shipping Board | Stm Tbn;<br>General Electric Co;<br>3SB;Columbia River S. B. Co;<br>7404HS;WP205lbs;2500SHP;<br>Dkd5,21;s rps9,21 | ✠A1Ⓔ<br>✠AMS<br>S.S.NptN8,20;shft drn5,21;<br>Cih BB;CL<br>(Laid up) | |
| 15119<br>216,059<br>LJTB | **Westchester**<br>Steel<br>2D;W. Bal;Wireless; 5BH<br>Oil fuel F. P. above 150° F.<br>W.B.—A.P.148t;D.B.356′1181t;F .P.132t<br>F.O.—A.P.138t;D.B.310′ 922t;F .P.123t | Scw | Am<br>409.8<br>P47′ | Portland<br>54.2 \| 27.7 \| 30′ 2″<br>B115′ F44′ | 4135<br>5623<br>8800 | 6′ 5″<br>24′ | 1918<br>3 | Portland,<br>(Northwest [Ore Steel Co.) | U. S. Shipping Board | Stm Tbn;<br>General Electric Co;<br>3SB;Willamette I. & S. Wks;<br>8055HS;WP210lbs;2500SHP;<br>Dkd5,25 | ✠A1Ⓔ<br>✠AMS<br>shft drn5,25;Cih BB;CL<br>(Laid up) | |
| 15120<br>QCBW | **Westerdijk**<br>Steel<br>2D;B;Shel dk;Wireless; 7BH<br>W. Bal | Scw | Hol<br>450.4 | Rotterd'm<br>55 \| 38.7 | 5235<br>8261 | | 1913<br>7 | W. Hartlepool,Eng.<br>(Irvine's S. B. & D. D. Co., Lim.) | Holland-Amerika Lijn | 4CylQE27½,37¾,55,84x60;<br>6SB;WP215lbs | | BL |
| 15121<br>117,073 | **Westerian**<br>xCity of Montreal Iron<br>1D;Well dk;W. Bal 2BH | Scw | Br<br>216.8 | Montreal<br>32.6 \| 14 | 561<br>972 | | '71 | Buffalo,<br>(King [N. Y. Iron Works.) | International Waterways Nav. Co. (Lim.) | 2CylC22,44x36;<br>2SB;WP127lbs;550IHP | | |
| 15122<br>204,975<br>KWMT | **Western**<br>Steel<br>1D 2BH | Scw | Am<br>134.9 | New York<br>27.1 \| 15.2 | 282<br>415 | | 1908<br>5 | Camden,<br>(J. H. [N. J. Dialogue & Son.) | H. & E. Holding Co. | 3CylTE17,25,43x30;<br>CRTB;WP180lbs;1000IHP. | | |
| 15123<br>217,441<br>LPKS | **Western Ally**<br>Steel<br>2D;Wireless; 7BH<br>Oil fuel F. P. above 150° F. C-37<br>W.B.—A.P.273t;D.B.299′838t;D. T.34′1<br>F.O.—A.P.254t;D.B.299′781t;D. T.34′ | Scw | Am<br>409.8<br>P43′<br>000t;F<br>932t;F | Seattle<br>54.2 \| 29.2 \| 31′ 11″<br>B119′ F46′<br>P.110t<br>P.102t | 3618<br>5834<br>8800 | 6′ 6″<br>25′ 7″ | 1919<br>1 | Seattle,<br>(Ames [Wash. S. B. & D. D. Co.) | U. S. Shipping Board | 3CylTE28½,48,80x48;<br>Ames S. B. & D. D. Co;<br>3SB;Ames S. B. & D. D. Co;<br>9273HS;WP200lbs;3500IHP;<br>Dkd,rps3,26 | ✠A1Ⓔ<br>✠AMS<br>S.S.No.2,N4k3,26;<br>M.&B.S;shft drn3,26;<br>Cih BB;CL | |
| 15124<br>217,182<br>LNQM | **Western Belle**<br>Steel<br>2D;Long. frmg;W. Bal; 7BH<br>Wireless;SUB.SIG. C-36<br>W.B.—A.P.44t;D.B.353′1199t;F. .P.137t | Scw | Am<br>409.8<br>P41′ | Portland<br>54.2 \| 27.7 \| 30′ 2″<br>B121′ F44′ | 3473<br>5759<br>8942 | 6′ 5″<br>23′ 11″ | 1918<br>11 | Portland,<br>(Columbia [Ore. River S. B. Corp.) | U. S. Shipping Board | Stm Tbn;<br>Kerr Turbine Co;<br>3SB;Columbia River S. B. Corp;<br>190GS;9217HS;WP210lbs;2650SHP;<br>Dkd,s rps3,21 | ✠A1Ⓔ<br>✠AMS<br>S.S.NY3,21;<br>Cih BB;CL<br>(Laid up) | |
| 15125<br>216,525<br>LMBR | **Western Chief**<br>Steel<br>2D;Wireless 7BH<br>C-36<br>W.B.—A.P.148t;D.B.356′1181t;F .P.132t | Scw | Am<br>409.8<br>P44′ | Portland<br>54.2 \| 27.7 \| 30′ 2″<br>B114′ F46′ | 3505<br>5759<br>8800 | 6′ 5″<br>24′ | 1918<br>7 | Portland,<br>(Northwest [Ore. Steel Co.) | U. S. Shipping Board | Stm Tbn;<br>General Electric Co;<br>3SB;Willamette I. & S. Wks;<br>165GS;8055HS;WP210lbs;2500SHP;<br>Dkd,s rps5,21 | ✠A1Ⓔ<br>✠AMS<br>S.S.NO10,20;<br>shft drn5,21;Cih BB;CL<br>(Laid up) | |
| 15126<br>216,372<br>LKSJ | **Western City**<br>Steel<br>2D;W. Bal;Wireless;SUB.SIG; 7BH<br>Oil fuel F. P. above 150° F.<br>W.B.—A.P.44t;D.B.353′1199t;F. P.137t<br>F.O.....D.B.305′ 924t... ..... | Scw | Am<br>410<br>P44′ | Portland<br>54.2 \| 27.6 \| 30′ 2″<br>B115′ F47′ | 3571<br>5828<br>8800 | 6′ 5″<br>24′ | 1918<br>6 | Portland,<br>(Columbia [Ore. River S. B. Co.) | U. S. Shipping Board | Stm Tbn;<br>Kerr Turbine Co;<br>3SB;Columbia River S. B. Co;<br>7404HS;WP210lbs;2500SHP;EAC | ✠A1Ⓔ<br>✠AMS<br>Bctp;CL<br>(Laid up) | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15127 | **Western Cross** | Scw | Am | Seattle | 3540 | 6′ 5″ | 1918 | Seattle, | U. S. Shipping Board | Stm Tbn; | ✠A1Ⓔ | |
| 216,826 | Steel | | 409.5 | 54.2 \| 27.6 \| 30′ 2″ | 5754 | 24′ | 8 | (J. F. Duthie & Co.) [Wash. | | General Electric Co; | ✠AMS | |
| LMRC | 2D;W. Bal;Long. frmg; 7BH | | | | 8752 | | | | | 3SB;Commercial Boiler Wks; | Cih BB;CL | |
| | Wireless;SUB.SIG. C-36 | | P40′ | B120′ F43′ | | | | | | 189GS;7995HS;WP210lbs;2500SHP; Dkd2,21 | (Laid up) | |
| | W.B.—A.P.155t;D.B.353′1180t;F | P.140t | | | | | | | | | | |
| 15128 | **Western Glen** | Scw | Am | Seattle | 3586 | 6′ 6″ | 1919 | Seattle, | U. S. Shipping Board | 3Cyl TE28½,48,80x48; | ✠A1Ⓔ | |
| 218,196 | Steel | | 409.8 | 54.2 \| 29.2 \| 31′ 11″ | 5683 | 25′ 7″ | 6 | (Ames [Wash. S. B. & D. D. Co.) | | Ames S. B. & D. D. Co; | ✠AMS | |
| LRJV | 2D;W. Bal;Wireless;SUB.SIG. 7BH | | | | 8800 | | | | | 3SB;Ames S. B. & D. D. Co; | S.S.No.1,NY2,24; | |
| | C-37 | | P43′ | B119′ F46′ | | | | | | 236GS;9273HS;WP200lbs; 3500IHP;Dkd7,26;d rpd9,26 | M.S.2,24;n shft6,26;B.S.7,26; Cih BB;CL | |
| 15129 | **Western Hero** | Scw | Am | Seattle | 3439 | 5′ 10″ | 1918 | Seattle, | U. S. Shipping Board | Stm Tbn; | ✠A1Ⓔ | |
| 215,908 | xSeattle Steel | | 409.6 | 54.1 \| 27.1 \| 29′ 9″ | 5611 | 24′ 1½″ | 1 | (Skinner [Wash. & Eddy Corp.) | | General Electric Co; | AMS | |
| LJNQ | 2D;SUB.SIG;Wireless; 6BH | | | | 8800 | | | | | 3SB;Commercial Boiler Wks; | shft drn12,19;Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 7500HS;WP210lbs;2500SHP;EAC; d rpd8,19;Dkd4,21;s rps1,22 | (Laid up) | |
| | W.B.—A.P.340t;D.B.356′1264t;F | P.120t | | | | | | | | | | |
| 15130 | **Western Hope** | Scw | Am | Seattle | 3540 | 6′ 5″ | 1918 | Seattle, | U. S. Shipping Board | Stm Tbn; | ✠A1Ⓔ | |
| 216,949 | Steel | | 409.5 | 54.2 \| 27.6 \| 30′ 2″ | 5754 | 24′ | 7 | (J. F. Duthie & Co.) [Wash. | | General Electric Co; | ✠AMS | |
| LNBC | 2D;Web frms;Long. frmg; 7BH | | | | 8800 | | | | | 3SB;Commercial Boiler Wks; | S.S.Balt6,20;Cih BB;CL | |
| | SUB.SIG;Wireless C-36 | | P40′ | B120′ F43′ | | | | | | 189GS;7995HS;WP210lbs;2500SHP; Dkd,d rpd4,21 | (Laid up) | |
| | W.B.—A.P.155t;D.B.353′1180t;F | P.140t | | | | | | | | | | |
| 15131 | **Western King** | Scw | Am | Seattle | 4203 | 6′ 4½″ | 1918 | Seattle, | U. S. Shipping Board | Stm Tbn; | ✠A1Ⓔ | |
| 216,073 | Steel | | 409.5 | 54.2 \| 27.6 \| 30′ 2½″ | 5659 | 24′ | 3 | (J. F. Duthie & Co.) [Wash. | | De Laval Steam Turbine Co; | ✠AMS | |
| LJVC | 2D;W. Bal; 5BH | | | | 8800 | | | | | 3SB;Willamette I. & S. Wks; | S.S.Phila12,20; | |
| | Wireless; 4BH to Fbd dk | | P43′ | B114′ F46′ | | | | | | 183GS;7425HS;WP210lbs;2500SHP; Dkd12,20;s rps5,21 | shft drn12,20;Cih BB;CL | |
| | SUB.SIG. 1BH to 2d dk C-36 | | | | | | | | | | (Laid up) | |
| | W.B.—A.P.39t;D.B.349′1178t;F | P.148t | | | | | | | | | | |
| 15132 | **Western Knight** | Scw | Am | New York | 3578 | 6′ 6″ | 1919 | Seattle, | American South African Line, Inc. | 3Cyl TE28½,48,80x48; | ✠A1Ⓔ | |
| 217,840 | Steel | | 409.8 | 54.2 \| 29.2 \| 31′ 11″ | 5779 | 25′ 7″ | 4 | (Ames [Wash. S. B. & D. D. Co.) | | Ames S. B. & D. D. Co; | ✠AMS | |
| LQPG | 1D;Wireless;W. Bal 7BH | | | | 8800 | | | | | 3SB;Ames S. B. & D. D. Co; | S.S.No.2,Seat2,26; | |
| | C-37 | | P44′ | B119′ F44′ | | | | | | 236GS;9273HS;WP200lbs;3500IHP; Dkd,d rpd6,26;s rps9,26 | shft drn1,26;M.&B.S.2,26; Cih BB;CL | |
| 15133 | **Western Light** | Scw | Am | Portland | 3504 | 6′ 5″ | 1918 | Portland, | U. S. Shipping Board | 3Cyl TE24½,41½,72x48; | ✠A1Ⓔ | |
| 216,631 | Steel | | 409.8 | 54.2 \| 27.7 \| 30′ 2″ | 5759 | 23′ 11″ | 7 | (Northwest [Ore. Steel Co.) | | Allis-Chalmers; | ✠AMS | |
| LMGJ | 2D;W. Bal;Wireless;SUB.SIG. 7BH | | | | 8800 | | | | | 3SB;Willamette I. & S. Wks; | S.S.NY12,20; | |
| | C-36 | | P44′ | B115′ F46′ | | | | | | 207GS;8112HS;WP210lbs;2500IHP; d rpd2,21;Dkd,s rps11,26 | n Eng12,20;n shft10,26; M.&B.S.11,26;Cih BB;CL | |
| | W.B.—A.P.148t;D.B.356′1181t;F | P.132t | | | | | | | | | | |
| 15134 | **Western Maid** | Scw | Am | Portland | 3503 | 6′ 5″ | 1918 | Portland, | U. S. Shipping Board | Stm Tbn; | ✠A1Ⓔ | |
| 216,754 | Steel | | 409.8 | 54.2 \| 27.7 \| 30′ 2″ | 5760 | 23′ 11″ | 8 | (Northwest [Ore. Steel Co.) | | De Laval Steam Turbine Co; | ✠AMS | |
| LMKT | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | | | 8800 | | | | | 3SB;Willamette Iron & Steel Wks; | S.S.NptN1,21; | |
| | Oil fuel F. P. above 150° F. C-36 | | P47′ | B115′ F44′ | | | | | | 8055HS;WP190lbs;2650SHP; Dkd8,21;s rps4,22 | shft drn8,21;Cih BB;CL | |
| | W.B.—A.P.148t;D.B.356′1181t;F | P.132t | | | | | | | | | (Laid up) | |
| | F.O.—A.P.138t;D.B.310′ 922t;F | P.123t | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| 15135 | **Western Ocean** | Scw | Am | Portland | 3504 | 6′ 5″ | 1918 | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,446 | Steel | | 409.6 | 54 \| 27.6 \| 30′ 2″ | 5760 | 24′ | 6 | ping Board | General Electric Co; | ✠AMS | |
| LKVN | 2D;Wireless;W. Bal;SUB.SIG; 7BH | | P56′ | B113′ F46′ | 8800 | | Portland, (Northwest [Ore. Steel Co.) | | 3SB;Willamette Iron & Steel Wks; | S.S.No.1,NptN4,23; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | 8055HS;WP210lbs;2500SHP; | n Eng1,23;shft drn5,24; | |
| | | | | | | | | | d rpd11,24;Dkd,s rps11,26 | M.&B.S.11,26; | |
| | W.B.—A.P.148t;D.B.356′1181t F.P.132t | | | | | | | | | Cih BB;CL | |
| | F.O .....D.B.310′ 922t;S. T.80t | | | | | | | | | | |
| 15136 | **Western Plains** | Scw | Am | Portland | 3467 | 6′ 5″ | 1918 | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,976 | Steel | | 409.8 | 54.2 \| 27.7 \| 30′ 2″ | 5688 | 23′ 11″ | 10 | ping Board | General Electric Co; | ✠AMS | |
| LNBV | 2D;Long. frmg;W, Bal; 7BH | | P41′ | B121′ F44′ | 8842 | | Portland, (Columbia [Ore. River S. B. Corp.) | | 3SB;Columbia River S. B. Corp; | S.S.No.1,NY3,23; | |
| | Wireless;SUB.SIG. C-36 | | | | | | | | 181GS;7902HS;WP194lbs; | M.S.3,23;B.S;shft drn8,25; | |
| | | | | | | | | | 2500SHP;d rpd3,23;Dkd,s rps10,26 | Cih BB;CL | |
| | W.B.—A.P.44t;D.B.353′1199t;F .P.137t | | | | | | | | | | |
| 15137 | **Western Pride** | Scw | Am | Portland | 3467 | 6′ 5″ | 1918 | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,787 | Steel | | 409.8 | 54.2 \| 27.7 \| 30′ 2″ | 5688 | 24′ | 8 | ping Board | General Electric Co; | ✠AMS | |
| LMPV | 2D;W. Bal;Long. frmg; 7BH | | P41′ | B121′ F44′ | 8942 | | Portland, (Columbia [Ore. River S. B. Co.) | | 3SB;Columbia River S. B. Co; | S.S.NptN3,22; | |
| | Wireless;SUB.SIG. C-36 | | | | | | | | 132GS;8024HS;WP210lbs; | shft drn3,22;Cih BB;CL | |
| | | | | | | | | | 2500SHP;EAC;Dkd,s rps3,22; | (Laid up) | |
| | W.B.—A.P.44t;D.B.353′1199t;F. P.137t | | | | | | | | Exmd4,22 | | |
| 15138 | **Western Queen** | Scw | Am | Seattle | 4434 | 5′ 10″ | 1918 | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,224 | Steel | | 409.6 | 54.2 \| 27.1 \| 29′ 9″ | 5853 | 24′ 1½″ | 4 | ping Board | General Electric Co; | ✠AMS | |
| LKPN | 2D;Wireless;W. Bal; 7BH | | P43′ | B113′ F46′ | 8800 | | Seattle, (Skinner [Wash. & Eddy Corp.) | | 3SB;Commercial Boiler Wks; | S.S.NO8,20; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | 8086HS;WP210lbs;2500SHP;EAC; | shft drn10,22;Cih BB;CL | |
| | | | | | | | | | d rpd3,21;Dkd6,25 | (Laid up) | |
| | W.B.—A.P.340t;D.B.356′1264t;F .P.120t | | | | | | | | | | |
| | F.O.....D.B.311′1001t ..... | | | | | | | | | | |
| 15139 | **Western Scout** | Scw | Am | Portland | 3503 | 6′ 5″ | 1918 | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 217,032 | Steel | | 409.8 | 54.2 \| 27.7 \| 30′2″ | 5760 | 24′ | 10 | ping Board | De Laval Steam Turbine Co; | ✠AMS | |
| LNGC | 2D;SUB.SIG;W. Bal;Wireless; 7BH | | P47′ | B115′ F44′ | 8800 | | Portland, (Northwest [Ore. Steel Co.) | | 3SB;Willamette Iron & Steel Wks; | S.S.Balt5,20;n shft5,20; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | 9216HS;WP210lbs;3000SHP; | shft drn4,21;M.S.2,23; | |
| | | | | | | | | | Dkd,d rpd2,23 | Cih BB;CL | |
| | W.B.—A.P.148t;D.B.356′1181t;F .P.132t | | | | | | | | | (Laid up) | |
| | F.O.—A.P.138t;D.B.310′ 922t;F .P.123t | | | | | | | | | | |
| 15140 | **Western Sea** | Scw | Am | Seattle | 4317 | 6′ 4½″ | 1918 | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,465 | Steel | | 409.5 | 54.2 \| 27.6 \| 30′2½″ | 5813 | 24′ | 4 | ping Board | De Laval Steam Turbine Co; | ✠AMS | |
| LKWC | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | P44′ | B115′ F47′ | 8800 | | Seattle, (J. F. [Wash. Duthie & Co.) | | 3SB;Willamette Iron & Steel Wks; | S.S.Phila9,20; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | 8055HS;WP200lbs;2500SHP; | shft drn3,21;Cih BB;CL | |
| | | | | | | | | | Dkd,s rps3,21 | (Laid up) | |
| | W.B.—A.P.147t;D.B.349′1178t;F .P.148t | | | | | | | | | | |
| | F.O.—A.P.137t;D.B.304′ 918t;F .P.138t | | | | | | | | | | |
| 15141 | **Western Spirit** | Scw | Am | Portland | 3504 | 6′ 5″ | 1918 | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,627 | Steel | | 409.8 | 54.2 \| 27.7 \| 30′ 2″ | 5760 | 24′ | 7 | ping Board | General Electric Co; | ✠AMS | |
| LMGF | 2D;W. Bal;Wireless;SUB.SIG. 7BH | | P47′ | B115′ F44′ | 8800 | | Portland, (Northwest [Ore. Steel Co.) | | 3SB;Willamette I. & S. Wks; | S.S.No.1,Ches3,23; | |
| | C-36 | | | | | | | | 165GS;8055HS;WP210lbs;2500SHP; | shft drn3,22;M.&B.S.3,23; | |
| | | | | | | | | | EAC;s rps3,23;Dkd7,23 | Cih BB;CL | |
| | W.B.—A.P.148t;D.B.356′1181t;F .P.132t | | | | | | | | | (Laid up) | |
| 15142 | **Western Star** | Scw | Am | Seattle | 3503 | 6′ 4¾″ | 1918 | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,785 | Steel | | 409.5 | 54.2 \| 27.6 \| 30′ 2½″ | 5700 | 24′ | 8 | ping Board | De Laval Steam Turbine Co; | ✠AMS | |
| LMPC | 2D;Long. frmg;W. Bal; 7BH | | P44′ | B115′ F47′ | 8800 | | Seattle, (J. F. [Wash. Duthie & Co.) | | 3SB;Commercial Boiler Wks; | S.S.Mnti5,20; | |
| | Wireless;SUB.SIG. C-36 | | | | | | | | 189GS;9220HS;WP210lbs;3000SHP; | shft drn5,20;Cih BB;CL | |
| | | | | | | | | | Dkd3,21;s rps6,21 | (Laid up) | |
| | W.B.—A.P.300t;D.B.353′1180t;F .P.140t | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15143 | **Western States** | SW | Am | Detroit | 1566 | | 1902 | Wyandotte, | Detroit & | 3Cyl C52,72,72x84; | | |
| 81,811 | Steel | | 350 | 44 \| 19.9 | 3077 | | | (Detroit [Mich. S. B. Co.) | Cleveland Nav. Co. | 6SB;WP140lbs;4200IHP. | | |
| | 4D;Wireless 5BH | | | | | | | | | | | |
| 15144 | **Western Union** | Scw | Am | New York | 129 | | '89 | Camden, | Western | 2CylC15,28x22; | | |
| 81,249 | Iron | | 96 | 25 \| 9.1 | 189 | | | (J. H. Dialogue & Son.) [N. J. | Union Tel. Co. | 1CRTB;WP100lbs;500IHP. | | |
| | 1D | | | | | | | | | | | |
| 15145 | **Western Wave** | Scw | Am | Portland | 3556 | 6′ 5″ | 1918 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,373 | Steel | | 409.8 | 54.2 \| 27.7 \| 30′ 2″ | 5832 | 23′ 11″ | 6 | (Northwest [Ore. Steel Co.) | ping Board | De Laval Steam Turbine Co; | ✠AMS | |
| LKSM | 2D;W. Bal;Wireless;SUB.SIG; 5BH | | P47′ | B115′ F44′ | 8800 | | | | | 3SB;Willamette I. & S. Wks; | S.S.Chstn10,20; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 8094HS;WP210lbs;2500SHP; | shft drn10,20;Cih BB;CL | |
| | | | | | | | | | | Dkd10,20;s rps8,21 | (Laid up) | |
| | W.B.—A.P.148t;D.B.356′1181t;F. | P.132t | | | | | | | | | | |
| | F.O.....D.B.310′ 922t. | ..... | | | | | | | | | | |
| 15146 | **Western World** | Scw | Am | New York | 8054 | 10′ 8″ | 1922 | Sparrows Pt. | Munson | Stm Tbns; | ✠A1Ⓔ With Freeboard. | |
| 222,063 | xNutmeg State Steel | Twin | 517 | 72.2 \| 27.8 \| 41′ | 13712 | 30′ 6″ | 5 | (Bethlehem [Md. S. B. Corp., Lim.) | S.S. Line, Inc. | Bethlehem S. B. Corp., Lim; | ✠AMS | |
| MDNJ | 3D;Long. frmg;W. Bal; 13BH | | P32′ | B228′ | 11300 | | | | | 8WTB:Bethlehem S. B. Corp.(Lim) | RMC8,26 | |
| | Wireless;D.F; 7BH to Super dk | | | | | | | | | 39520HS;WP265lbs;12000SHP;EAC; | shfts drn11,25;B.S.6,26; | |
| | SUB.SIG; 6BH to Fbd dk | | | | | | | | | Dkd,d rpd10,26 | M.S.7,26;SBP;CL | |
| | Oil fuel F. P. above 150° F. C-45 | | | | | | | | | | | |
| | W.B.—A.P.161t;D.T.a38′148t;W. | T.a38′ | 241t;D | .B.363′1795t;W. | T.29′2 | 81t..... | .... | D.T.38′1389t;F.P.1 | 59t | | | |
| | F.O..... | ..... | .... D | .B.330′1470t... | ..... | ...W.T.76′1 | 341t; | D.T.38′1295t;F.P.1 | 48t | | | |
| 15147 | **Westerner** | Scw | Am | Seattle | 3435 | 6′ 4½″ | 1918 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 215,951 | Steel | | 409.6 | 54.2 \| 27.5 \| 30′ 2½″ | 5663 | 24′ | 2 | (J. F. [Wash. Duthie & Co.) | ping Board | General Electric Co; | ✠AMS | |
| LJPN | 2D;Wireless;W. Bal; 5BH | | P44′ | B115′ F47′ | 8800 | | | | | 3SB;Commercial Boiler Wks; | S.S.No.2,Balt12,25; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 8055HS;WP203lbs;2500SHP; | n shft3,25;shft drn3,26; | |
| | | | | | | | | | | Dkd,d rpd3,26;s rps7,26 | M.S.4,26;B.S.5,26;Cih BB;CL | |
| | W.B.—A.P.147t;D.B.349′1178t;F. | P.148t | | | | | | | | | | |
| | F.O.—A.P.137t;D.B.304′ 918t;F. | P.138t | | | | | | | | | | |
| 15148 | **Westerwald** | Scw | Ger | Hamburg | 2759 | | 1921 | Hamburg, | Hamburg- | 3Cyl TE26,43,70x47; | | G |
| | Steel | | 390 | 50.2 \| 24.9 | 4541 | | 8 | (Deutsche [Ger. Werft A. G.) | American Line | 3Birs | | |
| RBVW | 1D;Shel dk;Oil fuel; 6BH | | P & B | 257′ F50′ | | | | | | | | |
| | SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 15149 | **Westfalen** | Scw | Ger | Bremen | 3194 | | 1906 | Geeste- | Nordd. | 4Cyl QE24,34,50,72x53; | | G |
| | Steel | | 409.4 | 52.7 \| 27.9 | 5124 | | 1 | (J. C. [munde, Ger. Tecklenborg.) | Lloyd | 3SB;WP220lbs | | |
| QLJK | 3D;Deep frmg;SUB.SIG; 7BH | | P & B | 327′ F46′ | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 15150 | **Westfield** | Scw | Am | New York | 842 | | 1911 | Wilmington, | Central | 3Cyl TE19,30,35x30; | | |
| 208,674 | Steel | | 191.8 | 46.1 \| 17 | 1238 | | 6 | (Harlan & [Del. Hollingsworth.) | R.R. of N. J. | WP170lbs;1400IHP. | | |
| | 2D | | | | | | | | | | | |
| 15151 | **Westfield** | Scw | Am | Seattle | 3526 | 6′ 4½″ | 1918 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,008 | Steel | | 409.5 | 54.2 \| 27.6 \| 30′ 2″ | 5749 | 24′ 1″ | 3 | (J. F. [Wash. Duthie & Co.) | ping Board | General Electric Co; | ✠AMS | |
| LJRM | 2D;W. Bal;Wireless;SUB.SIG. 5BH | | P43′ | B114′F46′ | 8800 | | | | | 3SB;Willamette I. & S. Wks; | CL | |
| | | | | | | | | | | 183GS;7425HS;WP210lbs;2500SHP; | (Laid up) | |
| | W.B.—A.P.39t;D.B.349′1178t;F. | P.148t | | | | | | | | Dkd5,25 | | |
| 15152 | **Westford** | Scw | Am | Seattle | 3549 | 6′ 4½″ | 1918 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,563 | Steel | | 409.5 | 54.2 \| 27.4 \| 30′ 1¾″ | 5698 | 23′ 11½″ | 7 | (Ames [Wash. S. B. & D. D. Co.) | ping Board | Westinghouse E. & Mfg. Co; | ✠AMS | |
| LMCT | 2D;Wireless;W. Bal 7BH | | P43′ | B114′ F46′ | 8800 | | | | | 3SB:Ames S. B. & D. D. Co; | S.S.NY7,20; | |
| | C-36 | | | | | | | | | 185GS;7956HS;WP200lbs; | shft drn4,21;Cih BB;CL | |
| | | | | | | | | | | 2750SHP;s rps1,21;Dkd,d rpd4,21 | (Laid up) | |
| | W.B.—A.P.44t;D.B.349′1185t;F. | P.136t | | | | | | | | | | |
| 15153 | **Westhampton** | Scw | Am | Portland | 3556 | 6′ 5″ | 1918 | Portland, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,309 | Steel | | 409.8 | 54.2 \| 27.7 \| 30′ 2″ | 5832 | 24′ | 5 | (Northwest [Ore. Steel Co.) | ping Board | General Electric Co; | ✠AMS | |
| LKRB | 2D;Wireless;W. Bal; 5BH | | P44′ | B114′ F47′ | 8800 | | | | | 3SB;Willamette I. & S. Wks; | S.S.Gvstn8,20; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | 8055HS;WP210lbs;2500SHP; | n shft2,21;Cih BB;CL | |
| | | | | | | | | | | d rpd8,20;Dkd,s rps2,21 | (Laid up) | |
| | W.B.—A.P.148t;D.B.356′1181t;F. | P.132t | | | | | | | | | | |
| | F.O.—A.P.138t;D.B.310′ 922t;F. | P.123t | | | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth \| Bth. \| Dth. Deck Erections Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15154 137,267 JTNG | **Westhope** Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | Br 405 | Sund'rl'nd 52.3 \| 31.9 | 3557 5687 | | 1918 4 | Sunderland, (W. Pickers- [Eng. gill & Sons, Lim.) | J. Westoll, Mgr. | 3CylTE26,43,72x48; 3SB;WP180lbs | | BL |
| 15155 141,005 KFJD | **Westland** xLivingstone Comp. 2D;Awng dk;Mchy aft 2BH | Scw | Am 281 | Fairport 41 \| 22 | 1622 2134 | | '89 | Wyandotte, (Detroit [Mich. D. D. Co.) | Westland S.S. Co. | 3CylTE20½,33,55x42; 2SB;WP160lbs;1000IHP. | | |
| 15156 217,208 LNSC | **Westland** 1D;B | Brg Sch | Am 196.8 | Jcksnville 35.7 \| 15.6 | 933 989 | | 1918 11 | Baltimore, (Coastwise [Md. S. B. Co.) | Brooks- Scanlon Corp. | O;Gif✕ | | |
| 15157 215,879 LJMP | **Westland** Steel 2D;W. Bal;Wireless;SUB.SIG; 5BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.148t;D.B.356'1181t;F. P.132t F.O.—A.P.138t;D.B.310' 922t;F. P.123t | Scw | Am 410 P43' | Portland 54.2 \| 27.5 \| 30' 2" B115' F47' | 4375 5832 8800 | 6' 5" 23' 11" | 1917 12 | Portland, (Northwest [Ore. Steel Co.) | U. S. Ship- ping Board | Stm Tbn; General Electric Co; 3SB;Willamette I. & S. Wks; 8055HS;WP200lbs;2500SHP; Dkd,rps10,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NO4,22; n shft4,22;M.&B.S; shft drn10,26;Clh BB;CL | |
| 15158 217,152 LNMW | **Westmead** Steel 2D;Wireless;W. Bal 7BH C-36 W.B.—A.P.44t;D.B.349'1185t;F. P.136t | Scw | Am 409.5 P43' | Seattle 54.2 \| 27.4 \| 30' 1¾" B114' F46' | 4201 5618 8800 | 6' 4½" 23' 11½" | 1918 10 | Seattle, (Ames [Wash. S. B. & D. D. Co.) | U. S. Ship- ping Board | 3CylTE26,43,73x48; Ames S. B. & D. D. Co; 3SB;Ames S. B. & D. D. Co; 193GS:7956HS;WP200lbs; 3000IHP;rps9,20;Dkd6,25 | ✠A1Ⓔ ✠AMS S.S.Balt9,20; shft drn1,22;Clh BB;CL (Laid up) | |
| 15159 148,494 KRNF | **Westmoor** Steel 2D;Wireless;W. Bal 7BH | MV | Br 375 F30' | London 52.6 \| 25.7 | 2639 4359 | | 1924 10 | Sunderland, (W. Doxford [Eng. & Sons, Lim.) | Moor Line (Lim.) | 3CylOilEng21¼x85 | | BL |
| 15160 140,292 JPQT | **Westmoreland** Steel 2D;Shel dk;Wireless; 7BH D.F;W. Bal | Scw Twin | Br 473 F43' | London 60.1 \| 36.7 B186' | 5554 8986 | | 1917 5 | Glasgow, (D. & W. [Scot. Henderson & Co., Lim.) | Federal S. N. Co. (Lim.) | Stm Tbns; 5SB;WP190lbs | | BL |
| 15161 80,995 | **Westmoreland** Wood 1D | SW | Am 119 | Baltimore 32 \| 12.5 | 674 847 | | '83 | Baltimore, Md | Maryland, Delaware & Va. Ry. Co. | 1CylVB48x132; 875IHP. | | |
| 15162 214,344 LGFV | **Westmoreland** 1D | Trn | Am 245.2 | Phila. 41.2 \| 19.6 | 1418 1593 | | 1916 | Bath, (Kelley [Me. Spear Co.) | Westmore- land Coal Co. | Wd | | |
| 15163 218,501 LRWT | **Westmoreland** Steel 2D;Long. frmg;W. Bal; 7BH Wireless;SUB.SIG; C-36 Oil fuel F. P. above 150° F. W.B.—A.P.175t;D.B.331'1518t... ..... F.O.—A.P.163t;D.B.289'1169t;S. T.77t; | Scw | Am 395.5 P44' F.P.25 F.P.23 | Newark 55 \| 31.4 \| 34'11" B110' F38' 5t 8t | 3833 6207 9700 | 8' ½" 27' | 1919 8 | Kearny, (Federal [N. J. S. B. Co.) | U. S. Ship- ping Board | Stm Tbn; Midwest Eng. Co; 3SB;Federal S. B. Co; 8934HS;WP210lbs;2600SHP; Dkd,d rpd10,26;s rps11,26 | ✠A1Ⓔ With Freeboard ✠AMS S.S.No.1,NY2,24; M.S 2,24;n shft5,25;B.S.9,26; SBP;CL | |
| 15164 138,232 | **Westmount** Steel 1D;B 4BH | Scw | Br 529 | Montreal 58 \| 31 | 5636 7392 | | 1917 | Colling- wood, Ont. (Collingwood S. B. Co.) | Canada S.S. Lines (Lim.) | 3CylTE24,40,66x42; 3SB;WP185lbs;2000IHP. | (★100(GL) P.S.4,26 | |
| 15165 216,333 LKRM | **Westmount** Steel 2D;W. Bal;Wireless;SUB.SIG. 7BH C-36 W.B.—A.P.44t;D.B.349'1185t;F. P.136t | Scw | Am 409.5 P44' | Seattle 54.2 \| 27.4 \| 30' 1¾" B115' F47' | 3516 5649 8800 | 6' 4½" 24' ½" | 1918 5 | Seattle, (Ames [Wash. S. B. & D. D. Co.) | U. S. Ship- ping Board | 3CylTE26,43,73x48; Ames S. B. & D. D. Co; 3SB;Ames S. B. & D. D. Co; 193GS;7956HS;WP200lbs;3000IHP; EAC;s rps9,21;Dkd5,24 | ✠A1Ⓔ ✠AMS Clh BB;CL (Laid up) | |
| 15166 166,537 | **Weston** 1D | Brg | Am 79.7 | Baltimore 28.4 \| 7.2 | 311 311 | | 1916 | Brooklyn, (Theo. A. [N. Y. Crane's Sons Co.) | Baltimore & Ohio R.R. Co. | Wd | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5167<br>127,547<br>LMPV | **Weston M. Carroll**<br>xGabino xSerpentine Steel<br>1D;Mchy aft 4BH | Scw | Am | Buffalo<br>Reg. Dimensions. Lth. \| Bth. \| Dth.<br>Deck Erections \| Mid.<br>205.1 \| 38 \| 11.6 | 871<br>1069 | | 1907<br>6 mf '18 | Port Huron,<br>(Jenks [Mich.<br>S. B. Co.)<br>Buffalo, N. Y.<br>(Lakes S. B. Co.) | Buffalo<br>Gravel Corp | 2CylC22,44x30;<br>1SB;WP120lbs;400IHP. | — —<br>— —<br>Cancelled2,23 | V |
| 5168<br>155,321 | **Westover**<br>xQcracoke Wood<br>1D | Scw | Am | Norfolk<br>151.3 \| 28.4 \| 8.8 | 303<br>421 | | '98 | Tottenville,<br>N. Y. | Buxton<br>Line, Inc. | 2CylC10¼,20½x30;<br>1Blr;WP138lbs;250IHP. | | |
| 5169<br>RDLG | **Westphalia**<br>Steel<br>4D;Wireless;W. Bal;SUB.SIG. 1BH | Scw | Ger | Hamburg<br>473.5 \| 60.7 \| 41.9 | 7717<br>11343 | | 1923<br>5 | Kiel,<br>(Howaldts- [Ger.<br>werke, A. G.) | Hamburg-<br>American Line | Stm Tbns;<br>5SB;4800SHP | | G |
| 5170<br>QCDJ | **Westplein**<br>Steel<br>2D;W. Bal;Wireless 6BH | Scw | Hol | Rotterd'm<br>289.9 \| 50.1 \| 26.9<br>P37′ \| B110′ F49′ | 2780<br>4370 | | 1920<br>11 | Hamburg,<br>(Deutsche [Ger.<br>Werft. A. G.) | Schp.<br>Maats.<br>"Millingen" | 3CylTE27,43,69x47;<br>3Blrs | | G |
| 5171<br>217,127<br>LNKT | **Westpool**<br>Steel<br>2D;Long. frmg;W. Bal; 7BH<br>Wireless;SUB.SIG. C-36<br>W.B.—A.P.155t;D.B.353′1180t;D T.31′9 | Scw | Am | Seattle<br>409.5 \| 54.2 \| 27.5 \| 30′ 2″<br>P41′ \| B121′ F43′<br>62t; F. P.140t | 3519<br>5724<br>8800 | 6′ 5″<br>23′ 11″ | 1918<br>10 | Seattle,<br>(J. F. [Wash.<br>Duthie & Co.) | U. S. Ship-<br>ping Board | 3CylTE24½,41½,72x48;<br>Llewellyn Iron Wks;<br>3SB;Commercial Boiler Wks;<br>189GS;9217HS;WP210lbs;2800IHP;<br>d rpd11,25;Dkd,s rps10.26 | ✠A1Ⓔ<br>✠AMS<br>S.S.No.1,Nflk12,22;<br>B.S.1.26;M.S;n shft9,26;<br>Cih BB;CL | |
| 5172<br>81,188<br>LFGD | **Westport**<br>Wood<br>1D;Oil fuel | Scw | Am | San Fran.<br>124 \| 31.2 \| 9.5 | 154<br>211 | | '88 | San Fran-<br>(Geo. [cisco, Cal.<br>Boole.) | Hobbs, Wall<br>& Co. | 2CylC12,24x20;<br>1SB;150IHP. | | |
| 5173<br>209,877 | **Westport**<br>Steel<br>1D;Oil fuel | Scw | Am | Seattle<br>88 \| 19 \| 11.5 | 59<br>116 | | 1912 | Seattle,<br>(Seattle [Wash.<br>Con. & D. D. Co.) | American<br>Pacific Whaling<br>Co. | 3CylTE11,18,29x18 | | |
| 5174<br>208,731 | **Westport**<br>Wood<br>1D | Scw | Am | Boston<br>125.6 \| 21.2 \| 8.8 | 167<br>246 | | 1911 | East Boston,<br>(Wm. [Mass.<br>McKie.) | Eastern<br>S.S. Lines, Inc. | 3CylTE10½,17½,28x18 | | |
| 5175<br>216,902<br>LMVF | **Westport**<br>Steel<br>2D;W. Bal;Wireless;SUB.SIG. 7BH<br>C-36<br>W.B.—A.P.44t; D.B.349′1185t; F. P.136t | Scw | Am | Seattle<br>409.5 \| 54.2 \| 27.4 \| 30′ 1¾″<br>P43′ \| B114′ F46′ | 3529<br>5665<br>8800 | 6′ 4½″<br>23′ 11½″ | 1918<br>9 | Seattle,<br>(Ames [Wash.<br>S. B. & D. D. Co.) | U. S. Ship-<br>ping Board | 3CylTE26,43,73x48;<br>Ames S. B. & D. D. Co;<br>3SB;Ames S. B. & D. D. Co;<br>193GS;7956HS;WP200lbs;3000IHP;<br>EAC;d rpd7,26;Dkd,s rps11,26 | ✠A1Ⓔ<br>✠AMS<br>S.S.No.1,NY11,22;<br>M.S.11,22 B.S;n shft11,26<br>Cih BB;CL | |
| 5176<br>166,395 | **Westport**<br>1D | Brg | Am | Baltimore<br>100.7 \| 34.8 \| 7.4 | 235<br>242 | | 1916 | Wilmington,<br>(American [Del.<br>Car & Fdy. Co.) | N.Y.&Cuba<br>Mail S.S. Co | Wd | | |
| 5177<br>106,415<br>VBWN | **Westralia**<br>Steel<br>2D;Wireless;W. Bal 6BH | Scw | Br | Melbor'ne<br>327.4 \| 41.2 \| 20.5<br>P&B \| 186′ F52′ | 1777<br>2922 | | '97<br>1 | Sunderland,<br>(J. Laing) [Eng. | Huddart,<br>Parker Co. (Lim.) | 3CylTE25,41,68x45;<br>2DB;WP180lbs | | BL |
| 5178<br>216,158<br>LKMP | **Westshore**<br>Steel<br>2D;W. Bal;Wireless;SUB.SIG; 7BH<br>Oil fuel F. P. above 150° F. C-36<br>W.B.—A.P.148t;D.B.356′1181t;F P.132t<br>F.O.—A.P.138t;D.B.310′ 922t;F P.123t | Scw | Am | Portland<br>409.8 \| 54.2 \| 27.7 \| 30′ 2″<br>P47′ \| B115′ F44′ | 3472<br>5714<br>8800 | 6′ 5″<br>23′ 11″ | 1918<br>4 | Portland,<br>(Northwest [Ore.<br>Steel Co.) | U. S. Ship-<br>ping Board | Stm Tbn;<br>General Electric Co;<br>3SB;Willamette Iron & Steel Co;<br>8112HS;WP210lbs;2500SHP;<br>Dkd12,20;s rps9.21 | ✠A1Ⓔ<br>✠AMS<br>S.S.Gvstn12,20;<br>Cih BB;CL<br>(Laid up) | |
| 5179<br>148,556<br>KSHF | **Westward**<br>xDanefolk Aux<br>1D;B;Mchy aft;Wireless;W. Bal Twin | Sch | Br | London<br>250.6 \| 40.2 \| 22<br>P & B \| 172′ F42′ | 1176<br>2001 | | 1920<br>9 | Rodby<br>Havn., Den<br>(A/S. Rodby<br>Havn. Jernskibs.) | M. A.<br>Robinson | Stl;3BH;<br>2-4CylOilEng.11⅛x16½ | | BL |
| 5180<br>215,990<br>LJQW | **Westward Ho**<br>Steel<br>2D;SUB.SIG;Wireless;W. Bal; 5BH<br>Oil fuel F. P. above 150° F. C-36 | Scw | Am | Portland<br>410 \| 54.2 \| 27.6 \| 30′ 2″<br>P47′ \| B115′ F44′ | 3501<br>5648<br>8715 | 6′ 5″<br>24′ | 1918<br>3 | Portland,<br>(Columbia [Ore.<br>River S. B. Co.) | U. S. Ship-<br>ping Board | Stm Tbn;<br>General Electric Co;<br>3SB;Columbia River S. B. Co;<br>7404HS;WP210lbs;2500SHP;<br>d rpd1,22;Dkd,s rps10,26 | ✠A1Ⓔ<br>✠AMS<br>S.S.Balt6,20;<br>n Eng11,20;B.S;shft drn10,26;<br>Cih BB;CL | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15181 | **Westwood** | Scw | Am | Seattle | 4141 | 6′ 4½″ | 1918 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 216,045 | Steel | | 409.5 | 54.2 \| 27.4 | 5691 | 23′ 11½″ | 3 | (Ames [Wash. | ping Board | Westinghouse E. & Mfg. Co; | ✠AMS | |
| LJSQ | 2D;W. Bal; 5BH | | | \| 30′ 1¾″ | 8800 | | | S. B. & D. D. Co.) | | 3SB;Lake Erie Boiler Wks; | S.S.Balt4,21;BBP;CL | |
| | Wireless; 4BH to Fbd dk | | P44′ | B115′ F47′ | | | | | | 195GS;7260HS;WP200lbs;2500SHP; | (Laid up) | |
| | SUB.SIG. 1BH to 2d dk | | | | | | | | | EAC;Dkd,s rps4,21 | | |
| | C-36 | | | | | | | | | | | |
| | W.B.—A.P.44t; D.B.349′1185t; F. P.136t | | | | | | | | | | | |
| 15182 | **Weymouth** | Scw | Br | Pictou | 106 | | '90 | Weymouth, | Bras d'Or | 2CylC14,26x18; | — Exp | |
| 94,824 | M;Glef | | 102.7 | 19 \| 7.6 | 154 | | 6 | N. S. | Steamboat Co. | 26RHP. | | |
| | 1D (Sltd) | | | | | | | (Jos. Millbury.) | | | | |
| 15183 | **Whale** | Scw | Nor | Tonsberg | 2410 | | '97 | Glasgow, | A/S. | 3CylTE25,40,66x45; | | N |
| | xOrwell Steel | Scb | 354.3 | 45.1 \| 25.8 | 4098 | | 8 | (C. [Scot. | Tonsbergs Hvalf. | 2SB;WP170lbs | | |
| MHTV | 2D;Web frms;Wireless;W. Bal 9BH | | P34′ | B104′ F38′ | | | | Connell & Co.) | | | | |
| 15184 | **Whale** | Brg | Am | Detroit | 572 | | '92 | Toledo, | United Fuel | O | | |
| 106,984 | xAnn Arbor No. 2 | | 364 | 53 \| 14 | 1144 | | | (Craig [Ohio | & Supply Co. | | | |
| | 1D | | | | | | | S. B. Co.) | | | | |
| 15185 | **Whangape** | Scw | Br | Dunedin | 1901 | | 1900 | Middlesbro, | Union S.S. | 3CylTE23,36,59x42 | | |
| 110,641 | Steel | | 320 | 44.8 \| 15.3 | 2931 | | | (Sir [Eng. | Co. of New | | | |
| RNKT | 1D;Spar dk;Deep frmg; | | | \| 23.3 | | | | Rayiton Dixon | Zealand (Lim.) | | | |
| | Wireless;W. Bal | | P30′ | B68′ F32′ | | | | & Co., Lim.) | | | | |
| 15186 | **Wheatland Montana** | Scw | Am | Seattle | 5451 | 10′ 9½″ | 1919 | Seattle, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 218,849 | Steel | | 410.1 | 54.3 \| 27.1 | 7001 | 27′ 1″ | ▮ | (Skinner [Wash | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LSQN | 3D;Wireless; 8BH | | | \| 37′ 9″ | 9600 | | | & Eddy Corp.) | | 3SB;Commercial Blr. Wks; | S.S.No.1,Seat10,23; | |
| | SUB.SIG; 7BH to Fbd dk | | | | | | | | | 8085HS;WP210lbs;2800IHP;EAC; | n shft10,22;M.S.10,23; | |
| | W. Bal; 1BH to 3d dk | | | | | | | | | Dkd,d rpd5,26 | B.S.10,25;n shft5,26; | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | Cih BB;CL | |
| | W.B.—A.P.340t;D.B.355′1264t;D. T.40′1 | 082t..... | F.P.120t | | | | | | | | | |
| | F.O.....D.B.310′1001t;D. T.40′1 | 011t;S. | T.79t..... | | | | | | | | | |
| 15187 | **Wheatmore** | Scw | Br | Liverpool | 3135 | | 1917 | W. Hartle- | Johnston | 3CylTE29,49,80x54; | | BI |
| 140,538 | xThistlemore Steel | | 420.2 | 53.5 \| 36.3 | 5019 | | 10 | pool, Eng. | Line (Lim.) | 3SB;WP180lbs | | |
| JRFD | 2D;Shel dk;Oil fuel;Wireless; 7BH | | | | | | | (Irvine's S. B. & | | | | |
| | D.F;SUB.SIG;W. Bal | | | | | | | D. D. Co., Lim.) | | | | |
| 15188 | **Wheaton** | Scw | Am | Baltimore | 4331 | 10′ 1¾″ | 1918 | Sparrows | U. S. Ship- | 3CylTE30½,52,86x54; | ✠A1Ⓔ With Freeboard. | |
| 217,232 | Steel | | 415 | 53.7 \| 28.3 | 6867 | 29′ 6″ | 11 | (Beth- [Point, Md. | ping Board | Bethlehem S. B. Corp; | ✠AMS | |
| LNTH | 3D;4th dk Ford;Web frms; 8BH | | | \| 39′ 6″ | 10200 | | | lehem S. B. Co.) | | 4SB;Bethlehem S. B. Corp; | ✠RMC11,23 | |
| | Long. frmg; 1BH to Fbd dk | | | | | | | | | 264GS;12020HS;WP200lbs;4000IHP; | S.S.NY5,20; | |
| | SUB.SIG;Wireless; 7BH to 2d dk | | | | | | | | | rps5,22;Dkd9,23;s rps11,23 | shft drn5,22;M.&B.S.1,23; | |
| | W. Bal C-37 | | | | | | | | | | Cih BB;CL | |
| | W.B.—A.P.52t;D.B.343′1243t;D. T.30′8 | 66t; F. | P.125t | | | | | | | | (Laid up) | |
| 15189 | **Whidby** | Scw | Am | Seattle | 142 | | 1923 | Dockton, | Whidby | 3CylTE10,15,25x20; | | |
| 223,051 | Wd;If | | 114.2 | 30.6 \| 9.3 | 209 | | 6 | (John [Wash. | Island | 1WTB;WP200lbs;450IHP. | | |
| | 1D;Deep frmg 3BH | | | | | | | Martinolich.) | Transportation Co. | | | |
| 15190 | **Whileaway** | Scw | Am | New York | 225 | | 1915 | Philadel- | H. Payne | Stm Tbns; | | |
| 213,616 | Steel | Twin | 166.2 | 24.3 \| 9.6 | 421 | | | (Wm. phia, [Pa. | Whitney | 1WTB;WP250lbs;1500SHP | | |
| LFPB | 2D;Oil fuel 9BH | | | | | | | Cramp Sons | | | | |
| | | | | | | | | S. & E. B. Co.) | | | | |
| 15191 | **Whinfield** | Scw | Br | Newcastle | 2473 | | 1917 | Newcastle, | E. J. Sutton | 3CylTE25,41,67x45; | | B |
| 140,700 | Steel | | 360.1 | 51.1 \| 24.3 | 3985 | | 10 | (Tyne [Eng. | & Co., Mgrs. | 2SB;WP180lbs | | |
| JRLC | 1D;Wireless;W. Bal 6BH | | P33′ | B123′ F37′ | | | | I. S. B. Co., Lim.) | | | | |
| 15192 | **Whipple** | MV | Nic | Bluefields | 433 | | 1902 | Sparrows Pt. | Snyder | 2-6Cyl-OilEng; | | |
| | Steel | Twin | 248 | 23.3 \| 10 | | | | (Maryland [Md. | Banana Co. | 400BHP | | |
| | 1D | | | | | | | Steel Co.) | | | | |
| 15193 | **Whippoorwill** | Scw | Am | ..... | ..... | | 1919 | Mobile, | U. S. Govt. | 3CylTE19,29,46x30; | | |
| | Steel | | 180 | 35.3 \| 17.2 | | | ▮ | (Alabama [Ala. | (Navy Dept.) | 2WTB; | | |
| | 2D;W. Bal; 7BH | | | | | | | D. D. & S. B. Co.) | | WP200lbs;1400IHP. | | |
| | Oil fuel | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15194 219,696 LVTH | **Whistler** O,YP;Gif 1D 1BH | Scw | Am 94.2 | Camden 24.6 \| 13.2 | 127 188 | | 1920 5 | Camden, (J. H. Mathis Co.) [N. J. | U. S. Shipping Board | 2CylC18,38x26; Dodge Mfg. Co; 1WTB;Traylor Engr. Co; 77GS;2518HS;WP200lbs;450IHP; EAC;s dk clkg3,21;d rpd,clk1,26 | ✠A1 River, Bay & Harbor Towing Service. ✠AMS S.S.No.1,NY10,24; M.&B.S.10,24;shft drn1,26; Scip | |
| 15195 214,537 LGKW | **White Cap** Steel 1D 6BH | Scw | Am 135 | Boston 22.5 \| 12.3 F26′ | 97 303 | | 1916 11 | Manitowoc, (Manitowoc S. B. Co.) [Wis. | Bay State Fishing Co. | 3CylTE12¾,21½,35x24; 1SB;WP180lbs;600IHP. | | |
| 15196 219,399 LVDB | **White Haven** 1D;B | Brg Sch | Am 228 | Phila. 37.8 \| 19.1 | 1217 1293 2500 | | 1919 12 | White Haven, Md. (White Haven S. B. Co.) | Southern Transportation Co. | YP;Gif✕ | ✠ — — Suspended2,22 | |
| 15197 163,599 | **White Marsh** 1D | Brg | Am 130.7 | New York 29.1 \| 12.4 | 433 433 | | 1908 | Perth Amboy, N. J. (Raritan D. D. Co.) | Keeler Trans. Co. | Wd | | |
| 15198 130,223 | **White & Friant** 1D | Brg | Br 152 | Kingston 28 \| 11 | 278 319 | | '81 cb '97 | Grand Haven, Mich. (D. Robertson.) | R. G. Weddell & Co. | O | 85CF(GL) P.S.4,26 | |
| 15199 141,626 TPSH | **Whitebelle** 1D | Sch | Br 172 | St. John's 37.4 \| 13 | 573 615 | | 1920 | Parrsboro, (W. R. Huntley & Son.) [N. S. | The Schooner Whitebelle Co. (Lim.) | Wd | | V |
| 15200 144,436 KFBP | **Whitegate** xArsterturm Steel 2D;Wireless;W. Bal 6BH | Scw | Br 402.1 P50′ | London 52.4 \| 28.2 B124′ F52′ | 3180 5067 | | 1911 1 | Geeste- (J. C. Tecklenborg A.G.) [munde, Ger. | Turnbull, Scott & Co., Mgrs. | 4CylQE22,31,48,70x51; 3SB;WP213lbs | | BL |
| 15201 219,059 LTGP | **Whitehead** 1D;B | Brg Sch | Am 230 | Fall River 37.7 \| 13.6 | 1137 1253 | | 1919 10 | Rockland, (Francis Cobb S. B. Co.) [Me. | Staples Trans. Co. | YP;Gif✕ | ✠ — — Suspended9,22 | |
| 15202 141,513 TPKG | **Whiteway** 1D | Sch | Br 154 | Parrsboro 35 \| 12.4 | 417 458 | | 1919 | Parrsboro, (W. R. Huntley & Son.) [N. S. | C. T. White & Son (Lim.), Mgrs. | Bch,Sp,P;Gif | | V |
| 15203 215,494 LHRS | **Whitney Olson** xGhislaine xEdna Christenson 1D;Wireless; Fir (Sltd) Oil fuel F. P. above 150° F. 3BH | Scw | Am 232 | San Fran. 44 \| 19 | 880 1558 2300 | | 1917 12 | San Pedro, (Wilmington S. B. Co.) [Cal. | Oliver J. Olson & Co., Inc. | 3CylTE16,27,46x33; Main Street Iron Wks; 1WTB;Ward Eng. Co; 4000HS;WP225lbs;1200IHP;EAC; n DB2,22;clk a12,23;s b clkg1,26 | ✠A1Ⓔ AMS S.S.No.2,SanF1,25; M.S.1,25;B.S;n shft1,26 | |
| 15204 150,231 | **Wiarton** xGlenvegan Steel 1D;B;Mchy aft;W. Bal 3BH | Scw | Br 241 | Midland 41 \| 16 | 999 1676 | | 1903 6 | W. Superior, (Superior S. B. Co.) [Wis. | Glen Transp. Co. (Lim.) | 3CylTE14,25,42x30; 2SB;WP180lbs;650IHP. | 95(GL) P.S.4,26 | |
| 15205 220,961 MCHD | **Wichita** Steel 2D;Long. frmg;W. Bal; 7BH Wireless; C-37 Oil fuel F. P. above 150° F. W.B.—A.P.185t;D.B.330′1510t... F.O.—A.P.173t;D.B.288′1163t;S | Scw | Am 395.5 P44′ F.P.19 F.P.18 T.74t; | N. Orleans 55 \| 31.4 \| 34′ 11″ B108′ F37′ 3t 0t | 3797 6171 9600 | 8′ ½″ 27′ | 1921 3 | New Orleans (Doullut & Williams S. B. Co.) [La. | U. S. Shipping Board | Stm Tbn; W. & A. Fletcher Co; 3WTB;Frost Mfg. Co; 8745HS;WP210lbs;2800SHP;EAC; Dkd,d rpd5,21;s rps6,21 | ✠A1Ⓔ With Freeboard. ✠AMS Cih BB;CL (Laid up) | |
| 15206 80,452 SNWK | **Wicklow Head** xCity of Munich Iron 1D;B;W. Bal 4BH | Scw | Br 260.7 | Belfast 35.8 \| 17.2 B66′ F32′ | 831 1453 | | '79 3 | Pt. Glasgow, (Black- wood & Gordon.) [Scot. | G. Heyn & Son, Mgr. | 2CylC30,59x36; 1DB;WP90lbs | | BL |
| 15207 225,672 | **Wicomico** Steel 1D | MV Tug | Am | New York | 175 258 | | 1926 | Chester, (Sun S. B. & D. D. Co.) [Pa. | Pennsylvania R.R. Co. | OilEng; Electric Motor;750BHP | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15208 63,095 | **Wicomico** 1D | Brg | Am | 195 | 23.9 | 10 | 418 418 | | 1902 7 | Elkton, (E. Deibert & Bro.) [Md. | R. Duke Wathen | O,Hk,YP;Gif(Sltd) | — Exp | |
| 15209 204,763 KWLM | **Wiconisco** 1D | Brg Sch | Am | 193.1 | Phila. 35 | 17.5 | 869 956 | | 1907 12 | Noank, (R. Palmer & Son.) [Conn. | Reading Co. | Wd;Gif | | |
| 15210 | **Widgeon** Steel 2D;W. Bal; 7BH Oil fuel | Scw | Am | 180 | 35.3 | 17.2 | | | 1918 11 | Chester, (Sun S. B. Co.) [Pa. | U. S. Govt. (Navy Dept.) | 3CylTE19,29,46x30; 2WTB;WP200lbs;1400IHP. | | |
| 15211 219,380 LVCG | **Widgeon** Steel 2D 6BH | Scw | Am 139.4 | Rockland 25.2 | 14.2 | | 205 414 | | 1919 | Savannah, (Foundation Co.) [Ga | Deep Sea Fisheries, Inc | 3CylTE12¾,21½,35x24; 1SB;WP180lbs;500IHP;Exmd10,26 | | |
| 15212 QLTB | **Wido** Steel 2D;Wireless;SUB.SIG;W. Bal 7BH | Scw | Ger 392 | Bremen 54 | 23 | | 3663 5933 | | 1923 6 | Kiel, (Fried. Krupp, A. G.) [Ger. | Nord- deutscher Lloyd | 3CylTE28½,47,75x51; 3Blrs | | G |
| 15213 QLMG | **Wiegand** Steel 2D;SUB.SIG;Wireless;W. Bal 7BH | Scw | Ger 369.1 P38′ | Bremen 54 B137′ | 23 F41′ | | 3599 5869 | | 1922 3 | Kiel, (Fried. Krupp A. G.) [Ger. | Nord- deutscher Lloyd | 3CylTE28½,47,75x51; 3SB;WP200lbs | | G |
| 15214 QCFB | **Wieldrecht** Steel 1D;Web frms;Oil in bulk; 15BH SUB.SIG;Wireless;W. Bal | Scw | Hol 331.7 P73′ | Rotterd'm 47.3 F33′ | 22.6 | | 2210 3560 | | 1913 11 | Rotterdam, (Rotterdam Droogd. Maats.) [Hol. | Ph. van Ommeren | 3CylTE23,38,62x42; 2SB;WP180lbs | | BL |
| 15215 NVTD | **Wien** xLivonia Steel 1D;Web frms;Wireless; 4BH W Bal *(Now Gunther Zeick)* | Scw Sch | Dan 276.3 P27′ | Cop'hagen 39.8 | 16.6 | | 1320 2162 | | '97 4 | Copenhag'n, (Akt. Burmeister & Wain.) [Den. | D/S. Ursus | 3CylTE18,30,48x36; 2SB;WP160lbs | | BL |
| 15216 QCFN | **Wieringen** xTurbinia Steel 1D;Wireless;W. Bal 6BH | MV | Hol 331 P32′ | Rotterd'm 48 B100′ | 24.5 F30′ | | 1990 3196 | | 1914 | Rotterdam, (Rotterdamsche Droogdok Mij.) [Hol. | Stoomvaart Mij "Rotterdam" | 4CylOilEng23x41 | | |
| 15217 209,911 | **Wilbert A. Edwards** Wood 1D | Scw | Am 143.4 | Reedville 24 | 11.6 | | 164 301 | | 1912 5 | Solomons, (Davis & Sons.) [Md. | Edwards Co., Inc. | 2CylC16,33x26; 1SB;WP152lbs;500IHP. | | |
| 15218 200,067 | **Wilbert L. Smith** Steel 1D;B;Mchy aft;W. Bal 3BH | Scw | Am 880 | Oswego 50 | 28 | | 3039 4319 | | 1903 7 rb'14 | Lorain, (Amer. S. B. Co.) [Ohio | Great Lakes S.S. Co. | 3CylTE22,35,58x40; 2CRTB;WP170lbs;1480IHP. | | |
| 15219 81,606 | **Wilbur Crimmin** Wood 1D | SW | Am 80 | St.Mich'el 19.4 | 3.7 | | 59 124 | | '98 | Coupeville, Wash. | Waechter Brothers Co. | 1Cyl10x—; 1Blr;125IHP. | | |
| 15220 81,333 KJPM | **Wild Duck** Steel 1D | Scw | Am 138.4 | New York 24 | 11 | | 117 233 | | '91 6 | Boston, (Atlantic Works.) [Mass. | Miami S. S. Co. | 3CylTE10,14¼,28½x18; 2WTB;400IHP. | | |
| 15221 219,444 LVGB | **Wild Goose** Steel 1D 4BH | Scw | Am 139.4 | Rockland 25.2 F26′ | 14.2 | | 209 414 | | 1919 8 | Savannah, (Foundation Co.) [Ga. | Deep Sea Fisheries, Inc. | 3CylTE12¾,21½,35x24; 1SB;550IHP | | |
| 15222 208,345 | **Wildwood** Steel 1D | Scw | Am 152.9 | Phila. 36.7 | 13 | | 550 809 | | 1911 | Port Richmond, N. Y. (Staten Island S. B. Co.) | Philadelphia & Camden Ferry Co. | 3CylTE18,20,26x22; 2WTB;WP225lbs;650IHP. | | |
| 15223 219,356 LVCD | **Wildwood** Steel 2D;Wireless;SUB.SIG;W. Bal; 8BH Oil fuel F. P. above 150° F. C-36 W.B.—A.P.100t;D.B.284′1380t.....D. F.O.....D.B.257′1102t;S. T.14′1 | Scw | Am 390 P50′ | Phila. 54.2 B121′ | 27.8 32′ F40′ T.36′892t;F.P.1 29t; D. T.36′834t | | 3453 5590 7840 44t | 7′ 9½″ 24′ 5″ | 1919 12 | Hog Island, (American Int. S. B. Corp.) [Pa | U. S. Shipping Board | Stm Tbn; General Electric Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;2500SHP;EAC; Dkd,rps6,25;s rps4,26;Exmd8,26 | ✠A1Ⓔ ✠AMS S.S.No.1,Mbl8,24; M.S.8,24;shft drn6,25; B.S.4,26;Clh BB;CL | |
| 15224 85,586 | **Wildwood** 1D | Brg | Br 222.3 | Windsor 40.1 | 22.2 | | 1381 1492 | | '83 | St. John, N. B. | U. S. Gypsum Trans. Co. | YP,O,Sp;Icf | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5225 | **Wilfred** | Scw | Fr | Bordeaux | 1908 | | '91 | Sunderland, | Cie. Gen. | 3Cyl TE 22,38,62x42; | | |
| | xRouennais xVenango Steel | | 308.7 | 41.5 \| 18 | 3005 | | (J. [Eng | d'Armements | 2SB;WP170lbs | | |
| OVXN | 1D;B;Spar dk;Wireless;W. Bal 5BH | | B78′ | F36′ | | | 5 | Laing.) | Maritimes | | | |
| 5226 | **Wilfred** | Scw | Nor | Trondhjm | 3044 | | 1911 | Vegesack, | Det. | 3Cyl TE 23,38,62x41; | | G |
| | xHuntscape xPindos Steel | | 338.8 | 48.2 \| 29.2 | 4052 | | (Bremer [Ger. | Selmerske Rederi | 2SB;WP192lbs | | |
| MVJS | 2D;Wireless;W. Bal 6BH | | | | | | 9 | Vulkan.) | A. S. | | | |
| 5227 | **Wilhelm A. Riedemann** | MV | Dzg | Danzig | 5915 | | 1913 | Kiel, | Baltisch | 2-6 Cyl Oil Eng 22⅝ x 39⅜ | | |
| 368 | xZoppot Steel | Twin | 525.7 | 66.5 \| 33.5 | 9932 | | 12 | (Frd. [Ger. | Amerik Petrol. | | | |
| HGDS | xWilhelm A. Riedemann 19BH | | | | | | | Krupp Akt. Ges.) | Ges. m. b. H. | | | |
| | 3D;Mchy aft;Long. frmg; Oil in bulk;SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 5228 | **Wilh. Colding** | Scw | Dan | Cop'hagen | 928 | | 1905 | Alblasser- | Impsk. | 3Cyl TE 19,31,51x33; | | G |
| | Steel | | 251.4 | 37.8 \| 16.3 | 1510 | | (Naaml. [dam, Hol. | A. S. "Progress" | 2SB;WP180lbs;900IHP. | | |
| NPKV | 2D;Deep frmg;W. Bal 4BH | | P14′ | B103′ F28′ | | | 11 | Vnts. Schwf. v. Jan Smith Cz.) | | | | |
| 5229 | **Wilhelm Hemsoth** | Scw | Ger | Hamburg | 2960 | | 1922 | Kiel, | Wilhelm | Stm Tbns; | | G |
| | Steel | | 407.6 | 54.4 \| 24.8 | 4949 | | (Deutsche [Ger. | Hemsoth A.-G | 3SB;WP192lbs | | |
| RCNV | 2D;Wireless;W. Bal 1BH | | P24′ | B18′ F35′ | | | 6 | Werke A. G.) | | | | |
| 5230 | **Wilhelmina** | Scw | Am | San Fran. | 4212 | | 1909 | Npt. News, | Matson | 4Cyl TE 35,58,69,69x60; | | BL |
| 206,997 | Steel | Sch | 426.1 | 54.1 \| 33.5 | 6725 | | 12 | (Newport [Va. | Nav. Co. | 6SB;WP190lbs;6000IHP. | | |
| LBHF | 2D;Well dk;Oil fuel;SUB.SIG; 7BH | | P & B | 310′ F50′ | | | | News S. B. & | | | | |
| | Mchy aft;Web frms; Wireless;W. Bal;D.F. | | | | | | | D. D. Co.) | | | | |
| 5231 | **Wilja** | Scw | Dzg | Danzig | 2266 | | 1906 | Flensburg, | Govern- | 3Cyl TE 20,35,61x40; | | V |
| | xLaurent Schiaffino xLe Bourget Steel | | 341.3 | 48.8 \| 25 | 3570 | | (Flensburger [Ger. | ment of Poland | 2SB;WP200lbs;1570IHP. | | |
| GUFC | 1D;Spar dk;Wireless;W. Bal 5BH | | | | | | 5 | Schiffsb. Ges.) | (Navy Dept.) | | | |
| 5232 | **Wilkes-Barre** | Scw | Am | New York | 814 | | 1904 | Wilmington, | Central | | | |
| 201,355 | Steel | | 191.4 | 44 \| 15.8 | 1197 | | 9 | Del. | R.R. of N. J. | 1400IHP. | | |
| | 1D | | | | | | | | | | | |
| 5233 | **Wilkesbarre** | Brg | Am | New York | 1626 | | '80 | Setauket, | Lehigh- | LO,Lo;If | — Exp | |
| 80,783 | | Sch | 234 | 47.1 \| 19.5 | 1678 | | | N. Y | Wilkes-Barre | | | |
| JTVQ | 1D;B | xScw | 239.6 | | | | | | Coal Co. | | | |
| 5234 | **Willamette** | Scw | Am | San Fran. | 555 | | 1911 | Fairhaven, | Chas. R. | 3Cyl TE 13½,23,40x30; | | |
| 209,117 | Wood | | 194.7 | 40 \| 15.2 | 903 | | | (H. D. [Cal. | McCormack | 2WTB;700IHP. | | |
| LCDV | 1D;Oil fuel;Wireless 3BH | | | | | | | Bendixen.) | Lumber Co., Inc. | | | |
| 5235 | **Willapa** | Scw | Am | San Fran. | 604 | • | 1917 | Marshfield, | Hart-Wood | 3Cyl TE 13½,23,40x30; | ✠A1 | |
| 214,976 | xFlorence Olson Fir;If | | 215 | 42 \| 16.5 | 1185 | | 4 | (Kruse [Ore. | Lumber Co. | Union Iron Wks; | AMS | |
| LHBC | 1D;Wireless; | | | | 12000 | | | & Banks.) | | 2WTB;Babcock & Wilcox Co; | S.S.No.2,SanF2,24; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | 1490HS;WP225lbs;800IHP;EAC;DB; | M.S.3,23;n shft2,24; | |
| | | | | | | | | | | d rpd10,18;clk a7,21;s dk clkg2,24; | shft drn2,25;B S.12,25;SBP | |
| | | | | | | | | | | s rps,s b clkg4,26 | | |
| 5236 | **Willaston** | Scw | Br | Liverpool | 3597 | | 1914 | Newcastle, | J. Edgar & | 3Cyl TE 26,42,70x48; | | BL |
| 137,403 | Steel | | 400.5 | 52 \| 33 | 5672 | | 10 | (W. Dobson [Eng. | Co., Mgrs | 3SB;WP180lbs | | |
| JGWN | 1D;Shel dk;Wireless;W. Bal 6BH | | | | | | | & Co.) | | | | |
| 5237 | **Willem René** | Scw | Blg | Antwerp | 1970 | | 1909 | Vegesack, | W. R. | 3Cyl TE 24,39,64x43; | | V |
| | xTervaete Steel | | 327.2 | 45.2 \| 19.8 | 2662 | | (Bremer [Ger. | Geurts | 2SB;WP200lbs;1700IHP. | | |
| MTFU | xAdeline Hugo Stinnes 3 5BH | | | | | | | Vulkan.) | | | | |
| | 1D;SUB.SIG;Wireless;W. Bal | | | | | | | | | | | |
| 5238 | **Willem van Driel, Sr** | Scw | Hol | Rotterd'm | 1529 | | 1920 | Papendrecht | N/V. W. | 3Cyl TE 22½,37,62x39; | | V |
| | Steel | | 300 | 45 \| 20 | 2580 | | | (N. V. [Hol. | van Driels | 2SB;WP182lbs;1400IHP. | | |
| QCMD | 1D;SUB.SIG;Wireless;W. Bal 5BH | | P22′ | B67′ F23′ | | | | Scheeps. Wed. Th. | Stoomb. en | | | |
| | | | | | | | | van Duyvendijk.) | Transp. | | | |
| 5239 | **Willena** | MV | Am | Albany | 124 | | 1913 | Chicago, | John E. | 2-4Cyl Gas Eng 7x9; | | |
| 211,703 | Wood | Twin | 90 | 23 \| 4 | 162 | | | (Erickson [Ill. | Scopes | 60IHP. | | |
| | 1D | | | | | | | Boat Co.) | | | | |
| 5240 | **Willesden** | Scw | Br | London | 3141 | | 1905 | Newcastle, | Watts, | 3Cyl TE 27,44½,73x54; | | BL |
| 120,645 | Steel | Sch | 400 | 52.3 \| 28 | 4881 | | 12 | (Armstrong, [Eng. | Watts & Co. | 3SB;1AuxSB;WP180lbs | | |
| HFDW | 2D;Shel dk;Deep frmg; 6BH | | | | | | | Whitworth & | (Lim.), Mgrs. | | | |
| | Wireless;W. Bal | | | | | | | Co.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15241 220,828 MBWG | **Willet** Steel 2D;W. Bal; 11BH sub.sig; 8BH to Fbd dk Wireless; 3BH to 2d dk Oil fuel F. P. above 150° F. C-24 | Scw | Am 181.6 | Phila. 35.5 \| 16.3 17′ 11¼″ | 330 715 | 4′ 7″ 15′ 6½″ | 1920 12 | Philadel- (U. S. Govt. Navy Dept.) [phia, Pa. | U. S. Shipping Board | 3Cyl TE19,29,46x30; Baltimore S. B. & D. D. Co; 2WTB;Babcock & Wilcox Co; 4404HS;WP200lbs;1400IHP;EAC; d rpd8,25;Dkd7,26 | A1Ⓔ Salvage Service. AMS S.S.No.1,NY6,24; M.&B.S.6,24;shft drn8,25; SBP:CL | |
| 15242 218,731 LSJW | **Willfaro** Steel xRichmond Boro 7BH 2D;Wireless; 6BH to Fbd dk W. Bal; 1BH to 2d dk sub.sig; C-35 Oil fuel F. P. above 150° F. W.B.—A.P.48t;D.B.311′1119t;D. T.27′6 F.O.....D.B.268′ 854t;D. T.27′6 | Scw | Am 386.8 P36′ 41t... 01t; S. | Wilm'gton 52.2 \| 27.4 \| 30′ B110′ F39′ .....F.P.108t T.62t..... | 4810 7500 | 6′ 8″ 23′ 7″ | 1919 8 | Arlington, (Downey [S. I. S. B. Corp.) | Williams S. S. Co., Inc. | 3Cyl TE24,40,70x48; Downey S. B. Corp; 3SB;Sun S. B. Co; 7197HS;WP190lbs;2500IHP;EAC; Dkd,d rpd8,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY9,24; M.&B.S.9,24;n shft8,25; Clh BB;CL | |
| 15243 219,714 LVTS | **Willhilo** Steel xConshohocken 7BH 3D; 1BH to Super dk W. Bal 5BH to Fbd dk sub.sig; 1BH to 2d dk Wireless; C-38 Oil fuel F. P. above 150° F. W.B.—A.P.76t;D.B.371′1325t;D. T.30′8 F.O.....D.B.322′1029t;D. T.30′8 | Scw | Am 434.3 82t; F. 20t... | Wilm'gton 57.7 \| 27.2 \| 30′ 3″ P.117t ..... | 3567 5816 10375 | 4′ 4½″ 26′ 1½″ | 1920 3 | Chester, (Sun [Pa. S. B. Co.) | Williams S.S. Co. Inc. | 3Cyl TE27,45½,76x51; Sun S. B. Co; 3SB;Sun S. B. Co; 9198HS;WP190lbs;2600IHP;EAC; Dkd,d rpd8,26;s rps10,26 | ✠A1Ⓔ With Freeboard ✠AMS S.S.No.1,Balt6,26; M.S.5,24;B.S.6,26; shft drn8,26;Clh BB;CL | |
| 15244 166,647 | **William** 1D | Brg | Am 110 | Hartford 32.5 \| 9.5 | 309 314 | | 1917 | Gildersleeve, (Gilder- [Conn. sleeve S. B. Co.) | Oliver Gildersleeve & Co | Wd | | |
| 15245 7,255 KGBJ | **William** Steel 1D;Wireless 4BH | Scw | Swd 277.5 P22′ | Trelleborg 40.2 \| 18.1 B59′ F23′ | 1440 1937 | | 1924 10 | Hoboken, (Antwerp [Belg. Eng. Co., Lim.) | Trelleborgs Angfartygs Nya Akt. | 3Cyl TE20,33,54x36; 2SB;WP180lbs | | BL |
| 15246 215,708 | **William A. Amberg** Steel 1D;B;Web frms;Long. frmg; 4BH sub.sig. | Scw | Am 525 | Fairport 58 \| 31 | 5642 7031 | | 1917 10 | Lorain, (American [Ohio S. B. Co.) | Producers S.S. Co. | 3Cyl TE23½,38,63x42; 2SB;WP180lbs;1900IHP. | (★100(GL) P.S.10,26 | |
| 15247 121,146 KQFS | **William A. Graber** xFrances H. Whalen 1D | Sch | Am 110.5 | N.Bedford 25.3 \| 11.2 | 100 137 | | 1900 | Essex, Mass. | Luther De Santos | O,YP;Icf | | |
| 15248 225,913 | **William A. Lydon** 1D | MV | Am 97 | Duluth 26 \| 14 | 132 194 | | 1926 | Manitowoc, (Manitowoc [Wis. S. B. Co.) | Great Lakes Dredge & Dock Co. | OilEng20x16; 900BHP | | |
| 15249 205,880 | **William A. McGonagle** Steel 1D 3BH | Scw | Am 110 | Duluth 28 \| 15 | 183 275 | | 1908 | Lorain, (American [Ohio S. B. Co.) | D., M. & N. R. R. Co. | 2Cyl20,20x24; 2SB;WP180lbs;1150IHP. | | |
| 15250 214,234 | **William A. McGonagle** Steel 1D;Long. frmg; 3BH Web frms;Mchy aft; sub.sig;W. Bal | Scw | Am 580 F53′ | Duluth 60 \| 27.9 | 6006 7811 | | 1916 7 | Ecorse, (Great [Mich. Lakes Eng. Wks.) | Pittsburgh S.S. Co. | 3Cyl TE24½,40,65x42; 3SB;WP180lbs;1900IHP. | | BL |
| 15251 214,583 LGNH | **William A. McKenney** Steel 2D;W. Bal;Wireless;sub.sig; 6BH Oil fuel F. P. above 150° F. | Scw | Am 395 F27′ | Boston 55.1 \| 31 B117′ F37′ | 3654 5855 | | 1916 11 | Newport News, Va. (Newport News S. B. & D. D. Co.) | Mystic S.S. Co. | 3Cyl TE24½,41½,72x48; Newport News S. B. & D. D. Co; 3SB;Newport News S. B. & D. D. Co; 8235HS;WP180lbs;2200IHP; EAC;Dkd,d rpd11,26 | A1 AMS S.S.No.2,NY4,24; M.S.4,24;B.S.3,26; shft drn11,26;Clh BB;CL | |
| 15252 138,645 TNFC | **William A. Naugler** 1D | Trn | Br 132.6 | La Have 32 \| 11.6 | 294 360 | | 1918 5 o'24 | Bridge- (Wm. [water, N. S. A. Naugler.) | Daniel Getson | O,Bch,B,Sp,P;Gif(Sltd) clk5,24;Dkd11,25; d rpd,s t,dk clkg9,26 | ✠A1 S.S.No.2,FR5,24 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5253 202,305 | **William A. Paine** Steel 1D;Mchy aft;W. Bal 3BH | Scw | Am 480 | Fairport 52 \| 30 | 4435 5798 | | 1905 8 | Cleveland, (American S. B. Co.) [Ohio | Pioneer S.S. Co. | 3Cyl TE 22½,36,60x42; 2SB;WP180lbs;1500IHP. | | |
| 5254 121,187 | **William A. Reiss** xFrank H. Peavey Steel 1D;B;Mchy aft;Wireless; 3BH W. Bal | Scw | Am 430 | Cleveland 50 \| 28.5 | 3472 4498 | | 1901 6 rb'23 | Lorain, (American S. B. Co.) [Ohio | Reiss S.S. Co. | 4Cyl QE 15,23¾,36½,56x40; 2WTB;WP250lbs;1700IHP. | 100(GL) P.S.6,25 | |
| 5255 220,054 LWNV | **William A. Whitney** Steel 1D 4BH | Scw | Am 101 | Superior 24.1 \| 12.6 | 47 145 | | 1920 | Superior, (Whitney Bros.) [Wis. | Whitney Brothers Co. | 3Cyl TE 14,22,38x24; 1SB;WP185lbs;500IHP. | (★100(GL) P.S.10,25 | |
| 5256 80,614 | **Wm. Armstrong** Oak 1D | Scw | Am 100 | Ogdensb'g 30 \| 6 | 90 181 | | '76 | Ogdensburg, (A. Woods.) N. Y. | Canadian Pacific Car & Pa. Trans. Co. | 2Cyl 16,16x—; 2FB;WP140lbs;250IHP. | | |
| 5257 70,483 WTRC | **Wm. Ashburner** 1D | Sch Aux | Br 115.1 | Barrow 25.1 \| 12.8 | 128 205 | | '76 10 | Barrow, (Ash- burner.) [Eng. | G. Kearon | Wd; 2Cyl OilEng 14x16 | | V |
| 5258 204,121 | **William B. Davock** Steel 1D;W.Bal;SUB.SIG. 3BH | Scw Sch | Am 420 | Fairport 53 \| 28 | 3671 4220 | | 1907 5 rb '23 | St. Clair, (Great Lakes Engineering Works.) [Mich. | Interlake S.S. Co. | 3Cyl TE 21,34,57x42; 2SB;WP175lbs;1442IHP. | | |
| 5259 207,981 | **William B. Dickson** Steel 1D;SUB.SIG;Mchy aft;W. Bal 3BH | Scw Sch | Am 580 | Duluth 58.2 \| 33.2 | 5712 7568 | | 1910 10 | Ecorse, (Great Lakes Eng. Works.) [Mich. | Pittsburg S.S. Co | 3Cyl TE 24,38,65x42; 2SB;WP170lbs;1900IHP. | | |
| 5260 165,138 | **Wm. B. Diggs** 1D | Brg | Am 200.5 | Baltimore 23.8 \| 10.6 | 423 475 | | 1913 1 | Bath, (Kelley, Spear Co.) [Me. | Eastern Transportation Co | WO,Hk,Hw,YP;Gicf(Sltd) | ✢ — — Suspended7,19 | |
| 5261 220,648 MBNT | **William B. Fancher** xCuyos 1D;B | Brg Sch | Am 267.3 | New York 46 \| 23.6 | 2137 2216 | | 1919 1 | Noank, (Groton Iron Wks.) [Conn | United States Gypsum Transp. Co. | O,YP;Gif✕;2BH; DB;d rpd,clk b9,22;s rps3,23 | ✢A1 Towing Barge. Coastwise & W. I. S.S.NY4,21 | |
| 5262 209,859 | **William B. Murray** O,YP;Gif 1D 2BH | Scw | Am 151.6 | N. London 24.1 \| 13 | 172 390 | | 1912 4 | Rockland, (Cobb, Butler & Co.) [Me. | Fisheries Products Co. | 700IHP. | | |
| 5263 207,252 | **William B. Schiller** Steel 1D;B;SUB.SIG;Mchy aft; 3BH W. Bal | Scw Sch | Am 580 | Duluth 58 \| 32 | 5819 7521 | | 1910 3 | Lorain, (American S. B. Co.) [Ohio | Pittsburg S.S. Co. | 3Cyl TE 24,39,65x42; 2SB;WP170lbs;1880IHP. | | |
| 5264 102.044 NKDH | **William Balls** Steel 1D;B;Wireless;W. Bal 5BH | Scw Sch | Br 300.3 | N. Shields 41.5 \| 18.1 P28′ | 1551 2483 | | '94 5 | So. Shields, (J. Read- head & Co.) [Eng. | W. D. C. Balls & Son | 3Cyl TE 23,37½,61½x42; 2SB;WP160lbs | | BL |
| 5265 81,834 KRVT | **William Bisbee** 1D | Trn | Am 133.1 | Rockland 31.2 \| 9.8 | 206 309 | | 1902 10 o'22 | Rockland, (I. L. Snow & Co.) [Me. | I. L. Snow & Co. | O,Hw,YP,Sp;Icf(Resltd'04) DB;clk dk5,15;rps,clk8,22; s rps,s dk clkg9,24;s b clkg9,25 | ✢A1 Biennial Survey. 2dS.S.No.3,Rkld8,22 S.Bl.S.Rkld9,24 | |
| 5266 MVST | **William Blumer** Steel 1D;Wireless;W. Bal 6BH | Scw | Nor 356.3 P35′ | Arendal 48.7 \| 23.8 B231′ F30′ | 2176 3604 | | 1920 8 | Sunderland, (J. Blumer & Co., Lim.) [Eng. | C. H. Sorensen | 3Cyl TE 25,42,68x45; 2SB;WP200lbs | | BL |
| 5267 206,270 LBCR | **Wm. Blundon** Wood 1D | Scw | Am 127.4 | Reedville 22.8 \| 10.4 | 129 140 | | 1909 | Solomons, (Davis & Sons.) [Md. | Seaboard Oil & Guano Co., Inc. | 2Cyl C 15,30x22; 1SB;WP160lbs;500IHP. | | |
| 5268 81,853 KSGV | **William Booth** 1D | Trn C B | Am 170 | N. London 36 \| 12.8 | 435 545 | | 1903 8 | Mystic, Conn. | Carlos Barry | Hw,YP;Gicf | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15269 81,380 MFSC | **William Bowden** 1D | Brg | Am | Los Ang's 430.3 \| 59.3 \| 33.3 185.6 \| 38.8 \| 15.4 | 695 778 | | '92 6 | Pt. Blakeley, (Hall Bros.) [Wash. | A. R. Paulsen | F;Icf | | |
| 15270 221,508 MDBP | **Wm. Boyce Thompson** Steel 2D;Web frms;Long. frmg; 17BH Oil fuel;Oil in bulk;Mchy aft; SUB.SIG;Wireless;W. Bal | Scw | Am | New York 430.3 \| 59.3 \| 33.3 P134′ \| B37′ F40′ | 4350 7061 | | 1921 7 | Fore River, (Bethlehem S. B. Corp.) [Mass. | Sinclair Oil Co. | 3CylTE26½,44,74x51; 3SB;WP220lbs;3200IHP. | | BL |
| 15271 224,662 MFSC | **William C. Atwater** Steel 1D;W. Bal;Wireless 4BH | Scw | Am | Cleveland 60 \| 27.7 589.2 | 6281 7768 | | 1925 5 | RiverRouge, (Great Lakes Eng. Wks.) [Mich. | Wilson Transit Co. | 3CylTE24½,40,65x42; 3SB;WP195lbs;2150IHP. | (★100(GL) P.S.5,25 | |
| 15272 151,890 | **William C. Bickel** xJohn T. Donohue M;Icf xDorothy F. Wacker 2BH 1D | Scw | Br | Nassau 23.8 \| 10.8 129.2 | 145 252 | | '97 7 | Pocomoke (E. J. Tull.) City, Md. | R. J. A. Farrington | 2CylC15,30x24; 1CRTB;WP125lbs;389IHP. | | |
| 15273 165,800 | **Wm. C. Mott** 1D | Brg | Am | New York 31.2 \| 7.7 100.2 | 213 213 | | 1913 | Rondout, (Schoomaker, Conners Co.) N. Y. | Arthur Conners | Wd | | |
| 15274 126,818 | **William C. Smith** 1D | Sch | Br | Lunenb'rg 26 \| 10.6 104.8 | 99 135 | | 1910 | Lunenburg, N. S. | Robert B. Colwell & Joseph N. Pettipas | Wd | | |
| 15275 148,851 | **Wm. C. Warren** Steel 1D;Mchy aft;W. Bal 3BH | Scw | Br | Glasgow 43.2 \| 17.9 253.1 F35′ | 1233 1745 | | 1925 4 | Old Kirk- (Napier & Miller, Lim.) patrick, Scot | Eastern Steamship Co. (Lim.) | 3CylTE17,28½,47x33; 2SB;WP180lbs;1000IHP. | M.S.4,25 | C |
| 15276 220,462 MBCQ | **William Campion** Steel xEastern Exporter 3D;W. Bal; 6BH Wireless; 3BH to Fbd dk SUB.SIG; 3BH to Super dk Oil fuel F. P. above 150° F. C-36 W.B.—A.P.69t; D.P.329′1114t; F. P.140t F.O.—A.P.64t; D.B.289′ 886t; F. P.131t | Scw | Am | New York 51.1 \| 25.3 \| 36′ 384.3 | 3573 5766 9000 | 9′ 1¾″ 27′ | 1920 7 | Uno, (Mitsui Bussan Kaisha.) [Jap. | Garland S.S. Corp. | 3CylTE24,43½,72x48; Mitsui Bussan Kaisha; 3SB;Puget Sound Mchy Depot; 8250HS;WP210lbs;3000IHP; Dkd,d rpd8,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,Ches9,24; M.S.9,24;shft drn;B.S.8,26; Cih BB;CL | |
| 15277 212,197 | **William D. Crawford** Steel 1D;B;Long. frmg;W. Bal 3BH | Scw | Am | Duluth 54 \| 30 504 | 4899 6385 | | 1914 | Lorain, (American S. B. Co.) [Ohio | Virginia S.S. Co. | 3CylTE23½,38,63x42; 2SB;WP180lbs;1800IHP. | (★100(GL) P.S.5,25 | |
| 15278 221,636 MDFL | **William Dollar** xWalkure 1D;B;Deep frmg | Bk | Am | San Fran. 47 \| 27.1 320.5 P46′ F32′ | 3036 3238 | | 1902 5 | Dumbarton, (A.McMillan & Son, Lim.) [Scot. | The Robert Dollar Co. | Stl;1BH | | |
| 15279 220,841 MBWP | **William Donovan** xKirketind Wood 2D;Mchy aft | MV Twin | Am | San Fran. 47.3 \| 24.3 243.8 | 1621 2204 | | 1919 | Seattle, (Elliott S. B. Co.) [Wash. | William Donovan S.S. Co., Inc. | 2-8CylOilEng13x18; 1000BHP. | | |
| 15280 206,992 LBHD | **William E. Burnham** 1D | Sch 4 M | Am | Mobile 38.4 \| 15 190.9 | 643 772 | | 1909 11 o' 26 | Rockland, (Cobb, Butler & Co.) [Me. | Whitney & Bodden Shipping Co | O,YP;Icf(Sltd) clk dk10,13;clk1,25; s rps,tr clkg,s dk clkg1,26 | ✠A1 2dS.S.No.3,Mbl 1,26 | |
| 15281 166,660 | **Wm. E. Cleary** 1D | Brg | Am | New York 33.5 \| 14.2 119.8 | 594 594 | | 1917 | Brooklyn, (Ira S. Bushey & Sons, Inc.) [N. Y. | Cleary Bros. | Wd | | |
| 15282 202,296 | **William E. Corey** Steel 1D;Mchy aft;SUB.SIG;W. Bal 3BH | Scw | Am | Duluth 56 \| 26.5 557.8 | 5045 6363 | | 1905 8 | Chicago, (Chicago S. B. Co.) [Ill. | Pittsburg S.S. Co. | 3CylTE24,39,65x42; 2SB;WP170lbs;1800IHP. | | |
| 15283 81,437 | **Wm. E. Doron** Iron 1D | Scw Twin | Am | Phila. 23 \| 8.6 79.4 | 142 171 | | '93 5 | Philadel- | phia, Pa. | Bristol & Burlington Ferry Co. | 2-2CylC13,24x18; 150IHP. | | |
| 15284 208,109 LBRD | **William E. Litchfield** 1D | Trn | Am | Boston 34.4 \| 14.1 154.8 | 472 542 | | 1910 11 | Phippsburg, (Frank S. Bowker & Son.) [Me. | Rogers & Webb | Hw,Hk,YP;Gicf(Sltd) | ✠ — Exp11,25 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5285 | **Wm. Edenborn** | Scw | Am | Duluth | 4531 | | 1900 | W. Bay City | Pittsburg | 4CylQE16,25,38,60x40; | | |
| 81,702 | Steel | | 478 | 52 \| 30 | 5910 | | | (West Bay City S. B. Co.) [Mich | S.S. Co. | 2WTB;WP250lbs;1800IHP. | | |
| | 1D;B;Mchy aft;SUB.SIG; 3BH | | | | | | | | | | | |
| | W. Bal | | | | | | | | | | | |
| 5286 | **Wm. F. Fitch** | Scw | Am | Fairport | 2632 | | 1902 | Wyandotte, | Jenkins | 3CylTE22,35,58x42; | | |
| 81,807 | Steel | | 346 | 48 \| 28 | 3629 | | 4 | Mich. | S.S. Co. | 2CRTB;WP170lbs;1480IHP. | | |
| | 1D;B;Mchy aft 3BH | | | | | | | (Detroit S. B. Co.) | | | | |
| 5287 | **William F. Herrin** | Scw | Am | San Fran. | 3143 | | 1911 | N'portNews, | Associated | 3CylTE24½,40,68x48; | | BL |
| 208,373 LBTD | Steel | Sch | 378 | 52.1 \| 29.5 | 4938 | | 3 | (Newport News S. B. & D. D. Co.) [Va. | Oil Co. | 4SB;WP200lbs;2200IHP | | |
| | 2D;Mchy aft;Wireless; 11BH | | P128′ | B50′ F45′ | | | | | | | | |
| | D.F;Oil in bulk; | | | | | | | | | | | |
| | Web frms;Oil fuel;W. Bal | | | | | | | | | | | |
| 5288 | **Wm. F. McCaulley** | Scw | Am | Savannah | 75 | | '94 | Camden, | Atlantic | 2CylC18,32x24; | | |
| 81,493 KMCW | Steel | | 90 | 21 \| 11.2 | 149 | | | (J. H. Dialogue.) [N. J. | Towing Co. | 640IHP. | | |
| | 1D | | | | | | | | | | | |
| 5289 | **William F. Rapprich** | Scw | Am | Cleveland | 3503 | | 1903 | W. Bay City | Clifton | 3CylTE20,33½,55x40; | | |
| 117,248 | xSinaloa Steel | | 416 | 50 \| 28 | 4539 | | rb'14 | (W. Bay City S. B. Co.) [Mich. | Transp. Co. | 2SB;WP170lbs;1310IHP. | | |
| | 1D;B;Mchy aft;W. Bal 3BH | | | | | | | | | | | |
| 5290 | **William F. Stifel** | Scw | Am | Fairport | 3705 | | 1908 | St. Clair, | The | 3CylTE21,34,57x42; | 100(GL) | |
| 205,017 | xNormania Steel | Sch | 420 | 52 \| 28 | 4871 | | 5 | (Great Lakes Eng. Wks.) [Mich. | Columbia S.S. Co | 2SB;WP180lbs;1400IHP. | P.S.6,25 | |
| | 1D;Mchy aft;W. Bal 3BH | | | | | | | | | | | |
| 5291 | **William G. Clyde** | StW | Am | Pittsburgh | 290 | | 1922 | Ambridge, | Carnegie | 2CylC15,30x84; | | |
| 222,325 | Steel | | 147.5 | 33.4 \| 5.2 | 364 | | | (American Bridge Co.) [Pa. | Steel Co. | 2Blrs;WP200lbs;1400IHP. | | |
| | 2D | | | | | | | | | | | |
| 5292 | **William G. Howard** | Scw | Am | New York | 218 | | 1919 | Savannah, | Thomas J. | 3CylTE17,25,43x30; | | |
| 218,690 LSGW | xLaborer Wood | | 139.6 | 30.3 \| 15.7 | 475 | | | (Southland S.S. Co.) [Ga. | Howard | 2SB;WP180lbs;900IHP. | | |
| | 1D;B 4BH | | | | | | | | | | | |
| 5293 | **Wm. G. Irwin** | ½ B | Am | Los Ang's | 331 | | '81 | Los Angeles, | Famous | YF;Icf | | |
| 80,824 JVGS | | | 135 | 32.8 \| 13 | 348 | | 6 | (Turner & Rundell.) [Cal. | Players Lasky Corp. | | | |
| | 1D | | | | | | | | | | | |
| 5294 | **William G. Mather** | Scw | Am | Fairport | 6810 | | 1925 | RiverRouge, | Cleveland | 4CylQE21½,31,46½,68x42; | (★100(GL) | |
| 224,850 | Steel | | 592 | 62 \| 32 | 8662 | | | (Great Lakes Eng. Wks.) [Mich. | Cliffs S.S. Co. | 3WTB;WP250lbs;2600IHP. | P.S.7,25 | |
| | 1D 9BH | | | | | | | | | | | |
| 5295 | **Wm. G. Warden** | Scw | Am | New York | 5686 | 11′ 3½″ | 1917 | Newport | Standard | 2-3CylTE20¾,35,60x42; | **A1** With Freeboard. | |
| 214,684 LGQF | Steel | Twin | 500 | 68.2 \| 27 | 9114 | 27′ 2½″ | 1 | News, Va. | Oil Co. (N. J.) | Newport News S. B. & D. D. Co; | Oil Carrier. | |
| | 3D;Mchy aft;Long. frmg; 19BH | | | 38′ 3½″ | 14900 | | | (Newport News S. B. & D. D. Co.) | | 3SB;Newport News S. B. & D. D. Co; | AMS | |
| | Web frames; 1BH to Fbd dk | | | | | | | | | S700HS;WP200lbs;3000IHP;EAC; | S.S.No.2,NO10,25; | |
| | Wireless; 14BH to 2d dk | | | | | | | | | DB;Dkd,s rps10,26 | n Stbd shft5,22;n Pt shft8,22; | |
| | SUB.SIG; 4BH to 3d dk | | | | | | | | | | M.S.10,25;B.S.4,26; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | shfts drn10,26;Clh BB;CL | |
| 5296 | **William Green** | Scw | Am | Los Angl's | 3925 | | 1917 | Philadel- | Pan- | 3CylTE27,45½,76x51; | | BL |
| 215,348 LHMV | Steel | | 430 | 58.2 \| 33.3 | 6353 | | 7 | (Wm. Cramp & Sons S. & E. B. Co.) [phia, Pa. | American Petroleum & Transport Co. | 3SB;WP190lbs;2800IHP;Exmd4,26 | | |
| | 2D;Web frms;Mchy aft; 15BH | | P103′ | B36′ F49′ | | | | | | | | |
| | Long. frmg;Oil in bulk; | | | | | | | | | | | |
| | Oil fuel;Wireless;W. Bal; | | | | | | | | | | | |
| | SUB.SIG. | | | | | | | | | | | C |
| 5297 | **William H. Daniels** | Scw | Br | Middlsbro | 1302 | | 1923 | Middlesbro, | Eastern | 3CylTE16,27,44x33; | | |
| 147,764 KPDT | Steel | | 252.5 | 43.3 \| 17.8 | 1764 | | 5 | (Furness S. B. Co., Lim.) [Eng. | S.S. Co. (Lim.) | 2SB;WP180lbs;1000IHP. | Lake Survey1,26; | |
| | 1D;Mchy aft;W. Bal 3BH | | F34′ | | | | | | | | shft drn1,25;M.&B.S.1,26 | |
| 5298 | **Wm. H. Davidson** | Trn | Am | Crisfield | 272 | | '94 | N. London, | William M. | O,YP,Ch;Gif | — Exp | |
| 81,477 KMBC | | C B | 122 | 32.5 \| 11.2 | 287 | | 7 | (Jas Davidson & Son.) [Conn. | Martino | | | |
| | 1D | | | | | | | | | | | |
| 5299 | **William H. Doheny** | Scw | Am | San Fran. | 4294 | | 1920 | Alameda, | Pan-Amer- | 3CylTE27,47,78x48; | ✠A1Ⓔ Oil Carrier. | |
| 220,811 MBVL | Steel | | 435 | 56 \| 32 | 6994 | | 11 | (Bethlehem S. B. Corp., Lim.) [Cal. | ican Petroleum & Trans. Co. | Bethlehem S. B. Corp; | ✠AMS | |
| | 2D;Long. frmg; 13BH | | P106′ | B50′ F45′ | 10200 | | | | | 3SB;Willamette I. & S. Wks; | S.S.No.1,NY11,24; | |
| | W. Bal;Wireless; 8BH to Fbd dk | | | | | | | | | S235HS;WP220lbs;2700IHP;EAC; | M.S.11,24;B.S.8,26;n shft9,26; | |
| | SUB.SIG;Mchy aft; 5BH to 2d dk | | | | | | | | | Dkd,s rps9,26 | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-38 | | | | | | | | | | | |
| | W.B.—A.P.93t;D.B.a64′202t.... F.P. 97t | | | | | | | | | | | |
| | F.O.....D.T. a23′10 11t; D. T.f.50′884t.... ... | | | | | | | | | | | |
| 5300 | **William H. Donner** | Scw | Am | Fairport | 4843 | | 1914 | Ashtabula, | Mahoning | 3CylTE23½,38,63x42; | (★100(GL) | |
| 212,354 | Steel | | 504 | 54 \| 30 | 6311 | | | (Great Lakes Engineering Wks.) [Ohio | S.S. Co. | 2SB;WP180lbs;1800IHP. | P.S.5,25 | |
| | 1D; W. Bal 3BH | | | | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines & Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15301 165,973 | **Wm. H. Flannery** 1D | Brg | Am 96 | New York 17.4 \| 7.6 | 98 104 | | 1915 | Waterford, (John E. Matton. [N. Y. | John E. Matton | Wd | | |
| 15302 219,398 LVCW | **William H. Harriman** Steel 2D | Sch 4 M | Am 222 | Boston 43 \| 20.5 | 1345 1450 | | 1919 12 | Thomaston, (Atlantic Coast Co.) [Me. | New England Maritime Co. | O,Hk,F;Gif | | V |
| 15303 81,628 KNRF | **William H. Moody** 1D | Scw | Am 115 | Gloucester 27.5 \| 9.2 | 176 259 | | '98 6 | Essex, (A. Story.) [Mass. | Rockport Granite Co. | 2CylC11,22x15; 1CRTB;WP130lbs;360IHP. | | |
| 15304 81,659 KPGF | **William H. Smith** 1D | Sch 4 M | Am 170.4 | San Fran. 37.6 \| 12.8 | 496 566 | | '99 7 | Pt. Blakeley, Wash. (H. K. Hall.) | Union Fish Co. | YF;Gif | | |
| 15305 80,954 KBFM | **William H. Smith** 2D | Brg Sch | Am 232.4 | San Fran. 43.3 \| 18.5 | 1868 1957 | | '83 | Bath, Me. | The Chas. Nelson Co. | P,O | | |
| 15306 205,076 | **William H. Truesdale** Steel 1D;Mchy aft; W. Bal 3BH | Scw Sch | Am 432 | Buffalo 52 \| 28 | 3764 5057 | | 1908 4 | Lorain, (American S. B. Co.) [Ohio | Brown S.S. Co. | 3Cyl TE22,35,58x40; 2SB;WP170lbs;1467IHP. | | |
| 15307 222,986 | **William H. Warner** Steel 1D 4BH | Scw | Am 580 | Fairport 60 \| 32 | 6277 7984 | | 1923 | Lorain, (American S. B. Co.) [Ohio | Panda S.S. Co. | 3Cyl TE24½,41,65x42; 3SB;WP185lbs;2200IHP. | | |
| 15308 219,543 LVMG | **William H. Webb** Steel 2D;W. Bal;Wireless;SUB.SIG; 7BH Oil fuel F. P. above 150° F. | Scw | Am 400.7 P36′ | Phila. 54.2 \| 30.4 \| 32′10′ B124′F44′ | 3713 5980 8756 | 7′ 10½″ 25′ 2½″ | 1920 2 | Chester, (Merchant S. B. Co.) [Pa. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & Mfg. Co; 3WTB;D. Connelly Boiler Co; 9459HS;WP200lbs;3000SHP;EAC | ✠A1Ⓔ ✠AMS Scip;CL (Laid up) | |
| | W.B.—A.P.147t;D.B.338′1312t;D .T.27′8 F.O.....D.B.284′1092t;D .T.27′7 | | | 46t; F. 90t... | P.123t ..... | | | | | | | |
| 15309 205,180 | **William H. Wolf** Steel 1D 3BH | Scw | Am 504 | Gary 54 \| 30 | 4767 6281 | | 1908 | Lorain, (American S. B. Co.) [Ohio | Gartland S.S. Co. | 3Cyl TE22½,36,60x42; 2SB;WP180lbs;1600IHP. | 100(GL) P.S.5,26 | |
| 15310 215,654 LJBC | **William Isom** Steel 2D;Oil in bulk;Mchy aft; 11BH Web frms;Long. frmg;Oil fuel; Wireless;W. Bal | Scw | Am 292.3 P76′ | Baltimore 47.2 \| 26.9 F26′ | 2032 3321 | | 1917 11 | Baltimore, (Baltimore D. D. & S. B. Co.) [Md. | Cuba Distilling Co. | Stm Tbn; 2WTB;WP160lbs;1300SHP | | BI |
| 15311 212,776 | **Wm. J. Davidson** Wood 1D;W. Bal | Scw | Am 96.7 | New York 25.2 \| 11.9 | 120 177 | | 1914 | Mariners' Harbor, N.Y. (Staten Island S. B. Co.) | Erie R.R. Co. | 2CylC18,42x28; 1SB;WP175lbs;250IHP. | | |
| 15312 204,417 | **William J. Filbert** xWilliam M. Mills Steel 1D;Mchy aft;SUB.SIG;W. Bal 3BH | Scw Sch | Am 585 | Duluth 60 \| 32 | 6189 7962 | | 1907 9 | Lorain, (American S. B. Co.) [Ohio | Pittsburg S.S. Co. | 3Cyl TE24,37½,65x42; 2SB;WP200lbs;1850IHP. | | |
| 15313 207,790 | **William J. Olcott** Steel 1D;Mchy aft;SUB.SIG;W. Bal 3BH | Scw | Am 580 | Duluth 58.2 \| 33.2 | 5712 7568 | | 1910 | Ecorse, (Great Lakes Eng. Wks.) [Mich. | Pittsburg S.S. Co. | 3Cyl TE24,38,65x42; 2SB;WP170lbs;1800IHP. | | |
| 15314 225,506 | **Wm. J. Twining** Wood 1D;B | StW | Am 157 | Mobile 32 \| 5.5 | 246 359 | | '81 | Mobile, Ala. | Doullut & Ewin, Inc. | 2-1Cyl15½x60; 2SB;WP144lbs;200IHP | | |
| 15315 223,607 | **William K. Field** Steel 1D;Bulk carrier;Wireless 6BH | Scw | Am 580 | Fairport 60 \| 32 | 6369 8195 | | 1924 4 | Toledo, (Toledo S. B. Co.) [Ohio | Reiss S.S. Co. | 3Cyl TE25½,41,67x42; 3SB;WP185lbs;2200IHP. | (★100(GL) P.S.4,24 | |
| 15316 80,223 | **William L. Franklin** 1D | Trn | Am 96.5 | Reedeville 26.7 \| 7.1 | 117 123 | | '71 | Baltimore, (E. D. Stevenson.) [Md. | R. C. Wilson | O,YP;Icf | | |
| 15317 81,494 KMDB | **Wm. Linthicum** 1D | Trn | Am 112 | Reedeville 27.6 \| 8 | 148 156 | | '94 11 | Church (B. J. Linthicum.) [Creek, Md. | C. C. Paul & Co. | O,YP;If | | |
| 15318 205,186 | **William Livingstone** Steel 1D;B;Mchy aft;W. Bal 3BH | Scw Sch | Am 532 | Fairport 58 \| 31 | 4927 6634 | | 1908 5 | Ecorse, (Gt. Lakes Eng. Works.) [Mich. | The Columbia S.S. Co. | 3Cyl TE24,38,65x42; 2SB;WP180lbs;1878IHP. | (★100(GL) P.S.5,26 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 319 / 165,649 | **William Lowery** / 1D | Brg / C B | Am / 96 | New York / 17.5 \| 7.8 | 99 / 107 | | 1914 | Whitehall, / (John Ryan.) [N. Y. | Michael Lowery | Wd | | |
| 320 / 216,692 LMHT | **William Maloney** / xCapitol No. 1 Wood | Scw | Am / 97.8 | New York / 19.8 \| 9 | 77 / 165 | | '91 rb'18 | Yarmouth, / (H. Cann & Sons, Lim.) [N. S. | Jacob Aaron | 2CylC16½,30x22; / 1SB;WP125lbs;500IHP. | | |
| 321 / 99,622 MWVC | **William Middleton** / Steel / 1D;Web frms;Wireless;W. Bal 6BH | Scw | Br / 300.2 / P33′ | Sund'rl'nd / 40.1 \| 18.8 / B120′ | 1559 / 2543 | | '93 3 | Sunderland, / (Short Bros.) [Eng. | J. Westoll | 3CylTE22,37,61x42; / 2SB;WP160lbs | | BL |
| 322 / 94,220 MRNT | **William Mitchell** / 1D;B | S | Br / 272.7 / P48′ | London / 41 \| 23.7 / F28′ | 1885 / 2035 | | '92 8 | London-derry, Ire. / (C. J. Bigger.) | J. Stewart & Co. | Stl;1BH | | BL |
| 323 / 169,316 | **William Muller** / 1D | Brg | Am / 142.6 | Los Angles / 39.1 \| 12.6 | 487 / 487 | | 1925 | Los Angeles, / (Wm. Muller.) [Cal. | Wilmington Transp. Co. | OP;If | | |
| 324 / 217,126 LNKS | **William N. Page** / Steel / 1D;Web frms;SUB.SIG; 9BH / Wireless;W. Bal | Scw | Am / 368.6 / P27′ | Boston / 55.2 \| 30.5 / B72′ F31′ | 3339 / 5438 | | 1918 12 | Camden, / (New York S. B. Corp.) [N. J. | Mystic S.S. Co. | 3CylTE25,41½,70x46; / 3SB;WP195lbs;Exmd2,26 | | BL |
| 325 / 81,804 | **William Nottingham** / Steel / 1D;Mchy aft;W. Bal 3BH | Scw / Sch | Am / 376.5 | Oswego / 50 \| 29 | 3070 / 4234 | | 1902 4 | Buffalo, / (Buffalo S. B. Co.) [N. Y. | Great Lakes S.S. Co. | 3CylTE22,35,58x40; / 2SB;WP185lbs;1200IHP. | | |
| 326 / 81,799 KRLM | **William Nottingham** / 1D;B | Brg / Sch | Am / 211.7 | Seattle / 42.3 \| 16.5 | 1062 / 1204 | | 1902 | Seattle, / (Globe Nav. Co.) [Wash. | Washington Tug & Barge Co. | Wd | | |
| 327 / 165,071 | **Wm. P. Corbett** / 1D | Brg | Am / 95 | Albany / 22 \| 12 | 203 / 207 | | 1906 | Rondout, / (R. S. Mahan Co.) [N. Y. | Dwyer Bros. | Wd;If | | |
| 328 / 216,311 | **William P. Cowan** / Steel / 1D;Mchy aft;Oil in bulk; 14BH / Long. frmg;Web frms;Oil fuel; SUB.SIG;W. Bal | Scw | Am / 420 / F62′ | Chicago / 55 \| 28 | 3962 / 5429 | | 1918 6 | Lorain, / (American S. B. Co.) [Ohio | Standard Oil Co. (Ind.) | 3CylTE25,41,67x42; / 3SB;WP185lbs;2000IHP. | | BL |
| 329 / 81,705 LBGV | **Wm. P. Palmer** / Steel / 2D;B;Mchy aft;W. Bal 3BH | Scw | Am / 242 | Buffalo / 42 \| 26.6 | 1609 / 2293 | | 1900 6 | Cleveland, / (Am. Ship-building Co.) [Ohio | Boland & Cornelius, Mgrs. | 3CylTE18½,34½,51x36; / 2SB;WP170lbs;900IHP. | | |
| 330 / 208,157 | **Wm. P. Palmer** / Steel / 1D;SUB.SIG;Mchy aft; 3BH / Web frms;Long. frmg;W. Bal | Scw / Sch | Am / 580 / F53′ | Duluth / 53.2 \| 33.2 | 5746 / 7602 | | 1910 12 | Ecorse, / (Great Lakes Engr. Wks.) [Mich. | Pittsburg S.S. Co. | 3CylTE24,38,65x42; / 2SB;WP170lbs;1800IHP. | | BL |
| 331 / 209,662 | **William P. Snyder, Jr.** / Steel / 1D;Mchy aft;W. Bal 4BH | Scw / Sch | Am / 590 | Pittsbu'gh / 64.5 \| 33 | 6650 / 8603 | | 1912 | Ecorse, / (Great Lakes Eng. Wks.) [Mich. | Shenango S.S. & Trans. Co. | 4CylQE22¾,33,48,69x42; / 3SB;WP216lbs;2600IHP. | | |
| 332 / 220,678 MBQD | **William Penn** / Steel / 3D;Long. frmg; 8BH / Wireless;SUB.SIG; 7BH to Fbd dk / W. Bal 1BH to 2d dk / C-38 | MV / Twin | Am / 439.6 / P40′ | Phila. / 60.2 \| 33.7 \| 36′ 8″ / B134′ F46′ | 4837 / 7615 / 12375 | 8′ 5¾″ / 28′ 4″ | 1921 6 | Gloucester City, N. J. / (Pusey & Jones Co.) | U. S. Shipping Board | 2-6CylOilEng29½x45¼; / Burmeister & Wain; 3400BHP;EAC;DB;d rpd6,26; Dkd,s rps10,26 | ✠A1Ⓔ With Freeboard. ✠AMS / S.S.No.1,NY4,25; shfts drn9,24;B.S.4,25; Stbd shft drn10,25; M.S.6,26;SBP;CL | |
| 333 / 212,235 | **William Penn** / xMandeville Steel / 3D;B;Oil fuel 6BH | SW | Am / 179.6 | Phila. / 32 \| 8.6 | 200 / 467 | | 1914 | Wilmington / (Harlan & Hollingsworth.) [Del. | Trenton-Phila. Stmbt Co. | 2-1Cyl25x48; / 2SB;WP90lbs;650IHP | | |
| 334 / 218,466 LRWB | **William Perkins** / xWest Islay Steel / 2D;W. Bal; 7BH / Oil fuel F. P. above 150° F. C-36 | Scw | Am / 409.8 / P44′ | New York / 54.2 \| 29.2 \| 31′11″ / B119′ F47′ | 3463 / 5613 / 9600 | 6′ 6″ / 25′ 7″ | 1919 7 | Seattle, / (Ames S. B. & D. D. Co.) [Wash. | Garland S.S. Corp. | 3CylTE24½,41½,72x48; / Llewellyn Iron Wks; 3SB;Willamette I. & S. Wks; 8112HS;WP210lbs;2800IHP;EAC; Dkd,d rpd3,26;Exmd7,26 | ✠A1Ⓔ ✠AMS / S.S.No.1,NY10,23; n shft;M.S.10,23;shft drn3,26; B.S.9,26;Cih BB;CL | |
| | W.B.—A.P.273t;D.B.353′838t;D. T.34′1 / F.O. ..... D.B.331′690t;D. T.34′ | | | 000t. ..... F.P.110t / 934t;S. T.58t;F.P.103t | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15335 81,597 | **William R. Linn** Steel 1D;W. Bal 3BH | Scw | Am 400 | Duluth 48.3 \| 23.9 | 3137 4184 | | '98 | Chicago, (Chicago [Ill. S. B. Co.) | Pittsburg S.S. Co. | 4CylQE19,27,40,58x42; 2SB;WP200lbs;1800IHP. | | |
| 15336 166,236 | **William R. Rose** 1D | Brg | Am 95.4 | New York 30 \| 13.6 | 389 389 | | 1912 | So. Rondout, (John [N. Y. Hiltebrant.) | Anthony O'Boyle | Wd | | |
| 15337 221,675 MDGF | **Wm. Rockefeller** Steel 2D;Long.frmg;Mchy aft; 16BH sub.sig;Wireless; 3BH to Fbd dk 13BH to 2d dk Oil fuel F. P. above 150° F. C-46 | Scw Twin | Am 554.9 B44′ | Bayonne 75.3 \| 43.3 \| 43′ 3″ | 8790 14065 20300 | 13′ 2″ 30′ 4½″ | 1921 11 | Newport News, Va. (Newport News S. B. & D.D. Co.) | Standard Oil Co. (N. J.) | 2-3CylTE23,39,68x45; Newport News S. B. & D. D. Co: 3SB;Newport News S. B & D. D. Co: 12090HS;WP200lbs;3800IHP; dB;EAC;Dkd,rps6,26;Exmd11,26 | ✠A1Ⓔ Oil Carrier. ✠AMS n Stbd shft2,25; B.S.12,25;M.S;shfts drn6,26; Clh BB;CL | |
| 15338 80,762 | **Wm. Rudolph** Oak 1D | Scw | Am 145 | Milw'ukee 23.6 \| 9 | 209 267 | | '80 | Mount Clemens, Mich. | Edward Gillen Dock, Dredge & Constr. Co. | 2CylC16,29x20; 1FB;WP90lbs;300IHP. | | |
| 15339 81,806 | **William S. Brusstar** Wood 1D | Scw | Am 132 | Reedville 20 \| 9.6 | 99 174 | | 1902 | Baltimore, Md. | Lancaster Fish & Guano Co. | 2CylC12,24x20; 1SB;WP125lbs;275IHP. | | |
| 15340 225,344 | **William Simmons** Wood 1D 2BH | Scw | Am 82 | New York 23.6 \| 10.6 | 90 133 | | 1926 3 | Tottenville, (A. C. Brown & Co.) [N. Y. | Olympia Towing Corp. | 1Cyl20x26; 1Blr;WP150lbs;350IHP | | |
| 15341 224,899 | **William T. Collins** Steel 1D;Oil fuel F. P. above 150° F. 6BH | Scw F. B. | Am 151 | New York 37.6 \| 13.5 | 403 593 | | 1925 8 | Mariners Harbor, N. Y. (Staten Island S. B. Co.) | City of New York (Dept. of Plant & Structures) | 2-2CylC12,26x18; Staten Island S. B. Co; 2WTB;Babcock & Wilcox Co; 3182HS;WP225lbs;850IHP;EAC | ✠A1Ⓔ Ferry Service. ✠AMS SSP;CL | |
| 15342 223,398 MFHQ | **William T. Covington** Wood 1D | MV Twin | Am 129.9 | Reedville 22.4 \| 10 | 132 250 | | 1923 11 | Solomons, (Mitchell [Md. Davis & Son.) | McNeal Dodson Co. | 2OilEngs; 400BHP. | | |
| 15343 76,820 KGLN | **Wm. T. Lank** xMattie L. Johnson 1D | Brg Sch | Am 176 | Wilm'gton 36.3 \| 14 | 574 598 | | '89 rb'13 | Boothbay, Seaford, Del. [Me. (Seaford Marine Railway Co.) | Lee W. Insley | O,Hw,Hk,P;Gif(Sltd) | ✠ — — Suspended6,19 | |
| 15344 215,868 LHGQ | **William T. Lewis** xRobert Duncan 1D;B | Bk | Am 279.7 P40′ | San Fran. 42.1 \| 24.5 F40′ | 1964 2156 | | '91 1 | Pt. Glasgow, (R. Duncan [Scot. & Co., Lim.) | Hind, Rolph & Co. | Stl;1BH | | BI |
| 15345 81,338 KJSR | **Wm. T. Parker** 1D | Sch C B | Am 105 | Baltimore 28 \| 7 | 169 179 | | '91 7 | Milton, (C. C. Davidson) [Del. | C. C. Paul & Co. | O,YP;Gif(Resltd) | ✠ — — Suspended9,19 | |
| 15346 202,866 | **William T. Roberts** xE. D. Carter Steel 1D;Mchy aft;W. Bal 3BH | Scw | Am 504 | Buffalo 54.1 \| 30 | 5063 6359 | | 1906 3 | Wyandotte, (Detroit [Mich. S. B. Co.) | Boland & Cornelius, Mgrs. | 3CylTE22½,36,60x42; 2SB;WP180lbs;1600IHP. | | |
| 15347 215,717 LJDH | **William Taylor** 2D | Sch 4 M | Am 200 | New York 41.6 \| 21.5 | 1187 1358 | | 1917 9 o'23 | Brunswick, (Brunswick [Ga. Marine Const. Co.) | Apex Navigation Corp | LO,YP,F;Gif(Sltd) s rps,Exmd,clk a8,23 | ✠A1 S.S.No.2,Van8,23 (Laid up) | |
| 15348 219,663 | **William Whigham** Steel 2D 5BH | StW | Am 147.5 | Pittsbu'gh 33.4 \| 5.2 | 290 364 | | 1919 5 | Ambridge, (American Bridge Co.) [Pa. | Carnegie Steel Co. | 2-2CylC15,28x84; 4Blrs;WP200lbs;750IHP. | | |
| 15349 165,578 | **Williams Line No. 22** 1D | Brg | Am 91.1 | New York 32.3 \| 8.2 | 206 206 | | 1914 | Brooklyn, (John [N. Y. Larsen.) | The Williams Line, Inc. | Wd | | |

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| No. / Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 350 85,487 | **Willie McGowan** 1D | Sch | Br 88 | Shelburne 23.8 \| 9.6 | 116 | | '83 | Shelburne, N. S. | Wm. H. Moore | M;Icf(Sltd) | | |
| 351 217,129 LNKW | **Willimantic** Steel 2D;W.Bal;Long frmg; 7BH Oil fuel F. P. above 150° F. C-35 W.B.—A.P.318t;D.B.334'1237t;D. T.36'9 F.O.....D.B.....828t;D. T.36'9 | Scw | Am 379.3 | Tacoma 53 \| 27 \| 29' 4" 93t; F. 27t... | 2992 4857 7500 P.91t ..... | 5′ 10½″ 23′ 7½″ | 1918 5 | Seattle, (Todd D. D. & Const. Corp.) [Wash. | U. S. Shipping Board | 3Cyl TE24,40,70x48; Skinner & Eddy Corp; 3WTB;Badenhausen Blr. Wks; 9012HS;WP200lbs;2500IHP;EAC; Dkd3,21;s rps8.21 | ✠A1Ⓔ ✠AMS Cih BB;CL (Laid up) | |
| 352 81,832 KRVD | **Willis A. Holden** Wood 1D;B | Sch Brg 4 M | Am 210.8 | Pensacola 42.2 \| 16.3 | 1040 1188 | | 1902 7 | Ballard, Wash. | Holden Co., Inc. | YF;Icf | | |
| 353 208,397 | **Willis L. King** Steel 1D;B;Mchy aft;W. Bal 4BH | Scw Sch | Am 580 | Duluth 58.2 \| 33.2 | 5712 7568 | | 1911 5 | Ecorse, (Great Lakes Eng. Wks.) [Mich. | Interstate S.S. Co. | 3Cyl TE24,38,65x42; 2CRTB;WP170lbs;1878IHP. | ✪100(GL) P.S.5,25 | |
| 354 150,838 | **Willowbay** xOissel xTolier Steel 1D;Mchy aft;Wireless;W. Bal 7BH | Scw Twin | Br 218.8 P75′ | Montreal 34.4 \| 12.6 F29′ | 659 1247 | | 1920 | Bordeaux, (Atel. & Ch. Maritimes du Sud.-Ouest.) [Fr. | Tree Line Nav. Co. (Lim.) | 2-3Cyl TE12,20,31½x16½; 2SB;WP178lbs;700IHP. | | V |
| 355 145,599 KMFL | **Willowpark** Steel 1D;Long. frmg;Wireless;W. Bal 4BH | Scw | Br 280.2 P24′ | Greenock 41.9 \| 19 B65′ F29′ | 1182 1931 | | 1922 5 | Grangemouth, Scot. (Grangemouth Dkyd. Co., Lim.) | Denholm Shipping Co. (Lim.) | 3Cyl TE21,35,57x36; 2SB;WP180lbs | | BL |
| 356 218,903 LSTV | **Willpolo** Steel xYaphank 2D;Wireless; 7BH SUB.SIG; 6BH to Fbd dk W. Bal; 1BH to 2nd dk Oil fuel F. P. above 150° F. C-35 W.B.—A.P.48t;D.B.311'1119t;D. T.27'6 F.O.—A.P.45t;D.B.268' 854t;D. T.27'6 | Scw | Am 386.8 P36′ | New York 52.2 \| 27.4 \| 30′ B110′ F39′ 41t... S. | 3036 4810 7500 .....F.P.108t 01t; T.62t;F.P.101t | 6′ 8″ 23′ 6″ | 1919 9 | Arlington, (Downey S. B. Corp.) [S. I. | Williams S.S. Co. (Inc.) | 3Cyl TE24,40,70x48; Downey S. B. Corp; 3SB;Sun S. B. Co; 7197HS;WP190lbs;2500IHP;EAC; Dkd,d rpd9,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY9,23; M.S.9,23;n shft7,25; B.S;shft drn9,26;SBP;CL | |
| 357 219,628 LVQP | **Willsolo** Steel xCajacet 2D;Wireless;SUB.SIG;W. Bal; 5BH Oil fuel F. P. above 150° F. C-38 W.B.—A.P.76t;D.B.371'1325t;D. T.30'8 F.O.....D.B.322'1029t;D. T.30'8 | Scw | Am 434.3 | Wl'm'gt'n 57.7 \| 27.2 \| 30'3" 82t; F. 30t... P.117t ..... | 3567 5816 10200 | 4′ 4½″ 26′ 1½″ | 1920 2 | Chester, (Sun S. B. Co.) [Pa. | Williams S.S. Co. (Inc.) | 3Cyl TE27,45½,76x51; Sun S. B. Co; 3SB;Sun S. B. Co; 9198HS;WP190lbs;2600IHP;EAC; Dkd,d rpd11,26 | ✠A1Ⓔ With Freeboard. ✠AMS n shft10,24;M.S.11,26; Cih BB;CL | |
| 358 OVMJ | **Willyvonne** xVille de Gand xVerda E. Turner 1D | Sch Aux Twin | Fr 144.4 | Dunkirk 34.1 \| 9.7 | 286 410 | | 1917 2 | Westlake, (Clooney Const. & Towing Co.) [La. | L.Schipman | Ch,YP;Gif; 2-4CylOilEng10x12;200BHP | | V |
| 359 200,031 | **Wilmette** xEastland Steel 4D;Spar dk;Wireless;W. Bal 4BH | Scw Twin | Am 265 | Gr'd Hav. 38.2 \| 19.5 | 1218 1961 | | 1903 | Pt. Huron, (Jenks S. B. Co.) [Mich. | ..... | 2-3Cyl TE21,34,56x30; 4SB;WP200lbs;3500IHP. | | |
| 360 80,884 | **Wilmington** Iron 1D | Scw | Am 122.7 | Wilmngtn 22.5 \| 6.7 | 110 162 | | '82 | Philadelphia, Pa. | W. C. Manson | 2CylC14,26x17; 200IHP. | | |
| 361 81,704 | **Wilmington** Steel 1D | Scw | Am 88 | New York 22 \| 12.2 | 93 225 | | 1900 7 | Wilmington, (Harlan & Hollingsworth Co.) [Del. | Pennsylvania R.R. Co. | 2CylC20,40x26; 650IHP. | | |
| 362 211,692 LDGS | **Wilmington** Wood 1D;Oil fuel | Scw | Am 199 | San Fran. 41.6 \| 15.4 | 571 990 | | 1913 10 | North Bend, (Kruse & Banks.) [Ore. | The Chas. Nelson Co. | 3Cyl TE13,22,36x24; 2WTB;500IHP. | | |
| 363 213,593 LFNS | **Wilmington** 1D | Brg 2 M | Am 228.7 | Baltimore 40 \| 16 | 1257 1371 | | 1915 8 | Wilmington, (American Car & Foundry Co.) [Del. | P. Dougherty Co. | O,YP,Hk;Gif(Sltd) | ✠ — — Suspended6,19 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15364 166,668 | **Wilmington** 1D | Brg | Am 205.5 | Phila. 32 \| 12.5 | 740 766 | | 1917 3 | Chesapeake City, Md. (Southern Trans. Co.) | Southern Trans. Co | O,YP,Hk;Gif(Sltd) | ✠ — — Suspended6,22 | |
| 15365 204,238 | **Wilpen** Steel Sch 1D;B;Mchy aft;W. Bal 3BH | Scw | Am 554 | Fairport 58 \| 32 | 5851 7612 | | 1907 6 | Ecorse, (Great Lakes Engineering Works.) [Mich. | Pioneer S.S. Co. | 3Cyl TE24,38,65x42; 2SB;WP170lbs;1878IHP. | | |
| 15366 219,401 LVFH | **Wilscox** Steel 2D;Long. frmg; 6BH Wireless;SUB.SIG; 3BH to Fbd dk W. Bal; 3BH to 2d dk Oil fuel F. P. above 150° F. C-37 W.B.—A.P.63t;D.B.335'1076t;D. T.32'1 F.O.....D.B.297' 847t;D. T.32'1 | Scw | Am 401.9 P34' 075t 003t;S. | Tampa 54.2 \| 31.3 \| 33' 11" B120' F38' .....F.P.108t T.57t..... | 3808 5926 9500 | 7' 2" 26' 11" | 1919 12 | Tampa, (Oscar Daniels Co.) [Fla. | U. S. Shipping Board | 3Cyl TE24½,41½,72x48; Hardie-Tynes Mfg. Co; 3WTB;Badenhausen Blr. Wks; 9630HS;WP200lbs;2800IHP;EAC d rpd2,20;s rps4,22;Dkd5,25 | ✠A1Ⓔ With Freeboard. ✠AMS Cih BB;CL (Laid up) | |
| 15367 224,175 MFQC | **Wilson** xGen'l J. M. Wilson Steel 1D 1BH | Scw | Am 90.1 | Seattle 19.5 \| 10.3 | 58 144 | | '99 | Detroit, Mich. | Washington Tug & Barge Co. | 2CylC15,30x20; 1SB;WP160lbs;350IHP. | | |
| 15368 137,823 JNGB | **Wilston** Steel 1D;Wireless;W. Bal 5BH | Scw | Br 335 P29' | Glasgow 48 \| 22.4 B100' F38' | 2024 3221 | | 1916 9 | Pt. Glasgow, (R. Duncan & Co., Lim.) [Scot. | W. S. Miller & Co., Mgrs. | 3Cyl TE24,38,64x42; 2SB;WP180lbs | | BL |
| 15369 222,720 MDWG | **Wilton** Steel 2D 4BH | Scw | Am 233.6 | P'tsmouth 40.2 \| 24.3 | 1094 1827 | | 1923 | Sparrows Point, Md. (Bethlehem S. B. Corp.) | Eastern S.S. Lines, Inc. | 3Cyl TE19,32,56x36; 2SB;WP190lbs;1300IHP. | | |
| 15370 114,666 SHTL | **Wimbledon** xHeathford Steel 1D;Spar dk;Deep frmg; 6BH Wireless;W. Bal | Scw | Br 339 P29' | London 48 \| 19.4 B86' F36' | 2438 3812 | | 1901 5 | Sunderland, (Osbourne Graham & Co.) [Eng. | Argentine Trading Co. (Lim.) | 3Cyl TE25,42,68x48; 2SB;WP180lbs | | |
| 15371 132,643 HTWM | **Wimborne** Steel 1D;Wireless;W. Bal 7BH | Scw | Br 415 P45' | London 55.5 \| 26.6 B241' F39' | 3689 6079 | | 1911 12 | Stockton, (Craig, Taylor & Co., Lim.) [Eng. | E. Thomas Radcliffe & Co. (Lim.), Mgrs. | 3Cyl TE28,46,75x48; 3SB;WP180lbs | | BL |
| 15372 135,601 JCVG | **Winamac** Steel 2D;Mchy aft;Long. frmg; 16BH Web frms;Oil fuel;Oil in bulk; Wireless;W. Bal | Scw | Br 412 P116' | HongK'ng 53.4 \| 31.1 B26' F47' | 3606 5767 | | 1913 8 | Stockton, (Craig, Taylor & Co., Lim.) [Eng. | Standard Trans. Co. (Lim.) | 4Cyl QE24,34,49,71x48; 3SB;WP220lbs | | BL |
| 15373 220,588 MBKL | **Winapie** 2D;B;Oil in bulk | Brg Sch | Am 268 | New York 46 \| 23.6 | 2301 2411 | | 1919 | Newington, (L. H. Shattuck.) [N. H. | John W. Sullivan Co. | Wd | | |
| 15374 214,038 LFWQ | **Winchester** Steel 1D;Oil fuel 5BH | Scw | Am 219.6 | Bath 31 \| 11.3 | 213 411 | | 1916 | Bath, (Bath Iron Wks. Lim.) [Me. | Peter W. Rouss | Stm Tbns; 2WTB;WP260lbs;8400IHP. | | |
| 15375 127,163 KMVQ | **Winchester** xCoquille River Wood 1D | Scw | Am 146.2 | Marshfield 34.2 \| 12.4 | 265 415 | | '96 | Prosper, (C. Christensen.) Ore. | Steamer Winchester Corp. | 2CylC13,31x24; 2SB;250IHP. | | |
| 15376 216,767 LMNH | **Winding Gulf** Steel 1D;Web frms;SUB.SIG; 7BH Wireless;W. Bal | Scw | Am 368.6 P27' | Boston 55.2 \| 30.5 B72' F31' | 3339 5438 | | 1918 8 | Camden, (New York S. B. Corp.) [N. J. | Mystic S.S. Co. | 3Cyl TE25,41,70x46; 3SB;WP195lbs | | BL |
| 15377 125,986 | **Windsor** xIroquois Wood 2D | Scw | Br 242 | Montreal 41 \| 20 | 1068 1769 | | '92 | Marine City, (D. Lester.) [Mich. | Montreal Transp. Co. (Lim.) | 2CylC21,47x42; 2FB;WP125lbs;350IHP. | | |
| 15378 211,820 | **Windsor** xStephen Guardino Wood | Scw | Am 101 | New York 29.6 \| 8.7 | 113 208 | | 1913 | Tottenville S. I. | U. S. Gypsum Transp. Corp. | 300IHP | | |
| 15379 QLFD | **Winfried** Steel 2D:SUB.SIG;Wireless;W. Bal 7BH | Scw | Ger 362.7 P & B | Bremen 50.3 \| 22.2 300' F47' | 2241 3751 | | 1920 6 | Einswarden, (Frerichs & Co.) [Ger. | Nord-deutscher Lloyd | 3Cyl TE25,40,67x47 | | G |
| 15380 81,626 KNRC | **Winifred** Steel 2D;Wireless;Oil fuel; 12BH Oil in bulk;W. Bal | Scw Sch | Am 283.5 P37' | Pt. Arthur 42.2 \| 24.9 B52' F24' | 1520 2551 | | '98 10 | Bath, (Bath Iron Works.) [Me. | Gulf Refining Co. | 3Cyl TE21,34,55x36; 2SB;WP155lbs;1200IHP | | V |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15381 | **Winifred Lee** | Sch | Br | Shelbo'rne | 77 | | 1916 | Shelbourne, | George A. | Wd | | |
| 134,178 | 1D | | 94.5 | 24 \| 10.4 | 116 | | 3 | (Estate of Joseph McGill.) [N. S. | Buffett | | | |
| 15382 | **Winifredian** | Scw | Br | Liverpool | 6812 | | '99 | Belfast, | F. Leyland | 3CylTE33,56,94x66; | | BL |
| 110,584 | Steel | Sch | 552.5 | 59.3 \| 28.9 | 10428 | | 7 | (Har- [Ire. | & Co. (Lim.) | 2DB;2SB;WP200lbs | | |
| RFTW | 3D;Shel.dk;Web frms;Wireless; 9BH | | P72′ | F107′ | | | | land & Wolff.) | | | | |
| | D.F;SUB.SIG;W. Bal | | | | | | | | | | | |
| 15383 | **Winkfield** | Scw | Br | Glasgow | 3194 | | 1919 | Sunderland, | British | 3CylTE27,44,73x48; | | BL |
| 141,906 | Steel | | 400 | 52.2 \| 28.5 | 5279 | | 5 | (W. [Eng. | India Steam Nav. | 3SB;WP180lbs | | |
| KBMG | 1D;Wireless;W. Bal 7BH | | P49′ | B113′ F38′ | | | | Pickersgill & Sons, Lim.) | Co. (Lim.) | | | |
| 15384 | **Winnebago** | Scw | Br | Sund'rl'nd | 2885 | | 1915 | Sunderland, | Anglo- | 3CylTE25,41,68x48; | | BL |
| 137,256 | Steel | | 370 | 50.1 \| 28.5 | 4666 | | 11 | (J. Laing [Eng. | American Oil Co. | 2SB;WP180lbs | | |
| JMCP | 2D;Web frms;Long. frmg; 15BH | | P103′ | B35′ F43′ | | | | & Sons, Lim.) | (Lim.) | | | |
| | Mchy aft;Oil in bulk; | | | | | | | | | | | |
| | Oil fuel;Wireless;W. Bal | | | | | | | | | | | |
| 15385 | **Winnegance** | Brg | Am | Phila. | 1182 | | 1919 | Bath, | Southern | YP;Gif✕ | ✠ — — | |
| 218,673 | | Sch | 231 | 38.5 \| 18.7 | 1327 | | 8 | (Kelley- [Me. | Transportation Co. | | Suspended4,23 | |
| LSGF | 1D;B | | | | | | | Spear Co.) | | | | |
| 15386 | **Winona** | Scw | Br | Montreal | 1327 | | 1906 | Wallsend, | Canada | 3CylTE20,33,54x36; | | C |
| 122,851 | Steel | Sch | 252 | 43.5 \| 21.3 | 2085 | | 8 | (Swan, [Eng. | S.S. Lines (Lim.) | 2SB;WP180lbs;225RHP. | Annual Lake Survey4,25; | |
| HGVF | 1D;Deep frmg;Mchy aft; 4BH | | P18′ | F36′ | | | | Hunter & Wigham Richardson, Lim.) | | | n shft6,25;M.&B.S.2,26 | |
| | W. Bal | | | | | | | | | | | |
| 15387 | **Winona** | Scw | Am | New York | 3034 | 7′ 9½″ | 1920 | Hog Island, | Export S.S. | Stm Tbn; | ✠A1Ⓔ | |
| 219,873 | Steel | | 390 | 54.2 \| 27.8 \| 32′ | 4964 7840 | 24′ 5″ | 4 | (American [Pa. | Corp. | General Elect. Co; | ✠AMS | |
| LWGV | 2D;Wireless;SUB.SIG; 8BH | | | | | | | Int. S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | S.S.No.1,NY3,24; | |
| | W. Bal; C-36 | | P50′ | B121′ F40′ | | | | | | 8700HS;WP200lbs;2500SHP;EAC; | M.S.3,24;shft drn10,25; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | d rpd6,25;Dkd,s rps10,25 | B.S.8,26;Cih BB;CL | |
| | W.B.—A.P.100t;D.B.284′1380t | ..... | | ....D. | T.36′892t;F.P.1 | 44t | | | | | | |
| | F.O.....D.B.257′1162t;S. | T.14′1 | | 29t; D. | T.36′834t..... | ... | | | | | | |
| 15388 | **Winona** | Scw | Am | | 123 | | 1913 | Kiel, | U. S. Ship- | 2CylC34,64x45; | | |
| | xStaatssekretar Solf | | 131 | 25.6 \| 11 | 304 | | | (Stocks [Ger. | ping Board | 1Blr;WP157lbs;340IHP. | | |
| | 2D | | | | | | | & Kolbe.) | | | | |
| 15389 | **Winona County** | Scw | Am | Newark | 3767 | 8′ ½″ | 1919 | Kearny, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 218,851 | Steel | | 395.5 | 55 \| 31.4 \| 34′ 11″ | 6049 9700 | 27′ | 9 | (Federal [N. J. | ping Board | Midwest Eng. Co; | ✠AMS | |
| LSQR | 2D;Long. frmg;Wireless; 7BH | | | | | | | S. B. Co.) | | 3SB;Federal S. B. Co; | S.S.No.1,NptN5,25; | |
| | W. Bal; C-36 | | P44′ | B110′ F38′ | | | | | | 8934HS;WP210lbs;2600SHP; | M.S.5,25;B.S.5,26;shft drn7,26; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | Dkd,d rpd7,26;Exmd11,26 | SBP;CL | |
| | W.B.—A.P.175t;D.B.331′ 1518t. | ..... | | ..F.P.2 | 55t | | | | | | | |
| | F.O.—A.P.163t;D.B.289′ 1169t; | S.T.77 | | t;F.P.2 | 38t | | | | | | | |
| 15390 | **Winsor** | Brg | Am | Phila. | 959 | | 1923 | Bath, | Westmore- | YP,Hw,O,Sp,F;Gif | | |
| 222,889 | | Sch | 202.9 | 38.1 \| 16.5 | 1034 | | 5 | (Kelley- [Me. | land Coal Co. | | | |
| MFBW | 1D | | | | | | | Spear Co.) | | | | |
| 15391 | **Winston Salem** | Scw | Am | Wilm'gton | 3842 | 8′ ½″ | 1920 | Wilmington, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 219,746 | Steel | | 411.9 | 55.1 \| 31.4 \| 34′ 11″ | 6223 9600 | 27′ | 4 | (Geo. A. [N. C. | ping Board | Hooven, Owens, Rentschler Co; | ✠AMS | |
| LVWR | 2D;Long. frmg;W. Bal; 7BH | | | | | | | Fuller Co.) | | 3WTB;Barber Asphalt Co; | S.S.Hnlu11,20; | |
| | Wireless;SUB.SIG; C-36 | | P44′ | B109′ F38′ | | | | | | 9150HS;WP200lbs;2800IHP; | shft drn5,24;B.S.10,26; | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | d rpd5,24;rps9,25;Dkd,s rps10,26 | Cih BB;CL | |
| | W.B.—A.P.142t;D.B.331′1536t... | ..... | | F.P.19 | 4t | | | | | | | |
| | F.O.—A.P.133t;D.B.289′1186t;S. | T.63t; | | F.P.18 | 1t | | | | | | | |
| 15392 | **Winsum** | Scw | Hol | Amst'dam | 1951 | | 1921 | Hoboken, | Stoomv. | 3CylTE23,38,62x42; | | BL |
| | Steel | | 331.4 | 48.2 \| 21.9 | 3225 | | 3 | (Antwerp [Hol. | Maats. Oostzee | 2SB;WP180lbs | | |
| QCRG | 1D;Wireless;Oil fuel;W. Bal 5BH | | P27′ | B93′ F27′ | | | | Eng. Co.) | | | | |
| 15393 | **Winterhude** | Bk | Fin | Mariehmn | 1709 | | '98 | Bremer- | Gustaf | Stl;2BH | | V |
| | xSelma-Hemsoth | | 267.2 | 40 \| 24.8 | 1980 | | | haven, Ger. | Eriksson | | | |
| TPQV | 2D;W. Bal | | | | | | | (Rickmers Reismühlen Reederei & Schiffbau-A. G.) | | | | |
| 15394 | **Winterswijk** | Scw | Hol | Rotterd'm | 1937 | | 1914 | Alblasser- | Erhardt & | 3CylTE23,38,62x42; | | BL |
| | Steel | | 320 | 47.5 \| 22.9 | 3205 | | 7 | (Schpw. [dam, Hol. | Dekkers | 2SB;WP180lbs | | |
| QCRM | 1D;SUB.SIG;Wireless;W .Bal 5BH | | P28′ | B96′ F34′ | | | | v. Jan Smit, Czn.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15395 | **Winterthur** | Scw | Am | Wilmngtn | 62 | | 1916 | Wilmington, | Reading | 2CylC; | | |
| 214,447 | Steel | | 76.4 | 19.3 \| 9.6 | 103 | | (Pusey & [Del. | Co. | 1Blr;250IHP. | | |
| | 1D | | | | | | | Jones Co.) | | | | |
| 15396 | **Winyah** | Scw | Am | Phila. | 3376 | 7′ 10½″ | 1919 | Bristol, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,348 | Steel | | 400.7 | 54.2 \| 30.4 | 5492 | 25′ 2″ | 7 | (Merchants [Pa. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| LRQM | 2D;Wireless;SUB.SIG;W. Bal; 7BH | | | 32′ 10″ | 8822 | | | S. B. Co.) | | 3WTB;Babcock & Wilcox Co; | shft drn6,21;Cib BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P35′ | B123′ F44′ | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | | | | | | | | | | Dkd,d rpd6,21;rps9,21 | | |
| | W.B.—A.P.143t;D.B.335′1311t..... | ..... | F.P.12 | 0t | | | | | | | | |
| | F.O.....D.B.281′1092t;S. | T.63t | ..... | .. | | | | | | | | |
| 15397 | **Winyah** | Scw | Am | Pt. Huron | 74 | | '94 | Sparrows Pt. | Martin | 2CylC13,24x18; | | |
| 157,399 | xDungeness Steel | Sch | 115 | 20.5 \| 9.4 | 143 | | | (Maryland [Md. | Christiansen | 1Blr;300IHP. | | |
| KMBW | 1D | | | | | | | Steel Co.) | | | | |
| 15398 | **Wisconsin** | Brg | Am | Marinette | 532 | | '82 | Detroit, | Milwaukee, | O | | |
| 120,499 | | Sch | 181 | 30 \| 20.6 | 532 | | rb '18 | (Detroit [Mich. | Chicago & Michigan City Line | | | |
| | 2D | | | | | | | D. D. Co.) | | | | |
| 15399 | **Wisconsin** | Scw | Am | Duluth | 1567 | | '81 | Wyandotte, | Goodrich | 2CylC22,44x42; | | |
| 80,861 | xPilgrim Iron | | 209 | 40 \| 20.9 | 1921 | | rb '16 | (Detroit [Mich. | Transit Co. | 2SB;WP150lbs;650IHP. | | |
| | | | | | | | | D. D. Co.) | | | | |
| 15400 | **Wisconsin Bridge** | Scw | Am | | 2179 | 5′ 9″ | 1919 | Newark, | James | Stm Tbn; | ✠A1Ⓔ | |
| 217,929 | Steel | | 324 | 46.2 \| 25 | 3545 | 22′ 11″ | 6 | (Submarine [N. J. | Shewan & Son | Westinghouse E. & Mfg. Co; | ✠AMS | |
| LQTP | 1D;2d dk at ends; 7BH | | | 28′ 6″ | 5500 | | | Boat Corp.) | | 2WTB;Babcock & Wilcox Co; | shft drn3,20;Scip;CL | |
| | W. Bal;SUB.SIG; 6BH to Fbd dk | | | | | | | | | 5800HS;WP200lbs;1500SHP;EAC; | (Laid up) | |
| | Wireless; 1BH to 2d dk | | | | | | | | | Dkd3,20;d rpd5,20 | | |
| | Oil fuel F. P. above 150° F. C-32 | | | | | | | | | | | |
| | W.B.—A.P.71t;D.B.252′847t;D.T | 20′394 | t..... | ..F.P.111t | | | | | | | | |
| | F.O.—A.P.66t;D.B.214′643t.... | ..... | S.T.3 | 1t..... | | | | | | | | |
| 15401 | **Wisdom II** | MV | Am | Los Ang's | 78 | | '99 | Gosport, | E. A. | 3CylGasEng14x15 | | |
| 215,734 | xAnemone xAnemone IV Wood | | 112 | 19.6 \| 12.6 | 118 | | | (Camper [Eng. | Salisbury | | | |
| | 1D | | | | | | | & Nicholson.) | | | | |
| 15402 | **Wissahickon** | Brg | Am | Phila. | 400 | | 1906 | Camden, | Southern | Wd;Gif | | |
| 162,866 | | | 166.2 | 23.8 \| 10.7 | 400 | | | (Noecker [N. J. | Trans. Co. | | | |
| | 1D | | | | | | | & Ake S. B. Co.) | | | | |
| 15403 | **Withington** | Scw | Br | Newport | 1865 | | 1919 | W. Hartle- | The Times | 3CylTE25,41,68x45; | | BL |
| 143,110 | xWar Breeze Steel | | 331.1 | 46.8 \| 23.1 | 3095 | | 4 | pool, Eng. | S.S. Manage- | 3SB;WP180lbs | | |
| JWCB | 1D;Wireless;W. Bal 7BH | | P33′ | B100′ F28′ | | | | (Irvine's S. B. & | ment Co. (Lim.) | | | |
| | | | | | | | | D. D. Co., Lim.) | | | | |
| 15404 | **Witram** | Scw | Ger | Bremen | 3814 | | 1911 | Flensburg, | Nord- | 3CylTE30,50,84x54; | | BL |
| | xBoonah xMelbourne Steel | | 449.2 | 58.3 \| 26.8 | 6097 | | 12 | (Flensburg [Ger. | deutscher Lloyd | 4SB;WP185lbs | | |
| QMBW | 2D;Well dk;Wireless;W. Bal 8BH | | P & B | 378′ F53′ | | | | Schiffsb. Ges.) | | | | |
| 15405 | **Witte Zee** | Scw | Hol | Rotterd'm | 1547 | | 1921 | Papen- | N. V. W. | 3CylTE22½,37,62x39 | | V |
| | Steel | | 301.7 | 45.3 \| 20 | 2630 | | | van Driels | | | |
| QCRV | 1D;Wireless;W. Bal | | P24′ | B73′ F25′ | | | | (N. V. [drecht, Hol. | Stoomb. & Transp. | | | |
| | | | | | | | | Shps. v/h Wd. A. | Ondernemingen | | | |
| | | | | | | | | Van Duijvendijk.) | | | | |
| 15406 | **Wittekind** | Scw | Ger | Emden | 2529 | | 1906 | Newcastle, | Emder | 3CylTE26,42½,69½x45; | | |
| | xTricolor Steel | | 351 | 50 \| 25.7 | 4029 | | 5 | (Tyne [Eng | Dampfer | 2SB;WP180lbs | | |
| KQPL | 1D;B;Deep frmg; 6BH | | P28′ | B103′ F36′ | | | | I. S. B. Co., Lim.) | Kompagnie Nubel | | | |
| | Wireless;W. Bal | | | | | | | | & Fritzen, A. G. | | | |
| 15407 | **Wizard** | Scw | Am | Camden | 127 | | 1920 | Camden, | U. S. Ship- | 2CylC18,38x26; | ✠A1 | |
| 219,999 | YP,O;Gif | | 94 | 24.5 \| 13 | 188 | | 9 | (J. H. [N. J. | ping Board | Dodge Mfg. Co; | River, Bay & Harbor Towing | |
| LWMK | 1D 1BH | | | | | | | Mathis Co.) | | 1WTB;Traylor Engr. Co; | Service. | |
| | | | | | | | | | | 77GS;2518HS;WP155lbs;450IHP; | ✠AMS | |
| | | | | | | | | | | EAC;s rps,clk b,dk,Exmd7,24 | S.S.No.1,Phila7,24; | |
| | | | | | | | | | | | shft drn7,23;M.&B.S.7,24; | |
| | | | | | | | | | | | Scip | |
| 15408 | **Wokingham** | Scw | Br | London | 2268 | | 1906 | Newcastle, | Britain S.S. | 3CylTE24,39,66x45; | | BL |
| 123,682 | xRiver Trent xAntar Steel | | 348.8 | 50 \| 23.2 | 3584 | | 7 | (Tyne [Eng. | Co. (Lim.) | 2SB;WP180lbs | | |
| HGSN | 1D;B;Deep frmg;Wireless; 6BH | | P29′ | B102′ F36′ | | | | I. S. B. Co., Lim.) | | | | |
| | W.Bal | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15409 QLWN | **Wolfsburg** xBaron Lovat xWolfsburg Steel 1D;sub.sig;Wireless;W. Bal 7BH | Scw | Ger B & F | Bremen 469.6 \| 62 \| 25.3 394′ | 3827 6201 | | 1915 6 | Geeste-munde, Ger, (J. C. Tecklenborg. A. G.) | Deutsche Dampfs. Ges. "Hansa" | 3CylTE31,50,82x55; 4SB;WP199lbs | | BL |
| 15410 MWOH | **Wolhandel** xAndalusier xWar Vigour Steel 1D;Shel dk;Wireless;W. Bal 8BH | Scw | Blg F40′ | Antwerp 412.5 \| 55.6 \| 34.5 | 4408 6422 | | 1919 12 | Middlesbro, (Furness S. B. Co., Lim.) [Eng. | Armement Gylsen, S. A. | Stm Tbns; 3WTB;WP200lbs | | BL |
| 213,435 LFKW | **Wollaston** 1D | Brg Sch | Am 230.9 | Fall River 38.2 \| 19.5 | 1214 1378 | | 1915 7 | Bath, (Kelley, Spear Co.) [Me. | Staples Transportation Co. | Hw,Sp;If | | |
| 15412 QCSK | **Wolsum** Steel 1D;Wireless;W. Bal;Oil-fuel 6BH | Scw | Hol 359.9 P30′ | Amst'dam 45.3 \| 23 B229′ F27′ | 2226 3699 | | 1921 4 | Capelle a/d (A. Vuijk & Zonen.) [Ysel, Hol. | Stoomv. Maats "Oostzee" | Stm Tbns; 3SB;WP180lbs | | BL |
| 112,295 | **Wolverine** Wood 3D | Scw | Br 126 | Winnipeg 25 \| 8 | 189 278 | | 1903 | Selkirk, (Imperial Fish Co.) [Man. | Northern Fish Co. | 2CylC15,27x20; 1Blr;WP144lbs | | |
| 206,503 LBDV | **Wonaloa** xMonaloa Wood 1D | MV Twin Yct | Am 115.2 | New York 15.8 \| 9.8 | 60 104 | | 1909 | Boston, (Geo. Lawley & Son.) [Mass. | Henry O. Rea | 2-6CylGasEng11x12; 500IHP. | | |
| 15415 119,206 HBTV | **Wooburn** xWallace Steel 1D;B;Deep frmg;Wireless; W. Bal 6BH | Scw | Br 355.3 P32′ | London 48.5 \| 27.2 B109′ F35′ | 2532 3930 | | 1905 1 | Sunderland, (Short Bros.) [Eng. | Britain S.S. Co. (Lim.) | 3CylTE25,42,68x45; 2SB;WP180lbs | | BL |
| 15416 141,930 KCTM | **Woodarra** Steel 2D;Shel dk;Wireless;W. Bal 8BH | Scw Twin Sch | Br 449.5 P31′ F43′ | Glasgow 58.2 \| 37.1 | 4837 7998 | | 1919 11 | Glasgow, (Barclay, Curle & Co., Lim.) [Scot. | British India Steam Nav. Co. (Lim.) | 2-3CylTE26,44,73x48; 2DB;2SB;WP200lbs | | BL |
| 189 VBQR | **Woodburn** 1D;B | Bk | Fin 242 P32′ | Mariehmn 37.5 \| 21.8 F30′ | 1445 1552 | | '96 1 | Pt. Glasgow, (Russell & Co.) [Scot. | G. Erikson | Stl;1BH | | BL |
| | **Woodcock** Steel 2D;W. Bal; 7BH Oil fuel | Scw | Am 180 | 35.3 \| 17.2 | | | 1919 2 | Chester, (Chester S. B. Co.) [Pa. | U. S. Government (Navy Dept.) | 3CylTE19,29,46x30; 2WTB;WP200lbs;1400IHP. | | |
| 139,194 JNTR | **Woodfield** Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | Br 400 F37′ | London 53 \| 24.3 | 2681 4300 | | 1917 2 | Newcastle, (Northumberland S. B. Co., Lim.) [Eng. | Wood,Tylor & Brown, Mgrs. | 3CylTE27,45,74x48; 3SB;WP180lbs | | BL |
| 15420 138,504 | **Woodlands** xMiddlesex 1D | Brg | Br 186 | Montreal 32.3 \| 12.7 | 578 646 | | '81 | St. Clair, (Langell & Co.) [Mich. | Sincennes-McNaughton Line (Lim.) | O | | |
| 15421 217,937 LQVD | **Woodman** O,YP;Glf 1D 1BH | Scw | Am 126 | New York 29.9 \| 13.7 | 198 358 | | 1919 7 | Solomons Island, Md. (M. M. Davis & Sons, Inc.) | Cahill Towing Line | 3CylTE18,28,45x30; 2SB;WP180lbs;800IHP. | ✠ — — ✠ — — Suspended12,23 | |
| 15422 218,461 LRVT | **Woodmansie** Steel 1D;2d dk at ends; 7BH sub.sig; 6BH to Fbd dk Wireless;W. Bal; 1BH to 2d dk Oil fuel F. P. above 150° F. C-32 W.B.—A.P.71t;D.B.252′847t;D.T 20′394t F.O.—A.P.66t;D.B.214′643t S.T.3 | Scw | Am 324 P41′ | Newark 46.2 \| 25 \| 28′ 6″ B90′ F35′ F.P.111t 1t | 1996 3283 5500 | 5′ 9″ 22′ 11″ | 1919 9 | Newark, (Submarine Boat Corp.) [N. J. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 2WTB;Babcock & Wilcox Co; 5800HS;WP200lbs;1500SHP;EAC; Dkd,s rps12,21 | ✠A1Ⓔ ✠AMS Clh BB;CL (Laid up) | |
| 206,658 MCNG | **Woonsocket** xMackinac Steel 2D 3BH | Scw | Am 162 | Provide'ce 28.2 \| 12 | 336 512 | | 1909 | Ferrysburg, (Johnson Bros.) [Mich. | Pawtucket & New York Trans. Co. | 2CylC18,40x30; 2FB;WP150lbs;700IHP. | | |
| 29,836 SPRB | **Woosung Maru** xDunmail Steel 2D;Wireless;W. Bal 7BH | Scw | Jap 331.3 P33′ | Kobe 46.7 \| 23.2 B98′ F29′ | 1884 3090 | | 1919 6 | Blyth, (Blyth S. B. & D. D. Co., Lim.) [Eng. | Kawasaki Kisen Kabushiki Kaisha | 3CylTE25,41,68x45; 3SB;WP180lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15426 | **Worcester** | Scw | Am | N. London | 3536 | 6′ 1″ | 1919 | Groton, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,232 | Steel | | 409.6 | 54.4 \| 27.4 \| 30′ | 5718 | 24′ 1″ | 6 | (Groton [Conn. | ping Board | General Electric Co; | ✠AMS | |
| LRKT | 2D;sub sig;W. Bal;Long. frmg; 7BH | | | | 8800 | | | Iron Wks.) | | 4WTB;Heine Safety Blr. Co; | | |
| | Oil fuel F. P. above 150° F. C-36 | | P41′ | B120′ F43′ | | | | | | 11132HS;WP200lbs;2500SHP;EAC; | B.S.8,20; | |
| | W.B.—A.P.48t; D.B.340′1237t. | ..... | F.P.14 | 9t | | | | | | Dkd,d rpd6,21;Exmd1,22 | shft drn6,21;Clh BB;CL | |
| | F.O.....D.B.304′ 995t; S. | T....t: | F.P.13 | 9t | | | | | | | (Laid up) | |
| 15427 | **Worden** | MV | Nic | Bluefields | 433 | | 1902 | Sparrows Pt. | Snyder | 2-6CylOilEng11x15; | | |
| | Steel | Twin | 248 | 23.3 \| 10 | | | | (Maryland [Md. | Banana Co. | 400BHP | | |
| | 1D | | | | | | | Steel Co.) | | | | |
| 15428 | **Wordsworth** | Scw | Br | London | 2344 | | 1905 | Newcastle, | Shakespeare | 3CylTE24,40,67x45; | | BL |
| 143,114 | xElbe xOrissa Steel | | 354.8 | 48.1 \| 26 | 3703 | | 10 | (W. Dobson [Eng. | Shipping Co. | 3SB;WP180lbs | | |
| JWSD | 2D;Deep frmg;Wireless; 6BH | | P41′ | B110′ F37′ | | | | & Co.) | (Lim.) | | | |
| | W. Bal | | | | | | | | | | | |
| 15429 | **Woron** | Scw | Br | London | 3314 | | 1907 | Vegesack, | Ornis S.S. | 4CylQE24,34,50,72x53; | | BL |
| 143,101 | xNaimes Steel | | 420.8 | 54.5 \| 27.9 | 5233 | | | (Bremer [Ger. | Co. (Lim.) | 3SB;WP220lbs | | |
| JWRH | 2D;Web frms;Wireless;W. Bal 6BH | | P & B | 2664 F54′ | | | | Vulkan.) | | | | |
| 15430 | **Worrell Clarkson** | Scw | Am | Fairport | 6602 | | 1923 | Toledo, | The Kins- | 3CylTE24½,41,65x42; | | |
| 222,830 | Steel | | 580 | 60 \| 33 | 8203 | | 3 | (Toledo [Ohio | man Transit Co. | 3SB;WP185lbs;2300IHP. | | |
| | 1D;W.Bal;sub sig. 9BH | | | | | | | S. B. Co.) | | | | |
| 15431 | **Worthington** | MV | Am | New York | 225 | | 1922 | Milford, | Elizabeth- | 4CylOilEng15¼x16; | ✠A1 | |
| 221,937 | O,YP;Gif | Lgtr | 127.2 | 34 \| 11.7 | 331 | | 5 | (Vinyard [Del. | port Lighterage | Worthington Pump & Mach. Corp; | River, Bay & Sounds Lighterage | |
| MDKR | 1D | | | | | | | S. B. Co.) | Co. | 300BHP;EAC;d rpd5,25 | Service. | |
| | | | | | | | | | | s rps,s b clkg11,26 | ✠AMS | |
| | | | | | | | | | | | n shft3,24;M.S.5,25; | |
| | | | | | | | | | | | shft drn11,26;Scip | |
| 15432 | **Wotan** | Scw | Ger | Stettin | 1396 | | '95 | Sunderland, | E. R. | 3CylTE21,35,57x39; | | |
| | xTyr Steel | | 284.8 | 40 \| 17.6 | 2225 | | 8 | (J. Blumer [Eng. | Retzlaff | 2SB;WP160lbs | | |
| JGTP | 1D;B;Wireless;W. Bal 4BH | | | | | | | & Co.) | | | | |
| 15433 | **Wotan** | Scw | Am | Manistee | 712 | | '93 | Marine City, | R. W. Smith | 2CylC22,44x40; | 95(GL) | |
| 81,432 | O;1f | | 191.5 | 34.6 \| 14.6 | 886 | | rb'21 | Mich. | | 1SB;WP140lbs;490IHP. | P.S.5,26 | |
| | 1D | | | | | | | (A. Anderson.) | | | | |
| 15434 | **Wotan** | Scw | Br | London | 2159 | | 1908 | Hoboken, | Gascony | 3CylTE24,40,66x45; | | BL |
| 143,120 | xOswiga xSt. Johann Steel | | 347 | 48.1 \| 23.1 | 3379 | | 6 | (Chant. [Belg. | S.S. Co. (Lim.) | 3SB;WP180lbs | | |
| JWSF | 1D;B;Web frms;Deep frmg; 6BH | | P31′ | B180′ F31′ | | | | Nav. Anversois.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 15435 | **Wotan** | MV | | | 3399 | | 1913 | Hamburg, | Standard | 6CylOilEng23⅝x43½ | | |
| | Steel | | 405 | 52.5 \| 26.8 | 5703 | | 6 | (Reiherstg. [Ger. | Oil Co. (N. J.) | | | |
| | 2D;Mchy aft;Oil in bulk; 15BH | | P104′ | B33′ F35′ | | | | Schiffsw.) | Mgrs. | | | |
| | Long. frmg;Web frms; | | | | | | | | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 15436 | **Woyne** | Scw | Am | Detroit | 251 | | 1923 | Ecorse, | Detroit & | 2CylC20,40x28; | | |
| 222,835 | Steel | | 128 | 43 \| 15 | 380 | | | (Great [Mich. | Walkerville | 2SB;WP175lbs;850IHP. | | |
| | 1D 5BH | | | | | | | Lakes Eng. Wks.) | Ferry Co. | | | |
| 15437 | **Woyo Maru** | Scw | Jap | Yokoh'ma | 3468 | | 1921 | Tsurumi, | Toyo Kisen | 3CylTE26,43,72x48; | | BL |
| 28,306 | Steel | | 400 | 53.2 \| 29.4 | 5671 | | 2 | (Asano [Jap. | Kabushiki Kaisha | 3SB;WP200lbs | | |
| SHKG | 2D;Oil fuel;Wireless;W. Bal 6BH | | P33′ | B124′ F41′ | | | | S. B. Co.) | | | | |
| 15438 | **Wray Castle** | Scw | Br | Liverpool | 3833 | | 1920 | Bremer- | Lancashire | 3CylTE28,46,75x53; | | BL |
| 145,006 | xParia xRickmer Rickmers Steel | | 419 | 55.6 \| 30 | 6086 | | 7 | haven, Ger. | Shipping Co. | 3SB;WP206lbs | | |
| KGPT | 2D;Wireless;W.Bal 7BH | | P57′ | B136′ F47′ | | | | (Rickmers | (Lim.) | | | |
| | | | | | | | | Akt. Ges.) | | | | |
| 15439 | **Wright** | Scw | Am | Phila. | 4846 | | 1920 | Hog Island, | U. S. Govt. | Stms Tbn; | | |
| 220,767 | Steel | | 436.9 | 58.2 \| 26.4 | 7995 | | 10 | (American [Pa. | (Navy Dept.) | 6WTB;WP200lbs;6000SHP | | |
| MBSR | 3D;Oil fuel;sub.sig;Wireless; 13BH | | P90′ | B135′ F81′ | 6970 | | | Int. S. B. Corp.) | | | | |
| | W. Bal | | | | | | | | | | | |
| 15440 | **Wright** | Scw | Swd | Stockholm | 1626 | | 1907 | Stockton, | Rederiakt | 3CylTE22½,37,61x42; | | BL |
| 7,033 | xHarlseywood Steel | Sch | 317 | 46 \| 20.9 | 2736 | | 12 | (Ropner [Eng. | Protector | 2SB;WP160lbs | | |
| KFHL | 1D;Deep frmg;Wireless;W. Bal 5BH | | P31′ | B94′ F37′ | | | | & Sons, Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15441 133,250 | **Wuchang** Steel 2D;W. Bal 6BH | Scw Twin | Br 320 | London 46 \| 22.4 | 1975 3204 | | 1914 | Hong Kong, (Taikoo Dkyd. & Eng. Co., Lim.) [China | China Nav. Co. (Lim.) | 2-3CylTE14½,24,39½x30; 2SB | | |
| 15442 140,576 JTGQ | **Wulsty Castle** Steel 1D;Wireless;W. Bal 6BH | MV | Br 356.3 P35′ | Liverpool 48.7 \| 23.9 B & F 281′ | 2184 3566 | | 1918 4 | Sunderland, (J. Blumer & Co.) [Eng. | J.Chambers & Co., Mgrs. | 2-6CylOilEngs20 1/16x24 7/16 | | BL |
| 15443 RBVC | **Wurttemburg** Steel 2D;Oil fuel;sub.sig; Wireless;W. Bal 8BH | Scw | Ger 466 P55′ | Hamburg 58 \| 32.7 B222′ F41′ | 5226 8895 | | 1921 10 | Vegesack, (Bremer Vulkan.) [Ger. | Hamburg-American Line | 3CylTE32,52,86x55; 3Birs | | G |
| 15444 81,850 | **Wyadda** Steel 1D | Scw | Am 85.9 | Seattle 19.1 \| 11 | 90 132 | | 1903 | Seattle, (Moran Bros. Co.) [Wash. | Admiralty Tug Boat Co. | 2CylC13,30x24; 450IHP. | | |
| 15445 20 5,458 | **Wyandotte** Steel 1D;Mchy aft;Wireless;W. Bal 3BH | Scw Sch | Am 346 | Wyand'te 45.2 \| 24 | 1541 2450 | | 1908 7 | Ecorse, (Great Lakes Eng. Wks.) [Mich. | Wyandotte Transp. Co. | 3CylTE18,31,50x36; 2SB;WP180lbs;1066IHP. | 100(GL) P.S.10,25 | |
| 15446 169,068 | **Wyandotte** 1D | Brg | Am 142 | Phila. 22.9 \| 10.8 | 326 326 | | 1924 | Milford, (W. G. Abbott.) [Del. | Penn. Salt Mfg. Co. | Wd | | |
| 15447 137,081 KGSB | **Wyfax** xLibea 1D | Trn Aux | Br 148 | Nassau 27.5 \| 12.3 | 412 469 | | 1917 | Raamsdonk, (N. V. P. & A. Ruytenberg.) [Hol. | Abaco Shipping Co. (Lim.) | Stl; 2-2CylOilEng13x13⅛ | | |
| 15448 139,197 JNVF | **Wynburn** xCliftower Steel 1D;Wireless;W. Bal 6BH | Scw | Br 356.3 P35′ | London 48.7 \| 23.9 B108′ F33′ | 2202 3509 | | 1917 2 | Sunderland, (J. Blumer & Co.) [Eng. | Wyn Shipping Co. (Lim.) | 3CylTE24,40,66x45; 2SB;WP180lbs | | BL |
| 15449 143,106 JWSK | **Wyncote** xElrene xGudrun Steel 1D;B;Deep frmg;Web frms; Wireless;W. Bal 6BH | Scw | Br 346 P23′ | London 49.5 \| 25.3 B94′ F31′ | 2435 3886 | | 1907 4 | Sunderland, (J. L. Thompson & Sons, Lim.) [Eng. | Wyn Shipping Co. (Lim.) | 3CylTE25,42,68x48; 2SB;WP180lbs | | BL |
| 15450 136,686 JFRN | **Wyneric** xRicardo A. Mestres Steel 1D;Deep frmg;Mchy aft; Wireless;Oil fuel;Web frmg; W. Bal 9BH | Scw | Br 365 P97′ | Glasgow 50.7 \| 26.7 B20′ F37′ | 2783 4468 | | 1914 6 | W. Hartle- (W. [pool, Eng. Gray & Co., Lim.) | The Bank Line (Lim.) | 3CylTE25,41,68x48; 2SB;WP180lbs;404RHP | S.S.No.3,Bfst6,26;A.S.7,26; M.&B.S;shft drn7,26 | C |
| 15451 217,715 LQGV | **Wynooche** Steel 2D;sub.sig;Wireless; 7BH W. Bal; C-36 Oil fuel F. P. above 150° F. | Scw | Am 400.7 P35′ | Phila. 54.2 \| 30.4 \| 32′ 10″ B213′ F44′ | 3756 6065 8822 | 7′ 10½″ 25′ 2″ | 1919 4 | Bristol, (Merchants S. B. Corp.) [Pa. | U. S. Shipping Board | Stm Tbn; Westinghouse E. & M. Co; 3WTB;Babcock & Wilcox Co; 8700HS;WP200lbs;3000SHP;EAC; Dkd,s rps10,20 | ✠A1Ⓔ ✠AMS shft drn12,19;Clh BB;CL (Laid up) | |
| | W.B.—A.P.143t;D.B.335′1311t. F.O. D.B.281′1092t;S. | ..... T.63t. | F.P.12 ..... | 0t .. | | | | | | | | |
| 15452 219,090 LTHS | **Wyoming** xLake Galata Steel 2D;Wireless;sub.sig;W. Bal 4BH C-29 | Scw | Am 253.4 P26′ | Baltimore 43.7 \| 25.9 \| 28′ 4″ B58′ F31′ | 1667 2689 4050 | 4′ 2¾″ 24′ 3″ | 1919 10 | Manitowoc, (Manitowoc S. B. Co.) [Wis. | Merchants & Miners Transp. Co., Inc. | 3CylTE21,35,59x42; Nordberg Mfg. Co; 2SB;Manitowoc S. B. Co; 4876HS;WP185lbs;1500IHP; Dkd,s rps2,26 | ✠A1Ⓔ ✠AMS S.S.No.2,NptN2,26; shft drn11,25;M.&B.S.2,26; Scip;CL | |
| 15453 203,805 KVTB | **Wyoming** Steel 1D 2BH | Scw | Am 140 | P. Amboy 26.8 \| 15.8 | 270 398 | | 1907 1 | Port Rich- mond, N. Y. (Burlee D. D. Co.) | Bee Line Transp. Co. | 3CylTE17,25,43x30; 1CRTB;WP180lbs;900IHP. | | |
| 15454 200,586 KSVB | **Wyomissing** Steel 1D;B 3BH | Scw Sch | Am 104.6 | Phila. 24 \| 11.8 | 151 222 | | 1904 1 | Philadelphia Pa. (Neafie & Levy) | Reading Co. | 2CylC20,40x28; 1SB;WP130lbs;500IHP. | | |
| 15455 213,706 LSHR | **Wytheville** Steel 2D;Long. frmg;Wireless; 7BH sub.sig. C-36 | Scw | Am 395.5 P45′ | Newark 55 \| 31.4 \| 34′ 11″ B110′ F38′ | 3760 6098 9700 | 8′ ½″ 27′ | 1919 8 | Kearny, (Federal S. B. Co.) [N. J | U. S. Shipping Board | Stm Tbn; General Electric Co; 3SB;Federal S. B. Co; 186GS;8934HS;WP210lbs;2500SHP; Dkd7,26;d rpd10,26 | ✠A1Ⓔ With Freeboard. ✠AMS S.S.No.1,Mbl2,24; M.S.2,24;n shft11,25;B.S.5,26; Clh BB;CL | |
| | W.B.—A.P.175t;D.B.331′1518t. F.O.—A.P.163t;D.B.289′1169t;S. | ..... T.77t; | F.P.25 F.P.23 | 5t 8t | | | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. | Tons Net / Gross / D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship—Class—Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers—Class—Dates. Tail Shaft Drawn—Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15456 | **Y. Sontua** | Scw | Am | Manila | 585 | | '92 | Sunderland, | Y. Sontua | 3CylTE17½,28,46x30; | | |
| | xDarwin Steel | Sch | 200 | 30 \| 16 | 1027 | | 1 | (Doxford [Eng. | & Co. | 1SB;WP150lbs | | |
| | 2D;W. Bal 4BH | | B45′ | F22 | | | | & Sons, Lim.) | | | | |
| 15457 | **Yaka** | Scw | Am | Phila. | 3700 | 7′ 10½″ | 1920 | Bristol, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 220,520 | Steel | | 400.7 | 54.3 \| 30.3 \| 32′ 10″ | 5976 | 25′ 2″ | 8 | (Merchant [Pa | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| MBHR | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | | | 8822 | | | S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P35′ | B123′ F44′ | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | | | | | | | | | | Dkd1,21;s rps4,21 | | |
| | W.B.—A.P.143t;D.B.335′1311t;D | T.27′8 | 46t. . . | . . . . . F.P.120t | | | | | | | | |
| | F.O. . . . . D.B.281′1092t;D | T.27′7 | 90t; S. | T.63t. . . . . | | | | | | | | |
| 15458 | **Yaklok** | Scw | Am | San Fran. | 4426 | 8′ 2″ | 1919 | Seattle, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 218,164 | Steel | | 401.9 | 53.1 \| 32 \| 34′ 6″ | 6046 | 26′ 6″ | 7 | (Seattle [Wash. | ping Board | Midwest Eng. Co; | ✠AMS | |
| LRHS | 2D; 7BH | | | | 9400 | | | North Pacific | | 3WTB;Murray Iron Wks; | Clh BB;CL | |
| | Shel dk; 6BH to Fbd dk | | P34′ | F38′ | | | | S. B. Co.) | | 9150HS;WP225lbs;2800SHP;EAC; | (Laid up) | |
| | W. Bal; 1BH to 2d dk | | | | | | | | | Dkd,d rpd3,21 | | |
| | Oil fuel F. P. above 150° F. C-36 | | | | | | | | | | | |
| | W.B.—A.P.55t;D.B.344′1274t;D. | T.30′5 | 52t. . . | . . . . . F.P.74t | | | | | | | | |
| | F.O. . . . . D.B.327′1111t;D. | T.30′5 | 14t; S. | T.41t. . . . . | | | | | | | | |
| 15459 | **Yale** | Scw | Am | Los Angles | 514 | | 1906 | Chester, | Los Angeles | Stm Tbns; | ✠A1 Short Coastwise. | |
| 204,047 | Steel | Trpl | 376 | 61.3 \| 20.2 | 3818 | | 11 | (Delaware [Pa. | S.S. Co. | W. & A. Fletcher Co; | AMS | |
| KWBR | 1D;W. Bal;Wireless;SUB.SIG;D.F.6BH | | | | 1277 | | | River I. S. B. Co.) | | 12SB; { Lake Erie Boiler Wks; W. & A. Fletcher Co; | 2dS.S.No.2,SanP1,25; | |
| | Oil fuel F. P. above 150° F. C-29 | | | | | | | | | 30840HS;WP155lbs;10000SHP; | Pt shft drn1,24;M.S.1,25; | |
| | | | | | | | | | | clk dk4,21;d rpd12,22;Dkd,s rps7,26 | B.S;C & Stbd shfts drn1,26; | |
| | | | | | | | | | | | SBP;CL | |
| 15460 | **Yale** | Scw | Am | New York | 1136 | | 1924 | Elizabeth- | Starin New | 2-3CylTE15½,26,44x26; | | |
| 223,525 | Steel | Twin | 223.8 | 42 \| 14.1 | 1670 | | | port, N. J. | Haven Line | 4SB;WP180lbs;2000IHP. | | |
| | 1D;B 7BH | | | | | | | (New Jersey | | | | |
| | | | | | | | | D. D. Transp. Co.) | | | | |
| 15461 | **Yale** | Scw | Am | Buffalo | 36 | | 1909 | Cleveland, | Great Lakes | 1CylNC23x28; | | |
| 206,972 | Steel | | 71 | 20 \| 10.2 | 99 | | | (Great Lakes [Ohio | Towing Co. | 1FB;500IHP. | | |
| | 1D 3BH | | | | | | | Towing Co.) | | | | |
| 15462 | **Yalou** | Scw | Fr | Marseilles | 5499 | | 1914 | Bremen, | Messageries | 4CylQE28,41,58,86x55; | | V |
| | xRaimund Steel | | 478 | 58.4 \| 36.8 | 8597 | | 9 | (Akt. [Ger. | Maritimes | 4SB;WP214lbs;3900IHP. | | |
| OWHB | 2D;Shel dk;W. Bal;Wireless 8BH | | P44′ | | | | | Ges. "Weser.") | | | | |
| 15463 | **Yalza** | Scw | Am | Phila. | 3700 | 7′ 10½″ | 1920 | Harriman, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 220,770 | Steel | | 400.7 | 54.2 \| 30.2 \| 32′ 10″ | 5976 | 25′ 2″ | 11 | (Merchant [Pa. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| MBSV | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | | | 8822 | | | S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | Clh BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P35′ | B123′ F44′ | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | (Laid up) | |
| | | | | | | | | | | Dkd,s rps5,21 | | |
| | W.B.—A.P.143t;D.B.335′1311t;D | T.27′8 | 46t. . . | . . . . . F.P.120t | | | | | | | | |
| | F.O. . . . . D.B.281′1092t;D | T.27′7 | 90t; S. | T.63t. . . . . | | | | | | | | |
| 15464 | **Yamagata Maru** | Scw | Jap | Tokio | 2322 | | 1916 | Nagasaki, | Nippon | 3CylTE23,38,64x48; | | C-J |
| 19,281 | Steel | | 344.5 | 50.2 \| 29 | 3807 | | 5 | (Mitsubishi [Jap. | Yusen Kabushiki | 2SB;WP200lbs;204RHP. | S.S.No.2,Kobe12,25; | |
| NCHL | 2D;Wireless;W. Bal 6BH | | P33′ | B74′ F40′ | | | | Dkyd. & E. | Kaisha | | M.&B.S;shft drn12,25 | |
| | | | | | | | | Wks.) | | | | |
| 15465 | **Yamato Maru** | Scw | Jap | Amagas'ki | 2763 | | 1917 | Innoshima, | Yamato | 3CylTE24,41,67x48; | | BL |
| 21,059 | Steel | | 345 | 49.8 \| 28.1 | 4379 | | 11 | (Osaka [Jap. | Kisen Kabushiki | 2SB;WP180lbs | | |
| NLVT | 1D;Shel dk;Web frms; 6BH | | P30′ | B99′ F34′ | | | | Iron Wks., Lim.) | Kaisha | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | | | | | |
| 15466 | **Yandiola** | Scw | Sp | SanSebstn | 1428 | | '96 | Stockton, | Cia. Na- | 3CylTE22½,37,61x42; | | BL |
| | xSwanley Steel | | 300 | 43 \| 20.3 | 2434 | | 2 | (Richardson, [Eng. | viera, | 2SB;WP160lbs | | |
| JWHC | 1D;B;Web frms;Wireless; 5BH | | P31′ | B58′ F35′ | | | | Duck & Co.) | Guipuzcoana | | | |
| | W. Bal | | | | | | | | | | | |
| 15467 | **Yang Tse** | Scw | Fr | Dunkirk | 5014 | | 1915 | Kiel, | Cie. des | 3CylTE33,52,87x57; | | V |
| | xRemscheid Steel | | 475,9 | 60.6 \| 32.1 | 8005 | | | (Howaldts- [Ger. | Messageries | 4SB;WP206lbs;4400IHP. | | |
| OWHD | 2D;Wireless;W. Bal 9BH | | P29′ | B144′ F85′ | | | | werke, A. G.) | Maritimes | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth \| Dth. Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15468 | **Yangtsze** | Scw | Br | Liverpool | 4145 | | '99 | Belfast, | A. Holt & | 3Cyl TE28,47,77x60; | | BL |
| 110.093 | Steel | Sch | 450 | 53.2 \| 30 9 | 6580 | | 3 | (Workman, [Ire. | Co., Mgrs. | 2DB;WP180lbs | | |
| RCBV | 2D;Web frms;Deep frmg; 8BH | | P36′ | B145′ F45′ | | | | Clark & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 15469 | **Yankee Arrow** | Scw | Am | New York | 4960 | 5′ 2″ | 1921 | Camden, | Standard | 4Cyl QE24,36,51,75x51; | ✠A1Ⓔ With Freeboard. | |
| 221,457 | Steel | | 468.3 | 62.7 \| 32 | 8046 | 27′ 1″ | 7 | (New [N. J | Transportation | New York S. B. Corp; | Oil Carrier. | |
| MCWQ | 2D;Super dk;Long. frmg; 17BH | | | \| 32′ | 12600 | | | York S. B. Corp.) | Co. | 3SB;New York S. B. Corp; | ✠AMS | |
| | Mchy aft; 8BH to Fbd dk | | P62′ | F33′ | | | | | | 9052HS;WP220lbs;3200IHP;EAC; | S.S.No.1,SanF12,25; | |
| | Wireless; 6BH to 2d dk | | | | | | | | | DB;Dkd,s rps8,26 | B.S.7,25;M.S;n shft12,25; | |
| | SUB.SIG; 3BH to Super dk | | | | | | | | | | shft drn8,26;Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-39 | | | | | | | | | | | |
| | W.B.—A.P.131t; D.B.a9..172t; T. | D.a103 | t..... | ..... D.T.f.4 | 0′440t; | F.P.229t | | | | | | |
| | F.O..... | ..... | D.T.a | 19′853t; D.T.f 4 | 0′410t | ..... | | | | | | |
| 15470 | **Yankton** | Scw | Am | Boston | 232 | | '93 | Leith, | W. C. Bray | 3Cyl TE18,29,47x33; | | |
| 221,912 | xPenelope Steel | | 189 | 27.3 \| 16.7 | 544 | | 4 | (Ramage & [Scot. | & Co. | 750IHP | | |
| | 1D | | | | | | | Ferguson, Lim.) | | | | |
| 15471 | **Yapalaga** | Scw | Am | Phila. | 3700 | 7′ 10½″ | 1920 | Harriman, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 220,717 | Steel | | 400.7 | 54.2 \| 30.2 | 5976 | 25′ 2″ | 10 | (Merchant [Pa. | ping Board | Westinghouse E. & M. Co; | ✠AMS | |
| MBRK | 2D;W. Bal;Wireless;SUB.SIG; 7BH | | | \| 32′ 10″ | 8822 | | | S. B. Corp.) | | 3WTB;Babcock & Wilcox Co; | B.S;shft drn10,26;Cih BB;CL | |
| | Oil fuel F. P. above 150° F. C-36 | | P35′ | B123′ F44′ | | | | | | 8700HS;WP200lbs;3000SHP;EAC; | | |
| | W.B.—A.P.143t; D.B.335′1311t; | D.T.2 | 7′846t. | .....F.P.120t | | | | | | d rpd8,21:Dkd,s rps11,26 | | |
| | F.O.....D.B.281′1092t; | D.T.2 | 7′790t; | S.T.63t..... | | | | | | | | |
| 15472 | **Yaque** | Scw | Am | New York | 948 | | 1915 | Ecorse, | Clyde | 3Cyl TE17,28½,48x36; | | BL |
| 213,693 | Steel | Sch | 246 | 38.4 \| 15.5 | 1414 | | 11 | (Great [Mich. | S.S. Co. | 2SB;WP190lbs;1000IHP. | | |
| LFPN | 1D;W Bal 4BH | | B65′ | F25′ | | | | Lakes Eng. Wks.) | | | | |
| 15473 | **Yardley** | Brg | Am | Phila. | 876 | | 1912 | Noank, | Reading Co. | O,Ch,YP;Gif(Sltd) | | |
| 210,273 | | Sch | 195.1 | 35 \| 17.6 | 963 | | | Conn. | | | | |
| LCMK | 1D | | | | | | | (R. Palmer & Son.) | | | | |
| 15474 | **Yarra** | Scw | Nor | Tonsberg | 3068 | | 1910 | Stockton, | W. Wil- | 3Cyl TE26,44,72x48; | | C |
| | xArtemis Steel | | 410 | 54 \| 26.4 | 5076 | | 9 | (Ropner [Eng. | helmsen, Mgr. | 3SB;WP180lbs | S.S.No.3,Mlb1,23;A.S.1,26; | |
| MGFN | 1D;Shel dk;Deep frmg; 6BH | | | | | | | & Sons, Lim.) | | | B.S;shft drn7,25;M.S.5,26 | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 15475 | **Yaye Maru** | Scw | Jap | Kobe | 5054 | | 1919 | Harima, | Kokusai | 3Cyl TE27,45,75x51; | | BL |
| 25,187 | Steel | | 425 | 53.6 \| 37.5 | 6781 | | 6 | (Harima [Jap. | Kisen Kabushiki | 3SB;WP190lbs | | |
| RMKT | 2D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Dkyd. Co., Lim.) | Kaisha | | | |
| 15476 | **Yayoi Maru** | Scw | Jap | Kobe | 3417 | | 1919 | Tsurumi, | Kokusai | 3Cyl TE26,43,72x48; | | BL |
| 25,010 | Steel | | 400 | 53.2 \| 29.4 | 5443 | | 3 | (Asano [Jap. | Kisen Kabushiki | 3SB;WP200lbs | | |
| RMPD | 2D;Wireless;W. Bal 6BH | | P33′ | B124′ F41′ | | | | S. B. Co., Lim.) | Kaisha | | | |
| 15477 | **Yazoo** | Scw | Am | Manila | 902 | | 1905 | Lubeck, | Fernandez | 3Cyl TE21,38,55x33; | | |
| | xMarudu Steel | | 260.8 | 37.2 \| 16.1 | 1514 | | | (Schiffsw. [Ger. | Hermanos | 2SB;WP185lbs;1050IHP. | | |
| | 1D;W. Bal 5BH | | P32′ | B88′ F35′ | | | | v. Henry Koch.) | | | | |
| 15478 | **Yeboshi Maru** | Scw | Jap | Amimachi | 2818 | | 1901 | W. Hartle- | Naigai | 3Cyl TE25,40,67x45; | | C-J |
| 10,745 | xOakley Steel | | 340 | 49.4 \| 28.2 | 3958 | | 8 | pool, Eng. | Kisen Kabushiki | 2SB;WP160lbs;226RHP | 2dS.S.No.3,Innos3,24;A.S.3,26; | |
| LCQM | 1D;B;Deep frmg;Web frms; 5BH | | P28′ | B86′ F40′ | | | | (W. Gray & Co., | Kaisha | | M.&B.S;shft drn3,26 | |
| | Wireless;W. Bal | | | | | | | Lim.) | | | | |
| 15479 | **Yechigo Maru** | Scw | Jap | Kobe | 1605 | | '89 | Newcastle, | Kaburagi | 3Cyl TE25,39,62x42; | | |
| 7,944 | xPocasset Steel | Sch | 300 | 39.2 \| 25 | 2658 | | 6 | (R. Stephen- [Eng. | Yoshitane | 2SB | | |
| JWKV | 2D;B;W. Bal 6BH | | P40′ | B71′ F39′ | | | | son & Co., | | | | |
| | | | | | | | | Lim.) | | | | |
| 15480 | **Yehime Maru** | Scw | Jap | Kobe | 3367 | | 1920 | Uraga, | Yamashita | 3Cyl TE22,36,61x48; | | BL |
| 25,094 | Steel | | 360 | 51.2 \| 28.5 | 4655 | | 1 | (Uraga [Jap. | Kisen Kabushiki | 2SB;WP200lbs | | |
| RMBV | 2D;Wireless;W. Bal 6BH | | P20′ | B91′ F35′ | | | | Dock Co., Lim.) | Kaisha | | | |
| 15481 | **Yeian Maru** | Scw | Jap | Dairen | 2401 | | 1905 | Sunderland, | Dairen | 3Cyl TE24½,40,67x45; | | BL |
| 228 | xOswestry Steel | Sch | 352 | 50 \| 24.6 | 3826 | | 11 | (J. L. [Eng. | Kisen Kabushiki | 3SB;WP180lbs | | |
| QBTS | 1D;Deep frmg;Wireless;W. Bal 6BH | | P34′ | B100′ F35′ | | | | Thompson & Sons, Lim.) | Kaisha | | | |
| 15482 | **Yeifuku Maru** | Scw | Jap | Kobe | 4292 | | 1918 | Kobe, | Kokusai | 3Cyl TE26,43,72x48; | | BL |
| 22,940 | Steel | | 385 | 51 \| 36 | 5861 | | 8 | (Kawasaki [Jap. | Kisen Kabushiki | 2SB;WP200lbs | | |
| NWRG | 2D;Wireless;W. Bal 5BH | | | | | | | Dkyd. Co., Lim.) | Kaisha | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15483 | **Yeikoku Maru** | Scw | Jap | Hashidate | 2733 | | 1921 | Innoshima, | Osaka Iron | 3CylTE24,41,67x48; | | BL |
| 27,527 | Steel | | 345 | 49.8 \| 25.8 | 4370 | | 5 | (Osaka [Jap. | Works | 2SB;WP180lbs | | |
| SDCR | 1D;Shel dk;Web frms; 6BH | | P30′ | B99′ F34′ | | | | Iron Wks.) | | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | | | | | |
| 15484 | **Yeiryo Maru** | Scw | Jap | Dairen | 2104 | | 1905 | W. Hartle- | Tanaka | 3CylTE,23,39,66x45; | | BL |
| 176 | xPengelly xGermanic Steel | | 342.4 | 49.5 \| 22.8 | 3439 | | 1 | pool, Eng. | Kisen Goshi | 2SB;WP180lbs | | |
| QBPK | 1D;Deep frmg; 6BH | | P31′ | B100′ F30′ | | | | (Irvine's S. B. | Kaisha | | | |
| | Wireless;W. Bal | | | | | | | & D. D. Co., Lim.) | | | | |
| 15485 | **Yellowstone** | Scw | Am | San Fran. | 456 | | 1907 | Fairhaven, | Sudden & | 3CylTE13,22,36x24; | | |
| 204,278 | O,YF;Icf | Sch | 138.6 | 38.2 \| 13.6 | 767 | | 7 | (H. D. [Cal. | Heitman | 2WTB;700IHP. | | |
| KWFH | 1D;B;Oil fuel | | | | | | | Bendixen.) | Lumber Co. | | | |
| 15486 | **Yenrut IV** | Brg | Am | Phila. | 556 | | 1917 | Philadel- | S. C. | Stl;2BH; | ✠A1 Coastwise & W. I. | |
| 215,107 | | | 194 | 23.8 \| 12.8 | 570 | | 6 | (Clinton [phia, Pa. | Loveland Co., Inc. | Dkd,s rps4,23 | S.S.No.1,Tmpa4,23 | |
| | 1D | | | | | | | S. B. & Repair Co.) | | | | |
| 15487 | **Yeoman** | Scw | Br | Manchestr | 640 | | 1901 | Newcastle, | Fisher, | 3CylTE17,28,46x33; | | BL |
| 114,431 | Steel | Sch | 220 | 31.7 \| 14.8 | 1009 | | 2 | Eng. | Renwick Man- | 1SB;WP180lbs | | |
| SFNM | 1D;Well dk; 3BH | | | B15′ F24′ | | | | (Wood, Skinner | chester London | | | |
| | Deep frmg;W. Bal | | | | | | | & Co., Lim.) | Steamers (Lim.) | | | |
| 15488 | **Yesaki Maru** | Scw | Jap | Kobe | 2751 | | 1919 | Innoshima, | Kokusai | 3CylTE24,41,67x48; | | BL |
| 25,495 | Steel | | 345 | 49.8 \| 28.2 | 4372 | | 9 | (Osaka [Jap. | Kisen Kabushiki | 3SB;WP180lbs | | |
| RNQM | 1D;Shel dk;Web frms; 5BH | | P30′ | B98′ F34′ | | | | Iron Works, Lim.) | Kaisha | | | |
| | Long. frmg;W. Bal;Wireless | | | | | | | | | | | |
| 15489 | **Yesan Maru** | Scw | Jap | Yawata | 2010 | | '93 | W. Hartle- | Japanese | 3CylTE24,38,64x42; | | |
| 10,431 | xBurma Steel | | 325.2 | 41.6 \| 22.8 | 3176 | | 6 | pool, Eng. | Govt. | 2SB;WP160lbs | | |
| JMRC | 1D;B;Web frms;W. Bal 5BH | | | | | | | (W. Gray & Co., | | | | |
| | | | | | | | | Lim.) | | | | |
| 15490 | **Yeshil Irmak** | Scw | Trk | Constnopl | 818 | | '83 | Newcastle, | Alemdar | 2CylC31,60x39 | | |
| | xCilicie xPeter Regier Iron | Sch | 251.3 | 37.8 \| 17.2 | 1461 | | 9 | (Palmers' [Eng. | Zade Fils & | | | |
| | 1D;B;W. Bal 4BH | | B52′ | F33′ | | | | Co., Lim.) | Freres | | | |
| 15491 | **Yesoking** | Scw | Am | Baltimore | 3556 | 6′ 1¾″ | 1919 | Baltimore, | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ | |
| 218,038 | Steel | | 409.6 | 54.4 \| 27.4 | 5749 | 24′ | 5 | (Baltimore [Md. | ping Board | General Elect. Co; | ✠AMS | |
| LRCN | 2D;Long. frmg; 8BH | | | \| 30′ | 8790 | | | D. D. & S. B. Co.) | | 4WTB;Babcock & Wilcox Co; | | |
| | SUB.SIG;Wireless; 6BH to Fbd dk | | | | | | | | | 11130HS;WP225lbs;2500SHP; | S.S.NY5,20; | |
| | W. Bal; 2BH to 2d dk | | P41′ | B120′ F43′ | | | | | | Dkd5,21;s rps7,21 | Cih BB;CL | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | (Laid up) | |
| | W.B.—A.P.45t;D.T.a30′765t;D.B | 340′11 | 86t. . | ..... D.T.f.30′ | 736t;F. | P.199t | | | | | | |
| | F.O. . . . . D.B | 304′ 9 | 55t; S. | T.79t; D.T.f.30′ | 686t. . | ..... | | | | | | |
| 15492 | **Yildum** | Scw | Hol | Rotterd'm | 1969 | | 1913 | Rotterdam, | Van Nievelt | 3CylTE23,38,62x42; | | V |
| | Steel | Sch | 331 | 48 \| 22.3 | 3234 | | | (Rotterdam [Hol. | Goudriaan & Co. | 2SB;WP180lbs;1275IHP. | | |
| QCTP | 1D;Wireless; W. Bal 6BH | | P25′ | B94′ F31′ | | | | Droogd. Maat.) | Stoomv. Maat. | | | |
| 15493 | **Yintung** | Scw | Chi | ..... | 1877 | | '87 | Buffalo, | ..... | 3CylTE24,38,63x54; | — — | |
| | xOwego Iron | | 325.6 | 41.2 \| 24.2 | 3069 | | 12 | (Union [N. Y. | | 2SB;WP170lbs;1500IHP. | — — | |
| | 2D;W. Bal 6BH | | B77′ | F31′ | 3850 | | | D. D. Co.) | | | Cancelled9.26 | |
| 15494 | **Ylhavense-2** | Sch | Ptg | Ylhavo | 230 | | 1918 | Aveiro, | Antonio | Wd | | V |
| | xAtlas | | 125.4 | 27.4 \| 12.5 | 262 | | | (M. M. [Ptgl. | Jose | | | |
| | | | | | | | | Monica.) | | | | |
| 15495 | **Ymir** | Scw | Ger | Stettin | 2419 | | 1900 | Sunderland, | Emil R. | 3CylTE24,40,68x45; | | G |
| | xSanday xPretoria Steel | | 381.3 | 45.9 \| 25.6 | 3764 | | 8 | (J. L. [Eng. | Retzlaff | 2SB;WP180lbs | | |
| JGVD | 2D;Deep frmg;Wireless;W. Bal 6BH | | P29′ | B102′ F31′ | | | | Thompson & | | | | |
| | | | | | | | | Sons, Lim.) | | | | |
| 15496 | **Yngaren** | MV | Swd | Gothenb'g | 3145 | | 1921 | Sunderland, | Rederiaktb | 4Cyl-OilEng22⅛⅜x91¼ | | BL |
| 6,653 | Steel | | 420 | 54 \| 25 | 5247 | | 3 | (W. Doxford [Eng. | Transatlantic | | | |
| KDHR | 1D;Shel dk;Wireless;W. Bal 7BH | | F41′ | | | | | & Sons, Lim.) | | | | |
| 15497 | **Yogen Maru** | Scw | Jap | Habu | 5199 | | 1922 | Osaka, | Osaka Iron | 3CylTE27,45,75x51; | | BL |
| 27,566 | Steel | | 415 | 55.5 \| 34.6 | 7144 | | 2 | (Osaka Jap. | Works (Lim.) | 3SB;WP180lbs | | |
| SKCJ | 1D;Shel dk;Web frms; 7BH | | P32′ | B148′ F45′ | | | | Iron Works, | | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | Lim.) | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15498 | **Yojin Maru** | Scw | Jap | Dairen | 4559 | | 1900 | Newcastle, | Taikwa | 3Cyl TE27,45,75x60; | | BL |
| 179 | xTactician Steel | | 470 | 56.2 \| 31.9 | 7163 | | 9 | (Swan [Eng. | Kisen Kabushiki | 2DB;1SB;WP180lbs | | |
| QBPN | 2D;Deep frmg;Web frms; 9BH | | P37′ | B162′ F44′ | | | | & Hunter, Lim.) | Kaisha | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 15499 | **Yoko Maru** | Scw | Jap | Kobe | 5178 | | 1919 | Innoshima, | Nippon | 4CylQE23,33,47,68x51; | | BL |
| 24,977 | Steel | | 415 | 55.6 \| 34.6 | 7154 | | 8 | (Osaka [Jap. | Kyodo Kabushiki | 3SB;WP225lbs | | |
| RLNH | 1D;Shel dk;Web frms; 7BH | | P33′ | B148′ F42′ | | | | Iron Wks., Lim.) | Kaisha | | | |
| | Long. frmg;Wireless; W. Bal | | | | | | | | | | | |
| 15500 | **Yokohama** | Scw | Dan | Cop'hagen | 2354 | | 1920 | Landskrona, | A/S. Det. | Stm Tbns; | | BL |
| | Steel | | 310 | 44.7 \| 27.5 | 3213 | | 5 | (Aktieb [Swd. | Oversoiske | 2SB;WP200lbs | | |
| NBQG | 1D;Shel dk;Wireless;W. Bal 4BH | | | | | | | Oresundsvarvet.) | Compagnie | | | |
| 15501 | **Yokohama Maru** | Scw | Jap | Tokio | 3790 | | 1912 | Nagasaki, | Nippon | 2-3CylTE20,33½,56x48; | | BL |
| 14,812 | Steel | Sch | 406.4 | 49.1 \| 27.4 | 6143 | | 5 | (Mitsubishi [Jap. | Yusen Kabushiki | 4SB;WP200lbs | | |
| LVFW | 2D;Shel dk;Wireless; W. Bal 7BH | Twin | | | | | | Dkyd. & E. Wks.) | Kaisha | | | |
| 15502 | **Yomachichi** | Scw | Am | Tampa | 4665 | 7′ 2″ | 1919 | Tampa, | U. S. Ship- | 3CylTE24½,41½,72x48; | ✠A1Ⓔ With Freeboard. | |
| 219,052 | Steel | | 402.1 | 54 \| 32 | 7225 | 26′ 10½″ | 10 | (Oscar [Fla. | ping Board | Hardie Tynes Mfg. Co; | ✠AMS | |
| LTGH | 2D;Shel dk;Long. frmg; 6BH | | | \| 33′11″ | 9550 | | | Daniels Co.) | | 3WTB;Badenhausen Bir. Wks; | Scip;CL | |
| | SUB.SIG; 3BH to Fbd dk | | | | | | | | | 9012HS;WP200lbs;2800IHP;EAC; | (Laid up) | |
| | W. Bal; 3BH to 2d dk | | P34′ | B120′ F38′ | | | | | | d rpd2,20;s rps10,20;Dkd6,25 | | |
| | Oil fuel F. P. above 150° F. C-37 | | | | | | | | | | | |
| | W.B.—A.P.63t;D.B.335′1076t;D. | T.32′1 | 075t. | .....F.P.108t | | | | | | | | |
| | F.O.....D.B.297′ 847t;D. | T.32′1 | 003t;S. | T.57t..... | | | | | | | | |
| 15503 | **Yomei Maru** | Scw | Jap | Kobe | 5196 | | 1919 | Innoshima, | Nippon | 4CylQE23,33,47,68x51; | | BL |
| 23,876 | Steel | | 415 | 55.5 \| 34.6 | 7151 | | 4 | (Osaka [Jap. | Kyoko Kisen | 3SB;WP225lbs | | |
| RFWV | 1D;Shel dk;Long. frmg; 7BH | | P33′ | B148′ F45′ | | | | Iron Wks., Lim.) | Kabushiki Kaisha | | | |
| | Web frms;Wireless;W. Bal | | | | | | | | | | | |
| 15504 | **Yonan Maru** | Scw | Jap | Kobe | 5179 | | 1919 | Innoshima, | Nippon | 4CylQE23,33,47,68x51; | | BL |
| 24,986 | Steel | | 415 | 55.5 \| 34.6 | 7154 | | 10 | (Osaka Iron [Jap. | Kyodo Kisen | 3SB;WP225lbs | | |
| RLNW | 1D;Shel dk;Web frms; 7BH | | P33′ | B148′ F45′ | | | | Works, Lim.) | Kabushiki Kaisha | | | |
| | Long. frmg;Wireless;W. Bal | | | | | | | | | | | |
| 15505 | **Yone Maru** | Scw | Jap | Kobe | 5056 | | 1919 | Harima, | Kokusai | 3CylTE27,45,75x51; | | BL |
| 24,730 | Steel | | 425 | 53.6 \| 37.5 | 6780 | | 3 | (Harima [Jap. | Kisen Kabushiki | 3SB;WP190lbs | | |
| RKMP | 2D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Dockyard Co., Lim.) | Kaisha | | | |
| 15506 | **Yoneyama Maru** | Scw | Jap | Nishnmya | 3276 | | 1919 | Nagasaki, | Itaya | 3CylTE26½,42,75x48; | | BL |
| 23,864 | xKalan Maru Steel | | 400 | 54.5 \| 30 | 5274 | | 3 | (Mitsubishi [Jap. | Shosen, Kabu- | 3SB;WP200lbs | | |
| RFWD | 2D;Wireless;W. Bal 6BH | | P39′ | B121′ F40′ | | | | Zosen Kaisha.) | shiki Kaisha | | | |
| 15507 | **Yorba Linda** | Scw | Am | New York | 4250 | | 1921 | Alameda, | Standard | 3CylTE27,47,78x48; | | BL |
| 221,009 | Steel | | 435 | 56 \| 33.6 | 6900 | | 1 | (Bethlehem [Cal. | Transp. Co. | 3SB;WP220lbs;3100IHP. | | |
| MCJW | 2D;SUB.SIG;Oil fuel; 14BH | | P106′ | B50′ F42′ | | | | S. B. Corp.) | | | | |
| | Long. frmg;Oil in bulk;D.F; | | | | | | | | | | | |
| | Mchy aft;Web frms;Wireless;W. Bal | | | | | | | | | | | |
| 15508 | **Yorck** | Scw | Ger | Bremen | 5004 | | 1906 | Danzig, | Nordd | 2-4CylQE24,36½,55,75x53; | | G |
| | Steel | Sch | 463.5 | 57.4 \| 35.5 | 8976 | | 11 | Ger. | Lloyd | 4Blrs | | |
| QLJP | 1D;Web frms;SUB.SIG; 9BH | Twin | P89′ | B196′ F91′ | | | | (F. Schichau.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 15509 | **York** | MV | Am | Nwpt Nws | 177 | | 1925 | Baltimore, | W. T. Ashe | 4CylOilEng; | | |
| 225,036 | Steel | F. B. | 115 | 33 \| 12 | 260 | | 9 | (Spedden [Md. | | 240IHP. | | |
| | 2D | | | | | | | S. B. Co.) | | | | |
| 15510 | **York** | Scw | Am | Baltimore | 1179 | 2′ 7¾″ | 1918 | Duluth, | Merchants | 3CylTE20,33,54x40; | ✠A1Ⓔ | |
| 216,892 | xLake Helen Steel | | 251 | 43.6 \| 18.1 | 1998 | 17′ 9″ | 9 | (McDougall [Minn | & Miners | McDougal, Duluth Co; | ✠AMS | |
| LMTV | 1D;W. Bal;Wireless 4BH | | | \| 20′ 3″ | 2969 | | | Duluth Co.) | Transp. Co. | 2SB;McDougal Duluth Co; | S.S.No.2,Nflk11,25; | |
| | C-28 | | P27′ | B64′ F35′ | | | | | | 126GS;5246HS;WP180lbs; | M.&B.S;shft drn11,25;Scip;CL | |
| | | | | | | | | | | 1250IHP;Dkd8,26;s rps9,26 | | |
| | W. Bal—A.P.86t;D.B.200′583t;F. | P.70t | | | | | | | | | | |
| 15511 | **York City** | Scw | Br | Bideford | 4054 | | 1922 | Sunderland, | St. Just S.S. | 3CylTE28,46,75x51; | | C |
| 144,723 | Steel | | 411.8 | 55 \| 33.6 | 6397 | | 2 | (J. L. [Eng. | Co. (Lim.) | 3SB;WP180lbs;591RHP | A.S.4,25; | |
| KJVC | 2D;W. Bal;Wireless 6BH | | F36′ | | | | | Thompson & Sons, Lim.) | | | shft drn4,25;M.&B.S.6,26 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15512 / 218,160 / LRHQ | **York Harbor** / Steel / 1D;W. Bal;Wireless / 5BH | Scw | Am | New York / 42.2 \| 21.9 \| 24′ / P22′ B65′ F29′ | 1471 / 2427 / 2441 | 3′ 4″ / 20′ 10″ | 1919 / 6 | Port Richmond, N. Y. (Staten Island S. B. Co.) | U. S. Shipping Board | 3Cyl TE 18,30,51x36; / Staten Island S. B. Co; / 2SB;Staten Island S. B. Co: / 38GS;3660HS;WP190lbs;1200IHP. | ✠A1Ⓔ / ✠AMS / CL / (Laid up) | |
| | W.B.—A.P.49t;D.B.231′461t;F.P .45t | | | | | | | | | | | |
| 15513 / 105,187 / PSRL | **Yorkminster** / xLlanberis Steel / 1D;B;Web frms;Wireless;W. Bal / 6BH | Scw | Br | London / 336.5 \| 46.6 \| 25.7 / P30′ B65′ F29′ | 2469 / 4050 | | '97 / 7 | Stockton, (Ropner & Son.) [Eng. | Minster Steam Nav. Co. (Lim.) | 3Cyl TE 24,40,65x42; / 2SB;WP160lbs | | BL |
| 15514 / 148,531 / KSBL | **Yorkmoor** / Steel / 1D;Wireless;W. Bal / 6BH | Scw | Br | London / 381 \| 52.4 \| 26.5 / P34′ B105′ F43′ | 2768 / 4457 | | 1925 / 1 | So. Shields, (J. Readhead & Sons, Lim.) [Eng. | Moore Line (Lim.) | 3Cyl ET 26,43,72x48; / 3SB;WP180lbs | | BL |
| 15515 / 132,060 | **Yorkton** / Steel / 1D;Deep frmg;Web frms; Mchy aft;W. Bal / 3BH | Scw | Br | Toronto / 250 \| 42.8 \| 16.4 / P65′ F37′ | 1136 / 1772 | | 1911 / 7 | Sunderland, (Sunderland [Eng. S. B. Co.) | Mathews S.S. Co. | 3Cyl TE 17,28,46x33; / 2SB;WP185lbs;876IHP. | 100(GL) / P.S.4,26 | |
| 15516 / 129,638 / HSQN | **Yoro** / Steel / 1D;B;Shel dk;Wireless; Oil fuel;W. Bal / 4BH | Scw | Hon | Ceiba / 309.3 / 39.2 \| 16.6 | 1052 / 1697 | | 1911 / 5 | Newcastle, (Swan, Hunter & Wigham Richardson.) [Eng. | Mexican American Fruit & S.S. Corpn. | 3Cyl TE 23,39,66x42; / 2SB;WP195lbs | | BL |
| 15517 / 222,722 | **Yosemite** / Steel / 1D | Scw | Am | San Fran. / 216.7 / 42.1 \| 17.3 | 1120 / 1782 | | 1923 | San Francisco, Cal. (Bethlehem S. B. Corp.) | Southern Pacific Co. | 3Cyl TE 19,32,56x36; / 3WTB;WP200lbs;1400IHP. | | |
| 15518 / 27,682 | **Yosemite** / Steel / 1D;Mchy aft;W. Bal / 3BH | Scw | Am | Fairport / 356 / 50 \| 28 | 2719 / 3554 | | 1901 / rb '21 | Wyandotte, (Detroit [Mich. S. B. Co.) | Fontana S.S. Co. | 3Cyl TE 18½,29⅛,48x40; / 2SB;WP165lbs;850IHP. | 100(GL) / P.S.5,26 | |
| 15519 / 215,958 / LJPT | **Yosemite** / Steel / 2D;Shel dk;Long. frmg; 7BH / Wireless; 6BH to Fbd dk / sub.sig; 1BH to 2d dk / Oil fuel F. P. above 150° F. C-36 | Scw | Am | San Fran. / 402.5 / 53 \| 32 \| 34′ 6″ / P34′ B81′ F37′ | 4409 / 6077 / 9400 | 8′ 3¼″ / 26′ 5″ | 1918 / 1 | Oakland, (Moore [Cal. S. B. Co.) | U. S. Shipping Board | Stm Tbn; / Westinghouse E. & Mfg. Co; / 3SB;Willamette I. & S. Co; / 8412HS;WP210lbs;2400SHP;EAC; / Dkd6.21;s rps9,21 | ✠A1Ⓔ With Freeboard / ✠AMS / S.S.Seat6,21; / shft drn6.21;Clh BB;CL / (Laid up) | |
| | W.B.—A.P.17t;D.B.345′1295t; D. T.30′ 5 54t. . . . . F.P.73t<br>F.O.—A.P.16t;D.B.327′1132t; D. T.30′ 5 17t; S. T.47t;F.P.68t | | | | | | | | | | | |
| 15520 / 142,605 / JTPF | **Yoseric** / xWar Parrot Steel / 2D; Wireless;W. Bal / 7BH | Scw | Br | Glasgow / 400 / 52.4 \| 28.5 / P49′ B112′ F39′ | 3221 / 5240 | | 1918 / 7 | Sunderland, (J. Laing & Sons, Lim.) [Eng. | A. Weir & Co., Mgrs. | 3Cyl TE 27,44,73x48; / 3SB;WP180lbs | | BL |
| 15521 / 22,318 / NTDS | **Yoshida Maru No. 1** / Steel / 2D;Wireless;W. Bal / 6BH | Scw | Jap | Kobe / 400 / 53.2 \| 29.4 / P33′ B124′ F41′ | 3303 / 5425 | | 1919 / 1 | Tsurumi, (Asano S. B. Co., Lim.) [Jap. | Yamashita Kisen Kabushiki Kaisha | 3Cyl TE 26,43,72x48; / 3SB;WP200lbs | | BL |
| 15522 / 22,313 / NTDL | **Yoshida Maru No. 3** / Steel / 2D;Wireless;W. Bal / 6BH | Scw | Jap | Kobe / 360 / 51 \| 28.4 / P21′ B91′ F33′ | 3350 / 4646 | | 1918 / 12 | Uraga, (Uraga Dock Co., Lim.) [Jap. | Yamashita Kisen Kabushiki Kaisha | 3Cyl TE 24,40,67x48; / 3SB;WP180lbs | | BL |
| 15523 / 28,457 / SHWF | **Yoshino Maru** / xKleist Steel / 3D;Web frms;Wireless;W. Bal / 9BH | Scw Twin | Jap | Tokio / 463.3 / 57.6 \| 38.9 / P76′ F92′ | 5374 / 9002 | | 1906 / 12 | Danzig (F. Schichau.) | Nippon Yusen Kabushiki Kaisha, Mgrs. | 2-4Cyl QE 24,36,52,72x53; / 3DB;1SB;WP220lbs;330RHP | 2dS.S.No.1,Kobe3,25;A.S.3,26; / Pt shft drn3,25; / M.&B.S;Stbd shft drn3,26 | C-J |
| 15524 / JBFM | **Yotunheim** / xNorth Sands Steel / 1D;B;Spar dk;Wireless;W. Bal / 6BH | Scw Sch | Ger | Stettin / 345 / 44.1 \| 18.2 / P29′ B76′ F40′ | 2235 / 3565 | | '95 / 9 | Sunderland, (J. L. Thompson & Sons.) [Eng. | Emil R. Retzlaff | 3Cyl TE 24½,40,64x45; / 2SB;WP150lbs | | BL |
| 15525 / 220,605 | **Youngstown** / xH. H. Porter Steel / 1D;sub.sig. / 4BH | Scw | Am | Cleveland / 580 / 60.2 \| 32 | 6436 / 8262 | | 1920 | Lorain, (American S. B. Co.) [Ohio | Youngstown S.S. Co. | 3Cyl TE 24½,41,65x42; / 3SB;WP180lbs;2300IHP. | | |
| 15526 / 218,078 / LRFD | **Youngstown** / Steel / 2D;Long. frmg;W. Bal; 7BH / sub.sig;Wireless; C-36 / Oil fuel F. P. above 150° F. | Scw | Am | Newark / 395.5 / 55 \| 31.4 \| 34′ 11″ / P44′ B108′ F37′ | 4121 / 6633 / 9700 | 8′ ½″ / 27′ | 1919 / 5 | Kearny, (Federal S. B. Co.) [N. J. | U. S. Shipping Board | Stm Tbn; / General Elect. Co; / 3SB;Federal S. B. Co; / 8934HS;WP210lbs;2500SHP; / d rpd5,25;Dkd7,26;s rps10,26 | ✠A1Ⓔ With Freeboard. / ✠AMS / S.S.No.1,NO8,23; / M.S.8,23;n shft5,25;B.S.10,26; / SBP;CL | |
| | W.B.—A.P.175t;D.B.331′1518t. . . . . F.P.25 5t<br>F.O.—A.P.163t;D.B.289′1169t;S. T.77t; F.P.23 3t | | | | | | | | | | | |

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. \| Bth. \| Dth. Deck Erections Mid. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15527 222,704 | **Youngstown** Steel 1D | Scw Twin F.B. | Am 206 | New York 44 \| 17.4 | 1056 1553 | | 1922 | Mariners Harbor, N. Y. (Staten Island S. B. Corp.) | Erie R.R. Co. | 2-2CylC18,38x28; 2SB;1500IHP. | | |
| 15528 26,830 22RWFN | **Ypres Maru** Steel 2D;Shel dk;Oil fuel;Wireless; W. Bal 7BH | Scw | Jap 425 | Esumi 53.6 \| 34.9 | 4988 6783 | | 1920 10 | O'Harima, (Teikoku [Jap. S.S. Co.) | Dainippon Yengyo Kabushiki Kaisha | 3Cyl TE28,47,79x51; 3SB;WP200lbs | | BL |
| 15529 66,578 WLHD | **Ysabel** xSouthern Cross Wood 1D | Sch Aux | Br 107.1 | Papeete 21.2 \| 11.8 | 148 176 | | '74 | Auckland, (T. Niccol.) [N. Z. | N. Tuhiva | Wd Oil Eng | | |
| 15530 QCVF | **Yseldijk** Steel 2D;Shel dk;Wireless;W. Bal 7BH | Scw | Hol 425.4 F48′ | Rotterd'm 54.2 \| 36.1 | 4521 7157 | | 1916 11 | Rotterdam (Maats [Hol. Fyenoord.) | Holland-American Line | 3Cyl TE28,46,77x54; 4SB;WP180lbs | | BL |
| 15531 QCVG | **Yselhaven** Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | Hol 360 | Rotterd'm 52 \| 31.5 | 2987 4802 | | 1921 1 | Newcastle, (W. Dobson [Eng. & Co.) | Gebr. Van Uden | 3Cyl TE25,41,69x48; 3SB;WP180lbs | | BL |
| 15532 QCVB | **Yssel** Steel 1D;Well dk;W. Bal 4BH | Scw | Hol 235 | Rotterd'm 35.6 \| 15.4 B56′ F28′ | 764 1259 | | 1913 1 | Capelle, (A. [Hol. Vuijk & Zonen.) | Vinke & Co., Mgrs. | 3Cyl TE17,28,46x36; 1SB;WP180lbs | | BL |
| 15533 QCVK | **Ysseldijk** Steel 1D;Shel dk;Wireless;W. Bal 6BH | Scw | Hol 359.4 | Rotterd'm 50.3 \| 22 | 2279 3771 | | 1921 8 | Schiedam, (A. F. [Hol. Smulders.) | N. V. Solleveld, van der Meer & T. H. van Hattums Stoomv. Maats. | 3Cyl TE25,41,67x45; 3SB;WP180lbs | | BL |
| 15534 137,704 PJHL | **Ystrom** xLombok Steel 2D;Wireless;W. Bal 7BH | Scw | Hol 393.1 | Amst'dam 51.6 \| 34.1 | 3823 5934 | | 1907 11 | Pt. Glasgow, (Wm. [Scot. Hamilton & Co., Lim.) | N. V. Stoomvaart Mij. | 3Cyl TE26,42,74x47; 3SB;WP180lbs;2500IHP | | V |
| 15535 | **Yuan Lee** xCharon Steel 2D;Wireless;W. Bal | Scw | Chi 306.1 P47′ | 45.2 \| 19.6 B124′ F35′ | 1661 2682 | | 1903 | Dundee, (Caledon [Scot. S. B.& E. Co., Lim.) | Quachdam, Mgr. | 3Cyl TE21½,36,60x42 | | |
| 15536 13,661 LMKC | **Yubari Maru** xShinkai Maru Steel 2D;Deep frmg;Wireless;W. Bal 6BH | Scw | Jap 345 P46′ | Kobe 47 \| 26.7 B74′ F40′ | 2957 4076 | | '94 8 | Glasgow, (A. [Scot. Stephen & Sons) | Hokkaido Tanko Kisen Kabushiki Kaisha | 3Cyl TE25,41;67x45; 3SB;WP160lbs | | BL |
| 15537 25,449 RNLM | **Yugao Maru** Steel 2D;Wireless;W. Bal 5BH | Scw | Jap 305 P25′ | Kobe 43.7 \| 27.2 B94′ F33′ | 1791 2937 | | 1919 5 | O'Harima, (Harima [Jap. Dkyd. Co.) | Kokusai Kisen Kabushiki Kaisha | 3Cyl TE22,37,61x42; 2SB;WP200lbs | | BL |
| 15538 18,829 MWHF | **Yuki Maru** Steel 2D;Web frms;Long. frmg; Wireless;W. Bal 5BH | Scw | Jap 305 P19′ | Nshnomya 43.7 \| 27.2 B82′ F32′ | 1987 3162 | | 1916 2 | Innoshima, (Osaka [Jap. Iron Wks. Lim.) | Tatsuuma Kisen Kabushiki Kaisha | 3Cyl TE22,37,61x42; 2SB;WP180lbs | | BL |
| 15539 219,626 LVQM | **Yukon** xMehanno Steel 1D;Shel dk;Web frms; Long. frmg;Oil fuel;SUB.SIG;W. Bal 7BH | Scw | Am 402.5 P34′ | San Fran. 53 \| 32 F39′ | 4365 5970 | | 1920 3 | Oakland, (Moore [Cal. S. B. Co.) | U. S. Govt. (Navy Dept.) | Stm Tbns; 3SB;WP210lbs | | |
| 15540 | **Yukon** 1D | Sch | Am 118.4 | N.Bedford 25.9 \| 11.9 | 142 172 | | 1917 4 | Essex, (J. [Mass. Chisholm & Son.) | Yukon Trading Co. | O;Gif | | |
| 15541 217,332 LPDJ | **Yukon** Steel 2D;Long. frmg; 8BH W. Bal;Wireless | Scw | Am 379.4 P39′ | Seattle 53 \| 27 \| 29′ 4″ B102′ F42′ | 3635 4843 7500 | 5′ 10½″ 23′ 8½″ | 1918 12 | Tacoma, (Todd [Wash. D. D. & Const. Corp.) | U. S. Shipping Board | 3Cyl TE24,40,70x48; Seattle Const. & D. D. Co; 3SB;Seattle Const. & D. D. Co; 6831HS;WP190lbs;2100IHP. | ✠A1Ⓔ ✠AMS CL (Laid up) | |
| | W.B.—A.P.318t;D.B.334′1089t;D. | T .24′6 | 66t; F. | P.91t | | | | | | | | |
| 15542 92,936 KPBW | **Yukon** xColon Steel 3D;Super dk;Wireless 7BH 1BH to Fbd dk 6BH to 2d dk | Scw Twin | Am 360 | New York 50 \| 19.9 | 3638 5863 | | '99 6 | Philadelphia (Wm. Cramp & Sons S. & E. B. Co. [Pa. | Alaska S.S. Co. | 2-3Cyl TE25,41½,68x42; Wm. Cramp & Sons S. & E. B. Co; 4SB;Wm. Cramp & Sons S. & E. B. Co; 12100HS;WP170lbs;5000IHP; Dkd,d rpd10,26 | ✠A1 AMS 2dS.S.No.3,Seat5,24; n Birs1921;M.&B.S.5,24; shfts drn10,26;Scip;CL | |
| | W.B.—A.P.50t.D.B.224′453t;I.T. 95t.... F.O.....W | | T. 22′1 | 19t;D.T.32′747t | F.P.62 ..... | t . | | | | | | |

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| No. Off. No. / Signal Letters. | Name of Vessel. / Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. / Reg. Dimensions. Lth. \| Bth. \| Dth. / Deck Erections \| Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15543<br>168,927 | **Yuma**<br>1D | Brg | Am<br>100 | New York<br>34 \| 9.5 | 281<br>281 | | 1924<br>4 | Kingston,<br>(Jacob Rice & Sons.) [N. Y. | Southern Pacific Co. | YP | | |
| 15544<br>214,856<br>LGTF | **Yumuri**<br>xOranie Steel<br>2D;W. Bal 4BH | Scw | Am<br>270<br>P27′ | New York<br>39.5 \| 19.7 \| 21′10″<br>B63′ F34′ | 1133<br>1835<br>2700 | 3′<br>18′ 11½″ | 1902<br>10 | Blyth,<br>(Blyth S. B. Co.) [Eng. | New York & Cuba Mail S.S. Co. | 3Cyl TE20½,33,54x36;<br>North Eastern Marine Eng. Co;<br>2SB;North Eastern Marine Eng. Co;<br>114GS;6358HS;WP160lbs;1200IHP;<br>EAC;rps1,23;Dkd,s rps 12,26 | A1<br>AMS<br>2dS.S.No.3,MblI,23;<br>n shft;M.S.1,23;<br>B.S.6,26;shft drn10,26;<br>Scip;CL | |
| 15545<br>1,171<br>HBGV | **Yungay**<br>xLady Sybil Steel<br>1D;Oil fuel;Wireless;W. Bal 4BH | Scw | Chl<br>165 | Valparaiso<br>28.1 \| 11.7 | 377<br>681 | | 1908<br>2 | Greenock,<br>(G. Brown & Co.) [Scot. | Soc. Naviera Chilena de Transportes | 3Cyl TE16,26½,43x30;<br>1SB;WP180lbs | | BL |
| 15546<br>25,489<br>RNQF | **Yuri Maru**<br>Steel<br>2D;Shel dk;Wireless;W. Bal 6BH | Scw | Jap<br>425 | Kobe<br>53.6 \| 37.5 | 5085<br>6787 | | 1919<br>8 | O'Harima,<br>(Harima Dkyd. Co., Lim.) [Jap. | Kokusai Kisen Kabushiki Kaisha | 3Cyl TE27,45,75x51;<br>3SB;WP200lbs | | BL |
| 15547<br>OUME | **Yvonne Claude**<br>xT. R. 25 Steel<br>1D;Wireless;W. Bal 4BH | Scw | Fr<br>125.1 | LaRoch'le<br>23.4 \| 12 | 92<br>300 | | 1917<br>Montreal,<br>(Canadian Vickers, Lim.) [Can. | J. Bertrand | 3Cyl TE12½,21,35x23½;<br>1SB;WP178lbs;480IHP. | | V |
| 15548<br>236<br>NIHZ | **Yzerhandel**<br>xCarabinier xAurora Steel<br>1D;Wireless;W. Bal 6BH | Scw | Blg<br>298.9<br>P29′ | Antwerp<br>44 \| 19.7<br>B75′ F29′ | 1738<br>2394 | | 1919<br>9 | Wilmington,<br>(Pusey & Jones Co.) [Del. | Armement Gylsen S. A. | Stm Tbn;<br>2SB;WB200lbs | | BL |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15549 QCVR | **Zaandijk** Steel 1D;Wireless;W. Bal 6BH | Scw | Hol 361.3 P25′ | Rotterd'm 49.8 \| 22 B214′ F36′ | 2150 3545 | | 1921 2 | Rotterdam, (Rotterdam Droogd. Maat.) [Hol | N. V. Solleveld, van der Meer & T. H. van Hattums Stoomv. Maats. | 3CylTE25,41,68x45; 3SB;WP180lbs | | BL |
| 15550 QCVT | **Zaanland** Steel 2D;Shel dk;Oil fuel; Wireless;W. Bal 7BH | Scw | Hol 460.4 | Amst'dam 60.2 \| 27.9 | 4141 6813 | | 1921 6 | Glasgow, (Barclay, Curle & Co., Lim.) [Scot. | Koninkl. Hollandsche Lloyd | Stm Tbns; 5SB;WP220lbs | | BL |
| 15551 MBNG | **Zabalbide** Steel 1D;Wireless;W. Bal 5BH | Scw | Sp 331.2 P33′ | San Sbstn 46.9 \| 23.2 B100′ F28′ | 1855 3038 | | 1922 10 | Newcastle, (Newcastle (Eng. S. B. Co., Lim.) | Compania Maritima Bilbao | 3CylTE25,41,68x45; 3SB;WP180lbs | | BL |
| 15552 212,583 LDQG | **Zacapa** Steel 3D;sub.sig;Wireless;W. Bal; Oil fuel Sch 4BH | Scw | Am 378.9 B160′ | New York 50.3 \| 29.1 F45′ | 2772 4567 | | 1909 12 | Belfast, (Workman, Clark & Co., Lim.) [Ire. | United Fruit S.S. Corp., Mgrs. | 3CylTE27,45,75x54; 5SB;WP190lbs;3650IHP; Dkd,s rps9,26 | S.S.No.3,NY11,22;A.S.4,26; n shft12,24;M.S.4,26;B.S.5,26 | C |
| 15553 120,582 HCWK | **Zamora** Steel 1D;B;Deep frmg;Web frms; Wireless;W. Bal 6BH | Scw | Br 346.5 P23′ | London 50.9 \| 23 B92′ F32′ | 2350 3639 | | 1905 7 | Sunderland, (J. L. Thompson & Sons, Lim.) [Eng. | Turner, Brightman & Co. Mgrs. | 3CylTE24,40,66x45; 2SB;WP180lbs | | BL |
| 15554 28,110 KDVW | **Zampa** | Trn | Am 145.7 | Honolulu 36 \| 10.4 | 322 385 | | '87 | Pt. Madison, (Thos. Peterson.) [Wash. | Cyrus T. Green | YF;Gif | | |
| 15555 | **Zannis L. Cambanis** xEvros Steel 1D;Shel dk;Oil fuel; Wireless;W. Bal 5BH | Scw | Grk 370.7 | Andros 51.4 \| 32.4 | 3262 5298 | | 1920 6 | Stockton, (Craig, Taylor & Co., Lim.) [Eng. | L. Z. Cambanis | 3CylTE26,42,70x48; 3SB;WP180lbs | | BL |
| 15556 147,656 KQRH | **Zapala** Steel 1D;Oil fuel;sub.sig; Wireless;W. Bal 6BH | Scw | Br 400 P33′ | London 52 \| 27.3 B114′ F41′ | 3088 4895 | | 1924 5 | Pt. Glasgow, (Lithgow's Lim.) [Scot. | A. Holland & Co. (Lim.), Mgrs. | 3CylTE27,44,73x48; 2SB;WP180lbs | | BL |
| 15557 201,817 | **Zapora** 1D;Wireless | Scw Sch | Am 146 | Seattle 24 \| 11.4 | 187 318 | | 1905 4 | Tacoma, Wash. | Booth Fisheries Co. | 3CylTE14,22,36x28; 1000IHP. | | |
| 15558 126,470 | **Zapotec** | Brg | Br 204 | Montreal 34 \| 14.6 | 779 842 | | '90 | Marine City, (D. Lester.) [Mich. | Canadian Import Co. | O | 85CF(GL) Rivers, Harbors & Canals. P.S.7,26 | |
| 15559 218,701 LSHP | **Zarembo** Steel 2D;Long. frmg;Well dk;W. Bal; Oil fuel F. P. above 150° F. C-35 W.B.—A.P.318t;D.B.334′1237t;D F.O.....D.B.....828t;D | Scw | Am 380.1 T.36′9 T.36′9 | Tacoma 53.1 \| 27 \| 29′ 4″ 93t; F. P.91t 27t... ..... | 3073 4957 7500 | 5′ 10½″ 23′ 7½″ | 1919 10 | Tacoma, (Todd D. D. & Const. Co.) [Wash. | U. S. Shipping Board | 3CylTE24½,41½,72x48; Hooven, Owens, Rentschler Co; 3SB;Willamette I. & S. Wks; 168GS;6831HS;WP190lbs,2800IHP; EAC;d rpd8,24,s rps3,25;Dkd11,26 | ✠A1Ⓔ ✠AMS S.S.No.1,NY8,23; M.S.8.23;n shft8,24;B.S.11,26; Clh BB | |
| 15560 118,078 VPLT | **Zaria** Steel 1D;Shel dk;Web frms; Wireless;W. Bal 6BH | Scw Sch | Br 380.6 P34′ | Liverpool 48.5 \| 27.6 B113′ F47′ | 3039 4878 | | 1904 3 | Pt. Glasgow, (Clyde S. B. & E. Co., Lim.) [Scot. | British & African S. N. Co. (Lim.) | 3CylTE27,43,72x48; 3SB;WP180lbs | | BL |
| 15561 | **Zaritza** xGrande 1D;B | Bk | Fin 210.3 F27′ | Mariehmn 34.1 \| 20 | 955 1057 | | '77 8 | Dumbarton, (A. McMillan & Son.) [Scot. | Hugo Lundqvist | Stl;2BH | | V |
| 15562 220,377 MCBV | **Zebedee E. Cliff** 2D | Sch 4 M | Am 206 | B'bay Hr. 40.6 \| 22.5 | 1254 1361 | | 1920 12 | Boothbay Harbor, Me. (East Coast Ship Co.) | East Coast Ship Co. | O,Hw,Sp,F;Gif(Sltd) d rpd5,22;clk dk6,22;s b clkg11,24; s rps,s t,dk clkg3,25 | ✠A1 (Laid up) | |
| 15563 QCWL | **Zeehond** xFortuna xVenturer Steel 1D 3BH | MV | Hol 110.4 F12′ | Groningen 22.6 \| 10.1 | 169 219 | | 1918 | Schevening-gen, Hol. (Scheveningsche Schps. Maats.) | R. J. Kajuiter | 2CylOilEng13x13½ | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15564 | **Zeehond** | Sch | Hol | Groningen | 104 | | 1914 | Waterhuizen | J. J. Onnes | Stl;3BH; | | G |
| | | Aux | 101.3 | 24.3 \| 9.2 | 188 | | 2 | (J. Pattje [Hol. & Zoon.) | Mgr. | 3CylOilEng10¾x13½ | | |
| QCWV | 1D | xS | | | | | | | | | | |
| 15565 | **Zeeland** | Scw | Br | Liverpool | 7335 | | 1901 | Clydebank, | Red Star | 2-4CylQE31,44,62,88x54; | | BL |
| 113,460 | xNorthland xZeeland Steel | Twin | 561.6 | 50.2 \| 38 2 | 11667 | | 4 | (J. Brown [Eng | Line | 8SB;WP200lbs | | |
| JGCW | 4D;B;Web frms;SUB.SIG; 10BH | | P49′ | B215′ F84′ | | | | & Co., Lim.) | | | | |
| | Wireless;W. Bal;Oil fuel | | | | | | | | | | | |
| 15566 | **Zeelandia** | Scw | Hol | Amst'dam | 4960 | | 1910 | Glasgow, | Koninkle | 2-3CylTE24,39½,67x48; | | BL |
| | Steel | Twin | 440 | 55.7 \| 34 | 7995 | | 6 | (A. [Scot. | Hollandsche | 3DB;WP200lbs | | |
| QDBC | 2D;Shel dk;Wireless;SUB.SIG; 7BH | | P59′ | B176′ F72′ | | | | Stephen & Sons, | Lloyd | | | |
| | Oil fuel;W. Bal | | | | | | | Lim.) | | | | |
| 15567 | **Zelos** | Scw | Swd | Stockholm | 909 | | '84 | Newcastle, | G. Brodin, | 2CylC29,63x39; | | BL |
| 3,735 | xCymmrodorion Iron | Sch | 260 | 36.3 \| 19.4 | 1593 | | 2 | (Schlesinger, [Eng. | Mgr. | 2SB;WP70lbs | | |
| JLQN | 1D;B;Well dk;Wireless;W. Bal 4BH | | | | | | | Davis & Co.) | | | | |
| 15568 | **Zenith City** | Scw | Am | Duluth | 2435 | | '95 | Chicago, | Pittsburg | 3CylTE20,37,63x42; | | |
| 28,129 | Steel | | 387.5 | 48.3 \| 23.3 | 3581 | | 8 | (Chicago [Ill. | S.S. Co. | 2WTB;WP225lbs;1100IHP. | | |
| | 1D;Mchy aft;SUB.SIG; 2BH | | | | | | rb '26 | S. B. Co.) | | | | |
| | Web frms;W. Bal | | | | | | | | | | | |
| 15569 | **Zenitha** | Sch | Swd | Karlskrna | 128 | | 1904 | Svendborg, | Didrik | Wd | | V |
| | | | 109 | 25.3 \| 11.7 | 224 | | | (J. R. [Den. | Kindborg | | | |
| KFTL | 1D | | | | | | | Anderson.) | | | | |
| 15570 | **Zenon** | Scw | Fr | La Roch'le | 3219 | | 1921 | Sunderland, | Cie. de | 3CylTE28,46,78x54; | | BL |
| | Steel | | 425 | 55 \| 26.6 | 5390 | | 8 | (Sunderland [Eng | Nav. d'Orbigny | 4SB;WP180lbs | | |
| OVZS | 2D;Shel dk;Wireless;D.F. Bal 7BH | | | | | | | S. B. Co., Lim.) | | | | |
| 15571 | **Zent** | Scw | Br | Liverpool | 3293 | | 1920 | Birkenhead, | Elders & | 3CylTE27,46,78x54; | | BL |
| 143,681 | Steel | | 400.3 | 58.1 \| 30.3 | 5362 | | 10 | (Cammell, [Eng. | Fyffes (Lim.) | 4SB;WP205lbs | | |
| KHBD | 3D;SUB.SIG;Shel dk; 7BH | | P42′ | B154′ F41′ | | | | Laird & Co., Lim.) | | | | |
| | Wireless;D.F;W. Bal | | | | | | | | | | | |
| 15572 | **Zetta** | Trn | Grk | Piraeus | 343 | | 1918 | Liverpool, | G. Cocoto | Bch,O,Sp,P;Gif(Sltd) | | |
| | xJames J. Joy | Aux | 136.4 | 33 \| 12.5 | 454 | | | (Nova [N. S. | | 4Cyl-OilEng10½x12½;200IHP | | |
| HWFT | 1D | | | | | | | Scotia S. B. & | | | | |
| | | | | | | | | Trans. Co., Lim.) | | | | |
| 15573 | **Zeus** | Scw | Hol | Amst'dam | 927 | | 1901 | Rotterdam, | Koninklijke | 3CylTE19,32,51x36; | | V |
| | Steel | | 252 | 34.6 \| 18.7 | 1504 | | | (Rijkee [Hol | Nederlandsche | 2SB;WP160lbs;800IHP. | | |
| QDFR | 2D;B;W. Bal 7BH | | | | | | | & Co.) | Stoomboot Mij. | | | |
| 15574 | **Ziga Kopajtic** | Scw | Jg-Sw | Susak | 876 | | 1904 | Middlesbro, | Jadranska | 3CylTE19,32,53x33; | | BL |
| | xMexican Lady xLuque Steel | | 238 | 35.7 \| 12.2 | 1391 | | 8 | (Sir Raylton [Eng. | Plovidba, D. D. | 1SB;WP175lbs | | |
| | 1D;Spar dk;Deep frmg 4BH | | P41′ | B66′ F51′ | | | | Dixon & Co., Lim.) | | | | |
| | Wireless;W. Bal | | | | | | | | | | | |
| 15575 | **Zijldijk** | Scw | Hol | Rotterd'm | 2621 | | 1900 | Sunderland, | Holland- | 3CylTE27,43,72x48; | | BL |
| | xRuno Steel | | 391 | 46.8 \| 19 | 4190 | | 1 | (J. Laing [Eng. | American Line | 3SB;WP180lbs | | |
| QDWC | 1D;Spar dk;Web frms; 6BH | | P10′ | B92′ F42′ | | | | & Son, Lim.) | | | | |
| | W. Bal;Wireless | | | | | | | | | | | |
| 15576 | **Zimorodok** | Scw | Br | London | 2308 | | 1906 | W. Hartle- | Ornis S.S. | 3CylTE24,39,66x45; | | BL |
| 119,224 | xMalvern Range Steel | | 347 | 47.4 \| 25.2 | 3594 | | 5 | pool, Eng. | Co. (Lim.) | 2SB;WP180lbs | | |
| JTBS | 1D;B;Deep frmg; 6BH | | P30′ | B106′ F34′ | | | | (Furness, Withy | | | | |
| | Wireless;W. Bal | | | | | | | & Co., Lim.) | | | | |
| 15577 | **Zinal** | Scw | Br | London | 3569 | | 1920 | Sunderland, | Turner, | 3CylTE27,44,73x48; | | BL |
| 145,007 | Steel | | 400.2 | 54.8 \| 21.5 | 5729 | | 8 | (J. L. [Eng. | Brightman & Co. | 3SB;WP180lbs | | |
| KGQC | 2D;Shel dk;Wireless;W. Bal 6BH | | | | | | | Thompson & Sons, | | | | |
| | | | | | | | | Lim.) | | | | |
| 15578 | **Zingara** | Scw | Br | London | 2214 | | '98 | Sunderland, | Turner, | 3CylTE24,40,66x45; | | BL |
| 110,022 | Steel | Sch | 348 | 48.2 \| 23.1 | 3463 | | 12 | (J. L. [Eng. | Brightman & | 2SB;WP180lbs | | |
| QLSV | 2D;Web frms;Wireless;W. Bal 6BH | | P28′ | B100′ F35′ | | | | Thompson & Sons, | Co., Mgrs | | | |
| | | | | | | | | Lim.) | | | | |
| 15579 | **Zinovia** | Scw | Grk | Piraeus | 1769 | | 1906 | Sunderland, | Michalinos | 3CylTE24,39,65x42; | | BL |
| | xUlefos xLysekloster Steel | | 336.6 | 47.1 \| 20.5 | 2947 | | 7 | (Short [Eng. | Maritime & | 3SB;WP180lbs | | |
| JDCV | 1D;Deep frmg;Wireless;W. Bal 6BH | | P35′ | B214′ F38′ | | | | Bros., Lim.) | Commercial Co. | | | |
| | | | | | | | | | (Lim.) | | | |

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| 15580 | **Zirkel** | Scw | Am | San Fran. | 4427 | 8′ 3″ | 1918 | San Fran- | U. S. Ship- | Stm Tbn; | ✠A1Ⓔ With Freeboard. | |
| 216,984 | Steel | | 402.5 | 53 \| 32 | 6073 | 26′ 5″ | 9 | cisco, Cal. | ping Board | De Laval Steam Turbine Co: | ✠AMS | |
| LNCM | 2D;Long frmg;W. Bal; 7BH | | | \| 34′ 6″ | 9330 | | | (Moore S. B. Co.) | | 4WTB;Heine Safety Blr. Co; | S.S.Bost6,20; | |
| | Wireless; 6BH to Fbd dk | | P47′ | F38′ | | | | | | 11130HS;WP225lbs;2800SHP; | Clh BB;CL | |
| | sub.sig; 1BH to 2d dk | | | | | | | | | Dkd6,20:s rps7,20 | (Laid up) | |
| | Oil fuel F. P. above 150° F. | | | | | | | | | | | |
| | W.B.—A.P.49t;D.B.345′1295t;D. | T.30′5 | 46t. . . | .....F.P.73t | | | | | | | | |
| | F.O.—A.P.46t;D.B.327′1132t;D. | T.30′5 | 09t; S. | T.43t;F.P.68t | | | | | | | | |
| 15581 | **Zodiac** | MV | Am | New York | 84 | | 1924 | East Booth- | R. W. | OilEng8½x12; | | |
| 223,755 | Wood | | 111.3 | 25 \| 11 | 142 | | | bay, Me. | Johnson | 140BHP. | | |
| MFLJ | 1D | | | | | | | (Hodgdon Bros.) | | | | |
| 15582 | **Zoraya** | Scw | Am | New York | 88 | | 1901 | Pt. Jefferson, | Frank | 3Cyl TE8,14,23x10; | | |
| 28,145 | Wood | Sch | 113.4 | 18 \| 10.9 | 129 | | | (J. M. [N. Y. | McAvoy | 1WTB;150IHP. | | |
| | 1D | | | | | | | Bayles & Son.) | | | | |
| 15583 | **Zoroaster** | MV | Swd | Stockholm | 1830 | | 1924 | Gothenburg, | Rederi | 4Cyl OilEng26¾x36¼; | | C |
| 7,069 | Steel | | 320 | 49 \| 28 | 3756 | | 3 | (A/B. [Swd. | "Zoroaster" | 1WTB;WP180lbs;1600BHP | shft drn10,25;M.S.12,25 | |
| KFJS | 1D;Mchy aft;Oil fuel; 12BH | | P72′ | B30′ F33′ | | | | Gotaverken.) | | | | |
| | Oil in bulk;Wireless;W. Bal | | | | | | | | | | | |
| 15584 | **Zosma** | Scw | Hol | Rotterd'm | 5335 | | 1922 | Schiedam, | Van Nievelt | Stm Tbns; | | BL |
| | Steel | | 450.5 | 60.3 \| 36.9 | 8429 | | 4 | (New [Hol. | Goudriaan & Co.'s | 4SB;WP180lbs | | |
| HDJG | 2D;Shel dk;Oil fuel;Wireless; 7BH | | | | | | | Waterway | Stoomv. Maats. | | | |
| | W. Bal | | | | | | | S. B. Co.) | | | | |
| 15585 | **Zovetto** | Scw | It | Genoa | 2664 | | 1905 | Newcastle, | Soc. Anon. | 3Cyl TE26,42,69x45; | | I |
| 1,289 | xPenrhos xPenylon Steel | | 355 | 50 \| 27.5 | 4360 | | 11 | (R. [Eng. | A. Parodi fu B. | 2SB;WP180lbs | | |
| PMXI | 1D;B;Deep frmg;Wireless; 6BH | | P46′ | B98′ F34′ | | | | Stephenson & | | | | |
| | W. Bal | | | | | | | Co., Lim.) | | | | |
| 15586 | **Zuiko Maru** | Scw | Jap | Kobe | 2520 | | 1904 | Sunderland, | Machida | 3Cyl TE26,44,72x48; | | BL |
| | xJaladuta xShadwell Steel | | 368 | 49.6 \| 19 | 4143 | | 1 | (J. L. [Eng. | Shokai Kabushiki | 3SB;WP180lbs | | |
| | 1D;Spar dk;Deep frmg; 6BH | | P30′ | B108′ F44′ | | | | Thompson & | Kaisha. | | | |
| | Wireless;W. Bal | | | | | | | Sons. Lim.) | | | | |
| 15587 | **Zurichmoor** | Scw | Br | London | 2768 | | 1925 | So. Shields, | Moore Line | 3Cyl TE26,43,72x48; | | BL |
| 148,669 | Steel | | 371.8 | 55.3 \| 26.3 | 4455 | | 9 | (J. Read- [Eng. | (Lim.) | 3SB;WP180lbs | | |
| KTDN | 1D;Web frms;Wireless;W. Bal 6BH | | P34′ | B106′ F44′ | | | | head & Sons, Lim.) | | | | |
| 15588 | **Zurriola** | Scw | Sp | S.Sebast'n | 1065 | | '99 | Sunderland, | Cia. Nav. | 3Cyl TE20,33,54x39; | | BL |
| | xBegona No. 3 xMatienzo Steel | | 276.5 | 40.5 \| 17.9 | 1874 | | 6 | (R. Thomp- [Eng. | Guipuzcoana | 2SB;WP160lbs | | |
| HDQG | 1D;Deep frmg;Wireless;W. Bal 4BH | | P23′ | B64′ F27′ | | | | son & Sons.) | | | | |
| 15589 | **Zwarte Zee** | Scw | Hol | Rotterd'm | 2230 | | 1919 | Capelle a/d | N. V. W. | 3Cyl TE24,40,67x45; | | V |
| | Steel | | 360.8 | 48 \| 22.7 | 3618 | | | (A. [Ysel, Hol. | van Driel's | 3SB;WP180lbs;1800IHP | | |
| QDTP | 1D;sub.sig;Wireless;W. Bal 6BH | | P22′ | B101′ F25′ | | | | Vuijk & Zonen.) | Stoomb. en | | | |
| | | | | | | | | | Transp. | | | |
| 15590 | **Zwarte Zee** | Scw | Hol | Rotterd'm | 66 | | 1906 | Kinderdijk, | L. Smit & | 3Cyl TE22,33,55x30; | | BL |
| | Steel | | 165 | 30.8 \| 18 | 604 | | 9 | (J. & K. [Hol. | Co.'s Sleepdienst | 2SB;WP165lbs | | |
| QDTN | 1D;Wireless;W. Bal 4BH | | B46′ | F17′ | | | | Smit.) | (Lim.) | | | |

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# 1927

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| No. Off. No. Signal Letters. | Name of Vessel. Material, Detail of Decks, etc. | Rig. | Nation. | Hailing Port. Reg. Dimensions. Lth. Deck | Bth. Erections | Dth. Mld. | Tons Net Gross D.W. | Freeboard. Corresponding Draft. | Built. When | Built. Where. Builder. | Owners. | Remarks. Engines, Boilers. | Ship–Class–Date of Last Survey. No., Date, and Port of Last Periodical Survey. Engines & Boilers–Class–Dates. Tail Shaft Drawn–Date. | Other Classification. |
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# INDEX

TO

# COMPOUND NAMES OF VESSELS

## IN THE RECORD

### ARRANGED ALPHABETICALLY BY THE LAST NAME

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| **A** | | |
| A. Ella | Am | Sch |
| do Florence | Am | Sch |
| do John | Am | Sch |
| do M. F | Fr | Trn |
| do Vilda | Br | Sch |
| Abbe A. N | Am | Brg |
| Abbey Essex | Br | Scw |
| do Singleton | Br | Scw |
| Abbott Wesley | Am | Sch |
| Abbruzzi Duca degli | It | Scw |
| Abeto El | Am | Scw |
| Accame Caterina | It | Scw |
| do Emanuele | It | Scw |
| Ackard A. O | Am | StW |
| Acsa Moghreb | Fr | Scw |
| Ada Villa | It | Scw |
| Adair Robin | Am | Scw |
| Adams Cuyler | Am | Scw |
| do Douglas | Br | Sch |
| do E. C | Br | Trn |
| do John | Am | Scw |
| do Kate | Am | SW |
| do Madeline E | Br | Sch |
| do Mildred | Br | Sch |
| do President | Am | Scw |
| do Ruth D | Br | Sch |
| do Walter | Am | Scw |
| Adelaide City of | Br | Scw |
| do Esther | Br | Trn |
| do Port | Br | Scw |
| do Princess | Br | Scw |
| Adele Maria | It | Scw |
| Adler Leopold | Am | Scw |
| Admiral British | Br | Scw |
| do Eastern | Am | Scw |
| Adolf Kronprins Gustaf | Swd | MV |
| Adolph I. D. S | Dan | Scw |
| Adriatico Mar | Sp | Scw |
| Africa West | Am | Scw |
| Afridi War | Br | Scw |
| Agassiz R. L | Am | Scw |
| Age Steel | Am | Scw |
| Agel Mont | Fr | Scw |
| Agra City of | Br | Scw |
| Aid Emergency | Am | Scw |
| Aigoual Mont | Fr | Scw |
| Ainslie Jane | Br | Sch |
| Aires Buenos | Sp | Scw |
| do do | Swd | MV |
| Akar Talang | Hol | Scw |
| Akkra Lake | Am | Scw |
| Ala Mauna | Am | Scw |
| Alabama Fourth | Am | Scw |
| Alamos Los | Am | MV |
| Alaska Star of | Am | S |
| Alba El | Am | Scw |
| Albany City of | Am | Scw |
| do Port | Br | Scw |
| Albert King | Br | Scw |
| do Prince | Br | Scw |
| Albrecht Rudolf | Ger | Scw |
| Albuquerque Sargento | Brz | Scw |
| Alcoz West | Am | Scw |
| Alden Betty | Am | SW |
| Alexander Dorothy | Am | Scw |
| do Douglas | Am | Scw |
| do Emma | Am | Scw |
| do H. F | Am | Scw |
| do King | Br | Scw |
| do Oakey L | Am | Scw |
| do Ruth | Am | Scw |
| Alexandra Ariadne | Br | Scw |
| Alexandra Lady | Br | Scw |
| Alexandrino Almirante | Brz | Scw |
| Alfonso Rey | Nor | Scw |
| Alfred King | Br | Scw |
| Alfredo Joao | Brz | Scw |
| Alice Jessie & | Br | Sch |
| do Princess | Br | Scw |
| Alighieri Dante | It | Scw |
| Allen Ethan | Am | Scw |
| do George | Am | Scw |
| do Glen | Br | Scw |
| do Lake | Am | Scw |
| Alles Mattie J | Am | Trn |
| Ally Western | Am | Scw |
| Allyn G. S | Am | Scw |
| do Horace A | Am | Brg |
| Alma City of | Am | Scw |
| Almirante El | Am | Scw |
| Alone I'm | Br | MV |
| Alonso Julian | Cuban | Scw |
| Alpine Clan | Br | Scw |
| Alsek West | Am | Scw |
| Alton City of | Am | Scw |
| Alvada Lake | Am | Scw |
| Alves Rodrigues | Brz | Scw |
| Am. Pan | Am | Scw |
| Amargosa West | Am | Scw |
| Amazonas Rio | Brz | Scw |
| Amberg William A | Am | Scw |
| Amboy Perth | Am | Scw |
| Ameghino Florentino | Arg | Scw |
| America All | Am | Scw |
| do Pan | Am | Scw |
| do South | Am | Brg |
| American Central | Mex | Scw |
| do Latin | Am | Scw |
| do North | Am | Scw |
| do Scottish | Br | Scw |
| do South | Am | Scw |
| Americas Duas | Brz | Bkt |
| Ames K. L | Am | StW |
| do Oakes | Am | Sch |
| Amigo El | Am | Scw |
| do El | Mex | Scw |
| Amsterdam Nieuw | Hol | Scw |
| do Stad | Hol | Scw |
| Amundsen Roald | Nor | Scw |
| Ana Santa | Am | Scw |
| Andersen A | Dan | Sch |
| Anderson Crampton | Am | Scw |
| do General Robert | Am | Scw |
| do Jean F | Br | Trn |
| do John | Am | Scw |
| do Mary F | Br | Sch |
| do W. D | Am | Scw |
| Andre St | Fr | Scw |
| Andres San | Nor | MV |
| Andrew St | Br | Scw |
| Andrews Matthew | Am | Scw |
| do St | Am | Scw |
| Andros Maid of | Br | Scw |
| Angeles City of | Am | Scw |
| do Los | Am | Scw |
| do Port | Am | Scw |
| do The | Am | Scw |
| Anglia North | Br | Scw |
| Anjos Nossa Senhora Dos | Ptg | Trn |
| Ann Cape | Am | Scw |
| Anna Sant | It | Bk |
| Annapolis City of | Am | Scw |
| Anne Frances | Am | Scw |
| do Marie | Fr | Scw |
| Annette Lake | Am | Scw |
| Anthony Jonge | Hol | Scw |
| do Saint | Am | Scw |
| Antonia Maria | Sp | Scw |
| Antonine Pierre | Fr | Bk |
| Antonio Port | Nor | Scw |
| do San | Am | Scw |
| do do | Mex | Scw |
| Antrim Lord | Br | Scw |
| Apaum West | Am | Scw |
| Apcar Arratoon | Br | Scw |
| Araxes River | Br | Scw |
| Archbold John D | Am | Scw |
| Archer May | Am | Scw |
| Ardrossan Baron | Br | Scw |
| Arena Point | Am | Scw |
| Argentina Republica | Blg | Scw |
| Arline Lake | Am | Scw |
| Arm Humber | Br | Scw |
| Armistead Colonel George | Am | Scw |
| Armstrong Fort | Am | Scw |
| do W. Ferdinand | Am | Brg |
| do Wm | Am | Scw |
| Arnhem Stad | Hol | Scw |
| Arnold General Richard | Am | Scw |
| Arnus M | Sp | Scw |
| do Manuel | Sp | Scw |
| Arolas Poeta | Sp | Scw |
| Arp Heinrich | Ger | Scw |
| Arrow Broad | Am | Scw |
| do China | Am | Scw |
| do Dixie | Am | Scw |
| do Empire | Am | Scw |
| do India | Am | Scw |
| do Japan | Am | Scw |
| do Java | Am | Scw |
| do Levant | Am | Scw |
| do Royal | Am | Scw |
| do Standard | Am | Scw |
| do Sylvan | Am | Scw |
| do West | Am | Scw |
| do Yankee | Am | Scw |
| Artelli Filippo | It | Scw |
| Arthur President | Am | Scw |
| do Prince | Br | Scw |
| Arundel Anne | Am | Scw |
| Ash Red | Am | Scw |
| Ashawa West | Am | Scw |
| Ashbridge Samuel H | Am | Scw |
| Ashburner Wm | Br | Trn |
| Ashley J. S | Am | Scw |
| Asia Empress of | Br | Scw |
| Asquith H. H | Br | Scw |
| Astley Lady | Br | Scw |
| Athanasulis Nicolaos | Grk | Scw |
| Athens City of | Br | Scw |
| Atlanta City of | Am | Scw |
| Atlantic Nord | Ger | Scw |
| Atterbury W. W | Am | Scw |
| Atwater William C | Am | Scw |
| Atwood Edward S | Am | Scw |
| Auckland City of | Br | Scw |
| do Port | Br | Scw |
| Aug Nay | Am | Brg |
| Augsbury Frank A | Br | Scw |
| Augustine St | Am | Scw |
| Augustus A. A | Am | Scw |
| Aurora Santa | Br | Scw |
| Austin Calvin | Am | Scw |
| do Margery | Br | Sch |
| Australia Empress of | Br | Scw |
| Avanti Sempre | It | Scw |
| Avenal West | Am | Scw |
| Aviator Canadian | Br | Scw |
| Avon Tred | Am | Scw |
| Ayres General R. B | Am | Scw |
| Azul Cerro | Am | Scw |
| do Rio | Br | Scw |
| **B** | | |
| B. Ellice | Br | Trn |
| do Erik | Dan | Scw |
| do Fred | Br | Scw |
| do Julia | Am | StW |
| do Lynn | Br | Scw |
| do Mildred | Am | Trn |
| do Nina | Am | MV |
| Bacon Granville R | Am | Trn |
| do Melvin S | Am | Brg |
| Baeyens Baron | Blg | Scw |
| Bagdad City of | Br | Scw |
| Bahadur War | Br | Scw |
| Bahamas Abaco | Br | Trn |
| Bailey F. A | Am | Scw |
| do Senator | Am | Scw |
| Baird Charles W | Am | Brg |
| do Dorothy | Brz | Trn |
| do Edward R., Jr | Am | Trn |
| do Frank B | Br | Scw |
| Baker A. I | Am | StW |
| do Geo. F | Am | Scw |
| do Mount | Am | M V |
| Bakke John | Nor | Scw |
| Baldwin Albert | Am | Slp |
| Balfour Arthur J | Br | Sch |
| Ball Frank C | Am | Scw |
| Ballesteros Ceferino | Sp | Scw |
| do Enrique | Sp | Scw |
| do Serafin | Sp | Scw |
| Ballin Albert | Ger | Scw |
| Balls Wm | Br | Scw |
| Baltea Dora | It | Scw |
| Baltico Mar | Sp | Scw |
| Baltimore City of | Am | Scw |
| do Lord | Am | Scw |
| Bandi Elizabeth | Am | Sch |
| Bangor City of | Am | Scw |
| do do | Am | SW |
| Bank Red | Am | Scw |
| Banker American | Am | Scw |
| Banks Jane | Br | Sch |
| Barbaro Caterina | It | Bkt |
| Barbosa Ruy | Brz | Scw |
| Barca Amilcar | Sp | Bk |
| Bard Scottish | Br | Scw |
| Bardeleben De | Am | Scw |
| Barker Capt | Am | MV |
| Barlum Thomas | Am | Scw |
| Barnes Burt | Br | Sch |
| do George W | Am | Scw |
| do Laura Annie | Am | Sch |
| do Lilian A | Br | Sch |
| do R. L | Am | Scw |
| Barnett The | Am | Scw |
| Barnsdall T. N | Am | Sch |
| Barnum George G | Am | Scw |
| Baron Essex | Br | Scw |
| Barr John C | Am | StW |
| Barre Wilkes | Am | Scw |
| Barrett Captain Gregory | Am | Scw |
| do Geo. N | Am | Scw |
| do John | Am | StW |
| do Mamie S | Am | StW |
| do Mary F | Am | Sch |
| do N. John | Am | Scw |
| Barrett Richard J | Am | Scw |
| do Slack | Am | StW |
| Barry P. J | Am | Brg |
| Barstow F. Q | Am | Scw |
| Barth L. L | Am | Scw |
| Barthelemy St | Fr | Scw |
| Bartram Eleanor F | Am | Sch |
| Basanez Pedro | Mex | Trn |
| Basset S. H | Am | Brg |
| Bassi Ugo | It | Scw |
| Batavia City of | Br | Scw |
| Batchelder General R. N | Am | Scw |
| Battisti Cesare | It | Scw |
| Battle J. B | Am | StW |
| do James | Am | Scw |
| Baxter Frank | Br | Sch |
| do Fred | Am | Scw |
| do H. W | Am | Scw |
| do Horace X | Am | Scw |
| do Lydia McLellan | Am | Sch |
| Bay Back | Am | Scw |
| do Coos | Am | Scw |
| do Curtis | Am | Scw |
| do Newton | Br | Scw |
| do Put-in- | Am | Scw |
| do Sturgeon | Am | Scw |
| do Thunder | Br | Scw |
| Bayard Chevalier | Fr | Trn |
| Beach Long | Am | S W |
| do Palm | Am | Brg |
| do Sand | Am | Scw |
| Beacham Harrison T | Am | Trn |
| Beacon British | Br | Scw |
| Beal Thomas P | Am | Scw |
| Bear Polar | Am | Scw |
| Beatrice Princess | Br | Scw |
| Beattie Tomas W | Cuban | Scw |
| Beatty Admiral | Br | Sch |
| Beauchamp Louis B | Br | Trn |
| Beaumont City of | Am | Bkt |
| Beaver Canadian | Br | Scw |
| Beazley Marie C | Am | Brg |
| Becker Harald | Ger | Scw |
| do W. H | Am | Scw |
| Beckwith F. H | Am | Scw |
| Bedell Ossian | Am | Scw |
| Bedford A. C | Am | Scw |
| do City of | Br | Scw |
| do E. T | Am | Scw |
| Belgrano General | Ger | Scw |
| Bell Betsy | Am | Scw |
| do Blue | Br | Scw |
| do Carleton | Ptg | Sch |
| do Jennie D | Am | Sch |
| do Liberty | Am | Scw |
| do Sir Isaac Lothian | Am | Sch |
| do Sir James | Br | Scw |
| do W. T | Am | Scw |
| Belle Eastern | Am | Scw |
| do Harbor | Am | StW |
| do Island | Am | Scw |
| do Island | Am | MV |
| do La | Am | Scw |
| do Western | Am | Scw |
| Bellingham City of | Am | Scw |
| Belliveau Edith | Br | Trn |
| do M. A | Br | Trn |
| do Rosalie | Br | Trn |
| do Rose Anne | Br | Trn |
| Bellows Joseph F | Am | Scw |
| Belnona Lake | Am | Scw |
| Benares City of | Br | Scw |
| Benbow Lake | Am | Scw |

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| Bend North | Am | Sch |
| do South | Am | Brg |
| Benito San | Br | Scw |
| Bennett Grace G | Am | Trn |
| do Oscar D | Am | Scw |
| Benoit Docteur Pierre | Fr | Scw |
| do Peter | Blg | Scw |
| Benson Byron D | Am | Scw |
| do R. Granger | Am | Scw |
| Bentley T. K | Br | Sch |
| Benton Lake | Am | Scw |
| Berdan Lake | Am | Scw |
| Berg G. R | Dan | Trn |
| Berkeley City of | Am | Scw |
| Berlichingen Gotz v | Ger | Scw |
| Berne New | Am | MV |
| Berwind Edward J | Am | Scw |
| do John E | Am | Scw |
| Bessemer Sir Henry | Am | Scw |
| Beswick Robt Jno | Am | Sch |
| Bettolo Ammiraglio | It | Scw |
| Beyer Einar | Am | MV |
| Bharata War | Br | Scw |
| Biancamano Conte | It | Scw |
| Bianco Mar | It | Scw |
| do Monte | It | Scw |
| do do | Fr | Sch |
| Bickel William C | Am | Scw |
| Biddle Henry J | Am | Scw |
| Bielman C. F | Am | Scw |
| Billings Frank | Am | Scw |
| do George E | Am | Sch |
| Birch British | Br | Scw |
| Bird Black | Am | Sch |
| do Blue | Am | Trn |
| do Sea | Am | Scw |
| Birmingham City of | Br | Scw |
| do do | Am | Scw |
| Bisbee William | Am | Trn |
| Bisso Joseph | Am | SW |
| Bjornson Bjornstjerne | Nor | Scw |
| Black Charles G | Am | Scw |
| do Clarence A | Am | Scw |
| do Herbert F | Am | Scw |
| Blair Helen | Am | StW |
| Blanc Mont | Hol | Scw |
| Blanca Bahia | Arg | Scw |
| Blanchester Lake | Am | Scw |
| Blanco Mar | Sp | Scw |
| do Rio | Br | Scw |
| Blas San | Br | Scw |
| Bleddyn King | Br | Scw |
| Bledsoe Lake | Am | Scw |
| Blight James | Am | Brg |
| Block Joseph | Am | Scw |
| do Philip D | Am | Scw |
| Blomidon Cape | Br | Sch |
| Bloom Nelson | Am | Brg |
| Bluff Red | Am | StW |
| Blumer John | Nor | Scw |
| do William | Nor | Scw |
| Blundon Wm | Am | Scw |
| Boardman John W | Am | Scw |
| Boeckling G. A | Am | Scw |
| Boehner Grace D | Br | Sch |
| Bogen Peder | Nor | Scw |
| Bogiazides Dimitrios N | Grk | Scw |
| Bogue Virgil G | Am | Scw |
| Boisselier Michel | Fr | Trn |
| Boland John J | Am | Scw |
| Bolivar President | Hol | Scw |
| Bombay City of | Br | Scw |
| Bond Jr. Hugh L | Am | Scw |
| Bonita Point | Am | Scw |
| Bonshell Alva H | Am | Scw |
| Booth William | Am | Trn |
| Borderer Scottish | Br | MV |
| Borjesson B. O | Swd | Scw |
| Bors Christian | Nor | Scw |
| Boru Brian | Am | Brg |
| Bosch Elena | Sp | Brg |
| Boston City of | Br | Scw |
| Bostwick J. A | Am | Scw |
| Botha General | Br | Scw |
| Botsford N. H | Br | Scw |
| Bottsford R | Am | Brg |
| Boulgaris Dimitrios N | Grk | Scw |
| Bourdonnais La | Fr | Scw |
| Bowden William | Am | Brg |
| Bowen Port | Br | Scw |
| Bowers L. M | Am | Scw |
| Bowling Edgar | Am | Scw |
| Bowman A. F | Br | Scw |
| Boy Pilot | Am | SW |
| Boyce Mary H | Br | Scw |
| Boyd J. Oswald | Am | Scw |
| do Rachel H | Dom | Sch |
| Boye Erik | Dan | Scw |
| Boyle John | Am | Brg |
| Boys Langell | Am | Scw |
| Bracewell John | Br | Trn |
| Bradford Dorothy | Am | Scw |
| do George R | Am | Sch |
| Bradley Carl D | Am | Scw |
| do Chas. H | Am | Scw |
| do M. A | Am | Scw |
| do Robert S | Am | Scw |
| Brady John I | Am | Scw |
| Brahmin War | Br | Scw |
| Brainard H. B | Am | Brg |
| do Katie | Br | Brg |
| Brainerd Frank | Am | Trn |
| Branch Apple | Br | Scw |
| do Cedar | Br | Scw |
| do Cherry | Br | Scw |
| do Elder | Br | Scw |
| do Hazel | Br | Scw |
| do Laurel | Br | Scw |
| do Long | Am | Scw |
| do Maple | Br | Scw |
| do Oak | Br | Scw |
| do Palm | Am | Brg |
| do do | Br | Scw |
| do Pear | Br | Scw |
| do Plum | Br | Scw |
| do Poplar | Br | Scw |
| Brannan General J. M | Am | Scw |
| Bratt Adolf | Swd | Scw |
| Bravo Rio | Ger | MV |
| Braz Menhir | Fr | Scw |
| Brea La | Am | Scw |
| do Mina | Br | Scw |
| Breeze Eastern | Am | Scw |
| Bremerton City of | Am | Scw |
| Brenda Lady | Br | Scw |
| Brewster Benjamin | Am | Scw |
| Bridge Anthracite | Am | Scw |
| do Buffalo | Am | Scw |
| do Chicago | Am | Scw |
| do Decatur | Am | Scw |
| do Des Moines | Am | Scw |
| do Federal | Am | Scw |
| do Fort Pitt | Am | Scw |
| do Independent | Am | Scw |
| do Indiana | Am | Scw |
| do Lackawanna | Am | Scw |
| do Louisville | Am | Scw |
| do Massillon | Am | Scw |
| do Milwaukee | Am | Scw |
| do Mount Vernon | Am | Scw |
| Bridge National | Am | Scw |
| do Norman | Am | Scw |
| do Northwestern | Am | Scw |
| do Passaic | Am | Scw |
| do Phoenix | Am | Scw |
| do Pittsburgh | Am | Scw |
| do Riverside | Am | Scw |
| do Schuylkill | Am | Scw |
| do Vincennes | Am | Scw |
| do Virginia | Am | Scw |
| do West | Am | Scw |
| do Wisconsin | Am | Scw |
| Brigade Manchester | Br | Scw |
| Bright Sea | Am | Scw |
| Brighton New | Br | Scw |
| Brisbane City of | Br | Scw |
| do Port | Br | Scw |
| Bristol City of | Br | Scw |
| Britain New | Am | Scw |
| do North | Br | Scw |
| Britisher Canadian | Br | Scw |
| Briton Frank J | Br | Sch |
| Britt Thomas | Am | Scw |
| Brockton City of | Am | SW |
| Broge Hans | Dan | Scw |
| Brondissis Antonios | Grk | Scw |
| Bronson, H. F | Br | Scw |
| Brook Bonnie | Am | Scw |
| do Bound | Am | Scw |
| do Corner | Br | Scw |
| do Sheaf | Br | Scw |
| do Silver | Am | Brg |
| Brooklyn New | Br | Scw |
| Bros. Andrew | Am | Brg |
| do Chapman | Am | Scw |
| do Kennelly | Am | Brg |
| do Leach | Am | Brg |
| do McAndrew | Am | Brg |
| do McKeever | Am | Scw |
| Brothers Ackerman | Am | Scw |
| do Ball | Am | Scw |
| do O'Boyle | Am | Brg |
| do Three | Am | Brg |
| do Tracy | Am | Scw |
| Broughton Lord | Br | Scw |
| Brower Charles | Am | Trn |
| Brown Audrey P | Br | Trn |
| do Belle | Am | Sch |
| do De Witt | Am | Sch |
| do Fayette | Am | Scw |
| do Geo M | Am | Scw |
| do Grace P | Br | Sch |
| do H. W | Am | Bk |
| do Harvey H | Am | Scw |
| do J. J. H | Am | Scw |
| do Samuel Q | Am | Scw |
| do do S | Am | Scw |
| Bruckner Henry | Am | Scw |
| Brune F. W | Am | Scw |
| Bruno San | Br | Scw |
| Brunswick New | Br | Scw |
| Brusstar William S | Am | Scw |
| Bruyere La | Fr | Bk |
| Bryant C | Br | Scw |
| Bryer Henry W | Am | Scw |
| Buchanan Clan | Br | Scw |
| Buck Frank H | Am | Scw |
| do Robert J | Br | Scw |
| Buckeye Lake | Am | Scw |
| Buckley Edward | Br | Scw |
| do Mary | Am | Sch |
| Bucknam Carrie A | Am | Trn |
| Budd A. R | Am | StW |
| Buehner Martha | Am | Scw |
| Bueren Godfried | Ger | Scw |
| Buffalo City of | Am | SW |
| do Greater | Am | SW |
| Buffington Eugene J | Am | Scw |
| Buhne Esther | Am | Sch |
| Bulgaris Theodoros | Grk | Scw |
| Bullard Addison E | Am | Sch |
| Bulow Furst | Ger | Scw |
| Bunsen Robt. W. E | Am | Scw |
| Burdell W. F | Am | Scw |
| Burgess Levi G | Am | Bk |
| Burke Catherine | Am | Sch |
| do Helen | Am | StW |
| do Teddy | Am | Brg |
| Burnham William E | Am | Sch |
| Burnside City of | Am | SW |
| Burrows Lemuel | Am | Scw |
| do W. F | Am | Sch |
| Burstall J | Br | Brg |
| Burton W. M | Am | Scw |
| Bush Beatrice | Am | Scw |
| do Eleanor | Am | Scw |
| Bushey Ellen | Am | Brg |
| do Francis S | Am | Brg |
| Bustamante J | Am | Scw |
| Bute Marchioness of | Br | Scw |
| Butler Joseph G. Jr | Am | Scw |
| Butman Myron | Am | Brg |
| Buttes Bois des | Fr | Scw |
| Byers A. M | Am | Scw |
| Byng General | Br | Sch |
| Byron Lord | Br | Scw |

## C

| | | |
|---|---|---|
| C. Barbara | Am | Scw |
| do Frank | Am | Brg |
| do Grigorios | Grk | Scw |
| do Helen | Am | Scw |
| do Laura | It | Scw |
| do Martha | Am | MV |
| do Mary | Am | MV |
| do Nettie | Br | Trn |
| do Nina | Am | Scw |
| do Percy | Br | Sch |
| do Richard | Cuban | Brg |
| do S. O. Co | Am | Brg |
| Cactus West | Am | Scw |
| Caddoa West | Am | Scw |
| Cadmus H. C | Am | Scw |
| Cadron West | Am | Scw |
| Cadwalader John | Am | Scw |
| Cadwallon King | Br | Scw |
| Cadwell C. W | Am | Scw |
| Cahill James F | Am | Brg |
| Caine Minnie A | Am | Sch |
| Cairo City of | Br | Scw |
| Cajoot West | Am | Scw |
| Calafatis Margarita | Grk | Scw |
| Calcutta City of | Br | Scw |
| Calera West | Am | Scw |
| California Baja | Hon | Scw |
| Callender D. E | Am | Scw |
| Calumb West | Am | Scw |
| Calverley Jr. W. D | Am | Scw |
| Calvert Eric | Br | Scw |
| Calvi Pietro | It | Scw |
| Calvo Manuel | Sp | Scw |
| Camak West | Am | Scw |
| Camargo West | Am | Scw |
| Cambanis Eugene | Grk | Scw |
| do Perrakis L | Grk | Scw |
| do Zannis L | Grk | Scw |
| Cambitsis Angelis | Grk | Scw |
| Cambon Jules | Fr | Scw |
| Cambridge City of | Br | Scw |
| Camden City of | Am | Scw |
| Cameron Annabel | Br | Sch |
| do Susan | Br | Sch |
| Campanella Pietro | It | Scw |
| Campbell Ada J | Am | Sch |
| do Annie M | Chl | Sch |
| do D. R | Am | StW |
| do David | Am | Scw |
| do J. A | Am | Scw |
| do Port | Br | Scw |
| Campgaw West | Am | Scw |
| Campion William | Am | Scw |
| Camus Clara | It | Scw |
| Canada Empress of | Br | Scw |
| Canaria Gran | Cuban | Sch |
| Canaveral Lake | Am | Scw |
| Canfield C. A | Am | Scw |
| Cani Monte | Fr | Sch |
| Cann Keith | Br | Scw |
| Cannonsburg Lake | Am | Scw |
| Cano Mariana | Sp | Scw |
| Canon West | Am | Scw |
| Canton City of | Br | Scw |
| Cap White | Am | Scw |
| Cape East | Am | Scw |
| do Golden | Br | Scw |
| do Turret | Br | Scw |
| do West | Am | Scw |
| Capella Commandante | Brz | Scw |
| Capens Lake | Am | Scw |
| Capitan El | Am | SW |
| do do | Am | Scw |
| Caples John F | Am | SW |
| Cardell Lydia | Br | Sch |
| Caribe Mar | Sp | Scw |
| Carlo San | It | Scw |
| Carlos Don | Chl | Scw |
| do San | Nor | Scw |
| Carmen Clara | Vnz | Sch |
| Carmona West | Am | Scw |
| Carney Fred | Br | Brg |
| Carnifax West | Am | Scw |
| Caroline Port | Br | Scw |
| Carpenter A. A | Am | Sch |
| do A. B | Am | MV |
| Carras Fotini | Grk | Scw |
| do Ioannis | Grk | Scw |
| Carrier Canadian | Br | Scw |
| Carroll Sprigg | Am | Scw |
| do Weston M | Am | Scw |
| Carstens Claus Hinrich | Ger | Sch |
| Cartaya J. E | Cuban | Scw |
| Cartier Jacques | Fr | Scw |
| Carvin Mecanicien Principal | Fr | Scw |
| Carvoeiro Cabo | Sp | Scw |
| Case J. I | Br | Brg |
| Caspio Mar | Sp | Scw |
| Cassel Sir Ernest | Swd | Scw |
| Castle Arundel | Br | Scw |
| do Balmoral | Br | Scw |
| do Bampton | Br | Scw |
| do Banbury | Br | Scw |
| do Bolton | Br | Scw |
| do Bowes | Br | Scw |
| do Brattan | Br | Scw |
| do Carlow | Br | Scw |
| do Chepstow | Br | Scw |
| do Corby | Br | Scw |
| do Corfe | Br | Scw |
| do Crawford | Br | Scw |
| do Dacre | Br | Scw |
| do Dromore | Br | Scw |
| do Dundrum | Br | Scw |
| do Grantully | Br | Scw |
| do Greystoke | Br | Scw |

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| Castle Guildford | Br | Scw |
| do Gwydyr | Br | Bk |
| do Hawarden | Br | Trn |
| do Hornby | Br | Scw |
| do Kendal | Br | Scw |
| do Lancaster | Br | Scw |
| do Lowther | Br | Scw |
| do Middleham | Br | Scw |
| do New | Am | SW |
| do Penrith | Br | Scw |
| do Raby | Br | MV |
| do Ripley | Br | Scw |
| do Rose | Br | Scw |
| do S. N. | Am | Bkt |
| do Sandgate | Br | Scw |
| do Sandown | Br | Scw |
| do Scottish | Br | Scw |
| do Skipton | Br | Scw |
| do Walmer | Br | Scw |
| do Wray | Br | Scw |
| do Wulsty | Br | MV |
| Catherine St | Am | Brg |
| Caures Bois des | Br | Scw |
| Cavell Edith M | Br | Trn |
| Cawthon West | Am | Scw |
| Cayote West | Am | Scw |
| Cecilia Lady | Br | Scw |
| do Santa | Am | Scw |
| Cecilie Herzogin | Fin | Bk |
| Cedro El | Am | Scw |
| Celeron West | Am | Scw |
| Celeste Marie | Fr | Sch |
| Celina West | Am | Scw |
| Cenis Mont | Fr | Scw |
| Central Jersey | Am | Scw |
| do Michigan | Am | SW |
| Cervera Cabo | Sp | Scw |
| Cervin Mont | Fr | Scw |
| Cesare Giulio | It | Scw |
| Challenger Canadian | Br | Scw |
| Chamberlain C. W | Br | Scw |
| do Henry H. | Am | Trn |
| Chamberlin Jr. W. R. | Am | Scw |
| Chancellor British | Br | Scw |
| Chandler John G | Am | Scw |
| do Martha S | Am | Brg |
| Changador El | Arg | Trn |
| Chapin Chester W | Am | Scw |
| Chapman A. F. | Swd | S |
| do I. F. | Am | Bk |
| Chappe Claude | Fr | Scw |
| Charles Cape | Am | Scw |
| do Lake | Am | Scw |
| do Prince | Br | Scw |
| Charlotte Lady | Br | Scw |
| do Lake | Am | Scw |
| do Princess | Br | Scw |
| Chase Annie P | Am | Trn |
| do Essex | Br | Scw |
| do Josiah B | Am | Sch |
| Chatala West | Am | Scw |
| Chattan Clan | Br | Scw |
| Chattanooga City of | Am | Scw |
| Chelan Lake | Am | Scw |
| Chemist Steel | Am | MV |
| Cheney B. P. | Am | Bk |
| Cherow West | Am | Scw |
| Cherry G. J. | Am | Trn |
| Chester City of | Br | Scw |
| do do | Am | Scw |
| Cheswald West | Am | Scw |
| Chetac West | Am | Scw |
| Chico Bayou | Am | Scw |
| do El | Am | Scw |
| Chief Eastern | Am | Scw |
| Chief Nauru | Br | Scw |
| do Northern | Br | Sch |
| do Western | Am | Scw |
| Chilcott Marion | Br | S |
| Chile Star of | Am | Bk |
| Chilean Anglo | Br | Scw |
| Chilton Edwin | Am | Scw |
| do Mary | Am | SW |
| Chimes Victory | Br | Sch |
| Chipman Susie | Br | Scw |
| Chisholm A. W. | Br | Trn |
| do Alvah S., Jr. | Am | Scw |
| Chittenden John W. | Am | Sch |
| Chopaka West | Am | Scw |
| Christensen H. C. | Dan | Bk |
| do L. A. | Nor | MV |
| do Jacob | Nor | Scw |
| Christenson Annie | Am | Scw |
| do Charles | Am | Scw |
| do Edna | Am | Scw |
| do Edwin | Am | Scw |
| do Eleanor | Am | Scw |
| do Jane | Am | Scw |
| do Sophie | Am | Sch |
| Christiania City of | Br | Scw |
| Christie T. S. | Am | Scw |
| Christina Maria | Ptg | Scw |
| do Reina Maria | Sp | Scw |
| Christophersen Kathe | Ger | Scw |
| Christopherson Pedro | Scw | MV |
| Chuen Chi | Chi | Scw |
| Church General | Br | Scw |
| Ciampa Agnello | It | Scw |
| do Francesco | It | Scw |
| Cicerone M. T. | It | Scw |
| Cicuta El | Am | Scw |
| Cid El | Am | Scw |
| Ciervo El | Br | Scw |
| Cities Twin | Am | StW |
| do do | Am | MV |
| City Anniston | Am | Scw |
| do Atlanta | Am | Scw |
| do Atlantic | Am | Scw |
| do do | Br | Scw |
| do Bay | Am | SW |
| do Bessemer | Am | Scw |
| do Bird | Am | Scw |
| do Birmingham | Am | Scw |
| do Boston | Br | Scw |
| do Bradford | Br | Scw |
| do Bristol | Br | Scw |
| do Capitol | Am | SW |
| do Chattanooga | Am | Scw |
| do Chicago | Br | Scw |
| do Chickasaw | Am | Scw |
| do Coquitlam | Br | Sch |
| do Cornish | Br | Scw |
| do Crescent | Am | Scw |
| do Crown | Am | Scw |
| do Dalhousie | Br | Scw |
| do Devon | Br | Scw |
| do Duncan | Am | Scw |
| do Eastern | Br | Scw |
| do Empire | Am | Scw |
| do Ensley | Am | Scw |
| do Evergreen | Am | Scw |
| do Fairfield | Am | Scw |
| do Falls | Br | Scw |
| do Garden | Am | SW |
| do do | Br | SW |
| do Gateway | Am | Scw |
| do Golden | Am | Scw |
| do Great | Br | Scw |
| do Homer | Br | Scw |
| do Indian | Br | Scw |
| City Jersey | Br | Scw |
| do Johnson | Am | Scw |
| do King | Br | Scw |
| do Knoxville | Am | Scw |
| do Mackinaw | Am | Scw |
| do Madras | Br | Scw |
| do Manchester | Br | Scw |
| do Memphis | Am | Scw |
| do Mobile | Am | Scw |
| do Montgomery | Am | Scw |
| do Napa | Am | StW |
| do New York | Br | Scw |
| do Nome | Am | Sch |
| do Norwich | Br | Scw |
| do Ocean | Am | Scw |
| do Oil | Am | StW |
| do Oklahoma | Am | Scw |
| do Orient | Br | Scw |
| do Paris | Br | Scw |
| do Park | Am | Scw |
| do Plow | Am | Scw |
| do Quaker | Am | Scw |
| do Quebec | Br | Scw |
| do Queen | Am | Scw |
| do Rose | Am | Scw |
| do Royal | Br | Scw |
| do Sac | Am | Scw |
| do Sarnia | Br | Scw |
| do Selma | Am | Scw |
| do Siam | Br | Scw |
| do Truro | Br | Scw |
| do Tuscaloosa | Am | Scw |
| do Vulcan | Br | Scw |
| do Wells | Br | Scw |
| do Welsh | Br | Scw |
| do Western | Am | Scw |
| do York | Br | Scw |
| do Zenith | Am | Scw |
| Civilian Manchester | Br | Scw |
| Claire Ste | Am | Scw |
| Clan McLean | Br | Trn |
| Clara Santa | Am | SW |
| do do | Am | S |
| Clarence Duke of | Br | Scw |
| Clark Capt. R. S. | Am | Brg |
| do E. M. | Am | Scw |
| do Ida M. | Br | Sch |
| do J. Alvah | Am | Scw |
| do Robert P. | Am | Scw |
| Clarke Charles | Am | Scw |
| do E. A. S. | Am | Scw |
| Clarkson Worrell | Am | Scw |
| Claro Rio | Br | Scw |
| Claude Yvonne | Fr | Scw |
| Clausen Elida | Nor | Scw |
| do Grete | Ger | Sch |
| Clay Henry | Am | Scw |
| do Mount | Am | Scw |
| Cleary Thomas | Am | Brg |
| do Wm. E. | Am | Brg |
| Cleeves Fred | Br | Scw |
| Clement Norman P. | Br | Scw |
| do Stephen M. | Am | Scw |
| Clemson D. M. | Am | Scw |
| Cleveland III City of | Am | Scw |
| do President | Am | Scw |
| Cliff Iron | Am | Brg |
| do Zebedee E. | Am | Sch |
| Clifton Ella | Am | Sch |
| Clinton DeWitt | Am | Scw |
| Clise J. W. | Am | Sch |
| Close Robert J. | Am | Scw |
| Cloud Flying | Br | Sch |
| Club Bohemian | Am | Scw |
| Cluett George B. | Br | Trn |
| Clyde Falls of | Am | Brg |
| do George W. | Am | Scw |
| do Thos. | Am | SW |
| do William G. | Am | StW |
| Coast Eastern | Am | Scw |
| do South | Am | SW |
| do West | Am | Scw |
| Coaster Canadian | Br | Scw |
| do Dominion | Br | Sch |
| Cobalt West | Am | Scw |
| Cobb Governor | Am | Scw |
| do Marion N. | Am | Trn |
| Coburn A. W. | Am | Brg |
| do Abner | Am | S |
| do James E. | Am | Sch |
| Cochran George | Br | Scw |
| Cochrane Admiral | Br | Scw |
| Cod Cape | Am | Scw |
| Coda Valentino | It | Scw |
| Codd E. J. | Am | Scw |
| Codrington Admiral | Br | Scw |
| Coeur Brave | Am | Scw |
| Cohas West | Am | Scw |
| Colding Wilh | Dan | Scw |
| Cole Thos. F. | Am | Scw |
| Colle W. J. | Am | Trn |
| Collier Capt | Am | MV |
| Collins E. C. | Am | Scw |
| do John B. | Am | Scw |
| do William T. | Am | Scw |
| Colombe Thomas | Am | Brg |
| Colombian Anglo | Br | Scw |
| Colon Cristobal | Cuban | Scw |
| do Cristobal | Sp | Scw |
| Colonna Charles J. | Am | Scw |
| Colony Old | Am | SW |
| Columbia Dist. of | Am | Scw |
| do New | Br | Scw |
| Columbus Christopher | Am | Scw |
| do City of | Am | Scw |
| Combes Anna E. | Am | Scw |
| Comfort Old Point | Am | SW |
| do Point | Am | SW |
| Comings Annie | Am | StW |
| Commander Canadian | Br | Scw |
| Commerce London | Br | Scw |
| do Pacific | Br | MV |
| Comorin Cape | Br | Scw |
| Companion Knight | Br | Scw |
| Compo West | Am | Scw |
| Comyn Anne | Am | Bkt |
| do Phyllis | Am | Bkt |
| Conant Henry W. | Am | Scw |
| Concepcion Purisima | Cuban | Scw |
| Condado El | Sp | Scw |
| Coney Edgar F. | Am | Scw |
| Connaught Duke of | Br | Scw |
| Connell Charles J. | Am | Scw |
| Connelly John M. | Am | Scw |
| do Maurice E. | Am | Scw |
| do W. L. | Am | Scw |
| Conners W. J. | Am | Scw |
| Conob West | Am | Scw |
| Conqueror Canadian | Br | Scw |
| Conrad Annie E. | Br | Sch |
| do Harold | Br | Sch |
| do J. E. | Br | Sch |
| do Kathleen | Br | Sch |
| do Lois A. | Br | Sch |
| do Marion L. | Br | Sch |
| Constructor Canadian | Br | Scw |
| Conway Betty I. | Am | Sch |
| Cook Robert H. | Am | Scw |
| Cooke Alice | Am | Sch |
| do Delos W. | Am | Scw |
| Coolidge S. B. | Am | Scw |
| Cooper J. H. | Am | Brg |
| Coots Froman M. | Am | SW |
| Copley Lake | Am | Scw |
| Coq Le | Br | Scw |
| Corbett Wm. P. | Am | Brg |
| Corda Sursum | It | Scw |
| Cordeaux Lady | Br | Scw |
| Cordill Senator | Am | StW |
| Cordoba Sierra | Ger | Scw |
| Cordobes El | Br | Scw |
| Cords Charlotte | Ger | Scw |
| Corey William E. | Am | Scw |
| Corinth City of | Br | Scw |
| Corkum Clark L. | Br | Sch |
| do Irene M. | Br | Sch |
| do Uda R. | Br | Sch |
| Corlic Ben | Br | Scw |
| Corliss Geo. H. | Am | Brg |
| Cornelius Adam E. | Am | Scw |
| Corning Ida | Am | Brg |
| Cornwall North | Br | Scw |
| Corozal U. S. | Am | Scw |
| Corporal British | Br | Scw |
| Corporation London | Br | Scw |
| do M'nch'st'r | Br | Scw |
| Corso Cape | Br | Scw |
| Cort Henry | Am | Scw |
| Corum West | Am | Scw |
| Coruna La | Ger | Scw |
| Costa Contra | Am | StW |
| do do | Am | MV |
| do Port | Am | MV |
| Coston El | Am | Scw |
| Coterillo Eusebio | Cuban | Scw |
| Coulby Harry | Am | Scw |
| Coulotte Sans | Fr | Scw |
| Councillor British | Br | Scw |
| County Ashland | Am | Scw |
| do Brant | Nor | Scw |
| do Cecil | Am | Scw |
| do Coahoma | Am | Scw |
| do Collier | Am | Scw |
| do Essex | Br | Scw |
| do Franklin | Am | Scw |
| do Henry | Am | Scw |
| do Hillsborough | Am | Scw |
| do Jefferson | Am | Scw |
| do Laval | Nor | Scw |
| do McCreary | Am | Scw |
| do Miller | Am | Scw |
| do Pipestone | Am | Scw |
| do St. John's | Am | Scw |
| do Winona | Am | Scw |
| Courier Commercial | Am | Scw |
| Court Arlington | Br | Scw |
| do Cedrington | Br | Scw |
| do Dorington | Br | Scw |
| do Framlington | Br | Scw |
| do Geddington | Br | Scw |
| do Hannington | Br | Scw |
| do Ilvington | Br | Scw |
| do Maindy | Br | Scw |
| do Turret | Br | Scw |
| Coutsodontis Constantinos | Grk | Scw |
| do Stylianos | Grk | Scw |
| Covington Port | Am | Scw |
| do William T. | Am | MV |
| Cowan William P. | Am | Scw |
| Cowle John B. | Am | Scw |
| Coxe General Frank M. | Am | Scw |
| Crag Eastern | Am | Scw |
| Craig John F. | Am | MV |
| Cramp Chas. H. | Am | Scw |

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| Crane C. W. | Am | Brg |
| do Doris | Br | Sch |
| do Louise C. | Am | Brg |
| Crawford Charles P. | Am | Scw |
| do Geo. G | Am | Scw |
| do William D. | Am | Scw |
| Crawley Gene | Am | Scw |
| Creaser Clara B. | Br | Sch |
| do Eugene | Br | Sch |
| do Lucille B. | Br | Sch |
| do Selma | Br | Sch |
| Creek Cripple | Am | Scw |
| do Georges | Am | Scw |
| do Maiden | Am | Scw |
| do Stony | Am | Scw |
| Crescenta La | Br | Scw |
| Cressy Cora F. | Am | Sch |
| do Dustin G. | Am | Sch |
| do West | Am | Scw |
| Crest Blue | Am | Brg |
| do Sheaf | Br | Scw |
| Crete Maid of | Br | Scw |
| Creux Cabo | Sp | Scw |
| Crew Edna V. | Am | Scw |
| Crimmin Wilbur | Am | SW |
| Cristiana Principessa | It | Scw |
| Cristo Cayo | Cuban | Scw |
| Cristobal San | Br | Scw |
| Crocker Charles F. | Am | Bkt |
| Croft Harry W. | Am | Scw |
| Cromwell Richard | Am | Sch |
| Crosby E. G. | Am | Scw |
| do W. J. | Am | Scw |
| Cross Cape | Br | Scw |
| do Eastern | Am | Scw |
| do Lorraine | Am | Scw |
| do Southern | Am | Scw |
| do Western | Am | Scw |
| Crowe G. R. | Br | Scw |
| Crowell Ella F. | Br | Sch |
| do M. O. | Br | Trn |
| do Peter H. | Am | Scw |
| Crowley P. E. | Am | Scw |
| Crown Eastern | Am | Scw |
| Cruiser Canadian | Br | Scw |
| Cruz Santa | Am | Scw |
| do Santa | Arg | Scw |
| Cudahy Joseph M. | Am | Scw |
| Culberson C. A. | Am | StW |
| Cullen John W. | Am | Scw |
| Cullera Cabo | Sp | Scw |
| Cummins Albert D. | Am | Sch |
| do Marie F. | Am | Sch |
| Cuneo Nicholas | Nor | Scw |
| Cunningham Frank A. | Am | Scw |
| Currie General | Cuban | Scw |
| Curtis George | Am | Bk |
| do do | Am | Scw |
| do Mary F. | Am | Sch |
| do Oakley C. | Am | Sch |
| do Port | Br | Scw |
| Cusseta West | Am | Scw |
| Cynthia Lady | Br | Scw |

**D**

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| D. Catherine | Am | Scw |
| do Dorothy | Am | Brg |
| do Florence | Am | Scw |
| do Harriet | Br | Brg |
| do Lorraine | Am | MV |
| do Madeline | Br | Sch |
| do Walter | Am | Scw |
| D'Abbans Jouffroy | Fr | Scw |
| D'Alene Coeur | Am | Scw |
| D'Alprecht Cap | Fr | Scw |
| D'Antifer Cap | Fr | Scw |
| D'Aosta Duca | It | Scw |
| do Duchessa | It | Scw |
| d'Arc Jeanne | Fr | Bk |
| D'If Chateau | Fr | Bk |
| d'Italia Re | It | Scw |
| do Regina | It | Scw |
| do Stella | It | Scw |
| D'Oran Ville | Fr | Scw |
| da Vinci Leonardo | It | Scw |
| D'Uronea Notre Dame | Fr | Scw |
| Dagmar Kejserinde | Dan | Scw |
| Dahlke H. | Am | Scw |
| Dalhart City of | Am | Scw |
| Dallas City of | Am | Scw |
| Dalmeny Baron | Br | MV |
| Dalton Henry G. | Am | Scw |
| Dalzell Fred B. | Am | Scw |
| do Grace A. | Am | Scw |
| do W. F. | Am | Scw |
| Damiani Capitaine | Fr | Scw |
| Damm P. N. | Dan | Scw |
| Dan Captain | Br | Scw |
| Dancey Lake | Am | Scw |
| Daneux E. | Br | Brg |
| Daniels William H. | Br | Scw |
| Daniolos Dimitrios L. | Grk | Scw |
| Danziger J. M. | Am | Scw |
| Daraga Lake | Am | Scw |
| Dare Virginia | Am | Scw |
| do do | Am | Sch |
| Darien U. S. | Pan | Brg |
| Darlington Kate | Am | Sch |
| Dart River | Br | Scw |
| Darwin, Port | Br | Scw |
| Daryaw Mary A. | Br | Sch |
| Daugherty A. A. | Am | Scw |
| David King | Br | Str |
| Davidson James | Am | Scw |
| do Jas. E. | Am | Scw |
| do John W. | Am | Brg |
| do Louis R. | Am | Scw |
| do Thos. | Am | Scw |
| do Wm. H. | Am | Trn |
| Davidson Wm. J. | Am | Scw |
| Davie Geo T. | Br | Brg |
| Davis J. M. | Am | Scw |
| do Jeff | Am | Scw |
| do Lyman M. | Br | Sch |
| do M. M. | Am | Scw |
| do M. Mitchell | Am | Scw |
| Davison A. F. | Br | Scw |
| do B. R. | Am | StW |
| do Calvin T. | Am | Brg |
| Davock William B. | Am | Scw |
| Dawn Eastern | Am | Scw |
| Dawson Edith | Br | Trn |
| Day Adelaide | Am | Sch |
| De Abasolo Conde | Sp | Scw |
| de Balboa Vasco Nunez | Sp | Scw |
| de Begona Nuestra Senor | Am | Scw |
| de Bizeux Notre Dame | Fr | Trn |
| de Borbon Infanta Isabel | Sp | Scw |
| De Caxias Duque | Brz | Scw |
| de Chavarri, Marques do Victor | Sp | Scw |
| de Churruca Conde | Sp | Scw |
| De Costa Josephine | Am | Sch |
| de Cuba Santiago | Cuban | Scw |
| de Dieppe Port | Fr | Scw |
| de Djibouti Ville | Fr | Scw |
| de Douaumont Fort | Fr | Scw |
| de Dunkerque Port | Fr | Scw |
| de Filipinas Compania | Am | Scw |
| de Fourviere Notre Dame | Fr | Scw |
| De Foy Notre Dame | Fr | Scw |
| de France Fleur | Fr | Trn |
| de France Ile | Fr | Scw |
| de Garcia Magdalena R. | Sp | Scw |
| de Geer Louis | Swd | Scw |
| de Genouilly Amiral Rigault | Fr | Scw |
| de Janeiro Rio | Ger | Scw |
| de Joyeuse Amiral Villaret | Fr | Scw |
| De La Meurthe Emile Deutsch | Br | Scw |
| do do do Henry Deutsch | Br | Scw |
| de la Paz Angel | Sp | Scw |
| de la Reunion Ile | Fr | Scw |
| de LaHouche Pellerin | Fr | Scw |
| de Lamornaix Amiral Sallandrouze | Fr | Scw |
| de Lantsheere Gouverneur | Blg | Scw |
| de Larrinaga Asuncion | Br | Scw |
| do Domingo | Br | Scw |
| do Ena | Br | Scw |
| do Gloria | Br | Scw |
| do Mercedes | Br | Scw |
| do Miguel | Br | Scw |
| do Minnie | Br | Scw |
| do Niceto | Br | Scw |
| do Pilar | Br | Scw |
| do Ramon | Br | Scw |
| do Sylvia | Br | Scw |
| do Telesfora | Br | Scw |
| do Ventura | Br | Scw |
| de Liege Pays | Blg | Scw |
| de Llusa Isabel | Sp | Bk |
| de Los Angeles Reina | Cuban | Scw |
| de Lys Fleur | Fr | Scw |
| de Majunga Ville | Fr | Scw |
| de Marseille Port | Fr | Scw |
| de Mazagan Ville | Fr | Scw |
| de Missiessy Lieutenant | Fr | Scw |
| de Moraes Prudent | Brz | Scw |
| de Mulhouse Ville | Fr | Bk |
| de Nancy Ville | Fr | Scw |
| de Negrier General | Fr | Bk |
| de Octobre 12 | Arg | Scw |
| De Orive Viuda | Sp | Sch |
| de Panay Isla | Sp | Scw |
| de Paris Ville | Fr | Scw |
| De Perez Carolina E. | Sp | Scw |
| de Perez Emilia S. | Sp | Scw |
| de R. Maria Dalme | Sp | Scw |
| de Ronde Marie | Am | Sch |
| de Ruijter Admiraal | Hol | Scw |
| de Sagres Infante | Ptg | Scw |
| de Satrustegui Antonio | Sp | Scw |
| do P. | Sp | Scw |
| de Sonis General | Fr | Bk |
| de Souville Fort | Fr | Scw |
| de Troyon Fort | Fr | Scw |
| de Turenne Marechal | Fr | Bk |
| de Urquijo Marques | Sp | Scw |
| de Vaux Fort | Fr | Scw |
| de Villebois Mareuil Colonel | Fr | Bk |
| de Ybarra Fernando L. | Sp | Scw |
| Dean Charles A. | Am | Sch |
| do Frank | Am | Scw |
| Decker Ruth | Am | Sch |
| Dee Patrick A. | Am | Brg |
| Deering Gardiner G. | Am | Sch |
| do Harry G. | Am | Sch |
| del Carmen Nuestra Senora | Am | Scw |
| del Collado Antolin | Cuban | SW |
| del Norte Mar | Sp | Scw |
| del Rio Pinar | Br | Scw |
| do do Rey | Nic | Scw |
| del Turia Marques | Sp | Scw |
| Del Valle Aristobulo | Arg | Scw |
| do do Eusebia | Sp | Scw |
| Delancey Lake | Am | Scw |
| Delaware State of | Am | Scw |
| do River | Br | Scw |
| Delfino Antonio | Ger | Scw |
| Delmas Frank | Fr | Scw |
| Dempsey Katherine | Am | Brg |
| do Louis J. | Am | Brg |
| do Rita | Am | Brg |
| Denison Port | Br | Scw |
| Depew Chauncey M. | Am | Scw |
| der Nederlanden Koningin | Hol | Scw |
| do do Prins | Hol | Scw |
| Desmarais Henry | Fr | Scw |
| Despatch Virginia | Am | Scw |
| Destounis Vassilios | Grk | Scw |
| Detroit III City of | Am | Scw |
| do Greater | Am | Scw |
| Deval Lake | Am | Scw |
| Devon North | Br | Scw |
| Devonian Loyal | Br | Scw |
| Dewey Admiral | Am | Scw |
| do do | Cuban | Scw |
| Dey Nellie B. | Am | MV |
| di Alessandretta Porto | It | Scw |
| di Brindisi Citta | It | Scw |
| di Coronati Nostra Signora | It | Scw |
| di Dio Provvidenza | It | Bk |
| di Elena Citta | It | Scw |
| Di Genova Citta | It | Scw |
| di Lana Col | It | MV |
| di Savoia Tomaso | It | Scw |
| di Savona Porto | It | Scw |
| Di Trani Citta | Br | Sch |
| di Udine Principe | It | Scw |
| Dia El | Am | Scw |
| Diacakis Dimitrios | Grk | Scw |
| do Evanghelia M. | Grk | Scw |
| do Maria | Grk | Scw |
| Diamond Black | Am | Scw |
| do Blue | Am | Brg |
| do Cape | Br | SW |
| Dick, Charles | Br | Scw |
| Dickson William B. | Am | Scw |
| Didier Saint | Fr | Scw |
| Diebold Mary H. | Am | Sch |
| Diego San | Am | Scw |
| Diggs Frank R. | Am | Brg |
| do Richard H. | Am | Brg |
| do Wm. B. | Am | Brg |
| Dimock H. F. | Am | Scw |
| Dinah Aunt | Am | MV |
| Dinam Plas | Br | Scw |
| Dingley Governor | Am | Scw |
| Dinkey Alva C. | Am | Scw |
| Division Manchester | Br | Scw |
| Diwan War | Br | Scw |
| Dixon George D. | Am | Scw |
| do Nellie | Br | Sch |
| Djemal Gul | Trk | Sc |
| Do Ville, R. E. | Am | Sc |
| Doctrine Monroe | Am | Br |
| Dodd S. C. T. | Am | Sc |
| Dodge Philip T. | Br | Sc |
| Doheny Edward L. | Am | Sc |
| do William H. | Am | Sc |
| Dollar David | Am | Bk |
| do Diana | Am | Sc |
| do Esther | Br | Sc |
| do Grace | Am | Sc |
| do Harold | Br | Sc |
| do James | Am | S |
| do Janet | Am | S |
| do Joseph | Am | S |
| do M. S. | Br | Sc |
| do Mae | Am | Bk |
| do Margaret | Am | Sc |
| do Mary | Am | Bk |
| do Melville | Am | Sc |
| do Robert | Br | Sc |
| do Stanley | Am | Sc |
| do Stuart | Am | Sc |
| do William | Am | Bk |
| Dolphin Blue | Br | Sc |
| Dominion New | Br | Sc |
| do Old | Am | Br |
| Donahue Jas. M. | Am | SW |
| Donald Edmund | Br | Sc |
| do Jr. J. H. | Am | St |
| Donaldson Jas. P. | Br | Sc |
| do John A. | Am | Sc |
| Donnell J. C. | Am | Sc |
| Donner Wm. H. | Am | Sc |
| Donoghue, Charles C. | Am | Sc |
| Donohue John T. | Am | Sc |
| Donovan Geo. R. | Br | Sc |
| do Katherine | Am | Sc |
| do William | Am | M |
| Dorado Rio | Br | Sc |
| Dordrecht Stad | Hol | Sc |
| Dore Mont | Fr | Sc |
| Doron Wm. E. | Am | Sc |
| Dougherty James | Am | Sc |
| Douglas Baron | Br | Sc |
| do Edwin T. | Br | Sc |
| do Marion G. | Br | Tr |
| do Rebecca R. | Am | Tr |
| do Ronald M. | Br | Tr |
| Dow Ida S. | Am | Sc |
| do Lucia P. | Am | Sc |
| Downshire Lord | Br | Sc |
| Drake Admiral | Br | Tr |
| do L. J. | Am | Sc |
| Dream Day | Am | Sc |
| do Forest | Am | Bk |
| Drees Harry G. | Am | S |
| Drew Helen P. | Am | Sc |
| Driant Colonel | Fr | Bk |
| Driel Willem Van Sr. | Hol | Sc |
| Drome La | Fr | Sc |
| Druid Essex | Br | Sc |
| Drum Frank G. | Am | Sc |
| Drummond Thomas J. | Br | Sc |
| Du Bois R. B. | Am | Br |
| Du Havre Ville | Fr | Sc |
| Du Pont Alexis I. | Am | Sc |
| Duc Sol | Am | Sc |
| Duchess Cambrian | Br | Sc |
| Duck Wild | Am | Sc |
| Duff Mary G. | Br | Tr |
| Duffy J. | Br | Sc |
| Duke British | Br | Sc |
| do James B. | Am | Sc |
| Duncan Agnes | Br | Sc |

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| Duncan Lake | Am | Scw |
| Dundee City of | Br | Scw |
| Dunedin City of | Br | Scw |
| Dunkirk City of | Br | Scw |
| Dunlop Cecilia M | Am | Sch |
| Dunn John Jr. | Am | Scw |
| do Stuart H | Br | Brg |
| Dunstan St | Br | Scw |
| Dunstano San | Br | Scw |
| Dunton L. A | Am | Sch |
| Duperre Amiral | Fr | Scw |
| Durban City of | Br | Scw |
| Durfee West | Am | Scw |
| Durham City of | Br | Scw |
| Durston J. F | Am | Scw |
| Dustin Bessie M | Am | Sch |
| Dutard Fanny | Am | Trn |
| **E** | | |
| E. Elna | Nor | Scw |
| Eads James B | Am | Scw |
| Eagle American | Am | Scw |
| do Bald | Am | Scw |
| do Grey | Am | StW |
| Earl British | Br | Scw |
| Earl George and | Br | M V |
| East North | Am | Brg |
| do South | Am | Brg |
| Eastwood W. H | Br | Sch |
| Eaton Sarah | Am | Sch |
| Ebano Cerro | Am | Scw |
| Ebsen W. A | Am | Brg |
| Eccles Katie | Br | Sch |
| Ecosse Nouvelle | Fr | Scw |
| Eddy Selwyn | Am | Scw |
| Edenborn Wm | Am | Scw |
| Edinburgh City of | Br | Scw |
| Eduardo San | Br | Scw |
| Edward King | Br | Scw |
| Edwards E. W | Am | Scw |
| do Herbert N | Am | Scw |
| do J. R | Br | Brg |
| do S. H | Am | Scw |
| do Wilbert A | Am | Scw |
| Eff Elisabeth | Dan | Sch |
| do Ella | Dan | Sch |
| Egerton Fred'k A | Am | Brg |
| Egyptian Anglo | Br | Scw |
| Eide Frithjol | Nor | Scw |
| Ekonk West | Am | Scw |
| Elcajon West | Am | Scw |
| Elcasco West | Am | Scw |
| Elcho Baron | Br | Scw |
| Eldara West | Am | Scw |
| Eleanor Queen | Br | Scw |
| Electrician Steel | Am | M V |
| Elibank Baron | Br | Scw |
| Eliko Lake | Am | Scw |
| Elisa Santa | Am | Scw |
| Elizabeth Grossherzogin | Ger | S |
| do Mary | Am | Sch |
| Elkin Frances J | Br | Trn |
| do Frederick P | Br | Trn |
| Elkwater Lake | Am | Scw |
| Elkwood Lake | Am | Scw |
| Ellendale Lake | Am | Scw |
| Ellenorah Lake | Am | Scw |
| Ellerslie Lake | Am | Scw |
| Elliot M. F | Am | Scw |
| Ellijay Lake | Am | Scw |
| Ellithorpe Lake | Am | Scw |
| Ellsworth Lake | Am | Scw |
| Ellwood Isaac L | Am | Scw |
| Elmdale Lake | Am | Scw |
| Elmont Lake | Am | Scw |
| Elmsford Lake | Am | Scw |
| Elmwood Lake | Am | Scw |
| Elpueblo Lake | Am | Scw |
| Elsah Lake | Am | Scw |
| Elsinore Lake | Am | Scw |
| Elva Lake | Am | Scw |
| Elwood City of | Am | Scw |
| Elzey, Jr., Geo. W | Br | Sch |
| Embiricos Eleni G | Grk | Scw |
| do Eugenie S | Grk | Scw |
| do George M | Grk | Scw |
| do Michael L | Grk | Scw |
| Emery Dean | Am | Scw |
| do John R | Am | Scw |
| Emigh Thos. P | Am | Bkt |
| Empress British | Br | Scw |
| do Cambrian | Br | Scw |
| Ena Princess | Br | Scw |
| Endicott Henry | Am | Brg |
| Engelson J. Albert | Am | Brg |
| Engineer Steel | Am | Scw |
| England New | Am | Scw |
| do Star of | Am | Bk |
| Englis John | Am | Scw |
| Ennis Lake | Am | Scw |
| Enrica Maria | It | Scw |
| Enterprise British | Br | Scw |
| do Highland | Br | Scw |
| Envoy Essex | Br | Scw |
| Equis Dos | Mex | Scw |
| Ericsson John | Am | Scw |
| Erie City of | Am | S W |
| do Lake | Am | Brg |
| Eriksson John | Swd | Scw |
| Ernst Gen. O. H | Am | Scw |
| Erral West | Am | Scw |
| Espartel Cabo | Sp | Scw |
| Estenger Benito | Cuban | Scw |
| Estero El | Am | Scw |
| Eternity Cape | Br | Scw |
| Etna Mount | Br | Scw |
| Eugene Maurice Capitaine | Fr | Scw |
| Eugenia Reina Victoria | Sp | Scw |
| Eulalia Santa | Am | Scw |
| do do | Sp | Sch |
| Euphane Helen | Am | Scw |
| Eureka City of | Am | Scw |
| Evans Admiral | Am | Scw |
| do Holden | Br | Scw |
| do Mount | Am | Scw |
| Evansville City of | Br | Scw |
| Evelyn Lady | Br | Scw |
| do Lucy | Am | Trn |
| Everest Charles M | Am | Scw |
| do Mont | Fr | Scw |
| Ewen Frank D | Br | Brg |
| Ewig Harry T | Am | Scw |
| Ewing Frederic | Am | Scw |
| Exchange London | Br | Scw |
| Explorer Canadian | Br | Scw |
| do Steel | Am | Scw |
| Express Virginia | Am | Scw |
| **F** | | |
| F. Louise | Br | Sch |
| Fabian San | Br | Scw |
| Fablus Lake | Am | Scw |
| Fafalios Ivannis | Grk | Scw |
| Fagelund Thode | Nor | Scw |
| Fagundas Lake | Am | Scw |
| Fahy Bessie | Am | Brg |
| Faidherbe General | Fr | Bk |
| Fairbairn Sir William | Am | Scw |
| Fairbury City of | Am | Scw |
| Fairchild General | Br | Brg |
| Fairfax Lake | Am | Scw |
| Fairlie Lake | Am | Scw |
| Fairport Lake | Am | Scw |
| Falama Lake | Am | Scw |
| Falkland Star of | Am | S |
| Fallon John J | Am | Sch |
| Falls High | Am | Brg |
| do Sioux | Am | Scw |
| Fanbush Lake | Am | Scw |
| Fancher William B | Am | Brg |
| Fandango Lake | Am | Scw |
| Fandon Lake | Am | Scw |
| Fansdale Lake | Am | Scw |
| Farabee Lake | Am | Scw |
| Faralon West | Am | Scw |
| Farber Lake | Am | Scw |
| Farge Lake | Am | Scw |
| Farley Lake | Am | Scw |
| Farmer American | Am | Scw |
| do Canadian | Br | Scw |
| Farnum Harry | Am | Scw |
| Farr Merton E | Am | Scw |
| Farragut Admiral | Am | Scw |
| do Lake | Am | Scw |
| Farrar Edwin G | Am | Trn |
| Farrell James A | Am | Scw |
| do J. Fletcher | Am | Scw |
| Fassini Alberto | It | Scw |
| Fassio Giorgio | It | Scw |
| do Jole | It | Scw |
| Faure Capitaine | Fr | Scw |
| Favonia Lake | Am | Scw |
| Faxon Lake | Am | Scw |
| Fay Jessie | Am | M V |
| Fe La | Cuban | Scw |
| Fe Santa | Ger | Scw |
| Fear Lake | Am | Scw |
| Feather Blue | Am | Brg |
| Fedhala Cap | Fr | Scw |
| Feeney John J | Am | Brg |
| Felice Arco | Am | M V |
| Felix San | Br | Scw |
| Fenn Lake | Am | Scw |
| Fenner Harry L | Br | Trn |
| Ferdinand Hugo | Ger | Scw |
| Fereol Saint | Fr | Scw |
| Ferlita Rosa | Br | Trn |
| Fermin Point | Am | Scw |
| Fern British | Br | Scw |
| Fernalda Lake | Am | Scw |
| Fernando San | Br | Scw |
| Ferreira Maria | Ptg | Trn |
| Ferris James E | Am | Scw |
| Ferrona Lake | Am | Scw |
| Festina Lake | Am | Scw |
| Festus Lake | Am | Scw |
| Fibre Lake | Am | Scw |
| Fidelis Semper | Am | Brg |
| Field Albert C | Br | Scw |
| do Sheaf | Br | Scw |
| do William K | Am | Scw |
| Fields John C | Am | Brg |
| Figaredo Inocencio | Sp | Scw |
| Figart Lake | Am | Scw |
| Fighting Lake | Am | Scw |
| Figuera Cala | Sp | Sch |
| Filbert Wm. J | Am | Scw |
| Filer Grace M | Br | Sch |
| Filion W. A | Am | Brg |
| Filipinas Islas | Am | Scw |
| Fillmore Clarence J | Am | Brg |
| do President | Am | Scw |
| Finaly Marguerite | Fr | Scw |
| Finland Star of | Am | Bk |
| Finsen Niels R | Dan | Scw |
| Fir Oregon | Am | Sch |
| do Pacific | Am | Scw |
| Fischer Herbert | Ger | Scw |
| do Ursulo | Ger | Scw |
| Fiscus Lake | Am | Scw |
| Fisher Canadian | Br | Scw |
| do Mary A | Am | Sch |
| Fiske Admiral | Am | Scw |
| Fisser Konsul Carl | Ger | Scw |
| Fitch Lake | Am | Scw |
| do Wm. F | Am | Scw |
| Fithian Lake | Am | Scw |
| Fitzgerald Richard | Am | Scw |
| do W. E | Am | Scw |
| Fitzsimmons J. C | Am | Scw |
| Flagg G. A | Am | Scw |
| Flagler H. M | Am | Scw |
| do Henry M | Am | Scw |
| Flagon Lake | Am | Scw |
| Flaherty Lieut | Am | Scw |
| Flanagan Daniel F | Am | Brg |
| Flannery Angela | Am | Scw |
| do James H | Am | Scw |
| do Joan | Am | Scw |
| do John H | Am | Brg |
| do do J | Am | Brg |
| do Joseph J | Am | Scw |
| do Keran | Am | Scw |
| do Wm. H | Am | Brg |
| Flatonia Lake | Am | Scw |
| Flavia Santa | Am | M V |
| Fleming John | Am | Scw |
| Fletcher I. D | Am | Brg |
| do W. A | Am | M V |
| Flint City of | Am | Scw |
| do W. B | Am | Bk |
| Floe Southern | Br | Scw |
| Flood H. C | Nor | Scw |
| Florence City of | Br | Scw |
| Florentino San | Br | Scw |
| Floria Giovanna | It | Scw |
| Floris Lake | Am | Scw |
| Flume Lake | Am | Scw |
| Foam Sea | Am | Scw |
| Foce La | It | Scw |
| Foch Marechal | Fr | Scw |
| Folcroft Lake | Am | Scw |
| Folger H. C | Am | Scw |
| Follette James W | Am | Scw |
| Fonda Lake | Am | Scw |
| Fontana Lake | Am | Scw |
| Fontanet Lake | Am | Scw |
| Fooks Harry K | Am | Scw |
| Foote James B | Br | Scw |
| Ford B. S | Am | S W |
| do Benson | Am | M V |
| do Emory L | Am | Scw |
| do Henry | Am | Sch |
| Forester Canadian | Br | Scw |
| Forge Valley | Am | Scw |
| Fork Caney | Am | Brg |
| Fornance Capt. James | Am | Scw |
| Forner Augustina | Sp | Scw |
| Forsby Lake | Am | Scw |
| Forse Major Albert G | Am | Scw |
| Forsey Frank R | Br | Trn |
| Fort Myers City of | Am | Scw |
| Fort Worth City of | Am | Scw |
| Fortin Louis P | Am | Brg |
| Foss Andrew | Am | Scw |
| do Gov | Br | Sch |
| do Horatio G | Am | Sch |
| do Martha | Am | Scw |
| Fossil Lake | Am | Scw |
| Foster I. N | Am | Scw |
| do Mary E | Am | Sch |
| do Parks | Am | Scw |
| Fostoria Lake | Am | Scw |
| Fouche Lake | Am | Scw |
| Fourichon Amiral | Fr | Scw |
| Fournaud Lieutenant | Fr | Scw |
| Fox Sea | Am | Sch |
| Foyne Svend I | Nor | Scw |
| Fraissinet Felix | Fr | Scw |
| do Henry | Fr | Scw |
| do Jacques | Fr | Scw |
| do Louis | Fr | Scw |
| France Empress of | Br | Scw |
| do La Belle | Fr | Scw |
| do Maid of | Br | Trn |
| do Star of | Am | S |
| Frances Henrietta | Am | MV |
| do Lake | Am | Scw |
| Francisco San | Am | Scw |
| do do | Swd | MV |
| Francomb John A | Am | Brg |
| Frank General R. T | Am | Scw |
| do Mary & | Am | Brg |
| Franklin William L | Am | Trn |
| Frantz Joseph H | Am | Scw |
| Franz W. C | Br | Scw |
| Frasch Herman | Am | Scw |
| Fraterno San | Br | Scw |
| Frazee Lake | Am | Scw |
| Frazer Major | Am | Scw |
| Frederick King | Br | Scw |
| Fredericton Emperor of | Br | Scw |
| Freeborn Lake | Am | Scw |
| Freeburn Charles A | Am | Brg |
| Freeland Lake | Am | Scw |
| Freeman Daisy | Am | Sch |
| do Elizabeth | Am | Sch |
| Freeport City of | Am | Scw |
| Freezeout Lake | Am | Scw |
| Freighter Canadian | Br | Scw |
| French J. W | Am | Scw |
| Friant White & | Br | Brg |
| Friar Essex | Br | Scw |
| do Lake | Am | Scw |
| Frick Henry C | Am | Scw |
| Friend Forest | Am | Bkt |
| Friends Three | Am | Scw |
| Frisbie General | Am | Scw |
| Fritz John | Am | Brg |
| Fritzen Erika | Ger | Scw |
| do Hertha Engeline | Ger | Scw |
| do Jacobus | Ger | Scw |
| do Katharina Dorothea | Ger | Scw |
| Frolono Lake | Am | Scw |
| Frugality Lake | Am | Scw |
| Frumet Lake | Am | Scw |
| Frye Mabel A | Am | Sch |
| Fryer Robert L | Am | Brg |
| do Robert L | Br | Scw |
| Fugard Lake | Am | Scw |
| Fuller Samuel L | Am | Scw |
| Fulton Robert | Am | Scw |
| do do | Am | SW |
| Furlough Lake | Am | Scw |
| Furnas Lake | Am | Scw |
| Fusilier British | Br | Scw |

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| **G** | | |
| G. Edna | Am | Scw |
| do Ella | Am | Scw |
| do Giannina | It | Sch |
| Gadsby Daisy | Am | Scw |
| Gagne Lina | Br | Sch |
| Gaines Fort | Nor | Scw |
| Gaither Lake | Am | Scw |
| Gakona Lake | Am | Scw |
| Gale Mabel | Am | Sch |
| Galeta West | Am | Scw |
| Galewood Lake | Am | Scw |
| Gallagher Frank J | Am | Brg |
| do Michael | Am | Scw |
| Galoc West | Am | Scw |
| Gambo West | Am | Scw |
| Ganado Lake | Am | Scw |
| Gano Lake | Am | Scw |
| Ganteaume Amiral | Fr | Scw |
| Garde Avant | Fr | Scw |
| Gardinor C. R | Am | Brg |
| Gardner Lake | Am | Scw |
| do M. M | Br | Sch |
| Gardo Cerro | Am | Scw |
| Garfield President | Am | Scw |
| Garolla Federico | It | Scw |
| Garonne La | Fr | Scw |
| Garre Fratelli | It | Trn |
| Garretson General | Am | Scw |
| Garrett John | Am | Scw |
| do John W | Am | Scw |
| Garros Aviateur Roland | Fr | Scw |
| Gary Elbert H | Am | Scw |
| Gaskill C. Maud | Br | Trn |
| Gaspar San | Br | Scw |
| Gate Golden | Am | MV |
| do do | Am | S |
| do do | Nor | Scw |
| do do Sea | Am | Scw |
| Gates John W | Am | Scw |
| Gatun Lake | Am | Scw |
| Gatzert Bailey | Am | StW |
| Gawn Thomas | Am | Brg |
| Gaynor Col. John F | Am | Scw |
| do Mayor | Am | Scw |
| Gazette Lake | Am | Scw |
| Gedney Lake | Am | Scw |
| Geer Lynford E | Am | Scw |
| Gehm John | Am | Scw |
| General Postmaster | Am | Scw |
| Genevere Mont | Fr | Scw |
| Genevieve Ste | Am | S W |
| George David Lloyd | Br | Scw |
| do Lake | Am | Scw |
| do Prince | Br | Scw |
| do St | Br | Scw |
| Georger F. A | Br | Brg |
| Georges St | Am | Scw |
| Georgia New | Br | Scw |
| Georgios Aghios | Grk | Scw |
| Gerakis Andreas | Grk | Scw |
| Gerardo San | Br | Scw |
| Gerasimos Aghios | Grk | Scw |
| Gerhardt Annie B | Br | Sch |
| Gerolimich Caterina | It | Scw |
| Gert Lake | Am | Scw |
| Gertrude Marie | Ger | Sch |
| Getson Daniel | Br | Trn |
| Getty General G. W | Am | Scw |
| Geyser Lake | Am | Scw |
| Gibson Ida B | Am | Trn |
| Giddings Lake | Am | Scw |
| Gifford James M | Am | Scw |
| Gil San | Br | Scw |
| Gilbert Camilla | Nor | Scw |
| Giles Emma | Am | S W |
| Gill Alice M | Am | Scw |
| do D | Br | S |
| Gillen Martin J | Am | Scw |
| Gillham Robert P | Am | StW |
| Gilmore Q. A | Am | Scw |
| Gilta Lake | Am | Scw |
| Giltedge Lake | Am | Scw |
| Giovanna Principessa | It | Scw |
| Girardeau Cape | Am | StW |
| Girl Blue | Am | Brg |
| Girls O'Brien | Am | Scw |
| Girona Jaime | Sp | Scw |
| Girth Lake | Am | Scw |
| Giuseppe San | It | Scw |
| Glade Eastern | Am | Scw |
| do Essex | Br | Scw |
| Glasco Lake | Am | Scw |
| Glasgow City of | Br | Scw |
| Glavic Federiko | Jg Sl | Scw |
| Glen Eastern | Am | Scw |
| do Highland | Br | Scw |
| do Western | Am | Scw |
| Glenconnor Baron | Br | Scw |
| Glo Liberty | Am | Scw |
| Gloucester City of | Am | Scw |
| Glow Sunset | Br | Trn |
| Godfrey Jeremiah | Br | Brg |
| Goich Anna | It | Scw |
| Golden W. A | Am | Brg |
| Goldsborough C. S | Am | Scw |
| Gomez Maximo | Cuban | Scw |
| do Pedro | Ptg | Scw |
| do President | Hol | Scw |
| Goodfellow Robin | Am | Scw |
| Goodyear Frank H | Am | Scw |
| Goose Wild | Am | Scw |
| Gorda City of Punta | Am | M V |
| Gordon J. R | Am | Scw |
| do Mary E | Am | Scw |
| Gorgas Gen. W. C | Am | Scw |
| Gorges Ferdinando | Am | S W |
| Gorin Lake | Am | Scw |
| Gormania Lake | Am | Scw |
| Gorthon Ada | Swd | Scw |
| do Ivan | Swd | Scw |
| do Stig | Swd | Scw |
| Gorton Nat L | Br | Trn |
| do Thomas S | Br | Sch |
| Goss Guy C | Am | Bk |
| Gotomska West | Am | Scw |
| Gough General | Br | Sch |
| Goulandris Aikaterini M | Grk | Scw |
| do Aristides L | Grk | Scw |
| do George J | Grk | Scw |
| do Ioannis P | Grk | Scw |
| do Marionga J | Grk | Scw |
| Goulder Harvey D | Am | Scw |
| Gown Blue | Am | Brg |
| Graber William A | Am | Sch |
| Grady Henry W | Am | Scw |
| Graham General Wm. M | Am | Scw |
| Grainger Lake | Am | Scw |
| Grama West | Am | Scw |
| Grammer G. J | Am | Scw |
| Grampus Lake | Am | Scw |
| Granby Lake | Am | Scw |
| Grandon Lake | Am | Scw |
| Grange Elswick | Br | Scw |
| do Hardwicke | Br | Scw |
| do Lynton | Br | Scw |
| Grange Maindy | Br | Scw |
| do Oaklands | Br | Scw |
| do Rounton | Br | Scw |
| do Royston | Br | Scw |
| do Sutherland | Br | Scw |
| do Thorpe | Br | Scw |
| do Upwey | Br | M V |
| Grant President | Am | Scw |
| do U. S | Am | Scw |
| Grasse De | Fr | Scw |
| Grasselli Eugene | Am | Scw |
| Gratis Lake | Am | Scw |
| Grattan Lake | Am | Scw |
| Gravella Lake | Am | Scw |
| Gravenor B. P | Am | Sch |
| Graves Albert J | Am | Brg |
| Gray Daisy | Am | Scw |
| do Elmer E | Am | Sch |
| do George R | Br | Scw |
| do Robin | Am | Scw |
| Green C. H | Am | Scw |
| do Herbert | Br | Scw |
| do Howard | Am | Scw |
| do Richard T | Am | Sch |
| do William | Am | Scw |
| Greene Chris | Am | StW |
| do General Nathaniel | Am | Scw |
| do M. T | Am | Scw |
| do Tom | Am | StW |
| Greenland Star of | Am | Bk |
| Greenough Chas. P | Am | Scw |
| Greer George C | Am | Scw |
| do Matthew S | Am | Sch |
| Gregorios Agios | Grk | Scw |
| Gretna Lake | Am | Scw |
| Grillo El | Br | Scw |
| Gring Helen Barnet | Am | Sch |
| Grogan Lake | Am | Scw |
| Groh Mary | Am | Scw |
| Grove Henry S | Am | Scw |
| do West | Am | Scw |
| Grover Anna P | Am | Brg |
| Groves, Anthony, Jr | Am | Scw |
| Gruffydd King | Br | Scw |
| Gruvel Professor | Nor | Scw |
| Gude Hans | Nor | Scw |
| Guffey J. M | Am | Scw |
| Guide Commercial | Am | SW |
| do Eastern | Am | Scw |
| Guider Joseph A | Am | Scw |
| Guilford Lord | Br | Scw |
| Gulf Winding | Am | Scw |
| Gull Sea | Am | Scw |
| Gunner Canadian | Br | Scw |
| Gustin F. K | Am | StW |
| Gwinn F. W., Jr | Am | Brg |
| **H** | | |
| H. Elinor | Am | Sch |
| do Frederick | Br | Sch |
| do Isabella | Am | Scw |
| do Katie | Br | Brg |
| do Mary | Am | Scw |
| Haag Den | Am | M V |
| Haaland Thomas | Nor | Scw |
| Haarlem Stad | Hol | Scw |
| Haber Arthur L | Am | Brg |
| Habra La | Nor | Scw |
| Hackett J. H | Br | Scw |
| Hacking Port | Br | Scw |
| Hackley C. H | Br | Sch |
| Hadjipateras K | Grk | Scw |
| Hadoulis Panaghis M | Grk | Scw |
| Hage Alfred | Dan | Scw |
| Hagerty John | Am | Ltgr |
| Haggart John | Br | Scw |
| Haggett E. R | Am | Brg |
| Haig Baron | Br | Scw |
| do General | Br | Sch |
| Haldt Laura | Brz | Trn |
| Halenbeck O. L | Am | Scw |
| Halifax Emperor of | Br | Scw |
| Hall Branksome | Br | Scw |
| do Charles M | Am | Brg |
| do Charlton | Am | Scw |
| do Craster | Am | Scw |
| do Crewe | Br | Scw |
| do Crofton | Am | Scw |
| do Crosby | Br | Scw |
| do Croxteth | Br | Scw |
| do Dovenby | Br | Scw |
| do Eden | Br | Scw |
| do Gunston | Am | Sch |
| do H. K | Prv | Sch |
| do Howick | Am | Scw |
| do Independence | Am | Scw |
| do James H | Am | Sch |
| do do M. W | Am | Trn |
| do Knowsley | Br | Scw |
| do Langton | Br | Scw |
| do Laura C | Br | Sch |
| do Maggie J | Am | Brg |
| do Melford | Br | Scw |
| do Merton | Br | Scw |
| do Misty | Br | Scw |
| do Newby | Br | Scw |
| do Newton | Br | Scw |
| do Stanley | Br | Scw |
| do Sutton | Br | Scw |
| do Trafford | Br | Scw |
| do Walton | Br | Scw |
| Haller Geo. F | Am | Scw |
| Halliday A. M | Am | Scw |
| Hamilton Admiral | Br | Scw |
| do Alexander | Am | S W |
| do Chas. H | Am | StW |
| do City of | Br | Scw |
| do M. M | Am | Sch |
| Hamlen James C | Am | Sch |
| Hamlin Doris | Am | Sch |
| do Velma L | Am | Sch |
| Hammond M. H | Am | Brg |
| Hampshire New | Am | Scw |
| Hampton East | Am | Scw |
| Hamsun Knut | Nor | Scw |
| Handris Tonis | Grk | Scw |
| Haney Bert E | Am | Scw |
| Hanify Anne | Am | Scw |
| do Ryder | Am | Scw |
| Hankow City of | Br | Scw |
| Hanks Nancy | Am | Sch |
| Hanley Marie C | Am | Brg |
| do Rose E | Am | Brg |
| Hanlon Bertie M | Am | Scw |
| do Dan F | Am | Scw |
| Hanna D. B | Br | Scw |
| do Jr. Howard M | Am | Scw |
| do Leonard C | Am | Scw |
| do R. J | Am | Scw |
| do W. J | Am | Scw |
| Hansen Lorentz W | Nor | Scw |
| Harbor Bar | Am | Scw |
| do City of Benton | Am | S W |
| do Cold | Am | Scw |
| do Gig | Am | Scw |
| do Indiana | Am | Scw |
| do Mariners | Am | Scw |
| do Rock | Am | Brg |
| Harbor Sag | Am | Scw |
| do do | Am | SW |
| do York | Am | Scw |
| Harbour Coal | Br | Trn |
| Harcuvar West | Am | Scw |
| Hardaway West | Am | Scw |
| Hardie Dan | Am | MV |
| Harding President | Am | Scw |
| Hargrave West | Am | Scw |
| Harlan West | Am | Scw |
| Harper H. T | Am | MV |
| Harriman William H | Am | Sch |
| Harrington Gov. Emerson C | Am | SW |
| do Lord | Br | Scw |
| Harris Capt. Chas. D | Am | StW |
| do John F | Am | Brg |
| do Lake | Am | Scw |
| Harrison Benj | Br | Brg |
| do Pat | Am | Sch |
| do President | Am | Scw |
| Harrow W. G | Am | Scw |
| Harshaw West | Am | Scw |
| Hart Frank W | Am | Scw |
| do John J | Am | Brg |
| do Judge | Br | Scw |
| Hartland West | Am | Scw |
| Hartley West | Am | Scw |
| Harts West | Am | Scw |
| Hartwell Fred G | Am | Scw |
| Harvard City of | Br | Scw |
| Harvester The | Am | Scw |
| Harvey A. F | Am | Scw |
| do F. E | Am | Scw |
| do Lizzie | Am | Brg |
| Harwar Grace | Fin | S |
| Harwood Charles E | Am | Scw |
| do Paul H | Am | Scw |
| Hassayampa West | Am | Scw |
| Hastings Admiral | Br | Scw |
| Hata Manna | Am | Scw |
| Hateras Cabo | Sp | Scw |
| Hatfield Joshua A | Am | Scw |
| Hauptman Sidney M | Am | Scw |
| Hausler M. G | Am | Scw |
| Haute Terre | Am | Scw |
| Havana Emperor of | Br | Scw |
| Haven City of Grand | Am | Sch |
| do Grand | Am | Scw |
| do New | Am | Scw |
| do Rock | Am | Brg |
| do West | Am | Scw |
| do White | Am | Brg |
| Haviside Alicia | Am | Bkt |
| do Russell | Am | Bkt |
| Hawk Fish | Am | Scw |
| do Ocean | Br | Scw |
| Hayes President | Am | Scw |
| Hazard W. A | Am | Scw |
| Head Bengore | Br | Scw |
| do Carrigan | Br | Scw |
| do Diamond | Am | Bk |
| do Dunaff | Br | Scw |
| do Fanad | Br | Scw |
| do Kenbane | Br | Scw |
| do Melmore | Br | Scw |
| do Rathlin | Br | Scw |
| do Scotstoun | Arg | Scw |
| do Torr | Br | Scw |
| do Wicklow | Br | Scw |
| Healy John J | Am | StW |
| Hearst W. R | Am | Scw |
| Heath Essex | Br | Scw |
| Heather Highland | Br | Scw |
| Hebard Chas. S | Am | Scw |

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| Hebard Daniel L | Am | Scw |
| Hedley Alfred Ock | Br | Trn |
| Heiden Charles | Am | Scw |
| Heidritter Anna R | Am | Sch |
| Heights Haddon | Am | Scw |
| Heliers St | Am | Scw |
| Helix West | Am | Scw |
| Hematite West | Am | Scw |
| Hembrie West | Am | Scw |
| Hemlock Lake | Am | Scw |
| Hemsoth Hans | Ger | Scw |
| do Luise | Ger | Scw |
| do Martha | Ger | Str |
| do Wilhelm | Ger | Scw |
| Hemstreet Eleanor | Am | Brg |
| Hendrik,PrinsFrederik | Hol | Scw |
| Henlopen Cape | Am | Scw |
| Hennigar Marjorie | Br | Sch |
| Henry Cape | Am | Scw |
| do George G | Am | Scw |
| do Joseph | Am | Scw |
| do Jules | Fr | MV |
| do Patrick | Am | Scw |
| Henshaw West | Am | Scw |
| Herman Hazel E | Br | Sch |
| Hermanos Cuatros | Prvn | Bk |
| do Dos | Am | Scw |
| do Fernandez | Am | Scw |
| do Ortiga | Am | Scw |
| Hernandez Ricardo | Sp | Bkt |
| Hero Manchester | Br | Scw |
| do Western | Am | Scw |
| Herries Baron | Br | Scw |
| Herrin William F | Am | Scw |
| Herron Arthur N | Am | MV |
| Hettler Herman H | Am | Scw |
| Hewes Lake | Am | Scw |
| Hickory Old | Am | Brg |
| Highlander Canadian | Br | Scw |
| Highlands Atlantic | Am | Scw |
| Highway Harding | Am | SW |
| Hika West | Am | Scw |
| Hilda Grace | Br | Sch |
| do St | Am | Scw |
| Hildebrand, John C | Am | Sch |
| Hill Albert | Am | Scw |
| do Buck | Am | Brg |
| do Chestnut | Am | Scw |
| do Druid | Am | Brg |
| do Eagle | Am | Brg |
| do James J | Am | Scw |
| do Louis W | Am | Scw |
| do Maindy | Br | Scw |
| do Maple | Am | Brg |
| do Oak | Am | Brg |
| Hillman F. H | Am | Scw |
| Hilton Augusta G | Am | Sch |
| Himmelman Freda M | Br | Sch |
| Himrod West | Am | Scw |
| Hind George U | Am | Bkt |
| do Kaiser I | Br | Scw |
| do Robert R | Br | Sch |
| Hindoo War | Br | Scw |
| Hirtle Carrie L | Br | Sch |
| do Lilla B | Br | Sch |
| do Mary H | Br | Sch |
| Hixton West | Am | Scw |
| Ho Bobby | Am | Brg |
| do Westward | Am | Scw |
| Hobomac West | Am | Scw |
| Hock Joseph J | Am | Brg |
| Hoffding N. F | Dan | Scw |
| Hohm M. C | Dan | Scw |
| Holbrook West | Am | Scw |
| Holcomb Ralph T | Br | Scw |
| Holden Willis A | Am | Sch |
| Holland City of | Am | S W |
| do Clarence A | Am | Sch |
| do Nelson C | Am | Brg |
| do Star of | Am | Bk |
| Holley Alex | Am | Brg |
| Holloway John A | Br | Scw |
| Holly British | Br | Scw |
| Holmes C. S | Am | Sch |
| do Henry | Br | Scw |
| Holstein Schleswig | Ger | Scw |
| Holt John | Br | Scw |
| do Thomas | Br | Scw |
| Holyoke Richard | Am | Scw |
| Honaker West | Am | Scw |
| Honolulu City of | Am | Scw |
| Hoober Roy | Am | Scw |
| Hood Robin | Am | Scw |
| Hook Jacob W | Am | Sch |
| do Sandy | Am | Sch |
| do do | Am | Scw |
| Hoodless W. H | Am | Scw |
| Hooper Charles J | Am | Brg |
| do Eugenia | Am | Brg |
| do Harry F | Am | Brg |
| do Joseph E | Am | Brg |
| do Luther E | Am | Brg |
| do Marie | Am | Brg |
| do Mary A | Am | Brg |
| do T. J | Am | Scw |
| Hope Mount | Am | S W |
| do do | Am | Brg |
| do Western | Am | Scw |
| Hopkins Robert E | Am | Scw |
| Horan S. A | Am | Brg |
| Horn Claus | Ger | Scw |
| do Consul | Ger | MV |
| do Heinz | Ger | Scw |
| do Henry | Ger | MV |
| do Mimi | Ger | Scw |
| do Therese | Ger | MV |
| Hosokie West | Am | Scw |
| Hospital The Boston Floating | Am | Scw |
| Houck Courtney C | Am | Sch |
| Houghton Douglass | Am | Scw |
| do H | Am | Scw |
| House Elswick | Br | Scw |
| do Francis E | Am | Scw |
| Houston City of | Am | Scw |
| do Port | Am | MV |
| Howard John C | Br | Scw |
| do Julia | Am | Scw |
| do Katherine | Am | Brg |
| do Margaret A | Am | Scw |
| do Mary B | Am | Brg |
| do Paul | Am | Brg |
| do Thomas J | Am | Scw |
| do William G | Am | Scw |
| Howel King | Br | Scw |
| Howes Maria A | Br | Sch |
| Howland Thomas H | Am | Sch |
| Hoyt Edna | Am | Sch |
| Hsia Mei | Am | Scw |
| Hsiang Wan | Chi | Scw |
| Hua Pei | Chi | Scw |
| Hubbard C. Russell | Am | Scw |
| do Chas | Am | Scw |
| do John W | Am | StW |
| Hudson Anna M | Am | Trn |
| do Asher J | Am | Scw |
| do Hendrik | Am | S W |
| do River | Br | Scw |
| Huergo Ingeniero Luis A | Arg | Scw |
| Huertas Cabo | Sp | Scw |
| Huet Capitaine | Fr | Sch |
| Hughes Atkins | Am | Scw |
| do Bill | Am | Brg |
| do Eugene | Am | Scw |
| do Jim | Am | Brg |
| do John A | Am | Scw |
| Hulbert Murray | Am | Scw |
| Hume Mary D | Am | Scw |
| Humhaw West | Am | Scw |
| Humphreys H. R | Am | MV |
| Hunt General Henry J | Am | Scw |
| do S. B | Am | Scw |
| Hunter Canadian | Br | Scw |
| do Port | Br | Scw |
| Huntley Charles R | Br | Scw |
| do Hubert G | Am | Brg |
| Huron Lake | Am | Brg |
| Husted Harry E | Am | Brg |
| Hutchinson Charles L | Am | Scw |
| Hutt Hattie | Br | Sch |
| Hutton W. E | Am | Scw |
| Hvilsom Kaj | Dan | Sch |
| Hyde General John McE | Am | Scw |
| Hyman Myron L | Am | Scw |

## I

| | | |
|---|---|---|
| I. Dagny | Nor | Scw |
| do Isabella | Am | Scw |
| do Kommandoren | Nor | Scw |
| do Kristine | Nor | Scw |
| do Monviso | It | Scw |
| do Odland | Nor | Scw |
| Ibsen Henrik | Nor | Scw |
| Ica Rio | Pron | Scw |
| Iceland Star of | Am | Bk |
| Idwal King | Br | Scw |
| Idylle Cambrian | Br | Scw |
| Ignace Saint | Am | Scw |
| Imboden West | Am | Scw |
| Importer Canadian | Br | Scw |
| do London | Br | Scw |
| do Manchester | Br | Scw |
| Inaha Lake | Am | Scw |
| Inchcape Baron | Br | Scw |
| India Star of | Am | Bk |
| Indian East | Am | Scw |
| do West | Am | Scw |
| Inez Jolly | Br | Scw |
| do Santa | Am | Scw |
| Ingalls George H | Am | Scw |
| Inge Kong | Nor | Scw |
| Ingersoll Jr. A. C | Am | StW |
| Inglenook Lake | Am | Scw |
| Inglessi Ekaterina | Grk | Scw |
| Innes Frances | Br | Sch |
| Inskip West | Am | Scw |
| Inventor Canadian | Br | Scw |
| do Steel | Am | Scw |
| Ioannis Agios | Grk | Scw |
| Iossifoglu Eleni S | Grk | Scw |
| Ira West | Am | Scw |
| Ireland Robert L | Am | Scw |
| Irish W. M | Am | Scw |
| Irmak Kizil | Trk | Scw |
| Irmo West | Am | Scw |
| Ironsides General | Br | Sch |
| Irwin Wm. G | Am | ½ B |
| Isabel Infanta | Sp | Scw |
| do Santa | Am | Scw |
| Isadore St | Br | Scw |
| Iselin Adrian | Am | Scw |
| Isla La | | Scw |
| Island Belle | Am | Scw |
| do Fisher's | Am | Scw |
| do Grand | Am | Scw |
| do Hog | Am | Scw |
| do Kelley | Am | Scw |
| do Long | Am | Scw |
| do Manhattan | Am | Scw |
| do Noddle | Am | Scw |
| do Red | Br | Scw |
| do Rhode | Br | Scw |
| do Shooters | Am | Scw |
| Islander Thousand | Br | Scw |
| Isle Belle | Fr | Scw |
| do Presque | Am | Scw |
| Isleo El | Am | Scw |
| Isles British | Br | Scw |
| do Essex | Br | Scw |
| do Manx | Br | Scw |
| do Southern | Br | Scw |
| Isleta West | Am | Scw |
| Islip West | Am | Scw |
| Isom William | Am | Scw |
| Ison West | Am | Scw |
| Italy Star of | Am | S |
| Ivan West | Am | Scw |
| Ivis West | Am | Scw |

## J

| | | |
|---|---|---|
| Jaceguay Almirante | Brz | Scw |
| Jacinto San | Am | Scw |
| Jack Union | Br | Sch |
| Jacket Red | Am | Scw |
| Jackson Andrew | Am | Scw |
| do G. K | Br | Brg |
| do General R. H | Am | Scw |
| do Howard W | Am | SW |
| do President | Am | Scw |
| Jacksonville City of | Am | SW |
| Jacob C. W | Am | Scw |
| Jacques Cap Saint | Fr | Scw |
| do Jean | Fr | Scw |
| Jaffrey West | Am | Scw |
| Jagger Altana M | Am | Sch |
| Jah Hwah | Chi | Scw |
| James Harry B | Am | SW |
| Jarl Knut | Nor | Scw |
| do Roald | Nor | Scw |
| do Rolf | Nor | Scw |
| do Svein | Nor | Scw |
| Jaurequiberry Amiral | Fr | Scw |
| Jay John | Am | Scw |
| Jaynes A. C | Am | StW |
| Jean Helen | Br | Sch |
| do St | Fr | Scw |
| Jedburgh Baron | Br | Scw |
| Jefferson President | Am | Scw |
| Jeffery Edward T | Am | Scw |
| Jeffress Albert | Am | Scw |
| Jenkins Chas. O | Am | Scw |
| do Georgia D | Am | Trn |
| Jenney W. Le Baron | Am | Brg |
| Jennings Walter | Am | Scw |
| Jensen Anna | Dan | Scw |
| do Birte | Dan | Scw |
| do Dorte | Dan | Scw |
| do Ellen | Dan | Scw |
| do Grete | Dan | Scw |
| do Kirsten | Dan | Scw |
| do Mette | Dan | Scw |
| Jeramec Edouard | Fr | Scw |
| Jerome Saint | Fr | Scw |
| Jeronimo San | Br | Scw |
| Jersey New | Am | Brg |
| do do | Am | Scw |
| Jesu Cor | It | Scw |
| Jesup Gen. Thomas S | Am | Scw |
| Jewett W. F | Am | Sch |
| Jo Gysy | Am | Scw |
| Joaquin San | Am | Brg |
| do do | Nor | Scw |
| John J. B | Am | Scw |
| do Prince | Br | Scw |
| Johns St | Am | SW |
| Johnson Axel | Swd | MV |
| do Catherine | Am | Scw |
| do Ester | Am | Scw |
| do General Joseph E | Am | Scw |
| do James | Am | Bkt |
| do James W | Am | Scw |
| do Robert | Am | Scw |
| Joliet, City of | Am | Scw |
| Jones B. F | Am | Scw |
| do Bradford E | Am | Sch |
| do F. B | Am | S W |
| do Geo. H | Am | Scw |
| do Harry R | Am | Scw |
| do Kate | Am | Scw |
| do Mary | Br | Trn |
| do Stephen R | Am | Scw |
| Jose San | Am | Scw |
| do do | Am | StW |
| do do | Cub | Sch |
| Joseph Saint | Br | Sch |
| do do | Fr | Scw |
| Josiah King | Br | Sch |
| Joyce Chas. G | Am | Sch |
| do Henry I | Am | S W |
| Juan San | Am | Scw |
| do do | Mex | Scw |
| Judge, K. V | Am | Brg |
| do British | Br | Scw |
| Judith Point | Am | Scw |
| Julliard Helen C | Am | Brg |
| Jurado General Leon | Am | Sch |

## K

| | | |
|---|---|---|
| K. Andreas | Grk | Scw |
| do Esther | Am | Sch |
| do Margaret | Am | Brg |
| do Robert | Am | Scw |
| do Shadow | Am | MV |
| Kader West | Am | Scw |
| Kantara, El | Fr | Scw |
| Karachi City of | Br | Scw |
| Kasson West | Am | Scw |
| Katan West | Am | Scw |
| Katherine St | Am | Bk |
| Kathleen Geneva | Am | Trn |
| do Lady | Br | Scw |
| do Princess | Br | Scw |
| do Vera | Br | Scw |
| Kayser Anna | Ger | Scw |
| do Jeanette | Ger | Scw |
| Kea Mauna | Am | Scw |
| Keansburg City of | Am | Scw |
| Keating George A | Am | Scw |
| Keats West | Am | Scw |
| Kebar West | Am | Scw |
| Kedron West | Am | Scw |
| Keeler Emma | Am | Brg |
| do Kathryn A | Am | Brg |
| do Laura M | Am | Brg |
| do Ronald G | Am | Scw |

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| Keene W. B. | Am | Scw |
| do West | Am | Scw |
| Keith Clan | Br | Scw |
| do Colonel | Am | Brg |
| Kellers Frederick T | Am | Scw |
| Kelley Frederick W | Am | Brg |
| do Norman | Am | Brg |
| Kellogg Frederic R | Am | Scw |
| Kelly Catharine | Am | Brg |
| do Francis M | Am | Scw |
| do James J | Am | Brg |
| do W. C | Am | MV |
| Kelvin Lord | Br | Scw |
| Kemmel Mont | Fr | Scw |
| Kemp E. R | Am | Scw |
| Kendall Harvey J | Am | Scw |
| Kenefick Judge | Br | Scw |
| Kennedy Hugh | Am | Scw |
| do John McCartney | Am | Scw |
| do Walter | Br | Scw |
| Kennelly Mary A | Am | Brg |
| do Minnie D | Am | Brg |
| Kenneth Clan | Br | Scw |
| Kenney Chas. B | Am | Brg |
| Kenny, Philip J | Am | Scw |
| Kent A. L | Am | Scw |
| Kern Daniel | Am | Scw |
| Kernan Robert P | Br | Scw |
| Kerr D. G | Am | Scw |
| do Lillian E | Am | Trn |
| do Peter | Am | Scw |
| do Robert | Am | StW |
| Kerviler Rene | Fr | S |
| Kessler J. B. Aug | Hol | Scw |
| Ketchum John B. 2nd | Br | Scw |
| Keys Crawl | Am | Scw |
| Kiang Si | Fr | Scw |
| Kiat Kim | Am | Scw |
| Kidoniefs Antonio D | Grk | Scw |
| Kielberg Joan | Br | Sch |
| Kielland Alexander | Nor | Scw |
| Killian Alice | Am | Brg |
| do Jr., Francis | Am | Brg |
| Kimme Franziska | Ger | Sch |
| do George | Ger | Sch |
| King A. B | Am | Brg |
| do Border | Am | Scw |
| do Delta | Am | StW |
| do Eastern | Am | Scw |
| do Forest | Am | Scw |
| do George | Am | Scw |
| do Giant | Br | Sch |
| do Ice | Am | Brg |
| do do | Am | Scw |
| do John J | Am | Brg |
| do Midland | Br | Scw |
| do Minas | Br | Trn |
| do Nellie J | Br | Sch |
| do North | Am | Scw |
| do do | Br | SW |
| do Rapids | Br | Scw |
| do Salmon | Am | Scw |
| do Salvage | Br | Scw |
| do Shepherd | Br | MV |
| do Southern | Br | Scw |
| do Storm | Am | Scw |
| do Western | Am | Scw |
| do Willis L | Am | Scw |
| Kingsbury K. R | Am | Scw |
| Kingsley E. D | Br | Scw |
| Kingston City of | Br | Scw |
| Kinney A. T | Am | Scw |
| Kirdorf Emil | Ger | Scw |
| Kirkpatrick John C | Am | Scw |
| Kitchener H. H | Br | Sch |
| Kiwanis Chester | Am | Scw |
| Klinck Charles H | Am | Trn |
| do George E | Am | Trn |
| Kling John A | Am | Scw |
| Knapp F. M | Am | Brg |
| Knickle Sadie A | Br | Sch |
| Knight Eastern | Am | Scw |
| do Western | Am | Scw |
| Knox General | Br | Sch |
| do do | Am | Brg |
| do do Henry | Am | Scw |
| Knudsen Ida | Nor | MV |
| Koenig Peter | Am | Scw |
| Kohler G. A | Am | Sch |
| Kopajtic Ziga | Jg Slv | Scw |
| Kopp Jacob T | Am | Scw |
| Koppen Elsa | Ger | Scw |
| Kraft C. W | Am | Scw |
| Krag Thomas | Nor | Scw |
| Kreger Jennie Flood | Am | Sch |
| Krieger Estelle | Am | Sch |
| Krishna War | Br | Scw |
| Kristine Anna | Dan | Trn |
| Krohg Kristian | Nor | Scw |
| Krupp Alfred | Am | Brg |
| Kruse K. V | Am | Sch |
| Kull Kill von | Am | Scw |
| Kuntsmann Arthur | Ger | Scw |
| do Werner | Ger | Scw |
| Kwang Ah | Br | MV |
| do Fu | Br | MV |
| Kyriakides Eirini | Grk | Scw |
| Kyrre Olaf | Nor | Scw |
| Kyska West | Am | Scw |
| Kyttle Lake | Am | Scw |
| Kyvig H. J | Nor | Scw |

## L

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| L. A. No. 2 City of | Am | Scw |
| L. Andron | Br | Brg |
| do Bernon | Br | Brg |
| do D. Eliane | Fr | Scw |
| do D. Emilie | Fr | Scw |
| do D. Emmy | Fr | Scw |
| do D. Leopold | Fr | Scw |
| do D. Louis | Fr | Scw |
| do Fredon | Br | Brg |
| do Gedeon | Br | Scw |
| do Germaine | Fr | Scw |
| do Jeannon | Br | Brg |
| do Laureon | Br | Brg |
| do Leon | Br | Sch |
| do Marigo | Grk | Scw |
| do Mercedes | Br | Brg |
| do Napoleon | Br | Scw |
| do Natale | It | Scw |
| do Trieste | It | Scw |
| La Grande Sagua | Cuban | Scw |
| La Have Cape | Br | Scw |
| La Heve Cap | Fr | Scw |
| La Salle De | Fr | Scw |
| Laddie Highland | Br | Scw |
| Lady British | Br | Scw |
| Lago El | Am | Scw |
| Lahore City of | Br | Scw |
| Laird Highland | Br | Scw |
| Lai Chi | Am | Scw |
| Lake Margaret | Br | Sch |
| do North | Am | Scw |
| do Russel | Br | Trn |
| do West | Am | Scw |
| Lamberto San | Br | Scw |
| Lambs The | Am | Scw |
| Lamont Clan | Br | Scw |
| Lance Sheaf | Br | Scw |
| Land Beulah | Am | Trn |
| do De | Am | Brg |
| do Liberty | Am | Scw |
| do North | Am | Scw |
| do South | Am | Brg |
| Lane D. T | Am | StW |
| do Donna | Am | Scw |
| do Franklin K | Am | Scw |
| Lanessan De | Fr | Scw |
| Lang N. R | Am | StW |
| Langdon Mary | Am | Sch |
| Langell Simon | Br | Scw |
| Lank Wm. T | Am | Brg |
| Lantern British | Br | Scw |
| Lapland Star of | Am | S |
| Lara Pinango | Cuban | Scw |
| Laramie Fort | Am | Sch |
| Larga Lake | Am | Scw |
| Larsen, C. A | Nor | Scw |
| Larssen Fredrik | Br | Scw |
| Lasang Lake | Am | Scw |
| Lashaway West | Am | Scw |
| Lass Salvation | Am | Scw |
| Latrobe F. C | Am | SW |
| Laughlin James | Am | Scw |
| Laun A. G | Am | MV |
| Laurier Lady | Br | Scw |
| Law Cowden | Br | Scw |
| do Duns | Br | Scw |
| do Largo | Br | Scw |
| do Misty | Br | Scw |
| Lawrence C. T | Am | Scw |
| do G. M | Am | Scw |
| do H. J | Am | Scw |
| do John L | Am | Scw |
| do Jr. C. H | Am | Scw |
| do Nathan | Am | Brg |
| do St | Br | SW |
| do Thomas H | Am | Trn |
| Le Blanc Leo | Br | Trn |
| Le Borgne Albert | Fr | Scw |
| do Ginette | Fr | Scw |
| do Nicole | Fr | Scw |
| Le Masne Capitaine | Fr | Scw |
| Le Rideau Azay | Fr | Scw |
| Leader Canadian | Br | Scw |
| do Eastern | Am | Scw |
| Leaf Maple | Br | Sch |
| do Oak | Am | Brg |
| Leandro San | Am | Scw |
| Lee Fort | Am | Scw |
| do Harry | Am | StW |
| do Kia | Chi | Scw |
| do Maren | Am | Scw |
| do Mary | Am | Sch |
| do Robert E | Am | Scw |
| do Winifred | Br | Sch |
| do Yuan | Chi | Scw |
| Leffler August | Swd | Scw |
| do Charles D | Am | MV |
| Legge Enid E | Br | Trn |
| Legien Carl | Ger | Scw |
| Legion American | Am | Scw |
| Lemal Argosy | Br | Trn |
| Lemando Lake | Am | Scw |
| Lemerle Captaine Paul | Fr | Scw |
| Lemos Kostantis | Grk | Scw |
| Lenina Pamiat | Rus | Scw |
| Leon San | Br | Scw |
| Leonard George B. | Am | Scw |
| do R. D | Am | Scw |
| Leonardo San | Br | Scw |
| Leone Sierra | Dan | Scw |
| Leonhardt Adolph | Ger | Scw |
| do August | Ger | Scw |
| do Lotte | Ger | Scw |
| do Luise | Ger | Scw |
| do Marie | Ger | Scw |
| Leopold N. F | Am | Scw |
| do Roi | Blg | Scw |
| Leopoldo San | Br | Scw |
| Lesa Lake | Am | Scw |
| Lewis John F | Am | Scw |
| do William T | Am | Bk |
| Lianga West | Am | Scw |
| Liban Grand | Fr | Scw |
| Liberty Union | Am | Scw |
| Libre Cuba | Am | Brg |
| Lida Lake | Am | Scw |
| Liebnecht Karl | Rus | Scw |
| Light Breaksea | Br | Scw |
| do British | Br | Scw |
| do Caldy | Br | Scw |
| do Eastern | Am | Scw |
| do Holms | Br | Scw |
| do J. P | Am | StW |
| do Lundy | Br | Scw |
| do Northern | Am | Scw |
| do Tuskar | Br | Scw |
| do Western | Am | Scw |
| Like Like | Am | Scw |
| Liljevalch C. F | Swd | Scw |
| Lillian Ethel & | Am | Brg |
| Limited Virginia | Am | Scw |
| Lincoln Abraham | Am | Scw |
| do City of | Br | Scw |
| do General | Am | SW |
| do Port | Br | Scw |
| do President | Am | Scw |
| Lind Governor John | Am | Scw |
| Linda Yorha | Am | Scw |
| Lindabury Richard V | Am | Scw |
| Lindoe Erich | Nor | Scw |
| do Erling | Nor | Scw |
| Lindsay Clan | Br | Scw |
| Line Blue | Am | Scw |
| Lingemann Oscar J | Am | Scw |
| Linn William R | Am | Scw |
| Linnhe Loch | Fin | Bk |
| Linthicum Seth H | Am | Brg |
| do Sweetser | Am | Brg |
| do William | Am | Trn |
| Linton Robert L | Am | Sch |
| Lion Red | Am | Brg |
| do Sea | Am | Scw |
| Lipton Sir Thomas J | Am | Sch |
| Lisboa Dova | Br | Bk |
| Lister Chas. C | Am | Sch |
| Listo El | Am | Scw |
| Litchfield William E | Am | Trn |
| Little C. H | Br | Scw |
| do Ellen | Am | Sch |
| do Luther | Am | Sch |
| Livingstone Wm | Am | Scw |
| Lizarraga Tirso | Am | Scw |
| Llewelyn John | Br | Sch |
| Llusa Cristobal | Sp | Bk |
| do J. & C | Sp | Bk |
| do Viuda | Sp | S |
| Loa Mauna | Am | Scw |
| Lobo El | Br | Scw |
| Lobos Point | Am | Scw |
| Loch Highland | Br | Scw |
| Lock Geo. T | Am | Brg |
| Lockwood James Y | Am | StW |
| Lodge Deer | Am | Scw |
| Loft George W | Am | Scw |
| Loma Point | Am | Scw |
| London New | Am | Scw |
| Londonderry Lord | Br | Scw |
| Longmire Ronald C | Br | Trn |
| Loomis Edward E | Am | Scw |
| Loop F. S | Am | Scw |
| Lopez Antonio | Sp | Scw |
| do C. Lopez y | Sp | Scw |
| do Cap | Fr | Scw |
| Loquassuck West | Am | Scw |
| Lord British | Br | Scw |
| Lordsburg City of | Am | Scw |
| Lorenzo San | Br | Scw |
| Los Angeles City of | Am | Scw |
| Louis St | Am | Scw |
| do St | Fr | Bk |
| do St | Fr | Scw |
| do St | Br | Sch |
| Louise Francis | Br | Trn |
| do Lake | Am | Scw |
| do Leonie O | Br | Sch |
| do Nellie | Br | Trn |
| do Princess | Br | Brg |
| do do | Br | Scw |
| Lovatt Frederick J | Am | Trn |
| Lovett Joshua | Am | Scw |
| Lowe John M | Am | Brg |
| Lowell City of | Am | Scw |
| Lowery William | Am | Brg |
| Lucas Capt. A. F | Am | Scw |
| Luce Ervin J | Am | Sch |
| Luckenbach Andrea F | Am | Scw |
| do Dorothy | Am | Scw |
| do Edgar F | Am | Scw |
| do Edward | Am | Scw |
| do F. J | Am | Scw |
| do Florence | Am | Scw |
| do Harry | Am | Scw |
| do Horace | Am | Scw |
| do J. L | Am | Scw |
| do Jacob | Am | Scw |
| do Julia | Am | Scw |
| do K. I | Am | Scw |
| do Katrina | Am | Scw |
| do Lena | Am | Scw |
| do Lewis | Am | Scw |
| do Lillian | Am | Scw |
| do Mary | Am | Scw |
| do Paul | Am | Scw |
| do Robert | Am | Scw |
| do Walter A | Am | Scw |
| Luis Don | Chl | Scw |
| Luisa Santa | Am | Scw |
| Luiza Maria | Sp | Sch |
| Lukin General | Br | Scw |
| Lumbermen United | Br | Scw |
| Lummus J. N | Am | MV |
| Lundwall John | Swd | Scw |
| Lute Ruth B | Am | Scw |
| Lutz T. C | Am | Scw |
| Lyall Helen | Br | Sch |
| Lydia Marie | Br | Sch |
| Lydon William A | Am | MV |
| Lykes Almeria | Am | Scw |
| do Genevieve | Am | Scw |
| do Stella | Am | Scw |
| do Tillie | Am | Scw |
| Lynch Frank | Am | Scw |
| do John A | Am | Scw |
| do Thos | Am | Scw |
| Lynn Victor | Am | MV |
| Lyon Chas | Br | Scw |
| Lyons City of | Br | Scw |
| Lyras K | Grk | Scw |

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| **M** | | |
| M. C. & | Am | Scw |
| do Claudia | Brz | Scw |
| do Franca | Brz | Scw |
| do Georgios | Grk | Scw |
| do Lili | Brz | Bk |
| do Lydia | Brz | Scw |
| do Maria | It | Scw |
| do Mimi | Brz | Bk |
| do Nellie | Br | Trn |
| do Olga | Brz | Sch |
| do Olive | Br | Scw |
| do Therezina | Brz | Scw |
| Mabro Cesar | Egp | Scw |
| Mabrouck Sidi | Fr | Scw |
| Macalester Chas | Am | SW |
| Macaulay Clan | Br | Scw |
| Macbean Clan | Br | Scw |
| MacBeth A. D | Am | Scw |
| Macbeth Clan | Br | Scw |
| Macbrayne Clan | Br | Scw |
| Macbride Clan | Br | Scw |
| MacDonald J. Gordon | Am | Brg |
| do R. W | Am | Brg |
| MacDowell Charles H | Am | Sch |
| Macedonia San | Br | Scw |
| MacGill A. D | Am | Scw |
| Macgillivray Clan | Br | Scw |
| Macilwraith Clan | Br | Scw |
| Macindoe Clan | Br | Scw |
| MacInnes Clan | Br | Scw |
| Macintosh Clan | Br | Scw |
| Macintyre Clan | Br | Scw |
| Maciver Clan | Br | Scw |
| Mackall Katherine | Am | Bkt |
| Mackay Marie Louise | Br | Scw |
| MacKay Clan | Br | Scw |
| do John W | Fr | Scw |
| MacKean Amy G | Br | Trn |
| Mackellar Clan | Br | Scw |
| Mackenzie Clan | Br | Scw |
| Mackinlay Clan | Br | Scw |
| Mackinnon Clan | Br | Scw |
| MacLeod Niel | Am | Scw |
| Macnab Clan | Br | Scw |
| Macnair Clan | Br | Scw |
| MacNaughton James | Am | Scw |
| Macneil Clan | Br | Scw |
| Macomber B. F | Am | Scw |
| Macphee Clan | Br | Scw |
| Macpherson Norman B. | Br | Scw |
| Macquarie Port | Br | Scw |
| Macquarrie Clan | Br | Scw |
| Mactaggart Clan | Br | Scw |
| Mactavish Clan | Br | Scw |
| MacTier A. D | Am | Scw |
| Macvicar Clan | Br | Scw |
| Macwhirter Clan | Br | Scw |
| Macwilliam Clan | Br | Scw |
| Macy Josiah | Dzg | Scw |
| Madaket West | Am | Scw |
| Madison President | Am | Scw |
| Madras City of | Br | Scw |
| Madrid City of | Br | Scw |
| Maersk Agnete | Dan | Scw |
| do Angelica | Dan | Scw |
| do Arnold | Dan | Scw |
| do Betty | Dan | Scw |
| do Chastine | Dan | MV |
| do Effie | Dan | Scw |
| do Eleonora | Dan | Scw |
| do Emilie | Dan | Scw |
| do Gudrun | Dan | Scw |
| Maersk Hans | Dan | Scw |
| do Jakob | Dan | Scw |
| do Jessie | Dan | Scw |
| do Johannes | Dan | Scw |
| do Kirsten | Dan | Scw |
| do Laura | Dan | Scw |
| do Leise | Dan | Scw |
| do Marie | Dan | Scw |
| do Nicoline | Dan | MV |
| do Oluf | Dan | Scw |
| do Peter | Dan | Scw |
| do Robert | Dan | Scw |
| do Sally | Dan | MV |
| do Susan | Dan | Scw |
| Maeve Queen | Br | Scw |
| Mafalda Principessa | It | Scw |
| Maggiore Monte | It | Scw |
| Magne Joseph | Fr | Scw |
| Magnus Kong | Nor | Scw |
| Mahomet West | Am | Scw |
| Mahon Mac | Fr | Bk |
| Mahony Rose | Am | Bkt |
| Mahwah West | Am | Scw |
| Maid Cambrian | Br | Scw |
| do Eastern | Am | Scw |
| do Island | Am | StW |
| do Ocean | Br | MV |
| do Sunny | Br | Scw |
| do Western | Am | Scw |
| Maiden Scottish | Br | MV |
| do Tahitian | Br | Trn |
| Maine Libby | Am | MV |
| Maitland Thos | Br | Scw |
| Major British | Br | Scw |
| do Llantwit | Br | Scw |
| Malcolm Clan | Br | Scw |
| do King | Br | MV |
| Mallory Henry R | Am | Scw |
| Maloney William | Am | Scw |
| Maloy James L | Am | Sch |
| Mambi Cayo | Am | Scw |
| do do | Cuban | Scw |
| Mamei U. S | Pan | Brg |
| Mameli Goffredo | It | Scw |
| Manchester City of | Br | Scw |
| Manila City of | Br | Scw |
| Mann Isaac T | Am | Scw |
| Manning John | Am | Sch |
| Manor Brompton | Br | Scw |
| do Gilwen | Br | Scw |
| do Maindy | Br | Scw |
| Manta John R | Am | Sch |
| Mantaca Marionga | Grk | Scw |
| Mantacas Georgios | Grk | Scw |
| Manuel John S | Am | Scw |
| do San | Br | Scw |
| Maple British | Br | Scw |
| Maquinna Princess | Br | Scw |
| Marcus Aghios | Grk | Scw |
| Marea La | Br | MV |
| Margaret Ruth and | Am | Sch |
| Margareta Kronprinsessan | Swd | MV |
| Margrethe Dronning | Dan | Sch |
| Marguerite Daisy | Br | Sch |
| do Princess | Br | Scw |
| Mari Ann | Swd | Scw |
| Maria Ave | Hol | Trn |
| do Cabo Santa | Sp | Scw |
| do Delia | Arg | ½ B |
| do Irene | Dan | Scw |
| do Principessa | It | Scw |
| do Santa | Am | Scw |
| do do | Ptg | Trn |
| Marian Lady | Am | Sch |
| Marie Mona | Br | Sch |
| do Sainte | Am | Scw |
| do Suzanne-et | Fr | Scw |
| Marina Agia | Grk | Scw |
| Mariner Canadian | Br | Scw |
| do Eastern | Am | Scw |
| do London | Br | Scw |
| do Steel | Am | Scw |
| Marion Leona & | Am | Trn |
| Maris Michael N | Grk | Scw |
| Markham Charles H | Am | Scw |
| do Lake | Am | Scw |
| Marquan Henry | Am | SW |
| Marques Lourenco | Ptg | Scw |
| Marquette City of | Am | Scw |
| Marquis British | Br | Scw |
| Marran Martin J | Am | Scw |
| Marrero L. H | Am | Scw |
| Marseillaise La | Fr | Scw |
| Marseilles City of | Br | Scw |
| Marsh West | Br | Scw |
| do White | Am | Brg |
| Marshal Grand | Am | MV |
| Marshall British | Br | Scw |
| Marston W. H | Am | Sch |
| Marta Santa | Am | Scw |
| Martha Santa | Ptg | Trn |
| Martin Billy | Am | Trn |
| do M. W | Am | Brg |
| do Ruth | Am | Sch |
| Martino John L | Am | Trn |
| Maru Aden | Jap | Scw |
| do Africa | Jap | Scw |
| do Aikoku | Jap | Scw |
| do Akagisan | Jap | MV |
| do Akashi | Jap | Scw |
| do Aki | Jap | Scw |
| do Akibasan | Jap | Scw |
| do Akita | Jap | Scw |
| do Alabama | Jap | Scw |
| do Alaska | Jap | Scw |
| do Altai | Jap | Scw |
| do Amagisan | Jap | Scw |
| do Amazon | Jap | Scw |
| do America | Jap | Scw |
| do Amur | Jap | Scw |
| do Andes | Jap | Scw |
| do Anyo | Jap | Scw |
| do Arabia | Jap | Scw |
| do Argun | Jap | Scw |
| do Arizona | Jap | Scw |
| do Asaka | Jap | Scw |
| do Asama | Jap | Scw |
| do Aso | Jap | Scw |
| do Asuka | Jap | MV |
| do Atago | Jap | MV |
| do Atagosan | Jap | Scw |
| do Atlantic | Jap | Scw |
| do Atlas | Jap | Scw |
| do No. 1 Atsuta | Jap | Scw |
| do Awa | Jap | Scw |
| do Ayaha | Jap | Scw |
| do Azumasan | Jap | Scw |
| do Baltimore | Jap | Scw |
| do Bandai | Jap | Scw |
| do Bandoeng | Jap | Scw |
| do Bankoku | Jap | Scw |
| do Belfast | Jap | Scw |
| do Belgium | Jap | Scw |
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| do Biyo | Jap | Scw |
| do Bokuyo | Jap | Scw |
| do Bombay | Jap | Scw |
| do Bordeau | Jap | Scw |
| Maru Borneo | Jap | Scw |
| do Boston | Jap | Scw |
| do Brazil | Jap | Scw |
| do Burma | Jap | Scw |
| do Buyo | Jap | Scw |
| do Calcutta | Jap | Scw |
| do Canada | Jap | Scw |
| do Cape Town | Jap | Scw |
| do Celebes | Jap | Scw |
| do Ceylon | Jap | Scw |
| do Chicago | Jap | Scw |
| do Chichibu | Jap | Scw |
| do Chifuku | Jap | Scw |
| do Chile | Jap | Scw |
| do China | Jap | Scw |
| do Chitose | Jap | Scw |
| do Chofuku | Jap | Scw |
| do Chokyu | Jap | Scw |
| do Chosen | Jap | Scw |
| do Choyo | Jap | Scw |
| do Chukwa | Jap | Scw |
| do Clyde | Jap | Scw |
| do Cuba | Jap | MV |
| do Dainichi | Jap | Scw |
| do Dakar | Jap | Scw |
| do Delagoa | Jap | Scw |
| do Deli | Jap | Scw |
| do Denmark | Jap | Scw |
| do Dover | Jap | Scw |
| do Durban | Jap | Scw |
| do Egypt | Jap | Scw |
| do England | Jap | Scw |
| do Erie | Jap | Scw |
| do Etna | Jap | Scw |
| do Florida | Jap | MV |
| do France | Jap | Scw |
| do Fuji | Jap | Scw |
| do Fukkai | Jap | Scw |
| do Fuku | Jap | Scw |
| do Fukuko | Jap | Scw |
| do Fukura | Jap | Scw |
| do Fukuyo | Jap | Scw |
| do Fushimi | Jap | Scw |
| do Fuso | Jap | Scw |
| do Futami | Jap | Scw |
| do Ganges | Jap | Scw |
| do Genchu | Jap | Scw |
| do Genoa | Jap | Scw |
| do Genzan | Jap | Scw |
| do Ginryo | Jap | Scw |
| do Ginyo | Jap | Scw |
| do Giyo | Jap | Scw |
| do Glasgow | Jap | Scw |
| do Goshu | Jap | Scw |
| do Gozan | Jap | Scw |
| do Guisen | Jap | Scw |
| do Gyokoh | Jap | Scw |
| do Hague | Jap | Scw |
| do Hakata | Jap | Scw |
| do Hakkai | Jap | Scw |
| do Hakodate | Jap | Scw |
| do Hakuho | Jap | Scw |
| do Hakushika | Jap | Scw |
| do Hakutatsu | Jap | Scw |
| do Hakuyo | Jap | Scw |
| do Hamburg | Jap | Scw |
| do Hankaw | Jap | Scw |
| do Haruna | Jap | Scw |
| do Hasshu | Jap | Scw |
| do Havana | Jap | Scw |
| do Havre | Jap | Scw |
| do Hawaii | Jap | Scw |
| do Hayabusa | Jap | Sch |
| do Hayatomo | Jap | MV |
| do Hayo | Jap | Scw |
| Maru Heijin | Jap | Scw |
| do Heimei | Jap | Scw |
| do Heinan | Jap | Scw |
| do Himalaya | Jap | Scw |
| do Hirato | Jap | Scw |
| do Hisayoshi | Jap | Scw |
| do Hiyeizan | Jap | Scw |
| do Hofuku | Jap | Scw |
| do Hokkai | Jap | Scw |
| do Hokkoh | Jap | Scw |
| do Hoko | Jap | Scw |
| do Hokuto | Jap | Scw |
| do Hokuyo | Jap | Scw |
| do Honolulu | Jap | Scw |
| do Horai | Jap | Scw |
| do Hoyeisan | Jap | Scw |
| do Hudson | Jap | Scw |
| do Ibukisan | Jap | Scw |
| do Ida | Jap | Scw |
| do Ikomasan | Jap | Scw |
| do Inaba | Jap | Scw |
| do India | Jap | Scw |
| do Indo | Jap | Scw |
| do Indus | Jap | Scw |
| do Ishin | Jap | Scw |
| do Italy | Jap | Scw |
| do Itsukushima | Jap | Scw |
| do Iwatesan | Jap | Scw |
| do Iyo | Jap | Scw |
| do Java | Jap | Scw |
| do Jinsho | Jap | Scw |
| do Johgu | Jap | Scw |
| do Jufuku | Jap | Scw |
| do Juyo | Jap | Scw |
| do Kabafuto | Jap | Scw |
| do Kaga | Jap | Scw |
| do Kaiko | Jap | Scw |
| do Kaisho | Jap | Scw |
| do Kaitsu | Jap | Scw |
| do Kamakura | Jap | Scw |
| do Kanagawa | Jap | Scw |
| do Kanju | Jap | Scw |
| do Kanko | Jap | Scw |
| do Karachi | Jap | Scw |
| do Kashima | Jap | Scw |
| do Kashu | Jap | Scw |
| do Katori | Jap | Scw |
| do Katsura | Jap | Scw |
| do Kawachi | Jap | Scw |
| do Kayo | Jap | Scw |
| do Keifuku | Jap | Scw |
| do Keijo | Jap | Scw |
| do Keishin | Jap | Scw |
| do Keiun | Jap | Scw |
| do Kenjo | Jap | Scw |
| do Kenkyu | Jap | Scw |
| do Kifuku | Jap | Scw |
| do Kiku | Jap | Scw |
| do Kimi | Jap | Scw |
| do Kinkasan | Jap | Scw |
| do Kinko | Jap | Scw |
| do Kinoene | Jap | Scw |
| do Kinryo | Jap | Scw |
| do Kinsen | Jap | Scw |
| do Kinzan | Jap | Scw |
| do Kirin | Jap | Scw |
| do Kiso | Jap | Scw |
| do Kitakala | Jap | Scw |
| do Kiyo | Jap | Scw |
| do Koan | Jap | Scw |
| do Kobun | Jap | Scw |
| do Kofuku | Jap | Scw |
| do Kogiku | Jap | Scw |
| do Kohki | Jap | Scw |
| do Kohnan | Jap | Scw |

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| Maru Kohryu | Jap | Scw |
| do Kohshun | Jap | Scw |
| do Kohso | Jap | Scw |
| do Koki | Jap | Scw |
| do Koko | Jap | Scw |
| do Kongosan | Jap | Scw |
| do Korea | Jap | Scw |
| do Korei | Jap | Scw |
| do Koryu | Jap | Scw |
| do Koshin | Jap | Scw |
| do Kosoku | Jap | Scw |
| do Kotsu | Jap | Scw |
| do Koyei | Jap | Scw |
| do Koyo | Jap | Scw |
| do Koyu | Jap | Scw |
| do Kunajiri | Jap | Scw |
| do Kureha | Jap | Scw |
| do Kurohime | Jap | Scw |
| do Kwanan | Jap | Scw |
| do Kwazan | Jap | Scw |
| do Kyodo | Jap | MV |
| do La Plata | Jap | MV |
| do Lisbon | Jap | Scw |
| do Liverpool | Jap | Scw |
| do London | Jap | Scw |
| do Luzon | Jap | Scw |
| do Lyons | Jap | Scw |
| do Madras | Jap | Scw |
| do Malacca | Jap | Scw |
| do Malay | Jap | Scw |
| do Malta | Jap | Scw |
| do Mandasan | Jap | Scw |
| do Manila | Jap | Scw |
| do Manju | Jap | Scw |
| do Manko | Jap | Scw |
| do Manshu | Jap | Scw |
| do Mantatsu | Jap | Scw |
| do Mayebashi | Jap | Scw |
| do Meigen | Jap | Scw |
| do Meiko | Jap | Scw |
| do Meiten | Jap | Scw |
| do Meiwu | Jap | Scw |
| do Meiyo | Jap | Scw |
| do Menado | Jap | Scw |
| do Mexico | Jap | Scw |
| do Miho | Jap | Scw |
| do Miikesan | Jap | Scw |
| do Mikado | Jap | Scw |
| do Mikawa | Jap | Scw |
| do Milan | Jap | Scw |
| do Misaki | Jap | Scw |
| do Mishima | Jap | Scw |
| do Mitsuki | Jap | Scw |
| do Miye | Jap | Scw |
| do Miyoshino | Jap | Scw |
| do Moji | Jap | Scw |
| do Montevideo | Jap | MV |
| do Montreal | Jap | Scw |
| do Morioka | Jap | Scw |
| do Muroran | Jap | Scw |
| do Myogisan | Jap | Scw |
| do Nagano | Jap | Scw |
| do Nagato | Jap | Scw |
| do Nankai | Jap | Scw |
| do Nanking | Jap | Scw |
| do Nankoh | Jap | Scw |
| do Nankwa | Jap | Scw |
| do Naples | Jap | Scw |
| do Niigata | Jap | Scw |
| do Nikko | Jap | Scw |
| do Nippo | Jap | Scw |
| do Nissei | Jap | Scw |
| do Nisshin | Jap | Scw |
| do Nissho | Jap | Scw |
| do Nisshu | Jap | Scw |
| Maru Norfolk | Jap | Scw |
| do Norway | Jap | Scw |
| do Noshiro | Jap | Scw |
| do Ohio | Jap | Scw |
| do Ohkuni | Jap | Scw |
| do Oregon | Jap | Scw |
| do Oridono | Jap | Scw |
| do Osaka | Jap | Scw |
| do Oyama | Jap | Scw |
| do Pacific | Jap | Scw |
| do Panama | Jap | Scw |
| do Paris | Jap | Scw |
| do Peking | Jap | Scw |
| do Penang | Jap | Scw |
| do Portland | Jap | Scw |
| do Portsaid | Jap | Scw |
| do Rakuyo | Jap | Scw |
| do Rangoon | Jap | Scw |
| do Reiyo | Jap | Scw |
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| do Ryoka | Jap | Scw |
| do Ryokai | Jap | Scw |
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| do Ryui | Jap | Scw |
| do Ryujin | Jap | Scw |
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| do Sado | Jap | Scw |
| do Saikai | Jap | Scw |
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| do San Francisco | Jap | Scw |
| do Sanjin | Jap | Scw |
| do Sanka | Jap | Scw |
| do Sanuki | Jap | Scw |
| do Sanyo | Jap | Scw |
| do Scotland | Jap | Scw |
| do Seattle | Jap | Scw |
| do Seine | Jap | Scw |
| do Seiun | Jap | Scw |
| do Seiyo | Jap | Scw |
| do Sekkow | Jap | Scw |
| do Shanghai | Jap | Scw |
| do Shidzuoka | Jap | Scw |
| do Shinano | Jap | Scw |
| do Shinbu | Jap | Scw |
| do Shinchiku | Jap | Scw |
| do Shinkai | Jap | Scw |
| do Shinko | Jap | Scw |
| do Shinnoh | Jap | Scw |
| do Shinshu | Jap | Scw |
| do Shintoku | Jap | Bkt |
| do Shinyo | Jap | Scw |
| do Shinzan | Jap | Scw |
| do Shinzui | Jap | Scw |
| do Shogen | Jap | Scw |
| do Shumsei | Jap | Scw |
| do Shunka | Jap | Scw |
| do Shunko | Jap | Scw |
| do Shunsho | Jap | Scw |
| do Shuntai | Jap | Scw |
| do Shunzan | Jap | Scw |
| do Siberia | Jap | Scw |
| do Singapore | Jap | Scw |
| do Somedono | Jap | Scw |
| do Sorachi | Jap | Scw |
| do Soshu | Jap | Scw |
| do Suez | Jap | Scw |
| do Suma | Jap | Scw |
| do Sumatra | Jap | Scw |
| do Sumaura | Jap | Scw |
| Maru Suwa | Jap | Scw |
| do Sweden | Jap | Scw |
| do Sydney | Jap | Scw |
| do Tachibana | Jap | Scw |
| do Tacoma | Jap | Scw |
| do Taibu | Jap | Scw |
| do Taigen | Jap | Scw |
| do Taiho | Jap | Scw |
| do Taikai | Jap | Scw |
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| do Taikwa | Jap | Scw |
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| do Tasmania | Jap | Scw |
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| do Ten-an | Jap | Scw |
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| do Tenkai | Jap | Scw |
| do Tenpaisan | Jap | Scw |
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| do Tenyu | Jap | Scw |
| do Tenzan | Jap | Scw |
| do Texas | Jap | Scw |
| do Thames | Jap | Scw |
| do Times | Jap | Scw |
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| do Tokushima | Jap | Scw |
| do Tomi | Jap | Scw |
| do Tomiura | Jap | Scw |
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| do Tsuyama | Jap | Scw |
| do Tyne | Jap | Scw |
| do Uga | Jap | Scw |
| do Ujina | Jap | Scw |
| Maru Ume | Jap | Scw |
| do Unkai | Jap | Scw |
| do Unyo | Jap | Scw |
| do Urajio | Jap | Scw |
| do Urayasu | Jap | Scw |
| do Usuri | Jap | Scw |
| do Vancouver | Jap | Scw |
| do Venice | Jap | Scw |
| do Victoria | Jap | Scw |
| do Wakasa | Jap | Scw |
| do Wales | Jap | Scw |
| do Washington | Jap | Scw |
| do Woosung | Jap | Scw |
| do Woyo | Jap | Scw |
| do Yamagata | Jap | Scw |
| do Yamato | Jap | Scw |
| do Yaye | Jap | Scw |
| do Yayoi | Jap | Scw |
| do Yeboshi | Jap | Scw |
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| do Yehime | Jap | Scw |
| do Yeian | Jap | Scw |
| do Yeifuku | Jap | Scw |
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| do Yesan | Jap | Scw |
| do Yogen | Jap | Scw |
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| do Yoneyama | Jap | Scw |
| do Yoshino | Jap | Scw |
| do Ypres | Jap | Scw |
| do Yubari | Jap | Scw |
| do Yugao | Jap | Scw |
| do Yuki | Jap | Scw |
| do Yuri | Jap | Scw |
| do Zuiko | Jap | Scw |
| Marvell Levin J | Am | Sch |
| Marvin F. H | Am | MV |
| Mary Geraldine | Br | Scw |
| do Lake | Am | Scw |
| do Princess | Br | Scw |
| do St | Br | Scw |
| Maryland State of | Am | Scw |
| Mason Hoover & | Am | Scw |
| do Marion L | Br | Sch |
| do Rollin E | Am | Scw |
| do W. G | Am | Scw |
| do W. S | Am | SW |
| Mateo San | Am | Scw |
| Mates Motor | Am | MV |
| Mather Samuel | Am | Scw |
| do Wm. G | Am | Scw |
| Matheson Clan | Br | Scw |
| Mathews General | Am | Scw |
| Mathilde New | Br | Scw |
| Mathiott E. G | Am | Scw |
| Mattato Lake | Am | Scw |
| Mattheu Clara | Nic | Scw |
| Matthews Daisy | Am | Scw |
| Matthiesson Chr | Swd | Scw |
| Matton Edna M | Am | Brg |
| do Queen | Br | Scw |
| Maude General | Br | Trn |
| Maurepas Lake | Am | Scw |
| Maurizio Citta di Porto | It | Scw |
| Mawr Bryn | Am | Brg |
| Maxime Sainte | Fr | Scw |
| Maximus West | Am | Scw |
| Maxson W. E | Am | B |
| Maxwell Nobel | Am | S |
| May Cape | Am | S |
| do do | Am | S |
| do Edward | Am | B |
| do Gracie | Am | S |
| do Ida | Am | S |
| do Katherine | Am | S |
| do Lillian | Am | M |
| do Lucy | Am | S |
| do Princess | Br | S |
| Maynard Mary G | Am | S |
| Mayo Admiral | Am | S |
| Maytham Thomas | Am | S |
| McAllister Chas | Am | S |
| do Chas. D | Am | S |
| do W. H | Am | S |
| McCaffrey George F | Am | S |
| McCallum General | Am | S |
| McCann Junior | Am | B |
| McCaulley E. V | Am | S |
| do Wm. F | Am | S |
| McClintock Robert | Am | S |
| McColl B. B | Br | M |
| McCooey John H | Am | S |
| McCool Daniel | Am | M |
| McCormack E. J | Am | S |
| McCormick Charles R. | Am | S |
| do Hamlin F. | Am | S |
| McCracken John | Am | S |
| McCue Anthony | Am | B |
| McCullough C. H., Jr. | Am | S |
| McDonald Andrew | Am | B |
| do Francis J | Am | S |
| McDougall Alexander | Am | S |
| McFadden Ethelwyn A | Br | S |
| McGaughy, J. S | Am | B |
| McGean W. H | Am | S |
| McGee James | Am | S |
| McGlashen Agnes D | Br | S |
| McGonagle William A. | Am | S |
| McGowan Willie | Br | S |
| McIlvaine Helen | Am | B |
| McIntosh H. P | Am | S |
| McIntyre Peter | Br | S |
| McKay Donald | Am | S |
| do Jean | Br | T |
| McKee J. A | Br | S |
| McKeever Edward J. Jr. | Am | S |
| do Stephen W., Jr. | Am | S |
| McKelvy F. G | Am | B |
| McKenna Edward | Am | B |
| McKenney William A | Am | S |
| McKenzie D. D | Br | S |
| do J. Henry | Br | S |
| McKerchy John M | Am | S |
| McKinley President | Am | S |
| McKinney Price | Am | S |
| McKnight Edna M | Am | S |
| McLaurin Alexander | Br | S |
| McLean John H | Am | S |
| McLennan Harry A | Br | S |
| McLouth Peirce | Am | S |
| McNally Celestine | Am | F |
| do John H | Am | F |
| do Mary C | Am | S |
| do Mildred | Am | F |
| do Vincent | Am | F |
| McNeal Kenneth L | Am | S |
| do Thomas C | Am | M |
| McNeil Kenneth W | Am | F |
| McQuesten Josephine A. | Am | S |

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| cRae Jean F | Br | Trn |
| cVea Charles | Am | Scw |
| cWilliams Chal | Am | Scw |
| do Daisy | Am | Scw |
| do James | Am | Scw |
| ead Sheaf | Br | Scw |
| ideci Lavalle | Arg | Sch |
| editerraneo Mar | Sp | Scw |
| er Schwarzes | Ger | Scw |
| eg Mons | Br | Brg |
| ehtar War | Br | Scw |
| eigs Fort | Am | S W |
| elbourne City of | Br | Scw |
| do Esther | Am | Sch |
| elchior M. G | Dan | Scw |
| ele Capo | It | Scw |
| elito San | Br | Scw |
| ellen G. K | Am | Brg |
| ellon Richard B | Am | Brg |
| endi Abodi | Sp | Scw |
| lo Agire | Sp | Scw |
| lo Aizkarai | Sp | Scw |
| lo Aizkori | Sp | Scw |
| lo Altobizkar | Sp | Scw |
| lo Altuna | Sp | Scw |
| lo Alu | Sp | Scw |
| lo Andraka | Sp | Scw |
| lo Araitz | Sp | Scw |
| lo Arantza | Sp | MV |
| lo Arantzazu | Sp | Scw |
| lo Araya | Sp | Scw |
| lo Ardantza | Sp | Scw |
| lo Ariaga | Sp | Scw |
| lo Arinda | Sp | Scw |
| lo Aritz | Sp | Scw |
| lo Arno | Sp | Scw |
| lo Arnotegui | Sp | Scw |
| lo Arola | Sp | Scw |
| lo Artagan | Sp | Scw |
| lo Artea | Sp | Scw |
| lo Artxanda | Sp | Scw |
| lo Artza | Sp | Scw |
| lo Astoi | Sp | Scw |
| lo Atxeri | Sp | Scw |
| lo Axpe | Sp | Scw |
| lo Bizkargi | Sp | Scw |
| lo Eretza | Sp | Scw |
| lo Gorbea | Sp | Scw |
| lo Igotz | Sp | Scw |
| lo Jata | Sp | Scw |
| lo Ordunte | Sp | Scw |
| lo Unbe | Sp | Scw |
| lo Upo | Sp | Scw |
| lo Urkiola | Sp | Scw |
| lo Urko | Sp | Scw |
| enendes Antinojenes | Cuban | Scw |
| enendez Jose | Arg | Scw |
| engel Lieut. Sam | Am | Sch |
| enor Cabo | Sp | Scw |
| erced La | Am | Scw |
| erchant American | Am | Scw |
| do British | Br | Scw |
| do London | Br | Scw |
| do Manchester | Br | Scw |
| errill Julia B | Br | Sch |
| erritt I. J | Am | Scw |
| erseck Bessie C | Am | Scw |
| lo Carrie T | Am | Scw |
| lo John A | Am | Scw |
| lo Margaret L | Am | Scw |
| lo Mary E | Am | Scw |
| lo Walter L | Am | Scw |
| esservey Irene E | Am | Sch |
| essick W. L | Am | Scw |
| etzinger General | Fr | Scw |
| Mexican Anglo | Br | Scw |
| Mexico Gulf of | Am | Scw |
| do New | Br | Scw |
| Meyer Albert | Am | Sch |
| do David C | Am | Scw |
| do Ernest H | Am | Scw |
| do Henry A | Am | Scw |
| do John E | Am | Scw |
| do W. H | Am | Scw |
| Michael St | Am | StW |
| do do | Am | Scw |
| Michalos, Anthippi N. | Grk | Scw |
| Michele San | It | Scw |
| Michelsen Christian | Nor | Scw |
| Michie Col. P. S | Am | Scw |
| Michigan Lake | Am | Brg |
| Middleton Lydia | Am | Trn |
| do William | Br | Scw |
| Midland Emperor of | Br | Scw |
| Midling Oscar | Swd | Scw |
| Mihanovic Nikola | Jg Slv | Scw |
| Mihiel St | Am | Scw |
| Millard Thomas C | Am | Scw |
| Miller Belle | Am | Scw |
| do C. D. S | Am | Brg |
| do Canadian | Br | Scw |
| do Evelyn V | Br | Sch |
| do George W | Am | StW |
| do Julius | Am | Scw |
| do Leonard B | Am | Scw |
| do Northwestern | Br | Scw |
| do Southwestern | Br | Scw |
| do W. S | Am | Scw |
| Millett John | Br | Trn |
| Mills A. Ernest | Am | Sch |
| do Alden A | Am | Scw |
| do Clark | Am | Scw |
| do D. O | Am | Scw |
| do General S. M | Am | Scw |
| do J. E | Br | Scw |
| do W. W | Am | Scw |
| Milne General | Br | Scw |
| Minch Anna C | Br | Scw |
| do Philip | Am | Scw |
| Mingo West | Am | Scw |
| Minor Geo. H | Am | Scw |
| do Thor | Nor | Scw |
| Minsinger C | Am | StW |
| Minstrel Scottish | Br | MV |
| Minto Baron | Br | Scw |
| Miraflores Lake | Am | Scw |
| Mitchel John Purroy | Am | Scw |
| Mitchell Annie B | Am | Trn |
| do J. K | Am | Trn |
| do Pentecost | Am | Scw |
| do William | Br | S |
| Modus West | Am | Scw |
| Moffet J. A | Am | Scw |
| do Jr. J. A | Am | Scw |
| Mohr Conrad | Nor | Scw |
| Moi Ka | Am | Sch |
| Moiles Annie | Am | Scw |
| Molinos Marguerite | Fr | Bk |
| Moll Clifford F | Am | Scw |
| Moller Chris | Br | Scw |
| Monarch British | Br | Scw |
| do Norman | Br | Scw |
| do Ocean | Br | Scw |
| Monica Santa | Am | Scw |
| Monroe Clan | Br | Scw |
| Monroe President | Am | Scw |
| Montana Wheatland | Am | Scw |
| Montecillo El | Sp | Scw |
| Montgomery City of | Am | Scw |
| Montop West | Am | Scw |
| Montreal Emperor of | Br | Scw |
| Moody W. J | Am | Scw |
| do William H | Am | Scw |
| Moon Blue | Am | Sch |
| do Eastern | Am | Scw |
| do Half | Am | Scw |
| Moore Col | Am | Brg |
| do Dinty | Am | Brg |
| do Isobel | Br | Trn |
| do Mary E | Am | Scw |
| do Olive | Br | Trn |
| Morales Pepe | Mex | Scw |
| Moran Agnes A | Am | Scw |
| do Alice M | Am | Scw |
| do David | Br | Brg |
| do Eugene F | Am | Scw |
| do Joseph H | Am | Scw |
| do Julia C | Br | Scw |
| do M | Am | Scw |
| do Margaret A | Am | Scw |
| do Marion | Am | Scw |
| do Susan A | Am | Scw |
| do Thomas E | Am | Scw |
| Morandi Emilio | It | Scw |
| Moren James | Am | StW |
| Morena Sierra | Dan | Scw |
| do do | Ger | Scw |
| Morey Frank A | Am | Trn |
| do Maude M | Am | Sch |
| Morgan Arthur | Br | Sch |
| do Chas. W | Am | Bk |
| do Fort | Nor | Scw |
| do J. Pierpont | Am | Scw |
| do J. P. Jr | Am | Scw |
| Morrell Daniel J | Am | Scw |
| Morrison Capt. T. W | Br | Scw |
| do Clan | Br | Scw |
| Morrissey Effie M | Br | Sch |
| Morrow Joe S | Am | Scw |
| do John F | Br | Scw |
| Morse H. F | Am | Scw |
| do J. T | Am | SW |
| do Jay C | Am | Scw |
| do Samuel F. B | Am | Sch |
| Mosher Gladys | Br | Sch |
| do Pauline B | Br | Sch |
| Mott Wm C | Am | Brg |
| Moulton Catherine M | Br | Sch |
| do Ena A | Br | Sch |
| do Francis E | Br | Trn |
| do Rebecca J | Am | Sch |
| do Reginald B | Br | Trn |
| Mount Merry | Am | Scw |
| do Sheaf | Br | Scw |
| Mountain Bear | Am | S W |
| do Red | Am | Scw |
| Mousquetaire Le | Fr | Trn |
| Mowinckel Johan Ludvig. | Nor | Scw |
| Mullen John | Am | Scw |
| do Martin | Am | Scw |
| Muller William | Am | Brg |
| Mumford J. A | Br | Scw |
| Munch Edvard | Nor | Scw |
| Mundo El | Am | Scw |
| Munham West | Am | Scw |
| Munro Daniel M | Br | MV |
| Munson Walter D | Am | Scw |
| Murdock Clan | Br | Scw |
| Murphy Nicholas | Am | Brg |
| do Rose | Am | Scw |
| do Simon J | Am | Scw |
| do Thomas F | Am | Brg |
| Murray Baron | Br | Scw |
| do Clan | Br | Scw |
| do Wm. B | Am | Scw |
| Mus San | Sp | Sch |
| Myer W. H | Am | Scw |
| Myra Hazel L | Br | Trn |

**N**

| | | |
|---|---|---|
| N. Ethel | Am | Sch |
| Nacional Guardia | Arg | Scw |
| Nadeau Mina | Br | Trn |
| Nairn Baron | Br | Scw |
| Nam Ling | Chi | Scw |
| Nan Chi | Am | Scw |
| Nang Phra | Br | Scw |
| Napier General | Br | Scw |
| do Port | Br | Scw |
| Narka Lake | Am | Scw |
| Nasmyth Jas | Am | Brg |
| Nassau City of | Br | Sch |
| do Oranje | Hol | Scw |
| Naugler William A | Br | Trn |
| Naval Hela | Ger | Sch |
| Navigator Steel | Am | Scw |
| Nawab War | Br | Scw |
| Nazaire Saint | Fr | Scw |
| Nazario San | Br | Scw |
| Nebraska Capital of | Am | Scw |
| Neff Sidney O | Am | Scw |
| Negro Mar | Sp | Scw |
| do Rio | Urg | Scw |
| Neil Fannie | Am | Brg |
| Neilsen Hanna | Jap | Scw |
| Neilson James B | Am | Scw |
| Nelson Charles | Am | Brg |
| do Metha | Am | Trn |
| Neris West | Am | Scw |
| Nero Monte | It | Scw |
| Nessen N. J | Am | Scw |
| Nettleton A. E | Am | Scw |
| do Jane | Am | Scw |
| Nevada Sierra | Ger | Sch |
| do do | Dan | Scw |
| Nevoso Monte | It | Scw |
| Newcastle City of | Br | Scw |
| Newhall Edith | Br | MV |
| Newhouse Oscar | Am | MV |
| Newland J. B | Br | Sch |
| Newman T. F | Am | Brg |
| News New York | Br | Scw |
| Newson James E | Am | Sch |
| Nez Cap Blanc | Fr | Scw |
| Nicholas Saint | Am | S |
| do do | Fr | Scw |
| Nichols Anthony D | Am | Sch |
| Nicholson A. M | Am | Sch |
| do Port | Br | Scw |
| Nickerson Bertha D | Ptg | Sch |
| Nicolas San | Am | Scw |
| Nielsen Luise | Jap | Scw |
| do Marie | Nor | Scw |
| do Niels | Nor | Scw |
| Nielson Alonso N. T | Nor | Scw |
| Niger West | Am | Scw |
| Nilus West | Am | Scw |
| Nisbet Watkins F | Br | Scw |
| Nivaria West | Am | Scw |
| Nizam War | Br | Scw |
| Nobel Alfred | Nor | Scw |
| do Emanuel | Blg | Scw |
| Nohno West | Am | Scw |
| Noire Roche | Fr | Scw |
| Noli Capo | It | Scw |
| Nome City of | Am | MV |
| Norcross Jessie | Egp | Sch |
| Nord Cap | Dan | Sch |
| do Cote | Br | Trn |
| Norfolk City of | Am | Scw |
| do do | Am | S W |
| Norman Chas R | Am | Scw |
| Norranus West | Am | Scw |
| Norris Alice B | Am | Brg |
| Norte Cap | Ger | Scw |
| do El | Am | Scw |
| Northam Emily F | Am | Trn |
| Norton David Z | Am | Scw |
| Norwich City of | Br | Scw |
| Nosska West | Am | Scw |
| Nottingham William | Am | Scw |
| do do | Nor | Brg |
| Notus West | Am | Scw |
| Nova Terra | Br | Scw |
| do Vita | It | Scw |
| Noyes Jessie G | Am | Sch |
| do Sally Persis | Am | Sch |
| do Walter D | Am | Scw |
| Number 1 A | Am | Brg |
| do 1 Ansaldo | It | Scw |
| do 1 Blaafjeld | Nor | Scw |
| do 1 Bravo | Nor | Scw |
| do 1 Cities Service | Am | Brg |
| do 1 City Oil Barge | | |
| do 1 Collier | Br | Scw |
| do 1 Cuyamel Fruit Co | Hon | MV |
| do 1 F | Am | Brg |
| do 1 Federal | Am | Scw |
| do 1 Freeport Sulphur | Am | Scw |
| do 1 Fruhjof | Nor | Scw |
| do 1 Galena | Am | Brg |
| do 1 Ginzel | Am | Brg |
| do Humble Oil & Refining Co. | Am | Brg |
| do 1 I. I. S. N. Co. Pine Barge | Am | Brg |
| do 1 L. & W.B.C. Co. | Am | Brg |
| do 1 M. E. Co | Am | Brg |
| do 1 M. P | Am | Brg |
| do 1 Maitland | Am | Scw |
| do 1 Marquette & Bessemer | Am | Scw |
| do 1 Mining Products | Am | Brg |
| do 1 Montezuma | Am | Brg |
| do 1N.Y.Central Oil Barge | Am | Brg |
| do 1 New York Marine Co. | Am | Scw |
| do 1 Ontario | Br | Scw |
| do 1 Otaru Maru | Jap | Scw |
| do 1 P. R. R. | Am | Scw |
| do 1 Pocahontas | Am | Brg |
| do 1 Rio Vista L. & B. Co. | Am | Brg |
| do 1 Rioco | Am | Brg |
| do 1 S. T. Co | Br | Sch |
| do 1 Sable | Br | Scw |
| do 1 Sapporo Maru | Jap | Scw |
| do 1 Shinsei Maru | Jap | Scw |
| do 1 Smith Line | Am | Brg |
| do 1 Smith & Terry | Am | Brg |

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| Number 1 Socony | Am | Brg |
| do 1 Standard | Am | Scw |
| do 1 Star | Nor | Scw |
| do 1 Stonega | Am | Brg |
| do 1 Suarez | Sp | Scw |
| do 1 Thor | Nor | Scw |
| do 1 Toyo Maru | Jap | Scw |
| do I Van Dyke | Am | MV |
| do 1 Yoshida Maru | Jap | Scw |
| do II Alsace | Fr | Scw |
| do II Astra | Arg | Scw |
| do II Athero | Am | MV |
| do 2 Beacon Barge | Am | Brg |
| do II Branta | It | Scw |
| do II Broward | Am | Brg |
| do II Carib | Pan | Trn |
| do 2 City Ice Boat | Am | SW |
| do 2 City of L.A. | Am | Scw |
| do 2 Coast Transit Co. | Am | Brg |
| do 2 Concrete Tanker | Am | Brg |
| do 2 Cuyamel Fruit Co. | Hon | MV |
| do 2 Cynthia | Am | Scw |
| do 2 Daiho Maru | Jap | Scw |
| do 2 Day Line | Am | Brg |
| do II Dom Pedro | Brz | Scw |
| do II Donald | Br | Sch |
| do II Elton Hoyt | Am | Scw |
| do 2 F. | Am | Brg |
| do 2 Federal | Am | Scw |
| do 2 Freeport Sulphur | Am | Scw |
| do 2 Guyton | Am | Brg |
| do 2 H.S.&D.Co. | Am | Brg |
| do II Henry Ford | Am | MV |
| do 2 Houston Pilot | Am | MV |
| do 2 I. I. S. N. Co. Pine Barge | Am | Brg |
| do 2 Interstate | Am | Scw |
| do II Isonzo | It | Scw |
| do 2 L. & W. B. C. Co. | Am | Brg |
| do II La Marsa | Fr | Scw |
| do II Legonia | Am | Scw |
| do II Leopold | Blg | Scw |
| do 2 M. P. | Am | Brg |
| do II Malay | Am | Scw |
| do II Marold | Am | MV |
| do 2 Marquette & Bessemer | Am | Scw |
| do 2 Mining Products | Am | Brg |
| do 2 Nelseco | MV | Scw |
| do 2N.Y.Central Oil Barge | Am | Brg |
| do 2 New York Marine Co. | Am | Scw |
| do 2 Newtown | Am | StW |
| do 2 Nisshin Maru | Jap | Scw |
| do II Old Maid | Br | MV |
| do 2 Ontario | Br | Scw |
| do II Orn | Nor | Scw |
| do II Oscar | Dan | Scw |
| do 2 Otaru Maru | Jap | Scw |
| do II Peter Pan | Br | Scw |
| do II Petroleum | Am | MV |
| do 2 Petroleum | Am | Brg |
| Number II Piave | It | Scw |
| do 2 Red Ash | Am | Scw |
| do 2 S. A. C. | Sp | Scw |
| do 2 S. O. Co. | Am | Brg |
| do 2 S. T. Co. | Am | Brg |
| do 2 S. & C. Barge | Am | Brg |
| do II Salvador | Am | Scw |
| do II Santa Maria | Cuban | Brg |
| do II Sequoia | Am | MV |
| do 2 Smith & Terry | Am | Brg |
| do 2 Socony | Am | Scw |
| do 2 do | Am | Brg |
| do II South Shore | Am | MV |
| do II Standard | Am | Scw |
| do 2 Standoil | Am | Brg |
| do 2 Star | Nor | Scw |
| do II Transford | Am | Scw |
| do II Ulrikka | Nor | Scw |
| do 2 U. S. Navy Oil Barge | Am | Scw |
| do II Velero | Am | MV |
| do II Van Camp | Am | Brg |
| do II Van Dyke | Am | MV |
| do II Wanderer | Am | StW |
| do II Wenonah | Am | MV |
| do II Wisdom | Am | MV |
| do 2 Ylhavense | Ptg | Sch |
| do 3 Ann Arbor | Am | Scw |
| do III Argosy & Argonaut | Am | MV |
| do III C. D. Johnson | Am | Scw |
| do III Cachalot | Br | Sch |
| do 3 Concrete Tanker | Am | Brg |
| do 3 Cuyamel Fruit Co. | Am | MV |
| do 3 Daiboshi Maru | Jap | Scw |
| do 3 Day Line | Am | Brg |
| do 3 Delivery | Am | Scw |
| do III Eika | Nor | Scw |
| do 3 Espana | Sp | Scw |
| do 3 F. | Am | Brg |
| do III Fox | Dan | Scw |
| do 3 Janey | Am | MV |
| do III Jemima F | Am | MV |
| do 3 Kenkon Maru | Jap | Scw |
| do III Korrigan | Mex | Scw |
| do 3 L. & W.-B. C. Co. | Am | Brg |
| do 3 M. P. | Am | Brg |
| do 3 Mining Products | Am | Brg |
| do 3 New York Central | Am | Scw |
| do 3 New York Central Oil Barge | Am | Brg |
| do 3 New York Marine Co. | Am | Scw |
| do 3 Nisshin Maru | Jap | Scw |
| do 3 Petroleum | Am | StW |
| do 3 Petroleum | Am | Brg |
| do 3 Pure Oil Co. | Am | Brg |
| do 3 Red Ash | Am | Scw |
| do 3 S. O. Co. | Am | Brg |
| do 3 S. T. Co. | Br | Brg |
| do 3 Seattle | Am | SW |
| Number 3 Socony | Am | Scw |
| do 3 Standoil | Am | Brg |
| do 3 Star | Nor | Scw |
| do III Sueja | Am | MV |
| do III Sybilla | Am | MV |
| do 3 Transfer | Am | Scw |
| do 3 U. S. Navy Oil Barge | Am | Scw |
| do 3 Unkai Maru | Jap | Scw |
| do III Van Dyke | Am | MV |
| do III Vittorio Emmanuele | Am | Scw |
| do 3 Yoshida Maru | Jap | Scw |
| do 4 Ann Arbor | Am | Scw |
| do 4 Begona | Sp | Scw |
| do 4 Bouker | Am | Scw |
| do 4 Cuyamel Fruit Co. | Am | MV |
| do 4 F. | Am | Brg |
| do 4 General Petroleum | Am | Brg |
| do 4 L. & W. B. C. Co. | Am | Brg |
| do 4 M. | Am | Brg |
| do 4 New York Central Oil Barge | Am | Brg |
| do 4 P. R. R. | Am | Scw |
| do 4 Petroleum | Am | Brg |
| do 4 Richmond Cedar Wks. | Am | Brg |
| do 4 S. O. Co. | Am | Brg |
| do 4 S. T. Co. | Am | Brg |
| do 4 Smith & Terry | Am | Brg |
| do 4 Socony | Am | Brg |
| do 4 do | Am | Scw |
| do 4 Standoil | Am | Brg |
| do 4 Sunoco | Am | MV |
| do IV Yenrut | Am | Brg |
| do 5 Ann Arbor | Am | Scw |
| do V Ansaldo | It | Scw |
| do 5 Coast Transit Co. | Am | Brg |
| do 5 Daiboshi Maru | Jap | Scw |
| do 5 Daishin Maru | Jap | Scw |
| do 5 Delivery | Am | Scw |
| do 5 F. | Am | Brg |
| do 5 Freeport Sulphur | Am | Scw |
| do 5 Kenkon Maru | Jap | Scw |
| do 5 L. & W. B. C. Co. | Am | Brg |
| do 5 M. | Am | Brg |
| do 5 M T. Ry. | Am | Brg |
| do 5 Mikage Maru | Jap | Scw |
| do 5 New York Central | Am | Scw |
| do 5 P. R. R. | Am | Scw |
| do 5 Petroleum | Am | Brg |
| do 5 Phoenix | Am | Brg |
| do 5 Richmond Cedar Wks. | Am | Brg |
| do 5 S. O. Co. | Am | Brg |
| do 5 Shinsei Maru | Jap | Scw |
| do 5 Socony | Am | MV |
| do 5 Standoil | Am | Brg |
| do 5 U. S. Navy Oil Barge | Am | Scw |
| Number 5 Unkai Maru | Jap | Scw |
| do 5 Utilco | Am | Brg |
| do V Virginia | Am | Scw |
| do 6 A.S. &G.Co. | Am | Brg |
| do 6 Ann Arbor | Am | Scw |
| do 6 Bouker | Am | Scw |
| do 6 Brooklyn East. Dist. Term. | Am | Brg |
| do 6 Daiboshi Maru | Jap | Scw |
| do 6 Dauntless | Am | Scw |
| do 6 F. | Am | Brg |
| do 6 Freeport Sulphur | Am | Scw |
| do 6 L. & W. B. C. Co. | Am | Brg |
| do 6 M. G. O. Co. | Mex | Brg |
| do 6 Muroran Maru | Jap | Scw |
| do 6 New York Marine Co. | Am | Scw |
| do 6 P. R.R. | Am | Scw |
| do 6 Pere Marquette | Am | Scw |
| do 6 Petroleum | Am | Brg |
| do 6 Petrolia | Am | MV |
| do 6 Richmond Cedar Wks. | Am | Brg |
| do 6 Shinsei Maru | Jap | Scw |
| do 6 Seven Bros. | Am | Brg |
| do 6 Socony | Am | MV |
| do 6 Transfer | Am | Scw |
| do 6 U. S. Navy Oil Barge | Am | Scw |
| do 6 Unkai Maru | Jap | Scw |
| do 7 Ann Arbor | Am | Scw |
| do 7 Beaubien | Am | Brg |
| do 7 C. B. | Am | Brg |
| do 7 Dominion Coal Co. | Br | Brg |
| do 7 Heiyei Maru | Jap | Scw |
| do 7 L. & W. B. C. Co. | Am | Brg |
| do 7 M. G. O. Co. | | Brg |
| do 7 New York Marine Co. | Am | Scw |
| do 7 Petrolia | Am | MV |
| do 7 Seven Bros. | Am | Brg |
| do 7 S. O. Co. | Am | Brg |
| do 7 Socony | Am | Scw |
| do 7 do | Am | Brg |
| do 7 S. T. Co. | Am | Brg |
| do 7 Transfer | Am | Scw |
| do 8 C. B. | Am | Brg |
| do 8 F. | Am | Brg |
| do VIII Frederik | Dan | Scw |
| do 8 Kenkon Maru | Jap | Scw |
| do 8 L. V. R.R. | Am | Brg |
| do 8 L. & W. B. C. Co. | Am | Brg |
| do 8 M. G. O. Co. | 258 | Brg |
| do 8 Mikage Maru | Jap | Scw |
| do 8 New York Marine Co. | Am | Scw |
| do 8 Pere Marquette | Am | Scw |
| do 8 S. T. Co. | Am | Brg |
| Number 8 Socony | Am | Br |
| do 8 do | Am | Sc |
| do 8 Transfer | Am | Sc |
| do 8 Transfer | Br | Br |
| do 8 W. T. Co. | Am | Br |
| do 9 C. B. | Am | Br |
| do 9 L. V. R.R. | Am | Br |
| do 9 L. & W. B. C. Co. | Am | Br |
| do 9 M. G. O. Co. | Mex | Br |
| do 9 New York Central | Am | Sc |
| do 9 New York Marine Co. | Am | Sc |
| do 9 Pure Oil S.S. Co. | Am | Br |
| do 9 S. O. Co. | Am | Br |
| do 9 Socony | Am | Br |
| do 9 Socony | Am | Sc |
| do 9 W. T. Co. | Am | Br |
| do 9 Stimson | Am | Br |
| do 9 Transfer | Am | Sc |
| do 10 Brooklyn East. Dist. Term. | Am | Br |
| do 10 C. B. | Am | Br |
| do 10 Interocean Oil Co. | Am | Br |
| do 10 L. V. R.R. | Am | Br |
| do 10 L. & W. B. C. Co. | Am | Br |
| do X Lobos | Mex | MV |
| do 10 M. G. O. Co. | Mex | Br |
| do 10 New York Marine Co. | Am | Sc |
| do 10 P. L. M. | Fr | Sc |
| do 10 P. R. R. | Am | Sc |
| do 10 Pure Oil S.S. Company | Am | Br |
| do 10 Socony | Am | Br |
| do X Tamara | Ger | Bk |
| do 10 Transfer | Am | Sc |
| do 11 Brooklyn East Dist. Term. | Am | Br |
| do 11 C. B. | Am | Br |
| do 11 Heiyei Maru | Jap | Sc |
| do XI Kalmarsund | Swd | Sc |
| do 11 L. V. R.R. | Am | Br |
| do 11 L. & W. B. C. Co. | Am | Br |
| do 11 Neptune Line | Am | Br |
| do 11 Northern | Am | Br |
| do 11 Oil Transfer | Am | Br |
| do 11 Sapporo | Jap | Sc |
| do 11 Socony | Am | Sc |
| do 11 do | Am | Br |
| do 11 Transfer | Am | Sc |
| do XII Alfonso | Sp | Sc |
| do 12 C. B. | Am | Br |
| do 12 Heiyei Maru | Jap | Sc |
| do 12 Kenkon Maru | Jap | Sc |
| do 12 L. V. R.R. | Am | Br |
| do 12 M. G. O. Co. | Am | Br |
| do 12 New York Central | Am | Sc |
| do 12 Northern | Am | Br |
| do 12 P. L. M. | Fr | Sc |
| do 12 S. O. Co. | Am | Sc |

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| Number 12 Sapporo Maru | Jap | Scw |
| do 12 Socony | Am | Brg |
| do 12 Transfer | Am | Scw |
| do 12 Unkai Maru | Jap | Scw |
| do 12 W. T. Co | Am | Brg |
| do 12 Ward | Am | Brg |
| do 13 F | Am | Brg |
| do 13 L. V. R.R. | Am | Brg |
| do XIII Alfonso | Sp | Scw |
| do XIII Leon | Sp | Scw |
| do 13 New York Central | Am | Scw |
| do 14 F | Am | Brg |
| do 14 L. V. R.R. | Am | Brg |
| do 14 L. & W. B. C. Co. | Am | Brg |
| do 14 New York Central | Am | Scw |
| do 14 Northern | Am | Brg |
| do 14 Oil Transfer | Am | Brg |
| do 14 P. R. R. | Am | Scw |
| do 14 Pere Marquette | Am | Scw |
| do 14 Socony | Am | Scw |
| do 14 Transfer | Am | Scw |
| do 14 W. T. Co | Am | Brg |
| do 15 F | Am | Brg |
| do 15 L. & W. B. C. Co. | Am | Brg |
| do 15 Mil | Nor | Bk |
| do 15 New York Central | Am | Scw |
| do 15 Pere Marquette | Am | Scw |
| do 15 Socony | Am | Scw |
| do 15 Transfer | Am | Scw |
| do 16 McAllister Bros | Am | Brg |
| do 16 Northern | Am | Brg |
| do 16 Socony | Am | Scw |
| do 16 Transfer | Am | Scw |
| do 17 New York Central | Am | Scw |
| do 17 Northern | Am | Brg |
| do 17 P. L. M | Fr | Scw |
| do 17 Pere Marquette | Am | Scw |
| do 17 Socony | Am | Scw |
| do 17 Transfer | Am | Scw |
| do 17 Ward | Am | Brg |
| do 18 New York Central | Am | Scw |
| do 18 New York P. & N. R.R. | Am | Brg |
| do 18 Pere Marquette | Am | Scw |
| do 18 Northern | Am | Brg |
| do 18 P. R. R | Am | MV |
| do 18 Socony | Am | Scw |
| do 18 Tamon Maru | Jap | Scw |
| do 18 Transfer | Am | Scw |
| do 19 Brooklyn East. Dist. Term. | Am | Brg |
| do 19 New York Central | Am | Scw |
| do 19 Northern | Am | Brg |
| do 19 Pere Marquette | Am | Scw |
| do 19 Socony | Am | Scw |
| do 19 Transfer | Am | Scw |
| do 19 Ward | Am | Brg |
| Number 20 Brooklyn East. Dist. Term. | Am | Brg |
| do 20 M. P | Am | Brg |
| do 20 New York Central | Am | Scw |
| dc 20 Northern | Am | Brg |
| do 20 Pere Marquette | Am | Scw |
| do 20 P. L. M | Fr | Scw |
| do 20 Socony | Am | Scw |
| do 20 Transfer | Am | Scw |
| do 21 Brooklyn East Dist. Term. | Am | Brg |
| do 21 L. V. R.R. | Am | Brg |
| do 21 M. P | Am | Brg |
| do 21 Northern | Am | Brg |
| do 21 P. L. M | Fr | Scw |
| do 21 Pere Marquette | Am | Scw |
| do 21 S. & F. Co. | Am | Brg |
| do 21 Socony | Am | Scw |
| do 21 Transfer | Am | Scw |
| do 22 L. V. R.R. | Am | Brg |
| do 22 M. P | Am | Brg |
| do 22 Pere Marquette | Am | Scw |
| do 22 Socony | Am | Scw |
| do 22 Southern | Am | Brg |
| do 22 Williams Line | Am | Brg |
| do 23 L. V. R.R. | Am | Brg |
| do 23 M. P | Am | Brg |
| do 23 P. L. M | Fr | Scw |
| do 24 M. P | Am | Brg |
| do 24 P. L. M | Fr | Scw |
| do 24 Socony | Am | Scw |
| do 25 L. V. R.R. | Am | Brg |
| do 25 M. P | Am | Brg |
| do 25 P. L. M | Fr | Scw |
| do 25 Socony | Am | Scw |
| do 26 C. R.R. of N. J. | Am | Scw |
| do 26 L. V. R.R. | Am | Brg |
| do 26 O. D | Am | Brg |
| do 26 P. L. M | Fr | Scw |
| do 26 P. R. R | Am | MV |
| do 26 Socony | Am | Scw |
| do 27 C. R.R. of N. J. | Am | Scw |
| do 27 L. V. R.R. | Am | Brg |
| do 27 New York Central | Am | Scw |
| do 27 O. D | Am | Brg |
| do 27 P. L. M | Fr | Scw |
| do 27 Socony | Am | Scw |
| do 28 C. R.R. of N. J. | Am | Scw |
| do 28 New York Central | Am | Scw |
| do 28 O. D | Am | Brg |
| do 28 Socony | Am | Scw |
| do 29 C. R.R. of N. J. | Am | Scw |
| do 29 L. V. R.R. | Am | Brg |
| do 29 New York Central | Am | Scw |
| do 29 Northern | Am | Brg |
| do 29 O. D | Am | Brg |
| do 29 T. W. O. Co. | Am | Brg |
| do 30 C. R.R. of N. J. | Am | Scw |
| do 30 New York Central | Am | Scw |
| Number 30 Northern | Am | Brg |
| do 30 O. D | Am | Brg |
| do 31 New York Central | Am | Scw |
| do 31 Northern | Am | Brg |
| do 31 O. D | Am | Brg |
| do 31 T. W. O. Co. | Am | Brg |
| do 32 New York Central | Am | Scw |
| do 32 Northern | Am | Brg |
| do 32 O. D | Am | Brg |
| do 32 P. R. R | Am | Scw |
| do 32 T. W. O. Co. | Am | Brg |
| do 33 A. S. & G. Co. | Am | Brg |
| do 33 O. D | Am | Brg |
| do 34 National | Am | Brg |
| do 34 O. D | Am | Brg |
| do 35 Northern | Am | Brg |
| do 35 O. D | Am | Brg |
| do 35 P. R.R. | Am | Scw |
| do 36 M.T.&T.Co. | Am | Brg |
| do 36 Northern | Am | Brg |
| do 36 O. D | Am | Brg |
| do 37 O. D | Am | Brg |
| do 38 M.T.&T.Co. | Am | Brg |
| do 38 O. D | Am | Brg |
| do 39 O. D | Am | Brg |
| do 40 L. V. R.R. | Am | Brg |
| do 40 O. D | Am | Brg |
| do 41 L. V. R.R. | Am | Brg |
| do 41 O. D | Am | Brg |
| do 42 O. D | Am | Brg |
| do 43 O. D | Am | Brg |
| do 44 T. R | Br | Scw |
| do 48 Socony | Am | Brg |
| do 52 McAllister Bros. | Am | Brg |
| do 55 L. V. R.R. | Am | Brg |
| do 55 Socony | Am | Brg |
| do 56 L. V. R.R. | Am | Brg |
| do 56 Socony | Am | Brg |
| do 57 Socony | Am | Brg |
| do 58 M. T. & T. Co. | Am | Brg |
| do 58 Socony | Am | Brg |
| do 59 Socony | Am | Brg |
| do 60 M. T. & T. Co. | Am | Brg |
| do 60 Socony | Am | Brg |
| do 61 Socony | Am | Brg |
| do 62 M. T. & T. Co. | Am | Brg |
| do 62 Socony | Am | MV |
| do 64 M. T. & T. Co. | Am | Brg |
| do 70 W. T. & B. Co. | Am | Brg |
| do 71 W. T. & B. Co. | Am | Brg |
| do 72 Navegadora | Mex | Brg |
| do 72 Socony | Am | Brg |
| do 73 Navegadora | Am | Brg |
| do 74 Navegadora | Am | Brg |
| do 75 Navegadora | Mex | Brg |
| do 75 Socony | Am | Brg |
| do 76 Navegadora | Mex | Brg |
| do 76 Socony | Am | Brg |
| do 77 Navegadora | Mex | Brg |
| do 77 Socony | Am | Brg |
| do 78 McAllister Bros. | Am | Brg |
| do 78 Navegadora | Mex | Brg |
| do 78 Socony | Am | Brg |
| do 81 Socony | Am | Brg |
| Number 82 Socony | Am | Brg |
| do 83 Socony | Am | Brg |
| do 84 Socony | Am | Brg |
| do 85 Socony | Am | Brg |
| do 86 Socony | Am | Brg |
| do 87 Diamond S | Am | Scw |
| do 88 Diamond S | Am | Scw |
| do 88 Socony | Am | Brg |
| do 90 Socony | Am | Brg |
| do 92 Socony | Am | Brg |
| do 93 S. O. Co. | Am | Brg |
| do 94 Socony | Am | Brg |
| do 95 S. O. Co. | Am | Brg |
| do 97 Socony | Am | Brg |
| do 98 Socony | Am | Brg |
| do 99 Socony | Am | Brg |
| do 100 D. N. Co. | Am | Brg |
| do 100 Navegadora | Mex | Brg |
| do 100 S. N | Am | Brg |
| do 100 Socony | Am | Brg |
| do 101 D. N. Co. | Am | Brg |
| do 101 I. L. I | Am | Brg |
| do 101 L. V. R.R. | Am | Brg |
| do 101 Socony | Am | Brg |
| do 101 Standoil | Am | Brg |
| do 102 D. N. Co. | Am | Brg |
| do 102 I. L. I | Am | Brg |
| do 102 Navegadora | Mex | Brg |
| do 102 Socony | Am | Brg |
| do 102 Standoil | Am | Brg |
| do 103 D. N. Co. | Am | Brg |
| do 103 I. L. I | Am | Brg |
| do 103 Navegadora | Mex | Brg |
| do 103 S. N | Am | Brg |
| do 103 Socony | Am | Brg |
| do 103 Standoil | Am | Brg |
| do 104 D. N. Co. | Am | Brg |
| do 104 I. L. I | Am | Brg |
| do 104 L. V. R.R. | Am | Brg |
| do 104 Navegadora | Mex | Brg |
| do 104 S. N | Am | Brg |
| do 104 Socony | Am | Scw |
| do 104 Standoil | Am | Brg |
| do 104 Transmarine | Am | Brg |
| do 105 I. L. I | Am | Brg |
| do 105 L. V. R.R. | Am | Brg |
| do 105 S. N | Am | Brg |
| do 105 Socony | Am | Brg |
| do 105 Standoil | Am | Brg |
| do 105 Transmarine | Am | Brg |
| do 106 L. V. R.R. | Am | Brg |
| do 106 S. N | Am | Brg |
| do 106 Socony | Am | Brg |
| do 106 Standoil | Am | Brg |
| do 106 Transmarine | Am | Brg |
| do 107 Socony | Am | Brg |
| do 107 Transmarine | Am | Brg |
| do 108 Socony | Am | Brg |
| do 109 Socony | Am | Brg |
| do 112 Cia De Navegacion Interio S.A. | Mex | Brg |
| do 112 L. V. R.R. | Am | Brg |
| do 113 Cia Transcontinental de Petroleo S. A. | Am | Brg |
| Number 113 L. V. R.R. | Am | Brg |
| do 113 Socony | Am | Brg |
| do 114 Cia Transcontinental de Petroleo S. A. | Mex | Brg |
| do 114 L. V. R.R. | Am | Brg |
| do 114 Socony | Am | Brg |
| do 115 L. V. R.R. | Am | Brg |
| do 115 Socony | Am | Brg |
| do 116 L. V. R.R. | Am | Brg |
| do 116 Socony | Am | Brg |
| do 117 L. V. R.R. | Am | Brg |
| do 117 Socony | Am | Brg |
| do 118 Socony | Am | Brg |
| do 118 U. S | Am | Brg |
| do 119 Socony | Am | Brg |
| do 120 L. V. R.R. | Am | Brg |
| do 120 Socony | Am | Brg |
| do 120 Transmarine | Am | Brg |
| do 121 L. V. R.R. | Am | Brg |
| do 121 Socony | Am | Brg |
| do 121 Transmarine | Am | Brg |
| do 122 L. V. R.R. | Am | Brg |
| do 122 Socony | Am | Brg |
| do 122 Transmarine | Am | Brg |
| do 123 L. V. R.R. | Am | Brg |
| do 123 Socony | Am | Brg |
| do 123 Transmarine | Am | Brg |
| do 124 Socony | Am | Brg |
| do 124 Texaco | Am | Scw |
| do 124 Transmarine | Am | Brg |
| do 125 Texaco | Am | Scw |
| do 125 Transmarine | Am | Brg |
| do 126 Transmarine | Am | Brg |
| do 127 Transmarine | Am | Brg |
| do 128 Transmarine | Am | Brg |
| do 129 L. V. R.R. | Am | Brg |
| do 129 Transmarine | Am | Brg |
| do 145 Texaco | Am | Scw |
| do 146 Texaco | Am | Scw |
| do 147 Texaco | Am | Scw |
| do 151 P. R. R | Am | Scw |
| do 153 P. R. R | Am | Scw |
| do 154 P. R. R | Am | Scw |
| do 154 Texaco | Mex | Brg |
| do 155 Texaco | Am | Brg |
| do 155 P. R. R | Am | Scw |
| do 156 P. R. R | Am | Scw |
| do 156 Texaco | Am | Brg |
| do 157 Texaco | Am | Brg |
| do 158 Texaco | Am | Brg |
| do 160 Cullen | Am | Brg |
| do 170 Cullen | Am | Brg |
| do 171 Texaco | Am | Brg |
| do 172 Texaco | Am | Brg |
| do 173 Texaco | Am | Brg |
| do 181 B. & O. R.R. Co. | Am | Brg |
| do 210 L. V. R.R. | Am | Brg |
| do 211 L. V. R.R. | Am | Brg |
| do 212 L. V. R.R. | Am | Brg |
| do 213 L. V. R.R. | Am | Brg |
| do 214 L. V. R.R. | Am | Brg |
| do 215 L. V. R.R. | Am | Brg |

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| Number 216 L. V. R.R. | Am | Brg |
| do 217 L. V. R.R. | Am | Brg |
| do 218 L. V. R.R. | Am | Brg |
| do 219 L. V. R.R. | Am | Brg |
| do 230 L. V. R.R. | Am | Brg |
| do 231 L. V. R.R. | Am | Brg |
| do 232 L. V. R.R. | Am | Brg |
| do 233 L. V. R.R. | Am | Brg |
| do 234 L. V. R.R. | Am | Brg |
| do 235 L. V. R.R. | Am | Brg |
| do 236 L. V. R.R. | Am | Brg |
| do 237 L. V. R.R. | Am | Brg |
| do 238 L. V. R.R. | Am | Brg |
| do 239 L. V. R.R. | Am | Brg |
| do 240 L. V. R.R. | Am | Brg |
| do 241 L. V. R.R. | Am | Brg |
| do 242 L. V. R.R. | Am | Brg |
| do 255 U.S. Navy Coal Barge | Am | Brg |
| do 256 U.S. Navy Coal Barge | Am | Brg |
| do 257 U.S. Navy Coal Barge | Am | Brg |
| do 258 U.S. Navy Coal Barge | Am | Brg |
| do 261 U.S. Navy Coal Barge | Am | Brg |
| do 262 U.S. Navy Coal Barge | Am | Brg |
| do 263 U.S. Navy Coal Barge | Am | Brg |
| do 264 U.S. Navy Coal Barge | Am | Brg |
| do 265 U.S. Navy Coal Barge | Am | Brg |
| do 266 U.S. Navy Coal Barge | Am | Brg |
| do 267 U.S. Navy Coal Barge | Am | Brg |
| do 268 U.S. Navy Coal Barge | Am | Brg |
| do 269 U.S. Navy Coal Barge | Am | Brg |
| do 270 U.S. Navy Coal Barge | Am | Brg |
| do 271 P. R. R. | Am | Brg |
| do 271 U.S. Navy Coal Barge | Am | Brg |
| do 272 U.S. Navy Coal Barge | Am | Brg |
| do 273 U.S. Navy Coal Barge | Am | Brg |
| do 274 U.S. Navy Coal Barge | Am | Brg |
| do 275 U.S. Navy Coal Barge | Am | Brg |
| do 276 U.S. Navy Coal Barge | Am | Brg |
| do 277 U.S. Navy Coal Barge | Am | Brg |
| do 278 U.S. Navy Coal Barge | Am | Brg |
| do 279 U.S. Navy Coal Barge | Am | Brg |
| do 280 U.S. Navy Coal Barge | Am | Brg |
| do 281 U.S. Navy Coal Barge | Am | Brg |
| do 282 U.S. Navy Coal Barge | Am | Brg |
| do 283 U.S. Navy Coal Barge | Am | Brg |
| do 284 U.S. Navy Coal Barge | Am | Brg |

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| Number 285 U.S. Navy Coal Barge | Am | Brg |
| do 333 Seaboard | Am | Brg |
| do 402 P. R. R. | Am | Brg |
| do 406 P. R. R. | Am | Brg |
| do 407 P. R. R. | Am | Brg |
| do 464 P. R. R. | Am | Brg |
| do 467 P. R. R. | Am | Brg |
| do 469 P. R. R. | Am | Brg |
| do 470 P. R. R. | Am | Brg |
| do 475 P. R. R. | Am | Brg |
| do 476 P. R. R. | Am | Brg |
| do 478 P. R. R. | Am | Brg |
| do 479 P. R. R. | Am | Brg |
| do 483 P. R. R. | Am | Brg |
| do 485 P. R. R. | Am | Brg |
| do 486 P. R. R. | Am | Brg |
| do 487 P. R. R. | Am | Brg |
| do 488 P. R. R. | Am | Brg |
| do 489 P. R. R. | Am | Brg |
| do 580 I. W. C. | Am | Brg |
| do 700 L. V. R.R. | Am | Brg |
| do 701 L. V. R.R. | Am | Brg |
| do 702 L. V. R.R. | Am | Brg |
| do 703 L. V. R.R. | Am | Brg |
| do 704 L. V. R.R. | Am | Brg |
| do 705 L. V. R.R. | Am | Brg |
| do 706 | Am | Brg |
| do 707 | Am | Brg |
| do 741 L. V. R.R. | Am | Brg |
| do 742 L. V. R.R. | Am | Brg |
| do 780 L. V. R.R. | Am | Brg |
| do 781 L. V. R.R. | Am | Brg |
| do 783 L. V. R.R. | Am | Brg |
| do 784 L. V. R.R. | Am | Brg |
| do 786 L. V. R.R. | Am | Brg |
| do 788 L. V. R.R. | Am | Brg |
| do 790 L. V. R.R. | Am | Brg |
| do 791 L. V. R.R. | Am | Brg |
| do 792 L. V. R.R. | Am | Brg |
| do 793 L. V. R.R. | Am | Brg |
| do 794 L. V. R.R. | Am | Brg |
| do 795 L. V. R.R. | Am | Brg |
| do 796 L. V. R.R. | Am | Brg |
| do 797 L. V. R.R. | Am | Brg |
| do 798 L. V. R.R. | Am | Brg |
| do 799 L. V. R.R. | Am | Brg |
| do 801 L. V. R.R. | Am | Brg |
| do 802 L. V. R.R. | Am | Brg |
| do 803 L. V. R.R. | Am | Brg |
| do 804 L. V. R.R. | Am | Brg |
| do 806 L. V. R.R. | Am | Brg |
| do 809 L. V. R.R. | Am | Brg |
| do 1923 Union Oil Co. of Cal | Am | Brg |
| do 3724 Erie R.R. Co. | Am | Brg |
| do 3824 Erie R.R. Co. | Am | Brg |

**O**

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| O. Ada | It | Scw |
| do Mamie | Am | MV |
| do Olinda N | Br | MV |
| Oades John | Am | Brg |
| Oak Blue | Am | Brg |
| Oaks Fair | Am | Scw |
| O'Boyle Anna | Am | Brg |
| do Anthony | Am | Scw |
| do Catherine | Am | MV |
| do Edward | Am | Brg |
| do James A. | Am | Brg |
| O'Boyle Jerry E. | Am | Brg |
| do Joseph F. | Am | Brg |
| do Loretto | Am | Brg |
| do Mary | Am | Brg |
| do Neal | Am | Brg |
| do Nellie | Am | Brg |
| do Terence | Am | Brg |
| do Theresa | Am | Brg |
| O'Brien Joseph J. | Am | Scw |
| do Thomas F. | Am | Brg |
| Observer Canadian | Br | Scw |
| Occidente El | Am | Scw |
| Ocean Western | Am | Scw |
| Oceano El | Am | Scw |
| O'Connor Augustine | Am | Brg |
| do Charles L. | Am | Scw |
| Odell Benjamin B. | Am | Scw |
| Odero Maddalena | It | Scw |
| do Marina | It | Scw |
| do Nicolo | It | Scw |
| O'Donnell H. F. | Am | Brg |
| do M. J. | Am | Brg |
| Officer British | Br | Scw |
| Ogilvie A. & W. | Br | Trn |
| do W. E. | Cuban | Scw |
| Ogilvy Clan | Br | Scw |
| Oglebay E. W. | Am | Scw |
| O'Hagan John J. | Am | Scw |
| Oktiabr Krasny | Rus | Scw |
| Olav Hellig | Dan | Scw |
| Olcott William J. | Am | Scw |
| Olga Queen | Br | Scw |
| Oliver Henry W. | Am | Scw |
| do Uncle | Am | StW |
| Olson Florence | Am | Scw |
| do George L. | Am | Scw |
| do Whitney | Am | Scw |
| Olsson Consul | Swd | Scw |
| Olwine A. H. | Am | Brg |
| Omaha City of | Am | Scw |
| On Hurry | Br | MV |
| O'Neil J. E. | Am | Scw |
| O'Neill Thomas A. | Am | Brg |
| Ontario Lake | Am | Scw |
| Ora Kia | Br | Scw |
| Oran City of | Br | Scw |
| Orange Fort | Am | SW |
| Ord General E. O. C. | Am | Scw |
| Oriente El | Am | Scw |
| Orive Julio | Sp | Bk |
| Orleans Maid of | Br | Scw |
| do New | Am | Scw |
| do do | Am | StW |
| Ormoc Lake | Am | Scw |
| Orontes River | Br | Scw |
| O'Rowa West | Am | Scw |
| Orr Arthur | Am | Scw |
| Ortegal Cabo | Sp | Scw |
| do Cape | Br | Scw |
| Orton Minnie E. | Br | Brg |
| Osborn Frank C. | Am | Scw |
| Osborne A. W. | Am | Scw |
| Oso El | Br | Scw |
| Ossero Monte | It | Scw |
| O'Sullivan Jim | Am | StW |
| Oswald Saint | Br | Scw |
| Osweya Lake | Am | Scw |
| Otis General | Am | Scw |
| do James | Am | Scw |
| do John | Am | Scw |
| Ottavo Ansaldo | It | Scw |
| Ottawa City of | Br | Scw |
| Otter Canadian | Br | Scw |
| Overstraten Van | Hol | Scw |
| Owen George B. | Am | Brg |

**P**

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| P. C. I. | Fr | Scw |
| P. Haralampos | Grk | Scw |
| Pablo San | Am | SW |
| do San | Br | Scw |
| Pacific North | Br | Scw |
| Pachuta Lake | Am | Scw |
| Packard Benj. F. | Am | S |
| Padaran Cap | Fr | Scw |
| Page Camilla May | Am | Sch |
| do Marion W. | Am | Brg |
| do William N. | Am | Scw |
| Pahlow Louis | Am | Scw |
| Paine William A. | Am | Scw |
| Paisley Robert J. | Am | Scw |
| Palm Royal | Am | Scw |
| Palma Estrada | Am | Scw |
| Palmer Chateau | Fr | Scw |
| do Theodora | Am | Brg |
| do Virginia | Am | Brg |
| do Wm. P. | Am | Scw |
| Palumbo Ralph J. | Am | Scw |
| Panama City of | Pan | MV |
| Pandelis Demitrios | Grk | Scw |
| do Vassilios | Grk | Scw |
| Panuco Rio | Ger | MV |
| Papeete City of | Am | Bkt |
| Paraquayo El | Br | Scw |
| Pargny Eugene W. | Am | Scw |
| Paris City of | Br | Scw |
| Park Asbury | Am | Scw |
| do Deer | Am | Brg |
| do Elswick | Br | Scw |
| do Interstate | Am | Scw |
| do Katharine | Br | Scw |
| do Rockaway | Am | Scw |
| Parker Abel W. | Am | Trn |
| do George W. | Am | Scw |
| do Herbert | Am | Sch |
| do Isabelle | Am | MV |
| do Wm. T. | Am | Sch |
| Parks Douglas E. | Br | Trn |
| do Harry | Am | Brg |
| do O. E. | Am | Scw |
| do Percival S. | Fr | Sch |
| Parnell H. L. | Am | Brg |
| Parrott Joseph R. | Am | Scw |
| Parsons Ena F. | Br | Sch |
| do Frances | Br | Trn |
| do Gertrude | Br | Trn |
| do Ralph S. | Am | Sch |
| do Robert S. | Am | Scw |
| Paso El | Am | Brg |
| do do | Am | Scw |
| Pasqual San | Cuban | Scw |
| Pateras Anastassios | Grk | Scw |
| do Costantis | Grk | Scw |
| do Nicolaos | Grk | Scw |
| do Nicolas | Grk | Scw |
| Pathan War | Br | Scw |
| Pathfinder Commercial | Am | Scw |
| Patras Maid of | Br | Scw |
| Patricia Princess | Br | Scw |
| Patricio San | Br | Scw |
| Patrick Milton S. | Am | MV |
| Patten Emily H. | Br | Trn |
| Pau General | Br | Trn |
| Paul Albert F. | Am | Sch |
| do Saint | Am | S |
| do do | Fr | Scw |
| Paula Santa | Am | Sch |
| Pauline Mary | Br | Sch |
| Payson A. H. | Am | Scw |
| Paz La | Br | Scw |
| Peabody Lizzie D. | Am | Sch |
| Peak Conness | Am | Scw |
| Pearson Jay A. | Am | Scw |
| Peary Admiral | Am | MV |
| Peck Richard | Am | Scw |
| Pedersen C. B. | Swd | Bk |
| do Kate G. | Am | Bk |
| Pedro San | Urg | Bk |
| do San | Am | Scw |
| Peer British | Br | Scw |
| Peirce Edward | Am | Scw |
| do George | Am | Scw |
| do Guglielmo | It | Scw |
| do M. Vivian | Am | Sch |
| do Mary Bradford | Am | Sch |
| Pekin City of | Br | Scw |
| Pellegrino Emilia | It | Scw |
| Pellet James H. | Am | Brg |
| Pellico Silvio | It | Scw |
| Pelvoux Mont | Fr | Scw |
| Pendleton Alice L. | Am | Sch |
| do Brina P. | Am | Sch |
| do F. C. | Am | Trn |
| do Guilford D. | Am | Sch |
| do Virginia | Am | Sch |
| Penick H. O. | Am | SW |
| Penn William | Am | MV |
| Penna Affonso | Brz | Scw |
| Pennington B. L. | Br | Brg |
| Pennsylvania State of | Am | Scw |
| Pennypacker Governor | Am | Scw |
| Penrose J. F. | Am | MV |
| Perez Alfonso | Sp | Scw |
| Perkins George W. | Am | Scw |
| do S. A. | Am | Scw |
| do William | Am | Scw |
| Perla La | Am | Scw |
| Perrone Lina | It | Scw |
| Perry John J. | Cuban | Sch |
| Perth City of | Br | Scw |
| Peru Star of | Fr | Bk |
| Pessoa Epitacio | Am | Scw |
| Peters J. D. | Am | Brg |
| do do | Am | StW |
| Peterson Frank J. | Am | Scw |
| Petitti Generale | It | Scw |
| Petrel Storm | Am | Sch |
| Petrinovic Marija | Jg-Slv | Scw |
| Petrol Cities Service | Am | Scw |
| Petrolero El | Urg | Scw |
| Pettibone General | Am | Brg |
| Pew J. N. | Am | Scw |
| Pewaukee Lake | Am | Scw |
| Peyron Ludvig | Swd | Scw |
| Pharr, J. N. | Am | StW |
| Phelan James T. | Am | Brg |
| Phelps Erskine M. | Am | Brg |
| do M. G. | Am | Scw |
| Philadelphia City of | Am | Scw |
| Philbin D. M. | Am | Scw |
| Philip King | Am | Scw |
| Philippe Louis | Br | Scw |
| Philips Mabel L. | Am | Brg |
| Phillips John J. | Am | Bk |
| do Minnie T. | Am | Sch |
| Phipps Henry | Am | Scw |
| Piana Monte | It | MV |
| Piave Basso | It | Scw |
| Pickands Colonel James | Am | Scw |
| Pickles Thomas | Am | StW |
| Pickering General Timothy | Am | Scw |
| Pierce E. M. | Am | Scw |
| do President | Am | Scw |

| Name of Vessel. | Nation | Rig. |
|---|---|---|
| erraise St. | Fr | Sch |
| erre Amiral | Fr | Scw |
| do Jack | Fr | Scw |
| etro San | It | Scw |
| llsbury John S. | Br | Scw |
| lot Eastern | Am | Scw |
| nango Maria | Cuban | Scw |
| ndari War | Br | Scw |
| do Pacific | Am | Scw |
| ng Chi | Am | Scw |
| lo Hwah | Chi | Scw |
| oncer Canadian | Br | Scw |
| do Commercial | Am | Scw |
| per Highland | Br | Scw |
| rie Port | Br | Scw |
| sacane Carlo | It | Scw |
| ittsburg City of | Br | Scw |
| lacentia La | Am | Scw |
| ains Western | Am | Scw |
| lanet Eastern | Am | Scw |
| lanter Canadian | Br | Scw |
| laya La | Br | MV |
| leasant Lake | Am | Scw |
| lisson Capitaine Joseph | Fr | Scw |
| lumer General | Br | Trn |
| ocasset West | Am | Scw |
| odolsk Kamenetz | Br | Scw |
| oe General Orlando M | Am | Scw |
| oincare Raymond | Fr | Scw |
| oint Blue | Am | Scw |
| lo Cape | Br | Scw |
| lo Cooper's | Am | S W |
| lo Cornish | Br | Scw |
| lo Pulpit | Br | Scw |
| lo Sewalls | Am | Scw |
| lo do | Am | SW |
| lo Stony | Am | Scw |
| lo West | Am | Brg |
| lo do | Am | Scw |
| oizat Roger | Am | Scw |
| ole North | Am | Scw |
| lo South | Am | Scw |
| olizzi Carmelo | Br | Scw |
| olk President | Am | Scw |
| ollock W. G. | Am | Scw |
| olonio Cap | Ger | Scw |
| omeroy Robert W. | Br | Scw |
| ons Isidore | Am | Scw |
| ontin Herbert T. | Am | Scw |
| ontoppidan H. | Dan | Scw |
| ope E. C. | Am | Scw |
| oppe Consul | Ger | Scw |
| ort Huron City of | Am | Scw |
| ortland City of | Am | Sch |
| orts Twin | Am | MV |
| ortsmouth City of | Am | SW |
| otter A. B. | Am | Scw |
| do George L. | Am | Scw |
| do L. D. | Am | Scw |
| oulsen Johan | Am | Scw |
| ounar Domlou | Trk | Scw |
| owell Francis E. | Am | Scw |
| do T. G. | Mex | Sch |
| ower T. C. | Am | StW |
| ratt Charles | Am | Scw |
| do Herbert L. | Am | Scw |
| reble Annie M. | Am | Sch |
| rechac Enseigne Maurice | Fr | Scw |
| remier British | Br | Scw |
| rentice Jas. H. | Am | Scw |
| ress American | Am | Scw |
| ressey Flora | Br | Sch |
| retoria City of | Br | Scw |

| Name of Vessel. | Nation. | Rig |
|---|---|---|
| Preussen Konigsberg | Ger | Scw |
| Prichard Charles F. | Am | Brg |
| Pride Cymric | Br | Scw |
| do Forest | Am | Bkt |
| do Highland | Br | Scw |
| do Western | Am | Scw |
| Priest St. | Fr | Scw |
| Primero El | Am | Scw |
| Primo Ansaldo Savoia | It | Scw |
| Prince African | Br | Scw |
| do Arabian | Br | Scw |
| do Black | Am | StW |
| do Burmese | Br | Scw |
| do Castilian | Br | Scw |
| do do | Br | MV |
| do Celtic | Br | Scw |
| do Corsican | Br | Scw |
| do Gaelic | Br | Scw |
| do Gothic | Br | Scw |
| do Highland | Br | Scw |
| do Indian | Br | Scw |
| do Korean | Br | Scw |
| do Manchurian | Br | Scw |
| do Midland | Br | Scw |
| do Minas | Br | Trn |
| do Mongolian | Br | Scw |
| do Moorish | Br | Scw |
| do Ocean | Br | Scw |
| do Persian | Br | Scw |
| do Portuguese | Br | Scw |
| do Rapids | Br | Scw |
| do Roman | Br | Scw |
| do Sailor | Br | Scw |
| do Sardinian | Br | Scw |
| do Scottish | Br | Scw |
| do Siberian | Br | Scw |
| do Sicilian | Br | Scw |
| do Slavic | Br | Scw |
| do Soldier | Br | Scw |
| do Stuart | Br | Scw |
| do Tartar | Br | Scw |
| Princess British | Br | Scw |
| do Cambrian | Br | Scw |
| do Island | Br | Scw |
| do Minas | Br | Trn |
| Prior Edith M. | Ptg | Sch |
| Pritzbuer Hans v. | Ger | Scw |
| Proctor Dan | Br | Brg |
| Producer Manchester | Br | Scw |
| Prospect West | Am | Scw |
| Prospector Canadian | Br | Scw |
| Psara Maid of | Br | Scw |
| Publicker Philip | Am | Scw |
| Puckett Viola | Am | StW |
| Pujol Joaquin | Sp | Bk |
| Purisima La | Am | Scw |
| Putnam Daisy | Am | Scw |
| Putnik Vojvoda | Jg-Slv | Scw |

## Q

| Name of Vessel. | Nation. | Rig |
|---|---|---|
| Quarto Ansaldo | It | Scw |
| do Ansaldo San Giorgio | It | Scw |
| Quay M. S. | Am | Scw |
| Quayle Thos. | Am | Brg |
| Quechee West | Am | Scw |
| Queen Avon | Br | Sch |
| do Bay | Am | SW |
| do Border | Am | Scw |
| do Cymric | Br | Scw |
| do Dela | Am | StW |
| do Eastern | Am | Scw |
| do Harbor | Am | StW |
| Queen Harvest | Am | StW |
| do Island | Br | Scw |
| do Nova | Br | Trn |
| do Quaco | Br | MV |
| do Rapids | Br | Scw |
| do Rideau | Br | Scw |
| do Sea | Am | Scw |
| do Salvage | Br | Scw |
| do Southern | Nor | Scw |
| do Steel | Am | StW |
| do Village | Br | Trn |
| do Western | Am | Scw |
| Quezada Belen | Pan | MV |
| Quill John | Am | StW |
| Quillin Agnes S. | Am | Sch |
| Quinn Capt. M. | Am | Brg |
| do Ida J. | Am | Brg |
| do Sarah | Am | Sch |
| Quirino San | Br | Scw |

## R

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| R. Alma | Br | MV |
| do Angiolina | It | Scw |
| do Anna | Am | Brg |
| do Augusta | Am | Brg |
| do Beppino | It | Bk |
| do James | Am | Brg |
| do Jeanette | Br | Scw |
| do do | Am | MV |
| do Katharine | Am | MV |
| do Manelina | Sp | Scw |
| do Mary | Am | Brg |
| do Maxwell | Br | Sch |
| do Philip | Am | Brg |
| do Robert | Am | Brg |
| do Roberto | Sp | Scw |
| Race Cape | Br | Trn |
| Racic Ivo | J S | Scw |
| do Marija | J S | Scw |
| Radcliffe Catherine | Br | Scw |
| do Clarissa | Br | Scw |
| do Ethel | Br | Scw |
| do Vera | Br | Scw |
| do W. I. | Br | Scw |
| Raider Canadian | Br | Scw |
| Rallias N. Dimitrios | Grk | Scw |
| Ralph P. J. | Am | Scw |
| Rammacher John J. | Br | Scw |
| Ramon San | Mex | Sch |
| Ramsdell Homer | Am | Scw |
| Ranald Clan | Br | Scw |
| Rancher Canadian | Br | Scw |
| Rand George F. | Am | Scw |
| Randol General A. M. | Am | Scw |
| Randolph Geo. F. | Am | Scw |
| Range Hambleton | Br | Scw |
| Ranger Canadian | Br | Scw |
| do Sea | Am | Scw |
| do Steel | Am | Scw |
| Rangoon City of | Br | Scw |
| Ranney Rufus P. | Am | Scw |
| Raphael Saint | Fr | Scw |
| Rapids City of Grand | Am | Scw |
| Rapprich William F. | Am | Scw |
| Raritans West | Am | Scw |
| Raser Geo. B. | Am | Scw |
| Rasilla Pura | Sp | Scw |
| Rasmussen Chr. H. | Dan | Trn |
| do P. | Dan | Trn |
| Rawding Herbert L. | Am | Sch |
| Ray Jack | Am | Brg |
| Raymond C. P. | Am | Scw |
| Rayville City of | Am | Scw |
| Reading City of | Am | SW |
| Ream Norman B. | Am | Scw |
| Recife Cape | Br | Scw |
| Recor Edward P. | Am | Scw |
| Reddy Thomas | Am | Brg |
| Redfern C. E. | Am | MV |
| Redington Nellie | Br | Brg |
| Reeb M. A. | Am | Scw |
| Reed Isabel | Br | Brg |
| do James H. | Am | Scw |
| do T. C. | Am | StW |
| Rees W. D. | Am | Scw |
| Regiment Manchester | Br | Scw |
| Reichert Francis J. | Am | Scw |
| Reid Annie M. | Am | S |
| Reilly Melinda | Am | Brg |
| do P. J. | Am | Scw |
| Reinhardt W. N. | Br | Trn |
| Reiss Clemens A. | Am | Scw |
| do J. L. | Am | Scw |
| do John P. | Am | Scw |
| do Otto M. | Am | Scw |
| do Peter | Am | Scw |
| do Richard J. | Am | Scw |
| do William A. | Am | Scw |
| Reith Magdalena | Ger | Scw |
| Rene J. G. | Br | Brg |
| do Willem | Blg | Scw |
| Renselaer Van | Hol | Scw |
| Repplier George S. | Am | Brg |
| Reuben Annie & | Am | Sch |
| Revillion Albert | Br | Trn |
| do Jacques | Br | Sch |
| do Jean | Br | Sch |
| Rex Fridericus | Ger | Scw |
| Rey El | Am | Scw |
| Reyes Point | Am | Scw |
| Reynolds Walter B. | Br | Scw |
| Rheem W. S. | Am | Scw |
| Rhin Le | Fr | Scw |
| Rhuland G. A. | Br | Sch |
| Rica Costa | Am | Scw |
| Ricardo Don | Chl | Scw |
| do San | Br | Scw |
| Richards Fred E. | Am | Scw |
| Richardson Charles F. | Am | StW |
| do John B. | Br | Scw |
| do R. R. | Am | Scw |
| do W. C. | Am | Scw |
| Richmond City of | Am | Scw |
| Rickmers Bertram | Ger | Scw |
| do Claus | Ger | Scw |
| do Etha | Ger | Scw |
| do R. C. | Ger | Scw |
| do Sophie | Ger | Scw |
| Rico Porto | Am | Scw |
| do Puerto | Fr | Scw |
| Ridge Bay | Am | Scw |
| do Bear | Am | Brg |
| do Buck | Am | Brg |
| do Glen | Am | Scw |
| do Indian | Am | Brg |
| Riedemann Wilhelm A. | Dzg | MV |
| Riegelmann Edward | Am | Scw |
| Rietz Chas. | Am | Scw |
| Riley Charles A. | Am | Brg |
| Rionda Manuel | Cuban | Scw |
| Ripa Iturri | Sp | Scw |
| Rita Lorraine | Am | Scw |
| Ritchie Gov. Albert C. | Am | MV |
| Rivadavia Comodoro | Arg | Scw |
| River Delaware | Am | Scw |
| do Derwent | Br | Scw |
| do Elizabeth | Am | Scw |
| River Fall | Am | Brg |
| do Gambia | Br | Scw |
| do Green | Br | Brg |
| do Hudson | Am | Brg |
| do James | Am | Scw |
| do Orange | Br | Scw |
| do Pride of the | Am | StW |
| do Sagama | Br | Scw |
| do South | Am | Scw |
| do West | Am | Scw |
| Roach John | Am | Scw |
| Roads Hampton | Am | Scw |
| Robbins Francis L. | Am | Scw |
| do S. H. | Am | Scw |
| Robert Molly D. | Am | Brg |
| Roberto San | Br | Scw |
| Roberts Percival Jr. | Am | Scw |
| do William T. | Am | Scw |
| Robidoux M. | Br | Brg |
| Robinson C. S. | Am | Scw |
| do Ida O. | Am | Sch |
| do Lucius W. | Am | Scw |
| do Mildred | Am | Sch |
| do T. W. | Am | Scw |
| Roca Andres | Sp | Bk |
| Rocias Pena | Sp | Scw |
| Rock Black | Am | Scw |
| do H. A. | Am | Scw |
| Rockefeller Frank | Am | Scw |
| do William | Am | Scw |
| Rockwell Col. | Am | Scw |
| Rod Golden | Am | Trn |
| Rodman Admiral | Am | Scw |
| Rodway Eliza | Br | Sch |
| Roe Floral E. | Am | Scw |
| do Livingstone | Am | Scw |
| Roebling John A. | Am | Brg |
| Roen Marquis | Am | Scw |
| Rogers Admiral | Am | Scw |
| do G. W. | Br | Scw |
| do H. H. | Am | Scw |
| do Henry H. | Am | Scw |
| Rohde Chas. L. | Am | Trn |
| Rojo Mar | Sp | Scw |
| Rollins Commodore | Nor | Scw |
| Rolph Annette | Am | Scw |
| do Annie M. | Am | Bkt |
| do Georgina | Am | Scw |
| do James | Am | S |
| Romain Cape | Am | Scw |
| Romana Steaua | Rou | Scw |
| Rome City of | Am | Scw |
| Rookh Lalla | Dan | Bk |
| Roosevelt Colonel | Am | Scw |
| do President | Am | Scw |
| do Theodore | Am | Scw |
| do do | Nor | MV |
| Roper Lydia H. | Am | Trn |
| Rosa Maria | It | Scw |
| do Santa | Am | Trn |
| Rosalia Santa | Am | Scw |
| Rosarina La | Br | Scw |
| Rose A. C. | Am | Scw |
| do Eva D. | Am | Sch |
| do William R. | Am | Brg |
| Rosendo San | Br | Scw |
| Ross Annie C. | Am | Sch |
| do Betsey | Am | Sch |
| do Clan | Br | Scw |
| do Emma Kate | Am | Scw |
| do Inc. No. 18, P. Sanford | Am | Brg |
| do Sir James Clark | Nor | Scw |
| do Walter | Am | Scw |
| Rosso Conte | It | Scw |

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| Rostand Edmond | Fr | Bk |
| Rouge Baton | Am | Scw |
| do City of Baton | Am | SW |
| do Peau | Fr | Scw |
| Roume Gouverneur General | Fr | Scw |
| Roussos Marian | Grk | Scw |
| Rover Canadian | Br | Scw |
| do Highland | Br | Scw |
| Rover Sea | Am | Scw |
| Rowe & Co. H. C | Am | Scw |
| do Henry C | Am | Scw |
| Rowell Captain Charles W | Am | Scw |
| Royal Princess | Br | Scw |
| do Vale | Am | Brg |
| Rudolph Wm | Am | Scw |
| Rugee John | Br | Scw |
| Runner Canadian | Br | Scw |
| Rupert Prince | Br | Scw |
| Russell Archibald | Fin | Bk |
| do E. L | Am | Scw |
| do Joseph L | Br | Scw |
| Russia Empress of | Br | Scw |
| do Star of | Fr | S |
| Ruth Mabel & | Am | Trn |
| do Mary | Br | Sch |
| Rutherford E. H | Br | Sch |
| **S** | | |
| S. T. B | Am | Scw |
| do Carl | Br | Sch |
| do Charles | Am | Brg |
| do Diamond | Am | Scw |
| do Olga | Dan | Scw |
| do Robert | Am | Scw |
| do Thyra | Dan | Scw |
| Saba Lake | Am | Scw |
| Sachtouris Navarchos G. | Grk | Scw |
| Sacker Amy M | Vnz | Sch |
| Sacratif Cabo | Sp | Scw |
| Sadler E. J | Am | Scw |
| Safford H. R | Am | Brg |
| Sagar Margaritha | Ger | Scw |
| Saginaw West | Am | Scw |
| Sahel Le | Fr | Scw |
| Sailor British | Br | Scw |
| St. Agnes Cape | Br | Scw |
| St. Clair Lake | Am | Scw |
| St. Francis Cape | Br | S W |
| St. George Fort | Br | Scw |
| St. Ignace City of | Am | S W |
| St. Jacques Cap | Fr | Scw |
| St. John Emperor of | Br | Scw |
| St. Johns Lady | Br | Sch |
| St. Joseph City of | Am | Scw |
| do do do do | Am | S W |
| St. Louis City of | Am | Scw |
| St. Lucia Cape | Br | Scw |
| St. Martins Cape | Br | Scw |
| Saldanha Almirante | Brz | S |
| Salem Winston | Am | Scw |
| Salgado Jose | Sp | Trn |
| Saliaris Georgios K | Grk | Scw |
| Salisbury City of | Br | Scw |
| Salle La | Am | Scw |
| do do | Br | Brg |
| Salles Campos | Brz | Scw |
| Salling Gustav | Ger | Scw |
| Salter Stewart T | Br | Trn |
| Salvador S | Brz | Scw |
| do San | Sp | Scw |
| Salvador San | Br | Scw |
| Salver Sea | Am | Scw |
| San Antonio City of | Am | Brg |
| San Francisco City of | Am | MV |
| San Giorgio I Ansaldo | It | MV |
| do II Ansaldo | It | MV |
| San Giorgio Terzo Ansaldo | It | MV |
| San Pedro Faustino R | Sp | Scw |
| San Raefael City of | Am | S W |
| Sanderson John | Br | Scw |
| Sands Isabella | Am | Brg |
| Sanne Johan | Swd | Scw |
| Santo Monte | It | Scw |
| Santos Mary C | Br | Sch |
| Sapor Lake | Am | Scw |
| Sapper Canadian | Br | Scw |
| Sark Cutty | Br | Sch |
| do do | Am | MV |
| do do | Br | S |
| Sarmiento Domingo F | Arg | Sch |
| Sarmiento Monte | Ger | MV |
| Sarnia City of | Am | Scw |
| Saugatuck City of | Am | SW |
| Saunders Edward N. Jr. | Am | Scw |
| Sauro Nazario | It | Scw |
| Savannah City of | Am | Scw |
| Savidge Capt | Am | Scw |
| Savoie La | Fr | Scw |
| Sawyer W. H | Am | Scw |
| Scanlon Brooks | Am | Scw |
| Scannel David | Am | Scw |
| Sceptre Royal | Br | Scw |
| Schermerhorn L. Y | Am | Scw |
| Schiaffino Ange | Fr | Scw |
| do Charles | Fr | Scw |
| do Marie Louise | Fr | Scw |
| do Nicole | Fr | Scw |
| do Rose | Fr | Scw |
| do Teresa | It | Scw |
| Schiller William B | Am | Scw |
| Schindler Gustav | Ger | Scw |
| do Julius | Ger | MV |
| Schleswig Nord | Ger | Scw |
| Schley Admiral | Am | Scw |
| Schneider A. E. R | Am | Scw |
| do Cletus | Am | Scw |
| do Eugene | Fr | Bk |
| Schofield General J. M. | Am | Scw |
| Schoonmaker Col. James W. | Am | Scw |
| Schoop Fritz | Ger | Scw |
| Schulte Konsul | Ger | Scw |
| Schwab Charles M | Am | Scw |
| Scientist Steel | Am | Scw |
| Scofield D. G | Am | Scw |
| Scotland Empress of | Br | Scw |
| do Star of | Am | Bk |
| Scots Queen of | Fin | Bkt |
| Scott Catherine G | Am | Sch |
| do Jeanette | Am | MV |
| do Rebecca C | Am | Sch |
| Scottish Canadian | Br | Scw |
| Scout Sea | Am | Scw |
| do Western | Am | Scw |
| Scribner Eliza A | Br | Sch |
| Sea Black | Br | Scw |
| do Eastern | Am | Scw |
| do Golden | Br | Scw |
| do Polar | Am | Scw |
| do Western | Am | Scw |
| Seafarer Steel | Am | Scw |
| Seal Blue | Am | Brg |
| Seattle City of | Am | Scw |
| do do | Am | S W |
| do West | Am | SW |
| Sebree Admiral | Am | Scw |
| Secondo Ansaldo | It | Scw |
| do do Savoia | It | Scw |
| do Boba | It | Scw |
| Secondo Fortunato | It | Scw |
| Sedoff Georgij | Rus | Scw |
| Seed Elva | Br | Scw |
| Seep Joseph | Am | Scw |
| Segovia West | Am | Scw |
| Segundo El | Am | Scw |
| Seigneur Canadian | Br | Scw |
| Seither Frank | Am | Scw |
| Seleaninovitch Mikula | Br | Scw |
| Selene West | Am | Scw |
| Sellwood Joseph | Am | Scw |
| Selmer Albr W | Nor | Scw |
| Sempill Baron | Br | Scw |
| Senecal Amos J | Am | Brg |
| Senior J. H | Am | MV |
| Sepoy War | Br | Scw |
| Sequana West | Am | Scw |
| Serret General | Br | Sch |
| Service Standard | Am | MV |
| Sestro Ansaldo | It | Scw |
| Settimo Ansaldo | It | Scw |
| Settler Canadian | Br | Scw |
| Sewall Arthur W | Nor | Scw |
| Seymour Henry | Am | Sch |
| Shan Tai | Chi | Scw |
| Shanghai City of | Br | Scw |
| Sharp F. R | Am | Sch |
| Shasta Mount | Am | Scw |
| Shaughnessy Sir Thomas | Am | Scw |
| Shaw Bernice W | Am | Brg |
| do Chas. H | Br | Scw |
| do Charles H | Am | Brg |
| do Edwin | Am | St W |
| do Howard L | Am | Scw |
| do John | Br | Scw |
| do Quincy A | Am | Scw |
| do Ruth | Am | Brg |
| Shawano Lake | Am | Scw |
| Sheadle J. H | Am | Scw |
| Sheets A. B | Am | St W |
| Shell Dolphin | Br | Bk |
| do Gold | Am | Scw |
| do Myr | Br | MV |
| do Pearl | Am | Scw |
| do Scala | Br | Scw |
| do Silver | Am | Scw |
| Shepard C. I | Am | Brg |
| Sherburne H. N | Am | MV |
| Sherman City of | Am | Scw |
| do Walter A | Am | Brg |
| Sherwin John | Am | Scw |
| Sherwood Hope | Am | Sch |
| Shetland Star of | Am | S |
| Shipper American | Am | Scw |
| do Cargo | Arg | Sch |
| do Dominion | Br | MV |
| do London | Br | Scw |
| do Manchester | Br | Scw |
| do Pacific | Br | MV |
| Shiras MacGilvray | Am | Scw |
| Shore Eastern | Am | SW |
| do do | Am | Scw |
| do Golden | Am | Sch |
| do North | Am | Scw |
| do South | Am | SW |
| do West | Am | Scw |
| Shores E. A. Jr. | Br | Scw |
| Shoup Paul | Am | Scw |
| Shriver Geo. M | Am | Scw |
| Shryock Thomas J | Am | Trn |
| Sibiriakoff Alexandre | Rus | Scw |
| Sicken M | Br | Scw |
| Side East | Am | Scw |
| Siemens Sir Wm | Am | Scw |
| Siemers Herbert | Ger | Scw |
| do Olga | Ger | Scw |
| Siglo El | Am | Scw |
| Silva Elsie G | Am | MV |
| Silver Lake | Am | Scw |
| Silvestre San | Br | Scw |
| Simmons Laforrest L | Am | Sch |
| do William | Am | Scw |
| Simone Marie | Fr | Scw |
| Simpson E. E | Am | Scw |
| do Jos W | Am | Scw |
| do Lucia A | Am | Sch |
| do S. G | Am | St W |
| Sinclair Clan | Br | Scw |
| Sinclair E. W | Am | Scw |
| do J. H | Br | Sch |
| Sinding Otto | Nor | Scw |
| Sing King | Chi | Scw |
| Singara Lake | Am | Scw |
| Sirdar War | Br | Scw |
| Sister Rita | Sp | Scw |
| Sisters Kennelly | Am | Brg |
| do O'Boyle | Am | Brg |
| do Twin | Br | Brg |
| Skene Clan | Br | Scw |
| Skinner Jeannette | Am | Scw |
| Skirmisher Canadian | Br | Scw |
| Skogland Hanna | Nor | Scw |
| do Kari | Nor | Scw |
| do Laura | Nor | Scw |
| do Margit | Nor | Scw |
| do Torlak | Nor | Scw |
| do Valdemar | Nor | Scw |
| Smart Dorothy M | Br | Sch |
| Smartley Jr. Fred | Am | Brg |
| Smeaton John | Am | Brg |
| Smith Alfred H | Am | Scw |
| do B. Lyman | Am | Scw |
| do Benj. C | Br | Sch |
| do Charlie O | Am | Scw |
| do Clement | Am | Scw |
| do Edward R | Am | Trn |
| do Eugene Dana | Am | St W |
| do Fannie A | Br | Sch |
| do Home | Br | Scw |
| do Homer | Am | St W |
| do Hurlburt W | Am | Scw |
| do Jean | Br | Sch |
| do Johanna | Am | Scw |
| do John J | Am | Brg |
| do Joyce M | Br | Sch |
| do Lyman C | Am | Scw |
| do Margaret K | Br | Sch |
| do Monroe C | Am | Scw |
| do S. W | Am | SW |
| do Seth W | Am | Trn |
| do Wilbert L | Am | Scw |
| do William C | Br | Sch |
| do William H | Am | Sch |
| do do do | Am | Brg |
| Smithers Perry L | Am | Scw |
| Smuts General | Br | Scw |
| Snider C. A | Am | Scw |
| Snow Augusta W | Am | Sch |
| do Lavinia M | Am | Trn |
| Soares Raul | Brz | Scw |
| Socony Albany | Am | MV |
| do Amsterdam | Am | MV |
| Socony Boston | Am | M |
| do Buffalo | Am | S |
| do Burlington | Am | M |
| do Hartford | Am | M |
| do Oswego | Am | M |
| do Providence | Am | M |
| do Rochester | Am | S |
| do Rome | Am | M |
| do Schenectady | Am | M |
| do Syracuse | Am | M |
| do Troy | Am | M |
| do Utica | Am | S |
| Sofie Anna | Nor | S |
| Sol El | Am | S |
| Soldier British | Br | S |
| Somers Roy | Fr | S |
| Sommers S. W | Am | M |
| Son Our | Am | S |
| Sontua Y | Am | S |
| Sophia Anna | Am | S |
| Sorrel Gen. G. M | Am | S |
| Sorte Boa | Ptg | S |
| Souder S. A | Am | B |
| Sound Puget | Am | S |
| Sovereign British | Br | S |
| Spalding S. M | Am | S |
| Spar Fluor | Am | S |
| Sparta City of | Br | S |
| do Maid of | Br | S |
| Spear Sheaf | Br | S |
| Speas Harry E | Am | S |
| Spindler Frances L | Br | S |
| Spinner Canadian | Br | S |
| do Manchester | Br | S |
| Spirit Commercial | Am | S |
| do Seattle | Am | S |
| do Western | Am | S |
| Spoffard Eugenie | Am | S |
| Spokane City of | Am | S |
| Spray Silver | Am | S |
| Spray War | Br | S |
| Spring Cedar | Am | S |
| do Cold | Am | S |
| Springs Colorado | Am | S |
| Sprite Sea | Am | S |
| Spyridon Aghios | Grk | S |
| Squatter Canadian | Br | S |
| Squire F. B | Am | S |
| do Samuel H | Am | S |
| Stackhouse Powell | Am | S |
| Stafford Alice | Am | S |
| do W. R | Am | S |
| Stamford City of | Am | S |
| Stancliff Gilbert | Am | S |
| Standard Alaska | Am | M |
| do Hawaiian | Am | M |
| do Scottish | Br | M |
| Standish Myles | Am | S |
| do Rose | Am | S |
| Stanford Charles D | Am | S |
| do Jane L | Am | B |
| Stanley & James | Br | S |
| Stanton Genl | Am | S |
| do John | Am | S |
| Star American | Am | S |
| do British | Br | S |
| do Eastern | Am | M |
| do do | Am | M |
| do Gold | Am | S |
| do Guiding | Am | S |
| do Highland | Br | S |
| do Morning | Am | S |
| do North | Am | S |
| do Polar | Am | S |
| do Western | Am | S |

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| Starke C. H. | Am | Scw |
| do Conrad | Am | Scw |
| State Bay | Am | Sch |
| do Bay | Am | MV |
| do Bay | Br | Scw |
| do Golden | Am | Sch |
| do do | Am | MV |
| do North | Am | MV |
| States Eastern | Am | S W |
| do United | Dan | Scw |
| do do | Am | Scw |
| do do | Am | Brg |
| do Western | Am | SW |
| Stathatos Antonios | Grk | Scw |
| do Dionyssios | Grk | Scw |
| do Maria | Grk | Scw |
| do Othon | Grk | Scw |
| Stavroudi Electra | Grk | Scw |
| do Emmanuel | Grk | Scw |
| Steed W. L. | Am | Scw |
| Steedman Jean | Egp | Sch |
| Steele Joseph H. | Am | MV |
| Steers Henry | Am | Scw |
| Steilacoon City of | Am | MV |
| Steinbrenner Henry | Am | Scw |
| Stephen St. | Fin | Scw |
| Stephenson Geo. | Am | Scw |
| do I. Watson | Am | Scw |
| do Isaac | Br | Brg |
| do S. M. | Am | Scw |
| Sterling Dorothy H | Am | Sch |
| do E. R | Am | Bkt |
| do Margaret F | Am | Sch |
| Stetson George R. | Am | Brg |
| do J. B. | Am | Scw |
| Stevens Frank B. | Br | Scw |
| do Geo. W. | Am | Scw |
| do John | Am | Scw |
| do Rachel W. | Am | Sch |
| do Robert L. | Am | Scw |
| Stewart Cecil P. | Am | Bkt |
| do Donald | Br | Scw |
| do Graeme | Am | Scw |
| do James | Br | Scw |
| do John N. | Am | MV |
| do Murray | Br | Scw |
| do Reine Marie | Am | Bkt |
| do R. W. | Am | Scw |
| Stifel William F. | Am | Scw |
| Stinnes 15 Else Hugo | Ger | Scw |
| do II Ernst Hugo | Ger | Scw |
| do 5 Fritz Hugo | Ger | Scw |
| do 8 Grete Hugo | Ger | Scw |
| do 7 Heinrich Hugo | Ger | Scw |
| do 14 Helene Hugo | Ger | Scw |
| do 10 Hilde Hugo | Ger | Scw |
| do Julius Hugo | Ger | Scw |
| do 9 Otto Hugo | Ger | Scw |
| Stockholm City of | Br | MV |
| Stone Amasa | Am | Scw |
| do Horace A | Am | Sch |
| Storey H. M. | Am | Scw |
| do W. B. | Am | Scw |
| Stout Frank D. | Am | Scw |
| Strabo Lake | Am | Scw |
| Strath Scottish | Br | Scw |
| Strathcona Lord | Br | Scw |
| Strong Edward L. | Br | Scw |
| do Nat | Am | Scw |
| Struven Charles M. | Am | Sch |
| Stuard John Francis | Am | Sch |
| Stuart Clan | Br | Scw |
| do John C. | Am | Scw |
| Stuart M. H. | Am | Scw |
| Stubbs Abbie C. | Am | Trn |
| Sturm Brigitte | Ger | Scw |
| Suarez Jacinto | Sp | Scw |
| Sudden Catherine G. | Am | Scw |
| Sudra War | Br | Scw |
| Sullivan Dennis T. | Am | Scw |
| do J. J. | Am | Scw |
| do John H. | Am | Scw |
| do Roger C. | Am | Scw |
| Sun Atlantic | Am | Scw |
| do Chester | Am | Scw |
| do Delaware | Am | Scw |
| do Eastern | Am | Scw |
| do Lok | Br | Scw |
| do Pennsylvania | Am | Scw |
| do Sabine | Am | Scw |
| Sur Point | Am | Scw |
| Sutter Fort | Am | StW |
| Sutton E. B. | Am | Brg |
| do Frank | Br | Scw |
| Sverdrup Otto | Nor | Scw |
| Swan Black | Am | MV |
| Swartout General Robert | Am | Scw |
| Sword Eastern | Am | Scw |
| Sydney City of | Am | Bk |
| do Port | Br | Scw |
| Sylva Louis R. | Am | Sch |
| Syra Maid of | Br | Scw |
| Syrmas Anastassios A. | Grk | Scw |

## T

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| T. Dorothy | Am | S W |
| Tacoma City of | Am | Scw |
| Tacook West | Am | Scw |
| Taff River | Br | Scw |
| Taft President | Am | Scw |
| Tai Pei | Chi | Scw |
| do Tsing | Chi | Sch |
| Tailte Queen | Br | Scw |
| Tak Tai | Ptg | Scw |
| Talbot W. H. | Am | Sch |
| Tampa City of | Am | Scw |
| do City of | Am | SW |
| Taplin Frank E. | Am | Scw |
| Taunton City of | Am | S W |
| Taussig Felix | Am | Scw |
| do Frances L. | Am | Sch |
| Tay Loch | Nor | Scw |
| Taylor A. Brooke | Am | Scw |
| do Annie | Br | Sch |
| do B. H. | Am | Scw |
| do B. S. | Am | Sch |
| do Boyd C. | Am | StW |
| do Eleanor | Am | Trn |
| do Gladys M. | Am | Sch |
| do J. Frater | Br | Scw |
| do J. V. | Am | Sch |
| do M. J. | Br | Trn |
| do Moses | Am | Scw |
| do Shirley G. | Br | Scw |
| do W. S. | Am | Scw |
| do William | Am | Sch |
| Teagle W. C. | Am | Scw |
| Teal J. N. | Am | StW |
| Tecla Santa | Am | Scw |
| Tees Thomas A. | Br | Scw |
| Tegner Henry | Dan | Scw |
| Tempest Eastern | Am | Scw |
| Temple Eastern | Am | Scw |
| Templetown Lord | Br | Bk |
| Teodora San | Br | Scw |
| Terenzo San | It | Scw |
| Teresa Santa | Am | Scw |
| Terre Basse | Fr | Scw |
| Terry J. W. | Am | Scw |
| Terzo Ansaldo | It | Scw |
| do Grazia | It | Scw |
| Texas Atlanta of | Am | Scw |
| do New | Br | Scw |
| do West | Am | Scw |
| Tham Vollrath | Swd | Scw |
| Thayer C. A. | Am | Trn |
| do Eugene V. R. | Am | Scw |
| Theodore Andre | It | S |
| Theodoropulus Sofia | Grk | Scw |
| Theresa Santa | Ger | Scw |
| Theriault E. P. | Br | Trn |
| do Edde | Br | Sch |
| do Louis | Br | Trn |
| do St. Clair | Br | Trn |
| Thermiotis Marianga D | Grk | Scw |
| Thierry Chateau | Am | Scw |
| Thistle Blue | Am | Brg |
| Thom John S. | Br | Scw |
| Thome S. | Ptg | Scw |
| Thomas Sidney G. | Am | Brg |
| Thompson A. W. | Am | Brg |
| Thompson Carmi A. | Am | Scw |
| do David G. | Br | Scw |
| do Marie J. | Br | Sch |
| do Robert M. | Am | Scw |
| do Sara | Am | Scw |
| do Smith | Am | Scw |
| do Wm. Boyce | Am | Scw |
| Thomson Edgar | Am | StW |
| Thorbourn Blanche M. | Br | Sch |
| Thornhill Maud | Br | Sch |
| do Vera P. | Br | Sch |
| Three Number | Am | Drg |
| Thulin C. G. | Swd | Scw |
| Thurlow Ella Pierce | Am | Sch |
| do Fred W. | Am | Sch |
| do Lewis K. | Am | Scw |
| do Maurice R. | Am | Sch |
| do Paul E. | Am | Sch |
| Thyssen August | Ger | Scw |
| Tiburcio San | Br | Scw |
| Tiger Red | Am | Brg |
| Tigris River | Br | Scw |
| Tilford W. H. | Am | Scw |
| Tirreno Mar | Sp | Scw |
| Tirso San | Br | Scw |
| Tisza Conte Stefano | It | Scw |
| Togus West | Am | Scw |
| Tokio City of | Br | Scw |
| Toledo City of | Am | S W |
| Tolmie S. T. | Br | Brk |
| Tom Captain | Am | Brg |
| Tomlinson G. A. | Am | Scw |
| Tong Pong | Br | Scw |
| Topa Topa | Am | Scw |
| Topic Serafin | Jg-Slv | Scw |
| Topping John A. | Am | Scw |
| Toporo Tiare | Fr | Sch |
| Torian George L. | Br | Scw |
| Toro El | Am | Scw |
| Toronto City of | Br | Scw |
| Toronto New | Br | Scw |
| Torres Cabo | Sp | Scw |
| Tortosa Cabo | Sp | MV |
| Toso Angelo | It | Scw |
| Totant West | Am | Scw |
| Tower Ada | Br | Sch |
| do Elswick | Br | Scw |
| Town Castle | Am | Scw |
| Townsend Edw. Y. | Am | Scw |
| Tracy Helen L. | Am | Scw |
| do John | Am | Scw |
| do M. & J. | Am | Scw |
| do Maurice | Am | Scw |
| do Michael | Am | Scw |
| do Thomas | Am | Scw |
| Trader American | Am | Scw |
| do Commercial | Am | Scw |
| do Gaspe | Br | Sch |
| do Pacific | Br | MV |
| do Steel | Am | Scw |
| Transport American | Br | Scw |
| do British | Br | Scw |
| do Canadian | Br | Scw |
| do Cape | Br | Scw |
| do Egyptian | Br | Scw |
| do Indian | Br | Scw |
| do Ocean | Br | Scw |
| do Pacific | Br | Scw |
| do Panama | Br | Scw |
| do Queensland | Br | Scw |
| do Rhodesian | Br | Scw |
| do Royal | Br | Scw |
| do Tasmanian | Br | Scw |
| do Victorian | Br | Scw |
| Transporter Canadian | Br | Scw |
| Trapper Canadian | Br | Scw |
| Traveler Commercial | Am | Scw |
| do Steel | Am | Scw |
| Traveller Canadian | Br | Scw |
| Traverse Lake | Am | Scw |
| Treba Lake | Am | Scw |
| Tremaine Morris S. | Am | Scw |
| Tremblay A. | Br | Scw |
| Tremper Jacob H. | Am | Scw |
| Trenchard General | Br | Trn |
| Tres Forcas Cabo | Sp | Scw |
| do Treinta-y- | Urg | Scw |
| Treves Alberto | It | Scw |
| Triangle Blue | Am | Scw |
| Tribune Chicago | Br | Scw |
| Tricoglu Michael E. | Grk | Scw |
| Trimble Richard | Am | Scw |
| Trinity Cape | Br | Scw |
| Tripcovich Antonio | It | Scw |
| Trooper Canadian | Br | Scw |
| Tropez Saint | Fr | Scw |
| Troude Amiral | Fr | Scw |
| Trouin Duguay | Fr | S |
| Troxel David S. | Am | Scw |
| Truby John M. | Am | Scw |
| Truesdale Wm. H. | Am | Scw |
| Truitt Geo. W. Jr. | Am | Sch |
| Tryon Helen | Am | Brg |
| Tse Yang | Fr | Scw |
| Tucker Burpee L. | Br | Sch |
| do Sarah A. | Am | Brg |
| Tuft James | Am | Bkt |
| Tull E. James | Am | Scw |
| Tupper W. M. | Am | Scw |
| Turner J. J. | Am | Scw |
| do M. | Am | Sch |
| do N. E. | Br | Sch |
| Turpie Jas. | Br | Scw |
| 2 Number | Am | Drg |
| Twining Wm. J | Am | StW |
| Tychi Nea | Grk | Bk |
| Tyne River | Br | Scw |

## U

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| Ubaldo San | Br | Scw |
| Ugland Pehr | Nor | Bk |
| Ugon San | Br | Scw |
| Uhrig Alex. B. | Am | Scw |
| do Edward A. | Am | Scw |
| Una Sunset | Am | Brg |
| Underwood F. D. | Am | Scw |
| do Fred'ck D. | Am | Scw |
| Union Western | Am | Scw |
| Upson Andrew S. | Am | Scw |
| do J. E. | Am | Scw |
| Uravain Francisca | Sp | Scw |
| Urguijo Juan Manuel | Sp | Scw |
| Urquhart Clan | Br | Scw |
| Uruguayo El | Br | Scw |

## V

| Name of Vessel. | Nation. | Rig. |
|---|---|---|
| Va Del-Mar | Am | MV |
| Vaca West | Am | Scw |
| Vagliano Panaghi | Grk | Scw |
| Valdez Elena | Pan | Scw |
| Valencia City of | Br | Scw |
| Valerio San | Br | Scw |
| Valle El | Am | Scw |
| Valley Chester | Am | Scw |
| do Lackawanna | Am | Scw |
| do Napa | Am | Scw |
| Van Belgie Elisabeth | Blg | Scw |
| Van Buren President | Am | Scw |
| Van Damme Charles | Am | SW |
| Van Driel Sr. Willem | Hol | Scw |
| Van Dyke J. W. | Am | Scw |
| Van Langkat Sultan | Hol | Scw |
| Van Nassau Jan | Hol | Scw |
| Vance Lizzie | Jap | Trn |
| do Oceania | Am | Trn |
| Vancouver City of | Br | Scw |
| Vansciver Annie L. | Am | Scw |
| Vasconcellos Commandante | Brz | Scw |
| Vassilakis Anna | Grk | Scw |
| Vegas Las | Am | Scw |
| Veit R. C. | Am | Scw |
| Veneto Vittorio | It | Scw |
| Venezuela Gulf of | Am | MV |
| Venizelos Eleftherios K. | Grk | Scw |
| Ventana Sierra | Ger | Scw |
| Ventoux Mont | Fr | Scw |
| Verdaguer Jacinto | Sp | Scw |
| Verde Cabo | Ptg | Scw |
| do Conte | It | Scw |
| Verdi Giuseppe | It | Scw |
| Verggotti Eftichia | Grk | Scw |
| do Kalypso | Grk | Scw |
| Vergottis Rokos | Grk | Scw |
| Verna Harry and | Br | Trn |
| Vernon Charles and | Br | Trn |
| do City of | Am | Scw |
| do Mount | Am | Scw |
| do do | Am | MV |
| Veronica Santa | Am | Scw |
| Viajante | Ptg | Trn |
| Viale Ammiraglio | It | Scw |
| Victor Canadian | Br | Scw |
| do Eastern | Am | Scw |
| do Port | Br | Scw |
| Victoria City of | Br | Scw |
| do Fort | Br | Scw |
| do Maria | Sp | Scw |
| do Princess | Br | Scw |
| Victory Mercer | Am | Scw |
| Vieljeux Tristan | Fr | Scw |
| View Bay | Am | Scw |
| do Ocean | Am | Scw |
| do West | Am | Scw |

| Name of Vessel. | Nation. | Rig |
|---|---|---|
| Vigeland Gustav | Nor | Scw |
| Vilallonga Jose | Sp | Scw |
| Villano Cabo | Sp | Scw |
| Villard Henry | Am | Brg |
| Villas Las | Cuban | Scw |
| Villemoes Knud | Dan | Scw |
| Vincent Saint | Fr | Scw |
| Vinnen Carl | Ger | Sch |
| do Christel | It | S |
| do do | Ger | Sch |
| do Magdalene | Ger | Bk |
| do Susanne | Ger | Sch |
| do Werner | Ger | Sch |
| Virginia State of | Am | Scw |
| Viso Mont | Fr | Scw |
| Vittorio Re | It | Scw |
| Vivo El | Am | Scw |
| Vodra George L | Am | Brg |
| Voges Theodore | Br | Sch |
| Vogler Albert | Ger | Scw |
| Volontaire Le | Fr | Trn |
| Volunteer Canadian | Br | Scw |
| von Bayer Adolf | Ger | Scw |
| Von Gwinner Arthur | Rou | Scw |
| von Urtecht Simon | Ger | Scw |
| Vorovsky Vazlav | Rus | Scw |
| Voyager Steel | Am | Scw |
| Voyageur Canadian | Br | Scw |
| Voyron General | Fr | Scw |

**W**

| | | |
|---|---|---|
| W. Anna | Am | Scw |
| do Barbara | Br | Sch |
| do Colin | Br | Scw |
| do Eleanor | Am | MV |
| do Harteny | Br | Trn |
| Wack Otis | Br | Scw |
| Wade J. H | Br | Scw |
| Wakely Jean | Br | Sch |
| Wales Jr. W. H | Am | Brg |
| do West | Br | Scw |
| Walker A. L | Am | Scw |
| do Elisha | Am | Scw |
| do George H | Am | SW |
| do H. A | Br | Scw |
| do Harold | Am | Scw |
| do Harry W | Am | Brg |
| do T. C | Am | SW |
| Wallace James C | Am | Scw |
| do Robert B | Am | Scw |
| Walling E. E | Am | Brg |
| Walls Rebecca M | Br | Trn |
| Walsh James P | Am | Scw |
| Walters Clayton W | Br | Sch |
| do Gilbert B | Br | Sch |
| do Nellie T | Br | Sch |
| do Thomas | Am | Scw |
| Wanamaker John | Am | Scw |
| do Rodman | Am | Scw |
| Wandell M. D | Am | Brg |
| Ward Harvey | Am | Brg |
| Warden Wm. G | Am | Scw |
| Waring O. T | Am | Scw |
| Warmington G. H | Br | Brg |
| Warner C. Blaine | Am | Scw |
| do Charles M | Am | Scw |
| do F. A | Am | Scw |
| do William H | Am | Scw |
| Warren A. F | Am | MV |
| do Annie L | Br | Trn |
| do Wm. C | Br | Scw |
| Warriner S. D | Am | Brg |
| Warrior Highland | Br | Scw |
| Wasa Gustaf | Swd | Scw |
| Washburn Geo. W | Am | Scw |
| Washington George | Am | Scw |
| do do | Nor | MV |
| do Martha | Am | Scw |
| Watch Highland | Br | Scw |
| Water Blue | Am | Brg |
| Waterbury David | Am | Brg |
| Waters W. H | Br | Sch |
| Water Sheaf | Br | Scw |
| Watson Admiral | Am | Scw |
| do C. W | Am | Scw |
| do Charlie | Am | MV |
| Watt James | Am | Scw |
| Watts Albert E | Am | Scw |
| Wattson Thos. B | Am | Scw |
| Wauna West | Am | Scw |
| Wauneke West | Am | Scw |
| Wave Western | Am | Scw |
| Wawatam Chief | Am | Scw |
| Way S. B | Am | Scw |
| Wayne Detroit | Am | Scw |
| do Fort | Am | Scw |
| Weare Portus B | Am | StW |
| Weatherford City of | Am | Scw |
| Weaver John | Am | Scw |
| Webb Annie E | Am | Sch |
| do William H | Am | Scw |
| Weber Captain | Am | SW |
| Webster Daniel | Am | Scw |
| do J. O | Am | Sch |
| Weed George E | Am | Scw |
| do Shelton | Br | Scw |
| Weems Betty | Am | Scw |
| do Catherine | Am | Scw |
| do Dora | Am | Scw |
| do Esther | Am | Scw |
| do Frances | Am | Scw |
| do Georgeanna | Am | Scw |
| do Jean | Am | Scw |
| do Mary | Am | Scw |
| do Nancy | Am | Scw |
| Wehrum C. C | Am | Trn |
| Weightman George E | Am | Brg |
| Welder Electric | Am | Brg |
| Weller Fred. W | Am | Scw |
| Wellington Port | Br | Scw |
| Wells A. G | Am | Scw |
| do John W | Am | Sch |
| Wemyss Baron | Br | Scw |
| Wente Robt. C | Am | Scw |
| Wentworth G. K | Am | StW |
| Werner Henry P | Am | Scw |
| do T. M | Dan | Scw |
| West Central | Am | Scw |
| do Charles C | Am | Scw |
| do Key | Nor | Scw |
| Western Great | Br | SW |
| Westhaver Ada M | Br | Sch |
| Whalen James | Br | Scw |
| Wharton Joseph | Am | Scw |
| Wheatley Lucie | Am | Trn |
| Wheeler Dunham | Am | Sch |
| do Major | Am | Scw |
| do Thomas H | Am | Scw |
| Whigham William | Am | StW |
| White Glen | Am | Scw |
| do I. C | Am | Scw |
| do Peter | Am | Scw |
| do Purnell T | Am | Sch |
| do W. F | Am | Scw |
| Whitehead Harriet C | Am | Sch |
| Whitman A. H | Br | Sch |
| Whitney Emily F | Am | Bk |
| do William A | Am | Scw |
| Whiton Henry D | Am | Scw |
| Whittemore Charles | Am | Sch |
| Whittier Mericos H | Am | Scw |
| Wickett F. H | Am | Scw |
| Wickwire Theodore H | Am | Scw |
| do Theodore H., Jr. | Am | Scw |
| Widener Peter A. B | Am | Scw |
| Wilcox Anna L | Am | Scw |
| do Leander | Am | Scw |
| do Rowland H | Am | Scw |
| Wilder S. G | Am | Bkt |
| Wildi John | Am | StW |
| Wilkie Eveline | Br | Trn |
| Wilkinson Horace S | Am | Scw |
| do Irene S | Am | Sch |
| Will Henry F | Am | Scw |
| Willard Daniel | Am | Scw |
| do Jess | Am | Brg |
| do Le Baron S | Am | Brg |
| William James | Br | Trn |
| Williams Edgar D | Am | Scw |
| do Geo. H | Am | Scw |
| do H. D | Am | StW |
| do Henry P | Am | Scw |
| do Homer D | Am | Scw |
| do J. L | Am | Scw |
| do L. E | Am | Sch |
| do Roger | Am | Scw |
| do T. J | Am | Scw |
| Williams The Gardner | Br | Sch |
| do W. H | Am | Scw |
| Willis Albert H | Am | Sch |
| Wilmington City of | Am | Scw |
| Wilson Agnes | Br | Sch |
| do Anna C | Am | Scw |
| do Captain Thomas | Am | Scw |
| do Chas. R | Am | Sch |
| do do do | Am | StW |
| do G. N | Am | Scw |
| do Henry | Am | Sch |
| do do | Am | Scw |
| do Lake | Am | Scw |
| do Mathew | Am | Scw |
| do President | Am | Scw |
| do Presidente | It | Scw |
| Wimico Lake | Am | Scw |
| Wimsatt Josephine | Am | Sch |
| Winchester City of | Br | Scw |
| Wind East | Am | Scw |
| Winds Four | Am | MV |
| Windsor City of | Br | Scw |
| Windsor New | Am | Scw |
| Wing Red | Am | Scw |
| Winner Canadian | Br | Scw |
| Winnipeg City of | Br | Scw |
| Winona Lake | Am | Scw |
| Winooski Lake | Am | Scw |
| Winslow Edward B | Am | Sch |
| do Louis M | Am | Scw |
| Winstead John H | Am | Brg |
| Winter Herman | Am | Scw |
| Wintermote Dorothy | Am | Scw |
| Wise John | Am | Scw |
| do P. H | Am | Scw |
| Witbeck Henry | Br | Brg |
| Witte Margarethe | Ger | Sch |
| Woermann Lili | Ger | Scw |
| Woldemar Christian | Ltv | Trn |
| Wolf Sea | Am | MV |
| do William H | Am | Scw |
| Wolfe Marion Belle | Br | Sch |
| Wolvin Augustus B | Am | Scw |
| do Geraldine | Egp | Sch |
| Wonder No | Am | StW |
| Woo Chung | Chi | Scw |
| Wood Fern | Am | Sch |
| do General | Br | Sch |
| do do | Am | StW |
| do George A | Br | Sch |
| do John A | Am | StW |
| do Joseph | Am | Scw |
| do Joseph D | Am | Scw |
| do Rufus E | Am | Brg |
| Woodall Fannie | Am | Scw |
| do Kitty | Am | MV. |
| Woodburn Robert M | Am | Brg |
| Woods Frank | Am | Scw |
| Worker Steel | Am | Scw |
| Workman British | Br | Sc |
| Works Wandsworth | Br | Sc |
| World Western | Am | Sc |
| Worth Fort | Am | B |
| do John M | Am | Sc |
| Worthington John | Am | Sc |
| Wren Sally | Am | Sc |
| Wright A. W | Am | Sc |
| do Betty | Am | M |
| do H. E | Am | St |
| Wu Hwah | Chi | Sc |
| Wylie Herbert G | Am | Sc |

**Y**

| | | |
|---|---|---|
| Yahara Lake | Am | Sc |
| Yangco Luis Rafael | Am | Sc |
| Yannoulatos Antonios | Grk | Sc |
| Yates Harry | Am | Sc |
| Yek Ban | Am | Sc |
| do Chiat | Am | Sc |
| do Tong | Am | Sc |
| Yelverton Lake | Am | Sc |
| Yemasee Lake | Am | Sc |
| Yih Hwah | Chi | Sc |
| Yi Taikoo Wan | Br | Sc |
| Yokohama City of | Br | Sc |
| York Cape | Br | M |
| do City of | Br | Sc |
| do New | Am | Sc |
| do do | Trk | Sc |
| do do | Am | B |
| Yorker New | Am | Sc |
| Young Lila E. D | Br | T |
| do Muriel M | Br | Sc |
| Ypsilanti Lake | Am | Sc |

**Z**

| | | |
|---|---|---|
| Z. O. Ida | It | Sc |
| Zade Kir | Trk | Sc |
| Zafirakis Nicolaos | Grk | Sc |
| Zaliski Lake | Am | Sc |
| Zaltbommel Stad | Hol | Sc |
| Zealand Star of | Am | Sc |
| Zeda West | Am | Sc |
| Zee Roode | Hol | Sc |
| do Witte | Hol | Sc |
| do Zwarte | Hol | Sc |
| Zeferino San | Br | Sc |
| Zeising August | Am | Sc |
| Zinck Bernice | Br | Sc |
| do Ida M | Br | T |
| do Marguerite | Br | Sc |
| do Russell S | Br | T |
| Znamia Krasnoe | Rus | Sc |
| Zotico San | Br | Sc |
| Zucker West | Am | Sc |
| Zula West | Am | Sc |
| Zwicker Arthur H | Br | Sc |

# VESSELS' NAMES

# WHICH HAVE BEEN

# CHANGED

# VESSELS' NAMES WHICH HAVE BEEN CHANGED

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| **A** | | | |
| A | L. V. R.R. No. 55 | 123 | Brg |
| A. C. Tuxbury | Emba | 645 | Brg |
| A. C. Van Raalte | Ashland | 57 | Scw |
| A. D. Thomson | Bay View | 1075 | Scw |
| A. E. Ackerman | Socony 27 | 67 | Scw |
| A. E. McKinstry | Kindersley | 1190 | Scw |
| A. J. West | Aegina | 483 | Sch |
| A. M. Simpson | Martha Buehner | 465 | Scw |
| A. Moulton | Waegwoltic | 156 | MV |
| A. & M. Carlisle | Carmen | 302 | Trn |
| Aabenraa | Agnete Maersk | 1207 | Scw |
| Aagtekerk | Oostkerk | 5060 | Scw |
| Abbey Holme | Rigel | 2191 | Scw |
| Abby Palmer | Star of England | 1806 | Bk |
| Abenroth Bros | Oil Transfer No. 11 | 323 | Brg |
| Aberdeen | Afghanistan | 4277 | Scw |
| Abra | Portland | 2049 | Brg |
| Abraham Stearn | Edward N. Saunders, Jr. | 5140 | Scw |
| Abram Minis | Salisbury | 164 | Scw |
| Acacia | Erissos | 1785 | Scw |
| Acacia | Frej | 1389 | Scw |
| Acara | Waaldijk | 3135 | Scw |
| Accommodation | Victoria | 405 | Scw |
| Achilles | Memas | 2773 | Scw |
| Achlibster | Glofield | 2820 | Scw |
| Acre | Rodrigues Alves | 1555 | Scw |
| Acropolis | Washington | 3011 | Scw |
| Active | Kenmore | 80 | Scw |
| Ada Cliff | Frederick J. Lovatt | 446 | Trn |
| Adam B. Mackay | Chevalier Bayard | 374 | Trn |
| Addington | Botte | 878 | Scw |
| Adelaide | Cunene | 3712 | Scw |
| Adelheid | Hedwig | 237 | Bk |
| Adelheid | Marti | 1767 | Scw |
| Adelina | Guadalquivir | 2470 | Scw |
| Admiral | Lourenco Marques | 3857 | Scw |
| Admiral Goodrich | Noyo | 836 | Scw |
| Adolf | Adolf Bratt | 1068 | Scw |
| Adolf Deppe | Panaghis M. Hadoulis | 1381 | Scw |
| Adolf Vinnen | Mae Dollar | 3197 | Bk |
| Adolfo | Motrico | 2176 | Scw |
| Adolph Woermann | Macapa | 1569 | Scw |
| Adriatico | Michael N. Maris | 2517 | Scw |
| Adrien Badin | Monterey | 1143 | Sch |
| Adventuress | Eagle | 152 | Scw |
| Aeolus | City of Los Angeles | 6992 | Scw |
| Aeon | Katingo | 1650 | Scw |
| Aero | Asturias | 1094 | Scw |
| Affon | Aphon | 3127 | Scw |
| Africshore | Sakaria | 1899 | Scw |
| Afridi | Kirin Maru | 2666 | Scw |
| Agadir | Belkas | 1638 | Scw |
| Agawa | Cythera | 186 | Scw |
| Agios Georgios | Gange | 2028 | Scw |
| Agnes A. McNally | Lagnes | 546 | Brg |
| Agnes Dollar | Mary E. Moore | 1256 | Scw |
| Agwisea | Cities Service Petrol | 5021 | Scw |
| Agylla | Antofagasta | 1931 | Scw |
| Aisne | American Merchant | 4013 | Scw |
| Aila | Bodia | 1075 | Scw |
| Ailsacraig | Kenkon Maru No. 3 | 2256 | Scw |
| Airdale | Michael E. Tricoglu | 1949 | Scw |
| Airway | Charterhaven | 2749 | Scw |
| Ajana | Otarama | 4607 | Scw |
| Ajax | L. V. R.R. No. 210 | 262 | Brg |
| Akenside | Matheos | 1574 | Scw |
| Alabama | Pei Tai | 1241 | Scw |
| Aladin | Bolmen | 2139 | Scw |
| Alameda | Olean | 4319 | Scw |
| Alarich | Bore | 2045 | Scw |
| Alatrium | Vodice | 2748 | Scw |
| Alava II | Las Villas | 756 | Scw |
| Alaveno | Kayak | 2337 | Scw |
| Alba | Amerique | 5082 | Scw |
| Albani | Santa Maria | 249 | Trn |
| Albania | Poleric | 3907 | Scw |
| Albaro | Luisa | 1675 | Scw |
| Albatross | Dront | 1953 | Scw |
| Albatross | Lorraine Rita | 194 | Scw |
| Albatroz | Porto Para | 773 | Bk |
| Albenga | Hwah Wu | 2769 | Scw |
| Albert J. Stone | Planet | 208 | Scw |
| Albert Killing | Hesbaye | 1618 | Scw |
| Albert M. Marshall | Brignogan | 892 | Scw |
| Albert Rickmers | Penang | 1880 | S |
| Albert Sauber | Torsol | 1136 | Scw |
| Alberta | Atagosan Maru | 2487 | Scw |
| Alberto Calvelletto | Giorgio Fassio | 2777 | Scw |
| Albertville | Angola | 5062 | Scw |
| Albion | Trenton | 516 | SW |
| Albrook | Montgomery | 2192 | Brg |
| Alcala | Vauban | 6699 | Scw |
| Alcana | Valsalice | 2246 | Scw |
| Alcay | Luther E. Hooper | 2094 | Brg |
| Alcazar | Norte | 1938 | Scw |
| Alcinous | Carmania | 4278 | Scw |
| Alconda | Essex Glade | 2695 | Scw |
| Alcor | Imatra | 2433 | Scw |
| Alcovy | Terence O'Boyle | 2200 | Brg |
| Alda | Magellan | 4055 | Scw |
| Alda | Pictonian | 202 | Trn |
| Alden | Osterdal | 2381 | Scw |
| Aldersgate | Everilda | 1971 | Scw |
| Aldersgate | Misty Hall | 3164 | Scw |
| Aleardi | Portugal | 1554 | Scw |
| Alexander H. Erickson | Wellington | 878 | Sch |
| Alexander Maitland | Glenbogie | 2819 | Brg |
| Alexandra | Ingerfire | 2484 | Scw |
| Alexandra | Menominee | 4441 | Scw |
| Alexandra Woermann | Calypso | 2333 | Scw |
| Alexandria | Henry L. Joyce | 660 | SW |
| Alexandros S. Siniossoglu | Thetis | 1090 | Scw |
| Alexis W. Thompson | W. H. Becker | 4670 | Scw |
| Alfenas | Campos Salles | 3041 | Scw |
| Alfonso XIII | Vasco Nunez de Balboa | 3235 | Scw |
| Alfred Calvert | Kangars | 1746 | Scw |
| Alfred Clarke | Saugatuck | 59 | Scw |
| Alfred Menzell | Alfred | 895 | Scw |
| Alfred Walter | L. V. R.R. No. 230 | 300 | Brg |
| Algarde | Notre Dame D'Uronea | 454 | Sch |
| Algeria | Toledo | 4576 | Scw |
| Algerien | Manelina R. | 1646 | Scw |
| Algerier | Maniema | 1824 | Scw |
| Algier | Carlo Pisacane | 1858 | Scw |
| Algorta | Bartolo | 1870 | Scw |
| Algorteno | Rufina | 1459 | Scw |
| Alice | Asia | 3655 | Scw |
| Alice | Aunt Dinah | 188 | Scw |
| Alice | Margaret Lake | 62 | Sch |
| Alice A. Leigh | Rewa | 2817 | Bk |
| Alice Dollar | Wantung | 563 | Scw |
| Alice May | Griswold | 91 | Scw |
| Alice May Davenport | General Leon Jurado | 952 | Sch |
| Alice Michelene | Piero | 1037 | Bk |
| Alida | Karlsvik | 1399 | Scw |
| Allaguash | Birte Jensen | 2456 | Scw |
| Allan Joy | Naugatuck | 655 | Scw |
| Alleghany | Castilian Prince | 1803 | Scw |
| Alleghany | Copan | 1019 | Scw |
| Allegheny | George D. Dixon | 3159 | Scw |
| Allemania | Mikado Maru | 1142 | Scw |
| Allen A | Fox | 266 | Sch |
| Allentown | J. W. Van Dyke | 2944 | MV |
| Alloues | Helen L. Tracy | 29 | Scw |
| Alma Stein | Cauca | 166 | Sch |
| Almeriana | Kejserinde Dagmar | 987 | Scw |
| Alonso | Vierland | 1941 | Bk |

# VESSELS' NAMES WHICH HAVE BEEN CHANGED

| Former Name | Present Name | Tons | Rig | Former Name | Present Name | Tons | Rig |
|---|---|---|---|---|---|---|---|
| Alpha | Clivedon | 102 | Scw | Annemor | Blaafjeld I | 652 | Scw |
| Alpha | Morro | 213 | Sch | Annen | Fratelli Garre | 339 | Trn |
| Alpine | L. V. R. R. No. 105 | 156 | Brg | Annette Rolph | Pacific | 4380 | Scw |
| Alpine Range | Akropolis | 2267 | Scw | Annie Johnson | Bretagne | 825 | Sch |
| A'rich | Parnahyba | 4126 | Scw | Annie Johnson | Otto Hugo Stinnes 9 | 2515 | Scw |
| Alsace | Alsace II | 3408 | Scw | Annie Laurie | Montrose | 316 | Scw |
| Alsatian | Empress of France | 9951 | Scw | Ansaldo I | Ansaldo Primo | 3189 | Scw |
| Alster | Christel Vinnen | 2935 | S | Ansaldo II | Ansaldo Secondo | 3145 | Scw |
| Alster | Sandgate | 2329 | Scw | Ansaldo III | Ansaldo Terzo | 3153 | Scw |
| Alstern | Tokai Maru | 2273 | Scw | Ansaldo IV | Ansaldo Quarto | 3160 | Scw |
| Alston | Kinoene Maru | 3460 | Scw | Ansaldo V | Ansaldo Quinto | 3200 | Scw |
| Altair | Eidsvaag | 1118 | Scw | Ansaldo VI | Ansaldo Sestro | 3200 | Scw |
| Altair | Raimund | 2202 | Scw | Ansaldo VII | Ansaldo Settimo | 3145 | Scw |
| Altmark | Shelley | 2733 | Scw | Ansaldo VIII | Ansaldo Ottavo | 3082 | Scw |
| Alton | Aylesbury | 2281 | Scw | Ansaldo IX | Preneste | 3553 | Scw |
| Alton C. Dustin | J. A. Campbell | 5609 | Scw | Ansaldo San Giorgio III | Ansaldo San Giorgio Terzo | 3241 | MV |
| Altubi Mendi | Uarda | 4484 | Scw | Ansaldo San Giorgio IV | Ansaldo San Giorgio Quarto | 2933 | Scw |
| Altura | Andrew McDonald | 2138 | Brg | Ansaldo San Giorgio V | Tuscolo | 2906 | Scw |
| Alva | Glenfinnan | 1472 | Scw | Ansaldo San Giorgio VI | Ardea | 2932 | Scw |
| Alva | Mentor | 1944 | Scw | Ansaldo Savoia I | Ansaldo Savoia Primo | 3258 | Scw |
| Alvina Theriault | Alvina | 199 | Trn | Ansaldo Savoia II | Ansaldo Savoia Secondo | 3214 | Scw |
| Amalia Gargiulo | Provvidenza di Dio | 332 | Bk | Anselm | Comodoro Rivadavia | 3139 | Scw |
| Amarapoora | Matura | 2927 | Scw | Anselma de Larrinaga | Chiabrera | 2585 | Scw |
| Amasis | Elfrilda | 1504 | Bk | Anson S. Brooks | David C. Meyer | 1519 | Scw |
| Ambassador | Ursula Fischer | 1590 | Scw | Answald | Vulcan City | 3324 | Scw |
| Ambatielos | King Gruffydd | 3145 | Scw | Antares | Eda | 1090 | Scw |
| Ambra | Maiella | 3505 | Scw | Antares | Ingram | 2202 | Scw |
| Amelia M | Patria | 395 | Bk | Antares | Tolosa | 1104 | Scw |
| America | American | 588 | Scw | Anten | Mongolia | 1089 | Scw |
| America | Glenstriven | 1585 | Scw | Antenor | Fortunato | 3453 | Scw |
| American | Belpetrole | 2471 | Scw | Anthony | Sunny Maid | 927 | Scw |
| American | Honolulan | 3381 | Scw | Antigone | Potomac | 5632 | Scw |
| Americano | Saint Raphael | 1099 | Scw | Antillas | Beaujolais | 597 | Sch |
| Amerika | America | 12256 | Scw | Antinoe | Anastassios A. Syrmas | 1301 | Scw |
| Amethyst | Prince John | 540 | Scw | Antiope | Mortlake | 1904 | Scw |
| Amicus | Portreath | 2329 | Scw | Antofagasta | Fresia | 1177 | Scw |
| Amieth | Polaris | 1520 | Scw | Antoinietta Accame | Claude M | 1982 | Scw |
| Amilcare Cipriani | Disciplina | 1711 | Scw | Antonina | Haimon | 2355 | Scw |
| Amisia | Consul Poppe | 877 | Scw | Antonio Macleod | Sorsogon | 812 | Scw |
| Ampere | Charles H. Shaw | 628 | Brg | Antonio d'Ali | Bertorello | 596 | It |
| Amphitrite | Cote Nord | 147 | Trn | Antonio Padre | Bice | 1098 | Bk |
| Amur | Famous | 570 | Scw | Apache | Le-Sahel | 363 | Scw |
| Anahuac | Brilliant | 473 | MV | Apama | Alicia Haviside | 2132 | Bkt |
| Anchorton | Napredak | 2295 | Scw | Apollo | Kunajiri Maru | 3062 | Scw |
| Andalusier | Wolhandel | 4408 | Scw | Appalachee | Clizia | 2426 | Scw |
| Andorinha | Ave | 195 | Sch | Appeles | Kermit | 4119 | Scw |
| Andre Montreuil | D'Enambuc | 1202 | Scw | Appomattox | Sardinian Prince | 1801 | Scw |
| Andrea Costa | Ordine | 3161 | Scw | Apsley | Tottenham | 2343 | Scw |
| Andree | Pencisely | 2283 | Scw | Apsleyhall | Cymric Queen | 2421 | Scw |
| Andreino | Elio | 3049 | Scw | Apus | Charles R. McCormick | 3816 | Scw |
| Andrew Carnegie | A. W. Osborne | 2630 | Scw | Aquasco | Loretto O'Boyle | 2200 | Brg |
| Andrew Mahony | La Merced | 1342 | MV | Aquidaban | Transford II | 962 | Scw |
| Andromeda | Bath | 1546 | Scw | Arabier | Caldy Light | 2481 | Scw |
| Andy Mahoney | Mindanao | 495 | Sch | Arabistan | Delia Terzo | 4449 | Scw |
| Anemone | Wisdom II | 78 | MV | Arabistan | Chindwara | 3307 | Scw |
| Angel | Heston | 227 | Scw | Arabistan | Chinkoa | 3295 | Scw |
| Angela | Matilde | 172 | Sch | Arabistan | Kohryu Maru | 3189 | Scw |
| Angela e Maria | Marion | 684 | Brg | Arachne | Swiftway | 2474 | Scw |
| Angermanalfen | Baychimo | 796 | Scw | Arakaka | Attiki | 1363 | Scw |
| Angiolo Bondi | Valreale | 3301 | Scw | Arakan | Cape Comorin | 3205 | Scw |
| Anglesea | Portgwarra | 2818 | Scw | Arapahoe | Star of Falkland | 1866 | S |
| Anglier | Karolos | 2148 | Scw | Aras | Seyon | 92 | MV |
| Anglo Brazilian | Chepstow Castle | 4668 | Scw | Arator | Sveajarl | 3151 | MV |
| Anglo Saxon | Humanitas | 2671 | Scw | Arborean | Vaarli | 4289 | Scw |
| Angola | Eleftherios K. Venizelos | 2746 | Scw | Arbroath | Gasperia | 520 | Scw |
| Ann Arbor No. 2 | Whale | 572 | Brg | Archer | Marie | 705 | Bkt |
| Anna | Anna C | 4370 | Scw | Arcturus | Etna | 1924 | Scw |
| Anna | Begonia | 937 | Scw | Arcturus | Riol | 2204 | Scw |
| Anna E. Morse | Oakridge | 3785 | Scw | Ardangorm | Secunder | 993 | Scw |
| Anna Maersk | Ayrco | 797 | Scw | Ardenhall | Northborough | 2058 | Scw |
| Annapolis | Pittston | 440 | Brg | Ardgair | Manchurian Prince | 3282 | Scw |
| Anne | Ithaki | 2612 | Scw | Ardgoil | Bengloe | 3425 | Scw |
| Anneliese | Magdalena Reith | 1305 | Scw | Ardgorm | Comino | 2932 | Scw |
| Anneliese | Uru | 2594 | Scw | Ardgryfe | Clan Kenneth | 3184 | Scw |
| Annemarie | Patagones | 264 | Trn | Ardover | Amersfoort | 4510 | Scw |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| Areadine Christine | Truth | 2227 | Scw |
| Arechondo | Jose Vilallonga | 1230 | Scw |
| Arensburg | Branksome Hall | 2772 | Scw |
| Argentina | Brasile | 2933 | Scw |
| Argentina | Jacob Luckenbach | 4069 | Scw |
| Argo | Idalia | 189 | Trn |
| Argonaftis | Eleni S. Iossifoglu | 2094 | Scw |
| Argonne | Calonne | 4344 | Scw |
| Argosy | Le Fe | 168 | Scw |
| Argowan | Mesopotamia | 2764 | Scw |
| Argus | Sidney M. Hauptman | 3816 | Scw |
| Ariadne | Cutty Sark | 168 | MV |
| Ariadne Irene | Pentwyn | 2638 | Scw |
| Aries | Eidsbotten | 1096 | Scw |
| Arimathea | Lerici | 2288 | Scw |
| Aristea | Plehanoff | 2159 | Scw |
| Arkadia | Aegina | 1421 | Scw |
| Arncliffe | Cookham | 2243 | Scw |
| Arnold Amsinck | Jaboatao | 2896 | Scw |
| Arnoy | Bjorneborg | 1401 | Scw |
| Arranmead | Middlemoor | 1848 | Scw |
| Arrow | Parma | 2882 | Bk |
| Arsterturm | Whitegate | 3180 | Scw |
| Artemis | Yarra | 3068 | Scw |
| Arthur | Arthur Morgan | 888 | Sch |
| Arthur Balfour | Carston | 2499 | Scw |
| Arthur E. Newbold | Maryland | 5482 | Scw |
| Arthur H. Hawgood | Joseph Block | 4939 | Scw |
| Arvonian | Brookvale | 1786 | Scw |
| Arzilia | Bilbeis | 1683 | Scw |
| Asa W. Hughes | Triton | 66 | Scw |
| Asbjorn | Hauk | 753 | Scw |
| Ascensione | Andros | 1761 | Scw |
| Aschenburg | Lorenzo | 3753 | Scw |
| Ashbrook | L. V. R.R. No. 104 | 154 | Brg |
| Ashland | L. V. R.R. No. 106 | 155 | Brg |
| Asia | Biskra | 1145 | Scw |
| Asia Maru | Sapporo Maru No. 1 | 1561 | Scw |
| Asier | Mambika | 2043 | Scw |
| Aslang Haaland | Ellaroo | 2846 | Scw |
| Asläug | Sisto | 645 | Scw |
| Aspasia Stavroudi | Hofplein | 4277 | Scw |
| Aspinet | Hakkai Maru | 3104 | Scw |
| Asra | Kristine I. | 613 | Scw |
| Assunzione | Caramanie | 2275 | Scw |
| Assyria | Urayasu Maru | 1553 | Scw |
| Asta | Robert L. Linton | 1828 | Sch |
| Astmahco III | Ormidale | 1434 | Scw |
| Astmahco IV | Glendaruel | 1434 | Scw |
| Astoria | Hammershus | 2526 | Scw |
| Astra | Elvington | 349 | Scw |
| Astraea | Northlea | 2069 | Scw |
| Astral | Standard II | 418 | Scw |
| Astral | Star of Zealand | 2987 | S |
| Astrella | Odine | 1431 | Sch |
| Astrid | Milis | 647 | Bk |
| Astur | Norruna | 2041 | Scw |
| Asturias | Arcadian | 6892 | Scw |
| Asuncion | Campos | 3018 | Scw |
| Athamas | Ovre | 2477 | Scw |
| Athaulf | Roxen | 2709 | Scw |
| Athelrill | Koyo Maru | 4513 | Scw |
| Athena | Charalambos | 2831 | Scw |
| Athene | Estrella | 2295 | Scw |
| Atherstone | Greleden | 2570 | Scw |
| Atlanta | Cambridge | 1399 | Scw |
| Atlanterhavet | Brasilien | 2506 | Scw |
| Atlantic | Brattingsborg | 1959 | Scw |
| Atlantic City | Bradburn | 2934 | Scw |
| Atlantica | Marija Racic | 2618 | Scw |
| Atlantique | Angkor | 3787 | Scw |
| Atlantis | Mikelis | 1736 | Scw |
| Atlas | Conemaugh | 1714 | Brg |
| Atlas | Star of Lapland | 3006 | S |
| Atlas | Ylhavense No. 2 | 230 | Sch |
| Atna | Godfried Bueren | 2873 | Scw |
| Atreus | Oneida | 396 | Scw |
| Au Revoir | Neaira | 212 | Scw |
| Audace | Duce | 2522 | Scw |
| Audros | Haugland | 1952 | Scw |
| Augerona | Hippen | 1168 | Bk |
| August Korff | Lackawanna | 2412 | Scw |
| Augusta | Transmotor | 1147 | Scw |
| Auguste | Nissei Maru | 1766 | Scw |
| Augusto Halenke | Arundale | 1779 | Scw |
| Augusztа Foherczegno | Izgled | 2705 | Scw |
| Auk | Discover | | Scw |
| Aurelien Scholl | Caid | 941 | Scw |
| Ausable | Mette Jensen | 1957 | Scw |
| Australasian | Ruapehu | 5798 | Scw |
| Australbrook | Uga Maru | 3320 | Scw |
| Australcrag | Misaki Maru | 3278 | Scw |
| Australglen | Ginryo Maru | 2775 | Scw |
| Australia | Phyllis | 2128 | Bk |
| Australia | S. B. Coolidge | 2818 | Scw |
| Australmead | Agia Marina | 2476 | Scw |
| Australmount | Osaka Maru | 3432 | Scw |
| Australpeak | Carpsey | 2852 | Scw |
| Australplain | Andalusia | 2807 | Scw |
| Australpool | Miho Maru | 3305 | Scw |
| Austrasia | Gustav | 2525 | Bk |
| Aval | Grand Liban | 2357 | Scw |
| Avant | Ruth | 467 | MV |
| Avanti | Thomas Krag | 2241 | Scw |
| Avecappelle | Granheim | 1103 | Scw |
| Aven. J. Hanford | Golden City | 233 | Scw |
| Avesta | Osman | 738 | Scw |
| Avona | Pallas | 1771 | Scw |
| Avondale | Tracy Bros | 3511 | Scw |
| Avontown | Copeman | 1095 | Scw |
| Axel Johnson | Hilde Hugo Stinnes 10 | 2520 | Scw |
| Aya Mendi | Anhalt | 4047 | Scw |
| Azalea | Urkiola Mendi | 2289 | Scw |
| Azcus | Spes | 2392 | Scw |

## B

| | | | |
|---|---|---|---|
| B. F Berry | Berryton | 5023 | Scw |
| B. F. Williams | Walter Ross | 73 | Scw |
| Babylon | Tenafly | 890 | Scw |
| Bacardi I. | Rapido | 248 | MV |
| Bacchus | Chelma | 3170 | Scw |
| Bacong | Marie Hooper | 2094 | Brg |
| Badenia | Holm | 4532 | Scw |
| Badger | Dalzellite | 29 | Scw |
| Badger | Rose City | 2154 | Scw |
| Baffle | L. V. R. R. No. 788 | 549 | Brg |
| Bagnoli | Dori | 2261 | Scw |
| Bagnoli I. | Valtellina | 3817 | Scw |
| Bagona No. 1 | Santofirme | 1514 | Scw |
| Baharistan | Siretul | 2291 | Scw |
| Bahia | Paysandu | 3106 | Scw |
| Balclutha | Star of Alaska | 1590 | S |
| Balderton | Poredak | 2189 | Scw |
| Baldridge | Kickapoo | 203 | Scw |
| Baldur | Thelka | 1013 | Scw |
| Baleares | Dauphine | 593 | Sch |
| Baleshed | Clinchco | 203 | Scw |
| Ballesteros No. 1 | Antonio de Satrustegui | 2060 | Scw |
| Ballew | Sulphite | 203 | Scw |
| Ballygally Head | Kepwickhall | 3167 | Scw |
| Baltic | L. V. R.R. No. 790 | 524 | Brg |
| Baltic | Maywood | 869 | Brg |
| Baltic Exchange | North Britain | 2357 | Scw |
| Baltika | Danzig | 1934 | Scw |
| Baltimore | Pomham | 110 | Scw |
| Baltimore | Jas. P. Donaldson | 275 | Scw |
| Baltique | Torefjell | 1504 | Scw |
| Balto | Suderoy | 3348 | Scw |

# VESSELS' NAMES WHICH HAVE BEEN CHANGED

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| Bampton | Valrossa | 2803 | Scw |
| Banca | Taiyu Maru | 4585 | Scw |
| Banda | Scheldestroom | 2477 | Scw |
| Bangalore | Alesia | 3228 | Scw |
| Bangor | Unit | 100 | Scw |
| Bangor | L. V. R.R. No. 781 | 823 | Brg |
| Banter | L. V. R.R. No. 801 | 351 | Brg |
| Baracouta | Granco | 2114 | Brg |
| Barbara Marie | Portesea | 2587 | Scw |
| Barcelona | Pampa | 2761 | Scw |
| Bardic | Horatius | 4879 | Scw |
| Barfond | Bravo I | 947 | Scw |
| Barge No. 7 | J. S. McGaughy | 939 | Brg |
| Barima | Kudat | 800 | Scw |
| Barkston | Rosalia | 2673 | Scw |
| Barneson | Oyleric | 3791 | Scw |
| Barnstaple | Lady Cynthia | 390 | Scw |
| Baro Fejervary | Ariosto | 2543 | Scw |
| Baron Cawdor | Ehrenfels | 3665 | Scw |
| Baron Fairlie | Esperia | 2323 | Scw |
| Baron Kelvin | Takasago Maru | 1246 | Scw |
| Baron Lovat | Shinon | 1105 | Scw |
| Baron Lovat | Siberian Prince | 3582 | Scw |
| Baron Lovat | Wolfsburg | 3815 | Scw |
| Baron Napier | Ishin Maru | 4092 | Scw |
| Baron Ogilvy | Murla | 3658 | Scw |
| Baron Polwarth | Shumsei Maru | 3138 | Scw |
| Baron Rose | Laumona | 378 | Trn |
| Baron Vernon | Dowanhill | 1597 | Scw |
| Baronet | L. V. R.R. No. 793 | 511 | Brg |
| Barrila | Anna O'Boyle | 2200 | Brg |
| Barrymore | Kumsang | 6341 | Scw |
| Bartheny | De Bardeleben | 203 | Scw |
| Bartholomew | Cumberland | 1615 | Scw |
| Bartolome | Tamaroa | 196 | Scw |
| Barton | Hounslow | 2337 | Scw |
| Barton | L. V. R.R. No. 112 | 155 | Brg |
| Bas II | Esperanca | 2106 | Scw |
| Basford | W. B. Storey | 196 | Scw |
| Basis | Alfheim | 2198 | Scw |
| Bassam | Sulima | 1909 | Scw |
| Basswood | George C. Greer | 200 | Scw |
| Bath | L. V. R.R. Number 780 | 824 | Brg |
| Bath | Sagadahoc | 3849 | Scw |
| Baton Rouge | Olterra | 3054 | Scw |
| Bay State | President Madison | 8341 | Scw |
| Bayard Barnes | Monte Cani | 895 | Sch |
| Bayden | W. T. & B. Co. No. 70 | 2137 | Brg |
| Bayersher | Claremont | 829 | Scw |
| Baygowan | Port de Marseille | 2807 | Scw |
| Bayleaf | Pyrula | 5285 | Scw |
| Baysarua | Port de Dunkerque | 3194 | Scw |
| Bayside | Cahokia | 200 | Scw |
| Baytown | Luisiano | 1418 | Scw |
| Bayverdun | Ville de Djibouti | 2721 | Scw |
| Bayway | Jules Cambon | 3051 | Scw |
| Beachhaven | Bermuda | 200 | Scw |
| Beachy Head | Grelhead | 2602 | Scw |
| Beagle | Margaret L. Meseck | 29 | Scw |
| Bear Creek | L. V. R.R. Number 700 | 881 | Brg |
| Beatrice | Tenyu Maru | 663 | Scw |
| Beaver Meadow | L. V. R.R. No. 235 | 230 | Brg |
| Bechuana | Eusebia de Vall | 2668 | Scw |
| Beckton | L. V. R.R. Number 702 | 881 | Brg |
| Bedeburn | Chiswick | 2175 | Scw |
| Bedehome | Rosendal | 833 | Scw |
| Bedwyn | Balfour | 3187 | Scw |
| Bee | L. V. R.R. Number 784 | 808 | Brg |
| Beechland | Klosofi | 419 | Trn |
| Beechleaf | Limicana | 3448 | Scw |
| Beezelake | Red Man | 1965 | Scw |
| Begna | Senita | 1306 | Scw |
| Begona No. 2 | Sodupe | 1846 | Scw |
| Begona No. 3 | Zurriola | 1065 | Scw |
| Begona No. 6 | Erandio | 1590 | Scw |
| Beikoku Maru | East Indian | 5160 | MV |
| Belen | Jeanne d'Arc | 1987 | Bk |
| Belgic | Belgenland | 15352 | Scw |
| Belgic | Samland | 7421 | Scw |
| Belgien | Laura Maersk | 873 | Scw |
| Belgika | Bohol | 536 | Scw |
| Belgravia | Iowa | 4268 | Scw |
| Belize | L. V. R.R. No. 809 | 345 | Brg |
| Belize | Soltind | 354 | Scw |
| Bellas | Susanne | 962 | Bk |
| Bellaventure | Alexandre Sibiriakoff | 467 | Scw |
| Belle | Coteau | 410 | Brg |
| Bellewood | L. V. R.R. Number 703 | 881 | Brg |
| Bellgrano | Hazel Branch | 3047 | Scw |
| Bellhouse | Ponape | 1974 | Bk |
| Belltown | Carlin | 2308 | Scw |
| Belos | Eros | 1282 | Scw |
| Bembridge | Queen Olga | 3161 | Scw |
| Ben Clune | Maplegrove | 2399 | Scw |
| Ben Dearg | Lasbek | 2192 | S |
| Ben Lawers | Vidylia | 664 | Bk |
| Ben Nevis | Marionga J. Goulandris | 2533 | Scw |
| Bencleuch | Tangistan | 2679 | Scw |
| Benevente | Duque-De-Casias | 2879 | Scw |
| Benlawers | Ryoto Maru | 1506 | Scw |
| Benledi | Toyotomi Maru | 1461 | Scw |
| Benten Maru | Daiho Maru No. 2 | 2615 | Scw |
| Benmohr | Nippo Maru | 1927 | Scw |
| Benvenue | Taiyetsu Maru | 2889 | Scw |
| Beothic | Georgiy Sedoff | 464 | Scw |
| Berengar | General Botha | 3026 | Scw |
| Berit | Asgard | 1448 | Scw |
| Berkeley | Virginia | 648 | Scw |
| Berkist | Cavally | 2803 | Scw |
| Berkshire | Luxor | 1433 | Scw |
| Berlin | Arabic | 9657 | Scw |
| Berlin | George J. Goulandris | 1400 | Scw |
| Bernard M | Fred B | 194 | Scw |
| Bertha | Oscar Midling | 1371 | Scw |
| Bertha L. Downs | Atlas | 606 | Sch |
| Bertie & Maud | S. A. Souder | 277 | Brg |
| Bertrand | W. T. & B. Co. No. 71 | 2142 | Brg |
| Berwen | Laurel Branch | 2361 | Scw |
| Berwindmoor | Bucinnum | 3082 | Scw |
| Berwindvale | Ingeren | 3266 | Scw |
| Besoeki | Anfitrite | 2507 | Scw |
| Bessie Dollar | Kinryo Maru | 2737 | Scw |
| Bethelridge | Malacca | 4261 | Scw |
| Bethnor | Irene | 2112 | Scw |
| Bhamo | Austrian | 2028 | Scw |
| Bia | Falco | 1818 | Scw |
| Biafra | Homayun | 2155 | Scw |
| Bice | Register | 415 | MV |
| Bickerdike | Maplebrook | 864 | Scw |
| Bideford | North Anglia | 2214 | Scw |
| Bielefeld | Kobun Maru | 3833 | Scw |
| Bienville | El Coston | 4509 | Scw |
| Biessard | Poplarbay | 662 | Scw |
| Bilbster | Essex County | 2829 | Scw |
| Bille | Guaytecas | 1179 | Bk |
| Bintang | Knut Hamsun | 1850 | Scw |
| Biran | Dorothy | 1658 | Scw |
| Birchleaf | British Birch | 3545 | Scw |
| Birma Maru | Shinnoh Maru | 3582 | Scw |
| Bismarck | Majestic | 26324 | Scw |
| Bison | Henry W. Grady | 30 | Scw |
| Bitinia | Ioannis Fafalios | 1998 | Scw |
| Bito | Etha Rickmers | 3140 | Scw |
| Bizarre | L. V. R.R. No. 806 | 351 | Brg |
| Bjorn | Svava | 725 | Scw |
| Blaamyra | Torlak | 1483 | Scw |
| Blaatind | Commodore | 1339 | Sch |
| Black Prince | Guadiaro | 2560 | Scw |
| Black Tom | L. V. R.R. No. 786 | 492 | Brg |
| Blackbird | L. V. R.R. No. 798 | 435 | Brg |

# VESSELS' NAMES WHICH HAVE BEEN CHANGED

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| Blackheath | Otaru Maru No. 2 | 1998 | Scw |
| Blackwell | Ruysdael | 2966 | Scw |
| Blackwood | L. V. R.R. Number 704 | 881 | Brg |
| Blaircree | Baltmor | 1712 | Scw |
| Blaise Pascal | Capitaine Joseph Plisson | 2895 | Scw |
| Blandhall | Cornish Point | 2706 | Scw |
| Blossom Heath | Vojvoda Putnik | 3798 | Scw |
| Blue Belle | Virginian | 122 | Scw |
| Blue Hen State | President Garfield | 6200 | Scw |
| Blue Hill | Trader | 1828 | Scw |
| Bluebird | L. V. R.R. No. 797 | 403 | Brg |
| Bluster | L. V. R.R. No. 804 | 351 | Brg |
| Boba | Ammmiraglio Viale | 2011 | Scw |
| Bochum | Montpelier | 2813 | Scw |
| Bockenheim | Askild | 1120 | Scw |
| Bogen | Brask | 2561 | Scw |
| Bogstad | Fukura Maru | 1930 | Scw |
| Bogstad | Kurohime Maru | 2894 | Scw |
| Bohemia | Artemis | 5248 | Scw |
| Bohemia | Hwah Ping | 2305 | Scw |
| Bohemia | O'Brien Girls | 79 | Scw |
| Boixwiller | Andron L | 991 | Brg |
| Boklund | Vendlus | 1123 | Scw |
| Bolama | Orja | 1101 | Scw |
| Bolderan | Lisa | 990 | Scw |
| Boldway | Dimitrios | 2455 | Scw |
| Bolheim | Elgo | 1058 | Scw |
| Bolivar | Maj | 1131 | Scw |
| Bollan | Arktis | 1119 | Scw |
| Bollwerk | Carolina | 1434 | Scw |
| Bolten | Kajsa | 1104 | Scw |
| Boltenhagen | August Leffler | 1128 | Scw |
| Bolton Abbey | Bovenkerk | 3723 | Scw |
| Bombay | Professor Gruvel | 1999 | Scw |
| Bon Ami | North Shore | 67 | Scw |
| Bonn | Glenisla | 943 | Scw |
| Bonna | Agios Gregorios | 2721 | Scw |
| Boonah | Witram | 3814 | Scw |
| Booral | Atlas | 2724 | Scw |
| Borg | Amazone | 385 | Scw |
| Borga | Altmark | 3155 | Scw |
| Borgestad | Nina | 2629 | Scw |
| Borjom | Black Sea | 1695 | Scw |
| Borneo | Nipsic | 1344 | Scw |
| Borneo Maru | Daiboshi Maru No. 5 | 2455 | Scw |
| Borussia | Memel | 1624 | Scw |
| Boscia | Orkild | 1178 | Scw |
| Bosnian | Psara | 1585 | Scw |
| Bosporus | Glenluss | 2696 | Scw |
| Boston | J. M. Davis | 3475 | Scw |
| Boston | Lakeport | 643 | Scw |
| Boston | L. V. R.R. No. 796 | 442 | Brg |
| Bouker | Dalzelline | 85 | Scw |
| Bouker No. 2 | New York Marine Co. No. 6 | 122 | Scw |
| Bouker No. 3 | Chas. D. McAllister | 110 | Scw |
| Bound Brook | Point Bonita | 2000 | Scw |
| Bourne | Bennekom | 3289 | Scw |
| Bouzonville | Bernon L | 931 | Brg |
| Boveric | Toshin Maru | 3235 | Scw |
| Bovic | Colonian | 4230 | Scw |
| Bowena | Cheam | 558 | Scw |
| Bowler | Belen Quezada | 916 | MV |
| Bra Kar | Havo | 2992 | Scw |
| Brabant | Burgos | 1926 | Scw |
| Brabantia | Resolute | 7990 | Scw |
| Braemar | Taiyo Maru | 2585 | Scw |
| Bramell Point | Los Alamos | 2002 | MV |
| Bransford | John H. McLean | 2886 | Scw |
| Brantford | Andijk | 4037 | Scw |
| Brasilia | Granada | 4207 | Scw |
| Braunfels | Vidovdan | 3558 | Scw |
| Braunschweig | Eemdijk | 4799 | Scw |
| Bravalla | Fernebo | 1068 | Scw |
| Brave | L. V. R.R. No. 792 | 514 | Brg |
| Brazilian | Corcovado | 1916 | Scw |
| Brazos | San Lorenzo | 4016 | Scw |
| Bredon | Brandon | 4155 | Scw |
| Breifond | Athelmere | 3600 | Scw |
| Breiz Izel | Caracoli | 3083 | Scw |
| Bremen | Maplewood | 823 | Scw |
| Bremerwold | Alf | 1374 | Scw |
| Brendon | Valnegra | 2730 | Scw |
| Brenta | Brenta II | 3319 | Scw |
| Brenta | Iseo | 1349 | Scw |
| Breslau | Bridgeport | 4808 | Scw |
| Bretta | Overgha | 1103 | Scw |
| Breughel | Ginette le Borgne | 978 | Scw |
| Briarleaf | Lacuna | 3560 | Scw |
| Briarwood | Heathfield | 3198 | Scw |
| Bridgewater | Theresa O'Boyle | 2200 | Brg |
| Brilliant | Richfield | 1436 | Scw |
| Brinkburn | Francesco Ciampa | 2255 | Scw |
| Brinkburn | Cymric Pride | 2440 | Scw |
| Brisgavia | Arkansas | 4287 | Scw |
| Bristol | Edenton | 215 | Scw |
| Bristol | L. V. R.R. No. 794 | 421 | Brg |
| Britannia | Alexandrovsk | 45 | Scw |
| Britannia | Grace A. Dalzell | 89 | Scw |
| Britannic | Sarnor | 1152 | SW |
| British Baron | Norne | 2988 | Scw |
| British Columbia | Chilliwack | 222 | Scw |
| British General | Ebros | 2108 | Scw |
| British Isles | Tigre | 2297 | Trn |
| British Monarch | Luzon Maru | 2869 | Scw |
| British Prince | Mucury | 1402 | Scw |
| British Queen | Lansing | 3428 | Scw |
| British Vine | Busen | 4643 | Scw |
| Broadgarth | Aghios Gerasimos | 2079 | Scw |
| Broadhurst | Miltonstar | 1876 | Scw |
| Broadwater | Jadera | 2379 | Scw |
| Brockdale | Cardiff | 2297 | Scw |
| Brockfield | Crostdfels | 3078 | Scw |
| Brocklane | Rolandseck | 1142 | Scw |
| Brocktown | Goldenfels | 4708 | Scw |
| Brockville | Rapids Queen | 770 | Scw |
| Brodholme | Gothicstar | 3642 | Scw |
| Brodlea | Saxonstar | 3548 | Scw |
| Brodliffe | Tuscanstar | 3580 | Scw |
| Brodmead | Romanstar | 3588 | Scw |
| Brodvale | Tudorstar | 4434 | Scw |
| Bromma | Salvatrice | 1128 | Scw |
| Brooklyn | L. V. R.R. No. 795 | 456 | Brg |
| Brookway | Charterhouse | 2225 | Scw |
| Brookway | Tsurugisan Maru | 1864 | Scw |
| Broomfield | Kirktown | 1526 | Scw |
| Broompark | River Taff | 1203 | Scw |
| Bruckhausen | Vesuvius | 945 | Scw |
| Bruenn | Celio | 2203 | Scw |
| Brunette | L. V. R.R. No. 791 | 523 | Brg |
| Bruxellesville | Mocambique | 3851 | Scw |
| Brynmead | Milos | 1853 | Scw |
| Bryssel | Vera | 775 | Scw |
| Bucentaur | Saikai Maru | 2320 | Scw |
| Buck Mountain | L. V. R.R. Number 705 | 881 | Brg |
| Buckeye State | President Taft | 8415 | Scw |
| Buckhannon | Elena Valdez | 1472 | Scw |
| Buckleigh | Valfiorita | 3310 | Scw |
| Buckler | L. V. R.R. No. 799 | 351 | Brg |
| Buckman | Admiral Evans | 1278 | Scw |
| Buda | Rudnik | 2445 | Scw |
| Buda II | Marechal Foch | 1506 | Scw |
| Buenos Aires | Cephee | 6093 | Scw |
| Buey | Mercedes | 101 | Scw |
| Buffalo | Chesapeake | 765 | Scw |
| Buffalo | L. V. R.R. Number 701 | 881 | Brg |
| Buffalo | P. E. Crowley | 3398 | Scw |
| Buffalo | Tacoma | 4233 | Scw |
| Buffet | L. V. R.R. No. 802 | 351 | Brg |
| Bullock | Geo. W. Stevens | 30 | Scw |
| Bunker Hill | Aroostook | 2575 | Scw |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| Bunuan | Islas Filipinas | 578 | Scw |
| Burdett | L. V. R.R. No. 113 | 155 | Brg |
| Burgermeister | Macoris | 3539 | Scw |
| Burma | Yesan Maru | 2010 | Scw |
| Burnholme | Medmenham | 2183 | Scw |
| Burnwell | Alpha | 3595 | Scw |
| Burro | Geo. N. Barrett | 30 | Scw |
| Busunger | Chas. W. Baird | 2118 | Brg |
| Butetown | Hildegaard | 1627 | Scw |
| Buttress | L. V. R.R. No. 803 | 351 | Brg |
| Buyo Maru | Delphinula | 3086 | Scw |
| Byeway | Toyei Maru | 1887 | Scw |
| Bygdo | Leif | 1107 | Scw |
| Bylgia | Cavalla | 1294 | Scw |
| Byron | Santiago | 2526 | Scw |
| Byzantion | Ekaterina Inglessi | 2581 | Scw |
| **C** | | | |
| C-42 | Schirmeck | 696 | Scw |
| C. B. Nienaber | S. B. Way | 2778 | Scw |
| C. D. Pickels | Viuda De Orive | 399 | Sch |
| C. E. Warren | L. V. R.R. No. 231 | 269 | Brg |
| C. G. Ackerman | Viatic | 67 | Scw |
| C. H. Conover | Industry | 138 | Scw |
| C. N. Pratt | C. W. Chamberlain | 243 | Scw |
| C. R.R. of N. J. No. 1 | L. & W.-B. C. Co. No. 1 | 817 | Brg |
| C. R.R. of N. J. No. 2 | L. & W.-B. C. Co. No. 2 | 866 | Brg |
| C. R.R. of N. J. No. 4 | L. & W.-B. C. Co. No. 4 | 654 | Brg |
| C. R.R. of N. J. No. 5 | L. & W.-B. C. Co. No. 5 | 654 | Brg |
| C. R.R. of N. J. No. 6 | L. & W.-B. C. Co. No. 6 | 654 | Brg |
| C. R.R. of N. J. No. 7 | L. & W.-B. C. Co. No. 7 | 654 | Brg |
| C. R.R. of N. J. No. 8 | L. & W.-B. C. Co. No. 8 | 861 | Brg |
| C. R.R. of N. J. No. 9 | L. & W.-B. C. Co. No. 9 | 654 | Brg |
| C. R.R. of N. J. No. 10 | L. & W.-B. C. Co. No. 10 | 828 | Brg |
| C. R.R. of N. J. No. 11 | L. & W.-B. C. Co. No. 11 | 828 | Brg |
| C. R.R. of N. J. No. 14 | L. & W.-B. C. Co. No. 14 | 861 | Brg |
| C. R.R. of N. J. No. 15 | L. & W.-B. C. Co. No. 15 | 861 | Brg |
| C. S. B. No. 1 | Bangor | 399 | Brg |
| C. W. Morse | Fort Orange | 2800 | SW |
| Caballero | Almora | 1486 | Scw |
| Cabotia | Cedrington Court | 3122 | Scw |
| Cabourg | Glenealy | 1002 | Scw |
| Cadagua | Trinidadian | 1765 | Scw |
| Cady Quality No. 1 | Quality | 281 | Brg |
| Caesar | Mogul | 1828 | Scw |
| Cairisla | West Marsh | 981 | Scw |
| Cairnavon | Soutra | 981 | Scw |
| Cajacet | Willsolo | 3567 | Scw |
| Caldas | Corinto | 1161 | Scw |
| Caldera | A. T. Kinney | 4686 | Scw |
| Caldy | Grelcaldy | 2619 | Scw |
| Caledonia | Olivebank | 2641 | Bk |
| Calera | Maule | 993 | Scw |
| Calgary | Bacoi | 1185 | MV |
| California | Athelrill | 4513 | Scw |
| California | Giovanni | 4685 | Scw |
| Calimeris | Aristides L. Goulandris | 2224 | Scw |
| Calixto Garcia | Lotte | 2151 | Scw |
| Callahan | Hopatcong | 672 | Scw |
| Callao | Ruth Alexander | 4988 | Scw |
| Camana | Celticstar | 3466 | Scw |
| Cambrian Chieftain | Dova Lisboa | 1361 | Bk |
| Cambrian King | Nicolaos Zafirakis | 2294 | Scw |
| Cambrier | Cap D'Alprecht | 1075 | Scw |
| Camden | L. V. R.R. No. 114 | 160 | Brg |
| Cameta | Cranley | 2903 | Scw |
| Campeche | Caibarien | 184 | Scw |
| Canadia | Fishborn | 26 | Sch |
| Canadian Adventurer | Emperor of Port McNicoll | 1201 | Scw |
| Canadian Harvester | Dalwarnic | 1428 | Scw |
| Canadian Logger | Torhamvan | 1472 | Scw |
| Canadian Miner | Thyra | 943 | Scw |
| Canadian Sailor | Emperor of Havana | 1283 | Scw |
| Canadian Sealer | Bauta | 1044 | Scw |
| Canadian Signaller | Emperor of Halifax | 1455 | Scw |
| Canadian Sower | Emperor of Fredericton | 1201 | Scw |
| Canadian Trader | Emperor of Montreal | 1283 | Scw |
| Canadian Warrior | Emperor of St. John | 1453 | Scw |
| Candace | Remlik | 210 | Scw |
| Canibas | Mauna Ala | 4312 | Scw |
| Canoe | Jaguaribe | 1856 | Scw |
| Canonesa | Magicstar | 3403 | Scw |
| Canonnier | Essex Friar | 2183 | Scw |
| Canrobert | Glitre | 1594 | Bk |
| Cantigny | American Banker | 4013 | Scw |
| Canton | Carlsholm | 2165 | Scw |
| Cap Catin | Igueldo | 79 | Scw |
| Cap Finisterre | Taiyo Maru | 8424 | Scw |
| Cap Negro | Citta di Porto Maurizio | 1680 | Scw |
| Cap Ortegal | Chambord | 4459 | Scw |
| Capac | Marco | 1862 | Scw |
| Capastrano | Caspar | 362 | Scw |
| Cape Ann | Seminole | 598 | Scw |
| Cape Breton | Raold Amundsen | 2665 | Scw |
| Cape Colony | Kaitoke | 1862 | Scw |
| Cape Lookout | Kosciuszko | 3085 | Scw |
| Cape May | Dreamland | 978 | SW |
| Cape May | Maliko | 4280 | Scw |
| Cape Natal | Kaikorai | 1860 | Scw |
| Cape Pine | Burin | 311 | Trn |
| Cape Premier | Barunga | 2598 | Scw |
| Capelcastle | Leominster | 2353 | Scw |
| Capelcourt | Lynntown | 1305 | Scw |
| Capelhall | Kitakala Maru | 1432 | Scw |
| Capella | Gillespie | 62 | StW |
| Capitaine Beaudoin | Senneville | 2549 | Scw |
| Capitaine Rodier | Kairouan | 2549 | Scw |
| Capitol No. 1 | William Maloney | 77 | Scw |
| Caprella | Athelfoam | 3439 | Scw |
| Capt. A. M. Wetherill | W. H. Hoodless | 20 | Scw |
| Cara | Kennemerland | 2587 | Scw |
| Carabinier | Yzerhandel | 1738 | Scw |
| Carbon | L. V. R.R. No. 234 | 229 | Brg |
| Cardiff | Konsul Schulte | 1843 | Scw |
| Cardigan | Athanasios | 2691 | Scw |
| Cardigan | Pensylvanie | 4337 | Scw |
| Caria | Shean | 181 | MV |
| Caridad Sala | Santiago de Cuba | 1005 | Scw |
| Carl Schurz | Changuinola | 3552 | Scw |
| Carl Woermann | Atalaia | 3490 | Scw |
| Carla | Gamma | 115 | Trn |
| Carla | Wanganui | 309 | Sch |
| Carleton | Ignifer | 830 | Scw |
| Carlo Victoria | Lydia M | 2352 | Scw |
| Carlos | Marques de Urquijo | 1634 | Scw |
| Carlsfeld | Omega | 2974 | Scw |
| Carmarthenshire | Chaleur | 2930 | Scw |
| Carnarvonshire | Orn II | 2757 | Scw |
| Carolier | Arlon | 1937 | Scw |
| Carolyn Frances | Charles Brower | 325 | Trn |
| Carpathian | British Peer | 3087 | Scw |
| Carrington | Cordova | 2861 | Brg |
| Carston | Goulandris | 2499 | Scw |
| Carthage | Marionga Mantaca | 2443 | Scw |
| Carvajal | Julio Orlive | 488 | Bk |
| Carventum | Hermada | 3566 | Scw |
| Carvoeiro | Antonina | 1125 | Scw |
| Casco | Kailua | 172 | MV |
| Caserta | Venezuela | 4175 | Scw |
| Cassandra | Carmia | 3677 | Scw |
| Cassandra | Casiana | 551 | Scw |
| Cassio | Nijkerk | 3619 | Scw |
| Castell Pelesch | Gaasterland | 2128 | Scw |
| Castellano | Hokkoh Maru | 3253 | Scw |
| Castilian Prince | Sicilian Prince | 1803 | Scw |
| Castle Point | Hamlin F. McCormick | 2025 | Scw |
| Castle Wood | Arlyn | 1971 | Scw |
| Castlemead | Glenmoor | 2404 | Scw |

# VESSELS' NAMES WHICH HAVE BEEN CHANGED

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| Castro Alves | Goyaz | 981 | Scw |
| Catalina | Nisshin Maru No. 3 | 1660 | Scw |
| Catalonia | Daland | 1300 | Scw |
| Catalonier | Carmen | 753 | Scw |
| Catania | Ascensione | 1761 | Scw |
| Catco | Maracay | 367 | Scw |
| Caterham | Andrios | 2849 | Scw |
| Caterino | Maria N. Roussos | 2366 | Scw |
| Cathay | Diana Dollar | 4321 | Scw |
| Catherine | Nahant | 112 | Scw |
| Catherine Cuneo | Smaragd | 679 | Scw |
| Cathrine | Ellida | 148 | ½ B |
| Cattenon | Laureon L. | 1089 | Brg |
| Cauca | Tonkin | 846 | Scw |
| Cavalier | Thomas F. O'Brien | 123 | Scw |
| Cavalla | Cordelia | 1497 | Scw |
| Cavour | Cuatros Hermanos | 1345 | Bk |
| Caxias | Ruy Barbosa | 6172 | Scw |
| Cebu | Euzkadi | 647 | Scw |
| Cecilia | Gibara | 721 | Scw |
| Cedargrove | Svarton | 1381 | Scw |
| Celebes | Rijperkerk | 3806 | Scw |
| Celestial | Margaret Dollar | 4351 | Scw |
| Celina K. Goldman | Chivo | 477 | Trn |
| Celt | Sachem | 123 | Scw |
| Celtic King | Celtic | 2429 | Scw |
| Celtic Monarch | James Rolph | 1927 | S |
| Cementon | L. V. R.R. No. 115 | 159 | Brg |
| Centaur | Marcheta | 78 | MV |
| Centennial State | President Adams | 6200 | Scw |
| Centurion | Alex B. Uhrig | 2011 | Scw |
| Cephalonia | King Howel | 3168 | Scw |
| Cepheus | Mantedoc | 3059 | Scw |
| Cernay | Fredon L. | 925 | Brg |
| Cerro Alegre | Minna | 601 | Bk |
| Cervantes | Lemery | 89 | Scw |
| Cesario | Meliskerk | 3675 | Scw |
| Cetus | Samuel H. Squire | 3282 | Scw |
| Ceylon | J. G. Rene | 870 | Brg |
| Chaddlesley | Lilly | 725 | Scw |
| Chalister | Haggersgate | 3369 | Scw |
| Champigny | Fennia | 2729 | Bk |
| Champion | Montauk | 4829 | Scw |
| Champlain | Frank Billings | 4153 | Scw |
| Champlain | Caribou | 1564 | Sch |
| Chancook | H. F. Morse | 3715 | Scw |
| Chanda | Pietro Campanella | 3941 | Scw |
| Charito | Faustino R. San Pedro | 1535 | Scw |
| Charles | Harvard | 2052 | Scw |
| Charles B. Wiggin | M. F. A | 259 | Trn |
| Chas. Beatty | Usona | 814 | Scw |
| Chas. C. McIlvaine | Shenandoah | 330 | Brg |
| Chas. C. McIlvaine, Jr. | Fred Smartley, Jr. | 522 | Brg |
| Charles Christenson | Annie Christenson | 452 | Scw |
| Charles Counselman | Intrepid | 55 | Scw |
| Chas. D. Loveland | Esther Melbourne | 653 | Sch |
| Charles F. Gordon | J. O. Webster | 373 | Sch |
| Charles H. Hackley | Carolina | 887 | Scw |
| Charles Jutte | Crucible | 110 | Scw |
| Charles K. Nichols | Newark | 772 | Brg |
| Charles L. Hutchinson | Fayette Brown | 4860 | Scw |
| Charles Pearson | Underwriter | 163 | Scw |
| Charles R. Van Hise | A. E. R. Schneider | 5288 | Scw |
| Charles S. Gawthrop | G. A. Kohler | 1365 | Sch |
| Charles S. Hearne | Lottie | 580 | Brg |
| Charles S. Whitney | Lewis W. St. John | 1620 | Brg |
| Charles T. Strann | Charles L. Rohde | 185 | Trn |
| Charles W. Kotcher | Frank E. Taplin | 3632 | Scw |
| Charlie Clark | Atha | 99 | StW |
| Charlotte | San Pedro | 1061 | Bk |
| Charlotte | Dorothy Bradford | 1198 | Scw |
| Charlotte | Pietrina | 1075 | Bk |
| Charon | Jason | 1989 | Scw |
| Charon | Yuan Lee | 1661 | Scw |
| Chase S. Osborn | Guardian | 334 | Scw |
| Chase Side | El Cordobes | 3702 | Scw |
| Chatham | Caloria | 2543 | Scw |
| Chattahoochee | Quantico | 1391 | Scw |
| Chauncey M. Depew | Curtis Bay | 66 | Scw |
| Chelsea | Marion Moran | 71 | Scw |
| Chelsea | Ruffhouse | 109 | MV |
| Cherokee | Tampa | 1966 | Scw |
| Chesapeake | Restorer | 443 | Scw |
| Chevington | Bellglade | 2447 | Scw |
| Cheviot Range | Fedora | 2178 | Scw |
| Chezine | Franca M. | 2122 | Scw |
| Chicago | General Pettibone | 768 | Brg |
| Chicago | Ramoncita | 114 | Scw |
| Chickahominy | Corsican Prince | 1802 | Scw |
| Chicora | Warrenko | 278 | Brg |
| Chief Scout | Derindje | 1835 | Scw |
| Chile | Flora | 1702 | Scw |
| Chile | Taza | 410 | Scw |
| Chili | Sarnian | 1710 | Scw |
| China | Hwah Jah | 3871 | Scw |
| Chinampa | Americana | 4533 | Scw |
| Chinese Prince | Monviso | 2968 | Scw |
| Chion | Edward O'Boyle | 2200 | Brg |
| Chipana | Toluma | 5234 | Scw |
| Chippewa | Rickarton | 1105 | Brg |
| Chlumecky | Monte Maggiore | 2195 | Scw |
| Christian Horn | Gustav Vigeland | 1308 | Scw |
| Christian Horn | Nanceen | 1946 | Scw |
| Christina | Bristol | 250 | Scw |
| Christopher | Thomas Britt | 3137 | Scw |
| Chupra | Shunsho Maru | 3915 | Scw |
| Cid | Jacinto Verdaguer | 1040 | Scw |
| Cienfuegos | Purisima Concepcion | 962 | Scw |
| Cilicie | Yeshil Irmak | 818 | Scw |
| Cite de Reims | Gardelaki | 1431 | Scw |
| Citta de Lecce | Bracciano | 1267 | Scw |
| Citta di Genova | Alma | 515 | Sch |
| Citta di Messina | King Albert | 3615 | Scw |
| Citta di Milano | Albania | 2253 | Scw |
| Citta di Nuova Orleans | Barbarigo | 2762 | Scw |
| Citta di Palermo | Citta di Brindisi | 1869 | Scw |
| Citta di Palermo | Iside | 1322 | Scw |
| Citta di Torino | Constantinopoli | 2256 | Scw |
| City of Alameda | W. F. Burdell | 4351 | Scw |
| City of Algiers | Vita Nova | 1143 | Scw |
| City of Alpena II | City of Saugatuck | 1282 | SW |
| City of Austin | Smith & Terry No. 4 | 2069 | Brg |
| City of Charlevoix | Kansas | 588 | Scw |
| City of Cheboygan | City of Port Huron | 163 | Scw |
| City of Chester | Memphis | 121 | Scw |
| City of Chicago | City of St. Joseph | 1012 | SW |
| City of Cleveland | City of St. Ignace | 1324 | SW |
| City of Detroit II | Goodtime | 1454 | SW |
| City of Englewood | Englewood | 355 | SW |
| City of Everett | Liberty | 143 | SW |
| City of Jackson | Mantova | 1848 | Bkt |
| City of Long Beach | City of Angeles | 347 | Scw |
| City of Lucknow | Heluan | 4517 | Scw |
| City of Ludington | Georgia | 393 | Scw |
| City of Mackinac II | City of Holland | 1278 | SW |
| City of Miami | E. G. Crosby | 1010 | Scw |
| City of Milford | San Juan | 179 | Scw |
| City of Montreal | Arvida | 781 | Scw |
| City of Montreal | Westerian | 561 | Scw |
| City of Munich | Wicklow Head | 831 | Scw |
| City of Nicollet | Mary H. | 165 | Scw |
| City of Paris | C. W. Jacob | 1714 | Scw |
| City of Reno | Tejon | 4349 | Scw |
| City of St. Joseph | Eclipse | 182 | SW |
| City of Straits | Liberty | 509 | Brg |
| City of Sydney | Luneburg | 3672 | Scw |
| City of Topeka | Waimea | 746 | Scw |
| City of Versailles | Kathara | 1723 | Scw |
| Clam | Antares | 2311 | Scw |
| Clan Coequhoun | Nasco | 3761 | Scw |

| Former Name | Present Name | Tons | Rig | Former Name | Present Name | Tons | Rig |
|---|---|---|---|---|---|---|---|
| Clan Cumming | Ettore | 3108 | Scw | Conde Asdrubal | Navigator | 2126 | Scw |
| Clan Macarthur | Berwickshire | 4683 | Scw | Condor | Thomas Tracy | 1892 | Scw |
| Clan Macbeolan | Halesius | 2903 | Scw | Conemaugh | W. W. Atterbury | 2967 | Scw |
| Clan Macdonald | Hokuyo Maru | 3776 | Scw | Confidence | Appomattox | 298 | Brg |
| Clan Maclaren | Muroran Maru No. 6 | 1807 | Scw | Conia | Athelbeach | 3472 | Scw |
| Clan Macneil | Belgravian | 1602 | Scw | Conimicut | Red Bird | 1965 | Scw |
| Clan Macrae | Banffshire | 4112 | Scw | Connelly Bros | Weehawken | 694 | Brg |
| Clan Menzies | Nostra Signora di Coronati | 1693 | Scw | Conrad S | George B. Cluett | 283 | Trn |
| Clan Sutherland | Shinshu Maru | 2045 | Scw | Conshohocken | Willhilo | 3567 | Scw |
| Clapton | Saima | 1268 | Scw | Constancia | Tong Yek | 242 | Scw |
| Clara Brooks | Cora | 452 | Brg | Constantia | Maximo Gomez | 1889 | Scw |
| Clara Davis | Martha | 700 | Sch | Constantin | River Tyne | 2621 | Scw |
| Clara E. Randall | Triumpho | 864 | Sch | Constantinople | King Alexander | 7263 | Scw |
| Clara Zelck | Syrie | 1297 | Scw | Constantinos | Kostantis Lemos | 2845 | Scw |
| Clare Hugo Stinnes I | Philip T. Dodge | 3691 | Scw | Constantinos Vasilefs | Chios | 2870 | Scw |
| Clarissa Radcliffe | W. I. Radcliffe | 3676 | Scw | Contessa Adelma | Artemis | 2335 | Scw |
| Clarksburg | Georgian | 2981 | Scw | Continental Bridge | Point Fermin | 2000 | Scw |
| Claus | Laura | 1824 | S | Convoy | A. C. Ingersoll, Jr | 128 | StW |
| Clearway | Werner Kunstmann | 2379 | Scw | Cooee | Bomarsund | 2571 | Scw |
| Clelia C | Equatore | 3128 | MV | Coolspring | Proctor | 1396 | Scw |
| Clemence C. Morse | Oakman | 3759 | Scw | Coperas | Aetna | 1280 | Scw |
| Cleveland | Ange Schiaffino | 1132 | Scw | Coquetmede | Anderton | 2425 | Scw |
| Clifftower | Wyndburn | 2202 | Scw | Coquille River | Winchester | 265 | Scw |
| Cliftonhall | Cleopatra | 2532 | Scw | Coquitlam | Bervin | 166 | Scw |
| Clinton | L. V. R.R. No. 116 | 158 | Brg | Coranto | Alicia | 118 | Scw |
| Clinton | Vicking | 727 | Scw | Corby | Georgios K. Saliaris | 2279 | Scw |
| Clio | Arcturus | 1474 | Scw | Corcoran | Nancy Weems | 1280 | Scw |
| Closeburn | Virgo | 886 | Bk | Corcovado | Guglielmo Peirce | 5180 | Scw |
| Clothilde Cuneo | Kong Inge | 698 | Scw | Cordova | Jay A. Pearson | 985 | Scw |
| Cloughton | Orient City | 3547 | Scw | Corinthia | Dumfries | 2351 | Scw |
| Cloutsham | Vallescura | 3072 | Scw | Corinthic | Amagisan Maru | 2305 | Scw |
| Clumberhall | Ereno | 2311 | Scw | Cormount | Femund | 1337 | Scw |
| Cluny Castle | Umkuzi | 3310 | Scw | Cornell | Istrouma | 296 | Scw |
| Clutha River | Rhodesian Transport | 3145 | Scw | Cornish Point | Gonzenheim | 2706 | Scw |
| Clyde | Garthclyde | 99 | Sch | Correction | Long Island | 422 | Scw |
| Clydemede | Harpagus | 2670 | Scw | Corrientes | Guaratuba | 2866 | Scw |
| Clydesdale | Broadgarth | 2393 | Scw | Corse | Niagara | 5361 | Scw |
| Coalinga | Star of Chile | 874 | Bk | Cortez X | Lobos X | 55 | MV |
| Cobo | Foldin | 798 | Sch | Corumoc | Trielen | 961 | Bk |
| Coburg | Pocone | 4201 | Scw | Cossa | Oregon Fir | 2350 | Sch |
| Cockamong | Integrity | 40 | Scw | Costilla | Charles L. O'Connor | 1433 | Scw |
| Cohasset | Anna R. Heidritter | 610 | Sch | Cote Blanche | Michael Tracy | 1433 | Scw |
| Colima | Qualisum | 98 | Scw | Cottesmore | Avonmede | 2661 | Scw |
| Colin H. Livingstone | Oakwood | 3781 | Scw | Cottonplant | F. A. Warner | 1389 | Scw |
| Collier | John McCartney Kennedy | 2858 | Scw | Coulsdon | Epidauro | 2791 | Scw |
| Coloane | Tai Tak | 2081 | Scw | County of Anglesea | Gladbrook | 1000 | Bk |
| Colombia | Hildur | 1898 | Scw | County of Linlithgow | Katherine | 1673 | S |
| Colon | Yukon | 3638 | Scw | Couparle | El Cedro | 1527 | Scw |
| Colonel Card | Makinaw City | 515 | Scw | Courseulles | Glendochart | 1170 | Scw |
| Colonel Pond | Saint Ignace | 206 | Scw | Courtfield | Belgique | 2755 | Scw |
| Colonia | Corona | 129 | Sch | Courtois | Munmotor | 1485 | Scw |
| Colonial | Color | 3144 | Scw | Coushatta | John Tracy | 1502 | Scw |
| Coltano | Ovidio | 2107 | Scw | Coutolene | Anthony O'Boyle | 1485 | Scw |
| Columbia | City of Atlanta | 1161 | Scw | Covedale | Muncove | 1480 | MV |
| Columbia | Franklin | 536 | SW | Coverun | Mahukona | 1531 | Scw |
| Columbia | H. F. Alexander | 3708 | Scw | Covington | John T. Donohue | 196 | Scw |
| Columbia | Moreas | 4222 | Scw | Cowan | El Abeto | 1527 | Scw |
| Columbia | President | 1098 | SW | Cowanshannock | H. W. Baxter | 1464 | Scw |
| Columbia | Renovator | 367 | Scw | Cowboy | Makena | 1653 | Scw |
| Columbia | Virginia | 72 | Scw | Cowee | Makaweli | 1534 | Scw |
| Columbus | Hawarden Castle | 183 | Trn | Cowiche | Brookings | 1388 | Scw |
| Columbus | Homeric | 18058 | Scw | Coxton | L. V. R.R. No. 117 | 160 | Brg |
| Comerant | Capella | 3128 | Scw | Crabtree | W. J. Crosby | 1491 | Scw |
| Comeric | Petersham | 2499 | Scw | Craig | Maria Victoria | 1853 | Scw |
| Comet | Potomac | 369 | Brg | Craighall | Malay Maru | 3246 | Scw |
| Comet | Vaterland | 1168 | Sch | Craigisla | Ottawa | 1542 | Scw |
| Commercial Scout | Lok Sun | 1044 | Scw | Craigrownie | Penobscot | 1490 | Scw |
| Commonwealth | Canopic | 7593 | Scw | Craigwen | Bellfield | 2731 | Scw |
| Compton | Edgar D. Williams | 144 | Scw | Cramer Hill | Patuxent | 231 | Brg |
| Comrie Castle | Umvote | 3316 | Scw | Cramond | Tom | 1860 | Scw |
| Concettina di Giorgio | Sama | 970 | Scw | Cranmore | Pelagia | 2010 | Scw |
| Concordia | Gladiator | 176 | Bkt | Craonne | Pura Rasilla | 2788 | Scw |
| Concordia | Uncle Oliver | 156 | StW | Crathorne | Frank J. Peterson | 1349 | Scw |
| Concordia | Weardale | 203 | Brg | Cremna | Anne Comyn | 2137 | Bk |
| Concrete Tanker Number 1 | McKittrick | 1528 | Scw | Cremona | Phyllis Comyn | 2129 | Bkt |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| Crenella | Rey Alfonso | 3480 | Scw |
| Creole State | President Hayes | 6195 | Scw |
| Crescent City | Evansville | 144 | StW |
| Cretic | Devonian | 7693 | Scw |
| Cristoforo Vagliano | Alstad | 1894 | Scw |
| Cromerton | Anthippi N. Michalos | 1920 | Scw |
| Cromwell | Kiku Maru | 1959 | Scw |
| Crossway | Mantatsu Maru | 2232 | Scw |
| Crowley | Olga M | 1262 | Sch |
| Crown of Cadiz | Chancellor | 2942 | Scw |
| Crown of Castile | Candidate | 3147 | Scw |
| Crown of Navarre | Commodore | 1762 | Scw |
| Crown of Seville | Collegian | 3678 | Scw |
| Crown of Toledo | Craftsman | 3644 | Scw |
| Crudoil | Panoil | 760 | Scw |
| Cuba | Seneca | 1612 | Scw |
| Cufic | Antartico | 5383 | Scw |
| Culgoa | Champlain | 2181 | Scw |
| Culna | Ryujin Maru | 3966 | Scw |
| Cumberland Queen | Emerett | 602 | Sch |
| Cundall | Ogono | 1487 | Scw |
| Curt | Susaa | 731 | Scw |
| Curzon | Cisneros | 1778 | Bk |
| Cuyahoga | Massasoit | 2737 | Scw |
| Cuyos | William B. Fancher | 2137 | Brg |
| Cycle | Svarten | 2869 | Scw |
| Cymmrodorion | Zelos | 909 | Scw |
| Cynthia J. Griffin | Marion G. Douglas | 438 | Trn |
| Cynthiana | Schwarzes-Meer | 1983 | Scw |
| Cyntia | Valborg | 884 | Sch |
| Cypromene | Monterey | 1694 | Bkt |
| Czar | Estonia | 3820 | Scw |
| Czarita | Lituania | 3940 | Scw |
| **D** | | | |
| D | L. V. R.R. No. 56 | 123 | Brg |
| D. G. Kerr | Harry R. Jones | 4160 | Scw |
| D'Aosta | Indipendente | 2138 | Scw |
| D'Ibérville | Cap-Padaran | 4790 | Scw |
| Dacapo | Kalua | 412 | Scw |
| Dade | Marina | 759 | Scw |
| Dagland | Amanda | 734 | Scw |
| Dagland | Dagmar | 647 | Scw |
| Daikoku Maru | Ohkuni Maru | 3632 | Scw |
| Daily | Island Princess | 203 | Scw |
| Dalana | Marie C. Beazley | 2356 | Brg |
| Daland | Evanghelia M. Diacakis | 1632 | Scw |
| Dalbadarn Castle | Dolphin Shell | 1603 | Bk |
| Dalblair | Benmohr | 2999 | Scw |
| Dalecrest | Mount Etna | 2760 | Scw |
| Dallas | L. V. R.R. No. 120 | 154 | Brg |
| Dallington | Serafin-Topic | 1611 | Scw |
| Dalrazen | Sitra | 2072 | Scw |
| Damara | Florence Luckenbach | 3197 | Scw |
| Dampfem | Erika Fritzen | 2568 | Scw |
| Dan | Ivo Racic | 2324 | Scw |
| Dan O'Sullivan | A. I. Baker | 140 | StW |
| Danebod | Fylgia | 979 | Scw |
| Danebrog | Dania | 1390 | Scw |
| Danebrog | Scandia | 1092 | Scw |
| Danedronning | Grosholm | 1286 | Sch |
| Danefolk | Westward | 1176 | Sch |
| Daneholm | Inga | 948 | Scw |
| Danekonge | Husvik | 1226 | Sch |
| Danevirke | Brosund | 1828 | Scw |
| Dania | Montserrat | 2298 | Scw |
| Daniel W. Bigoney | W. J. Moody | 73 | Scw |
| Danier | Graanhandel | 4421 | Scw |
| Danubier | Houthandel | 1293 | Scw |
| Danville | Brocton | 909 | Scw |
| Darien Maru | Antonio | 2697 | Scw |
| Daring | America | 123 | Scw |
| Dartwen | Neotsfield | 3022 | Scw |
| Darwin | Y. Sontua | 585 | Scw |
| Dassalan | A. W. Coburn | 2114 | Brg |
| David B. Dearborn | Keran Flannery | 92 | Scw |
| David Bosman | Geo. H. Minor | 88 | Scw |
| David C | Edmund Donald | 531 | Scw |
| David Carli | Black Bird | 96 | Sch |
| David W. Burbage | Pocahontas | 147 | Scw |
| David Z. Norton | Sagamore | 2926 | Brg |
| Daybreak | Aikoku Maru | 1845 | Scw |
| Dayton | Olympic | 3352 | Scw |
| De Greve | Angelis Cambitsis | 1941 | Scw |
| De Kade | Jacobus Fritzen | 2578 | Scw |
| De Kalb | Mount Clay | 4706 | Scw |
| De Lauwers | Argosy Lemal | 206 | Trn |
| De Soto | Pennsilvania | 3637 | Scw |
| Deddington | Sirius | 1098 | Scw |
| Deemster | Briarwood | 2362 | Scw |
| Deepwater | Lemuel Burrows | 4787 | Scw |
| Deerfield | Kelvinia | 4398 | Scw |
| Deerhound | Lady Evelyn | 236 | Scw |
| Defender | Montana | 4829 | Scw |
| Defiance | Challenge | 128 | Scw |
| Defiance | Kingston | 116 | Scw |
| Dego | Sea | 216 | Scw |
| Degrey | Major Frazer | 92 | Scw |
| Delagoa | Georgios | 2223 | Scw |
| Delaplaine | Pepe Morales | 92 | Scw |
| Delaware | Atlantic City | 548 | Scw |
| Delaware | Suffern | 820 | SW |
| Delco | Domino | 1903 | Scw |
| Delfshaven | Ariaga Mendi | 3478 | Scw |
| Delia | Heiyer Maru No. 11 | 3346 | Scw |
| Delphin | Ardmore | 4390 | Scw |
| Delphine | Monginevro | 3334 | Scw |
| Delphine | Sellaris | 230 | Scw |
| Delrosa | Tanana | 2064 | Scw |
| Den of Airlie | Archimedes | 3380 | Scw |
| Den of Airlie | Ulanga | 3404 | Scw |
| Den of Kelly | Oak Branch | 2875 | Scw |
| Denderah | Moerdijk | 4495 | Scw |
| Dennistoun | Haliartus | 3255 | Scw |
| Denpark | River Dart | 1199 | Scw |
| Deringer | L. V. R.R. No. 239 | 190 | Brg |
| Dernes | Sheridan | 1297 | Scw |
| Despatch | Admiral Rodman | 837 | Scw |
| Detroiter | Sarnia City | 68 | Scw |
| Devolente | Beaconoil | 4349 | Scw |
| Diciembre | Begona No. 4 | 2223 | Scw |
| Diego Suarez | Caterina Accame | 2504 | Scw |
| Dieselea | Astrid | 613 | Bk |
| Digby | Dominica | 2160 | Scw |
| Dimitrios Pateras | Skra | 1534 | Scw |
| Dinard | Baucis | 2051 | Scw |
| Dingle Bank | Anglet | 1987 | Scw |
| Dinnamare | Armonia | 2623 | Scw |
| Dinoga | Colac | 1939 | Scw |
| Director | Emmanuel Stavroudis | 3166 | Scw |
| Director | Margaret A Howard | 218 | Scw |
| Dirphys | Ioannis Carras | 1800 | Scw |
| Dispatch | John Widdi | 167 | StW |
| Dix | Grace Dollar | 4217 | Scw |
| Diyatalawa | Nigariston | 3752 | Scw |
| Dnieper | Misurata | 2291 | Scw |
| Dobbie | Miquelon | 273 | Trn |
| Dochra | Alderney | 2707 | Scw |
| Dockleaf | Litiopa | 3005 | Scw |
| Doctor Brooks | Brooks | 535 | Brg |
| Dolphin | Martha Foss | 88 | Scw |
| Domain | Ethelwyn A. McFadden | 91 | Sch |
| Domburg | Kronviken | 1519 | Scw |
| Domingo Nazabel I | Mauna Loa | 557 | Scw |
| Dominic | Taxiarchis | 1893 | Scw |
| Dominion Miller | Pacific Commerce | 3143 | MV |
| Domira | Hazelgrove | 1991 | Scw |
| Don Francisco | Kim Kiat | 66 | Scw |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| Don Jose | Antipolo | 87 | Scw |
| Don Juan | Ingomar | 887 | Bk |
| Donald E. McKay | Newbrundoc | 1317 | Scw |
| Donald & Keith | Rouzic | 218 | Trn |
| Donato | Bedecrag | 2586 | Scw |
| Dondo | Doris | 2574 | Scw |
| Dongarra | Kotka | 3663 | Scw |
| Donora | Orleans | 3841 | Scw |
| Donostia | Magdalena R. de Garcia | 1744 | Scw |
| Dora | Caravelle | 1578 | Scw |
| Dora | Oder | 1676 | Scw |
| Dora Horn | Eilbek | 1226 | Scw |
| Dordrecht | Storfjeld | 1357 | Scw |
| Dornoch | Brookton | 1640 | Scw |
| Dorothea | Toscano | 967 | Scw |
| Dorothy | Stonega No. 1 | 430 | Brg |
| Dotch | Stela | 2164 | Scw |
| Dovrefjell | Mistral | 1378 | Scw |
| Drachenfels | Kasenga | 4634 | Scw |
| Dragoman | Cornell | 87 | Scw |
| Drammensfjord | Raisdale | 2754 | Scw |
| Drayman | Atlantic Highlands | 87 | Scw |
| Dreadnaught | Moshulu | 2911 | Bk |
| Dresden | Helena | 1593 | S |
| Drifton | L. V. R.R. No. 121 | 156 | Brg |
| Driver | Scranton | 123 | Scw |
| Drottning Sophia | Heinrich Hugo Stinnes 7 | 3249 | Scw |
| Druidstone | Helene | 1307 | Scw |
| Drujba | Kodrus | 2371 | Scw |
| Drumcliffe | Omega | 2360 | S |
| Drumcraig | Vinstra | 2932 | Scw |
| Duala | Martiniere | 2372 | Scw |
| Dublin | Fulham | 2023 | Scw |
| Duburg | Sofia Theodoropulus | 1054 | Scw |
| Duffield | Fernando | 2440 | Scw |
| Duisburg | Knud Villemoes | 860 | Scw |
| Dumbarton | Overdale | 2231 | Scw |
| Duna | Ugo Bassi | 1754 | Scw |
| Dunachton | Salacia | 3311 | Scw |
| Dunbar | Chertsey | 2357 | Scw |
| Dunblane | Tosan Maru | 2830 | Scw |
| Dunbridge | Brecon | 4157 | Scw |
| Dunedin | Cherry Branch | 3051 | Scw |
| Dungeness | Winyah | 74 | Scw |
| Dunkeld | Armuru | 1786 | Scw |
| Dunmail | Woosung Maru | 1884 | Scw |
| Duns Law | Ravensworth | 2608 | Scw |
| Durham | Augusta | 3484 | Scw |
| Durndale | Mont Ventoux | 2089 | Scw |
| Dusseldorf | City of Boston | 3702 | Scw |
| Dutchess | Clinton | 164 | Scw |
| Duty | Marna | 113 | Trn |
| **E** | | | |
| E. A. Morse | Oakspring | 3743 | Scw |
| E. A. Souder | Chowan | 375 | Brg |
| E. B. Osler | Osler | 4361 | Scw |
| E. D. Carter | William T. Roberts | 5063 | Scw |
| E. Gunnell | Peter Koenig | 468 | Scw |
| E. H. Raquet | Mary B. Howard | 642 | Brg |
| E. H. Utley | Cambria | 4861 | Scw |
| E. J. Earling | Robert B. Wallace | 5140 | Scw |
| E. J. R. R. & T. Co. No. 29 | T. W. O. Co. No. 29 | 501 | Brg |
| E. J. R. R. & T. Co., No. 30 | Cities Service No. 1 | 501 | Brg |
| E. J. R. R. & T Co., No. 31 | T. W. O. Co., No. 31 | 501 | Brg |
| E. J. R. R. & T. Co., No. 32 | T. W. O. Co., No. 32 | 304 | Brg |
| E. L. Comeau | Rosa Ferlita | 590 | Trn |
| E. L. Doheny Third | F. H. Wickett | 4709 | Scw |
| E. L. Pierce | John S. Manuel | 4153 | Scw |
| E. L. Wallace | Marquette | 3678 | Scw |
| E. Luckenbach | John Garrett | 79 | Scw |
| E. M. Peck | Malton | 988 | Scw |
| E. N. Breitung | John F. Morrow | 1154 | Scw |
| E. N. Saunders | Negaunee | 2828 | Scw |
| E. O. Saltmarsh | Wanaheim | 2346 | Scw |
| E. P. Morse | Michael Tracy | 93 | Scw |
| E. T. Douglass | Crescent | 93 | Scw |
| Earl of Dumfries | Andora | 837 | Scw |
| Easingwold | P. L. M. No. 10 | 1907 | Scw |
| East Chicago | Point Sur | 2030 | Scw |
| East St. Louis | Island Belle | 628 | StW |
| Eastcliff | Modig | 3705 | Scw |
| Easterly | Vermont | 3200 | Scw |
| Eastern Cloud | J mes B. Duke | 3600 | Scw |
| Eastern Exporter | William Campion | 3573 | Scw |
| Eastern Gale | Perry L. Smithers | 2932 | Scw |
| Eastern Importer | Albert Jeffress | 3586 | Scw |
| Eastern Merchant | Robert Luckenbach | 3998 | Scw |
| Eastern Ocean | George Allen | 3636 | Scw |
| Eastern Prince | Stolzenfels | 4709 | Scw |
| Eastern Sailor | Peter Kerr | 4157 | Scw |
| Eastern Soldier | Lena Luckenbach | 4211 | Scw |
| Eastern Trader | Horace Luckenbach | 4008 | Scw |
| Eastland | Wilmette | 1218 | Scw |
| Eastney | Germaine, L. D. | 3239 | Scw |
| Easton | C. R.R. of N. J., No. 27 | 316 | Scw |
| Eastry | Toyo Maru | 2279 | Scw |
| Eastville | Chatham | 2256 | Scw |
| Eaton Grove | Alegria | 860 | Scw |
| Ebro | Ann-Mari | 485 | Scw |
| Ecaterini Matsouki | Jiul | 1900 | Scw |
| Eddie | Elwood | 97 | Sch |
| Eddystone | Grelstone | 2614 | Scw |
| Edellyn | Dorothy Luckenbach | 5369 | Scw |
| Edgecombe | Rigel | 5338 | Scw |
| Edgewood | Denebola | 5264 | Scw |
| Edinburghshire | Sant Anna | 1217 | Bk |
| Edisto | Altair | 5313 | Scw |
| Edith | E. J. McCormack | 58 | Scw |
| Edith B | Catherine Johnson | 99 | Scw |
| Edith Wolden | Oriole | 1056 | Bk |
| Edithia | Sarita | 102 | MV |
| Edmund Siemers | Parana | 3693 | Scw |
| Edouard Bureau | Greif | 2040 | S |
| Eduard Woermann | Hanna Skogland | 3477 | Scw |
| Eduardo Sala | Bennington | 1222 | Scw |
| Edvard Grieg | Evviva | 941 | Scw |
| Edward L. Doheny, Jr. | R. W. Stewart | 4596 | Scw |
| Ed. McWilliams | Dan Proctor | 706 | Brg |
| Edward Sewall | Star of Shetland | 2850 | S |
| Edwin Brandow | Walter L. Meseck | 84 | Scw |
| Edwin E. Slick | Lackawanna | 5482 | Scw |
| Edwin F. Holmes | E. C. Collins | 3001 | Scw |
| Edwin L. Booth | G. N. Wilson | 3584 | Scw |
| Edwin N. Ohl | Michael Gallagher | 3818 | Scw |
| Edwin S. Tice | Mueller | 383 | Scw |
| Edythe | Elia | 106 | MV |
| Effingham B. Morris | Lebanon | 5482 | Scw |
| Efstathios | Marija Petrinovic | 3563 | Scw |
| Efxinos | Tonis Handris | 1696 | Scw |
| Eger | Este | 1642 | Scw |
| Egeria | Bert E. Haney | 1379 | Scw |
| Eggesford | Valdirosa | 2773 | Scw |
| Egon | Janet Dollar | 2808 | S |
| Ehrenfels | Enterprise | 1679 | Scw |
| Ehrenfels | Ostende | 2718 | Scw |
| Eichsfeld | Archipelagos | 2870 | Scw |
| Eidsborg | Harriet | 847 | Scw |
| Eig | Elisabeth | 176 | Trn |
| Eigen Hulp II | Ruurlo | 1940 | Scw |
| Eirene | Wyncote | 2435 | Scw |
| Eirene Ariadne | Latchmere | 2371 | Scw |
| Eisenach | Santarem | 4212 | Scw |
| Ekstrand | Magnar | 774 | Scw |
| Ekvator | Mazorca | 1548 | MV |
| El Capitan | Lakina | 1233 | Scw |
| El Rio | Brazos | 2793 | Scw |
| El Rio | Dixie | 2905 | Scw |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| El Sud | Pecos | 2903 | Scw |
| Elba | Valsole | 2055 | Scw |
| Elbe | Wordsworth | 2344 | Scw |
| Elderon | Remus | 2931 | Scw |
| Eldora | Polybius | 5359 | Scw |
| Eleanor | Harriet D. | 460 | Brg |
| Elena Margarita | Grigarios C. | 1556 | Scw |
| Elena Pierce | Altobizkar Mendi | 3581 | Scw |
| Eleni Bistis | Havur | 2073 | Scw |
| Eleni Stathatos | Olson | 1806 | Scw |
| Elfie | Eleonora Maersk | 1198 | Scw |
| Elfrida | Swan | 99 | Scw |
| Elgin | Gwynmead | 2443 | Scw |
| Elisabeth | Mairo | 2410 | Bk |
| Elisabeth von Belgien | Elisabeth van Belgie | 2607 | Scw |
| Elizabeth | Colington | 1128 | Scw |
| Elizabeth | L. V. R.R. No. 8 | 348 | Brg |
| Elizabeth Brock | Foria | 2637 | Scw |
| Elizabeth Harrison | John Lundwall | 1309 | Scw |
| Elizabeth Maersk | Elsie | 1277 | Scw |
| Elizabeth R. | Tachira | 1389 | Scw |
| Elizabeth Ruth | Flying Cloud | 859 | Sch |
| Elizabeth Stoner | Jalatarang | 1464 | Scw |
| Elkab | La Belle France | 3916 | Scw |
| Ellaline | Ithakos | 2390 | Scw |
| Ellen Stub | Carronpark | 1584 | Scw |
| Ellinis | Chedabucto | 269 | Scw |
| Elm City | Mohican | 249 | Scw |
| Elmac | Surinam | 1660 | Scw |
| Elmasada II | Tawmie | 83 | MV |
| Elmira | L. V. R.R. No. 122 | 155 | Brg |
| Elsa Menzell | Anvers | 3150 | Scw |
| Elsbeth Kimme | Angora | 1369 | Scw |
| Elsie Mary | Fredborg | 691 | Scw |
| Elvaston | Lepanto | 2527 | Scw |
| Elvenes | Elven | 2510 | Scw |
| Elwine Koppen | Thornbury | 1249 | Scw |
| Elzie B. Ford | Fulton | 156 | Scw |
| Emeline | Katharine R. | 212 | MV |
| Emerald | L. V. R.R. No. 9 | 385 | Brg |
| Emerson | Peau Rouge | 188 | Scw |
| Emil George V. Stauss | Steaua Romana | 3229 | Scw |
| Emil L. Boas | Motagua | 3553 | Scw |
| Emily | Dorin | 302 | Sch |
| Emily S. Baymore | Nantisco | 231 | Trn |
| Emma E. Whidden | Dorothy Baird | 199 | Trn |
| Emma Maersk | Fordefjord | 3264 | MV |
| Emma Mejakowa | Marta | 1298 | Scw |
| Emmi Arp | Menhir-Braz | 2007 | Scw |
| Emmy Stein | Erika | 146 | Sch |
| Empire State | President Wilson | 8319 | Scw |
| Empire Transport | Sommelsdijk | 4030 | Scw |
| Empress of Britain | Montroyal | 865 | Scw |
| Empress of China | Empress of Australia | 12292 | Scw |
| Emrose | Emerald | 134 | Scw |
| Ems | Fortuna | 1659 | S |
| Ems | Polarine | 2389 | Scw |
| Enarc | Mirabella | 1117 | Scw |
| Endymion | Virgo | 711 | Bk |
| Energy | Niagara | 30 | Scw |
| Engineer Avdakoff | Silverlight | 1154 | Scw |
| England | Rodskjaer | 1729 | Scw |
| Englestan | Maria Adele | 4469 | Scw |
| Erastus Corning | Haven | 632 | Scw |
| Erfurt | Mercier | 4845 | Scw |
| Erdely | Levante | 2762 | Scw |
| Erhard | Liege | 3131 | Scw |
| Erik II | Erik | 1163 | Scw |
| Erin | L. V. R.R. No. 123 | 155 | Brg |
| Erna David | Principio | 322 | MV |
| Erna Woermann | Sultan | 2945 | Scw |
| Ernaston | Elanchove | 1944 | Scw |
| Ernemore | Tohkoh Maru | 2930 | Scw |
| Ernest | Sir Ernest Cassel | 3389 | Scw |
| Ernestina | Lion | 110 | Scw |
| Ernesto | Alava | 1731 | Scw |
| Eros | Gure | 1180 | Scw |
| Errington Court | Bournemouth | 2782 | Scw |
| Erroll | Spenser | 2342 | Scw |
| Escalona | Placuna | 3105 | Scw |
| Eskasoni | Gustav Salling | 1672 | Scw |
| Eskdale | Dainichi Maru | 1953 | Scw |
| Eskual Herria | Jack Pierre | 462 | Scw |
| Espana No. 1 | Sardinero | 1289 | Scw |
| Espana No. 2 | Generalife | 2138 | Scw |
| Espana No. 4 | Teide | 2444 | Scw |
| Essen | Inhambane | 4766 | Scw |
| Esther Elina | Wanja | 1576 | Scw |
| Estrada Palma | Olivant | 2456 | Scw |
| Estrada Palma | St. Michael | 824 | Scw |
| Eten | Rimac | 4475 | Scw |
| Etha Rickmers | Croxteth Hall | 2621 | Scw |
| Ethelaida | Budenny | 1685 | Scw |
| Ethelmead | Evgenia | 1865 | Scw |
| Ethelstan | Tenyu Maru | 2310 | Scw |
| Ethelwynne | Shinsei Maru No. 6 | 2127 | Scw |
| Etna | Tirso | 3249 | Scw |
| Etruria | Inga | 2855 | Scw |
| Etta Moore | Neshanic | 184 | Scw |
| Eudunda | Mangola | 1922 | Scw |
| Eugene C. Roberts | James B. Foote | 1264 | Scw |
| Eugene Zimmerman | Grand Island | 4184 | Scw |
| Eugenia Emilia | Lina | 1057 | Bkt |
| Eurana | Gulfbreeze | 4159 | Scw |
| Eureka | Ketchikan | 1679 | Scw |
| Europa | Braga | 3655 | Scw |
| Eurydamas | Jugoslavija | 3367 | Scw |
| Eurymachus | Nikola Mihanovic | 3214 | Scw |
| Eurymedon | Southern Queen | 3304 | Scw |
| Eustace | Baluchistan | 2484 | Scw |
| Euterpe | Star of India | 1247 | Bk |
| Euxinia | Virginia | 2366 | Scw |
| Evangelos | Queen Maud | 3135 | Scw |
| Evelpis | Joannis | 2292 | Scw |
| Evelyn A. Ackerman | S) ony 26 | 67 | Scw |
| Everett G. Griggs | E. R. Sterling | 2351 | Bkt |
| Everglades | City of Punta Gorda | 197 | Scw |
| Evertsen | Tellus | 1358 | Bk |
| Evros | Zannis L. Cambanis | 3262 | Scw |
| Excelsior | Muneastern | 1876 | Scw |
| Excelsior | Pontiac | 129 | Scw |
| Exmoor | Antonio Tripcovich | 4029 | Scw |
| Exmouth | Nimbo | 2383 | Scw |
| Express | Mandalay | 407 | Scw |
| **F** | | | |
| F. A. Tamplin | Arminco | 2767 | Scw |
| F. B. Stockbridge | Hattie Hutt | 188 | Sch |
| F. D. Asche | Scandia | 6504 | Scw |
| F. M. Osborne | Munising | 2970 | Scw |
| F. P. Murphy | Minnie T. Phillips | 123 | Sch |
| F. R. Hazard | James E. Ferris | 4153 | Scw |
| F. S. Burgoyne | Ave Maria | 143 | Trn |
| F. 7 | S. N. 100 | 343 | Brg |
| F. & T. Lupton | Oranais | 827 | Sch |
| Fagern | Monika | 745 | Scw |
| Fairhaven | San Salvador | 1976 | Scw |
| Fairmont | Nebraskan | 3349 | Scw |
| Fairview | L. V. R.R. No. 10 | 311 | Brg |
| Faith | Pellworm | 1986 | S |
| Falcon | Santa Inez | 982 | Scw |
| Falk | Otaru Maru No. 1 | 1327 | Scw |
| Falka | Betula | 899 | Scw |
| Falkefjell | Hisayoshi Maru | 775 | Scw |
| Fangturm | Antwerpia | 3113 | Scw |
| Fannie C. Hart | Rowe | 394 | Scw |
| Fano | Weimar | 1273 | Scw |
| Farmsum | Anneberg | 1547 | Scw |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| Farnworth | Illinois | 3691 | Scw |
| Faro | Benguella | 2580 | Scw |
| Favorite | Chicora | 171 | Scw |
| Fayette | Mathew Wilson | 243 | Scw |
| Fearless | Tacony | 471 | Scw |
| Federica | Carnac | 2349 | Scw |
| Felicia D | Sabalo | 80 | Scw |
| Feliciana | Serafin Ballesteros | 1905 | Scw |
| Feliciana | London Mariner | 4939 | Scw |
| Felix | Jacinto Suarez | 1424 | Scw |
| Fenix | Dione | 656 | Scw |
| Ferdinand | P. Sanford Ross, Inc., No. 18 | 460 | Brg |
| Ferencz Ferdinand | Adria | 1942 | Scw |
| Ferencz Josef Kiraly | Carnaro | 1942 | Scw |
| Fernandina | Falkenstein | 1146 | Scw |
| Fernao Veloso | Mirandela | 3244 | Scw |
| Fernleaf | British Fern | 3375 | Scw |
| Ferreira | Cutty Sark | 938 | S |
| Fert | Monstella | 3153 | Scw |
| Fiamma | Maya | 2198 | Scw |
| Fidelitas | Drina | 2487 | Scw |
| Fie Jensen | Ontario | 2697 | Scw |
| Field Marshal | Ling Nam | 3748 | Scw |
| Fiette | Daisy | 202 | Trn |
| Fingal | Fortunato Secondo | 2735 | Scw |
| Fiol | Oslo | 1165 | Scw |
| Fire Island | Solhaug | 1636 | Scw |
| Firth of Dornoch | Shinchiku Maru | 2199 | Scw |
| Fishers Island | Ionier | 1595 | Scw |
| Fitzclarence | River Araxes | 2832 | Scw |
| Fitzjames | Pinnas | 1790 | S |
| Fiume | Fiumana | 2316 | Scw |
| Fiume | Taifun | 4048 | Scw |
| Fjeldland | City of Nome | 1286 | MV |
| Fjeldtind | Gloria | 1377 | Sch |
| Flackwell | Lancing | 4574 | Scw |
| Flaurance Ward | Molokai | 152 | MV |
| Flaxmere | Boscan | 877 | Scw |
| Fleetco | Sepulga | 6308 | Scw |
| Flixton | Penthaw | 2686 | Scw |
| Flora | Aberhill | 888 | Scw |
| Floraba | Bolivar | 943 | Scw |
| Florence | L. V. R.R. No. 11 | 350 | Brg |
| Florence Olson | Willapa | 604 | Scw |
| Florencio | Ortiga Hermanos | 269 | Scw |
| Florianopolis | Commancante Vasconcellos | 918 | Scw |
| Florida | Calistoga | 1486 | Scw |
| Fluminense | Amazonia | 1327 | Scw |
| Flyer | Washington | 256 | Scw |
| Force | Asbury Park | 123 | Scw |
| Forde | Koryu Maru | 1124 | Scw |
| Fordefjord | Ashantian | 1280 | Scw |
| Fordson I | Tractor | 1126 | Scw |
| Foreland Light | Stratis | 2531 | Scw |
| Foreman | Rochester | 87 | Scw |
| Foremost | M. Moran | 24 | Scw |
| Forest Home | Holmwood | 696 | Sch |
| Forestdene | Sofia | 323 | Scw |
| Forfar | Thrasyvoulos | 2340 | Scw |
| Formosa | Narwhal | 160 | MV |
| Fort Bragg | Gold | 275 | StW |
| Fort Dade | Sakonnet | 2159 | Brg |
| Fort Hamilton | Stella D'Italia | 2889 | Scw |
| Fort Howard | Richard J. Barrett | 29 | Scw |
| Fort Lauderdale | O'Boyle Sisters | 2200 | Brg |
| Fort McHenry | Vacoil | 2511 | Scw |
| Forth Bank | Aigrette | 53 | Scw |
| Fortuna | Zeehond | 169 | Sch |
| Fotini | Fotini Carras | 2716 | Scw |
| Fournas | Glengarnock | 1169 | Scw |
| Fox | Ace | 81 | Scw |
| Framlington Court | Cleanthis | 2592 | Scw |
| France Marie | Tampico | 1673 | Brg |
| Frances H. Whalen | William A. Graber | 100 | Sch |
| Frances L. Skinner | Oran | 3803 | Scw |
| Francesco Gotusso | Nea Tychi | 427 | Bk |
| Francillon | Sans-Coulotte | 1343 | Scw |
| Francis Hanify | Freeport Sulphur No. 1 | 1552 | Scw |
| Francis Scully | Blue Crest | 907 | Brg |
| Francis Widlar | Bayton | 3000 | Scw |
| Francisca | Capo-Mele | 1280 | Scw |
| Frank A. Lawrence | Red Tiger | 487 | Brg |
| Frank E. Kirby | Silver Spray | 374 | SW |
| Frank E. Swain | Erminie | 378 | Trn |
| Frank H. Peavey | William A. Reiss | 3472 | Scw |
| Frank J. Hecker | Perseus | 3770 | Scw |
| Frank P. Scully | Blue Feather | 588 | Brg |
| Frank Parish | Ben Corlic | 1819 | Scw |
| Frank Perry | Sipsey | 337 | Scw |
| Frank Seither | Fontana | 2935 | Scw |
| Frank Somers | Bjonongen | 122 | Scw |
| Frank T. Heffelfinger | Clemens A. Reiss | 3367 | Scw |
| Frank Tenny | Thomas E. Moran | 143 | Scw |
| Frank W. Benedict | A. Andersen | 480 | Sch |
| Frankburn | Ioannis | 2624 | Scw |
| Frankby | Jalapalaka | 2630 | Scw |
| Frankdale | Jalaputra | 3113 | Scw |
| Franken | Taubate | 3241 | Scw |
| Frankenwald | Tadla | 2429 | Scw |
| Frankfurt | Sarvistan | 4817 | Scw |
| Frankier | Tuskar Light | 2437 | Scw |
| Frankinver | Jalaveera | 2909 | Scw |
| Franklin | Lucania | 218 | Scw |
| Frankmere | Jalavihar | 3381 | Scw |
| Franktor | Jalavijaya | 2297 | Scw |
| Franquette | Capo-Noli | 1287 | Scw |
| Franz Haubuss | Oceanic | 1338 | Scw |
| Franzisca | Milluna | 3495 | Scw |
| Franziska | Deister | 1023 | Scw |
| Fraser River | Riverway | 2376 | Scw |
| Fratellanza | Therezina M | 2461 | Scw |
| Fratelli Bianchi | Villa Ada | 3146 | Scw |
| Frau Minna Peterson | Jane Banks | 153 | Sch |
| Fred B. Dalzell | Luzerne | 112 | Scw |
| Fred G. Hartwell | Harry W. Croft | 4865 | Scw |
| Freda | Helgoy | 1097 | Scw |
| Freda Leonhardt | Astoria | 1921 | Scw |
| Fredenhagen | Cali | 612 | Scw |
| Fredericia | Ester | 725 | Scw |
| Frederick B. Wells | Otto M. Reiss | 3367 | Scw |
| Fred'k De Bary | City of Tampa | 323 | SW |
| Frederick E. Ives | Alvah H. Bonshell | 60 | Scw |
| Freeland | L. V. R.R. No. 12 | 353 | Brg |
| Freeport Sulphur No. 3 | Pure Oil S. S. Co. No. 9 | 1108 | Brg |
| Freeport Sulphur No. 4 | Pure Oil Company No. 10 | 1125 | Brg |
| Freiburg | Turpin | 3303 | Scw |
| Freienfels | Hadiotis | 3741 | Scw |
| Freifrau | Faneromeni | 516 | Scw |
| Fremantle | Andromede | 3747 | Scw |
| Freshwater | Mont Dore | 2790 | Br |
| Freya | Pax | 942 | Bk |
| Freya | Pomerol | 678 | Scw |
| Frieda Fahrenheim | Greta | 1336 | Scw |
| Frieda Leonhardt | Astoria | 1821 | Scw |
| Friedrichsruh | Amboise | 5061 | Scw |
| Friend Ship | Adelaide Day | 607 | Sch |
| Friesland | Hertford | 6934 | Scw |
| Frisia | Holsatia | 4228 | Scw |
| Frisia | Huntress | 3135 | Scw |
| Frithjof | Tagila | 1665 | Scw |
| Frithjof Eide | Hillbrook | 751 | Scw |
| Fritz | Assyrian | 1761 | Scw |
| Fritz | Ellen | 224 | Sch |
| Frumentia | Jelling | 1172 | Scw |
| Fukuyo Maru | Bedefell | 2288 | Scw |
| Fulda | Maorilands | 572 | MV |
| Fulham | Unkai Maru | 1477 | Scw |
| Fulton | L. V. R.R. No. 13 | 343 | Brg |
| Fundy King | Maid of France | 376 | Trn |
| Furustrand | Alatga | 346 | Sch |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| **G** | | | |
| G. A. Mitchell | Elmira | 523 | Scw |
| G. D. Kennedy | A. F. Chapman | 1355 | S |
| G. Harrison Smith | Charles G. Black | 9161 | Scw |
| G. J. Truesdell | John Otis | 254 | Scw |
| G. S. Baxter & Co. No. 3 | Montezuma No. 1 | 310 | Brg |
| G. W. Hill | Island Maid | 267 | StW |
| G. W. Lethbridge | Chas. R. Norman | 92 | Scw |
| G. Watson French | Henry P. Werner | 2725 | Scw |
| Gabino | Weston M. Carroll | 871 | Scw |
| Gabriel | George L. Olson | 814 | Scw |
| Gaby | Rubens | 275 | Trn |
| Gagara | Kajak | 2000 | Scw |
| Gainsborough | Diamond Head | 952 | Bk |
| Galata | Faro | 2580 | Scw |
| Gallia | Kyodo Maru | 741 | MV |
| Gallia | Smaland | 1520 | Scw |
| Gallicier | Bogo | 728 | Scw |
| Galston | Kanko Maru | 1821 | Scw |
| Game Cock | Chillicothe | 1727 | S |
| Ganelon | City of Batavia | 3572 | Scw |
| Ganeri | James A. O'Boyle | 2200 | Brg |
| Ganoga | New York Marine Co. No 2 | 139 | Scw |
| Garcheta | Corsican | 253 | Scw |
| Gardenia | Havenside | 1899 | Scw |
| Gardepee | Treherbert | 2774 | Scw |
| Garibaldi | Catherine Weems | 1658 | Scw |
| Garland | City of Sarnia | 126 | Scw |
| Garlands | Izaro | 1173 | Scw |
| Garonne | Fleur-de-Lys | 3220 | Scw |
| Garth | Tormod | 790 | Scw |
| Gauja | Ormer | 683 | Scw |
| Gay Head | Pastime | 4431 | SW |
| Gdansk | Sierra | 3623 | Scw |
| Geestmunde | Brabant | 1758 | Scw |
| Geierfels | City of Bagdad | 4710 | Scw |
| General | Azay Le Rideau | 4541 | Scw |
| General Allenby | Ganda | 1959 | Scw |
| General Ayres | Kate Jones | 61 | Scw |
| General D. S. Stanley | A. B. Potter | 193 | Scw |
| General Degoutte | Dimitrios N. Rallias | 2280 | Scw |
| General Dragomirow | Krimulda | 1150 | Scw |
| General G. W. Goethals | Munorleans | 2607 | Scw |
| General Gallieni | Pellerin de La Touche | 3833 | Scw |
| Gen. George H. Weeks | L. D. Potter | 134 | Scw |
| General Harvey Brown | Vulcan | 93 | Scw |
| General Hubbard | Navajo | 280 | Scw |
| General Hubbard | Sagatind | 964 | Scw |
| General Ironsides | Nossa Senhora Dos Anjos | 157 | Trn |
| General J. M. Wilson | Wilson | 58 | Scw |
| General Jacobs | John Millett | 167 | Trn |
| General S. B. Holabird | Cattleya | 150 | Scw |
| General San Martin | Almirante Jaceguay | 3546 | Scw |
| General San Martin | General Belgrano | 6210 | Scw |
| Generalkonsul Pallisen | Kentucky | 1318 | Scw |
| Genesee | Edwin Chilton | 69 | Scw |
| Genesee | Eleni | 1788 | Scw |
| Genesee | New York Marine Co. No. 1 | 139 | Scw |
| Geneva | Dixie | 74 | Scw |
| Genua | Briseis | 2036 | Scw |
| George B. Mackenzie | Ingertre | 1769 | Scw |
| George Clarke | Tranio | 111 | Scw |
| Geo. C. Markham | John W. Cullen | 249 | Scw |
| George E. Paddleford | Oscar D. Bennett | 3587 | Scw |
| Geo. E. Warren | Harry Farnum | 2364 | Scw |
| George F. Pierce | Betterton | 165 | Scw |
| George Fleming | Affinita | 2182 | Scw |
| George H. Barnes | Guilford D. Pendleton | 1456 | Sch |
| Geo. H. Dyer | Hennepin | 953 | Scw |
| Geo. H. Russell | Canopus | 3770 | Scw |
| George Harper | B. O. Borjesson | 928 | Scw |
| George Hawley | Gene Crawley | 2488 | Scw |
| George L. Craig | Robert J. Paisley | 3130 | Scw |
| George N. Barrett | Francis J. Reichert | 76 | Scw |
| George R. Bunten & Son No. 7 | Greene | 257 | Brg |
| George R. Bunten & Son No. 8 | Washoe | 257 | Brg |
| George R. Vosburg | Geo. M. Brown | 66 | Scw |
| George S. Allison | Betty I. Conway | 108 | Sch |
| George W. Elder | America | 1382 | Scw |
| George W. Peavey | Richard J. Reiss | 3488 | Scw |
| Geo. W. Truitt | Geo. W. Elzey, Jr. | 577 | Sch |
| Georgia | Lord | 1240 | Scw |
| Georgia C | Hasshu Maru | 3855 | Scw |
| Georgian | Kalfarli | 4081 | Scw |
| Georgios | Georgios Mantacas | 1953 | Scw |
| Gerfrid | Royal City | 3481 | Scw |
| Gerhilde | Hildegard | 879 | Scw |
| Germania | Britannia | 2751 | Scw |
| Gernis | Noorderdijk | 5437 | Scw |
| Gertrud | Merriwa | 3490 | Scw |
| Gertrud Woermann | Curvello | 3967 | Scw |
| Gertrude | Federalship | 865 | Scw |
| Gertrude Henriquez | Daggry | 362 | Sch |
| Gesto | Kapana | 1306 | Scw |
| Gharb | Manzanillo | 627 | Scw |
| Ghislaine | Whitney Olson | 880 | Scw |
| Gibel Yedid | India | 1665 | Scw |
| Gibraltar | Admiralen | 905 | Scw |
| Giessen | City of Harvard | 4410 | Scw |
| Gifford | Sheaf Mount | 3207 | Scw |
| Gifford | Waitomo | 2719 | Scw |
| Gijones | Tune | 1129 | Scw |
| Gileston | Haralampos P | 1747 | Scw |
| Gilgai | Sursum Corda | 3520 | Scw |
| Gilwen Park | Egham | 2355 | Scw |
| Gipsy Jo | Condor | 113 | Scw |
| Giuseppe Soncino | Toshu Maru | 1219 | Scw |
| Gladiolus | Warwick | 405 | Brg |
| Gladstone | Severance | 3653 | Scw |
| Glamorganshire | Bombay Maru | 3102 | Scw |
| Glassford | Baron Elibank | 1428 | Scw |
| Glastonbury | Simla | 3810 | Scw |
| Glenade | Loreto | 4105 | MV |
| Glenafton | Lambton | 1016 | Scw |
| Glenapp | Aba | 4596 | MV |
| Glenariffe | Loriga | 4051 | MV |
| Glenavy | Lagarto | 3208 | MV |
| Glenbrae | Brazil | 1423 | Scw |
| Glencadam | Arlington | 1117 | Scw |
| Glencairn | Nassau | 1265 | Scw |
| Glendevon | Sailor Prince | 2734 | Scw |
| Glendhu | Stuart Prince | 2629 | Scw |
| Glendovy | Pavo | 559 | Bk |
| Glenearn | Cambria Princess | 3032 | Scw |
| Glenellah | Calgarian | 1454 | Scw |
| Glenetive | Ocean Prince | 3320 | Scw |
| Glenfarg | Thekla | 809 | Bk |
| Glenfinnan | Renfrew | 1472 | Scw |
| Glengyle | Lautaro | 3950 | MV |
| Glengyle | Miyoshino Maru | 2153 | Scw |
| Glenisla | Ashcroft | 4439 | Scw |
| Glenledi | Prescott | 4267 | Scw |
| Glenlivet | Renvoyle | 2172 | Scw |
| Glenlyon | Saskatchewan | 1089 | Scw |
| Glenmay | Indian Prince | 3123 | Scw |
| Glenmohr | Baron Douglas | 1571 | Scw |
| Glennevis | Lemoyne | 7503 | Scw |
| Glenora | African Prince | 3245 | Scw |
| Glenrazen | Regulus | 3087 | Scw |
| Glenrig | Amasis | 2561 | Scw |
| Glensannox | Huguenot | 1538 | Scw |
| Glenshee | Portsmouth | 1875 | Scw |
| Glenshiel | Marquette | 3789 | Scw |
| Glenspey | Highland Prince | 3054 | Scw |
| Glenstal | King Bleddyn | 4040 | Scw |
| Glentrae | Aldinga | 1868 | Scw |
| | Banbury Castle | 4002 | Scw |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| Glenvegan | Wiarton | 999 | Scw |
| Glenville | Malicor | 209 | Scw |
| Glenwood | Pocomoke | 428 | Brg |
| Gloamin | Perth | 2240 | Scw |
| Globe | James B. Eads | 1610 | Scw |
| Gloria | Fagervik | 1084 | Scw |
| Gloria | General Serret | 1500 | Sch |
| Glorieta | Munisla | 1330 | Scw |
| Glucksburg | Alrich | 3029 | Scw |
| Gneisenau | Citta di Genova | 4503 | Scw |
| Goa | Cubango | 3528 | Scw |
| Goeben | Roussillon | 5073 | Scw |
| Goetz | Porto di Savona | 2537 | Scw |
| Gogebic | Green River | 1681 | Brg |
| Gogovale | Pennyworth | 3418 | Scw |
| Gogsjo | Kapolna | 1135 | Scw |
| Golden State | President Cleveland | 8393 | Scw |
| Goncalves Diaz | Sergipe | 990 | Scw |
| Gonzaba | Washington | 951 | Scw |
| Gonzenheim | Blink | 1119 | Scw |
| Goodwin Stoddard | Dorothy | 758 | Sch |
| Gorala | King Edward | 3152 | Scw |
| Gordonia | Redgate | 2461 | Scw |
| Gorjistan | Liguria | 2808 | Scw |
| Gorredijk | Benmacdhin | 4198 | Scw |
| Gosnold | Miramar | 99 | Scw |
| Gosport | Orient | 3058 | Scw |
| Gothia | Miranda | 1208 | Scw |
| Gov. Flower | Robert S. | 51 | Scw |
| Gov. Martin H. Glynn | Brooklyn | 75 | Scw |
| Gowen | L. V. R.R. No. 242 | 182 | Brg |
| Graakalen | Vecht | 1186 | Scw |
| Gracchus | Daiboshi Maru No. 6 | 2427 | Scw |
| Grace Dollar | Hakutatsu Maru | 3971 | Scw |
| Grace McMillin | Idlewild | 284 | SW |
| Gracefield | Consul Olsson | 1624 | Scw |
| Graciana | Andreas K | 2252 | Scw |
| Graf Hendrik | Nieuwcappelle | 674 | Scw |
| Graf Stroganoff | Ashtabula | 4527 | Scw |
| Grafton | Totomi Maru | 2004 | Scw |
| Grahamona | Northwestern | 413 | Stw |
| Gral Barhona | Harsteele | 59 | Scw |
| Grampian Range | Manchester Spinner | 2968 | Scw |
| Granada | Brema | 3289 | Scw |
| Grande | Zaritza | 955 | Bk |
| Grande Gaard | Torvanger | 4046 | Scw |
| Grandin | L. V. R.R. No. 14 | 353 | Brg |
| Granicos | Lord Guilford | 1927 | Scw |
| Granite State | President Polk | 6160 | Scw |
| Grazia | Monfiore | 3466 | Scw |
| Grazia | Teresa Schiaffino | 2165 | Scw |
| Graziella | Mello | 2413 | Scw |
| Great Falls | Haiti | 1612 | Scw |
| Grebe | Acadien | 209 | Scw |
| Grecian Prince | Savannah | 3214 | Scw |
| Green Bay | Federal No. 2 | 29 | Scw |
| Gregonio | Maria M | 2496 | Scw |
| Greiffenfel | Flandres | 3634 | Scw |
| Grelarlie | Perrakis L. Cambanis | 2244 | Scw |
| Greldale | Glitra | 1808 | Scw |
| Grelgrant | Johgu Maru | 3521 | Scw |
| Gretavale | Concordia | 3418 | Scw |
| Grey County | Wareggo | 2946 | Scw |
| Greylight | Trude | 2190 | Scw |
| Grilse | Trillora | 198 | Scw |
| Grimm | Dalalfven | 879 | Scw |
| Groenlo | Snyg | 757 | Scw |
| Grof Khuen Hedervary | Atlantica | 3162 | Scw |
| Grof Serenyi Bela | Danubio | 2260 | Scw |
| Grof Tisza Istvan | Conte Stefano Tisza | 1686 | Scw |
| Grosmont | Koan Maru | 2117 | Scw |
| Grove | Reinunga | 665 | Scw |
| Grove E. Warner | John A. Meseck | 29 | Scw |
| Grovehill | Mary | 1124 | Scw |
| Guaja | Ormer | 683 | Scw |
| Gualala | Cleone | 126 | Scw |
| Guanabara | Itacava | 766 | Scw |
| Guardian | R. Granger Benson | 30 | Scw |
| Guardiana | Sutherland Grange | 5158 | Scw |
| Guardsman | Julia Howard | 199 | Scw |
| Guatemala | Fresia | 1757 | Scw |
| Gudrun | Kandava | 1172 | Scw |
| Guichen | Cap Saint Jacques | 5163 | Scw |
| Gujarat | Gorjistan | 2916 | Scw |
| Gunborg | Sayn | 1341 | Scw |
| Gundomar | King David | 2257 | Scw |
| Gundrun | Barbacena | 2984 | Scw |
| Gunnar Heiberg | Korei Maru | 1782 | Scw |
| Gunther | Maranguape | 1913 | Scw |
| Gurth | Moghreb Acsa | 1979 | Scw |
| Gustav Fischer | Artensis | 1042 | Scw |
| Gut Heil | Sara Thompson | 1715 | Scw |
| Guyandotte | Cretan | 1651 | Scw |
| Gweneth | Muroran Maru | 1260 | Scw |
| Gwent | Clarissa Radcliffe | 3501 | Scw |
| Gwentland | Sonja | 889 | Scw |
| Gwladys | Cromerton | 2530 | Scw |
| Gyp | Dimitris | 2116 | Scw |
| Gypsum King | Brooks-Scanlon | 331 | Scw |
| Gypsum Queen | Nassau | 91 | Scw |
| Gyptis | Ville de Nancy | 1559 | Scw |
| **H** | | | |
| H. B. Hawgood | Pentecost Mitchell | 3386 | Scw |
| H. B. Kennedy | Seattle | 343 | Scw |
| H. B. Lovejoy | Salmon King | 768 | Scw |
| H. H. Meier | Manuel Calvo | 3342 | Scw |
| H. H. Porter | Youngstown | 6436 | Scw |
| H. J. Corcoran | Crockett | 903 | StW |
| H. J. McAvoy | Keuka | 511 | Sch |
| H. K. Waage | Fukuko Maru | 1166 | Scw |
| H. Luella Worthington | N. J. Nessen | 368 | Scw |
| H. M. S. Dianthus | Guerro | 854 | Scw |
| H. M. S. Mistletoe | Chiapas | 854 | Scw |
| H. M. S. Montbretia | Chihuahua | 849 | Scw |
| H. M. S. Polyanthus | Colima | 819 | Scw |
| H. M. Whitney | Maria Pinango | 1642 | Scw |
| H. P. Bope | E. A. S. Clarke | 4422 | Scw |
| H. Uner | Ada Gorthon | 1680 | Scw |
| Haabet | Gaviota | 293 | Sch |
| Haake | Towa Maru | 1785 | Scw |
| Haaland | Hundvaag | 323 | Scw |
| Habsburg | Teutonia | 3915 | Scw |
| Hackney | Ujina Maru | 3248 | Scw |
| Haddington | Maplehill | 1010 | Scw |
| Haderslev | Peter Maersk | 1205 | Scw |
| Hagelsberg | Grete Hugo Stinnes 8 | 2342 | Scw |
| Hagen | Glenpool | 3195 | Scw |
| Hagen | Hertha Engeline Fritzen | 2231 | Scw |
| Hahatonka | Gulfpoint | 4293 | Scw |
| Hai Foong | Wan-Hsiang | 1146 | Scw |
| Haigtown | Dailwen | 2750 | Scw |
| Haimon | Quebec City | 3134 | Scw |
| Halawa | Actus | 57 | Scw |
| Hallajerd | Escondido | 936 | Scw |
| Hallfried | Henry W Breyer | 1909 | Scw |
| Halocrates | Clan Skene | 3222 | Scw |
| Halway | Gulfstate | 4452 | Scw |
| Hamborn | Start | 692 | Scw |
| Hambro | Mojave | 4255 | Scw |
| Hamburg | Chatham | 834 | Scw |
| Hamburg - American Line No. 3 | Dolphin | 193 | Scw |
| Hamer | Lebec | 4250 | Scw |
| Hamilton | Keechi | 166 | Scw |
| Hamiltonian | Piave | 1277 | Scw |
| Hamm | Aghios Marcus | 2890 | Scw |
| Hammac | Emidio | 4248 | Scw |
| Hampstead Heath | Kommandoren I | 4030 | Scw |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| Hampton | Smithfield | 353 | SW |
| Hanan | Ribera | 2633 | Scw |
| Hancock County | Munlisto | 1612 | Scw |
| Hanna Jensen | Kehdingen | 96 | Trn |
| Hanna Kimme | Achaia | 1368 | Scw |
| Hannevig Brothers | Assunzione | 1992 | Scw |
| Hans | Mary Dollar | 2880 | Bk |
| Hans | Tamara X | 1597 | Bk |
| Hans Wilhelm Hemsoth | Cape Cross | 2596 | Scw |
| Hans & Kurt | Oural | 1549 | Scw |
| Harald | Totila | 2505 | Scw |
| Harbart | Urko Mendi | 2102 | Scw |
| Harburg | Pawnee | 2837 | Scw |
| Hardanger | Fofo | 1526 | Scw |
| Hardy | San Antonio | 521 | Scw |
| Harlem | Minnesota | 2109 | Scw |
| Harlem | Ohio | 3194 | Scw |
| Harley | Baron Baeyens | 2249 | Scw |
| Harlseywood | Wright | 1626 | Scw |
| Harmodius | Kut | 2213 | Scw |
| Harmonides | Khartum | 2221 | Scw |
| Harmony | Kauri | 1830 | Scw |
| Harold B. Nye | W. D. Calverley, Jr | 2735 | Scw |
| Harriet | Imataca | 942 | Scw |
| Harriet G | Esther | 256 | ½ B |
| Harry A. Berwind | Harvey H. Brown | 4927 | Scw |
| Harry G. Runkle | Julia C. Moran | 49 | Scw |
| Harry Smith | Carlos | 494 | ½ B |
| Harry Wadsworth | Mexicano | 1474 | Scw |
| Hartlepool | Purpura | 2729 | Scw |
| Hartmore | Sureway | 3287 | Scw |
| Harvestehude | Riversdale | 2150 | Brg |
| Harvester King | F. H. Marvin | 195 | MV |
| Harvestran | Aurora | 159 | Scw |
| Harvey D. Goulder | Frederick T. Kellers | 78 | Scw |
| Harz | Fafner | 1922 | Scw |
| Harzburg | Salto | 4069 | Scw |
| Haslemere | Homledal | 1278 | Scw |
| Hastnai | Tiolene | 1087 | Brg |
| Hathersage | Ellen | 965 | Scw |
| Hattie E. Giles | Ida O. Robinson | 128 | Sch |
| Hattie Fullerton | Jane | 155 | Scw |
| Hatumet | Rassay | 2584 | Scw |
| Hauler | Lackawanna | 123 | Scw |
| Hauppauge | Alice L. Pendleton | 1295 | Sch |
| Havana | Comfort | 3963 | Scw |
| Havana | Panama | 3476 | Scw |
| Hawaiian | Uba | 3373 | Scw |
| Hawaiian Isles | Star of Greenland | 1944 | Bk |
| Hawkes Bay | Port Napier | 5430 | Scw |
| Hawkeye State | President Pierce | 8393 | Scw |
| Hawsker | Sheaf Mead | 2689 | Scw |
| Hazelside | Takahama Maru | 1840 | Scw |
| Hearn Oil Company Barge No. 2 | Utilco No. 5 | 548 | Brg |
| Heathford | Wimbledon | 2438 | Scw |
| Hecla | Captain Dan | 711 | Scw |
| Hecla | Reliance | 126 | StW |
| Heddernheim | Dampseks | 1127 | Scw |
| Heddernheim | Damp-Scks | 1182 | Scw |
| Heinz | Porto di Alessandretta | 2083 | Scw |
| Heinz Kayser | Lotte Leonhardt | 1569 | Scw |
| Heiren | Beulah | 1042 | MV |
| Hekla | Danhild | 815 | Scw |
| Helen M. Gallagher | Interocean Oil Co. No. 10 | 229 | Brg |
| Helen Woods | Blue Seal | 505 | Brg |
| Helena | Gazelle | 149 | Sch |
| Helena | Isar | 1647 | Scw |
| Helengallus | Fructidor | 1304 | Scw |
| Helicon | Viuda Llusa | 1609 | S |
| Hellas | Pei Hua | 849 | Scw |
| Hellik | Bjerka | 720 | Scw |
| Helmer Morch | Maine | 1314 | Scw |
| Helmsman | Dalzellea | 87 | Scw |
| Helmswood | Orlando | 1037 | Scw |
| Helwig Vinnen | Drumrock | 2870 | Bk |
| Hemisphere | Kohki Maru | 2960 | Scw |
| Hemland | Cabo Tortosa | 3403 | MV |
| Hempstead | Hackensack | 890 | Scw |
| Hendrick S. Holden | Argus | 3091 | Scw |
| Henriette | Hamburg | 1797 | S |
| Henrik-Bjelke | Spigerborg | 954 | Scw |
| Henrik Lund | Ulvo | 2396 | Scw |
| Henry A. Hawgood | C. Russell Hubbard | 5389 | Scw |
| Henry Crosby | Creuse | 393 | Trn |
| Henry F. Eaton | St. Andrews | 141 | Scw |
| Henry Horn | Wega | 817 | Scw |
| Henry R | Bill Hughes | 481 | Brg |
| Henry R. James | John S. Thom | 911 | Scw |
| Henry W. Oliver | S. H. Robbins | 3617 | Scw |
| Herbert Fearn | Jean F. McRae | 288 | Trn |
| Herbert Horn | Thora | 1493 | Scw |
| Herbert K. Oakes | Steelton | 4947 | Scw |
| Hermes | Etterstad | 870 | Scw |
| Hermione | Harmodius | 3179 | Scw |
| Hermitage | Galena No. 1 | 957 | Brg |
| Hertha | Eifel | 1029 | Scw |
| Herzogin Sophie Charlotte | Gjertrud | 2315 | Bk |
| Hesperus | Nazarenus | 1351 | Scw |
| Hethpool | Farnorth | 650 | Scw |
| Hiawatha | Cabotia | 932 | Scw |
| Hiawatha | Esmeralda | 149 | Scw |
| Hibernian | Amiral Ganteaume | 2804 | Scw |
| High Bridge | C. R.R. of N. J., No. 26 | 316 | Scw |
| Highflyer | Hoboken | 118 | Scw |
| Highland | L. V. R.R. No. 21 | 324 | Brg |
| Highland Glen | Nuuanu | 756 | Brg |
| Highlander | Bear Mountain | 368 | SW |
| Highmead | Astoi Mendi | 3211 | Scw |
| Highway | Charterhythe | 2339 | Scw |
| Hilarius | Clan Keith | 3557 | Scw |
| Hilda | Hameln | 2611 | Scw |
| Hilda | Terceirense | 233 | Bk |
| Hilda Lea | Havdrot | 713 | Scw |
| Hilda M. Stark | Stranger | 510 | Trn |
| Hilde Podeus | Klosterfos | 932 | Scw |
| Hilja | Choctaw | 649 | Brg |
| Hillcrag | Orion | 2081 | Scw |
| Hillcrag | Rangoon Maru | 3638 | Scw |
| Hillding | Magda | 1276 | Scw |
| Hillglen | Andrea | 2534 | Scw |
| Hillglen | Doonhohm | 2777 | Scw |
| Hillhouse | Arna | 1973 | Scw |
| Himalaya | Star of Peru | 976 | Bk |
| Hindoo | Anastasia | 3167 | Scw |
| Hindustan | Korean Prince | 3115 | Scw |
| Hiram A. Dixon | Caribou | 371 | Scw |
| Hiram D. MacLean | St. Pierraise | 447 | Sch |
| Hird | Fagerstrand | 690 | Scw |
| Hisko | Beta | 3516 | Scw |
| Hjalmar Blomberg | Hedrun | 1311 | Scw |
| Hoangho | Albay | 574 | Scw |
| Hoboken | Commercial Spirit | 2905 | Scw |
| Hocheraga | Boucherville | 256 | SW |
| Hocking | Fina | 1558 | Scw |
| Hoerde | General Milne | 3324 | Scw |
| Hof | Gaza | 2986 | Scw |
| Hohenfels | Cape Recife | 3426 | Scw |
| Hohenstaufen | Cuyaba | 4086 | Scw |
| Hohneck | Artemisia | 2722 | Scw |
| Hohnstein | Rajah | 1350 | Scw |
| Hokendanqua | Blue Line | 68 | Scw |
| Holbein | Tambre | 1390 | Scw |
| Hollandia | Madali | 1968 | Scw |
| Hollyleaf | British Holly | 3209 | Scw |
| Hollywood | Esther | 905 | Sch |
| Hollywood | Paulgallus | 1351 | Scw |
| Holmborg | Kinko Maru | 1932 | Scw |
| Holmen | Eidsvold | 798 | Scw |
| Holmen | Louis de Geer | 1089 | Scw |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| Holmia | Serula | 785 | Scw |
| Holyoke Bridge | Point Reyes | 2030 | Scw |
| Homereus | Malayan | 2097 | Scw |
| Homeside | Suma Maru | 1843 | Scw |
| Homeward Bound | Star of Holland | 1965 | Bk |
| Hondshoote | Bois des Buttes | 108 | Scw |
| Honeborg | Anglica Maersk | 866 | Scw |
| Honolulu | Commercial Trader | 3001 | Scw |
| Honved | Vomero | 1188 | Scw |
| Hoosac | London Corporation | 2921 | Scw |
| Hoosac | Nemanja | 3179 | Scw |
| Hoosier State | President Lincoln | 8359 | Scw |
| Hoppet | Novo | 1411 | S |
| Horace S. Wilkinson | Belgium | 3057 | Scw |
| Horacio | Arantzazu | 1350 | Scw |
| Horatius | Monnette | 2319 | Scw |
| Horley | Euclid | 3096 | Scw |
| Hornby Grange | Augustina Forner | 1509 | Scw |
| Horncap | Maid of Syra | 2130 | Scw |
| Hoshu Maru | Fukuyo Maru | 3405 | Scw |
| Hostilius | General Napier | 2089 | Scw |
| Houma | Cape Henlopen | 4306 | Scw |
| Houston | North King | 3386 | Scw |
| Hova | Crawford Castle | 2820 | Scw |
| Howard D. Troop | Annie M. Reid | 2079 | S |
| Howden | Aslaug | 608 | Scw |
| Huachuca | Orinoco | 3059 | Scw |
| Hudson | Calgary | 1641 | Scw |
| Hudson | Hudson Maru | 2449 | Scw |
| Hudson | President Fillmore | 5641 | Scw |
| Hudsonian | Salinas | 6528 | Scw |
| Huftero | Ornefjell | 861 | Scw |
| Huftero | Tananger | 3434 | Scw |
| Hugh R. Havey | Peirce McLouth | 389 | Scw |
| Hugh Ross | Daisy McWilliams | 81 | Scw |
| Huguenot | Jamestown | 345 | SW |
| Hukey | A. G. Wells | 190 | Scw |
| Hulaco | Mericos H. Whittier | 4293 | Scw |
| Hunanchaco | Frank Sutton | 2836 | Scw |
| Hundvaago | Betty | 1457 | Scw |
| Hunslet | Usambara | 3687 | Scw |
| Hunslet | Waganda | 3415 | Scw |
| Hunsworth | Cederic | 3060 | Scw |
| Huntball | Phorus | 2753 | Scw |
| Huntcliff | Violetta | 2018 | Scw |
| Huntington | Stony Creek | 216 | Scw |
| Huntscape | Wilfred | 3044 | Scw |
| Huntscraft | Clan MacKay | 3205 | Scw |
| Huntsgreen | Derfflinger | 5027 | Scw |
| Hurliness | Giyo Maru | 1956 | Scw |
| Huron | Colonial | 402 | SW |
| Hurworth | Thrasyvoulos | 1521 | Scw |
| Hvidehavet | Essex Chase | 1994 | Scw |
| Hwah Ting | Kia Lee | 2657 | Scw |
| Hydra | Hirato Maru | 885 | Scw |
| Hyltonia | Maindy Hill | 1149 | Scw |
| Hymettus | Seiun Maru | 2986 | Scw |
| Hyndford | Baron Elcho | 2775 | Scw |
| Hyson | Arratoon Apcar | 2931 | Scw |
| Hyson | Maria Rosa | 4195 | Scw |
| **I** | | | |
| I. Gronsund | Fanny | 150 | Trn |
| I. P. Jutesen | Senegal | 1166 | Scw |
| Ibaizabal | Maria Luiza | 669 | Sch |
| Iberier | Norte | 967 | Scw |
| Ibex | Patras | 1602 | Scw |
| Ibicuhy | Santa Aurora | 2604 | Scw |
| Ida | Ida Maru | 3213 | Scw |
| Ida | Navarra | 1991 | Scw |
| Ida Della Torre | Kennebec | 157 | Sch |
| Idalia | Malay II | 111 | Scw |
| Ida L. Mass | Corrotoman | 319 | Brg |
| Ida May | Ruth Martin | 792 | Sch |
| Ida Woods | Blue Diamond | 524 | Brg |
| Idaho | Rancagua | 3802 | Scw |
| Iddesleigh | Valnoce | 2427 | Scw |
| Ignazio | Rosario | 358 | Bk |
| Ile de Borneo | Ville de Mazagan | 1357 | Scw |
| Ile de Ceylan | Sierra Nevada | 1018 | Sch |
| Illawarra | Oneida | 40 | Scw |
| Illtyd | Lembit | 1021 | Scw |
| Illyria | Keats | 2722 | Scw |
| Ilmari | Portos | 1071 | Scw |
| Ilwen | Kingsbury | 2616 | Scw |
| Imaum | Thor I. | 2649 | Scw |
| Imperator | Berengaria | 21350 | Scw |
| Imperator | Munizalba | 382 | Sch |
| Imperator Nikolai II | Dagmar | 1531 | Scw |
| Imperial | Alma | 88 | Scw |
| Inca | Llanquihue | 2291 | Scw |
| Inchmead | Jose | 2214 | Scw |
| India | City of Ottawa | 671 | Scw |
| India | Atheltarn | 4407 | Scw |
| Indiana | Romania | 2983 | Scw |
| Indiano | Monrosa | 4190 | Scw |
| Indipendente | Tebe | 1668 | Scw |
| Indomeneus | Aurania | 4076 | Scw |
| Indra | Euryades | 3620 | Scw |
| Indra | Tonowanda | 1642 | S |
| Indradeo | Eurybates | 3507 | Scw |
| Indraghiri | Eurylochus | 3600 | Scw |
| Indrakuala | Eurypylus | 3563 | Scw |
| Indramayo | Kongosan Maru | 3217 | Scw |
| Indramayo | Thorpe Grange | 2720 | Scw |
| Indrani | Shinbu Maru | 3268 | Scw |
| Indrapura | Indo Maru | 3566 | Scw |
| Indravelli | Nankai Maru | 3499 | Scw |
| Indro | Bankoku Maru | 3752 | Scw |
| Indus | Altadoc | 2873 | Scw |
| Industry | Carrie T. Meseck | 111 | Scw |
| Industry No. 2 | Invader | 40 | Scw |
| Ines | Guetaria | 2305 | Scw |
| Ingeborg | Sneland | 1054 | Scw |
| Ingeborg Larsen | Sapporo Maru No. 12 | 1754 | Scw |
| Ingeli | Tegucigalpa | 1864 | Scw |
| Ingo | Oueme | 2417 | Scw |
| Ingraban | Congo | 2309 | Scw |
| Ingrid | Rigdin | 311 | Sch |
| Ingrid Brodin | Eidshorn | 1090 | Scw |
| Ingrid Horn | Margret | 909 | Scw |
| Ingrid Lindoe | Alix | 657 | Scw |
| Inkonka | Tuscany | 2206 | Scw |
| Inland Empire | Service | 375 | StW |
| Insizwa | Tolemaide | 1638 | Scw |
| Interstate | New York Central No. 12 | 51 | Scw |
| Interstate No. 1 | Panther | 88 | Scw |
| Interstate No. 3 | Sand Beach | 168 | Scw |
| Intrepid | Transfer No. 10 | 108 | Scw |
| Inveric | Asama Maru | 3075 | Scw |
| Inverneill | Garthneill | 1340 | Bk |
| Inversnaid | Garthsnaid | 1360 | Bk |
| Invicta | Escualduna | 495 | Trn |
| Ioannis | Matronna | 1894 | Scw |
| Ioannis Vatis | Theofano | 2324 | Scw |
| Iolcos | Ilvington Court | 3222 | Scw |
| Ionanna | Albany | 2224 | Scw |
| Ionia | Nicos | 2351 | Scw |
| Ionic | Maplebranch | 1030 | Scw |
| Iosco | Drafn | 1024 | Scw |
| Iossifoglu | Pentowy | 2182 | Scw |
| Iperia | Signal | 2058 | Scw |
| Iquitos | Amazonas | 1993 | Scw |
| Irene Elaine Davis | Harrison | 147 | Scw |
| Irene II | Tillicum II | 91 | Scw |
| Iris | Isabeau | 4186 | Scw |
| Irishman | Michigan | 6280 | Scw |
| Irismere | Duns Law | 2354 | Scw |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| Irma Kimme | Athena | 1368 | Scw |
| Irma McIlvaine | Lynn | 472 | Brg |
| Irma Woermann | Lieutenant Fournand | 1406 | Scw |
| Irmfried | Gatinais | 1724 | Scw |
| Irmgard | Waikouait | 2379 | Scw |
| Irmgard Horn | Kathe Christophersen | 936 | Scw |
| Irmi | Demosthenes | 2514 | Scw |
| Iron Age | Eugenia | 2312 | Scw |
| Iron State | Metacomet | 819 | Brg |
| Iroquois | Windsor | 1068 | Scw |
| Irrawaddy | Maraval | 3329 | Scw |
| Isaac Lincoln | Ralph T Holcomb | 250 | Scw |
| Ischia | Assunta | 1910 | Scw |
| Isfond | Parnon | 3093 | Scw |
| Isla de Luzon | Reviver | 446 | Scw |
| Island | Fasolt | 2141 | Scw |
| Island Queen II | Island Queen | 860 | Scw |
| Isle de Cuba | Leon XIII | 2999 | Scw |
| Ismalia | Tomi Maru | 3273 | Scw |
| Isola di Favignana | Favignana | 2117 | Scw |
| Isola di Procida | Procida | 2435 | Scw |
| Isonza | Isonzo II | 3428 | Scw |
| Isonzo | Catherine O'Boyle | 805 | MV |
| Isthmian | Ranenfjord | 3356 | Scw |
| Istria | Unkai Maru No. 3 | 1989 | Scw |
| Itajahy | Hesione | 2516 | Scw |
| Itala | Caterina Barbaro | 285 | Bk |
| Italia | Masaniello | 3949 | Scw |
| Italia | Sucarseco | 1977 | Scw |
| Italiano | Federico Garolla | 1320 | Scw |
| Italo | Albino | 2309 | Scw |
| Itaura | Kenkyu Maru | 3172 | Scw |
| Itauri | Carlier | 5003 | Scw |
| Itauri | Escaut | 2463 | Scw |
| Itola | Hakuho Maru | 3247 | Scw |
| Itu | Almirante Alexandrino | 3690 | Scw |
| Ivy Blades | Corapeake | 222 | Trn |
| Iwirit | Grete Clausen | 193 | Sch |
| Ixia | Sagua | 1254 | Scw |
| Izabel | Esperanza | 408 | Sch |

## J

| | | | |
|---|---|---|---|
| J. A. Palmer, Jr. | Pequot | 192 | Scw |
| J. B. King & Co. No. 20 | Falaise | 1119 | Sch |
| J. C. Vinnen | Guardadora | 2987 | Bk |
| J. D. Hazen | Mikula Seleaninovitch | 2042 | Scw |
| J. E. Upson | Miami | 486 | Drg |
| J. H. Bartow | Pioneer | 5021 | Scw |
| J. H. Devereux | John Mullen | 1312 | Scw |
| J. H. G. Hagarty | Hagarty | 5704 | Scw |
| J. H. Plummer | Amur | 988 | Scw |
| J. H. Sheadle | F. A. Bailey | 5476 | Scw |
| J. Hilles | Rappahannock | 285 | Brg |
| J. L. Luckenbach | South Bend | 5453 | Scw |
| J. L. Weeks | Corvus | 3451 | Scw |
| J. Leonard Replogle | Saucon | 5511 | Sch |
| J Llusa Puig | Guiniguada | 334 | Bkt |
| J. M. B | Antonia | 229 | Bkt |
| J. M. Buuck | Mirtil | 162 | ½ B |
| J. M. Griffith | Porto | 529 | Bkt |
| J. M. Jenks | R. R. Richardson | 2925 | Scw |
| J. O. Gravel | Clarendon | 4 | Scw |
| J. Q. Riddle | J. J. Turner | 5376 | Scw |
| J. R. McDonald | Cassiar | 384 | Scw |
| J. Rodrigues | Roger Poizat | 304 | Scw |
| J. S. Keefe | Glenfarn | 999 | Scw |
| J. S. Packard | Chalmette | 2043 | Scw |
| J. S. Packard | Chal. McWilliams | 114 | Scw |
| J. Scott Hankinson | Utilla | 212 | Sch |
| J. T. Horne | Solombala | 291 | Scw |
| J. T. Hutchinson | H. A. Rock | 2015 | Scw |
| J. W. Johnson | James W. Johnson | 66 | Scw |
| J. W. Nicholas | Inland | 1098 | Scw |
| J. W. Somerville | Nassauvian | 347 | Sch |
| J. W. Van Dyke | Albert Hill | 4403 | Scw |
| J. Y. Limantour | Sonora | 168 | Scw |
| Jack Dykman | Port Covington | 99 | Scw |
| Jack O'Lantern | Dansonia | 956 | Brg |
| Jacob Bright | Ellind | 1670 | Scw |
| Jacob France | Aladdin | 197 | Scw |
| Jacob Kjellerup | Gronsund | 1504 | Scw |
| Jacob van Heemskerck | Tempete | 20 | Scw |
| Jaffa | Liana | 984 | Scw |
| Jakut | Kishinev | 1453 | Scw |
| Jaladuta | Zuiko Maru | 2520 | Scw |
| James A. Pugh | Reliable | 404 | Brg |
| James B. Wood | Arcturus | 5263 | Scw |
| James C. Lockwood | Case | 1902 | Scw |
| James H. Hargraves | B. P. Gravenor | 138 | Sch |
| James H. Hoyt | Bricoldoc | 3278 | Scw |
| James H. Scully | Blue Gown | 588 | Brg |
| James J. Joy | Zetta | 343 | Trn |
| James J. McAllister | James H. Flannery | 99 | Scw |
| James L. Morgan | Kangaroo | 123 | Scw |
| Jas. R. Langdon | Chas. H. Shaw | 951 | Scw |
| James S. Dunham | Lynford E. Geer | 3644 | Scw |
| James S. Whitney | Pinango Lara | 1933 | Scw |
| James V. Crawford | J. N. Lummus | 141 | MV |
| Jamestown | Colonia | 700 | Scw |
| Jamestown | Oradell | 59 | Scw |
| Jane Moseley | Minerva | 769 | SW |
| Janes | Diego | 358 | Bk |
| Janine | Andre Montreuil | 1197 | Scw |
| Janus | Roi Leopold | 3102 | Scw |
| Japan | City of Hamilton | 869 | Scw |
| Java | Ume Maru | 2670 | Scw |
| Jayo | San Ramon | 420 | Sch |
| Jean | Margarita Calafatis | 2391 | Scw |
| Jean Campbell | Benevolence | 277 | Trn |
| Jean Louis | Thorndyke | 132 | MV |
| Jean Stern | Rabelais | 3156 | Scw |
| Jeanie | Dallas | 1148 | Brg |
| Jeannette | Donnetta | 782 | Scw |
| Jeannette | Lavalle-Medeci | 174 | Sch |
| Jedmead | Linkmoor | 1973 | Scw |
| Jeneral Freire | Lautaro | 1308 | Scw |
| Jenfeld | Real | 2298 | Scw |
| Jennie R. Morse | Oakpark | 3758 | Scw |
| Jennie S. Barker | Louise | 1015 | Bk |
| Jenny | Tenryu Maru | 1603 | Scw |
| Jeptha | Danali | 2015 | Scw |
| Jere G. Shaw | Catherine G. Scott | 674 | Sch |
| Jersey | Trostan | 905 | Scw |
| Jessie C. Williams | Marjorie | 106 | Scw |
| Jessie Y. Forsyth | Ivanhoe | 81 | Scw |
| Jim Butler | Crescent City | 380 | Scw |
| Job H. Jackson | Laura Haldt | 452 | Trn |
| Joe Scully | Le Baron S. Willard | 444 | Brg |
| Johan | Fleur de France | 337 | Trn |
| Johan Bryde | Svend Foyne I | 2416 | Scw |
| Johanna Blumberg | Thraki | 1830 | Scw |
| Johanna Blumburg | August Leonhardt | 1526 | Scw |
| Johannes Maersk | Viking | 809 | Scw |
| Johannesburg | Surat | 2784 | Scw |
| John A. Bouker | N. John Barrett | 81 | Scw |
| John A. Curtis | Robert | 147 | Trn |
| John B. Biemiller | Tagide | 858 | Sch |
| John D. Rockefeller | Malabar | 6364 | Scw |
| John F. Smith | Royal Palm | 142 | Scw |
| John G. McCullough | Chautauqua | 932 | Scw |
| John Gully | Salvager | 71 | Scw |
| John I. Brady | Atlas | 59 | Scw |
| John J. Albright | Regulus | 3298 | Scw |
| John J. McWilliams | Central West | 2809 | Scw |
| John Kelderhouse | Sachem | 70 | Scw |
| John Lee | Princess | 181 | StW |
| John McGinnis | Mary Lee | 104 | Sch |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| John P. Wilson | Merchant | 238 | Scw |
| John Prindiville | Charlton | 265 | Scw |
| John Q. Ferguson | Virginia | 122 | Sch |
| John R. Gibbons | Ingerto | 1773 | Scw |
| John Roberts | F. E. Harvey | 288 | Scw |
| John Rodgers | Teddy Burke | 261 | Brg |
| John S. Pancake | Harry F. Hooper | 762 | Brg |
| John Schroeder | W. A. Hazard | 267 | Scw |
| John Scully | H. C. Cadmus | 209 | Scw |
| John T. Donohue | Henrico | 122 | Scw |
| John T. Donohue | R. W. MacDonald | 590 | Brg |
| John T. Donohue | William C. Bickel | 145 | Scw |
| John W. Ailes | Harry T. Ewig | 2778 | Scw |
| John Webster | Lawrence | 91 | Scw |
| Johnstone | Petrolia No. 6 | 101 | MV |
| Jolly Helen | Helcion | 958 | Scw |
| Jolly Helen | Occanien | 192 | Scw |
| Jonstorp | Rolf | 407 | Bk |
| Jose Estruch | Maria Dalme de R. | 1712 | Scw |
| Jose Gallart | Balmes | 2345 | Scw |
| Jose Luis Orive | San Jose | 205 | Scw |
| Jose Taya | Cabo Hateras | 3345 | Scw |
| Josefa Raich | M. Arnus | 1850 | Scw |
| Joseph C. Gilchrist | Cygnus | 3393 | Scw |
| Joseph H. Moran | Joseph J. Flannery | 73 | Scw |
| Joseph J. Cuneo | Newton | 544 | Scw |
| Joseph Kellogg | Madeline | 336 | StW |
| Joseph L. Colby | Bay State | 914 | Scw |
| Joseph Merryweather | Absalon | 1353 | Scw |
| Joseph Vaccaro | Quimistan | 1037 | Scw |
| Josephine | Juniata | 96 | MV |
| Joshua W. Rhodes | Frank Seither | 3586 | Scw |
| Josie Crowley | Ruth Decker | 85 | Sch |
| Joulan | Kamo | 2321 | Scw |
| Joven Antonio | Andres Roca | 214 | Bk |
| Joyce French | Ena | 526 | Trn |
| Joyo Maru | Camillo | 3149 | Scw |
| Jugoslaven Prvi | Vojslav | 2034 | Scw |
| Julia | Baracoa | 1133 | Scw |
| Julia | Belle Miller | 201 | Scw |
| Juliana | Mariana Cano | 1481 | Scw |
| Juliette | Island Belle | 78 | Scw |
| Julius Holmblad | Lakefield | 894 | Scw |
| Julius Kessler | Silvergray | 1318 | Scw |
| Julius Zelck | Most | 1223 | Scw |
| Juneau | Back Bay | 1805 | Scw |
| Junin | Cambrian Idylle | 2894 | Scw |
| Juno | Fernandez Hermanos | 482 | Scw |
| Junon | Cape St. Lucia | 1429 | Scw |
| Jupiter | Democracy | 2811 | Scw |
| Jupiter | Perquimans | 346 | Brg |
| Jupiter | Standard | 6138 | Scw |
| Justin | G. M. Lawrence | 1779 | Scw |
| Juteopolis | Garthpool | 2652 | S |
| **K** | | | |
| Kadina | Taikei Maru | 1985 | Scw |
| Kaduna | Deansway | 2259 | Scw |
| Kagera | Indiana | 3491 | Scw |
| Kahoka | Jerry E. O'Boyle | 2200 | Brg |
| Kaian Maru | Yomeyama Maru | 3276 | Scw |
| Kaiser Franz Josef I. | Presidente Wilson | 6784 | Scw |
| Kaiser Wm. II | Agamemnon | 6353 | Scw |
| Kaiserin Auguste Victoria | Empress of Scotland | 15151 | Scw |
| Kaiulani | Star of Finland | 1425 | Bk |
| Kaiyei Maru | Jagersfontein | 3474 | Scw |
| Kajeruna | Tomas W. Beattie | 100 | Scw |
| Kalliroi Saparis | Penelope | 2175 | Scw |
| Kamaris | Quedoc | 1874 | Scw |
| Kamfjord | Everelse | 1384 | Scw |
| Kamiji Maru | Gran | 1152 | Scw |
| Kamimura | Itsukushima Maru | 2828 | Scw |
| Kanawha | Alicia | 105 | Scw |
| Kandahar | City of Perth | 4153 | Scw |
| Kansas | City of Winnipeg | 393 | Scw |
| Kandv | Vasilevusa | 3084 | Scw |
| Karamea | Mongioia | 3381 | Scw |
| Karl Hans | Teja | 2684 | Scw |
| Karhu | Lalla Rookh | 752 | Bk |
| Karmo | Calbuco | 1481 | S |
| Kasbek | Eduardo | 1904 | Scw |
| Kate Forster | Ragni | 577 | Scw |
| Kathe Jensen | Stade | 95 | Sch |
| Kathryn McIlvaine | John H. McNally | 472 | Brg |
| Katie | Venator | 627 | Scw |
| Katina | Jessie | 1841 | Scw |
| Katoura II | Enchantress | 171 | Sch |
| Kediri | Essex Druid | 2139 | Scw |
| Kelsomead | Kelsomoor | 1962 | Scw |
| Kenilworth | Star of Scotland | 2233 | Bk |
| Kennebunk | City of Nassau | 669 | Sch |
| Kennington | Blenda | 1154 | Scw |
| Kensington | M. A. Reeb | 3130 | Scw |
| Kenuta | Vassilios Pandelis | 3183 | Scw |
| Keramies | King Idwal | 3164 | Scw |
| Kerguelen | Chantilly | 5959 | Scw |
| Kerkyra | Taigetis | 231 | Scw |
| Kerman | Sultania | 2758 | Scw |
| Kewaunee | Mary A. Daryaw | 195 | Sch |
| Keyport | C. R.R. of N. J. No. 28 | 316 | Scw |
| Keystone State | President McKinley | 8400 | Scw |
| Kibi Maru No. 10 | Mulhouse | 891 | Scw |
| Kiel | Camden | 2872 | Scw |
| Kilbrannan | Marion Chilcott | 1510 | S |
| Kilmuckridge | Newton Bay | 286 | Scw |
| Kilpatrick | Acropolis | 3011 | Scw |
| Kilsyth | Arriluze | 1241 | Scw |
| Kincardine | Antar | 4088 | Scw |
| Kinderdijk | Dagny I. | 804 | Scw |
| Kineo | Maryland | 2068 | MV |
| King Alexander | Cleveland | 9487 | Scw |
| King Edward | Maschiness of Bute | 2745 | Scw |
| King & Winge | Columbia | 97 | MV |
| Kinghorn | Inchdairnie | 4024 | Scw |
| Kingsmere | Agios Ioannis | 3677 | Scw |
| Kingston | Falkefjell | 735 | Scw |
| Kinno Maru | Bandoeng Maru | 2469 | Scw |
| Kinross | Kenmare | 1930 | Scw |
| Kiokee | Ivanhoe | 187 | Scw |
| Kiowa | Pioneer | 3026 | Scw |
| Kir Chehir | Kir Zade | 1708 | Scw |
| Kirk | George and Earl | 106 | MV |
| Kirkdale | Benalder | 3047 | Scw |
| Kirkdale | Mikawa Maru | 1820 | Scw |
| Kirketind | William Donovan | 1621 | MV |
| Kirkfield | Tarantia | 3098 | Scw |
| Kirkholm | Parthenia | 3062 | Scw |
| Kirkstall Abbey | Koudekerk | 3650 | Scw |
| Kirnwood | Michael | 1950 | Scw |
| Kiron | A. L. Walker | 187 | Scw |
| Kis | Eker | 496 | Scw |
| Kishinev | Pamiat Lenina | 1453 | Scw |
| Kitchi | Dunmore | 187 | Scw |
| Kitsap | Bremerton | 3040 | Scw |
| Kitsap II | City of Bellington | 149 | Scw |
| Kjellbergen | Toyo Maru No. 1 | 1306 | Scw |
| Klara | Nauta | 99 | Trn |
| Kleist | Yoshino Maru | 5374 | Scw |
| Knaresbro | City of Windsor | 4635 | Scw |
| Knight Templar | Orivell | 4685 | Scw |
| Knud II | Knud | 1188 | Scw |
| Kobagashie N | Manila Maru | 5919 | Scw |
| Koffiehandel | Cap Fedhala | 1066 | Scw |
| Koholyt | Abava | 864 | Scw |
| Kolda | Montrose | 187 | Scw |
| Kongo | Overland | 398 | Scw |
| Kongsfos | Randsfjord | 2019 | Scw |
| Kongsgaard | Stolwijk | 1533 | Scw |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| Konig Fredrich August | Montreal | 5634 | Scw |
| Korea | Korea Maru | 6100 | Scw |
| Korsholm | Blairholm | 1698 | Scw |
| Koshu Maru | Keiun Maru | 1155 | Scw |
| Kosmos I | Kosmos | 348 | MV |
| Kossuth Ferencz | Alberto Fassini | 2930 | Scw |
| Kotik | Stavropol | 686 | Scw |
| Kotka | Ester | 893 | Scw |
| Kranco | Raffaello | 2527 | Scw |
| Kratos | Mikage Maru No. 5 | 2190 | Scw |
| Kribi | Albert Le Borgne | 2438 | Scw |
| Kronprins Fredrik | Florentine | 1022 | Scw |
| Kronprinsessan Victoria | Else Hugo Stinnes 15 | 2238 | Scw |
| Kronprinzessin Cecilie | Mount Vernon | 7564 | Scw |
| Kumi Maru | Meiten Maru | 2426 | Scw |
| Kunzsholm | Noordam | 7580 | Scw |
| Kura | Persiano | 1510 | Scw |
| Kurdistan | Vega | 1937 | Scw |
| Kurland | Robert Dollar | 6791 | Scw |
| Kurmark | Istok | 3177 | Scw |
| Kushiro Maru | Keijo Maru | 553 | Scw |
| Kursk | Polonia | 4519 | Scw |
| Kurt | Pollux | 1958 | Scw |
| Kurt Woermann | Lagos | 1419 | Scw |
| Kwiek | Cargo Shipper | 243 | Sch |
| Kybfels | Bruges | 3103 | Scw |
| Kylemore | Suzanne | 1152 | Bk |
| Kyokuto Maru | Shinsei Maru No. 1 | 2711 | Scw |
| Kyokuto Maru No. 2 | Sanyo Maru | 2723 | Scw |
| **L** | | | |
| L'Aiglon | Aquilo | 103 | Scw |
| L'Erdre | Cor Jesu | 2474 | Scw |
| L'Invicta | Takasago Maru | 1222 | Scw |
| L. C. Smith | Sweden | 3418 | Scw |
| L. C. Waldo | Riverton | 2684 | Scw |
| L. G. Powell | Geo. W. Parker | 121 | Scw |
| L. P. Holmblad | Hugo Ferdinand | 1092 | Scw |
| La Crosse | City of Fort Worth | 1612 | Scw |
| La Hesbaye | Panuco | 1975 | Scw |
| La Perouse | Trojanstar | 5566 | Scw |
| La Plata | Angelica | 39 | Scw |
| La Plata | Guine | 2527 | Scw |
| Laaland | Fylgia | 119 | Sch |
| Labicum | Buccari | 2859 | Scw |
| Labor | Brand | 933 | Scw |
| Labor | Cap D'Antifer | 1232 | Scw |
| Laborer | William G. Howard | 218 | Scw |
| Lady Betty | Felicia | 102 | MV |
| Lady Charlotte | Southlea | 2208 | Scw |
| Lady Glover | Amherst | 93 | Scw |
| Lady Grace | Colleen | 78 | MV |
| Lady Gray | Claudio | 1540 | Scw |
| Lady Gwendolin | Rosalind | 1563 | Scw |
| Lady Sybil | Yungay | 377 | Scw |
| Laennec | Oldenburg | 2010 | S |
| Lake Agomak | Betty Weems | 1420 | Scw |
| Lake Arthur | Virginia Limited | 1157 | Scw |
| Lake Butler | Palatka | 1157 | Scw |
| Lake Catherine | Oscar J Lingemann | 1193 | Scw |
| Lake Cayuga | Dorothy Wintermote | 1227 | Scw |
| Lake Champlain | Ruthenia | 4866 | Scw |
| Lake Como | Beothic | 1248 | Scw |
| Lake Crescent | Padilla | 1251 | Scw |
| Lake Dunmore | El Cicuta | 1440 | Scw |
| Lake Ellicott | Louisiana | 1658 | Scw |
| Lake Ellsburg | Munloyal | 1658 | Scw |
| Lake Elmhurst | City of Albany | 1658 | Scw |
| Lake Elon | Alamo | 1660 | Scw |
| Lake Elrio | Paria | 1663 | Scw |
| Lake Elsmere | City of Philadelphia | 1663 | Scw |
| Lake Elwin | Boba Secondo | 1658 | Scw |
| Lake Erie | Gezina | 1054 | Scw |
| Lake Fabyan | Munleon | 1612 | Scw |
| Lake Fackler | Bolivar | 1612 | Scw |
| Lake Falun | Sandwich | 1612 | Scw |
| Lake Fanquier | Guayaquil | 1613 | Scw |
| Lake Fannin | Osage | 1637 | Scw |
| Lake Faribault | Grazia Terzo | 1610 | Scw |
| Lake Faristel | King | 1626 | Scw |
| Lake Fariston | Baracoa | 1610 | Scw |
| Lake Farmingdale | Florence D | 1634 | Scw |
| Lake Farrar | Nissho Maru | 1739 | Scw |
| Lake Faulk | Helen C | 1609 | Scw |
| Lake Feldon | Elizabeth River | 1613 | Scw |
| Lake Feodora | Sagamore | 1613 | Scw |
| Lake Fernando | Munami | 1610 | Scw |
| Lake Fernwood | Virginia Despatch | 1245 | Scw |
| Lake Fielding | Confucius | 1588 | Scw |
| Lake Fife | Fenicia | 1586 | Scw |
| Lake Filbert | Nabesna | 1586 | Scw |
| Lake Fillion | City of Dallas | 1586 | Scw |
| Lake Fillmore | Bridgetown | 1586 | Scw |
| Lake Fisher | Moctezuma | 1679 | Scw |
| Lake Flag | West Texas | 1665 | Scw |
| Lake Flagstaff | Stella Lykes | 1610 | Scw |
| Lake Flambeau | James River | 1610 | Scw |
| Lake Flanders | Neches | 1610 | Scw |
| Lake Flattery | Buenaventura | 1610 | Scw |
| Lake Floravista | Falmouth | 1612 | Scw |
| Lake Florian | Tillie Lykes | 1612 | Scw |
| Lake Flournoy | Southseas | 1613 | Scw |
| Lake Flovilla | Queen | 1604 | Scw |
| Lake Fluvanna | Jean Weems | 1448 | Scw |
| Lake Forney | Ansonia | 1623 | Scw |
| Lake Frecks | Dorsdouro | 1639 | Scw |
| Lake Fresco | Jack | 1617 | Scw |
| Lake Frohna | Ace | 1611 | Scw |
| Lake Gadsden | Genevieve Lykes | 1667 | Scw |
| Lake Galata | Wyoming | 1667 | Scw |
| Lake Galera | Dora Weems | 1368 | Scw |
| Lake Galien | Hampton Roads | 1667 | StW |
| Lake Galisteo | Colorado | 1667 | Scw |
| Lake Geneva | John J. O'Hagan | 1179 | Scw |
| Lake Gera | Southlands | 1619 | Scw |
| Lake Getaway | Upshur | 1619 | Scw |
| Lake Gilboa | Oneida | 1654 | Scw |
| Lake Gilpen | Salvager | 1654 | Scw |
| Lake Gitano | Singbee | 1612 | Scw |
| Lake Glaucus | Volusia | 1665 | Scw |
| Lake Graphite | West Africa | 1617 | Scw |
| Lake Greenwood | Catherine | 1269 | Scw |
| Lake Gunni | Commercial Pioneer | 1665 | Scw |
| Lake Haresti | Osceola | 1667 | Scw |
| Lake Harminia | Ethyl | 1665 | Scw |
| Lake Harney | Germinal | 1165 | Scw |
| Lake Hector | America | 1665 | Scw |
| Lake Helen | York | 1179 | Scw |
| Lake Ikatan | San Antonio | 1667 | Scw |
| Lake Indian | Rose Murphy | 1179 | Scw |
| Lake Jessup | Ekstrand | 1245 | Scw |
| Lake Lillian | Bestum | 1086 | Scw |
| Lake Medford | H. J. Lawrence | 1223 | Scw |
| Lake Monroe | Mary | 1286 | Scw |
| Lake Ogden | Trujillo | 1245 | Scw |
| Lake Onawa | Shinsei Maru, No. 5 | 1506 | Scw |
| Lake Otisco | Floreal | 1202 | Scw |
| Lake Orange | John Gehm | 1178 | Scw |
| Lake Pepin | Samoa | 1172 | Scw |
| Lake Savus | Ozark | 1667 | Scw |
| Lake Sebago | Robert Johnson | 1227 | Scw |
| Lake Slavi | Almeria Lykes | 1658 | Scw |
| Lake Stirling | Virginia Express | 1157 | Scw |
| Lake Strymon | City of Houston | 1610 | Scw |
| Lake Sunapee | Frank Lynch | 1125 | Scw |
| Lake Superior | C. D. Johnson III | 1202 | Scw |
| Lake Tahoe | Evansville | 2370 | Scw |

# VESSELS' NAMES WHICH HAVE BEEN CHANGED

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| Lake Tippah | Delaware River | 1612 | Scw |
| Lake Tulare | Bestik | 1094 | Scw |
| Lake Washburn | C. H. Lawrence, Jr | 1225 | Scw |
| Lake Weir | Sandmaster | 1030 | MV |
| Lake Winthrop | Barbara | 1286 | Scw |
| Lakebridge | Cascade | 1109 | Scw |
| Lakeland | M. & J. Tracy | 1395 | Scw |
| Lakeshore | Olympic | 1128 | Scw |
| Lakeside | Joseph L. Russell | 77 | Scw |
| Lancashire Coast | Arwyco | 552 | Scw |
| Lancefield | Emden | 3594 | Scw |
| Landkirchen | Guanci | 1777 | S |
| Landsdown | L. V. R.R. No. 22 | 330 | Brg |
| Langholm | Madras City | 3461 | Scw |
| Langley | Gand | 3140 | Scw |
| Lanuvium | Basso Piave | 2801 | Scw |
| Lao | Lestris | 1488 | Scw |
| Larr Lea | Hegre | 916 | Scw |
| Latvia Russ | Fuso Maru | 4993 | Scw |
| Laura | Laura C | 3851 | Scw |
| Laura Maersk | Knut Jarl | 1697 | Scw |
| Laureldene | Lodovica | 2261 | Scw |
| Laurelleaf | Lampas | 3230 | Scw |
| Laurent Schieffino | Wilja | 2266 | Scw |
| Lauriston | Tovaristsch | 2211 | Bk |
| Laval | Strathbogie | 49 | Scw |
| Le Fevre | Fort Meigs | 95 | SW |
| Le Grand S. De Graff | George G. Crawford | 6196 | Scw |
| Le Levant | Vatan | 2052 | Scw |
| Le Platense | Astra | 506 | Scw |
| Le Quesnoy | Tencho Maru | 1557 | Scw |
| Leamington | Naftilos | 2271 | Scw |
| Leander | Sheaf Dart | 1775 | Scw |
| Lebanon | Vega | 3096 | Scw |
| Leca | El Amigo | 835 | Scw |
| Leda | Matinicock | 4159 | Scw |
| Leeway | Charterhurst | 2467 | Scw |
| Lehighton | L. V. R.R. No. 23 | 338 | Brg |
| Leif | Brynhild | 1345 | Scw |
| Lejre | Aggersund | 1849 | Scw |
| Lekeitio | Aizkori Mendi | 1367 | Scw |
| Lena | Marigo L | 2679 | Scw |
| Lena Ford | Ralph S. Parsons | 388 | Sch |
| Lennep | Brant County | 3053 | Scw |
| Leonard C | A. & W. Ogilvie | 144 | Trn |
| Leonor | Coal Harbour | 253 | Trn |
| Leopardi | Szterenyi | 2366 | Scw |
| Leopoldina | Srebreno | 2070 | Scw |
| Leopoldina | Suffren | 6955 | Scw |
| Leopoldville | Abinsi | 3914 | Scw |
| Les Adelphes | Eros | 1134 | Bk |
| Leucadia | Stroma | 2376 | Scw |
| Levensan | Deva | 1747 | Scw |
| Levi W. Ostrander | Tsing Tai | 1501 | Sch |
| Levuka | Dom Pedro II | 3017 | Scw |
| Lexington | Denham | 2552 | Scw |
| Libea | Wyfax | 412 | Trn |
| Libelle | Magallanes | 832 | Scw |
| Liberia | Leodium | 2171 | Scw |
| Liberty Minquas | Republic | 3700 | Scw |
| Liddesdale | Sittang | 2747 | Scw |
| Liddesdale | Wanaka | 1505 | Scw |
| Lieut. Geo. M. Harris | Andrew Foss | 70 | Scw |
| Lieut. Harold B. Douglas | Douglas | 122 | MV |
| Lieutenant Jean Laurent | Cogandale | 4208 | Scw |
| Lille | Thor Minor | 1168 | Scw |
| Lilli | Ingrid | 70 | MV |
| Lima | L. V. R.R. No. 25 | 331 | Brg |
| Limburgia | Reliance | 7460 | Scw |
| Lime Branch | Konsul Carl Fisser | 3468 | Scw |
| Lincoln Land | Strand Hill | 1726 | Scw |
| Linden | Eemland | 2624 | Scw |
| Lindenhall | Humilitas | 2450 | Scw |
| Linell | Leningrad | 1295 | Scw |
| Linerton | Radix | 3967 | Scw |
| Lipsos | Ovid | 2463 | Scw |
| Lisa Brodin | Eidsfos | 1094 | Scw |
| Lisboa | Managua | 959 | Scw |
| Lisgar County | Alexander Kielland | 1804 | Scw |
| Liv | Clavo | 797 | Bk |
| Livingstone | Westland | 1622 | Scw |
| Livonia | Wien | 1320 | Scw |
| Lizzy | Lord Harrington | 1736 | Scw |
| Llanberis | Yorkminster | 2469 | Scw |
| Llangollen | Issidora | 2360 | Scw |
| Llanover | Llangorse | 2917 | Scw |
| Loa | Chagres | 1132 | Brg |
| Loch Maree | Venus | 597 | Scw |
| Lochee | Joaquin Pujol | 1703 | Bk |
| Lodi | Tern | 208 | Scw |
| Lodorer | Hollypark | 2053 | Scw |
| Loftus Cuddy | C. S. Robinson | 5361 | Scw |
| Lolomi | Outbound | 94 | MV |
| Lombardia | Jerousalim | 2738 | Scw |
| Lombardia | Pronto | 1283 | Scw |
| Lombok | Ystrom | 3823 | Scw |
| London | Gustaf Wasa | 929 | Scw |
| Lone Star | Conneaut | 1620 | Brg |
| Lone Star State | President Harding | 8171 | Scw |
| Long Island | Pemaquid | 225 | Scw |
| Long Island | Argentinier | 1595 | Scw |
| Lord Broughton | Navarchos G. Sachtouris | 1218 | Scw |
| Lord Erskine | Balticia | 1210 | Scw |
| Lord Guilford | Arantzazu Mendi | 4103 | Scw |
| Lord Rosebery | Reinbek | 2630 | Bk |
| Lord Sefton | Essex Abbey | 2799 | Scw |
| Lord Shaftsbury | Golden Gate | 2161 | S |
| Lorena | Colonia | 151 | Scw |
| Lorenz | Tyra | 199 | Bk |
| Lorna Doone | Harmony | 223 | Bk |
| Lottie Bennett | Normandie | 496 | Sch |
| Lotus | Asmund | 2940 | Scw |
| Loughborough | Santarosa | 1976 | Scw |
| Louis B. Tucker | Nansemond | 360 | Brg |
| Louise | Express | 719 | SW |
| Louisiana | Louvain | 2742 | Scw |
| Lowenburg | Tenbury | 3002 | Scw |
| Lubeck | Trelevan | 2937 | Scw |
| Lucania | Desi | 2145 | Scw |
| Luceric | Valacia | 4154 | Scw |
| Lucia | Lucia C | 3647 | Scw |
| Lucia | Nisshu Maru | 1671 | Scw |
| Lucie Woermann | Aviateur Roland Garros | 2705 | Scw |
| Lucille | City of Shreveport | 176 | St W |
| Luckenbach No. 1 | Barneygat | 246 | Scw |
| Luckenbach No. 3 | Montauk | 295 | Scw |
| Luckenbach No. 4 | Nahant | 275 | Scw |
| Luckenbach No. 5 | Penobscott | 144 | Scw |
| Lucy R | Blossom | 103 | Trn |
| Luis A. Goni | Manolo | 961 | Bk |
| Luis Casanova | Ricardo Hernandez | 759 | Bkt |
| Luise Horn | Maid of Andros | 2175 | Scw |
| Luksefjell | Kong Magnus | 718 | Scw |
| Lulea | Kare | 1191 | Scw |
| Lulu Bohlen | Kouroussa | 2122 | Scw |
| Luna | Gonzaga | 1637 | Scw |
| Luneburg | Padua | 3678 | Scw |
| Lupus | Prindoc | 2836 | Scw |
| Luristan | Antilla | 2143 | Scw |
| Lusiada | Vikingstar | 3928 | Scw |
| Luxor | Pisco | 4391 | Scw |
| Luzon | John Anderson | 2778 | Scw |
| Luzon | Kaimiloa | 509 | Sch |
| Lydford | Mrav | 2406 | Scw |
| Lydia | Manzoni | 2515 | Scw |
| Lynchburg | Fusilier | 1407 | Scw |
| Lyndonia | Florida | 188 | Scw |
| Lyngenfjord | Sigrun | 3180 | Scw |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| **M** | | | |
| M. A. Achorn | Laredo | 257 | Trn |
| M. A. Burke | John W. Hubbard | 300 | StW |
| M. A. Hanna | Hydrus | 3116 | Scw |
| M. A. Lenahan | Helen Tryon | 273 | Brg |
| M. C. & M. C. No. 2 | Sidney O. Neff | 338 | Scw |
| M. D. Wayman | Boyd C. Taylor | 157 | StW |
| M. H. Kongshavn | Sokndal | 1176 | Scw |
| M. J. Scanlon | Missoula | 272 | Scw |
| M. L. Hanahan | Haiti | 216 | Scw |
| M. Mariner | Oakbay | 693 | Scw |
| M. Moran | Alice M. Moran | 29 | Scw |
| M. S. Dollar | J. M. Guffey | 1593 | Scw |
| M. Sigogne | La Isla | 161 | Scw |
| McAllister | Staunton | 70 | Scw |
| McCormick | Isabella H | 141 | Scw |
| Maartensdijk | Benvrackie | 4172 | Scw |
| Maasdijk | Rhymney | 2970 | Scw |
| Macduff | Kenkon Maru No. 5 | 1778 | Scw |
| Macedonia | Pincio | 3239 | Scw |
| Maceo | Harald Becker | 1476 | Scw |
| Macerata | H. W. Brown | 2190 | Bk |
| Machias | Leona & Marion | 263 | Trn |
| Machigonne | Gypsy | 132 | Scw |
| Mackinac | Woonsocket | 336 | Scw |
| Maclean D | Neleus | 4260 | Scw |
| Macomet | Elizabeth | 2112 | Scw |
| Macquarie | Hanamet | 2073 | Scw |
| Macy Willis | Francis E. Powell | 4325 | Scw |
| Madagascar | Katanga | 1996 | Bk |
| Madawaska | Capafric | 2663 | Scw |
| Madawaska | U. S. Grant | 5764 | Scw |
| Maddalena O | Maddalena Odero | 3270 | Scw |
| Maddequet | Lillian | 2112 | Scw |
| Madeira | Raul Soares | 3703 | Scw |
| Madeline Meseck | Floral E. Roe | 56 | Scw |
| Maderas | Esbjorn | 1068 | Scw |
| Madrid | Rama | 957 | Scw |
| Madrid | Imanol | 1493 | Scw |
| Mae | Neree | 1229 | Scw |
| Magdala | Chelatros | 2214 | Scw |
| Magdalena | Duddingston | 1339 | Scw |
| Magnolia | Choptank | 376 | Brg |
| Magunkook | Carriso | 2452 | MV |
| Magyarorszag | Ungheria | 2277 | Scw |
| Mahanoy | New York Marine Co. No. 3 | 139 | Scw |
| Mahoning | Guanoco | 1403 | Scw |
| Mahronda | Sir James Clark Ross | 4882 | Scw |
| Maid of Brazil | Notre Dame de Bizeaux | 285 | Trn |
| Maid of Corfu | Dimitrios N. Bogiazides | 2159 | Scw |
| Maid of Lemnos | Assimacos | 2668 | Scw |
| Maid of Orleans | Old Maid No. II | 93 | MV |
| Maindy Abbey | Lolin | 2414 | Scw |
| Maindy Dene | Lady Brenda | 1900 | Scw |
| Maindy Forest | Uskside | 1469 | Scw |
| Maine | Baltimore | 546 | SW |
| Maine | Mercedes | 383 | Scw |
| Maine | Virginian | 5007 | Scw |
| Mainz | Lydie | 1638 | Scw |
| Maise | Scatwell | 2763 | Scw |
| Majestic | Diascond | 373 | Brg |
| Majong | Lillehorn | 495 | MV |
| Major Samuel Ringgold | Sea Salver | 229 | Scw |
| Majvik | Bariloche | 236 | MV |
| Malang | Atlantide | 2101 | Scw |
| Malay | Utila | 90 | Scw |
| Malayan | Hakuyo Maru | 2091 | Scw |
| Maling | Durango | 1856 | Scw |
| Malm | Hagen | 1003 | Scw |
| Malmesbury | Carmelo Polizzi | 1300 | Scw |
| Malou | Virginie | 3462 | Scw |
| Malvern Range | Kambole | 2839 | Scw |
| Malvern Range | Zimorodok | 2308 | Scw |
| Malvolio | Aagtekerk | 5581 | Scw |
| Mameli | Recife | 1664 | Scw |
| Mamie Barrett | Duquesne | 200 | StW |
| Manaton | Iskra | 2607 | Scw |
| Manchester | Brownstone | 167 | Sch |
| Manchester | Jos. W. Simpson | 1315 | Scw |
| Manchester | L. V. R.R. No. 26 | 347 | Brg |
| Manchester Exchange | Equator | 2649 | Scw |
| Manchester Mariner | Mercator | 2672 | Scw |
| Manchester Port | Hydaspes | 3601 | Scw |
| Manchester Port | Vogesen | 2647 | Scw |
| Manco | Morazan | 1835 | Scw |
| Mandarin | Stuart Dollar | 4355 | Scw |
| Mandeville | William Penn | 200 | S W |
| Mandingo | Appam | 4761 | Scw |
| Mandingo | Chaudiere | 2500 | Scw |
| Manhattan | DeWitt Clinton | 2246 | Scw |
| Manhattan | Nopatin | 2134 | Scw |
| Manhattan Beach | Harding Highway | 458 | S W |
| Manistique Marquette | Milwaukee | 1755 | Scw |
| Manitoba | Maipo | 3186 | Scw |
| Manitowoc | Grete Jensen | 2876 | Scw |
| Mannheim | Elmshorn | 2890 | Scw |
| Manoa | Grunewald | 3182 | Scw |
| Manteo | Van | 535 | Scw |
| Mantes | Elmbay | 661 | Scw |
| Mantoue | Gemma | 149 | Scw |
| Manuel Herrerias | Balboa | 372 | Scw |
| Manzanillo | Reina de Los Angeles | 956 | Scw |
| Maplegrove | Jed | 637 | Scw |
| Mapleleaf | British Maple | 5806 | Scw |
| Maplemore | City of Edinburgh | 4015 | Scw |
| Maplemore | Gibraltar | 2668 | Scw |
| Mar Cantabrico | Irati | 1861 | Scw |
| Mar Negro | Enrique Ballesteros | 1939 | Scw |
| Mara | Amazonas | 927 | Scw |
| Maraglo | Ardantza Mendi | 3582 | Scw |
| Marajo | Guajara | 927 | Scw |
| Maras | Nereide | 978 | Scw |
| Marcel B | Aniceto | 137 | Bk |
| Marcia | Mitschfibre | 2132 | Brg |
| Marga | Veronica | 268 | Scw |
| Marga Hemsoth | Domlou Pounar | 1261 | Scw |
| Margaret | A. D. MacGill | 100 | Scw |
| Margaret | Carmania | 103 | SW |
| Margaret | Domingo F. Sarmiento | 1239 | Sch |
| Margaret | Margarete | 1192 | Sch |
| Margaret A. Hackett | Ocean Hawk | 83 | Scw |
| Margaret Coughlan | Chilcop | 3531 | Scw |
| Margaret M. Donohue | E. R. Haggett | 655 | Brg |
| Margaret Moulton | Boa Sorte | 174 | Sch |
| Margaret Overman | Brooklyn | 1791 | Brg |
| Margaret Throop | Bessie M. Dustin | 1125 | Sch |
| Margarethe Gertrude | Margarethe Witte | 291 | Sch |
| Margarita | Narada | 259 | Scw |
| Marguerite | Angela Flannery | 64 | Scw |
| Maria | Cristobal Llusa | 994 | Bk |
| Maria | Main | 1664 | Scw |
| Maria | Margari | 2919 | Scw |
| Maria | Mont Blanc | 1196 | Scw |
| Maria Brizzolari | Antinea | 1082 | Sch |
| Maria Clementina | Ondina | ------ | Trn |
| Maria Helena | Maria Ferreira | 416 | Trn |
| Maria Immaculata | Dubravka | 2399 | Scw |
| Maria Milagros | El Changador | 813 | Trn |
| Maria Stathotos | Ioannis P. Goulandris | 2292 | Scw |
| Mariana | Gouverneur de Lantsheere | 2667 | Scw |
| Marianna I | Neptuno | 173 | ½ B |
| Marica | Lillian Luckenbach | 5369 | Scw |
| Marichu | Oreto | 505 | Scw |
| Marie | Karibia | 220 | MV |
| Marie | Perene | 1169 | Scw |
| Marie | Sif | 97 | Trn |
| Marie Barnard | Agapi | 1370 | Sch |
| Marie Hooper | Cayuga | 374 | Brg |
| Marie Louise | Ariete | 231 | Scw |

| Former Name | Present Name | Tons | Rig | Former Name | Present Name | Tons | Rig |
|---|---|---|---|---|---|---|---|
| Marie Milagros | El Changador | 764 | Trn | Medomsley | Lady Astley | 1934 | Scw |
| Marie Therese | Port de Dieppe | 788 | Scw | Medon | Oduna | 2071 | Scw |
| Marie Z. Michalinds | Panagos | 1934 | Scw | Medway | Myr Shell | 1661 | Scw |
| Marietta N. | Graecia | 1727 | Scw | Megali Hellas | Byron | 4869 | Scw |
| Marignam | Kingfisher | 209 | Scw | Megas | Landemer | 119 | Scw |
| Marina O. | Marina Odera | 3357 | Scw | Mehanno | Yukon | 4365 | Scw |
| Marion | Frances Anne | 178 | Scw | Meigen Maru | Eastern Star | 3282 | Scw |
| Marion Adams | Fern Wood | 140 | Sch | Meiningen | Si Kiang | 4287 | Scw |
| Maristo | Rietfontein | 3667 | Scw | Meissonier | Fluminense | 2003 | Scw |
| Mariston | Milcovul | 2408 | Scw | Melderskin | Frithjof Eide | 2514 | Scw |
| Marit | Audax | 254 | Scw | Mellon | Penhill | 1867 | Scw |
| Maritime | Cambrian Queen | 3673 | Scw | Melona | Athelcrest | 3465 | Scw |
| Marjorie | Nanjemoy | 300 | Brg | Melpo | Beachcliffe | 3145 | Scw |
| Mark B. Covell | Pere Marquette 6 | 303 | Scw | Melrose Abbey | Tensho Maru | 1827 | Scw |
| Marksburg | Hainaut | 2673 | Scw | Melville | Charitas | 2899 | Scw |
| Marmevo | Madryn | 1479 | Scw | Melville Dollar | Shinkai Maru | 3177 | Scw |
| Marne | American Trader | 4013 | Scw | Memling | Nicole Le Borgne | 951 | Scw |
| Marne | Itaipu | 1302 | Scw | Menapian | Lord Broughton | 1872 | Scw |
| Marne II | Vaulin | 2815 | Scw | Mendip Range | Archmel | 2866 | Scw |
| Marnetown | Ravenshoe | 2564 | Scw | Menelaos | Leonidas | 1698 | Scw |
| Maroc | Taroudant | 814 | Scw | Menemsha | Iris | 1736 | Scw |
| Mars | Canadoc | 2893 | Scw | Menes | Catinat | 1410 | Scw |
| Mars | Egypte | 1878 | Scw | Mera | Rio Negro | 3061 | Scw |
| Mars | Martian | 2010 | Scw | Meran | Merano | 2227 | Scw |
| Marsdiep | Jessie Maersk | 1152 | Scw | Mercator | Mado | 583 | Scw |
| Marshal Foch | Fisherman | 351 | Sch | Mercedes | Urola | 2878 | Scw |
| Marshall | Torny | 1388 | Scw | Merchant Prince | K. Lyras | 2021 | Scw |
| Marshfield | Bertie M. Hanlon | 257 | Scw | Mercur | Losovsky | 1851 | Scw |
| Martha Russ | Fredrik Larssen | 1261 | Scw | Mercuria | Ines | 1957 | Scw |
| Marthara | Parktown | 2416 | Scw | Mergheb | Antonietta | 2861 | Scw |
| Marthe et Marguerite | Notre Dame De Foy | 18 | Scw | Meriden | El Capitan | 1340 | Scw |
| Martinhoe | Sud | 949 | Scw | Meridian | Letizia | 1295 | Bk |
| Marudu | Yazoo | 902 | Scw | Merionethshire | Bavarian | 1950 | Scw |
| Mary Amelia | Essex Heath | 2342 | Scw | Merity | Hassel | 2398 | Scw |
| Mary C. Elphicke | Morris S. Tremaine | 3879 | Scw | Merkator | Eliane L. D. | 2445 | Scw |
| Mary Collins | Leopold Adler | 121 | Scw | Merkur | Reserv | 1014 | Scw |
| Mary Horan | Blue Water | 480 | Brg | Merwede | Wellem de Besche | 1341 | Scw |
| Mary Jane Lee | John J. Perry | 138 | Sch | Mesaba | Delphic | 4895 | Scw |
| Mary L. Baxter | John C. Hildebrand | 826 | Sch | Messenger | Prince Albert | 64 | Scw |
| Mary S. Brady | Sassafras | 351 | Brg | Meteor | Borelis | 2651 | Scw |
| Mary T. Quinby | Estelle Krieger | 1047 | Sch | Meteor | Nelson Bloom | 521 | Brg |
| Mary W. Potter | Dauntless No. 6 | 100 | Scw | Meteor | Sea Sprite | 518 | Sch |
| Mary Wittich | J. E. Cartaya | 92 | Scw | Meteoro | Alfonso XII | 2215 | Scw |
| Mascotte | Columbia | 142 | Scw | Methven | Borden | 3042 | Scw |
| Mascotte | Mimy M | 691 | Bk | Mette Jensen | Sachsenwald | 2864 | Scw |
| Maskinonge | Watslav Vorovsky | 2672 | Scw | Metuchen | L. V. R.R. No. 27 | 326 | Brg |
| Mason City | Ellenor | 2112 | Scw | Mexican Lady | Ziga Kopajtic | 876 | Scw |
| Massachusetts | Shawmut | 2575 | Scw | Mexican Prince | Southern Isles | 2284 | Scw |
| Massachusetts | Sheridan | 5624 | Scw | Michael | Charles Schiaffino | 1830 | Scw |
| Massasoit | Warrior | 233 | Scw | Michael Bistis | Marigo | 2531 | Scw |
| Mastiff | Bouker No. 4 | 30 | Scw | Michaelston | Ferngarth | 1817 | Scw |
| Matawan | C. R.R. of N. J., No. 29 | 316 | Scw | Michelangelo | Marjan | 1534 | Scw |
| Matchless | Vaaland | 46 | Sch | Middlesex | Woodlands | 578 | Brg |
| Mathilde | Michel Boisselier | 239 | Trn | Midvale | Bethlehem | 6564 | Scw |
| Matias Cousino | Orompello | 682 | Scw | Milano | Delia Maria | 416 | ½ B |
| Matilde Poli | Giannina G. | 153 | Sch | Mildred | Arenzano | 641 | Scw |
| Matin | Emilia S. de Perez | 2433 | Scw | Milos | Sines | 2278 | Scw |
| Matra | Newton Hall | 2476 | Scw | Mimi Horn | Maid of Crete | 1391 | Scw |
| Mattawa | Berwyn | 3058 | Scw | Mimiro | Port Hacking | 4025 | Scw |
| Mattie | Shunzan Maru | 1404 | Scw | Min | Vassilios Destounis | 1981 | Scw |
| Mattie L. Johnson | Wm. T. Lank | 574 | Brg | Minaas Geraes | Affonso Penna | 2179 | Scw |
| Mauch Chunk | Margate | 406 | Scw | Minadora | Virginia | 940 | Scw |
| Mauch Chunk | W. J. Conners | 3735 | Scw | Minco | Imperial | 412 | Scw |
| Maud Hartman | Gertrud | 999 | Scw | Mindello | Elvira | 338 | Trn |
| Mavisbrook | Natale L. | 1330 | Scw | Minerva | Currituck | 382 | Brg |
| Max | Flores | 1829 | Bk | Minna | Amsel | 610 | Scw |
| Maxwell C. | Albert Revillon | 170 | Trn | Minna Horn | Maid of Sparta | 2103 | Scw |
| May | Mary C. McNally | 82 | Scw | Minneburg | Caxambu | 2999 | Scw |
| May V. Neville | Fred W. Thurlow | 1042 | Sch | Minnewaska | Thomas | 5644 | Scw |
| May & Anna Beswick | Josephine Wimsatt | 106 | Sch | Minnie | Red Ash No. 3 | 86 | Scw |
| Mayachi Maru | Guadiamar | 2369 | Scw | Minnie N. Saylor | Totuskey | 283 | Brg |
| Maymead | Islemoor | 2452 | Scw | Minnow | Tagua | 155 | Sch |
| Maywood | Inca | 309 | Scw | Miranda | Lunaria | 991 | Scw |
| Meandros | Nidarholm | 1449 | Scw | Miriam Landis | Kenton | 825 | Sch |
| Mearim | Almirante Saldanha | 1921 | S | Miskianza | Gulf of Venezuela | 4130 | MV |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| Mississippi | Buford | 3042 | Scw |
| Mitau | Joseph Pilsudski | 2979 | Scw |
| Mneme | Pommern | 2114 | Bk |
| Mobila | Sidi Mabrouck | 1377 | Scw |
| Moccasin | Porto Rico | 2396 | Scw |
| Mod | Giovanna Florio | 3373 | Scw |
| Modemi | Botnia | 840 | Scw |
| Modena | Nidar | 671 | Scw |
| Modena | Columbia | 2120 | Bkt |
| Modesty | Wenonah II | 97 | MV |
| Moerdijk | Blairbeg | 1783 | Scw |
| Mogileff | Kilcredane | 4490 | Scw |
| Mohican | Corning | 3119 | Scw |
| Moline | Lara | 1760 | Scw |
| Mollie Fearn | Tishy | 118 | Trn |
| Mollie Weston | Lynnhaven | 341 | Brg |
| Monadnock | Monafric | 2792 | Scw |
| Monaloa | Wonaloa | 60 | MV |
| Moncenisio | Keren | 2609 | Scw |
| Monginevro | Veniero | 3199 | Scw |
| Monica | Phedon | 1133 | Scw |
| Monica Seed | Kogiku Maru | 1432 | Scw |
| Monkshaven | Remenham | 2086 | Scw |
| Monmouth | Shinzan Maru | 2525 | Scw |
| Monnette | Tristan Vieljeux | 1804 | Scw |
| Monocacy | Genesee | 420 | Scw |
| Monokin | Manokin | 1213 | Brg |
| Montauk | Transford | 436 | Scw |
| Montauk | Pennsville | 839 | SW |
| Montcalm | Bolingbroke | 4145 | Scw |
| Monte Grappa | Vallemare | 3952 | Scw |
| Monte Penedo | Sabara | 2312 | Scw |
| Monte Rosa | Daksa | 2659 | Scw |
| Montebello | De Lanessan | 143 | Scw |
| Montecristo | Messicano | 2703 | Scw |
| Montenegro | Europa | 2784 | MV |
| Montenotte | Mimina | 102 | Scw |
| Montilla | Gaelicstar | 3528 | Scw |
| Montlaurier | Montnairn | 9858 | Scw |
| Montrolite | J. C. Fitzsimmons | 4119 | Scw |
| Montrose | Milton | 2322 | Scw |
| Montserat | Isabela | 95 | Scw |
| Moonlite | Admiral Peary | 1144 | MV |
| Moora | Southern King | 3266 | Scw |
| Moorby | Oreste | 1673 | Scw |
| Moositauka | Maoi | 91 | Scw |
| Moravia Bridge | Mana | 1996 | Scw |
| Morinier | Uguaglianza | 2452 | Scw |
| Mormugao | Infante de Sagres | 3315 | Scw |
| Morning Star | Herman | 339 | MV |
| Morris Adler | Jotunfjell | 1306 | Scw |
| Mortlake | Marika | 1986 | Scw |
| Mottisfont | Bawtry | 4228 | Scw |
| Mount Athos | Anna | 3192 | Scw |
| Mount Berwyn | Mont Genevere | 3220 | Scw |
| Mount Carroll | Maunawili | 4580 | Scw |
| Mount Clinton | Maunalei | 4385 | Scw |
| Mount Everest | Mont Everest | 3160 | Fr |
| Mount Hood | Marie Gertrude | 1185 | Sch |
| Mount Seward | Debreczen | 2359 | Scw |
| Mount Shasta | Mount Baker | 2429 | Scw |
| Mount Sheridan | Oceana | 3119 | Scw |
| Mount Sherill | Morawitz | 3106 | Scw |
| Mount Sherman | Pannonia | 2819 | Scw |
| Mount Sidney | Haros | 2081 | Scw |
| Mount Sterling | Balaton | 2334 | Scw |
| Mount Summit | Alfold | 2199 | Scw |
| Mount Vernon | Elisabet | 661 | Scw |
| Mountfield | Blairmore | 1947 | Scw |
| Muhlhofen | Heathpark | 1384 | Scw |
| Mulgrave | Ran | 930 | Scw |
| Mull | Tamon Maru No. 18 | 2878 | Scw |
| Muncaster Castle | Elsiston | 3050 | Scw |
| Mundale | Mitidja | 2098 | Scw |
| Munsterland | Huntingdon | 7200 | Scw |
| Muriel E. Winters | Munroe | 80 | Sch |
| Muristan | Takao Maru | 1954 | Scw |
| Muritai | Port Victor | 4645 | Scw |
| Murray Bay | Cape Diamond | 610 | SW |
| Mutual | Suma Maru | 1539 | Scw |
| Myrtlepark | Adjutant | 1186 | Scw |
| Myrza Blumberg | Goffredo Mameli | 2502 | Scw |
| **N** | | | |
| N. Hadzikyriakos | Chrysanthi | 2082 | Scw |
| N. & W. 3 | Riverside | 845 | Brg |
| N. Y. Central No. 3 | J. Alvah Clark | 65 | Scw |
| N. Y. Central No. 14 | Unity | 331 | Scw |
| Nadia | Tibagy | 1552 | Scw |
| Naerodal | Albatros | 1922 | Scw |
| Nagy Lajos | Boccaccio | 1394 | Scw |
| Nahant | General Lincoln | 248 | SW |
| Naimes | Arta | 1469 | Scw |
| Naimes | Woron | 3314 | Scw |
| Nakoni | Katherine Mackall | 2119 | Bkt |
| Nancy Lee | Invader | 141 | Sch |
| Nanette | Gloria | 1372 | Scw |
| Nanking | Emma Alexander | 4428 | Scw |
| Nanshon | Grenadier | 2089 | Scw |
| Nantucket | Point Comfort | 468 | SW |
| Naparima | Bolivia | 1021 | Scw |
| Napo | Kodumaa | 674 | Scw |
| Napolitan Prince | Manouba | 2005 | Scw |
| Nardoo | Futami Maru | 1877 | Scw |
| Narragansett | Richelieu | 3096 | Scw |
| Narsovia | Isonomia | 2475 | Scw |
| Nash Light | Gothic | 1401 | Scw |
| Nashville | Petroleum, No. 2 | 957 | Brg |
| Nashville | Richmond Cedar Wks. No. 4 | 427 | Brg |
| Nassau | Kinderdijk | 4796 | Scw |
| Natalie | Diamond S. | 92 | Scw |
| Nathan Hale | Carl | 252 | Brg |
| Natironco | San Carlo | 813 | Scw |
| Naugatuck | Tarpon | 282 | Scw |
| Nauplia | Mimi | 2292 | Scw |
| Nautic | Osbur | 780 | Scw |
| Navahoe | Eryssos | 1122 | Scw |
| Navarin | Hohenlinden | 150 | Scw |
| Nazaremo | Gerarchia | 3757 | Scw |
| Nea Ellas | Eugena Cambanis | 2267 | Scw |
| Neaira | Tech | 89 | Scw |
| Nedmac | Antares | 3116 | Scw |
| Neebing | Tomp | 1153 | Scw |
| Negus | Edvard Munch | 1693 | Scw |
| Neidenfels | Enrichetta | 3661 | Scw |
| Neils Hansen | Ingeborg | 276 | Sch |
| Nelda | Pinhel | 1911 | Scw |
| Nellie | Tilli | 629 | Bk |
| Nelly | Cecil | 776 | Scw |
| Nepthis | Victoria | 1547 | Scw |
| Neride | Sava | 2068 | Scw |
| Nesta-Williams | Clara Mattheu | 278 | Scw |
| Netherton | Jata Mendi | 2746 | Scw |
| Nettuno | Britsum | 1442 | Scw |
| Neuquen | Itabira | 1285 | Scw |
| Neuse | Piankatank | 611 | Scw |
| Nevadan | Oakey L. Alexander | 3328 | Scw |
| New Island Wanderer | Jeanette R. | 56 | Scw |
| New Meadows | Chelsea | 1169 | Brg |
| New York Central Marine Co. No. 6 | New York Central No. 15 | 155 | Scw |
| Newa | Delaware | 1538 | Scw |
| Newark | Sacramento | 1758 | SW |
| Newburgh | Nievre | 481 | Trn |
| Newburgh | Gov. Albert C. Ritchie | 384 | MV |
| Newfield | Gwydyr Castle | 1408 | Bk |
| Newington | Antonios | 679 | Scw |
| Newlands | Trumf | 1873 | Scw |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| Newport News | Arctic | 1724 | Scw |
| Newquay | Maidenhead | 2670 | Scw |
| Newyork | Tropico | 4463 | Scw |
| Niagara Frontier | Frontier | 287 | Scw |
| Nibbio | Nirvo | 2676 | Scw |
| Nicaraguan | Aristide | 680 | Scw |
| Nicaria | Pensacola | 2298 | Scw |
| Nichiyo Maru | Unkai Maru No. 5 | 2505 | Scw |
| Nicholaston | Dimitrios N. Boulgaris | 2561 | Scw |
| Nico | Vorma | 682 | Scw |
| Nicolaos | Elena Bosch | 239 | Brg |
| Nicolaos | Constantis Pateras | 2355 | Scw |
| Nicolas | Sendeja | 1554 | Scw |
| Nicolas Toussaint | Cap Lopez | 787 | Scw |
| Nicolo II | Valprato | 3384 | Scw |
| Nicosian | Nevisian | 4097 | Scw |
| Nieuwe Maas | Berk | 2370 | Scw |
| Nigaristan | Portloe | 2743 | Scw |
| Nikoklis Moraitis | Nikoklis | 2162 | Scw |
| Nilemede | Harmattan | 2697 | Scw |
| Nils | Industria | 1143 | Scw |
| Nils Uner | Bard | 1392 | Scw |
| Nimrod | Monte Bianco | 4274 | Scw |
| Ninetta M. Porcella | Ninetta | 481 | Trn |
| Ninfa | Mambi | 1846 | Scw |
| Ningchow | Princess May | 1022 | Scw |
| Nipigon | Maplegrange | 560 | Scw |
| Nippon Maru | Renaico | 2980 | Scw |
| Nipponier | Fruithandel | 1323 | Scw |
| Nirefs | Diamando | 1451 | Scw |
| Nisequogue | Jean | 859 | Sch |
| Nobel | Advance | 288 | Trn |
| Noelle | Lady Charlotte | 2400 | Scw |
| Nokomis | Saelmo | 206 | Scw |
| Noma | Vega | 519 | Scw |
| Nomentum | Valentino Coda | 2734 | Scw |
| Nonowantuc | Henry C. Rowe | 135 | Scw |
| Noorddijk | Roedelheim | 2035 | Scw |
| Nora Hugo Stinnes 2 | Wesserling | 3839 | Scw |
| Norburg | Gauja | 891 | Scw |
| Nord Africain | Aldo | 3503 | Scw |
| Nord Friesland | Claus Horn | 2073 | Scw |
| Nordhav | Noshiro Maru | 1388 | Scw |
| Nordkyn | Glenardle | 2786 | Scw |
| Nordkyn | Hada | 2936 | Scw |
| Nordland | Vega | 1028 | Scw |
| Nordmark | Kosmo | 3194 | Scw |
| Nordnaes | Amur | 1359 | Scw |
| Nordsee | Denise | 1773 | Scw |
| Nordsee | Fjong | 1517 | S |
| Nordsee | Julia | 2312 | Scw |
| Nordstrand | Maurice Tracy | 1509 | Scw |
| Nordstrand | Sekstant | 956 | Scw |
| Nordvaag | Don Ricardo | 1661 | Scw |
| Norefos | Norefjord | 1917 | Scw |
| Norfolk | Concord | 697 | Scw |
| Norfolk | Rowena | 2346 | Scw |
| Norham Castle | Martinique | 2440 | Scw |
| Norheimsund | Strudsholm | 600 | Scw |
| Norlands | Pena Rocias | 996 | Scw |
| Norli | Bisp | 612 | Scw |
| Norman H. Paterson | Norvadoc | 1398 | Scw |
| Norman Prince | Constantinos Coutsodontis | 2669 | Scw |
| Norman Prince | Hydra | 2235 | Scw |
| Normanby | Norwich City | 3513 | Scw |
| Normandie | Marysville | 430 | Scw |
| Normandier | Holms Light | 2458 | Scw |
| Normania | William F. Stifel | 3705 | Scw |
| Norrkoping | Oswal | 1551 | Scw |
| Norseman | North King | 499 | SW |
| Norstrand | Maurice Tracy | 1509 | Scw |
| North American | Shuntai Maru | 1315 | Scw |
| North Sands | Yotunheim | 2235 | Scw |
| North West | Maple Court | 2010 | Scw |
| Northern | Sonora | 2969 | Scw |
| Northern No. 2 | Ruth Shaw | 451 | Brg |
| Northern No. 6 | Orleans | 1426 | Brg |
| Northern No. 7 | Truro | 1473 | Brg |
| Northern No. 41 | Joseph E. Hooper | 2150 | Brg |
| Northern No. 42 | Anaconda | 2100 | Brg |
| Northern No. 43 | Portsmouth | 2128 | Brg |
| Northern Star | Defacto | 2999 | Scw |
| Northland | Compton | 681 | Brg |
| Northland | Zeeland | 7335 | Scw |
| Northman | Louisiana | 1797 | Scw |
| Northtown | Alabama | 2173 | Scw |
| Northway | Charterhulme | 2116 | Scw |
| Northwestern | Federal | 2159 | Scw |
| Norton | Johanna | 1135 | Scw |
| Nosted III | Arno | 277 | Sch |
| Notton | Rose Schiaffino | 2027 | Scw |
| Novgorod | Cambrian Duchess | 3049 | Scw |
| Number 12 | L. V. R.R. No. 211 | 262 | Brg |
| Number 14 | L. V. R.R. No. 213 | 262 | Brg |
| Number 15 | Seth H. Linthicum | 994 | Brg |
| Number 16 | L. V. R.R. No. 215 | 245 | Brg |
| Number 17 | L. V. R.R. No. 216 | 245 | Brg |
| Number 18 | L. V. R.R. No. 217 | 245 | Brg |
| Number 19 | L. V. R.R. No. 218 | 245 | Brg |
| Number 20 | L. V. R.R. No. 219 | 245 | Brg |
| Number 23 | L. V. R.R. No. 232 | 230 | Brg |
| Number 24 | L. V. R.R. No. 240 | 190 | Brg |
| Number 24 | Swederope | 1520 | Brg |
| Number 25 | L. V. R.R. No. 233 | 232 | Brg |
| Number 25 | Carpender | 1520 | Brg |
| Number 26 | L. V. R.R. No. 236 | 230 | Brg |
| Number 109 | Baravia | 1167 | Brg |
| Nuova Maria Carmela | Angelo | 470 | Bkt |
| Nuria | Rita Sister | 1803 | Scw |
| Nurtureton | Siltonhall | 4495 | Scw |
| Nushaqak | Caspar | 478 | Scw |
| Nutmeg State | Western World | 8054 | Scw |
| Nuuanu | Progreso | 786 | Brg |
| Nyanza | Commercial Guide | 2890 | Scw |
| Nyassa | Myogisan Maru | 1797 | Scw |
| **O** | | | |
| O. A. Brodin | Erato | 1184 | Scw |
| O. A. Hermanson | Creole | 47 | Scw |
| O. D. No. 44 | Sue | 353 | Brg |
| O. D. No. 45 | Elizabeth | 345 | Brg |
| O. D. No. 46 | Madge | 336 | Brg |
| O. J. D. Ahlers | Monticello | 4321 | Scw |
| O. O. Carpenter | Massasoit | 268 | Scw |
| O. & C. R.R. Ferry Co | Vallejo | 255 | SW |
| Oakland | New York Central No. 13 | 51 | Scw |
| Oakley | Yeboshi Maru | 2833 | Scw |
| Oakwin | General Lukin | 1870 | Scw |
| Oaxaca | Economy | 860 | Brg |
| Oberon | Argonauta | 3161 | Scw |
| Oboshi Maru No. 3 | Daiboshi Maru No. 3 | 1729 | Scw |
| Ocean | Flint | 2459 | Scw |
| Ocean | Scandinavic | 1793 | Scw |
| Ocean City | Nyack | 510 | Scw |
| Ocean Gull | G. W. Rogers | 3 | Scw |
| Oceana | Maple Branch | 3155 | Scw |
| Ocland | Kaprino | 1881 | Scw |
| Ocracoke | Westover | 303 | Scw |
| Octavia | Paraguay | 2438 | Scw |
| Odessa | Argo | 1563 | Scw |
| Odin | Wakama | 2215 | Scw |
| Offenbach | Anna Kayser | 2743 | Scw |
| Ogdensburg | Admiral Sebree | 1866 | Scw |
| Ohio | Sewells Point | 557 | SW |
| Oissel | Willowbay | 659 | Scw |
| Oisterwijk | Emmy L. D. | 1849 | Scw |
| Oiz | Juan Manuel Urguijo | 1077 | Scw |
| Olavarria | Oyarzun | 1406 | Scw |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| Olavarriaga | Inocencio Figaredo | 1802 | Scw |
| Olcott | Huron | 229 | Scw |
| Old North State | President Van Buren | 6195 | Scw |
| Old Point Comfort | Richmond Cedar Wks. No. 5 | ..... | Brg |
| Olean | C. A. Snider | 1647 | Scw |
| Olga | Merope | 2159 | Scw |
| Olinda | Olinda N O | 251 | MV |
| Olinda | Cuba | 1685 | Scw |
| Olinda | Joao Alfredo | 1240 | Scw |
| Oliva | Dharma | 1807 | S |
| Ollivia | Daniel M. Munro | 888 | MV |
| Olof Brodin | Eidsfjeld | 1112 | Scw |
| Olson & Mahony | Providencia | 947 | Scw |
| Oltenia | Latium | 1410 | Scw |
| Olympe | Dayton | 3238 | Scw |
| Olympia | Princess Louise | 397 | Brg |
| Olympic | H. Pontoppidan | 1360 | Scw |
| Olympos | Rialto | 1773 | Scw |
| Omar | Edison | 6806 | Scw |
| Ombia | Timavo | 4662 | Scw |
| Omega | Glenmount | 1217 | Scw |
| Onawa II | Day Dream | 97 | MV |
| Onaway | Aghios Georgios | 2062 | Scw |
| 107 | Bombay | 1231 | Brg |
| 110 | Badger | 1218 | Brg |
| 116 | Brittania | 1110 | Brg |
| 117 | Providence | 1115 | Brg |
| 132 | Portsmouth | 1115 | Brg |
| Oneida | Henry P. Williams | 31 | Scw |
| Oneida | L. V. R.R. No. 241 | 188 | Brg |
| Oneka | Ryoka Maru | 3302 | Scw |
| Ontario | Hustler | ..... | Brg |
| Oostdijk | Blairlogie | 1919 | Scw |
| Oostzee | Herbert Siemers | 739 | Scw |
| Opland | Rynkwo Maru | 975 | Scw |
| Optima | Uruguay | 2514 | Scw |
| Oquendo | Luchana | 1872 | Scw |
| Oracabessa | Belem | 2228 | Scw |
| Oranie | Yumuri | 1133 | Scw |
| Orcas | Hayabusa Maru | 395 | Sch |
| Oregon | Apollo | 269 | Trn |
| Oregon Pine | Dorothy H Sterling | 2350 | Sch |
| Oregonian | Coloradan | 3393 | Scw |
| Orel | Silvia | 1913 | Scw |
| Oriana | Java Maru | 2885 | Scw |
| Orient | Trentino | 390 | Scw |
| Orient | Bay Queen | 331 | SW |
| Oriental | Melville Dollar | 4319 | Scw |
| Oriente | Isabel de Llusa | 1340 | Bk |
| Oriflamme | Henry Desmarais | 3624 | Scw |
| Orio | Esles | 1261 | Scw |
| Orissa | Mexico | 1691 | Scw |
| Oristano | Ryokai Maru | 2900 | Scw |
| Orizaba | Northwestern | 1949 | Scw |
| Orjen | Ilir | 1314 | Scw |
| Ormidale | Istros | 2291 | Scw |
| Orn | Ulrikka II | 912 | Scw |
| Oro | Phrygia | 2147 | Scw |
| Oronite | Aneiura | 1325 | Sch |
| Orotava | James Dollar | 2812 | S |
| Orsino | Ouderkerk | 4911 | Scw |
| Orsova | Orvieto | 2236 | Scw |
| Orthrys | Mishima Maru | 3111 | Scw |
| Orvar | Caledonia | 1020 | Scw |
| Orwell | Whale | 2410 | Scw |
| Osage | Commercial Pathfinder | 2953 | Scw |
| Osakis | Manhattan Island | 3045 | Scw |
| Oscar Fredrik | Fritz Hugo Stinnes 5 | 2820 | Scw |
| Oscar Trapp | Gustavsholm | 1702 | Scw |
| Osiris | Pays De Liege | 3692 | Scw |
| Osnabruck | Calulu | 3927 | Scw |
| Osten | Hadsund | 1159 | Scw |
| Osterndorf | Donau | 1528 | Scw |
| Oswego | Passaic | 825 | SW |
| Oswego | Queen Maeve | 2478 | Scw |
| Oswestry | Yeian Maru | 2401 | Scw |
| Oswiga | Wotan | 2159 | Scw |
| Oswiga | Hurry On | 334 | MV |
| Ottawa | Gul Djemal | 2991 | Scw |
| Otterstad | Antzouletta | 1672 | Scw |
| Ottillie Fjord | Nanuk | 160 | MV |
| Otto Kalthoff | Bulgarian | 1268 | Scw |
| Otto Leonhardt | Brigitte Sturm | 936 | Scw |
| Ottoland | Snefjeld | 1001 | Scw |
| Oude Maas | Cap Blanc Nez | 798 | Scw |
| Ourcq | American Farmer | 4013 | Scw |
| Over the Top | Sunner | 166 | Trn |
| Overbrook | Severn | 339 | Brg |
| Ovidia | Aspen | 1898 | Scw |
| Ovidia | Faxen | 2537 | Scw |
| Oweenee | Ortinashell | 1561 | MV |
| Owego | Yintung | 1877 | Scw |
| Ox | Claremont | 30 | Scw |
| Oxford | Washtenaw | 2005 | Scw |
| Oxholm | Psara | 1855 | Scw |
| Oyapock | Almirante Jacequay | 793 | Scw |
| Oyster Bay | H. C. Rowe & Co | 77 | Scw |
| **P** | | | |
| P. D. 8 | Cayo Mambi | 209 | Scw |
| P. L. Johnson | Daniel L. Hebard | 79 | Scw |
| P. L. M. No. 2 | Lairg | 1369 | Scw |
| P. L. M. No. 5 | Warta | 1509 | Scw |
| P. L. M. 6 | Bedeburn | 1943 | Scw |
| P. L. M. 7 | Parthenon | 2030 | Scw |
| P. W. Sherman | E. G. Mathiott | 2901 | Scw |
| P. Wikstrom, Junior | Axel | 635 | Bk |
| Pacific | Barbara C | 702 | Scw |
| Pacific | Hornby Castle | 2615 | Scw |
| Paipoonge | Dorte Jensen | 1457 | Scw |
| Paita | Apurimac | 3897 | Scw |
| Palamed | Australia | 3244 | Scw |
| Palatka | Billie Martin | 367 | Trn |
| Palisades | Pioneer | 172 | MV |
| Pallanza | Inkula | 3280 | Scw |
| Palmol | Invercorrie | 509 | Scw |
| Palmrs | Belmonte | 3208 | Scw |
| Palnatoke | Oddesund | 719 | Scw |
| Pamplona | Betis | 238 | Sch |
| Pan American | Susan A. Moran | 234 | Scw |
| Panaghis Vergottis | Strand | 1157 | Scw |
| Panagis | European | 1949 | Scw |
| Panayiotis | Loyal Devonian | 2261 | Scw |
| Pandosia | Margit Skogland | 2165 | Scw |
| Pangim | Cassequel | 2875 | Scw |
| Panhandle State | President Monroe | 6195 | Scw |
| Panoil | Crudoil | 760 | Scw |
| Paquita Orive | Armandito | 648 | Trn |
| Paragon | Sybilla III | 70 | MV |
| Paraiso | Florence Olson | 891 | Scw |
| Paralos | Nicolas Pateras | 2022 | Scw |
| Parattah | Markakis | 2605 | Scw |
| Paria | Wray Castle | 3833 | Scw |
| Paris | Eastbury | 1825 | Scw |
| Parisian | Esther Dollar | 4848 | Scw |
| Parisiana | London Exchange | 4162 | Scw |
| Parkgate | Carolyn | 2389 | Scw |
| Parknook | Cecilia M. Dunlap | 793 | Sch |
| Parkview | L. V. R.R. No. 29 | 355 | Brg |
| Parnassos | Sainte Maxime | 3043 | Scw |
| Parsifal | Clara Camus | 4416 | Scw |
| Parthia | Hesperides | 2392 | Scw |
| Parthia | Victoria | 2415 | Scw |
| Passaic | Ice King | 2848 | Scw |
| Patagonia | Valdivia | 1992 | Scw |
| Paterson | Hawthorne | 608 | Brg |
| Pathan | Ravenscar | 3304 | Scw |
| Pathfinder | Progress | 1762 | Scw |

# VESSELS' NAMES WHICH HAVE BEEN CHANGED

| Former Name | Present Name | Tons | Rig | Former Name | Present Name | Tons | Rig |
|---|---|---|---|---|---|---|---|
| Patria | Asko | 738 | Scw | Phoebus | General Smuts | 2698 | Scw |
| Patria | Hesperia | 2378 | Scw | Phoenicier | Amberstone | 1115 | Scw |
| Patris | Claude Chappe | 2301 | Scw | Phœnix | Luise Leonhardt | 1056 | Scw |
| Paul Paix | Barde | 2481 | Scw | Phœnix | Mont Cervin | 2293 | Scw |
| Pawnee | Vagabondia | 167 | MV | Photinia | Fotinia | 2835 | Scw |
| Paxemos | L. & W. B. Co., No. 3 | 865 | Brg | Phyllis B | Ethel N | 203 | Sch |
| Pays de Waes | Horai Maru | 5602 | Scw | Phyllis Seed | Patria | 1138 | Scw |
| Paz | New Mathilde | 842 | Scw | Piave | Maria Stathatos | 3141 | Scw |
| Pearldon | W. D. Anderson | 3179 | Scw | Piave | Piave II | 4662 | Scw |
| Pechiney | Glanydon | 1099 | Scw | Piave | Venus | 2000 | Scw |
| Pectan | Coalinga | 4695 | Scw | Pietro Gori | Patria | 2859 | Scw |
| Peerless | Eagle | 3834 | Scw | Pilgrim | Harry G. Drees | 352 | SW |
| Peerless | Helen Burke | 365 | StW | Pilgrim | Algonquin | 451 | Brg |
| Peer Gynt | Neptunia | 4883 | Scw | Pilgrim | Wisconsin | 1567 | Scw |
| Pegu | Alicante | 2360 | Scw | Pillsbury | Henry Cort | 1465 | Scw |
| Pegu | Mayaro | 2511 | Scw | Pine Tree State | President Grant | 8405 | Scw |
| Pelargonium | Oaxaca | 896 | Scw | Pinellas | Carolinas | 2144 | Scw |
| Pelica | Clayton | 1310 | Scw | Pinemore | Lesreaulx | 2849 | Scw |
| Pelican | Delia | 32 | Scw | Pinemore | Oxonian | 4123 | Scw |
| Pelikan | Bellco | 1972 | S | Ping Suey | Attualita | 4143 | Scw |
| Pellegrini | Sambro | 497 | Scw | Ping Suey | Guardia Nacional | 1982 | Scw |
| Pembrokeshire | Chignecto | 2943 | Scw | Pinna | British Earl | 3772 | Scw |
| Pembrokeshire | Mandasan Maru | 2657 | Scw | Pinot | Lucia | 1668 | Scw |
| Pena Sagra | Bermeo | 1083 | Scw | Piombino | Valsugana | 4500 | Scw |
| Penare | Marietta | 1973 | Scw | Pioneer | Miam | 2929 | Scw |
| Pencisely | Shogen Maru | 2061 | Scw | Piqua | Marconier | 1393 | Scw |
| Pendarves | Aikaterini M. Goulandris | 1706 | Scw | Pirat | Claus Hinrich Carstens | 109 | Sch |
| Pendeen | Citos | 1281 | Scw | Piratininga | Sargento Albuquerque | 1405 | Scw |
| Pendeen | Ostara | 1830 | S | Pirna | Pinus | 1687 | S |
| Pendennis | Skauts | 1328 | Scw | Pittsburgh | Pennland | 9856 | Scw |
| Pendennis White | Vega | 3205 | Scw | Plainfield | Mary Weems | 1903 | Scw |
| Pendragon Castle | Chofuku Maru | 3289 | Scw | Planet Neptune | Ikala | 2821 | Scw |
| Pendragon Castle | Lisbeth | 2346 | Bk | Playa | Paul Shoup | 4245 | Scw |
| Penelope | Yankton | 232 | Scw | Pleasure Beach | City of Norfolk | 308 | SW |
| Pengelly | Yeiryo Maru | 2104 | Scw | Plencia | Andraka Mendi | 1644 | Scw |
| Penguin | Nuestra Senor de Begona | 223 | Scw | Plentingen | Polar | 439 | Scw |
| Peninsular State | President Roosevelt | 8138 | Scw | Pliny Fisk | George F. McCaffrey | 106 | Scw |
| Pennant | Purol | 2029 | Brg | Pocahontas | Bremen | 6084 | Scw |
| Pennsylvania | Mataafa | 3501 | Scw | Pocahontas | Layland | 950 | Brg |
| Pennsylvania | Owana | 420 | SW | Pocasset | Yechigo Maru | 1605 | Scw |
| Pennsylvania | Old Point Comfort | 298 | SW | Podesta | Ledbury | 2186 | Scw |
| Penrhos | Zovetto | 2664 | Scw | Point Adams | Astoria | 1358 | Scw |
| Penrhydd | Pasubio | 2573 | Scw | Point Bonita | San Pedro | 1360 | Scw |
| Penrhys | Bainsizza | 2246 | Scw | Polana | Jalobert | 95 | Scw |
| Pentaff | Chung Woo | 1086 | Scw | Polarhavet | Argentina | 2460 | MV |
| Penza | La Marsa II | 1394 | Scw | Polaria | Porthia | 2403 | Scw |
| Pepe Caragol | Bermec | 150 | Scw | Polarstjernen | Borghild | 2158 | Scw |
| Pequot | Argenfels | 3540 | Scw | Polcarne | Skogland | 1898 | Scw |
| Per Skogland | Dos Equis | 350 | Scw | Polcevera | N. T. Nielson-Alonso | 5675 | Scw |
| Pera | Rubens | 2576 | Scw | Poldennis | Izrada | 2210 | Scw |
| Pere Marquette | Pere Marquette 15 | 1634 | Scw | Polescar | Wairuna | 3642 | Scw |
| Peregrine | Perdreau | 78 | Scw | Polgarth | Edna | 1090 | Scw |
| Perfection | Bulko | 1150 | Scw | Polglass Castle | Reichenfels | 2936 | Scw |
| Pernambuco | Olinda | 981 | Bk | Polgowan | Meropi | 2780 | Scw |
| Perou | Eusebio Coterillo | 408 | Scw | Polish Monarch | Izabran | 2661 | Scw |
| Perry G. Walker | Taurus | 3143 | Scw | Politician | Coronda | 4830 | Scw |
| Perryville | Brandywine | 387 | Brg | Polladern | Sunheath | 3825 | Scw |
| Perseverance | George A. Keating | 63 | Scw | Polly Woodside | Rona | 610 | Bk |
| Perseveranza | Persevera | 2234 | Scw | Polperro | Alfa | 2114 | Scw |
| Persia | Aracaju | 2182 | Scw | Polshannon | Pinna | 3944 | Scw |
| Persis A. Colwell | Emile Cary | 442 | Trn | Polwick | Greypoint | 455 | Scw |
| Persistence | Allentown | 123 | Scw | Polynesia | A. D. MacBeth | 2596 | Scw |
| Peruviana | Jessmore | 2357 | Scw | Polynesia | Colonia | 3474 | Scw |
| Peruviania | Austra II | 2792 | Scw | Pommern | Rappahannock | 4021 | Scw |
| Pestalozzi | Claudia | 965 | Bk | Pontianak | Deli | 4366 | Scw |
| Petalis | Rivoli | 200 | Scw | Ponto | Pontos | 1503 | Scw |
| Petingaudet | Francisca Uravain | 1618 | Scw | Pontos | Castlegarth | 2453 | Scw |
| Petra | Svartfond | 1292 | Scw | Pontwen | Maindy Grange | 3020 | Scw |
| Petrel | Chantecler | 181 | Scw | Port Alma | Vianda | 4344 | Scw |
| Petrel | Maria | 281 | Scw | Port Augusta | Cambrian Princess | 2587 | Scw |
| Petriana | Gray | 280 | Scw | Port Caroline | Loredano | 2587 | Scw |
| Phaliron | Chr. Matthiessen | 531 | Scw | Port Chalmers | Norge | 4108 | Scw |
| Philadelphia | City of Reading | 521 | SW | Port Chester | Sagamore | 96 | Scw |
| Philadelphia | Jungshoved | 2461 | Scw | Port d'Alger | Louis L. D | 3196 | Scw |
| Phoebe | Citta di Elena | 1701 | Scw | Port de Bologne | Bourbonnais | 2831 | Scw |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| Port de Cherbourg | Malgache | 2339 | Scw |
| Port de la Pallice | Maria M. Diacakis | 2602 | Scw |
| Port de Lorient | Saint Fereol | 1713 | Scw |
| Port de St. Nazaire | Pytheas | 4468 | Scw |
| Port Elliot | Republica Argentina | 2226 | Scw |
| Port Kingston | Tahiti | 4155 | Scw |
| Porta | City of Dunedin | 4925 | Scw |
| Porteno | Mercedes | 506 | Scw |
| Portici | Rollon | 1032 | Scw |
| Portmore | Canadian Settler | 2155 | Scw |
| Portola Plumas | W. E. Hutton | 4359 | Scw |
| Portos Herculis | Nantes | 1726 | Scw |
| Portrushton | Portvale | 2416 | Scw |
| Portscatho | Heathside | 1851 | Scw |
| Portugalete | Nicolaos Athanasulis | 2266 | Scw |
| Poseidon | Kurt | 262 | Trn |
| Posen | Mandu | 4094 | Scw |
| Posteiro | Campinas | 1390 | Scw |
| Potosi | Georgios M. | 2633 | Scw |
| Potsdam | Stockholm | 8044 | Scw |
| Pottawatomie | Thomas Tracy | 29 | Scw |
| Poznan | Paul Luckenbach | 4125 | Scw |
| Prah | Talanton | 1723 | Scw |
| Prairial | Evandros | 2203 | Scw |
| Premier | Charmer | 497 | Scw |
| President | Dorothy Alexander | 2546 | Scw |
| President | Kittery | 924 | Scw |
| President Arthur | City of Honolulu | 5918 | Scw |
| President Buchanan | Republic | 11112 | Scw |
| President Bunge | Twyford | 2403 | Scw |
| President Clemenceau | Boree | 883 | Sch |
| Preston | Harlow | 482 | Scw |
| Primero | Cabo Torres | 3407 | Scw |
| Primero | Indomito | 450 | Sch |
| Primola | San Pietro | 3109 | Scw |
| Primula | Storvik | 1812 | Scw |
| Princess Matoika | President Arthur | 6019 | Scw |
| Principe | Guadalhorce | 294 | Bk |
| Prins Sigismund | Gen'l W. C. Gorgas | 2723 | Scw |
| Prins Willem I | Ahmedi | 1331 | Scw |
| Prins Willem III | Van Renselaer | 2665 | Scw |
| Prinsessan Ingeborg | Ernst Hugo Stinnes II | 2269 | Scw |
| Prinz Eitel Frederich | Otsego | 2595 | Scw |
| Prinz Oskar | Orion | 3777 | Scw |
| Prinz Regent Luitpold | Pietro Calvi | 3505 | Scw |
| Prinzessin | General Voyron | 3679 | Scw |
| Prinzregent | Cordoba | 4708 | Scw |
| Priscilla Alden | Rocinante | 289 | MV |
| Privateer | Sandy Hook | 213 | Scw |
| Probus | Roslagen | 823 | Scw |
| Professor Woermann | Aracaty | 996 | Scw |
| Profit | Lagarfoss | 737 | Scw |
| Progress | Joseph H. Moran | 157 | Scw |
| Progress III | Munorway | 2224 | Scw |
| Proteo | Panagiotis | 2395 | Scw |
| Prowess | Belmar | 123 | Scw |
| Prussia | Cabedello | 2180 | Scw |
| Puako | Drumwall | 1096 | Brg |
| Puente | W. W. Mills | 4245 | Scw |
| Puerto Riqueno | Paulina | 1032 | Scw |
| Pulwico | Martinique | 1586 | Scw |
| Pungo | Greenbrier | 2966 | Scw |
| Puritan | Bernice W. Shaw | 451 | Brg |
| Puritan | Keishin Maru | 2665 | Scw |
| Purley | Azumasan Maru | 2709 | Scw |
| Purloe Brani | B. B. McColl | 489 | MV |
| Puseyjones No. 2 | Maria | 266 | Trn |
| Putney | Sempre Avanti | 2033 | Scw |
| Pylos | Mascoutin | 91 | Scw |
| Pyrgos | Roumanie | 2674 | Scw |
| Python | Brunswick | 1280 | Scw |
| **Q** | | | |
| Quabbin | Cape Cod | 4357 | Scw |
| Quantock | Valverde | 2721 | Scw |
| Quarrydene | King City | 1822 | Scw |
| Queen Alexandra | Princess Patricia | 535 | Scw |
| Queen Alexandra | Triton | 2670 | Scw |
| Queen Margaret | Barrhill | 3197 | Scw |
| Queen of the Pacific | Queen | 1672 | Scw |
| Queen Olga | Djumhouriet | 2479 | Scw |
| Queenstown | Victor Lynn | 127 | MV |
| Querimba | Maria Enrica | 4937 | Scw |
| Quernstad | Halse | 1317 | Scw |
| Quevilly | Deodata | 2241 | MV |
| Quickstep | Florence | 71 | Scw |
| Quillota | Chile | 1965 | Scw |
| Quilpue | Gascoyne | 2020 | Scw |
| Quinnebaug | Pong Tong | 1001 | Scw |
| **R** | | | |
| R. C. Fessendon | Chippewa | 285 | SW |
| R. J. Camp | Salem | 703 | Brg |
| R. L. Newman | O'Boyle Brothers | 2200 | Brg |
| R. M. Waterman | Joan Flannery | 74 | Scw |
| R. T. Crane | Alvarado | 128 | Scw |
| R. W. Hendry | Fernfield | 353 | Scw |
| Rabat | Cisneros | 1015 | Scw |
| Rabymere | Edfou | 1053 | Scw |
| Racine | Rene | 740 | Scw |
| Radames | George | 2969 | Scw |
| Radbod | Katharina Dorothea Fritzen | 2304 | Scw |
| Rafael | Achuri | 1760 | Scw |
| Raglan Castle | Pythia | 2570 | Scw |
| Ragnhild Bryde | Mexico | 1391 | Scw |
| Raimund | Yalou | 5499 | Scw |
| Raithwaite | Despina | 1966 | Scw |
| Rajah | Katsura Maru | 3527 | Scw |
| Rajput | Unkai Maru No. 12 | 3518 | Scw |
| Ranee | Theodoros | 3634 | Scw |
| Rangeley | Chauncey M. Depew | 282 | Scw |
| Ramapo | F. D. Underwood | 2499 | Scw |
| Ramfos | Tyrifjord | 1881 | Scw |
| Ramon Marimon | Burlington | 1222 | Scw |
| Ramsay | Caithness | 2505 | Scw |
| Ramses | Pfalz | 4577 | Scw |
| Rand | Sowards | 148 | Scw |
| Randulf Hansen | Laly | 905 | Scw |
| Rangoon | Palm Branch | 2523 | Scw |
| Ranmoor | Sumaura Maru | 1256 | Scw |
| Ransom B. Fuller | Broadway | 1617 | SW |
| Rapidan | Dovenby Hall | 3693 | Scw |
| Raritan | Passat | 774 | Scw |
| Ras Bera | Tocantins | 2685 | Scw |
| Ras Dara | Purus | 2495 | Scw |
| Ras Issa | Tapajoz | 2442 | Scw |
| Rattler | New York | 118 | Scw |
| Rauenfels | Lages | 3523 | Scw |
| Ravenrock | Heiyei Maru No. 7 | 2890 | Scw |
| Ravenswood | Brento | 1537 | Scw |
| Recina | Lapad | 1604 | Scw |
| Recto | Barbara | 670 | Scw |
| Red Hook | Commercial Traveler | 2890 | Scw |
| Red Jacket | Monongahela | 2546 | Bk |
| Redbridge | Amerika | 2398 | Scw |
| Redondo | Delecto | 2414 | Scw |
| Redruth | Argo | 1475 | Scw |
| Regina | Tango | 385 | Scw |
| Registan | Caraibe | 1888 | Scw |
| Registan | Guantanamo | 2043 | Scw |
| Reigate | Anversoise | 2500 | Scw |
| Reims | Consuelo | 2420 | Scw |
| Reindeer | Sunwood | 1865 | Scw |
| Reliance | Emanuele Accame | 5972 | Scw |
| Reliance | Quantico | 297 | Brg |
| Relief No. 29 | Greenland | 106 | Sch |
| Remembrance | Rio Amazonas | 1040 | Scw |
| Remier | Kenjo Maru | 1915 | Scw |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| Remscheid | Yang Tse | 5014 | Scw |
| Rendsburg | Mont Kemmel | 2892 | Scw |
| Rene | Lisbeth | 2144 | Bk |
| Reresby | Marionga D. Thermiotis | 1877 | Scw |
| Resolute | Ronald G. Keeler | 60 | Scw |
| Rheim | Vogtland | 2670 | Scw |
| Rhein | Susquehanna | 5753 | Scw |
| Rheinfels | Baxtergate | 2604 | Scw |
| Rheinland | John Manning | 282 | Scw |
| Rhenania | Vorwarts | 2426 | Scw |
| Ribe | Daishin Maru No. 5 | 1832 | Scw |
| Ricardito | Maria Antonia | 1815 | Scw |
| Ricardo A. Mestres | Wyneric | 2783 | Scw |
| Richard B. Silver | Abundance | 224 | Trn |
| Richard F. Young | John E. Berwind | 69 | Scw |
| Richard Linthicum | Alsacia | 191 | Trn |
| Richard W. | Palm Bay | 905 | Scw |
| Richard W. Clark | Maj | 453 | Trn |
| Richconcal | Beaconlight | 4280 | Scw |
| Richland Daisy | Colpet | 994 | Brg |
| Richland Queen | Petcol | 1930 | Scw |
| Richland Star | Oakwood | 1711 | Scw |
| Richmond Boro | Willfaro | 3036 | Scw |
| Rideout | Ida May | 175 | StW |
| Ridley | Gilwen Manor | 2078 | Scw |
| Rijperkerk | Targis | 3752 | Scw |
| Rimfaxe | Bornholme | 638 | Scw |
| Rio de Janeiro | Tinos | 1479 | Scw |
| Rio de Janerio | Prudent de Moraes | 2213 | Scw |
| Rio de la Plata | San Carlos | 1546 | Scw |
| Rio Claro | Chaco | 1268 | Scw |
| Rio Grande | Lista | 2215 | Scw |
| Rio Pardo | Emeraude | 297 | Scw |
| Ripa | Iturri Ripa | 193 | Scw |
| Ripley | Gantoise | 2363 | Scw |
| Ripple | Boston | 114 | Scw |
| Ripon | Malsah | 1667 | Scw |
| Riposto | Culebra | 1834 | Scw |
| Rishon | Nisshin Maru No. 2 | 1402 | Scw |
| Risoy | Pilar | 273 | Scw |
| Risvaer | Bur | 1096 | Scw |
| Rita | Roberto R. | 768 | Scw |
| Rita McNally | Everett | 440 | Brg |
| River Clyde | Angela | 2526 | Scw |
| River Delaware | Elder Branch | 2840 | Scw |
| River Plate | Bjornefjord | 2340 | Scw |
| Riverdale | Nivose | 2752 | Scw |
| Riverford | Garthforce | 1859 | S |
| River Araxes | Alexandros | 2832 | Scw |
| River Trent | Wokingham | 2268 | Scw |
| River Trigoso | Folgore | 3022 | Scw |
| Riveur | Beechbay | 658 | Scw |
| Roald Amundsen | Falk | 2600 | Scw |
| Roan | L. V. R.R. No. 238 | 208 | Brg |
| Robador III | Norconian | 98 | MV |
| Robert A. Packer | James McWilliams | 74 | Scw |
| Robert Bridges | Mount Vernon | 114 | MV |
| Robert C. Clowry | Telegraph | 235 | Scw |
| Robert C. Sudden | John C. Kirkpatrick | 809 | Scw |
| Robert Coverdale | Hollinside | 2337 | Scw |
| Robert Dollar | Fair Oaks | 777 | Scw |
| Robert Duncan | William T. Lewis | 1964 | Bk |
| Robert D., Jr. | David Waterbury | 447 | Brg |
| Robert Irvine | Gotaland | 2281 | Scw |
| Robert Mills | Fellowcraft | 1712 | Scw |
| Robert Poizat | Chiat-Yek | 724 | Scw |
| Robert Scrafton | Transocean | 648 | Bk |
| Robert S. Parsons | Socony 4 | 161 | Scw |
| Roberto Ginori | Provvidenza | 2701 | Scw |
| Robilante | Ulisse | 3970 | Scw |
| Rochdale | Amersham | 2377 | Scw |
| Rochester | Alfred H. Smith | 3855 | Scw |
| Rochester | Cape Eternity | 1407 | Scw |
| Rock Island | Falcon | 1760 | Scw |
| Rockland | Interstate Park | 79 | Scw |
| Rocky Maru | Stadsdijk | 4958 | Scw |
| Roda | City of Valencia | 4539 | Scw |
| Rodemere | Dubrovnik | 1172 | Scw |
| Rokeby | Molesey | 2393 | Scw |
| Roland | Ayuruoca | 4245 | Scw |
| Rolf | Femern | 387 | Scw |
| Rolf | Arne | 211 | Sch |
| Rollo | Allsund | 950 | Scw |
| Roma | Dancry | 938 | Scw |
| Roma | Erda | 1671 | Scw |
| Roma | Espana No. 3 | 1330 | Scw |
| Roma | Nicolaos | 2363 | Scw |
| Roma | Tamesi | 2164 | Scw |
| Roman Prince | Gurupy | 1221 | Scw |
| Romo | Juno | 1264 | Scw |
| Ronalee | Maplewood | 1987 | Scw |
| Rooke | Thetis | 2194 | Scw |
| Roon | Constantinoupolis | 4956 | Scw |
| Rosalba | Kaplan | 1137 | Scw |
| Rosalia D'Ali | Coastwise | 1328 | Brg |
| Rosalie Mahony | Border Queen | 527 | Scw |
| Rosario | Auby | 319 | Scw |
| Rosario | Ceferino Ballesteros | 1747 | Scw |
| Rose Castle | Arraiz | 1721 | Scw |
| Rosegg | Laila | 1116 | Scw |
| Rose M. Feeney | Blue Thistle | 515 | Brg |
| Roselands | Bisley | 2826 | Scw |
| Roselle | L. V. R.R. No. 40 | 328 | Brg |
| Rosemount | Aube | 923 | Scw |
| Rosenheim | Rosenhjem | 112 | Bkt |
| Roseway | Ransom | 326 | Scw |
| Rosignano | Somalia | 1327 | Scw |
| Rosina | Antonios Vrondissis | 1677 | Scw |
| Rosina | Omoa | 1094 | Scw |
| Rosolino Orlando | Valsavoia | 3500 | Scw |
| Rossano | Possidon | 2377 | Scw |
| Rossia | Essex Baron | 2866 | Scw |
| Rosyth Castle | Umlazi | 2580 | Scw |
| Rotenfels | Cape St. Martins | 3591 | Scw |
| Rotterdam | Olandese | 2623 | Scw |
| Rouennias | Wilfred | 1908 | Scw |
| Roumanian Prince | British Major | 2577 | Scw |
| Roumanier | Girasol | 1060 | Scw |
| Rounton | Cesar Mabro | 1697 | Scw |
| Rouvray | Pinebay | 654 | Scw |
| Rovaer | Pluto | 935 | Scw |
| Rover | Antolin del Collado | 539 | SW |
| Rovuma | Nevada | 3499 | Scw |
| Rowena | Peary | 129 | Scw |
| Rowtor | Eftichia Verggotti | 1867 | Scw |
| Roxburgh | Fotini | 2716 | Scw |
| Roxen | Gothia | 1089 | Scw |
| Royal Prince | Sic Vos Non Vobis | 3388 | StW |
| Ruahine | Antonio Lopez | 3591 | Scw |
| Ruben | Llantwit Major | 1383 | Scw |
| Rubicon | Racer | 225 | Trn |
| Rubiera | Ionicstar | 3549 | Scw |
| Ruby | Breville | 172 | Trn |
| Rudolf | Star | 610 | Scw |
| Rugbeian | Mackworth | 2650 | Scw |
| Ruggen | Rio Ica | 59 | Scw |
| Rumage | Charlie O. Smith | 39 | Scw |
| Rumanian | Crook | 2703 | Scw |
| Rumney | Kingswood | 2702 | Scw |
| Runo | Zijldijk | 2621 | Scw |
| Russ | Fram | 2102 | Scw |
| Russian Prince | British Marshall | 2584 | Scw |
| Ruth | Graafjeld | 1229 | Scw |
| Rutho | Thora | 243 | Sch |
| Ryhope | Lysland | 727 | Scw |
| **S** | | | |
| S. C. Schenck | Monomet | 63 | Scw |
| S. C. No. 334 | Houston Pilot No. 2 | 26 | MV |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| S. E. Calvert | Aquitania | 2970 | Scw |
| S. Gottardo | Kabafuto Maru | 1782 | Scw |
| S. Jorge | Amboim | 2264 | Scw |
| S. L. Elam | General Wood | 272 | StW |
| S. L'Hommedieu | American Eagle | 68 | Scw |
| S. Luiz | Araguary | 1978 | Scw |
| S. N. A. 1 | Benmaple | 1074 | Scw |
| S. N. Parent | Glenarm | 1005 | Scw |
| S. O. Co. No. 2 | Standoil No. 2 | 407 | Brg |
| S. O. Co. No. 3 | Standoil No. 3 | 504 | Brg |
| S. O. Co. No. 4 | Standoil No. 4 | 580 | Brg |
| S. O. Co. No. 5 | Standoil No. 5 | 930 | Brg |
| S. O. Co. No. 7 | Petrolia No. 7 | 166 | MV |
| S. Q. Brown | S. H. Edwards | 122 | Scw |
| S. T. Co. No. 1 | Socony No. 1 | 504 | Brg |
| S. T. Co. No. 2 | Socony No. 2 | 84 | Scw |
| S. T. Co. No. 2 | Socony No. 2 | 504 | Brg |
| S. T. Co. No. 4 | Socony No. 4 | 504 | Brg |
| S. T. Co. No. 5 | Socony No. 5 | 631 | Scw |
| S. T. Co. No. 7 | Socony No. 7 | 79 | Scw |
| S. T. Co. No. 7 | Socony No. 7 | 374 | Brg |
| S. T. Co. No. 8 | Socony No. 8 | 374 | Brg |
| S. T. Co. No. 9 | Socony No. 9 | 374 | Brg |
| S. T. Co. No. 10 | Socony No. 10 | 1100 | Brg |
| S. T. Co. No. 11 | Socony No. 11 | 87 | Scw |
| S. T. Co. No. 11 | Socony No. 11 | 1100 | Brg |
| S. T. Co. No. 12 | Socony No. 12 | 756 | Brg |
| S. T. Co. No. 14 | Socony No. 14 | 111 | Scw |
| S. T. Co. No. 15 | Socony No. 15 | 111 | Scw |
| S. T. Co. No. 16 | Socony No. 16 | 119 | Scw |
| S. T. Co. No. 17 | Socony No. 17 | 119 | Scw |
| S. T. Co. No. 18 | Socony No. 18 | 119 | Scw |
| S. T. Co. No. 19 | Socony No. 19 | 119 | Scw |
| S. T. Co. No. 20 | Socony No. 20 | 117 | Scw |
| S. T. Co. No. 21 | Socony No. 21 | 124 | Scw |
| S. T. Co. No. 48 | Socony No. 48 | 506 | Brg |
| S. T. Co. No. 55 | Socony No. 55 | 482 | Brg |
| S. T. Co. No. 58 | Socony No. 58 | 1600 | Brg |
| S. T. Co. No. 61 | Socony No. 61 | 482 | Brg |
| S. T. Co. No. 62 | Socony No. 62 | 721 | MV |
| S. T. Co. No. 72 | Socony No. 72 | 407 | Brg |
| S. T. Co. No. 75 | Socony No. 75 | 481 | Brg |
| S. T. Co. No. 76 | Socony No. 76 | 797 | Brg |
| S. T. Co. No. 77 | Socony No. 77 | 332 | Brg |
| S. T. Co. No. 78 | Socony No. 78 | 332 | Brg |
| S. T. Co. No. 81 | Socony No. 81 | 1402 | Brg |
| S. T. Co. No. 82 | Socony No. 82 | 2070 | Brg |
| S. T. Co. No. 83 | Socony No. 83 | 2040 | Brg |
| S. T. Co. No. 84 | Socony No. 84 | 2040 | Brg |
| S. T. Co. No. 85 | Socony No. 85 | 2042 | Brg |
| S. T. Co. No. 86 | Socony No. 86 | 999 | Brg |
| S. T. Co. No. 88 | Socony No. 88 | 1612 | Brg |
| S. T. Co. No. 90 | Socony No. 90 | 2052 | Brg |
| S. T. Co. No. 94 | Socony No. 94 | 3934 | Brg |
| S. T. Co. No. 97 | Socony No. 97 | 333 | Brg |
| S. T. Co. No. 98 | Socony No. 98 | 333 | Brg |
| S. T. Co. No. 99 | Socony No. 99 | 333 | Brg |
| S. T. Co. No. 120 | Socony No. 120 | 1097 | Brg |
| S. T. Co. No. 121 | Socony No. 121 | 1101 | Brg |
| S. T. Co. No. 122 | Socony No. 122 | 1101 | Brg |
| S. T. Co. No. 123 | Socony No. 123 | 952 | Brg |
| S. T. Co. No. 124 | Socony No. 124 | 952 | Brg |
| S. V. Harkness | Svithiod | 3706 | MV |
| Saba | Settler | 2687 | Scw |
| Sachsen | Portugal | 1273 | Bk |
| Saco | Carrie | 96 | Sch |
| Safa-el Bahr | Ithaki | 317 | Scw |
| Saga | Certo | 1339 | Scw |
| Saga | Ester | 233 | Bk |
| Sagaland | Mount Shasta | 2919 | Scw |
| Sagami | Amista | 3217 | Scw |
| Sagamore | Princeton | 311 | Scw |
| Sagittarius | Archangelos | 1519 | Scw |
| Sagua | Cuyamapa | 2005 | Scw |
| Sahara | Cuyler Adams | 3768 | Scw |
| Sahel | St. Barthelemy | 919 | Scw |
| St. Alban's Abbey | Arendskerk | 4566 | Scw |
| St. Andrew | James Whalen | 156 | Scw |
| St. Andrews | Wagogo | 1853 | Scw |
| St. Anthony | Number 104 | 246 | Brg |
| St. Arvans | Ocean Eagle | 7 | Scw |
| St. Augustine Abbey | Hoogkerk | 3170 | Scw |
| St. Bede | Dictator | 3149 | Scw |
| St. Bede | Mitsuki Maru | 2282 | Scw |
| St. Bede | Musician | 2886 | Scw |
| St. Clair Ritcey | Le Mousquetaire | 280 | Trn |
| St. Croix | Baltriger | 658 | Scw |
| St. Dunstan | Beechwood | 2738 | Scw |
| Saint Egbert | Author | 3553 | Scw |
| St. Fillans | Orator | 2947 | Scw |
| St. Florence | Kyuquot | 9 | Scw |
| St. Francis | San Francisco | 3164 | Scw |
| Saint Francois d'Assises | Nyholm | 220 | Scw |
| St. George | Labor | 2670 | Scw |
| St. George | Statesman | 3553 | Scw |
| St. Helier | Skald | 703 | Scw |
| St. Irene | Tenshin Maru | 2483 | Scw |
| St. Irenee | Cape St. Francis | 1160 | SW |
| St. James | Frontenac | 64 | Scw |
| St. Jan | Nickerie | 1528 | Scw |
| St. Jerome | Patrician | 3636 | Scw |
| St. John City | Piemonte | 1616 | Scw |
| St. John's, N. F. | Edward B. Winslow | 1906 | Sch |
| St. Joseph | Frank B. Stevens | 269 | Scw |
| St. Joseph | Number 105 | 238 | Brg |
| St. Lawrence River | Scheer | 5126 | Scw |
| St. Leonards | Spectator | 2860 | Scw |
| St. Margaret | Prince Charles | 767 | Scw |
| St. Mathien | Guiseppe | 292 | Trn |
| St. Michael | Aboukir | 2418 | Scw |
| St. Michaels | South River | 100 | Scw |
| St. Mihiel | St. Priest | 1497 | Scw |
| Saint Patrick | Scheldedijk | 2692 | Scw |
| St. Quentin | Gladiator | 3189 | Scw |
| St. Roch | Kalfond | 1017 | Scw |
| St. Thomas | Commewyne | 1543 | Scw |
| St. Veronica | Matador | 2950 | Scw |
| St. Winifred | Electrician | 2884 | Scw |
| Sakkarah | Charlbury | 2997 | Scw |
| Salahadji | Gustav Schindler | 1380 | Scw |
| Salamanca | Alegrete | 3812 | Scw |
| Salatis | Treinta-y-Tres | 3059 | Scw |
| Salaverry | Chloe | 3615 | Scw |
| Salem | Eugene F. Moran | 29 | Scw |
| Salem County | Galena | 3542 | Scw |
| Salerno | Salta | 2347 | Scw |
| Sally Maersk | Kizil Irmak | 1802 | Scw |
| Saltburn | Scania | 1156 | Scw |
| Saltwell | Albr. W. Selmer | 1426 | Scw |
| Saluda | Sirius | 3415 | Scw |
| Salvadora | Niel MacLeod | 634 | Scw |
| Salvus | Johnstown | 1399 | Scw |
| Salzburg | Gorizia | 1931 | Scw |
| Sam Barnum | A. B. Sheets | 112 | StW |
| Samuel Mather | Pathfinder | 5408 | Scw |
| Samuel Marshall | Brantford | 540 | Scw |
| Samuel W. Fancher | Southern | 1797 | Brg |
| San Francisco | Vicentica | 94 | Scw |
| San Gennaro | Colombo | 6058 | Scw |
| San Giorgio | Napoli | 3483 | Scw |
| San Giovanni | Palermo | 3844 | Scw |
| San Gregorio | C. A. Larsen | 9075 | Scw |
| San Jacinto | Border King | 352 | Scw |
| San Joaquin | Ban Yek | 337 | Scw |
| San Jose | J. & C. Llusa | 902 | Bk |
| San Martino | Romanitza | 2422 | Scw |
| San Paulo | Para | 2398 | Scw |
| San Paulo | Umbria | 2764 | Scw |
| San Paul | Aghios Spyridon | 2387 | Scw |
| San Ramon | Katherine Donovan | 592 | Scw |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| San Rossore | Emilia Pellegrino | 3186 | Scw |
| Sanday | Ymir | 2419 | Scw |
| Sandefjord | Haugarland | 3569 | Scw |
| Sandon Hall | City of Dundee | 3309 | Scw |
| Sandy Point | Newport | 1193 | Brg |
| Sangara | Nisshin Maru | 1788 | Scw |
| Sangola | Goshu Maru | 5476 | Scw |
| Sangstad | Dea | 1459 | Scw |
| Santa Alicia | Superior | 545 | Scw |
| Santa Alicia | Edna Christenson | 1321 | Scw |
| Santa Barbara | American | 3742 | Scw |
| Santa Catalina | Blackhawk | 3857 | Scw |
| Santa Chiara | Bravo | 674 | Bk |
| Santa Clara | Columbian | 3738 | Scw |
| Santa Cruz | Merton Hall | 3134 | Scw |
| Santa Elena | Linois | 4597 | Scw |
| Santa Gertrudis | Sinaloa | 725 | Scw |
| Santa Ines | Rio de Janeiro | 3194 | Scw |
| Santa Leonora | Canopus | 3083 | Scw |
| Santa Lucia | Joazeiro | 3434 | Scw |
| Santa Malta | Hawaiian | 3840 | Scw |
| Santa Margherita | Marinula | 4069 | MV |
| Santa Maria | Chilco | 194 | Scw |
| Santa Maria | Villagarcia | 4593 | Scw |
| Santa Olivia | Kansan | 3911 | Scw |
| Santa Paula | Montanan | 3833 | Scw |
| Santa Rita | Bilbao | 2921 | Scw |
| Santa Rosa | Iguassu | 3295 | Scw |
| Santa Rosa | Oregonian | 3818 | Scw |
| Santeramo | Anna Vassilakis | 1934 | Scw |
| Santhia | Saka Maru | 3401 | Scw |
| Santille | Specialist | 2695 | Scw |
| Santo Antao | S. Thome | 2674 | Scw |
| Santurce | C. T. Lawrence | 1122 | Scw |
| Sao Thiago | Cabo Verde | 2347 | Scw |
| Sao Vicente | Loanda | 3246 | Scw |
| Saphir | Ferm | 1399 | Scw |
| Sapphire | Tourist | 176 | Scw |
| Sappho | Pawtucket | 296 | Scw |
| Sapulpa | Cape Ann | 4526 | Scw |
| Sara | Emilio Morandi | 988 | It |
| Sarah | Augusto | 354 | Trn |
| Sarah A. Jenks | Ossining | 219 | Scw |
| Sarah E. McWilliams | Resolute | 199 | Scw |
| Sarah Weaver | Southland | 924 | Scw |
| Saranac | Satanta | 3354 | Scw |
| Saratoga | Genesee | 3963 | Scw |
| Sasksenwald | Gen. O. H. Ernst | 2259 | Scw |
| Sassa | Argostoli | 2283 | Scw |
| Sassagus | James Blight | 2114 | Brg |
| Satilla | Edith | 62 | Scw |
| Satsuma | Casmona | 3196 | Scw |
| Satsuma Maru | Leetung | 1123 | Scw |
| Saturn | J. Frater Taylor | 2029 | Scw |
| Sauerland | Norfolk | 6889 | Scw |
| Sausenberg | Esmeralda | 2159 | Scw |
| Savarona | Sonnica | 102 | Sch |
| Saxon | Anna Jensen | 1857 | Scw |
| Saxona | Laketon | 3248 | Scw |
| Saxonia | Savannah | 2782 | Scw |
| Saxon Prince | Naxos | 3329 | Scw |
| Sayn | Hazelpark | 1384 | Scw |
| Scaldier | Breaksea Light | 2294 | Scw |
| Scandia | Warren | 2289 | Scw |
| Scarlet Tower | Torlak Skogland | 2040 | Scw |
| Scarpa | Amazon | 1763 | Scw |
| Scarthoe | Ordunte Mendi | 2435 | Scw |
| Scharnhorst | La Bourdonnais | 4904 | Scw |
| Schiaffino | Marie Louise Schiaffino | 2192 | Scw |
| Schiehaven | Agire Mendi | 3476 | Scw |
| Schildturm | Flowergate | 3226 | Scw |
| Schonfels | Lord Londonderry | 3630 | Scw |
| Schroon | Brush | 3102 | Scw |
| Schurbek | Joseph Dollar | 2262 | S |
| Schwarzenfelde | Herold | 2443 | Scw |
| Schwarzenfels | Anglo-Colombian | 5333 | Scw |
| Schwennan | Spica | 869 | Scw |
| Scientist | Laurent Schiaffino | 2434 | Scw |
| Scillin | Fiducia | 2121 | Scw |
| Scitico | Blair | 3070 | Scw |
| Scotia Belle | Capitaine Huet | 354 | Sch |
| Scotian | Marglen | 6201 | Scw |
| Scottier | Lundy Light | 2370 | Scw |
| Scottish Glens | Haugar | 1547 | MV |
| Scottish Monarch | Cowden Law | 3525 | Scw |
| Scranton | Clincher | 66 | Scw |
| Scranton | Smith Line No. 1 | 412 | Brg |
| Sea Girt | Southern Cross | 7977 | Scw |
| Sea King | Augustine | 88 | Scw |
| Sea King | Carolina | 61 | Scw |
| Sea Queen | Nemesis | 262 | Scw |
| Seabank | Glenaster | 1986 | Scw |
| Seaman A. O. | Frederick P. Elkin | 435 | Trn |
| Seattle | Western Hero | 3439 | Scw |
| Seawall | Daphne | 1900 | Scw |
| Sebou | Cienfuegos | 606 | Scw |
| Secalia | Borglum | 1169 | Scw |
| Sedbergh | Bur | 2618 | Scw |
| Seeansee | Sandcraft | 1251 | Scw |
| See-Le-Ruh | Seminole | 122 | MV |
| Segundo | Cabo Santa Maria | 3002 | Scw |
| Seifuku Maru | Easterner | 4497 | Scw |
| Seima | Rhon | 1035 | Scw |
| Selkirk | La Salle | 719 | Brg |
| Selma | Chasina | 139 | Scw |
| Selma | Rhon | 1029 | Scw |
| Selma-Hemsoth | Winterhüde | 1894 | Bk |
| Seminole | Wabasha | 3797 | Scw |
| Senator | Admiral Fiske | 1450 | Scw |
| Senegal | Cygnus | 1018 | Scw |
| Senegambia | Lamentin | 2644 | Scw |
| Senta | Bueland | 2299 | Scw |
| Senta | Kalmarsund XI | 739 | Scw |
| Senta | Semper Fidelis | 1037 | Brg |
| Sequoya | Jole Fassio | 3318 | Scw |
| Serbier | Cap La Heve | 1089 | Scw |
| Serbistan | Urajio Maru | 1881 | Scw |
| Seres | Joseph F. O'Boyle | 2200 | Brg |
| Servian | British Marquis | 3140 | Scw |
| Servulo Dourado | Commandante Capella | 933 | Scw |
| Sesostris | Oldekirk | 4568 | Scw |
| Sestri | Valleluce | 3640 | Scw |
| Severn | John J. Phillips | 905 | Bk |
| Sevilla | Alminques | 2269 | Scw |
| Shahristan | Siptah | 1741 | Scw |
| Shakespear | Mikage Maru, No. 8 | 2567 | Scw |
| Shannock | Spica | 3434 | Scw |
| Shannonmede | Harpalyce | 2671 | Scw |
| Sharistan | Kawatiri | 1856 | Scw |
| Shark | Bayocean | 87 | MV |
| Sharon Hill | Christiana | 363 | Brg |
| Shaume | Procyon | 3336 | Scw |
| Shawmut | Ancon | 7531 | Scw |
| Sheaf Brook | Shrewsbury | 2273 | Scw |
| Sheaf Field | Leonardia | 933 | Scw |
| Sheba | Hillcroft | 1341 | Scw |
| Sheikh | Solstreif | 3289 | Scw |
| Sheldon Parks | Edward A. Uhrig | 5049 | Scw |
| Shelter Island | Livonier | 1591 | Scw |
| Shenstone | Dolly | 680 | Scw |
| Sheppy Allison | Ramon | 1376 | Scw |
| Sherman | Calawii | 4165 | Scw |
| Shinka Maru | Shunka Maru | 1715 | Scw |
| Shinkai Maru | Yubari Maru | 2957 | Scw |
| Shinpo Maru | Shinyo Maru | 3397 | Scw |
| Shot Loevestein | Jonge Anthony | 1065 | Scw |
| Shouragallus | Prairial | 1183 | Scw |
| Shropshire | Rotorua | 7705 | Scw |
| Siam | Eugenia | 3019 | Scw |
| Siamese Prince | Saragossa | 3058 | Scw |

| Former Name | Present Name | Tons | Rig | Former Name | Present Name | Tons | Rig |
|---|---|---|---|---|---|---|---|
| Siberia | Siberia Maru | 5655 | Scw | Soembawa | Hector | 2152 | Scw |
| Sicilia | Cisil | 1038 | Scw | Soestdijk | Callandia | 4165 | Scw |
| Sicilian Prince | Abbassieh | 1708 | Scw | Sofala | Ryuoh Maru | 3370 | Scw |
| Siddons | Cambrian Maid | 2650 | Scw | Sofia Hohenberg | Sofia | 3391 | Scw |
| Sidlaw Range | Kamir | 2708 | Scw | Soglasie | Peleus | 349 | Scw |
| Sieglinde | Maid of Patras | 1771 | Scw | Solarina | Marinero | 124 | MV |
| Siegrune | Magna | 662 | Scw | Solfels | Bowes Castle | 3634 | Scw |
| Sierra Belgrano | Montes | 3511 | Scw | Solferino | Hans v. Pritzbuer | 142 | Scw |
| Sierra Blanca | Queen Eleanor | 3204 | Scw | Solidor | Maia | 406 | Trn |
| Sierra Estrella | Estrella | 1343 | S | Solingen | Kari Skogland | 2668 | Scw |
| Sierra de Fuentes | Athenee | 1265 | Scw | Sol Navis | Harry Luckenbach | 5489 | Scw |
| Sierra Leone | Janine | 1377 | Scw | Solstad | Apolo | 595 | Scw |
| Sierra Negra | Parame | 1373 | Scw | Solvoer | Disa | 1104 | Scw |
| Sierra Nevada | Bage | 4969 | Scw | Somerset | Marguerite Finaly | 2781 | Scw |
| Sierra Nevada | Madrid | 5061 | Scw | Sommen | Sixtyfour | 1439 | Scw |
| Sierra Quemada | Atlantis | 4320 | Scw | Sommers N. Smith | Eastern | 79 | Scw |
| Sierra Roja | Seremitas | 3113 | Scw | Songdal | Folkvard | 2179 | MV |
| Sierra Ventana | Alba | 5082 | Scw | Songelv | Matti | 1433 | Scw |
| Sierre Madre | Cabourg | 1263 | Scw | Songster | Cambrian Empress | 2426 | Scw |
| Sieur De Monts | General Mathews | 318 | Scw | Songvaar | Landvard | 2122 | MV |
| Sigrid | Vicia | 1922 | Scw | Songvand | Lidvard | 2158 | MV |
| Signe | Robert | 1685 | Scw | Sonneburg | Tunisie | 1680 | Scw |
| Sigurd | Sverre | 349 | Bk | Sonnenfels | Luxembourg | 3665 | Scw |
| Sigvald | Vilsund | 719 | Scw | Sonoma | David S. Troxel | 3503 | Scw |
| Sigvar | Elna | 1067 | Scw | Sophie | Eagle | 458 | Scw |
| Sildra | Despina | 2121 | Scw | Sophie | Tusitala | 1624 | S |
| Sile | Passat | 4065 | Scw | Sophie H | Sirrah | 1853 | Scw |
| Silene | Muirton | 3112 | Scw | Sori | Monbaldo | 4043 | Scw |
| Silesia | Hwah Yih | 3318 | Scw | Sortehavet | Arthur Kuntsmann | 1843 | Scw |
| Silesia | Jean Jacques | 2061 | Scw | Sotteville | Maplebay | 654 | Scw |
| Silouan | Four Winds | 103 | MV | South American | Chokyu Maru | 1217 | Scw |
| Silsden | Eric Calvert | 1291 | Scw | Southampton | Southland | 483 | SW |
| Silversand | Antonis | 1698 | Scw | South Bend | J. L. Luckenbach | 5374 | Scw |
| Silver State | President Jackson | 8377 | Scw | South Pacific | Lady Kathleen | 2307 | Scw |
| Silverash | Apsleyhall | 3415 | Scw | Southern | Bruxelles | 3156 | Scw |
| Silverlip | Dordogne | 5954 | Scw | Southern Cross | Ysabel | 148 | Sch |
| Silverbirch | Ardenhall | 3150 | Scw | Southerner | Carolinian | 2707 | Scw |
| Silverway | Charterhague | 1425 | Scw | Southmead | Koolonga | 3191 | Scw |
| Silvia | Rivera | 4198 | Scw | Southport | Tithis | 2288 | Scw |
| Simeto | Lina Perrone | 1529 | Scw | Southville | Greenwich | 2266 | Scw |
| Sinaloa | Nayarit | 892 | Scw | Southwaite | Sudbury | 2333 | Scw |
| Sinaloa | Venus | 1167 | Scw | Southway | Christina | 2187 | Scw |
| Sinaola | William F. Rapprich | 3503 | Scw | Southwood | Rondane | 716 | Scw |
| Sindoro | Pedro Gomes | 3396 | Scw | Soutier | Sprucebay | 645 | Scw |
| Sineus | Suarez No. 1 | 1769 | Scw | Soyo Maru | Nucula | 2807 | Scw |
| Singapore | Chesham | 2749 | Scw | Sparta | Imerina | 1755 | Scw |
| Sioux | Olympic | 886 | Scw | Spartan | Angamos | 2370 | Scw |
| Sioux | Princeton | 3049 | Scw | Spartan | Belleville | 255 | SW |
| Sioux City | Ortega | 1667 | Scw | Spartan Prince | Bay State | 3175 | Scw |
| Sir Donald | Golden Rod | 349 | Trn | Spartier | Nil | 1778 | Scw |
| Sir S. L. Tilley | Advance | 358 | Scw | Spartivento | Galata | 1633 | Scw |
| Sir Trevor Dawson | Charles L. Hutchinson | 5505 | Scw | Speaker | Nicole Schiaffino | 2688 | Scw |
| Sirius | Helder | 2481 | Scw | Speedonia | Scala Shell | 2092 | Scw |
| Sirius | Machodoc | 367 | Brg | Speedwell | Conewago | 147 | MV |
| Sirius | Ontadoc | 3082 | Scw | Spennymore | Johan Ludwig Mowinckel | 1723 | Scw |
| Skegness | Sapporo Maru No. 11 | 2095 | Scw | Spermina | Savio | 2272 | Scw |
| Skipaka | Greyhound | 70 | Scw | Spey | Manzanares | 654 | Scw |
| Skoda | Colonel Driant | 668 | Bkt | Spezia | Jeanette Kayser | 2373 | Scw |
| Skramstad | Atlantico | 860 | Scw | Spica | Asalea | 882 | Sch |
| Slack Barrett | Tuscumbia | 195 | Scw | Spica II | Trost | 583 | Scw |
| Slavonia | Marigot | 3048 | Scw | Spokane | Admiral Rogers | 1350 | Scw |
| Sloterdijk | Benvannoch | 4164 | Scw | Spottsylvania | Barber | 238 | Brg |
| Slotholm | Siva | 788 | Scw | Springburn | K. Hadjipateras | 2795 | Scw |
| Smith & Terry No. 3 | Paul Howard | 2125 | Brg | Sprite | Henry W. Conant | 178 | Scw |
| Smyrna | Prestonic | 1383 | Scw | Sprogo | Goslar | 1333 | Scw |
| Snar | Finse | 946 | Scw | Spuma | Silvio Pellico | 3453 | Scw |
| Sneekermeer | Hela Naval | 323 | Sch | Staatssekretar Solf | Winona | 123 | Scw |
| Snepiggen | Alm | 991 | Scw | Stadacona | W. H. McGean | 4654 | Scw |
| Sobral | General Metzinger | 5624 | Scw | Stad Delft | Fridericus Rex | 3007 | Scw |
| Socapa | George G. Barnum | 4826 | Scw | Stadt Schleswig | Tabatinga | 677 | Scw |
| Socoa | Thiers | 2251 | Bk | Stambul | Cape Point | 2270 | Scw |
| Socony I | Henry F. Will | 64 | Scw | Standard | Tuarr | 254 | Scw |
| Socony 89 | Rioco No. 1 | 2052 | Brg | Standard | Mondego | 874 | Scw |
| Socony No. 12 | S. O. Co. No. 12 | 107 | Scw | Standard II | Security | 270 | Scw |
| Socony No. 96 | S. O. Co. D | 2903 | Brg | Standtow No. 1 | Norsworthy | 1508 | Brg |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| Standtow No. 2 | Transito | 1596 | Scw |
| Standtug No. 1 | Satoco | 200 | Scw |
| Stanley Dollar | Skagway | 955 | Scw |
| Stanley Dollar | W. R. Chamberlin, Jr. | 1300 | Scw |
| Stanmore | Kemmel | 2893 | Scw |
| Stanstead | Colin W | 970 | Scw |
| Stanton | L. V. R.R. No. 41 | 327 | Brg |
| Stapleton | Express | 1124 | SW |
| Starlight | Dohodak | 1891 | Scw |
| Star of England | Port Sydney | 5835 | Scw |
| Star of India | Port Pirie | 4602 | Scw |
| Star of Ireland | Highland Star | 2743 | Scw |
| Star of Victoria | Port Melbourne | 5852 | Scw |
| Start | Floreana | 319 | Trn |
| Start Point | Manchester Producer | 4162 | Scw |
| Starucca | Delos W. Cooke | 2067 | Scw |
| State of New York | Florida | 564 | SW |
| Stathis | King Cadwallon | 3147 | Scw |
| Staur | Randfontein | 3159 | Scw |
| Steel King | Cadillac | 2855 | Scw |
| Steenbergen | Drechterland | 2456 | Scw |
| Stefania | Goldoni | 1419 | Scw |
| Steiermark | Camamu | 3510 | Scw |
| Steigerwald | Amiral Pierre | 2998 | Scw |
| Steinbek | Viva | 1640 | Bk |
| Stella Polare | Atlanta | 2999 | Scw |
| Stella Wega | Stella | 482 | Scw |
| Stend | Heire | 463 | Scw |
| Stephen Guardino | Windsor | 113 | Scw |
| Stephen W. McKeever | J. W. French | 105 | Scw |
| Stokka | Damptre | 1104 | Scw |
| Stolberg | Waiotapu | 3736 | Scw |
| Storborg | Laval County | 2390 | Scw |
| Strandholm | Skotland | 1015 | Scw |
| Strathardle | Harold Dollar | 2823 | Scw |
| Strathlyon | Mertainen | 2530 | Scw |
| Strathnaver | American Star | 3347 | Scw |
| Strathome | Luigina | 1043 | Bk |
| Strudsholm | Atsuta Maru No. 1 | 2460 | Scw |
| Styria | Gianicolo | 1696 | Scw |
| Suamico | Lehigh | 29 | Scw |
| Sue H. Elmore | Bergen | 132 | Scw |
| Suffern | Sterlington | 271 | Scw |
| Sultan | Kayo Maru | 1443 | Scw |
| Sunbeam | Morning Star | 112 | Scw |
| Suncliff | Mar Baltico | 1872 | Scw |
| Sunfield | Tenzan Maru | 1868 | Scw |
| Sunhaven | Mont Aigoual | 1734 | Scw |
| Suningdale | Caroline E. De Perez | 1659 | Scw |
| Sunol | Pyramid | 457 | StW |
| Sunshine | Dean Emery | 4148 | Scw |
| Suram | Bithina | 2358 | Scw |
| Susan E. Peek | Lewiston | 1342 | Scw |
| Susana | Granli | 1397 | Scw |
| Susquehanna | Attala | 96 | Scw |
| Suwannee | City of Rome | 2300 | Scw |
| Suzanne | Cristina | 75 | Scw |
| Svalen | Skaregrom | 1822 | S |
| Svealand | Utowana | 660 | MV |
| Svecia | C. B. Pedersen | 1843 | Bk |
| Svend II | Svend | 1313 | Scw |
| Svithiod | Beatrice | 1923 | Bk |
| Svorono | Anastassios Pateras | 2127 | Scw |
| Swakopmund | Arafura | 3401 | Scw |
| Swanbridge | Bris | 1159 | Scw |
| Swanley | Yandiola | 1428 | Scw |
| Sweden | Hermod | 154 | Bk |
| Swindon | Lady Cecilia | 325 | Scw |
| Sycamore | Castilian Prince | 2041 | MV |
| Sydhavet | Eleni G. Embiricos | 2506 | Scw |
| Sydney | Caucasier | 3613 | Scw |
| Sydney Reid | Magda | 1802 | Scw |
| Sylvania | D. M. Philbin | 4826 | Scw |
| Sylvia Victoria | Atlanticos | 3333 | Scw |
| Syracuse | Cape Trinity | 1469 | Scw |
| Syracuse | Lakewood | 650 | Scw |
| Szent Istvan | Petrarca | 1853 | Scw |
| Szterenyi | Budapest | 2745 | Scw |

## T

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| T. J. Scully | J. W. Terry | 88 | Scw |
| T. K. Maker | D. E. Callender | 2178 | Scw |
| T. L. Church | Mabay | 1353 | Scw |
| T. R. 25 | Yvonne Claude | 92 | Scw |
| T. R. 41 | Marie Simone | 91 | Scw |
| T. R. 43 | Marie Anne | 90 | Scw |
| T. R. 45 | Labrador | 174 | Scw |
| T. R. 50 | Col. Rockwell | 109 | Scw |
| Tabaristan | Camaguey | 2162 | Scw |
| Tabakhandel | Este | 967 | Scw |
| Tacoma | Chebaulip | 3588 | Scw |
| Tacony | F. H. Chappell | 186 | Scw |
| Tactician | Yojin Maru | 4559 | Scw |
| Tagus | O'Brien | 200 | Scw |
| Tai Fu | Soshu Maru | 1006 | Scw |
| Taifuku Maru | Eastern Sun | 4581 | Scw |
| Taifuku Maru No. 21 | Eastern Sea | 4493 | Scw |
| Taigi Maru | Pacifico | 2293 | Scw |
| Taikai Maru | Legie | 3560 | Scw |
| Taizan Maru | Oyama Maru | 2369 | Scw |
| Talawa Maru | Guisen Maru | 2590 | Scw |
| Talca | Dagny | 1034 | Bk |
| Talisman | Diana | 169 | Sch |
| Tallahassee | Persian | 1890 | Scw |
| Tamaqua | Gyokoh Maru | 3320 | Scw |
| Tamara II | Falkenhorst | 478 | Scw |
| Tamara | Alembic | 200 | Sch |
| Tamiami Queen | Collier County | 369 | Scw |
| Tamora | Meerkerk | 4885 | Scw |
| Tana | Vildfugl | 749 | Scw |
| Tanamo | Lempira | 2005 | Scw |
| Tangaroa | Piri | 195 | Sch |
| Tantallon | Datchet | 1963 | Scw |
| Tapton | Putney | 2300 | Scw |
| Tara | P. de Satrustegui | 2718 | Scw |
| Tarlac | Isidore Pons | 525 | Scw |
| Tarragona | Dorry | 878 | Scw |
| Tasco | Bonita | 199 | Scw |
| Tasman | Alida | 175 | Sch |
| Tatjana | Drammensfjord | 3326 | Scw |
| Tatra | Cervino | 2599 | Scw |
| Taunton | Izvor | 2434 | Scw |
| Tauric | Welshman | 3670 | Scw |
| Taurus | Athena | 259 | Scw |
| Teenkai | Gerfrid | 2858 | Scw |
| Tees | Salvage Queen | 441 | Scw |
| Teie | Fox III | 328 | Scw |
| Teikoku Maru | Saint Nicholas | 3228 | Scw |
| Temahani | Gunner | 108 | Scw |
| Tennessee | Pere Marquette 8 | 548 | Scw |
| Tenno Maru | Ten-an Maru | 1290 | Scw |
| Tennyson | Valparaiso | 2482 | Scw |
| Teno | Don Luis | 1653 | Scw |
| Tenterden | Gro | 2589 | Scw |
| Terek | British Duke | 2327 | Scw |
| Teresa | Demokratia | 2380 | Scw |
| Teresa O | Valperga | 3512 | Scw |
| Terrenova | Elias | 109 | Sch |
| Terrier | Agnes A. Moran | 29 | Scw |
| Terrific | Goldenway | 1873 | Scw |
| Terschelling | Beverwijk | 1872 | Scw |
| Tervaete | Willem René | 1970 | Scw |
| Teutonia | A. B. King | 564 | Brg |
| Texaco | Georgia | 3194 | Scw |
| Texas | Harry B. James | 548 | SW |
| Texas | Malietoa | 3870 | Scw |
| Texas | Roy Hoober | 149 | Scw |
| Textil | Dagali | 1137 | Scw |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| Thamesmede | Diamantis | 2334 | Scw |
| Theben | Adolph Leonhardt | 1757 | Scw |
| The Foster | Dolphin | 498 | Scw |
| The Lowell | Naconca | 162 | Scw |
| Thelma | Stig | 807 | Scw |
| Themisto | Ostsee | 2338 | Scw |
| Theodore F. Reynolds | Athelstane | 1442 | Scw |
| Theofano Siderides | Virginia | 1586 | Scw |
| Theoline | Monte Bianco | 905 | Sch |
| Theone | Katina | 2913 | Scw |
| Therese Horn | Aisne | 2209 | Scw |
| Therese Horn | Essex Envoy | 3208 | Scw |
| Therese | Lona | 1362 | Scw |
| Thermidor | Trophon | 2357 | Scw |
| Thermidor | Andreas Gerakis | 2028 | Scw |
| Thessalia | Galicia | 3607 | Scw |
| Thielbek | David Dollar | 2660 | Bk |
| Thistlemore | Wheatmore | 3135 | Scw |
| Thomas | Oleum | 1745 | Scw |
| Thomas Adams | Cletus Schneider | 2665 | Scw |
| Thomas Allen | Olivia | 947 | Scw |
| Thomas Crowley | Jane Nettleton | 879 | Scw |
| Thomas J. Scully | Revere | 76 | Scw |
| Thomas Patten | Gov. Emerson C. Harrington | 685 | SW |
| Thorbjorg | Catherine G. Sudden | 1218 | Scw |
| Thordis | Hampholm | 2615 | Scw |
| Thorhild | England | 1444 | Scw |
| Three Rivers | Number 7 | 484 | Brg |
| Thuban | Texaco 125 | 128 | MV |
| Thuringia | Maldonado | 3933 | Scw |
| Thurland Castle | Fede | 2458 | Scw |
| Thyra | Kongshaug | 438 | Scw |
| Thysa | Kostis | 1573 | Scw |
| Tibidabo | Amilcar Barca | 406 | Bk |
| Tidewater | Isaac T. Mann | 3354 | Scw |
| Tigre | Molosse | 155 | Scw |
| Tijuca | Baependy | 3066 | Scw |
| Tilia | Maitland | 946 | Scw |
| Tillamook | Norco | 431 | MV |
| Tilly Russ | Manchurian | 1760 | Scw |
| Tiltil | Atacama | 1464 | Scw |
| Tim-Buc-Tu | Neptune Line No. 11 | 496 | Brg |
| Times | Times Maru | 1305 | Scw |
| Timor | Tabora | 2304 | Scw |
| Timothy | W. H. McAllister | 104 | Scw |
| Tintern Abbey | Christine | 1173 | Scw |
| Tioga | Macaria | 1344 | Scw |
| Tioga | Mobjack | 426 | Brg |
| Tipton | Esther Weems | 1850 | Scw |
| Tirreno | Stellamaris | 1255 | Scw |
| Tista | Vika | 648 | Scw |
| Titan | Cape St Agnes | 3243 | Scw |
| Tofuka Maru | Eastern Queen | 4417 | Scw |
| Toiler | Mapleheath | 1036 | Scw |
| Toiler | Thomas J. Howard | 63 | Scw |
| Toledo | Dulcino | 1986 | Scw |
| Tolo | Nellie O'Boyle | 2200 | Brg |
| Tomah | Federal No. 1 | 29 | Scw |
| Tomhicken | L. V. R.R. No. 237 | 230 | Brg |
| Tomiura Maru | Taikai Maru | 2343 | Scw |
| Tomoka | Marie Celeste | 93 | Sch |
| Tonbridge | Veni | 1778 | Scw |
| Tongrier | Mampoko | 1868 | Scw |
| Tonwen | Grelwen | 2878 | Scw |
| Torbjorn | Mars | 854 | Scw |
| Torgerd | Iris | 1181 | Scw |
| Torild | Felicia | 733 | Scw |
| Tormod Bakkevig | H. J. Kyvig | 498 | Scw |
| Toromeo | Toromeo Maru | 2703 | Scw |
| Toromeo Maru | Kinsen Maru | 3374 | Scw |
| Torrey | Augvald | 2859 | Scw |
| Tosca | Braa | 1323 | Scw |
| Totai Maru | Tela | 1834 | Scw |
| Toula | Solviken | 1435 | Scw |
| Tours | American Shipper | 4013 | Scw |
| Tourneur | Ashbay | 643 | Scw |
| Toyu Maru | Besseggen | 1830 | Scw |
| Trafalgar | Taishan | 1384 | Scw |
| Trafalgar | Verbania | 3180 | Scw |
| Tranquebar | Hansa | 2227 | Scw |
| Transfer No. 1 | Charles McAllister | 68 | Scw |
| Transfer, No. 5 | Red Ash No. 2 | 71 | Scw |
| Transfer No. 13 | Transfer No. 15 | 189 | Scw |
| Transit | Herbert T. Pontin | 88 | Scw |
| Tras-os-Montes | Nyassa | 5034 | Scw |
| Traveler | George R. Gray | 248 | Scw |
| Trawler | Mafresmo | 118 | Scw |
| Trebia | Laura Skogland | 2366 | Scw |
| Trebizonde | Monte Ossero | 2993 | Scw |
| Trece | Jaime Girona | 1577 | Scw |
| Tredenham | Pareora | 5369 | Scw |
| Tredgar | Seaboard | 563 | Scw |
| Tregarthen | Frank Delmas | 1466 | Scw |
| Tregastel | Glendowan | 1005 | Scw |
| Treglisson | Hendaye | 1407 | Scw |
| Tregurno | Pandelis | 1490 | Scw |
| Tremere | Puriri | 5038 | Scw |
| Tremont | Cristobal | 7026 | Scw |
| Tremont | Eolo | 2523 | Scw |
| Trento | La Drome | 2102 | Scw |
| Trenton | John R. Emery | 250 | Scw |
| Tresithney | Pipiriki | 4276 | Scw |
| Treuenfels | Perim | 4779 | Scw |
| Trevelyan | Baron Herries | 1456 | Scw |
| Trevithick | Papanui | 5128 | Scw |
| Trewinnard | Pakipaki | 4516 | Scw |
| Trialos | King Frederick | 3165 | Scw |
| Tricentrol | El Ciervo | 3720 | Scw |
| Tricolor | Wittekind | 2529 | Scw |
| Trieste | Trieste L | 3325 | Scw |
| Trinity | Lucy | 2317 | Scw |
| Triton | Muskogee | 4435 | Scw |
| Troja | Tello | 1476 | Scw |
| Tropic | Artico | 5158 | Scw |
| Troviscal | Gran-Canaria | 396 | Sch |
| Tudor Prince | Theodoros Bulgaris | 2767 | Scw |
| Tullamore | Saikoh Maru | 2884 | Scw |
| Tunisia | Akashi Maru | 1875 | Scw |
| Tunisian | Marburn | 6632 | Scw |
| Turbinia | Wieringen | 1990 | MV |
| Turbinia | Italia | 1336 | Scw |
| Turkheim | Antonio D. Kidoniefs | 2446 | Scw |
| Turkistan | Grey County | 3178 | Scw |
| Tuscarora | Buffalo | 91 | Scw |
| Tuscarora | Tecumseh | 4247 | Scw |
| Tusculum | Premuda | 3430 | Scw |
| Twingone | Unio | 1116 | Scw |
| Tydol | W. H. Wales, Jr. | 404 | Brg |
| Tyee Junior | Tanginak | 71 | Scw |
| Tyne | Toku Maru | 3121 | Scw |
| Tyr | Wotan | 1396 | Scw |
| Tyrrhenia | Lancastria | 9645 | Scw |

## U

| | | | |
|---|---|---|---|
| U. S. Cruiser | Boston | 1538 | Scw |
| U. S. Navy No. 53 | New York Marine Co. No. 7 | 45 | Scw |
| U. S. Navy No. 74 | Margaret A. Moran | 45 | Scw |
| U. S. Navy 76 | New York Marine Co. No. 8 | 45 | Scw |
| U. S. Navy No. 79 | New York Marine Co. No. 9 | 45 | Scw |
| U. S. Navy No. 83 | New York Marine Co. No. 10 | 72 | Scw |
| Ubbergen | Ingrid | 1156 | Scw |
| Ubier | Blairadam | 1779 | Scw |
| Ugelstad | Rutenfjell | 1456 | Scw |
| Uhenfels | Bandoeng | 3621 | Scw |
| Ukiah | Eureka | 1500 | SW |
| Ulefos | Zinovia | 1769 | Scw |
| Ulidia | Skaraas | 1957 | Scw |
| Ullenhaug | Aspinet | 58 | Sch |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| Uller | Oregon | 442 | Scw |
| Ulm | Portugal | 117 | Scw |
| Ulm | Tapti | 2914 | Scw |
| Ulter | Kendal Castle | 3790 | Scw |
| Ulversmead | Mari | 2443 | Scw |
| Umbria | Macgilvray Shiras | 3519 | Scw |
| Umta | Ryui Maru | 3406 | Scw |
| Umtali | Solun | 1626 | Scw |
| Uncas | Nord Atlantic | 2790 | Scw |
| Undaunted | Dauntless | 521 | Trn |
| Undine | Anna | 974 | Scw |
| Union City | Wasaborg | 2760 | Scw |
| Unione | Duas Americas | 620 | Bkt |
| Unique | Capt. Savidge | 91 | Scw |
| Unkai Maru | Cantal | 1984 | Scw |
| Unkai Maru No. 15 | Unyo Maru | 3420 | Scw |
| Uno | Othello | 1278 | Scw |
| Upada | Toyohiko Maru | 3826 | Scw |
| Uppland | Atos | 1255 | Scw |
| Urada | Salaverry | 3876 | Scw |
| Uralson Maru | Heiyei Maru No. 12 | 3365 | Scw |
| Urania | Helen Blair | 213 | StW |
| Uranus | Nomini | 352 | Brg |
| Uranus | Saskadoc | 2875 | Scw |
| Uranus | Siracusa | 900 | Scw |
| Uranus | W. C. Franz | 2030 | Scw |
| Urd | Maria Christina | 1939 | Scw |
| Ursus | Erik B | 1371 | Scw |
| Usambara | Montana | 3808 | Scw |
| Ussa | Oberon | 1103 | Scw |
| **V** | | | |
| Vadala | Kenkon Maru No. 12 | 2044 | Scw |
| Vadder Victor | Kurt | 183 | Trn |
| Vaglianos | Chios | 1681 | Scw |
| Valazquez-Duro | Marques del Turia | 1045 | Scw |
| Valborg | Kjell | 713 | Scw |
| Valdez | Brockton | 1729 | Scw |
| Valemead | Newtonmoor | 2748 | Scw |
| Valencia | Hughli | 3164 | Scw |
| Valerie W | Roche Noire | 53 | Scw |
| Vallejo | Trivia | 2863 | Scw |
| Valley Chief | B. R. Davison | 97 | St W |
| Valmy | Coot | 169 | Scw |
| Valpen | Oscar | 956 | Scw |
| Valta | Venus | 62 | Scw |
| Valtameri | Neuwerk | 2980 | Scw |
| Valverda | Vasconia | 3613 | Scw |
| Vampa | Clilumno | 2423 | Scw |
| Van | Charles R. Wilson | 146 | St W |
| Vanadis | Warrior | 600 | Scw |
| Vancouver | Margaret F. Sterling | 860 | Scw |
| Vancolite | E. J. Sadler | 6014 | Scw |
| Van Dyck | Elphinston | 1264 | Scw |
| Vanguard | Dalzellace | 30 | Scw |
| Vard | Siljan | 2729 | Scw |
| Varg | Kaitsu Maru | 874 | Scw |
| Varzin | Electra Stavroudi | 2841 | Scw |
| Vashonian | Puget | 140 | Scw |
| Vasilissa Sofia | Lesvos | 2710 | Scw |
| Vaterland | Leviathan | 27696 | Scw |
| Vedamore | Erland | 1151 | Scw |
| Veerhaven | Krasny Oktiabr | 1873 | Scw |
| Vega | Mar Bianco | 3736 | Scw |
| Vega | Tasso | 2341 | Scw |
| Vega | Wega | 283 | Sch |
| Vellavia | River Tigris | 3195 | Scw |
| Velloy | Thoroy | 1526 | Scw |
| Venezia | Venezia L | 4877 | Scw |
| Venezuela | Erie | 1982 | Brg |
| Vennachar | Hokkai Maru | 2744 | Scw |
| Vennachar | Wandsworth Works | 2795 | Scw |
| Vennonia | River Hudson | 3193 | Scw |
| Venus | Oyapock | 439 | Scw |
| Venus | Unkai Maru No. 6 | 1945 | Scw |
| Venus II | Hertha | 707 | Scw |
| Venusia | River Delaware | 3172 | Scw |
| Vera Ferraro | Vencedor | 154 | Scw |
| Veraston | Volsella | 1218 | Scw |
| Verdala | Mongolian Prince | 3725 | Scw |
| Verdi | Brasileira | 1201 | Bk |
| Verdun | Vardulia | 3613 | Scw |
| Verentia | Foreric | 3152 | Scw |
| Vermland | Bratland | 1471 | Scw |
| Vernon | Cedarbay | 640 | Scw |
| Verona | Kenkon Maru No. 8 | 3448 | Scw |
| Vestheim | Dagfred | 3656 | Scw |
| Vestnorge | Takaoka Maru | 769 | Scw |
| Vezcaino | Albia | 1092 | Scw |
| Viana | Lagoa | 1363 | Scw |
| Viben | Balboa | 1040 | Scw |
| Vickerstown | Jolly Inez | 1150 | Scw |
| Victolite | E. M. Clark | 6020 | Scw |
| Victor | L. V. R.R. No. 129 | 245 | Brg |
| Victoria | Gouverneur General Roume | 1870 | Sch |
| Victoria | Patricia | 393 | Scw |
| Victorian | Marloch | 6473 | Scw |
| Victory | Sebonac | 51 | MV |
| Vigilant | Vigiloff | 86 | Scw |
| Viktor Schuppe | Braga | 2073 | Scw |
| Villa Franca | Rata | 462 | Scw |
| Villanova | Antietam | 375 | Brg |
| Ville de Gand | Willyvonne | 286 | Sch |
| Vincent A. White | Esthonia | 452 | Trn |
| Vindelia | Jalajyoti | 2698 | Scw |
| Vinita | Eleanor Christenson | 3386 | Scw |
| Vinland | Vela | 2289 | Scw |
| Vinton County | Bogota | 1622 | Scw |
| Virgilia | Corby Castle | 3619 | Scw |
| Virginia | Avalon | 1186 | Scw |
| Virginia | Garibaldi | 3109 | Scw |
| Virginia | Genl. Stanton | 179 | Scw |
| Virginia | Tadousac | 1052 | SW |
| Virginia Dollar | Angiolina R | 6052 | Scw |
| Virginia Olson | Sierra | 704 | Scw |
| Virginia Pretelt | Kirsten Jensen | 1780 | Scw |
| Virginian | Drottningholm | 6832 | Scw |
| Visigoth | Nankwa Maru | 2547 | Scw |
| Vitellia | Jalarashmi | 2681 | Scw |
| Vitruvia | Luminous | 2875 | Scw |
| Vittoria | Oriele | 1584 | Scw |
| Vizcaino | Albia | 1092 | Scw |
| Vogesen | Quincy | 3193 | Scw |
| Vogtland | Cambridge | 6679 | Scw |
| Volendam | Inneroy | 1211 | Scw |
| Volga | Liana | 2851 | Scw |
| Vologda | Tideway | 2884 | Scw |
| Volscian | Oriente | 230 | Scw |
| Volunteer | City of Tampa | 61 | Scw |
| Voorburg | Alexa | 286 | Scw |
| Voreda | Dessau | 4117 | Scw |
| Vortigern | Hebe | 2364 | Bk |
| Vosbergen | Ramsholm | 856 | Scw |
| Vrijbergen | Poeldijk | 2711 | Scw |
| Vulcan | Coos Bay | 3176 | Scw |
| Vulcan | Hampstead | 2211 | Scw |
| Vulcan | Vinmount | 1024 | Scw |
| **W** | | | |
| W. A. Haskell | Joyland | 1070 | Scw |
| W. B. Calderwood | Eugene Dana Smith | 99 | StW |
| W. B. Sanders | Interstate No. 2 | 89 | Scw |
| W. D. Matthews | Brentwood | 2450 | Scw |
| W. Grant Morden | Donnacona | 6086 | Scw |
| W. H. Flint | Monitor | 140 | StW |
| W. H. Woodin | B. S. Taylor | 1389 | Scw |

# VESSELS' NAMES WHICH HAVE BEEN CHANGED

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| W. K. Bixby | J. L. Reiss | 4102 | Scw |
| W. K. Moore | Ruth | 588 | Brg |
| W. P. Clark | Salvador II | 186 | Scw |
| W. R. Perkins | Genoveva | 143 | Trn |
| W. R. Woodford | N. F. Leopold | 5245 | Scw |
| W. S. M. Bentley | Mildred B. | 363 | Trn |
| W. S. McChesney, Jr. | Froman M. Coots | 490 | S W |
| W. S. MacDonald | Louis B. Beauchamp | 381 | Trn |
| W. S. Rheem | Shreveport | 4099 | Scw |
| W. S. Porter | Frisco | 2946 | Scw |
| Waccamaw | Royan | 878 | Scw |
| Wachtfels | Antinous | 4335 | Scw |
| Wadai | Tjerimai | 4708 | Scw |
| Waddon | Helene Hugo Stinnes 14 | 2438 | Scw |
| Waimana | Herminius | 6737 | Scw |
| Waimarino | King Sing | 2712 | Scw |
| Wainwright | W. C. Richardson | 3714 | Scw |
| Waiwera | City of Pretoria | 3775 | Scw |
| Walburg | Curityba | 2362 | Scw |
| Walburg | Henner | 1927 | Scw |
| Waldeck | Dalny | 4172 | Scw |
| Walhalla | Hertha | 2529 | Scw |
| Walkure | William Dollar | 3036 | Bk |
| Wallace | Wooburn | 2532 | Scw |
| Wallula | Humboldt | 85 | Scw |
| Walter A. Luckenbach | Joseph D. Wood | 141 | Scw |
| Walter F. Mattick | Merchant | 62 | Scw |
| Walter Hardcastle | W. L. Connelly | 2364 | Scw |
| Walter Scranton | Saturn | 3061 | Scw |
| Walter Vail | Herman H. Hettler | 536 | Scw |
| Waltham Abbey | Almkerk | 4310 | Scw |
| Walucia | Legonia II | 119 | Scw |
| Wandilla | Fort St. George | 4532 | Scw |
| War Aconite | Trefusis | 3229 | Scw |
| War African | Absia | 3170 | Scw |
| War Algoma | Nina | 1304 | Scw |
| War Amazon | Rovato | 2285 | Scw |
| War Anemone | Stromboli | 3844 | Scw |
| War Angler | Rovereto | 3233 | Scw |
| War Apricot | Sebastian | 1475 | Scw |
| War Argus | Gallic | 4888 | Scw |
| War Armour | Glamorganshire | 5045 | Scw |
| War Aryan | Nervier | 3228 | Scw |
| War Badger | Ribeauville | 1244 | Scw |
| War Beacon | Pasadena | 4494 | Scw |
| War Beetle | Eglantier | 3128 | Scw |
| War Begum | Conus | 3428 | Scw |
| War Beryl | Bothwell | 4094 | Scw |
| War Birch | Lake Charles | 1245 | Scw |
| War Bison | Australier | 3165 | Scw |
| War Bittern | Patagonier | 3120 | Scw |
| War Bracken | Campania | 3184 | Scw |
| War Breeze | Oakland | 4492 | Scw |
| War Breeze | Withington | 1865 | Scw |
| War Buffalo | Persier | 3172 | Scw |
| War Bugle | Lake Maurepas | 1362 | Scw |
| War Capitol | Elveric | 3563 | Scw |
| War Castle | Bradclyde | 3558 | Scw |
| War Castle | Lake Ontario | 1211 | Scw |
| War Cateran | Sierentz | 3202 | Scw |
| War Celt | Caboto | 3208 | Scw |
| War Centaur | Lake Traverse | 1177 | Scw |
| War Chief | Alfonso Perez | 3374 | Scw |
| War Coast | Fresno | 4492 | Scw |
| War Cobra | Alberto Treves | 3126 | Scw |
| War Column | Attivita | 3429 | Scw |
| War Combe | Watsness | 1852 | Scw |
| War Company | Ontario | 3387 | Scw |
| War Cornet | Lakehurst | 1378 | Scw |
| War Country | Glaciere | 1866 | Scw |
| War Courage | Glensanda | 4068 | Scw |
| War Cove | Anna Sofie | 1845 | Scw |
| War Craft | Roana | 4070 | Scw |
| War Cross | Ars | 1108 | Scw |
| War Currant | Leicester | 1478 | Scw |
| War Cymbal | Lake Charlotte | 1341 | Scw |
| War Cypress | Leopolde L. D. | 3199 | Scw |
| War Daffodil | Keltier | 3130 | Scw |
| War Dame | Delambre | 4602 | Scw |
| War Dance | Warawala | 1343 | Scw |
| War Dart | Corstar | 1336 | Scw |
| War Deer | Fort de Douaumont | 3142 | Scw |
| War Dog | Roverbella | 1890 | Scw |
| War Dogra | Housatonic | 3425 | Scw |
| War Dream | Glenshane | 4012 | Scw |
| War Drum | Lake Louise | 1362 | Scw |
| War Drummer | Grandlieu | 2004 | Scw |
| War Duchess | Baldina | 2591 | Scw |
| War Emu | Tritonia | 3194 | Scw |
| War Envoy | Kate | 3158 | Scw |
| War Epic | Adige | 3922 | Scw |
| War Expert | Anomia | 3154 | Scw |
| War Fairy | Lake Harris | 1340 | Scw |
| War Finch | Fort de Souville | 3129 | Scw |
| War Fish | Roubaix | 1488 | Scw |
| War Flower | Turkestan | 2648 | Scw |
| War Freedom | Dalmazia | 3910 | Scw |
| War Fury | Sarrebourg | 1200 | Scw |
| War Gaekwar | Cardita | 3413 | Scw |
| War Gale | Shandon | 1847 | Scw |
| War Gnat | Fort de Vaux | 3151 | Scw |
| War Goblin | Lake St. Clair | 1378 | Scw |
| War Grange | Giglio | 1853 | Scw |
| War Gull | Lake Benton | 1248 | Scw |
| War Hagara | Inverarder | 3367 | Scw |
| War Haida | Rodosto | 1490 | Scw |
| War Halton | Saint Tropez | 1261 | Scw |
| War Hamilton | Belchers | 1354 | Scw |
| War Hamlet | Newaster | 1873 | Scw |
| War Harp | Lake Silver | 1367 | Scw |
| War Hathor | Warla | 1342 | Scw |
| War Heather | Menapier | 3114 | Scw |
| War Hermit | Anatina | 3150 | Scw |
| War Hero | Hatkhola | 4318 | Scw |
| War Highway | Seatonia | 1859 | Scw |
| War Hunter | Trevier | 3163 | Scw |
| War Idyll | Concordia | 4066 | Scw |
| War Isis | Claudegallus | 1207 | Scw |
| War Jackdaw | Tartar Prince | 3202 | Scw |
| War Jandoli | Cepolis | 3365 | Scw |
| War Jemadar | Cliona | 3476 | Scw |
| War Joy | Vittorio Veneto | 2776 | Scw |
| War Karma | Raymond Poincare | 1197 | Scw |
| War Kestrel | Argalia | 3186 | Scw |
| War Khan | Capsa | 3478 | Scw |
| War King | M. S. Dollar | 6919 | Scw |
| War Kinsman | Greldon | 3269 | Scw |
| War Kootri | San Zotico | 3370 | Scw |
| War Lance | Hatipara | 4893 | Scw |
| War Legate | Grelbank | 3131 | Scw |
| War Leveret | Saverne | 1197 | Scw |
| War Linnet | Moncalieri | 3241 | Scw |
| War Lion | Jebba | 4278 | Scw |
| War Major | Ninfa | 1229 | Scw |
| War Maker | Rosario | 3386 | Scw |
| War Malayan | Michael L. Embiricos | 3158 | Scw |
| War Manor | Conde de Abasolo | 1865 | Scw |
| War Master | Elcano | 3099 | Scw |
| War Mastiff | Biela | 3218 | Scw |
| War Matron | Acasta | 3213 | Scw |
| War Memory | M. T. Cicerone | 3903 | Scw |
| War Mersey | Clemenceau | 1508 | Scw |
| War Mogul | Kennebec | 3422 | Scw |
| War Myrtle | Caledonier | 3120 | Scw |
| War Naiad | Lake Hemlock | 1378 | Scw |
| War Noble | Maryland | 3367 | Scw |
| War Nymph | Pilar de Larrinaga | 4517 | Scw |
| War Opal | Hatimura | 4169 | Scw |
| War Osiris | Colmar | 1244 | Scw |
| War Ostrich | Cutcombe | 3205 | Scw |

# VESSELS' NAMES WHICH HAVE BEEN CHANGED

| Former Name | Present Name | Tons | Rig | Former Name | Present Name | Tons | Rig |
|---|---|---|---|---|---|---|---|
| War Otter | Lake Capens | 1200 | Scw | Weissenfelde | Ostsee | 2389 | Scw |
| War Painter | Grelisle | 3172 | Scw | Weissenfels | City of Auckland | 5288 | Scw |
| War Pansy | Lake Chelan | 1227 | Scw | Wellington | Aysgarth | 1124 | Scw |
| War Pansy | Segura | 3239 | Scw | Welland County | Essex Isles | 2717 | Scw |
| War Parrot | Yoseric | 3221 | Scw | Wenatchee | President Jefferson | 8443 | Scw |
| War Patriot | Adna | 3156 | Scw | Wendland | Cumberland | 6922 | Scw |
| War Penguin | Bernini | 3217 | Scw | Wergeland | Chris. Moller | 2015 | Sch |
| War Peridot | Bosworth | 4140 | Scw | We're Here | Pamunkey | 363 | Brg |
| War Pigeon | Carignano | 3230 | Scw | Wesfalen | Spessart | 1474 | Scw |
| War Pilot | Jekri | 4278 | Scw | West Cahokia | Pacific Fir | 3500 | Scw |
| War Plum | Baron Sempill | 1447 | Scw | West Catanace | Atlantic | 3455 | Scw |
| War Pointer | Bassa | 3202 | Scw | West Cavanal | Edgar Bowling | 3439 | Scw |
| War Prophet | Vallarsa | 3177 | Scw | West Greylock | Greylock | 4520 | Scw |
| War Pundit | Scottish Bard | 3480 | Scw | West Hassan | Siletz | 3560 | Scw |
| War Python | Ariano | 3124 | Scw | West Hepburn | Charles Christenson | 3495 | Scw |
| War Quail | Trevean | 3179 | Scw | West Islay | William Perkins | 3463 | Scw |
| War Rajah | British Sailor | 3444 | Scw | West Jappa | Oriole | 3634 | Scw |
| War Ranee | Corbis | 3447 | Scw | West Jena | Myrtle | 3633 | Scw |
| War Redcap | Indier | 3168 | Scw | West Jessup | Laurel | 3635 | Scw |
| War Relief | Pollenzo | 3996 | Scw | West Jester | Oran | 3634 | Scw |
| War Rider | Fort de Troyon | 3114 | Scw | West Lewark | Meigs | 4507 | Scw |
| War Robin | Gambada | 3252 | Scw | West Norranus | Pacific Pine | 3522 | Scw |
| War Rose | Gallier | 3568 | Scw | West Wind | Edwin Christenson | 3498 | Scw |
| War Sailor | Hatarana | 4592 | Scw | West Yaquina | West Kyska | 4495 | Scw |
| War Satyr | Lake Winona | 1378 | Scw | Westboro | Jane Christenson | 3615 | Scw |
| War Sentry | Lake Pewaukee | 1284 | Scw | Westcliff | Ullstad | 2890 | Scw |
| War Server | Kalypso Vergotti | 3181 | Scw | Westerdijk | Eschersheim | 2048 | Scw |
| War Shamrock | Belgier | 3122 | Scw | Western | Antonio | 3168 | Scw |
| War Shikari | Chiton | 3444 | Scw | Western Australia | Patricia | 1579 | Scw |
| War Shy | Lake Wilson | 1275 | Scw | Westerwald | Lima | 2390 | Scw |
| War Sikh | British Soldier | 3505 | Scw | Westmark | Jacatra | 3708 | Scw |
| War Singer | Akera | 3211 | Scw | Westmead | Jerseymoor | 2731 | Scw |
| War Sirocco | Salazar | 1865 | Scw | Westmeath | Nordico | 4177 | Scw |
| War Sky | Vera Kathleen | 1839 | Scw | Westminster Abbey | Venezuela | 3847 | Scw |
| War Soldier | Ripley Castle | 4636 | Scw | Westmount | C. Lopez y Lopez | 2483 | Scw |
| War Sparrow | Haleric | 3217 | Scw | Westoil | J. B. John | 1401 | Scw |
| War Spartan | Taxandrier | 3170 | Scw | Westra | Finchley | 2997 | Scw |
| War Sphinx | Lake Crystal | 1378 | Scw | Westsee | Elsa Koppen | 1448 | Scw |
| War Sprite | Lake Pleasant | 1344 | Scw | Westwego | Queen Taite | 2889 | Scw |
| War Stag | Tregonell | 3178 | Scw | Wettignies | Bois des Caures | 108 | Scw |
| War Subadar | Crenatula | 3549 | Scw | Whakatane | Moncenisio | 3531 | Scw |
| War Succour | Aster | 3984 | Scw | Whatcom | City of Bremerton | 346 | Scw |
| War Swan | Burutu | 3220 | Scw | Whitehall | New Castel | 811 | SW |
| War Syren | Syria | 2947 | Scw | Whitemarsh | Rosinco | 49 | MV |
| War Thistle | Emilie L. D. | 3184 | Scw | Whiteson | Rebecca C. Scott | 724 | Sch |
| War Tiger | Capodimonte | 3544 | Scw | Wiegand | Artigas | 4129 | Scw |
| War Timiskaming | Oise | 1265 | Scw | Wiegand | Midget | 292 | Scw |
| War Trefoil | San Giuseppe | 2948 | Scw | Wieringen | Theodoros | 1948 | Scw |
| War Trumpet | Lake Allen | 1378 | Scw | Wigmore | Nankoh Maru | 2950 | Scw |
| War Tulip | Ethelfreda | 3205 | Scw | Wilhelm Hemsoth | Simon von Utrecht | 2960 | Scw |
| War Vessel | Doewa | 198 | MV | Wilhelm Oelssner | Canelos | 817 | Scw |
| War Viceroy | Volturno | 4192 | Scw | Wilhelm | L. L. Barth | 491 | Scw |
| War Victor | Lakeview | 1211 | Scw | Wilhelm Jebson | Frederic Ewing | 4157 | Scw |
| War Vulture | Bradavon | 3164 | Scw | Wilkesbarre | Edward E. Loomis | 3311 | Scw |
| War Wager | Elzasier | 3151 | Scw | Willapa | Bellingham | 333 | Scw |
| War Wazir | Noma | 3477 | Scw | Willard U. Taylor | Charles M. Warner | 166 | Scw |
| War Weasel | Orne | 1283 | Scw | Willcasino | Clan McWhirter | 3757 | Scw |
| War Witch | Ignazio | 1079 | Scw | Willdomino | Bencleuch | 3294 | Scw |
| Ward Ames | C. H. McCullough, Jr. | 4422 | Scw | Willi Taaks | Partner | 148 | Trn |
| Warkworth | Oklahoma | 2908 | Scw | William A. Hawgood | R. L. Agassiz | 4910 | Scw |
| Warszawa | Brompton Manor | 1021 | Scw | William A. Rogers | Lehigh | 5101 | Scw |
| Warszawa | Madison | 2535 | Scw | William A. Smoot | Seneca | 336 | Brg |
| Warszawa | Stanley Dollar | 3742 | Scw | William Armstrong | Mons Meg | | Brg |
| Warturm | Nethergate | 3197 | Scw | William B. Kerr | Francis E. House | 5943 | Scw |
| Warundi | Olbia | 2767 | Scw | William C. Agnew | George F. Rand | 4985 | Scw |
| Washburne | James B. Neilson | 1572 | Scw | William F. Burden | Robt. McClintock | 126 | Sch |
| Washington | Brindilla | 2582 | Scw | William G. Mather | J. H. Sheadle | 5183 | Scw |
| Washington | Lexington | 697 | Scw | William H. Gratwick | Fleetwood | 1175 | Scw |
| Watauga | Guantanamo | 922 | Scw | William H. Gratwick | Pegasus | 3352 | Scw |
| Watawga | Ansantawae | 107 | Scw | William Henry Mack | Valcartier | 2248 | Scw |
| Wathara | Lingard | 1002 | Bk | Wm. J. Averell | Oatland | 1063 | Scw |
| Watson | Admiral Watson | 1258 | Scw | William J. Gillen | C. Blaine Warner | 130 | Scw |
| Wauwatosa | C. S. Goldsborough | 95 | Scw | William L. Brown | George H. Ingalls | 3679 | Scw |
| Waverley | Krasnoe Znamia | 1471 | Scw | William L. Donohue | Sweetser Linthicum | 652 | Brg |
| Weequahic | Neal O'Boyle | 2200 | Brg | William M. Wadley | Philip J. Kenny | 104 | Scw |

| Former Name | Present Name | Tons | Rig |
|---|---|---|---|
| William M. Mills | William J. Filbert | 6189 | Scw |
| William P. Snyder | Elton Hoyt II | 5492 | Scw |
| William S. Mack | Home Smith | 2526 | Scw |
| Willochra | Fort Victoria | 4532 | Scw |
| Willowmore | Venta | 1146 | Scw |
| Willscott | Star of Iceland | 1875 | Bk |
| Windsor | Francis M. Kelly | 67 | Scw |
| Winchester | Adroit | 100 | Scw |
| Winfield S. Cahill | Eraclea | 181 | Scw |
| Winfried | Siam City | 3308 | Scw |
| Winkfield | Sadko | 3060 | Scw |
| Winnebago | Mascanomo | 2637 | Scw |
| Winnegance | John L. Martino | 213 | Trn |
| Winnipeg | Caddo | 3877 | Scw |
| Winnipeg | Weavercoal | 795 | Scw |
| Winterton | Bockenheim | 2432 | Scw |
| Winyah | North East | 1035 | Brg |
| Wisconsin | A. F. Harvey | 3005 | Scw |
| Wisla | Ellen Jensen | 2563 | Scw |
| Wismar | Truro City | 2903 | Scw |
| Wissahickon | Daniel Willard | 3295 | Scw |
| Wisteria | Birriwa | 1817 | Scw |
| Witiaz | Favorita | 958 | Scw |
| Witram | Heemskerk | 4065 | Scw |
| Wladimir Sawin | Harmonia | 1160 | Scw |
| Woldingham | Stylianos Coutsodontis | 1912 | Scw |
| Wollowra | Iberia | 1678 | Scw |
| Wolverine State | President Harrison | 6195 | Scw |
| Wolverton | Tsiropinas | 2628 | Scw |
| Woodburn | Herbert Fischer | 1464 | Scw |
| Woodbury | Laksco | 163 | Sch |
| Woodford | Shinko Maru | 1891 | Scw |
| Woodruff | Newbigging | 1551 | Scw |
| Woonsocket | Makiki | 3813 | Scw |
| Worms | Harburg | 2803 | Scw |
| Wraymore | Biruta | 1091 | Scw |
| Wurttemberg | Amarante | 4940 | Scw |
| Wyandotte | City of Fort Myers | 160 | Scw |
| Wye Crag | Orbe | 1876 | Scw |
| Wye Tempest | Flora | 1875 | Scw |
| Wyncote | Kintyre | 3116 | Scw |
| Wyvern | Sorachi Maru | 1262 | Scw |
| Wyvisbrook | Camberley | 1964 | Scw |
| **Y** | | | |
| Yamhill | Arctic | 4276 | Scw |
| Yannis | Mausang | 2063 | S w |
| Yaphank | Willpolo | 3036 | Scw |
| Yaquina | Boreas | 3716 | Scw |
| Yarborough | Saisho Maru | 1974 | Scw |
| Yarkand | New Jersey | 1177 | B g |
| Yashida Maru No. 3 | Eastern Chief | 3578 | Scw |
| Yatala | Thuraka | 248 | Sch |
| Ybarra No. 4 | Cabo Cullera | 1506 | Scw |
| Yenrut II | Fougeres | 535 | Brg |
| Yerba Buena | Harry E. Speas | 385 | Scw |
| Yone Maru | Eastern King | 1814 | Scw |
| Yonne | Queensbury | 2829 | Scw |
| Yorkbrook | Primiero | 2380 | Scw |
| Yorkhill | Taisei Maru | 2622 | Scw |
| Yorkmead | Makis | 2265 | Scw |
| Yorkminster | Patdoris | 350 | Scw |
| York Castle | San Terenzo | 3458 | Scw |
| Yorkriver | Ronchi | 2377 | Scw |
| Ypiranga | Assyria | 4949 | Scw |
| Ypres | Blue Bird | 1494 | Trn |
| Ytteroy | Fri | 744 | Scw |
| Yucatan | Shinkai Maru | 1747 | Scw |
| Yucca | Commercial Courier | 1278 | Scw |
| Yunnan | Ionopolis | 4214 | Scw |
| **Z** | | | |
| Zaandijk | Harpon | 2816 | Scw |
| Zealandia | Paloona | 1725 | Scw |
| Zealandic | Mamilius | 5172 | Scw |
| Zeelandier | Plas Dinam | 280 | Scw |
| Zelbio | Armando | 1064 | Bk |
| Zeppelin | Ormuz | 8082 | Scw |
| Zilia | Lili M | 735 | Bk |
| Zinita | Sorknes | 1525 | Bk |
| Zoppot | Wilhelm A. Riedemann | 5915 | MV |
| Zuiderdijk | Misty Law | 3260 | Scw |
| Zungeru | Legazpi | 2563 | Scw |
| Zurichmead | Hallmoor | 2422 | Scw |
| Zvir | Risano | 2073 | Scw |

# NAMES AND ADDRESSES

OF

# OWNERS OF VESSELS

***January 1, 1927***

This List contains only the Names of the Managing Owners, as appearing in the RECORD.

## A

TONS

AARON, JACOB,
1 Broadway,
New York, N. Y.
Str.—William Maloney..... 77

ABERLE, J. A.,
.....
.....
Str.—Elena Valdez.....1472

ACE S.S. CORP.,
(See A. Miller McDougall.)

ADAMS, HENRY W.
Lunenburg,
N. S.
Trn.—Ethlyn..... 169
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ADAMS, JOHN R. & CO.,
5th & Austin Ave.,
Port Arthur, Texas.
Str.—El Amigo..... 835
Str.—Tangier..... 91

ADAMS, MATTHEW W.,
.....
Baltimore, Md.
Brg.—A..... 194

ADAMS, MORGAN,
626 South Spring St.,
Los Angeles, Cal.
Sch.—Enchantress..... 171

ADAMS & KNICKLE,
.....
Lunenburg, N. S.
Trn.—McLean Clan..... 239

ADELPHIA S.S. CORP.,
Delaware Ave. & Tasker St.,
Philadelphia, Pa.
(See Chas. Kurz & Co., Inc., Mgrs.)

ADKINS & CO., E. S.,
.....
Salisbury, Md.
MV.—Henrietta Frances.... 69

ADMIRAL LINE, THE,
(See Pacific S.S. Co.)

ADMIRAL ORIENTAL LINE,
1519 Railroad Ave.,
Seattle, Wash.
Str.—President Grant.....8405
Str.—President Jackson....8377
Str.—President Madison....8341
Str.—President McKinley..8400
Str.—President Jefferson....8443

ADMIRALTY TUG BOAT CO.,
217 Walker Bldg.,
Seattle, Wash.
(See Puget Sound Towboat Co.)

AETNA PORTLAND CEMENT CO.,
1518 Buhl Bldg.,
Detroit, Mich.
Str.—Oscar J. Lingemann..1193
Str.—Petcol.....1930

AFRICAN & EASTERN TRADING CO.,
26 Beaver St.,
New York, N. Y.
Sch.—Kingsway.....1107

AIKEN TOW BOAT & BARGE CO., INC.,
810 South Palafox St.,
Pensacola, Fla.
Brg.—Bobby Ho..... 371
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Str. —E. E. Simpson..... 54
Brg.—Ernest..... 406
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AIKMAN, ROBERT
24 State St
New York, N. Y.
Str.—C. P. Raymond..... 55
Str.—Grace A. Dalzell..... 89

AIMES POLIQUEN CO.,
1930 East 54th St.,
Duluth, Minn.
Brg.—Acme..... 357
Str. —J. L. Williams..... 25

AINSWORTH, DUNN CO.,
White Bldg.,
Seattle, Wash.
Str.—Samson..... 223

ALASKA CODFISH CO.,
15 Steuart St.,
San Francisco, Cal.
Sch.—Bangor..... 398
Bkt.—City of Papeete..... 370
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ALASKA FISH SALTING & BY-PRODUCTS CO.,
.....
Ketchikan, Alaska.
Str.—Martha Foss..... 88

ALASKA-PACIFIC S.S. CO.,
Pier 1,
Seattle, Wash.
Str.—Watson.....1256

ALASKA PACKERS ASSN.,
111 California St.,
San Francisco, Cal.
Str. —Alitak..... 73
Str. —Arctic.....1724
Bkt.—Centennial.....1138
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Str. —Kadiak..... 58
Str. —Kanak..... 121
Str. —Kvichak..... 610
Trn.—Metha Nelson..... 399
Str. —Salatiga.....5064
S. —Star of Alaska.....1590
Bk. —Star of England.....1806
S. —Star of Falkland.....1866
Bk. —Star of Finland.....1425
S. —Star of France.....1514
Bk. —Star of Greenland....1944
Bk. —Star of Holland. ....1965
Bk. —Star of Iceland.....1875
Bk. —Star of India.....1247
S. —Star of Italy.....1497
S. —Star of Lapland.....3006
Bk. —Star of Scotland.....2233
S. —Star of Shetland.....2850
S. —Star of Zealand.....2987

ALASKA-PORTLAND PACKERS ASSOCIATION,
1105 Yeon Bldg.,
Portland, Ore.
Bk. —Levi G. Burgess.....1475
Str. —North King.....3386

ALASKA RIVERS NAVIGATION CO.,
.....
Fairbanks, Alaska.
St.W.—Tana..... 175

ALASKA SALMON CO., INC.,
141 Clay St.,
San Francisco, Cal.
Bk. —Emily F. Whitney....1207

ALASKA S.S. CO., INC.,
Port Townsend, Wash., and
Pier 2, Seattle, Wash.
120 Broadway,
New York, N. Y.
Str. —Alameda.....1939
Str. —Alaska.....2775
Str. —Cordova.....1269
Str. —Denali.....2015
Str. —Depere.....2063
Str. —Derblay.....2065
Str. —Ketchikan.....1679
Str. —Lakina.....1233
Str. —Latouche.....1481
Str. —Nabesna.....1513
Str. —Northwestern.....1949
Str. —Oduna.....2071
Str. —Redondo..... 735
Str. —Tanana.....2064
Str. —Victoria.....2415
Str. —Yukon.....3638

ALBERMARLE STEAM NAV. CO.,
.....
Franklin, Va.
Str.—Clio..... 135
Str.—Edenton..... 215

ALBION LUMBER CO.,
582 Market St.,
San Francisco, Cal.
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ALEXANDER, H. F.,
Perkins Bldg.,
Tacoma, Wash.
Str.—Aquilo..... 103

ALEXANDER CO., LESTER F.,
Maison Blanche Annex,
New Orleans, La.
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ALEXANDER & ALLEN,
.....
Seattle, Wash.
MV.—A. B. Carpenter.... 118

ALEXANDRIA SHIPPING CO.,
32 Broadway,
New York, N. Y.
Sch.—Astoria.....1275

ALGIERS PUBLIC SERVICE, Inc.,
.....
New Orleans, La.
Str.—A. M. Halliday..... 207
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St.W.—New Orleans..... 501
St.W.—Thomas Pickles..... 237

ALGOMA CENTRAL S.S. CO.,
.....
Sault Ste. Marie, Ont.
Str.—Agawa.....2468
Str.—Home Smith.....2526
Str.—J. Frater Taylor.....2029
Str.—W. C. Franz.....2030

ALIQUIPPA NAV. CORP.,
116 Broad St.,
New York, N. Y.
Sch.—Dustin G. Cressy.... 726

ALL AMERICA CABLES, INC.,
89 Broad St.,
New York City
Str.—Guardian..... 981

ALLAN LINE S.S. CO. (LIM.),
(See Canadian Pacific Steamships, Lim.)

ALLEN, GEORGE MARSHALL,
60 Broadway,
New York, N. Y.
MV.—Alpha..... 107

ALLEN & ROBINSON, (LIM.),
P. O. Box 263,
55 S. Queen St.,
Honolulu, T. H.
Sch.—Mary E. Foster..... 839

ALLMAN HUBBLE TUG BOAT CO.,
.....
Hoquiam, Wash.
StW.—Harbor Queen..... 70

ALPHA S.S. CORP.,
10 Hanover St.,
New York, N. Y.
Str.—Alpha.....3595

ALUMINUM LINE,
(See American Bauxite Co.)

ALUMINUM ORE CO.,
.....
St. Louis, Mo.
StW.—Sprague.....1479

ALVA S.S. CO.,
706 Marion Bldg.,
West 3d St.,
Cleveland, O.
(See M. A. Bradley.)

AMBROSE LIGHTERAGE & TRANSP. CO.,
17 State St.,
Str.—Admiral..... 63

AMELIA S.S. CORP.,
(See Atlantic Fruit Co.)

AMERICAN AGRICULTURAL CHEMICAL CO.,
2 Rector St.,
New York, N. Y.
92 State St.,
Boston, Mass.
Brg.—Boylston..... 515
Str.—Robert S. Bradley.... 60

AMERICAN BROWN BOVERI ELECTRIC CORP.,
.....
Camden, N. J.
MV.—Ashbee.....2107
Str. —Jacksonville.....2111

AMERICAN DREDGING CO.,
308 Chestnut St.,
Philadelphia, Pa.
MV.—Arthur N. Herron... 81
Str.—L. Y. Schermerhorn... 123

AMERICAN-HAWAIIAN S.S. CO.,
8-10 Bridge St.,
New York, N. Y.
310 Sansome St.,
San Francisco, Cal.
Str.—American.....3742
Str.—Arizonan.....5443
MV.—Californian.....4927
Str.—Columbian.....3738
Str.—Dakotan.....4014
Str.—Floridian.....4167
Str.—Georgian.....2981
Str.—Hawaiian.....3840
Str.—Iowan.....4013
Str.—Kansan.....3911
Str.—Kentuckian.....4039
Str.—Mexican.....5404
Str.—Minnesotan.....4007
MV.—Missourian.....4927
Str.—Montanan.....3833
Str.—Ohioan.....4005
Str.—Oregonian.....3818
Str.—Panaman.....4032
Str.—Pennsylvanian.....4032
Str.—Texan.....5456
Str.—Virginian.....5007

AMERICAN LINE,
1 Broadway,
New York, N. Y.
(See Int. Merc. Marine Co.)

AMERICAN MERCHANT MARINE CORP.,
17 State St.,
New York, N. Y.
Str.—Observation..... 83

AMERICAN MEXICAN S. S. & TRADING CO.,
.....
San Diego, California.
Str.—Sonora..... 168

AMERICAN PACIFIC WHALING CO.,
L. C. Smith Bldg.,
Seattle, Wash.
Str.—Aberdeen..... 59
Str.—Moran..... 77
Str.—Paterson..... 81
Str.—Westport..... 59

AMERICAN PETROLEUM CO.,
806 Main St.,
Houston, Tex.
MV.—Den Haag.....5036

AMERICAN SAND & GRAVEL CO.
.....
Chicago, Ill.
Str.—American..... 803

AMERICAN SHIP & COMMERCE NAV. CORP.,
39 Broadway,
New York, N Y.
(See United American Lines)

AMERICAN-SOUTH AFRICAN LINE, INC.,
39 Cortlandt St.,
New York, N. Y.
Str.—Eastern Glade.....3521
Str.—Eastern Glen.....3545
Str.—West Cawthon.....4096
Str.—West Isleta.....3508
Str.—Western Knight.....3578

AMERICAN STAR LINE,
25 Beaver St.,
New York.
Str. —American Star.....3347

AMERICAN S.S. CO.,
12 Prudential Bldg.,
Buffalo, N. Y.
(See Boland & Cornelius.)

AMERICAN STEEL & WIRE CO.
30 Church St.,
New York, N. Y.
St.W.—Braddock..... 119

AMERICAN SUGAR TRANS. CORP.
117 Wall St.,
New York City
Str.—Defacto.....2999
Str.—Delecto.....2414
Str.—Dixiano.....2613
Str.—Domino.....1903
Str.—Dulcino.....1986

AMERICAN TANKERS CORP., OF BOSTON,
80 Boylston St.,
Boston, Mass.
Str.—Phoenix.....3511

AMERICAN TRANSIT CO.,
.....
Sarnia, Ont.
Str.—Frank B. Stevens..... 269

AMERICAN TRUST CO.,
.....
Detroit, Mich.
Str.—Jas. H. Prentice..... 399
Str.—Superior..... 160

AMERICAN TUG BOAT CO.,
.....
Port Townsend, Wash.
St.W.—Black Prince..... 100
St. W.—Harbor Bells..... 117
Str.—Mary D. Hume..... 105
St.W.—Swinomish..... 105
St.W.—T. C. Reed..... 209

AMERICAN WHALEY ENGINE CO.,
.....
Boston, Mass.
MV.—Island Belle..... 92

TONS

AMERICAN-YUKON NAVIGATION CO.,
St. Michael, Alaska
St. W.—Alice ..... 145
St. W.—Alice ..... 200
Brg.—Anvik ..... 198
SW.—Arnold ..... 389
Brg.—Beaver ..... 761
SW.—Bella ..... 185
St.W.—Chas. H. Hamilton.. 297
Brg.—Chena ..... 440
SW.—D. R. Campbell ..... 409
St.W.—Delta ..... 237
Brg.—Elk ..... 250
Brg.—Ermine ..... 250
St.W.—F. K. Gustin ..... 409
Brg.—Fox ..... 539
St.W.—Hannah ..... 588
SW.—Herman ..... 164
St.W.—Ida May ..... 175
Brg.—Irene ..... 616
Str. —J. P. Light ..... 409
St.W.—John C. Barr ..... 315
St.W.—John J. Healy ..... 241
St.W.—Julia B. ..... 511
SW.—Klondyke ..... 242
St.W.—Leon ..... 402
St.W.—Linda ..... 386
St.W.—Louise ..... 384
Brg.—Lynx ..... 539
St.W.—Margaret ..... 260
St.W.—Oil City ..... 409
Brg.—Ontario ..... 899
Brg.—Otter ..... 539
Brg.—Pete ..... 100
Str. —Reliance ..... 171
Brg.—Sable ..... 186
SW.—Schwatka ..... 291
St.W.—T. C. Power ..... 481
St.W.—Tanana ..... 372

AMERICAN & CUBAN S.S. LINE,
39 Cortlandt St.,
New York, N. Y.
Str.—Santa Eulalia ..... 1542
Str.—Santa Isabel ..... 1542
Str.—Santa Veronica ..... 1542

AMES, ALFRED K.,
.....
Machias, Me.
Trn.—Lucy Evelyn ..... 307

AMMUNITIONS PRODUCTS CORP.,
.....
Washington, D. C.
Str.—Crook ..... 2703

ANCHOR LINE,
25 Broadway,
New York, N. Y.
St. Vincent Place, Glasgow.
Cunard Bldg., Liverpool.
16 Gracechurch St.,
London, E. C. 2
Str.—Assyria ..... 4949
Str.—California ..... 10135
Str.—Cameronia ..... 9877
Str.—Castalia ..... 4171
Str.—Elysia ..... 4211
Str.—Massilia ..... 3281
Str.—Scindia ..... 3281
Str.—Tarantia ..... 3098
Str.—Transylvania .....
Str.—Tuscania ..... 10272

ANCHOR TOWING CO.,
1006 Wilcox Bldg.,
Portland, Ore.
Str.—Geo. M. Brown ..... 66

ANDERSON, ALFRED,
Pier 3,
San Fran, Cal.
St.W.—Delta King ..... 1318
St.W.—Delta Queen ..... 1318

ANDERSON, ANDREW,
352-77th St.,
Brooklyn, N. Y.
Sch.—Geo. W. Elzey, Jr.... 577

ANDERSON, C. W.,
Sherbrooks,
Guysboro Co., N. S.
Sch.—Eliza A. Scribner..... 357

TONS

ANDERSON, LARZ,
2118 Massachusetts Ave.,
Washington, D. C.
Str.—Roxana ..... 74

ANDERSON, W. L.,
Pilots Ass'n.,
Charleston, S. C.
Str.—Henry P. Williams.... 31

ANDERSON OVERSEAS CORP.,
165 Broadway,
New York, N. Y.
Str.—St. Louis ..... 4667

ANGOLA TRANSFER CO.,
.....
Angola, La.
Brg.—Angola ..... 628
Brg.—Naples ..... 715

ANN ARBOR RAILWAY & S.S. LINES
42 Broadway,
New York City.
also Toledo, Ohio
Str.—Ann Arbor No. 3..... 935
Str.—Ann Arbor No. 4..... 772
Str.—Ann Arbor No. 5..... 1961
Str.—Ann Arbor No. 6..... 1679
Str.—Ann Arbor No. 7..... 1426

ANNETTA S.S. CORP.,
(See Atlantic Fruit Co.)

ANSONIA S.S. CORP.,
Hasler & Co., Agts.,
Produce Exchange Bldg.,
New York, N. Y.
also Wilmington, Del.
Str.—Ansonia ..... 1623

ANTIETAM S.S. CORP.,
Delaware Ave. & Tasker St.,
Philadelphia, Pa.
(See Chas. Kurz & Co., Inc., Mgrs.)

APEX NAVIGATION CORP.
63 Wall St.,
New York City.
Sch.—Sir Thomas J. Lipton. 1188
Sch.—William Taylor..... 1187

ARBUCKLE, CHRISTINA,
(Firm, "Jay Street Terminal"),
71 Water St.,
New York, N. Y.
Str.—John Wise ..... 171

ARDMORE S.S. CO.,
1518 Diamond St.,
Wilmington, Del.
Str.—Ardmore ..... 4390

ARGENTINE GOVT.,
Buenos Ayres,
Argentine Republic.
Str.—America ..... 1665
Str.—Danville ..... 2520

ARGONAUT SALVAGE CORP.,
.....
Bridgeport, Conn.
Str.—Argosy & Argonaut 3rd. 67

ARGONAUT S.S. CO.,
26 Beaver St.,
New York, N. Y.
Str.—Atlantic ..... 3455
Str.—Pacific ..... 4380

ARGOSY TRANSPORTATION CO.
.....
Boston, Mass.
Str.—Alert ..... 103

ARMOUR, ALLISON V.,
375 Park Ave.,
New York, N. Y.
MV.—Utowana ..... 660

ARMSTRONG, W. B.,
200 Overlook Circle,
New Rochelle, N. Y.
MV.—Miramar ..... 72

TONS

ARNOLD TRANSIT CO.,
.....
Mackinac Island, Mich.
Str.—Islander ..... 143

ARUNDEL CORP.,
Pier 2, Pratt St.,
Baltimore, Md.
MV.—A. G. Laun ..... 75
Str. —Corozal ..... 1182
Str. —Fearless ..... 82

ARUNDEL SAND & GRAVEL CO.,
Pier 2, Pratt St.,
Baltimore, Md.
Brg.—A. S. & G. Co. No. 6. 115
Brg.—A. S. & G. Co. No. 33. 279

ASHE, W. T.,
.....
Gloucester Point, Va.
Sch.—Elwood ..... 97
Trn.—Nantisco ..... 231
MV.—York ..... 177

ASHLEY & DUSTIN,
Foot of First St.,
Detroit, Mich.
Str.—Put-in-Bay ..... 731

ASHTABULA S.S. CO.,
Western Reserve Bldg.,
Cleveland, Ohio
(Pickands, Mather & Co., Mgrs.)
Str.—West Shore ..... 294

ASIATIC PETROLEUM CO., LIM.,
65 Broadway,
New York, N. Y.
(Gold Shell S.S. Co.)
Str.—Gold Shell ..... 3420
(Pearl Shell S.S. Co.)
Str.—Pearl Shell ..... 3420
(Silver Shell S.S. Co.)
Str.—Silver Shell ..... 3430

ASKEW, H. R,
% Roux-Askew Lbr.
Tampa, Fla.
Trn.—Anna M. Hudson.... 299

ASSOCIATED BRANCH PILOTS
1102 Maison Blanche Bldg.,
New Orleans, La.
Str —Underwriter ..... 85

ASSOCIATED OIL CO.,
79 New Montgomery St.
San Francisco, Cal.
Str. —Arabs ..... 92
MV.—Associates ..... 313
Str.—Betterton ..... 4382
Str. —Coalinga ..... 563
Str. —Frank G Drum..... 4295
Str. —Frank H. Buck..... 3850
Str. —Kewanee ..... 2125
Str. —McKittrick ..... 1528
Str. —Mericos H. Whittier.. 4293
Str. —Midway ..... 586
MV.—Motor Mates ..... 231
Str. —Paul Shoup ..... 4245
MV.—Port Costa ..... 212
Brg.—Santiago ..... 928
Str. —Solama ..... 4203
Str.—Tulsagas ..... 4346
Str. —Wm. F. Herrin..... 3143

ASTELL COALING & LIGHTERAGE CO.,
90 West Broadway,
New York, N. Y.
Str.—Frank Dean ..... 203

ASTOR, VINCENT,
23 West 26th St.,
New York, N. Y.
MV.—Nourmahal ..... 285

ASTORIA S.S. CO., INC.,
211 Marginal St.,
Chelsea, Mass.
Str.—Astoria ..... 1921

TONS

ATCHISON, TOPEKA & SANTA FE R.R. CO.,
302 Broadway,
New York, N. Y.
605 Market St.,
San Francisco, Cal.
Str.—A. G. Wells ..... 190
Str.—A. H. Payson..... 92
Str.—W. B. Storey..... 196

ATLANTIC COAL CO.,
131 State St.,
Boston, Mass.
Brg.—Segreganset ..... 340

ATLANTIC COAST TOWING & TRANSP. CO.,
15 Moore St.,
New York, N. Y.
Str. —Red Ash No. 3..... 86

ATLANTIC COAST TRANSP. CO.,
17 Battery Pl.,
New York, N. Y.
Str.—North America..... 144

ATLANTIC CREOSOTING & WOOD PRESERVING WKS.
Bank of Commerce Bldg.,
Norfolk, Va.
Brg.—W. H. Wales, Jr..... 404

ATLANTIC FRUIT CO., MGRS.,
17 Battery Pl.,
New York, N. Y.
(Amelia S.S. Corp.)
Str.—Amelia ..... 714
(Annetta S.S. Corp.)
Str.—Annetta ..... 753
(Cananova S.S. Co.)
Str.—Cananova ..... 1055
(Cayo Mambi S.S. Co.)
Str.—Cayo Mambi ..... 1055
(St. Mary S.S. Co.)
Str.—St. Mary ..... 1194

ATLANTIC GULF & PACIFIC CO.,
.....
Manila, P. I.
Str.—Salvager ..... 1654

ATLANTIC, GULF & WEST INDIES S.S. LINES,
25 Broadway,
New York, N. Y.
(International Shipping Corp. Agents.)
Str.—Agwibay ..... 4938
Str.—Agwihavre ..... 5522
Str.—Agwilake ..... 4863
Str.—Agwimars ..... 4143
Str.—Agwimex ..... 5522
Str.—Agwimoon ..... 4207
Str.—Agwipond ..... 5029
Str.—Agwismith ..... 7886
Str.—Agwistone ..... 7886
Str.—Agwisun ..... 4207
Str.—Agwiworld ..... 4143

ATLANTIC GYPSUM PRODUCTS CO.,
40 Rector St.,
New York, N. Y.
Str.—Robert L. Stevens.... 92

ATLANTIC LAND & IMPROVEMENT CO.,
.....
Port Tampa, Fla.
SW.—City of Tampa..... 323
Str. —Neptune ..... 80

ATLANTIC LIGHTERAGE CORP.,
17 Battery Pl.,
New York, N. Y.
Str. —American Eagle..... 68
Str. —Kangaroo ..... 123
Str. —Lillian ..... 118
Brg.—Mineola ..... 215

TO

ATLANTIC REFINING CO.,
260 South Broad St.,
Phila., Pa.
Str.—Albert Hill ..... 44
Str.—Bohemian Club..... 42
MV.—Brilliant ..... 4
Str.—Francis E. Powell.... 43
Str.—H. C. Folger..... 43
Str.—Hahira ..... 42
Str.—Herbert L. Pratt..... 44
Str.—J. C. Donnell..... 71
Str.—J. E. O'Neil..... 44
MV.—J. W. Van Dyke..... 30
Str. —John M. Connelly... 29
Str.—R. D. Leonard..... 10
Str.—Sharon ..... 34
Str.—Tustem ..... 42
MV.—Van Dyke I.....
MV.—Van Dyke II.....
MV.—Van Dyke III.....
Str.—W. D. Anderson..... 31
Str.—W. M. Burton..... 44
Str.—W. M. Irish..... 44

ATLANTIC S.S. LINES,
(See Southern Pacific Co.)

ATLANTIC TOWING CO.,
218 Bay St.,
Savannah, Ga.
Str.—Cynthia No. 2.....
Str.—Henry W. Grady.....
Str.—William F. McCaulley

ATLANTIC TRANSPORT CO. O WEST VA.,
1 Broadway,
New York, N. Y.
Str.—Manchuria ..... 93
Str.—Minnekahda ..... 102
Str.—Mongolia ..... 93
Str.—Montana ..... 48
Str.—Montauk ..... 48

ATLANTIC TRANSPORT CO., LIM.,
39 Leadenhall St.,
London, E. C., England.
Str.—Maine ..... 40
Str.—Manhattan ..... 61
Str.—Maryland ..... 26
Str.—Menominee ..... 44
Str.—Michigan ..... 62
Str.—Minnetonka ..... 13
MV.—Mississippi ..... 26
Str.—Missouri ..... 26

ATLANTIC TRANS. CO
.....
Auburn, Me.
Str.—Southland .....

ATLANTIC & CARIBBEAN STEAM NAVIGATION CO., T
Gen'l Mgrs., Bliss, Dallett & (Red D Line),
82 Wall St.,
New York City.
Du Pont Bldg.,
Wilmington, Del.
Str.—Carabobo .....
Str.—Falcon .....
Str.—Lara .....
Str.—Maracaibo .....
Str.—Merida .....
Str.—Tachira .....
Str.—Trujillo .....

ATLANTIC & PACIFIC S.S.
7 Hanover Sq.,
New York, N. Y.
Str.—Santa Cruz .....

ATLAS SAND CO.,
.....
Montreal, Que.
Brg.—Dorchester .....

ATLAS S.S. CO.,
R. C. Helm, Mgr.,
Duluth, Minn.
Str.—La Salle .....

ATLAS S.S. CO.,
332 Pine St.,
San Francisco, Cal.
Str.—Northland .....

TONS

AUBE S.S. CO.,
(Mapes & Ferdon, Lim., Mgrs.),
43 St. Sacrament St.,
Montreal, Que.
Str.—Aube..... 923

AUGUSTA AND SAVANNAH NAV. CO.,
457 Bay St.,
Augusta, Ga.
St.W.—Altamaha..... 500
MV.—Richmond..... 507

AVANT, W. A.,
.....
Hosford, Fla.
Sch.—Burkeland..... 649

## B

B. L. SHIPPING CO., INC.,
(See Bernuth Lembcke Co.)

BABBIDGE & HOLT,
Callender Dock,
Astoria, Ore.
MV.—Efin..... 102

BACHER, G.,
2073 Edison Ave.,
Tampa, Fla.
Trn.—C. C. Wehrum..... 337

BACKLAND, MRS. ELLEN M.,
Seattle, Wash.
Sch.—C. S. Holmes..... 556

BACKMAN TOWING & TRANSP. CO.,
4213 Seventh Ave.,
Brooklyn, N. Y.
Str.—Long Island..... 107

BAHAMAS FISHERY CO.,
.....
Nassau, N. P.
Sch.—Pesaquid..... 126

BAILEY, E. A.,
.....
Manati, P. R.
Sch.—Cecilia M. Dunlop... 793

BAKER, GEO. F., JR.,
2 Wall St.,
New York, N. Y.
Str.—Viking..... 155

BAKER TOW BOAT CO.,
.....
Tuscaloosa, Ala.
St.W.—Baldwin..... 137

BAKER, WHITLEY COAL CO.,
Keyser Bldg.,
Baltimore, Md.
Str.—America..... 123

BALL & BUTLER,
Ft. of Abercorn St.,
Savannah, Ga.
Str.—Clivedon..... 102
SW.—Merchant..... 480

BALLARD, SUMNER,
10 East 79th St.,
New York, N. Y.
MV.—Pioneer..... 172

BALTIMORE, CHESAPEAKE & ATLANTIC R.R. CO.
Pier 1, Pratt St.,
Baltimore, Md.
SW.—Avalon..... 462
SW.—B. S. Ford..... 318
Str.—Cambridge..... 693
Str.—Choptank..... 282
SW.—Dorchester..... 580
SW.—Eastern Shore..... 654
SW.—Joppa..... 483
Str.—Piankatank..... 611
SW.—Pocomoke..... 493
SW.—Talbot..... 579
SW.—Tangier..... 480
Str.—Tred Avon..... 599
SW.—Virginia..... 614

TONS

BALTIMORE INSULAR LINE INC.,
(See A. H. Bull S.S. Co.)

BALTIMORE STEAM PACKET CO.,
Pier 10, Light St.,
Baltimore, Md.
Str.—Alabama.....1371
Str.—State of Maryland.... 669
Str.—State of Virginia..... 674

BALTIMORE & CAROLINA S. S. CO.
American Bldg.,
Also Pier 5, Pratt St.,
Baltimore, Md.
Str.—Betty Weems.....1420
Str.—Catherine Weems.....1658
Str.—Dora Weems.....1368
Str.—Esther Weems.....1850
Str.—Frances Weems.....1394
Str.—Georgeanna Weems...1556
Str.—Jean Weems.....1448
Str.—Mary Weems.....1903
Str.—Nancy Weems.....1280

BALTIMORE & OHIO R.R. CO.,
295 Broadway,
New York, N. Y.
Baltimore, Md.
Str.—A C. Rose..... 75
Brg.—B. & O. R.R. Co. No. 181..... 872
Brg.—Bellaire..... 311
Brg.—Butler..... 298
Brg.—Clarksburg..... 305
Brg.—Conemaugh..... 148
Brg.—Dayton..... 311
Brg.—Deer Park..... 298
Brg.—Fairmont..... 306
Brg.—Flora..... 313
Brg.—Frederick..... 311
Str.—Frederick D. Underwood..... 147
Brg.—Garrett..... 313
Str.—George F. Randolph. 144
Str.—George L. Potter..... 149
Str.—George M. Shriver... 176
Str.—Hugh L. Bond, Jr.... 144
Brg.—Lorain..... 294
Brg.—Number 180..... 872
Brg.—Parkersburg..... 323
Str.—Potomac..... 78
Brg.—Sandusky..... 310
Brg.—Toledo..... 305
Brg.—Weston..... 311

BALTIMORE & PHILADELPHIA STEAMBOAT CO.,
Pier 3 So. Delaware Ave.,
Philadelphia, Pa.
Str.—Anthony Groves, Jr... 366
Str.—Betterton..... 236
Str.—Ericsson..... 748
Str.—Lord Baltimore..... 289

BALTIMORE & TAMPA S. S. CO.,
Keyser Bldg.,
Baltimore, Md.
Str.—Lake Flatonia.....1610

BALTIMORE & VIRGINIA STEAMBOAT CO.,
Pier 1, Pratt St.,
Baltimore, Md.
Str.—Anne Arundel..... 630
Str.—Calvert..... 604
SW.—Middlesex..... 754
Str.—Potomac..... 688

BANGOR LUMBER CO.,
.....
So. Brewer, Me.
Sch.—Irene E. Messervey.. 232

BANKERS TRUST CO.,
10 Wall St.,
New York, N. Y.
Trn.—Eleanor Taylor..... 601

BARBOUR, WILLIAM T.,
.....
Birmingham, Mich.
MV.—Tawmie..... 83

BARGE TRANSPORTATION CO.,
79 Wall St.,
New York, N. Y.
Brg.—Montezuma No. 1... 310

TONS

BARKENTINE KOHALA CO.
(See Hind, Rolph & Co.)

BARKENTINE MAKAWELI, CO.,
(See Hind, Rolph & Co.)

BARLUM, J. J.,
(Postal S.S. Co.),
350 Grand River Ave.,
Detroit, Mich.
Str.—Thomas Barlum.....4485

BARNES, CHAS. H.,
202 Central St.,
Saugus, Mass.
Sch.—Laura Annie Barnes.. 635

BARNES, FRANK V.,
(See Seas Shipping Co., Inc.)

BARNETT & RECORD CO.,
.....
Duluth, Minn.
Brg.—America..... 990
Str.—John E. Meyer..... 33

BARR, G. M.,
.....
St. Johns, Nfld.
(See A. S. Rendell & Co., Lim.)

BARRETT, EDWARD E.,
38 Clifton Terrace,
Weehawken, N. J.
Str.—Geo. N. Barrett..... 30
Str.—Richard J. Barrett.... 29

BARRETT, CO., INC.,
40 Rector St.,
New York City
Brg.—I. D. Fletcher.....1034

BARRETT LINE,
St. Paul Bldg.,
Cincinnati, Ohio.
St.W.—John Barrett..... 96
St.W.—Slack Barrett..... 526

BARRETT TOWING LINE,
90 West St.,
New York.
Str.—N. John Barrett..... 81

BARRY, CARLOS,
Union Bank,
New London, Conn.
Trn.—Annie B. Mitchell.... 397
Trn.—Chas. H. Klinck..... 444
Sch.—Geo. E. Klinck..... 460
Trn. Wm. Booth..... 435

BARTRAM, J. PERCY,
17 Battery Place,
New York, N. Y.
MV.—Caritas..... 138

BARTRAM, REN W.,
17 Battery Pl.,
New York, N. Y.
MV.—Agawam..... 102

BARUCH, DR. H. B.,
39 West 53rd St.,
New York, N. Y.
MV.—Riposo..... 111

BARWICK, INC.
11 Moore St.,
New York, N. Y.
Str.—Barwick..... 196

BATON ROUGE TRANSP. CO.,
.....
New Orleans, La.
SW.—City of Baton Rouge. 169

BAXTER S.S. CO., FRED.,
American National Bank Bldg.,
San Francisco, Cal.
Str.—Fred Baxter..... 707

BAXTER S.S. CORP., HORACE X.
American National Bank Bldg.,
San Francisco, Cal.
Str.—H. W. Baxter.....1464
Str.—Horace X. Baxter.... 700

TONS

BAY DEVELOPMENT CO.,
153 Berry St.,
San Francisco, Cal.
Str.—Topo..... 173

BAY LINE S.S. (LIM.), MGRS.
.....
Montreal, Que.
Str.—Willowbay..... 659

BAY STATE FISHING CO.
30 Fish Pier,
Boston, Mass.
Str.—Billow..... 119
Str.—Breaker..... 119
Str.—Comber..... 97
Str.—Crest..... 110
Str.—Foam..... 96
Str.—Ocean..... 96
Str.—Ripple..... 96
Str.—Sea..... 216
Str.—Spray..... 91
Str.—Surf..... 119
Str.—Surge..... 97
Str.—Swell..... 119
Str.—Tide..... 97
Str.—Wave..... 119
Str.—White Cap..... 97

BAY TOWING CO.,
818 American Nat'l Ins. Bldg.,
Galveston, Tex.
Brg.—Colonel Moore..... 647
Str.—John C. Stuart..... 111
Str.—Miraflores..... 20
Brg.—Sunset Una.....1137

BAY TRANSPORT CO.,
Pier 38,
San Francisco, Cal.
St.W.—Crockett..... 903
St.W.—Dauntless..... 501
Str.—Falcon..... 36
St.W.—Frances..... 542

BAY TRANS. CO.,
.....
Sandusky, Ohio.
Str.—G. A. Boeckling..... 157

BAYONNE & NEW HAVEN TRANSP. CO.,
114 Liberty St.,
New York, N. Y.
Str.—Marjorie..... 106

BAYSHORE, BRIGHTON EXCURSION CO.,
.....
Baltimore, Md.
SW.—Gen'l Lincoln..... 248

BEACON OIL CO.,
(New England Fuel & Transp. Co., Agents.).
111 Devonshire St.,
Boston, Mass.
Brg.—Beacon Barge 2..... 504
Str.—Hoven.....4306
(Beacon Transport Co.)
Str.—Beaconlight.....4280
Str.—Beaconoil.....4349

BEAUBIEN ICE & COAL CO.,
.....
Detroit, Mich.
Brg.—Beaubien No. 7..... 639

BEAUCHAMP, C. T.,
2526 Keyworth Ave.,
Baltimore, Md.
Sch.—Mary A. Fisher..... 110

BEAZLEY, F. W.,
930 High St.,
Portsmouth, Va.
Brg.—Marie C. Beazley....2356

BECKER S.S. CO.,
.....
Cleveland, Ohio.
Str.—Francis L. Robbins...3036
Str.—Frank Seither.....3586
Str.—John A. Donaldson...3110
Str.—Michael Gallagher....3818
Str.—W. G. Pollock.....3585
Str.—W. H. Becker.....4670

TONS

BEE LINE TRANS. CO.,
143 Liberty St.,
New York, N. Y.
Perth Amboy, N. J.
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Str.—Claremont..... 30
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Str. —Packerton..... 292
Str. —Perth Amboy..... 307
Str. —Powerful..... 120
Str. —Rochester..... 87
Str. —Slatington..... 150
Str. —Wyoming..... 270

BELEN QUEZADA MOTOR SHIP CO.,
17 Battery Place,
New York City.
MV.—Belen Quezada..... 916

BELLAND, E. J.,
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Portland, Ore.
Brg.—Swan..... 538

BELLINGHAM TUG & BARGE CO.
1214 Cornwall Ave.,
Bellingham, Wash.
Str.—Daniel Kern..... 112
St.—Prosper..... 52
Str.—Richard Holyoke..... 90
Str.—Tyee..... 158

BELLOWS, JOSEPH F.,
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Reedville, Va.
MV.—H. R. Humphreys.... 115
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BELUSO, E.,
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Cebu, P. I.
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BENJAMIN, F. E.,
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Rio Vista, Cal.
Brg.—Rio Vista L. & B. Co. No. 1..... 250

BENT, CHARLES A.,
% W. R. Longmire,
Bridgetown, N. S.
Trn.—Ronald C. Longmire. 149

BENTON TRANSIT CO.,
.....
Benton Harbor, Mich.
Str.—Bainbridge..... 413
Str.—Frank Woods..... 316

BERMUDA & WEST INDIES S.S. LINE (LIM.),
34 Whitehall St.,
New York, N. Y.
(See Furness, Withy & Co.)

BERMUDEZ TRANSPORT CO.,
1900 Land Title Bldg.,
Philadelphia, Pa.
Str.—Guanoco.....1403

BERNSTEIN, L.,
.....
Portland, Me.
Sch.—M. M. Hamilton..... 105

BERNSTEIN, MAX,
260 West 95th St.,
New York, N. Y.
Str.—Trader.....1828

BERNUTH, LEMBCKE CO.,
171 Madison Ave.,
New York, N. Y.
(B. L. Shipping Co., Inc.)
Str.—Huguenot.....4282
Str.—Trimountain.....4608

BERWIND WHITE COAL MINING CO.,
11 Broadway,
New York City.
Str.—Admiral Dewey..... 103

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BETA S.S. CORP.,
10 Hanover St.,
New York, N. Y.
Str.—Beta.....3516

BETHLEHEM STEEL CO.,
111 Broadway,
New York, N. Y.
MV.—Marion..... 99

BETHLEHEM TRANSP. CORP.,
H. K. Oaks, Mgr.,
Union Trust Bldg.,
Cleveland, Ohio
Str.—Bethlehem.....6564
Str.—Cambria.....4861
Str.—Daniel J. Morrell.....5419
Str.—Lackawanna.....5482
Str.—Lebanon.....5482
Str.—Lehigh.....5101
Str.—Maryland.....5482
Str.—Saucon.....5511
Str.—Steelton.....4947

BETTS & SMITH LIGHTERAGE CO.,
72 Essex St.,
Cliftondale, Mass.
Str.—Merchant..... 73

BETZ, JOHN F., 3d,
415 Callowhill St.,
Philadelphia, Pa.
MV.—Sybilla III..... 70

BICKEL, CHAS., F.,
30 Church St.,
New York, N. Y.
Str.—Robert S..... 51

BIELMAN, C. F.,
Foot of Griswold St.,
Detroit, Mich.
(White Star Line.)
SW.—City of Toledo..... 436
SW.—Owana..... 420

BILLINGS, C. K. G.,
30 East 42d St.,
New York, N. Y.
Str.—Warrior..... 600

BILLINGS, GEO. E.,
310 California St.,
San Francisco, Cal.
Sch.—Geo. E. Billings.....1103
Bkt.—James Tuft.....1043

BINGHAM, HARRY PAYNE,
270 Park Ave.,
New York, N. Y.
MV.—Pawnee..... 159
MV.—Vagabondia..... 167

BISON S.S. CO.,
John J. O'Hagan, Mgr.,
144 Grove St.,
Tonawanda, N. Y.
Str.—John Gehm.....1178
Str.—John J. O'Hagan.....1179

BISSO FERRY CO., INC.,
171 Walnut St.,
New Orleans, La.
SW.—Joseph Bisso..... 169

BLACK, VAN LEAR,
1113 Fidelity Bldg.,
Baltimore, Md.
MV.—Sabalo..... 109

BLACK DIAMOND S.S. CO.,
67 Exchange Pl.,
New York, N. Y.
Str.—New Britain.....3047

BLACKSTONE VALLEY TRANS. CO., INC.,
.....
Pawtucket, R. I.
Str.—Pawtucket..... 296

BLADES LUMBER CO., J. B.,
.....
New Bern, N. C.
Trn.—Grace G. Bennett.... 200

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BLAKE, BRADFORD E.,
Mt. Washington,
Baltimore City, Md.
Brg.—M. E. Co. No. 1..... 140

BLANCHARD, J. H.,
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Plainfield, N. J.
Brg.—Robert M. Woodburn 451

BLISS, E. W., CO.
Plymouth & Adams Sts.,
Brooklyn, N. Y.
Str.—Emblane..... 296

BLISS, DALLETT & CO.
(See Atlantic & Caribbean Steam Navigation Co.)

BLODGETT, O. W.,
.....
Bay City, Mich.
Str. —Charles H. Bradley.. 624
Brg.—Grampian..... 802
Sch.—Marion W. Page..... 670
Brg.—Mingoe..... 682
Brg.—Nelson C. Holland... 536
Str. —P. J. Ralph..... 658
Brg.—Peshtigo..... 573
Str. —W. H. Sawyer..... 581

BLUEFIELDS S.S. CO.,
Whitney Central Bank Bldg.,
New Orleans, La.
Str.—San Juan..... 179

BOARD OF FIRE COMMISSIONERS,
City Hall,
San Francisco, Cal.
Str.—David Scannel..... 140

BOARD OF PORT COMMISSIONERS OF N. O.,
200 New Orleans Court Bldg.,
New Orleans, La.
Str.—Deluge..... 177
Str.—Samson..... 79

BOGGS, E. P., CO.,
110 State St.,
Boston, Mass.
Sch.—Annie C. Ross..... 686
Trn.—Thomas H. Lawrence. 323

BOLAND & CORNELIUS,
1204 Prudential Bldg.,
Buffalo, N. Y.
(American S.S. Co.)
Str.—Adam E. Cornelius...3736
Str.—Clifford F. Moll.....3894
Str.—Frank H. Goodyear...6409
Str.—G. N. Wilson.....3584
Str.—George F. Rand.....4985
Str.—Harry Yates.....4927
Str.—Hugh Kennedy.....5500
Str.—Jacob T. Kopp.....4530
Str.—John J. Boland.....4530
Str.—Louis R. Davidson....4996
Str.—M. A. Reeb.....3130
Str.—Stephen M. Clement..4487
Str.—Theodore H. Wickwire 3894
Str.—Theodore H. Wickwire, Jr.....4927
Str.—William T. Roberts...5063
(Rochester S.S. Co.)
Str.—Niagara.....1324
Str.—William P. Palmer....1609

BOOKER BROS., McCONNELL & CO. (LIM.),
77 The Albany,
Liverpool, Eng.
Sch.—Flora Pressey..... 102
Trn.—Harry L. Fenner..... 115

BOOTH FISHERIES CANADIAN CO. (LIM.),
26 West Market St.,
Toronto, Ont.
(See Booth Fisheries Co., Inc.)

TONS

BOOTH FISHERIES CO., INC.,
205 No. Michigan Ave.,
Chicago, Ill.
Fulton Fish Market,
New York, N. Y.
Str.—America..... 593
Str.—Caribou..... 371
Str.—Chicago..... 129
Brg.—J. D. Peters.....1030
St.W.—K. L. Ames..... 156
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Str.—Perry L. Smithers....2932
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Str.—Shelikof..... 183
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BOOTH S.S. CO. (LIM.),
17 Battery Pl.,
New York, N. Y.
Cunard Bldg., Liverpool.
Str.—Aidan.....2875
Str.—Alban.....3263
Str.—Cuthbert.....2301
Str.—Denis.....2807
Str.—Francis.....2457
Str.—Hildebrand.....4205
Str.—Hubert.....2450
Str.—Justin.....2424
Str.—Pancras.....2809
Str.—Polycarp.....2249
Str.—Stephen.....2799

BORDER LINE TRANSPORTATION CO.,
1160 Stewart Bldg.,
Seattle, Wash.
Str. —Border King..... 549
Str.—Border Queen..... 527
Str. —Fulton..... 393

BOSLEY, JOHN C.,
.....
Baltimore, Md.
SW.—Dreamland..... 978

BOSTON, CITY OF,
.....
Boston, Mass.
(See City of Boston.)

BOSTON IRON & METAL CO.,
313 Hanover St.,
Baltimore, Md.
Str.—Buccaneer.....126
Str.—Cretan.....1651
Str.—Olivant.....2456
Str.—Tormenter.....131

BOSTON MARITIME CORP.,
131 State St.,
Boston, Mass.
(See Crowell & Thurlow.)

BOSTON MOLASSES CO.,
175 Milk St.,
Boston, Mass.
Str.—Pedrito..... 153

BOSTON, NEW YORK & SOUTHERN S.S. CO., INC.,
% Miami S.S. Co.,
24 State St.,
New York, N. Y.
SW.—Broadway.....1617
SW.—Express..... 718
SW.—Express.....1124
Str.—Mandalay..... 407
SW.—Pastime..... 443

BOSTON PILOTS RELIEF ASS'N,
End North Pier, Lewis Wrf.,
Boston, Mass.
Sch.—Liberty..... 96
Sch.—Louise..... 73

BOSTON, REVERE BEACH & LYNN R.R.,
Rowes Wharf,
Boston, Mass.
SW.—Ashburnham..... 347
SW.—Newtown..... 348

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BOSTON SAND & GRAVEL CO.,
88 Broad St.,
Boston, Mass.
Str.—Eureka..... 306
Str.—Nobel Maxwell..... 352
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BOSTON SHIP BROKERAGE CO.,
99 State St.,
Boston, Mass.
Trn.—Annie P. Chase..... 227
Sch.—Bessie M. Dustin....1125
Sch.—Cora F. Cressy.....2089
Sch.—Eleanor F. Bartram.. 920
Sch.—Estelle Krieger.....1047
Bk.—H. W. Brown.....2190
Sch.—Mary Langdon..... 97
Sch.—Richard T. Green....1355
Trn.—Roseway..... 244

BOSTON & GLOUCESTER STEAMSHIP CO.,
224 Atlantic Ave.,
Boston, Mass.
Str.—City of Gloucester.... 395

BOSTON & YARMOUTH S.S. CO. (LIM.),
India Wharf,
Boston, Mass.
(See Eastern S.S. Lines, Inc.)

BOTTS, JAMES, M.
15 Moore St.,
New York, N. Y.
S. —Dunsyre.....2014

BOUCHARD TRANSP. CO.,
17 Battery Place,
New York, N. Y.
Brg.—Dorothy..... 490
Brg.—Mary R..... 488

BOUKER CONTRACTING CO.,
27 State St.,
New York City.
Str.—Bouker No. 4..... 30
Str.—Bouker No. 6..... 168

BOUNDS, PETER,
Camden Ave.,
Crisfield, Md.
Sch.—Black Bird..... 96

BOUTWELL, W. R.,
.....
Suffolk, Va.
Str.—Relief..... 113

BOWRING BROS. (LIM.),
Water St.,
St. Johns, Nfld.
Str.—Eagle..... 458

BOYERS SONS CO., L.,
82 Beaver St.,
New York, N. Y.
Brg.—Captain Tom..... 224
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Brg.—Junior..... 219
Brg.—Murray..... 226
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BOYLAN, DANIEL J.,
(See Boylan Towing & Transp. Co.)

BOYLAN TOWING & TRANSPORTATION CO.,
25 Broad St.,
New York, N. Y.
Str.—Eugene Hughes..... 5
Str.—P. H. Wise..... 5

BRADLEY TRANS. CO.,
.....
Rogers City, Mich.
Str.—B. H. Taylor.....576
Str.—Calcite.....245
Str.—Carl D. Bradley.....555
Str.—T. W. Robinson.....611
Str.—W. F. White.....554

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BRADY BROS.,
Tonawanda, N. Y.
Brg.—A. B. King..... 564

BRAGG, CALEB S.,
31 West 58th St.,
New York, N. Y.
MV.—Masquerader..... 118

BRAMBLE CO., B. WM.,
2916 E. Baltimore St.,
Baltimore, Md.
Sch.—Agnes S. Quillin ..... 187
Trn.—Corapeake..... 223

BRAY & CO., W. C.,
Nassau, W. I.
Str.—Yankton..... 232

BRAZILIAN GOVT.,
Rio de Janeiro, Brazil.
(Also see Lloyd Brasileiro.)
Str.—Belmonte.....3208
Str.—Sargento-Albuquerque1405

BREMER, S. PARKER,
4 Winthrop Sq.,
Boston, Mass.
Str.—Velthra..... 70

BREWSTER & CO.,
Foochow, China
Str.—Vintung.....1877

BREYMAN, G. H., & BROS.,
Toledo, O.
Str.—Kate Jones..... 61

BRIDGEPORT & PORT JEFFERSON STMBT. CO.,
Bridgeport, Conn.
Str.—Long Island..... 422
Str.—Park City..... 208

BRIDGEWATER SHIPPING CO.,
Bridgewater, N. S.
Trn.—Edith Dawson..... 446

BRIGGS, WALTER O.,
700 Boston Blvd.,
Detroit, Mich.
MV.—Janey III..... 129

BRIGHTIE TRANSP. CO.,
Michigan City, Mich.
Sch.—Brightie..... 570

BRISTOL-BURLINGTON FERRY CO.,
Bristol, Pa.
Str.—Wm. E. Doron..... 142

BRITISH MOLASSES CO. OF N. Y.,
251 Fifth Ave.,
New York, N. Y.
Brg.—Delmira.....

BROOKDALE S.S. CORP.,
616 Central Bldg.,
Los Angeles, Cal.
Str.—Brookdale.....1730

TONS

BROOKLYN EASTERN DISTRICT TERMINAL,
86-88 Kent Ave.,
Brooklyn, N. Y.
Brg.—Brooklyn Eastern District Terminal No. 6..... 825
Brg.—Brooklyn Eastern District Terminal No. 10.....1166
Brg.—Brooklyn Eastern District Terminal No. 11.....1166
Brg.—Brooklyn Eastern District Terminal No. 19.....1166
Brg.—Brooklyn Eastern District Terminal No. 20.....1166
Brg.—Brooklyn Eastern District Terminal No. 21.....1166
**Str.—Invincible..... 135**

BROOKLYN & BUFFALO NAV. CORP.,
44 Whitehall St.,
New York, N. Y.
Str.—Brooklyn..... 75
Str.—Buffalo..... 91

BROOKS-SCANLON CORP.
Jacksonville, Fla.
Str.—Brooks-Scanlon..... 331
Brg.—North East.....1035
Sch.—Sehome..... 596
Brg.—South East..... 835
Brg.—South Land..... 835
Brg.—Tottenville..... 643
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BROOM, LOUIS E., Jr.
Baltimore, Md.
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BROUGHTON & WIGGINS NAV. CO.,
909-910 Yeon Bldg.,
Portland, Ore.
Str.—Ernest H. Meyer..... 555

BROWN, J., FRED.
273 Summer St.,
Boston, Mass.
MV.—Mariette..... 123

BROWN STEAMSHIP CO.,
(See Brown & Co.)

BROWN & CO.,
1217 Chamber of Commerce,
Buffalo, N. Y.
(Brown S.S. Co.)
Str.—J. J. H. Brown.....3787
Str.—William H. Truesdale.3764
(Consolidated Coastwise Co.)
Str.—Inland.....1098

BROWN & FLEMING,
129 Broad St.,
New York, N. Y.
Str.—John Fleming..... 111

BUCKEYE S.S. CO.,
1508 Kirby Bldg.,
Cleveland, Ohio.
Str.—Briton.....1802

BUFFALO D.D. CO.,
Buffalo, N. Y.
Str.—Service..... 129

BUFFALO GRAVEL CORP.,
19 Hudson St.,
Buffalo, N. Y.
Str.—Crescent..... 297
Str.—Lakeport..... 643
Str.—Lakewood..... 650
Str.—Myron L. Hyman.... 229
Str.—Victoria..... 405
Str.—Weston M. Carroll.... 871

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BUFFALO & CRYSTAL BEACH CORP.,
Buffalo, N. Y.
Str.—Americana..... 531
Str.—Canadiana..... 427

BUFFALO & GRAND ISLAND FERRY CO.,
Buffalo, N. Y.
Str.—Grand Island..... 151

BULKO S.S. CO.,
17 Battery Place,
New York, N. Y.
Str.—Tamesi.....2164

BULL S.S. CO., A. H.,
40 West St.,
New York City.
Str.—Absecon.....1929
Str.—Arlyn.....1971
Str.—Barbara.....1286
Str.—Beatrice.....2188
Str.—Carolyn.....2389
Str.—Catherine.....1278
Str.—Clare.....2139
Str.—Cornelia.....1944
Str.—Dorothy .....1658
Str.—Edith.....2121
Str.—Elizabeth.....2112
Str.—Ellenor.....2112
Str.—Evelyn.....2443
Str.—Helen.....1944
Str.—Hilton.....2423
Str.—Irene.....2112
Str.—Lillian.....2112
Str.—Margaret.....2125
Str.—Mary.....1286
Str.—Millinocket.....2078
Str.—Ruth.....2423
(Baltimore Insular Line, Inc.)
Str.—Delfina.....2060
Str.—Delisle.....2064
Str.—Governor John Lind..2039
Str.—Major Wheeler.....2038

BUNCE TRANSIT CO.,
Lakewood, Ohio
Brg.—Alexander Holley....2553

BURGER, JOSEPH HAROLD,
100 Columbia Heights,
Brooklyn, N. Y.
Str.—Interstate Park..... 79

BURGESS, R. H.,
Parrsboro, N. S.
Trn.—Ainslie..... 148

BURKE, E. S., JR.,
63 West 12th St.,
New York, N. Y.
Sch.—Sonnica..... 102

BURKE, EDMUND S., JR.,
805 Hickols Bldg.,
Cleveland, Ohio
MV.—Josephine..... 176

BURKE PACKET CO.,
Box 175,
Mobile, Ala.
St.W.—Helen Burke..... 365

BURKE SHIPPING CO. (LIM.),
St. Johns, N. F.
Trn.—Cape Race..... 330

BURNS BROS.,
Detroit, Mich.
Brg.—Melbourne..... 484

BURNS-PHILP CO.,
10 Bridge St.,
Sydney, N. S. W.
Balfour Bldg.,
San Francisco, Cal.
Sch.—Makoa..... 192
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BURNS, RICHARD,
Detroit, Mich.
Brg.—Dayton..... 439

BURNS, WILLIAM,
1471 Hurlburt Ave.,
Detroit, Mich.
Brg.—John A. Francomb... 625
Str.—S. M. Stephenson.... 426

BURRAGE, A. C.,
Hanson, Mass.
Str.—Aztec..... 576

BURTON, A. C.,
1119 Lovett Bldg.,
Houston, Texas.
MV.—Sebonac..... 51

BUSALACHI, PETER,
308 Harrison Ave.,
Boston, Mass.
MV.—Nina B..... 50

BUSH & SONS, GEO. W.,
Foot of French St.,
Wilmington, Del.
Str.—West River..... 124

BUSH TERMINAL CO.,
100 Broad St.,
New York.
Str.—Beatrice Bush..... 124
Str.—Eleanor Bush..... 124

BUSHEY'S SONS, IRA S.,
Foot of Court St.,
Brooklyn, N. Y.
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BUTLER, K. H. & CO.,
46 West 40th St.,
New York, N. Y.
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BUXTON LINE, INC.,
Clyde Line Dock,
Pier 2, Water St.,
Norfolk, Va.
Str.—Westover..... 303

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CABOT, SAMUEL, INC.,
141 Milk St.,
Boston, Mass.
Brg.—Sharon..... 406

CACHE CREEK DREDGING CO.,
809 Western Ave.,
Seattle, Wash.
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CADILLAC BUILDERS SUPPLY CO.,
Detroit, Mich.
Scw.—John W. Cullen..... 249

CADMAN, CHAS. M.,
58 Sutter St.,
San Francisco, Cal.
Bk.—Roche Harbor Lime Trans..874

CADWALLADER, MRS. RICHARD M.,
2019 Delancy St.,
Philadelphia, Pa.
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CADWALLADER, RICHARD M., JR.,
2019 Delancy St.,
Philadelphia, Pa.
MV.—Sequoia II..... 133

CADWALLADER-GIBSON LUMBER CO.,
Manila, P. I.
Str.—Florence D.....1634
Str.—Helen C.....1609

CAHILL CO., W. S.,
Baltimore, Md.
Brg.—Electric Welder..... 108

CAHILL, P.,
140 Broad St.,
New York City.
Str.—O. L. Halenbeck..... 135

CAHILL TOWING LINE,
140 Broad St.,
New York, N. Y.
Str.—Anna W..... 139
Str.—Artisan..... 197
Str.—Princess..... 103
Str.—Woodman..... 198

CALIFORNIA-MEXICO S.S. CO.,
Pacific Electric Bldg.,
Los Angeles, Cal.
MV.—Mazatlan..... 589

CALIFORNIA NAVIGATION & IMPROVEMENT CO.,
Pier 3,
San Francisco, Cal.
SW. —J. D. Peters..... 788
St.W.—Leader..... 156
St.W.—T. C. Walker..... 702

CALIFORNIA PETROLEUM CORP.,
Security Bldg.,
Los Angeles, Cal.
Str.—Washtenaw.....2005

CALIFORNIA SALT CO.,
762 Mills Bldg.,
San Francisco, Cal.
St.W.—Pyramid..... 457

CALIFORNIA SEA PROD. CO.,
369 Pine St.,
San Francisco, Cal.
Str.—Lansing.....3428
Str.—Traveler..... 63

CALIFORNIA S.S. CO.,
(See Pacific Freighters Co.)

CALIFORNIA TRANS. CO.,
Pier 3,
San Francisco, Cal.
Str. —Aurora..... 328
SW. —Capital City..... 701
SW. —Captain Weber..... 569
St.W.—Fort Sutter..... 801
St.W.—Isleton..... 534
St.W.—Newtown No. 2..... 185
St.W.—Pride of the River.. 553
St.W.—Reform..... 560

CALIFORNIA & EASTERN S.S. CO.,
825 Merchants Nat'l. Bank Bldg.,
Los Angeles, Cal.
325 Merchants Exchange Bldg.,
San Francisco, Cal.
Str.—West Katan.....3437
Str.—West Keats.....3496
Str.—West Montop.....3423

CALIFORNIA & HAWAIIAN SUGAR REFINING CO.,
230 California St.,
San Francisco, Cal.
Str.—Henry J. Biddle..... 151

TONS

CALIFORNIA & OREGON LUMBER CO.,
2 Pine St.,
San Francisco, Cal.
Str.—Brookings.....1388
Str.—Frank D. Stout..... 653
Str.—Necanicum..... 565

CALLABASAS S.S. CO.,
% Atlantic Fruit Co.,
17 Battery Pl.,
New York, N. Y.
Str.—Callabasas.....1330

CALLAHAN, M. A.,
.....
Cleveland, O.
Str.—Charles Rietz..... 168

CALLOWAY, JACOB,
.....
Baltimore, Md.
Sch.—Kate Darlington..... 128

CALUMET STEAMSHIP CO.,
2958 East 81st St.,
Chicago, Ill.
(See D. Sullivan & Co.)

CALUMET TRANSPORTATION CO.,
1300 Leader-News Bldg.,
Cleveland, O.
(See M. A. Hanna & Co.)

CAMBRIA S.S. CO.,
Perry Payne Bldg.
Cleveland, O.
(See M. A. Hanna & Co.)

CAMBRIDGE GAS LIGHT CO.
719 Massachusetts Ave.,
Cambridge Mass.
Brg.—Henry Endicott..... 758

CAMDEN VESSEL CO.,
.....
Rockland, Me.
Sch.—T. N. Barnsdall.....1213

CAMERON S.S. CO.,
.....
Detroit, Mich.
Str.—M. G. Hausler..... 445

CAMPBELL & GARDINER,
42 Whitehall St.,
New York City.
Brg.—J. Albert Engelson... 232

CAMPBELL'S CREEK COAL CO.
918 Union Central Bldg.,
Cincinnati, O.
St.W.—D. T. Lane..... 135
St.W.—Eugene Dana Smith. 99
St.W.—Robert P. Gillham.. 158

CANADA ATLANTIC TRANS. CO.
710 Canadian Express Bldg.,
Montreal, Que.
Str.—Arthur Orr.....2117
Str.—Kearsarge.....2721

CANADA STARCH CO.,
.....
Cardinal, Ont.
Str.—Ralph T. Holcomb... 250

CANADA S.S. LINES (LIM.),
9 Victoria Sq.,
Montreal, Que.
Str.—Advance..... 358
Str.—Arvida..... 781
Str.—Atikokan.....1292
Str.—Beaverton.....1357
SW.—Belleville..... 255
Brg.—Brighton..... 607
Str.—Calgarian.....1454
Str.—Canadian.....1444
SW.—Cape Diamond..... 610
Str.—Cape Eternity.....1407
SW.—Cape St. Francis.....1160
Str.—Cape Trinity.....1469
Str.—Cayuga.....1168
SW.—Chippewa..... 764
Str.—City of Hamilton.... 630
Str.—City of Ottawa..... 671
Brg.—Cobourg..... 607

TONS

Canada S.S. Lines (Lim.)—*Cont.*
Str.—Collingwood.....3480
SW.—Corona..... 578
Str.—David G. Thomson.. 75
Str.—Donnaconna.....6086
Str.—Edmonton.....1341
Str.—Edward L. Strong....1225
Str.—Emperor.....5408
Str.—Essex County.....2829
Str.—Glenarm.....1005
Str.—Glenclova.....1092
Str.—Glendochart.....1170
Str.—Glendowan.....1005
Str.—Glenealy.....1002
Str.—Glenfarn..... 999
Str.—Glengarnock.....1169
Str.—Glenmavis.....1055
Str.—Glenmount.....1217
Str.—Hagarty.....5704
Str.—Hamilton..... 928
Str.—Hamonic.....3295
Str.—Huronic.....2211
Brg.—Jeremiah Godfrey.... 660
Str.—Kenora.....1289
Str.—Kindersley.....1190
SW.—Kingston.....1909
SW.—Longueuil..... 231
Str.—Macassa..... 234
Str.—Maplebranch..... 1030
Str.—Maplebrook..... 864
Str.—Maplecourt.....2010
Str.—Mapledene..... 876
Str.—Maplegrange..... 560
Str.—Mapleheath.....1036
Str.—Maplehill.....1010
Str.—Mapleton.....1140
Str.—Martian.....2010
Brg.—Melvin S. Bacon..... 584
Str.—Midland King.....2450
Str.—Midland Prince.....4560
SW.—Montreal.....2299
Str.—Nicaragua.....1042
Str.—Noronic.....3935
SW.—North King..... 499
Str.—Oatland.....1063
Str.—Osler.....4361
SW.—Quebec.....2013
Str.—Rapids King.....1199
Str.—Rapids Prince..... 955
Str.—Rapids Queen..... 770
Str.—Richelieu.....3096
Str.—Saguenay.....1864
Str.—Sarnian.....1710
Str.—Simla..... 731
SW.—Tadousac.....1052
Str.—Thousand Islander... 206
Str.—Thunder Bay.....1109
SW.—Toronto.....1652
Str.—Turbinia..... 602
Str.—Valcartier.....2248
Str.—Varuna..... 85
Str.—Vinmount.....1024
Str.—Westmount.....5636
Str.—Winona.....1327

CANADIAN IMPORT CO.,
.....
Montreal, Que.
Brg.—Frank D. Ewen..... 878
Brg.—Zapotec..... 779

CANADIAN PACIFIC CAR & PASSENGER TRANS. CO.,
Prescott, Ont.
Str.—Wm. Armstrong. .... 90

CANADIAN PACIFIC RAILWAY CO.,
.....
Montreal, Can.
Str.—Alberta.....2377
Str.—Assiniboia.....2486
Str.—Athabaska.....2348
Str.—Balfour.....3187
Str.—Brandon.....4155
Str.—Charmer..... 497
Str.—Dola..... 120
Str.—Empress..... 612
Str.—Hosmer..... 105
Str.—Island Princess..... 203
Str.—Keewatin.....2470
SW.—Kuskanook..... 548
Str.—Manitoba.....1699
Brg.—Melanope.....1561
Str.—Nanoose..... 165
Str.—Naramata..... 74
SW.—Okanagan..... 679
Str.—Otter..... 232
Str.—Princess Adelaide.....1910
Str.—Princess Alice.....1904
Str.—Princess Beatrice..... 635

TONS

Canadian Pacific Railway Co.—*Cont.*
Str.—Princess Charlotte....1999
Str.—Princess Ena..... 827
Str.—Princess Kathleen.....2719
Str.—Princess Louise.....2449
Str.—Princess Maquinna... 979
Str.—Princess Mary.....1346
Str.—Princess Patricia..... 535
Str.—Princess Royal..... 981
Str.—Princess Victoria..... 785
Str.—Qualicum..... 98
Brg.—Transfer No. 8.....1124
Str.—Valhalla..... 34

CANADIAN PACIFIC STEAMSHIPS (LIM.),
8 Waterloo Pl.,
London, S. W. I.
Str.—Batsford.....2906
Str.—Bawtry.....4228
Str.—Berwyn.....3058
Str.—Bolingbroke.....4145
Str.—Bosworth.....4140
Str.—Bothwell..... 4094
Str.—Brecon..... 4157
Str.—Empress of Asia.....8883
Str.—Empress of Australia.12292
Str.—Empress of Canada..12811
Str.—Empress of Japan.... 3032
Str.—Empress of Russia..8789
Str.—Empress of Scotland.15129
Str.—Melita.....8461
Str.—Metagama.....7484
Str.—Minnedosa.....8310
Str.—Montcalm.....9789
Str.—Montclare.....9724
Str.—Montreal.....5334
Str.—Montrose.....9824
Str.—Montroyal.....8651
(Allan Line Steamship Co., Lim.)
Str.—Empress of France...10059
Str.—Marburn.....6632
Str.—Marglen.....6201
Str.—Marloch.....6473

CANANOVA S.S. CORP.,
(See Atlantic Fruit Co.)

CANN, BENJAMIN B.,
.....
Yarmouth, N. S.
Sch.—W. H. Eastwood..... 357

CANN & SON, H. (LIM.),
P. O. Box 84,
Yarmouth, N. S.
Sch.—Malcolm Cann..... 137

CAPE ANN GRANITE CORP.,
.....
Beverly, Mass.
Sch.—Norton.....99

CAPE COD S.S. CO.,
148 State St.,
Boston, Mass.
Str.—Dorothy Bradford....1198

CAPE S.S. CO.,
(See Pure Oil S.S. Co.)

CARD, E. & POLLARD, W.S.
140 Broadway,
New York, N. Y.
Str.—Ivanhoe..... 81

CARDENAS, L. F.,
.....
Havana, Cuba
Str.—Maria..... 281

CARMICHAEL, A.,
.....
Lunenburg, N. S.
Sch.—Ambition..... 100

CARNEGIE INSTITUTION,
.....
Washington, D. C.
MV.—Carnegie..... 246

TONS

CARNEGIE STEEL CO.,
.....
Pittsburgh, Pa.
St.W.—A. O. Ackard..... 290
St.W.—Clairton..... 290
St.W.—Duquesne..... 200
St.W.—Edgar Thomson..... 290
St.W.—H. D. Williams..... 290
St.W.—Homestead..... 210
St.W.—Monitor..... 140
St.W.—William G. Clyde... 290
St.W.—William Whigham.. 290

CARNIVAL CITY PACKET CO.,
.....
Davenport, Iowa.
St.W.—Helen Blair..... 213
Str. —Keokuk..... 111

CAROLINA S.S. CORP.,
Middle Atlantic Wharf,
Charleston, S. C.
Str.—Carolinas.....2144
Str.—Schoharie.....3070

CARPENTER & CO., THOMAS G.,
11 Moore St.,
New York, N. Y.
Str.—Anna E. Combes..... 114

CARROLTON S.S. CO.,
.....
Saginaw, Mich.
Str.—Langell Boys..... 286

CARROW TOWING CO.,
.....
Cheboygan, Mich.
Str.—Lotus..... 86

CARTER, J. H.,
13th & Water Sts.,
Washington, D. C.
Sch.—Mary Lee..... 104

CARTER, M. A.,
1314 B St., S. W.,
Washington, D. C.
Sch.—Maine..... 181

CARTERET FERRY CO.,
90 West St.,
New York, N. Y.
SW.—Albany..... 825

CARVER, AMOS D.,
39 Water St.,
New York, N. Y.
Sch.—Nancy Hank.....1030

CARVER & ELLIOTT,
(See J. A. Elliott.)

CARY-DAVIS TUG & BARGE CO.,
Pier A.,
Ft. of Washington St.,
Seattle, Wash.
MV.—Douglas..... 122

CASCO BAY LINES,
.....
Portland, Me.
Str.—Aucocisco..... 94

CASPAR LUMBER CO.,
807-812 Kohl Bldg.,
San Francisco, Cal.
Str.—Caspar..... 362
Str.—Lakme..... 404

CASTNER, CURRAN & BULLITT, INC.,
131 State St.,
Boston, Mass.
1 Broadway,
New York, N. Y.
Str.—Corsica.....1787
Str.—Harvey H. Brown....1874
Str.—Selwyn Eddy.....2164

TONS

CATSKILL EVENING LINE, INC.,
(See Catskill & New York Steamboat Co.)

CATSKILL & NEW YORK STEAMBOAT CO.,
Pier 43, N. R.,
New York, N. Y.
Str.—Catskill..... 443
SW.—Clermont.....117
SW.—Onteora..... 77
Str.—Storm King..... 94

CAYO MAMBI S.S. CORP.,
(See Atlantic Fruit Co.)

CEMENT TRANSIT CO.,
.....
Chicago, Ill.
MV.—Daniel McCool..... 37

CENTRAL DREDGING CO.,
9th & Prospect Sts.,
Cleveland, Ohio
Str.—Bay View.....107
Str.—Chicago.....117

CENTRAL HUDSON STEAMBOAT CO.,
Pier 24, N. R.,
New York, N. Y.
Str.—Benjamin B. Odell....116
Str.—Homer Ramsdell..... 82
Str.—Jacob H. Tremper.... 43
Str.—Newburgh..... 74
Str.—Poughkeepsie..... 94

CENTRAL PACIFIC RAILROAD CO.,
65 Market St.,
San Francisco, Cal.
SW.—El Capitan..... 66

CENTRAL R.R. OF N. J.,
Pier 11, N. R.,
New York, N Y.
Str.—Allentown..... 15
Str.—Asbury Park..... 12
Str.—Ashley..... 16
Str.—Atlantic Highlands... 8
Str.—Bayonne..... 90
Str.—Belmar..... 12
Str.—Bethlehem..... 11
Str.—Bound Brook..... 50
Str.—Bridgeton..... 10
Str.—C. R.R. of N. J. No. 26. 31
Str.—C. R.R. of N. J. No. 27. 31
Str.—C. R.R. of N. J. No. 28. 31
Str.—C. R.R. of N. J. No. 29. 31
Str.—C. R.R. of N. J. No. 30. 19
Str.—Cranford..... 81
Str.—Elizabeth..... 81
Str.—Flemington..... 14
Str.—Freehold..... 14
Str.—Jersey Central..... 14
Str.—Lakewood..... 50
Str.—Long Branch..... 18
Str.—Manager..... 20
Str.—Monmouth..... 93
Str.—Newark..... 1
Str.—Plainfield..... 83
Str.—Red Bank..... 50
Str.—Roselle..... 1
Str.—Sandy Hook..... 93
Str.—Sea Bright..... 10
Str.—Somerville..... 8
Str.—Westfield..... 8
Str.—Wilkes-Barre..... 8

CENTRAL TRANS. CO.,
.....
Chicago, Ill.
Str.—Mueller..... 3
Brg.—Robt. L. Fryer..... 5

CENTRAL VERMONT TRANSPORTATION CO.,
.....
Portland, Me.
Str.—New London.....18
Str.—New York.....18

CENTRAL WHARF TOWBOAT CO.,
.....
Portland, Me.
Str.—Cumberland.....

TONS

CENTURY COAL CO. (LIM.),
.....
MONTREAL, CAN.
Brg.—B. L. Pennington.....1168
Brg.—Wayne..... 668

CHAMBERLIN, W. R.,
593 MARKET ST.,
SAN FRANCISCO, CAL.
Str.—Barbara C..... 702
Str.—Phyllis..... 695
Str.—Stanwood..... 627
Str.—W. R. Chamberlin, Jr.1300

CHAMPLAIN TRANSPORTATION CO.,
32 NASSAU ST.,
NEW YORK, N. Y.
SW.—Chateaugay..... 576
SW.—Ticonderoga..... 345
SW.—Vermont..... 608

CHANTRE, ALDA,
39 MORTON COURT,
NEW BEDFORD, MASS.
Sch.—Margarett..... 107

CHAPPELL, F. V., INC.,
1 BROADWAY,
NEW YORK CITY.
Brg.—Adams..... 448

CHARLAND, E.
444 LOGAUCHELIERE ST., W.,
MONTREAL, CAN.
Brg.—Amarine..... 131
Brg.—E. Daneau..... 127
Brg.—M. Robidoux..... 132
Brg.—Mercedes L..... 163

CHATHAM, WILLIAM,
FOOT OF 16TH ST.,
SAN FRANCISCO, CAL.
Str.—F. S. Loop..... 445

CHENEY, T. A.,
.....
ASHTABULA, OHIO
Sch.—Belle Brown..... 207

CHEROKEE-SEMINOLE S.S. CORP.,
(See Clyde S.S. Co.)

CHESAPEAKE FERRY CO.,
.....
NORFOLK, VA.
Str.—Chesapeake..... 765
Str.—Hampton Roads..... 444
SW.—Seawells Point..... 557

CHESAPEAKE LIGHTERAGE AND TOWING CO.,
.....
BALTIMORE, MD.
Tug.—Chesapeake..... 46

CHESAPEAKE MARINE RY. CO.,
PHILPOT & POINT STS.,
BALTIMORE, MD.
MV.—S. W. Sommers..... 71

CHESAPEAKE STEAMSHIP CO.,
LIGHT & LEE STS.,
BALTIMORE, MD.
Str.—City of Annapolis.....1127
Str.—City of Atlanta.....1161
Str.—City of Baltimore....1617
Str.—City of Norfolk.....1617
Str.—City of Richmond....1127

CHESAPEAKE & DELAWARE STMBT. CO.,
.....
WILMINGTON, DEL.
Str.—Frances Anne..... 178

CHESAPEAKE & OHIO R.R. CO.,
61 BROADWAY,
NEW YORK, N. Y.
MARSHALL BLDG.,
CLEVELAND, OHIO
St.W.—Chesapeake..... 216
Str.—Geo. W. Stevens..... 30
Str.—Virginia..... 354

TONS

CHESTER SHIPPING CO.,
FOOT MARKET ST.,
CHESTER, PA.
Str.—Chester..... 285
Str.—Tinicum..... 327

CHIARELLO BROS. CO., INC.,
11 BROADWAY,
NEW YORK, N. Y.
Brg.—Seven Brothers No. 6.. 211
Brg.—Seven Brothers No. 7.. 221

CHICAGO, DULUTH & GEORGIAN BAY TRANSIT CO.,
110 W. ADAMS ST.,
CHICAGO, ILL.
Str.—North American.....1262
Str.—South American.....1427

CHICAGO FIRE DEPT.,
.....
CHICAGO, ILL.
Str.—Graeme Stewart..... 30
Str.—Illinois..... 34

CHICAGO NAVIGATION CO.,
308-11 W. JACKSON BLVD.,
CHICAGO, ILL.
(See D. Sullivan & Co.)

CHICAGO S.S. LINES,
MUNICIPAL PIER,
CHICAGO, ILL.
Str.—Geo. W. Clyde.....1514

CHICAGO TRANS. CO.,
.....
CHICAGO, ILL.
Sch.—Fearless..... 156

CHICAGO & SOUTH HAVEN S.S. CO.,
S. END OF CLARK ST.,
CHICAGO, ILL.
Str.—Iroquois..... 803
Str.—Petoskey..... 544

CHILDS, ARTHUR E.,
77 FRANKLIN ST.,
BOSTON, MASS.
Str.—Ulna..... 103

CHINA NAVIGATION CO. (LIM.),
BUTTERFIELD & SWIRE, MGRS.,
LONDON, ENG.
Str.—Wantung..... 563

CHISHOLM, HUGH J.,
103 STATE ST.,
PORTLAND, ME.
MV.—Aras..... 200

CHISHOLM SHIPPING CO.(LIM.),
.....
LUNENBURG, N. S.
Trn.—A. W. Chisholm..... 146

CHISHOLMES VESSELS CO., JOHN,
35 WHARF ST.,
GLOUCESTER, MASS.
MV.—Fabia..... 108

CHOTIN, JAMES,
.....
NEW ORLEANS, LA.
St.W.—J. N. Pharr..... 110

CHRISTENSEN C. F.,
43 WEST WEBER AVE.,
STOCKTON, CAL.
MV.—W. A. Fletcher..... 76

CHRISTENSEN, NELS G.,
.....
SEATTLE, WASH.
Str.—Virginia V..... 83

CHRISTIANA FERRY CO.,
(See Wilson Line.)

CHRISTIANSEN, C. D.,
.....
MANITOWOC, WIS.
Sch.—James H. Hall..... 95

TONS

CHRISTIANSEN, MARTIN,
% H. A. CHRISTIANSEN & SON,
LAKE AVE., SOUTH,
DULUTH, MINN.
Str.—Winyah..... 74

CHRISTIE & LOWE.
602 WHITNEY CENTRAL BLDG.,
NEW ORLEANS, LA.
Str.—R. C. Veit..... 96

CHUA GOC PIN & CO.,
.....
MANILA, P. I.
Str.—Kim Kiat..... 66

CHUAN & CO., D. C.,
.....
MANILA, P. I.
Bkt.—Marie..... 705
Str.—Singbee.....1612

CIE,
(See Under Compania.)
(See Under Campagnie.)

CINCINNATI & POMEROY PACKET CO.,
.....
CINCINNATI, OHIO.
St.W.—Chris Greene..... 396
St.W.—Tacoma..... 400

CITIES SERVICE TRANSPORTATION CO.,
60 WALL ST.,
NEW YORK, N. Y.
219 No. BROAD ST.,
PHILADELPHIA, PA.
Brg.—Cities Service No. 1.. 501
Str.—Cities Service Petrol..4872
Str.—Hadnot.....3856
Str.—Hagood.....4221
Str.—Halo.....4232
Str.—Watertown.....3907
(CITIES SERVICE REFINING TRANSPORT CO.)
Str.—Shreveport.....4099

CITY OF BALTIMORE,
PIER 7, PRESIDENT ST.,
BALTIMORE, MD.
SW.—Howard W. Jackson.. 238
SW.—S. W. Smith..... 278
FIRE DEPARTMENT.
Str.—Cataract..... 125
Str.—Deluge..... 212
HARBOR BOARD.
SW.—Annapolis..... 483
SW.—F. C. Latrobe..... 382

CITY OF BOSTON,
CITY HALL,
BOSTON, MASS.
Str.—Charles C. Donoghue.. 514
Str.—Guardian..... 84
Str.—Noddle Island..... 383
Str.—Ralph J. Palumbo.... 513
(Supt. of Ferries)
Str.—Lieut. Flaherty..... 493

CITY OF GALVESTON,
.....
GALVESTON, TEX.
Str.—Chas. Clarke..... 144

CITY OF LOS ANGELES,
FIRE DEPT.,
LOS ANGELES, CAL.
Str.—City of L. A. No. 2... 74

CITY OF NEW YORK,
DEPARTMENT OF DOCKS AND FERRIES,
PIER A, NORTH RIVER.
Str.—Bay Ridge..... 586
Str.—Bronx.....1329
Str.—Brooklyn.....1329
Str.—Gowanus..... 586
Str.—Manhattan.....1329
Str.—Mayor Gaynor..... 747
Str.—Nassau..... 586
Str.—Queens.....1329
Str.—Richmond.....1364

TONS

City of New York—*Cont.*
(Dept. of Plants & Structures)
Str.—American Legion.....1421
Brg.—City Oil Barge No. 1. 155
Str.—Edward Riegelmann.. 403
Str.—Frank A. Cunningham 403
Str.—George W. Loft..... 595
Str.—Henry A. Meyer..... 403
Str.—Henry Bruckner..... 403
Str.—John A. Lynch..... 403
Str.—John H. McCooey.... 403
Str.—Joesph A. Guider..... 403
Str.—Joseph J. O'Brien..... 403
Str.—Julius Miller..... 403
Str.—Maurice E. Connelly.. 403
Str.—Murray Hulbert..... 403
Str.—President Roosevelt...1687
Str.—Rodman Wanamaker. 595
Str.—W. R. Hearst..... 595
Str.—William T. Collins.... 403
(FIRE DEPT.)
Str.—John Purroy Mitchel. 227
Str.—New Yorker..... 121
(HEALTH DEPT.)
Str.—Riverside..... 204

CITY OF NORFOLK,
(FIRE DEPT.)
NORFOLK, VA.
Str.—Vulcan..... 93

CITY OF PHILADELPHIA,
553 BOURSE BLDG.
PHILADELPHIA, PA.
SW—City Ice Boat No. 2... 296
Str.—John Wanamaker..... 177
Str.—John Weaver.....1203
Str.—Samuel H. Ashbridge. 182
Brg.—Tacony..... 328

CITY OF PORTLAND,
.....
PORTLAND, ORE.
Str.—David Campbell..... 154
Str.—Geo. H. Williams..... 98
SW—John F. Caples..... 157
Str.—John McCracken..... 52
SW.—Lionel R. Webster.... 261
St.W.—Ocklahama..... 565
Str.—Oneonta..... 99
SW.—W. S. Mason..... 252

CITY OF PORTSMOUTH & COUNTY OF NORFOLK,
.....
PORTSMOUTH, VA.
SW.—Rockaway..... 362

CLAIBORNE ANNAPOLIS FERRY CO.,
.....
ANNAPOLIS, MD.
SW.—Gov. Emerson C. Harrington..... 685

CLARK, JOHN E.
1153 RIVERSIDE AVE.,
BALTIMORE, MD.
Sch.—Carrie..... 96
CLARK, REX B.,
528 SOUTH HILL ST.,
LOS ANGELES, CAL.
MV.—Norconian..... 98

CLARKE & CO., CHAS.,
SECURITY BLDG.,
GALVESTON, TEX.
Brg.—Jack Ray..... 595
Brg.—Robert..... 258
Brg.—Wansley..... 693

CLATSKANIE TRANSPORTATION CO.,
.....
PORTLAND, ORE.
St.W.—Beaver..... 367

CLEARY BROS.,
116 BROAD ST.,
NEW YORK, N. Y.
Brg.—Capt M. Quinn..... 462
Brg.—Edward McKenna.... 548
Brg.—Francis S Bushey.... 528
Brg.—John J. Smith..... 561
Brg.—Mary & Frank..... 390
Brg.—Richard..... 436
Brg.—Thomas Cleary..... 561
Brg.—Wm. E. Cleary..... 594

TONS

CLEVELAND CLIFFS IRON CO.
11TH FLOOR, UNION TRUST BLDG.,
CLEVELAND, OHIO.
(Cleveland Cliffs S.S. Co.)
Str.—Cadillac.....2855
Str.—Frontenac.....6531
Str.—Grand Island.....4184
Str.—Ishpeming.....5476
Str.—J. H. Sheadle.....5183
Str.—Marquette.....3678
Str.—Michigan.....5476
Str.—Munising.....2970
Str.—Negaunee.....2828
Str.—Pioneer.....5021
Str.—Pontiac.....6367
Str.—William G. Mather...6810
(Cleveland Trans. Co.)
Str.—Lewiston.....1342
(Fontana S.S. Co.)
Str.—Colonel.....3044
Str.—Senator.....3179
Str.—Yosemite.....2719
(Morrow S.S. Co.)
Str.—A. E. R. Schneider...5288
Str.—D. E. Callender.....2178
Str.—John Anderson.....2778
Str.—Thomas Britt.....3137
(Paisley S.S. Co.)
Str.—Central West.....2809
Str.—Cletus Schneider.....2665
Str.—Panay.....2778
Str.—Robert J. Paisley.....3130
(Presque Isle Transportation Co.)
Str.—Angeline.....3441
Str.—Peter White.....4931
Str.—Presque Isle.....3486

CLEVELAND CLIFFS S.S. CO.,
(See Cleveland-Cliffs Iron Co.)

CLEVELAND ENG. & CONST. CO.
.....
CLEVELAND, OHIO.
Str.—C. W. Kraft..... 44

CLEVELAND-ERIEAU S.S. CO.,
GUARDIAN BLDG.,
CLEVELAND, OHIO.
Str.—Theodore Roosevelt...1330

CLEVELAND MUSEUM OF NAT'L HISTORY,
2717 EUCLID AVE.,
CLEVELAND, OHIO.
Trn.—Blossom..... 103

CLEVELAND TRANS. CO.,
11TH FLOOR, UNION TRUST BLDG.,
CLEVELAND, OHIO.
(See Cleveland-Cliffs Iron Co.)

CLEVELAND & BUFFALO TRANSIT CO.,
FOOT OF E. 9TH ST.,
CLEVELAND, OHIO.
SW.—City of Buffalo.....1604
SW.—City of Erie.....1280
SW.—Goodtime.....1454
SW.—Seeandbee.....3434

CLIFTON CO. INC.,
180 BROADWAY,
NEW YORK, N. Y.
Str.—Rushville.....1586

CLIFTON TRANSP. CO.,
1400 WEST 25TH ST.,
CLEVELAND, OHIO.
Str.—William F. Rapprich..3503

CLOSE, E. H.,
OTTAWA HILLS,
TOLEDO, OHIO.
Str.—Tilicum..... 91

CLOW, J. M. & D. D.,
.....
MARINETTE, WIS.
Str.—Liberty..... 126

CLOW & NICHOLSON TRANSP. CO.,
1034 EAST FIRST ST.,
DULUTH, MINN.
SW.—Montauk..... 241

TONS

CLYDE LIGHTERAGE CO., INC.,
24 Stone St.,
New York, N. Y.
Str.—Dayton..... 349
Str.—Henry C. Rowe..... 135

CLYDE S.S. CO.,
Pier 36, N. R.,
New York City.
Str.—Apache.....3205
Str.—Arapahoe.....3205
Str.—Chippewa.....2155
SW.—City of Jacksonville.. 395
Brg.—De Land..... 192
Str.—Delaware.....1382
Str.—E. J. McCormack.... 58
Str.—Edward S. Atwood... 75
Str.—Huron.....2590
Str.—Inca..... 948
Str.—Katahdin.....2155
Str—Kiowa.....1263
Str.—Mohawk.....3514
Str.—Norfolk.....1759
Str.—Oneida.....1654
Brg.—Ormond..... 165
Str.—Ortega.....1667
Str.—Osage.....1637
St.W.—Osceola..... 272
Str.—Ozark.....1667
Str.—Pawnee.....1382
Str.—Philadelphia.....1759
Brg.—Phillie..... 305
Brg.—Sarasota..... 249
Str.—Yaque..... 948

Cherokee-Seminole S.S. Corp.,
Str.—Cherokee.....3514
Str.—Seminole.....3514
COAMO S. S. CO.,
(See N. Y. & Porto Rico S. S. Co.)

COAST STEAMSHIP CO.,
17 State St.,
New York City.
(C. L. Dimon.)
Str.—Restorer..... 732

COAST TRANSIT CO.,
57 West St.,
New York, N. Y.
Brg.—Coast Transit Co. No.2..263
Brg.—Coast Transit Co. No.5..419

COAST & WEST INDIES SHIP CORP.,
78 Broad St.,
New York, N. Y.
Sch.—Esther Melbourne.... 653
Sch.—Robert L. Linton.....1828

COASTWISE S.S. & BARGE CO.,
503 Burke Bldg.,
Seattle, Wash.
(See J. Griffiths & Sons.)

COASTWISE TRANSPORTATION CORP.,
160 State St.,
Boston, Mass.
67 Wall St.,
New York, N. Y.
Str.—Bristol.....2454
Str.—Coastwise.....2444
Str.—Dauntless No. 6..... 100
Str.—Hampden.....2779
MV.—Magnita..... 130
Str.—Middlesex.....2780
Str.—Norfolk.....1986
Str.—Suffolk.....2895
Str.—Transportation.....2444

COCHRANE, DAVID K.,
35 N. Dearborn St.,
Chicago, Ill.
Str.—Columbia..... 142

COLE & CO., GEO. W.,
120 Broadway,
New York, N. Y.
Str.—A. D. MacGill..... 100
Str.—Greensborough..... 111

COLEMAN, E. R.,
.....
Lebanon, Pa.
Sch.—Hildegarde..... 145

TONS

COLES, STRICKER, MRS.,
.....
Bryn Mawr, Pa.
MV.—Alscotia..... 121

COLGAN, PETER B.,
.....
Dunkirk, N. Y.
Str.—Major..... 118

COLIN W. S.S. CO.,
.....
Montreal, Quebec.
Str.—Colin W..... 970

COLLIER, BARRON G.,
220 West 42d St.
New York,
Str.—Florida..... 188

COLLINS, CLEMA, MISS,
7120 Hazel Ave.,
Philadelphia, Pa.
Sch.—Nancy.....1678

COLLINS, J. ROSS,
.....
Larchmont, N. Y.
Str.—Felicia..... 145

COLLYER, ROBT.,
104 Java St.,
Brooklyn, N. Y.
24 State St.,
New York, N. Y.
Str.—Dixie.....2905

COLOMBIAN S.S. CO., INC.,
17 Battery Pl.,
New York, N. Y.
Str.—Baracoa.....1610
Str.—Bogota.....1622
Str.—Bolivar.....1612
Str.—Bridgetown.....1586
Str.—Haiti.....1612
Str.—Martinique.....1586
Str.—Padilla.....1251

COLONIAL BEACH CO.,
8th St. Wharf,
Washington, D. C.
SW.—St. Johns..... 667

COLONIAL NAVIGATION CO.,
Pier 44, North River,
New York City.
Str.—Brocton..... 909
Str.—Concord..... 697
Str.—Lexington..... 697

COLONNA'S SHIPYARD, INC.,
.....
Berkley, Va.
Str.—A. Brooke Taylor..... 159
Str.—Helen Euphane..... 86

COLUMBIA CONTRACT CO.,
East Water & Main Sts.,
Portland, Ore.
Str.—Samson..... 189

COLUMBIA PACIFIC SHIPPING CO.,
Porter Bldg.,
Portland, Ore.
Str.—Eastern Knight.....4156
Str.—Hannawa.....4826
Str.—Peter Kerr.....4157

COLUMBIA RIVER PACKERS ASSOCIATION,
Eighth St.,
Astoria, Ore.
S. —Chillicothe.....1726
Str.—Mennon.....2012
S. —St. Nicholas.....1687
S. —Tonawanda.....1642

COLUMBIA RIVER SMOKED FISH CO.,
12 Second St.,
New York, N. Y.
MV.—LaMerced.....1342

TONS

COLUMBIA S.S. CO., THE,
207 Western Reserve Bldg.,
Cleveland, Ohio.
(See J. T. Kelley.)

COLUMBIA TRANSP. CO.,
.....
Philadelphia, Pa.
SW.—President.....1098

COLUMBIA & COWLITZ RIVER TRANSP. CO.,
.....
Rainier, Ore.
St.W.—Logger..... 322

COLUMBIA TRUST CO.,
10 Meridian St.,
East Boston, Mass.
Str.—Mascotte..... 520

COMMERCIAL COURIER S.S. CO.
(See Moore & McCormack.)

COMMERCIAL PACIFIC CABLE CO.,
253 Broadway,
New York, N. Y.
Str.—Dickenson..... 391
Str.—Restorer.....1284

COMMERCIAL SPIRIT S.S. CO.
(See Moore & McCormack.)

COMMERCIAL TOWBOAT CO.,
.....
Boston, Mass.
Str.—Joshua Lovett..... 84

COMMERCIAL TRAVELER S.S. CO.
(See Moore & McCormack.)

COMMONWEALTH OF PENNSYLVANIA,
Dep't of Wharves, Docks & Ferries,
Philadelphia, Pa.
Str.—M. S. Quay..... 91

COMPANIA CUBANA DE CABOTAGE DE MIELES,
(British Molasses Co. of N. Y., Inc., Mgrs.)
251 Fifth Ave.,
New York, N. Y.
Str.—Number 62..... 281

COMPANIA CUBANA DE NAVEGACION,
.....
Havana, Cuba.
Str.—Neptuno..... 92

COMPANIA CUBANA DE TRANSPORTE DE MIELES, S. A.,
7 Obisbo St.,
Havana, Cuba.
(See Cuba Distilling Co.)

COMPANIA DE NAV. SUD. AMERICANA,
.....
Callao, Peru
Brg.—Acapulco.....2209

COMPANIA GENERALE DE TABACOS DE FILIPINAS,
Calle Marques Camillas,
P. O. Box 143,
Manila, P. I.
Str.—Borongan..... 185
Str.—Compania de Filipinas 458
Str.—Isidoro Pons..... 525
Str.—J. Bustamante..... 461
Str.—Lal-Loc..... 184

COMPANIA MARITIMA,
10 Muelle Del Rey,
Manila, P. I.
Str.—Bohol..... 536
Str.—Niel Macleod..... 634
Str.—Nuestra Senora del Carmen..... 167
Str.—Romulus..... 534

TONS

COMPANIA MARITIMA CUBA
(See Munson S.S. Line.)

COMPANIA MEXICANA DE PETROLEO EL AGUILA S. A.
92 & 94 Avenida Juarez,
Mexico City, Mexico
Brg.—Tamesi..... 618

COMPANIA NAVEGACION,
(See N. Y. & Cuba Mail S.S. Co.)

COMPANIA NAVIERA,
132 Juan Luna,
Manila, P. I.
MV.—Vigan..... 543

COMPANIA NAVIERA MEXICANA, S. A.,
Gante 19,
Mexico City, Mexico.
Str.—Moctezuma.....1679

COMPANIA NAVIERA TRANSPORTADORA DE PETROLEO, S. A.,
120 Broadway,
New York, N. Y.
Str.—Pepe Morales..... 92

COMPANIA TERMINAL DE LOBAS,
(See Sinclair Navigation Co.)

CONEY ISLAND AMUSEMENT CO.,
.....
Cincinnati, Ohio.
St.W.—Island Belle..... 628
St.W.—Island Maid..... 267
SW.—Island Queen..... 860

CONKLIN & FOSS CO.,
101 Park Ave.,
New York, N. Y.
Brg.—Andrew Bros..... 353
Brg.—Bessie..... 300
Brg.—Capt. R. S. Clark.... 247
Brg.—Charles A. Freeburn.. 307
Brg.—Edna..... 307
Brg.—Edwina..... 303
Brg.—Eleanor Hemstreet... 353
Brg.—Elizabeth..... 307
Brg.—Frank J. Gallagher... 353
Brg.—J. H. Cooper..... 360
Brg.—John J. Hart..... 353
Brg.—Lorana..... 307
Brg.—Louise..... 307
Brg.—M. D. Wandell..... 353
Brg.—M. W. Martin..... 307
Brg.—Maria..... 289
Brg.—Marion..... 353
Brg.—Minerva..... 307
Brg.—Ruth..... 300

CONNECTICUT TRANSPORTATION CORPORATION,
177 Church St.,
New Haven, Conn.
Brg.—A. N. Abbe..... 482
Brg.—C. I. Shepard..... 433
Brg.—C. R. Gardinor..... 506

CONNERS, ARTHUR,
17 Battery Pl.,
New York, N. Y.
Brg.—Panama..... 216
Brg.—Wm. C. Mott..... 213

CONRAD, A. V.,
.....
Lunenburg, N. S.
Sch.—Marion L. Conrad... 155

CONSOLIDATED COASTWISE CO.,
40 Central St.,
Boston, Mass.
(See Brown & Co.)

TONS

CONSOLIDATED FISHERIES CO
44 Beaver St.,
New York, N. Y.
Also Lewes, Del.
Str. —Alaska..... 12
Str.—E. J. Codd..... 9
Str. —Medric..... 18
Str. —Pelican..... 16
Str. —Ranger..... 11
Str. —Sea Bird..... 16
MV.—Trolltind.....159
Str.—Vester..... 7
Str. —Walter Adams..... 17

CONSOLIDATED NAV. CO.,
Citizens Nat'l Bank Bldg.,
Baltimore, Md.
Str.—Lake Chelan.....122

CONSOLIDATED SAND CO.,
270 Ottawa St.,
Montreal, Can.
Brg.—Fred. Carney..... 42
Brg.—G. H. Warmington... 50
Brg.—La Salle..... 71
Str.—Pennsylvania..... 37

CONSTANTINE, JOSEPH,
.....
Str.—Moritz.....175

CONSTRUCTION MATERIALS CO.,
133 W. Washington St.,
Chicago, Ill.
Str.—Hennepin..... 95
Str.—L. L. Barth..... 49
Str.—Sandcraft.....125
MV.—Sandmaster.....103

CONTINENTAL S.S. CO.,
700 Board of Trade,
Duluth, Minn.
(See G. A. Tomlinson.)

CONWAY, H. H.,
.....
Cambridge, Md.
Sch.—Betty I. Conway..... 10

COOK ISLANDS TRADING CO. (LIM.),
.....
Barratonga, Cook Islands.
Sch.—Avarua..... 8
Sch.—Tagua..... 15

COOPER, G. T.,
.....
Worton, Md.
MV.—Kitty Woodall..... 7

COOPER RIVER FERRY COMMISSION,
.....
Charleston, S. C.
MV.—Palmetto..... 17

COOS BAY LUMBER CO.,
.....
Coos Bay, Ore.
Str.—F. A. Warner.....138

COPPERFIELD SHIPPING CO.,
.....
Mobile, Ala.
Sch.—Copperfield..... 5

CORKUM, H. G.
.....
Lunenburg, N. S.
Trn.—E. C. Adams..... 3

CORNELL STEAMBOAT CO.,
Foot of West 51st St.,
New York, N. Y.
Str.—Bear..... 3
Str.—Geo. W. Washburn... 14
Str. —Imperial..... 10

TONS

"COSULICH" SOCIETA TRIESTINA DI NAVIGAZIONE,
Via Milano 10,
Trieste, Italy,
17 Battery Pl.,
New York, N. Y.
Str.—Argentina....3497
Str.—Belvedere....4575
Str.—Carolina....2974
Str.—Columbia....3407
Str.—Gerty....2684
Str.—Lodovica....2261
Str.—Lucia C....3647
Str.—Martha Washington..4920
Str.—Presidente Wilson....6784
Str.—San Giusto....3399
Str.—Sofia....3391

COTTMAN CO., THE
Keyser Bldg.,
Baltimore, Md.
Str.—Boxer.... 121
Str.—Porter.... 123

COTTON LIGHTERAGE CORP.,
50 E. 42d St.,
New York, N. Y.
Brg.—Number 104.... 246
Brg.—Number 105.... 238

COURSIMAULT, LEON,
....
St. Malo, France.
Trn.—Chevalier Bayard.... 374

COWLES SHIPYARD CO.,
....
Buffalo, N. Y.
Str.—Merchant.... 62

COWLES TOWING CO., INC.,
31 St. Clair St.,
Buffalo, N. Y.
Str.—Crescent.... 93

COWLEY, GULF LINE,
Louisiana Bank Bldg.,
New Orleans, La.
Str.—Lake Wimico....1242

COYLE, WM. G., & CO. (LIM.),
1322 Whitney Bank Bldg.,
New Orleans, La.
Str.—Adler.... 221
(De Bardeleben Coal Co., Inc.),
Str.—De Bardeleben.... 203
Str.—Sipsey.... 337

CRAIG S. B. CO.,
....
Long Beach, Cal.
MV.—John F. Craig.... 57

CRAMP, WM., & SONS, SHIP & ENGINE BUILDING CO.,
Richmond and Norris Sts.,
Philadelphia, Pa.
MV.—Seekonk....3114

CRAWLEY LAUNCH & TUGBOAT CO.,
Howard St., Wharf,
San Francisco, Cal.
Str.—Pioneer.... 303

CRICKET SHIPPING CO.,
110 Market St.,
San Francisco, Cal.
Str.—Cricket.... 773

CROFT, C. C.,
1975 Twelfth Ave.,
W. Seattle, Wash.
Str.—Columbia.... 70

CROISSANT, G. FRANK,
151 N. E. First St.,
Miami, Fla.
MV.—Jemina F. III.... 133

CROSBY FISHERIES, INC.,
473 Coleman Bldg.,
Seattle, Wash.
Str.—Nehalem.... 447
Str.—Salmon King.... 768

TONS

CROSBY, R. W.,
Coleman Bldg.,
Seattle, Wash.
MV.—Admiral Mayo....1608

CROSBY TRANSPORTATION CO.,
54 West Water St.,
Milwaukee, Wis.
Str.—Georgia.... 393

CROSSBURN S.S. CO. (LIM.),
21 Bothwell St.,
Glasgow, Scot.
Str.—Munardan....2419
Str.—Muneric....3209

CROWELL, MAURICE O.,
15 Lorne St.,
Halifax, N. S.
Str.—Amphitrite.... 114

CROWELL & THURLOW,
131 State St.,
Boston, Mass.
Str.—Amolco....1912
Sch.—Augusta W. Snow.... 671
Sch.—Courtney C. Houck..1357
Sch.—Fred W. Thurlow....1042
Sch.—Horace A. Stone....1237
Sch.—Horatio G. Foss.... 747
Sch.—John C. Hildebrand.. 826
(Boston Maritime Corp.)
Sch.—Charles A. Dean....1015
Sch.—Edna M. McKnight..1203
Sch.—Ellen Little.... 807
Sch.—Harry G. Deering....1163
Sch.—Helen Barnet Gring..1127
Sch.—Jennie Flood Kreger..1614
Sch.—Mary G. Maynard.... 654
Sch.—Mary H. Diebold....1397
Sch.—Maurice R. Thurlow..1172
Sch.—Theoline.... 509
(East Coast Ship Co.)
Sch.—Zebedee E. Cliff....1254
(Lewis K. Thurlow.)
Sch.—Josephine A. McQuesten....1462

CROWLEY, ARTHUR L.,
148 State St.,
Boston, Mass.
Sch.—Genesee.... 171

CROWLEY LAUNCH & TOWING CO.,
Howard St. Wharf,
San Francisco, Cal.
St.W.—San Jose.... 165

CRUCIBLE FUEL CO.,
....
Pittsburgh, Pa.
Str.—Crucible.... 110

CRUCIBLE STEEL CO.,
....
Pittsburgh, Pa.
St.W.—Atha.... 135

CUBA DISTILLING CO.,
110 East 42d St.,
New York, N. Y.
Str.—Carrabulle....3105
Str.—Cassimir....3105
Str.—Catahoula....3105
Str.—Nelson....2797
Str.—William Isom....2032
(Compania Cubana de Trans-porte de Mieles, S. A.,)
7 Obisbó St.,
Havana, Cuba.
Str.—Mambi....1846
Str.—Pitirre.... 137
Str.—Regina.... 669
Brg.—Santa Maria II.... 256

CUBAN GOVERNMENT,
Havana,
Cuba.
Str.—Cuba....
Str.—Marti....1767
Str.—Maximo Gomez....1889
Str.—Patria....

TONS

CULBREATH, P. P.,
....
Tampa, Fla.
Brg.—Caibarien.... 274
Sch.—Cardenas.... 298

CULLEN, JAMES H.,
44 West 77th St.,
New York, N. Y.
MV.—Colleen.... 78

CULLEN TRANSPORTATION CO.,
17 Battery Pl.,
New York City.
Brg.—Cullen No. 160.... 429
Brg.—Cullen No. 170.... 433
Brg.—Interocean Oil Co. No. 10.... 229

CUMBERLAND TRANSP. CO.,
....
Burnside, Ky.
SW.—City of Burnside.... 161

CUMCO, INC.,
11 Moore St.,
New York, N. Y.
Str.—Cleopatra.... 197

CUMMINGS, WALTER,
406—8th Ave.,
New York, N. Y.
Str.—Corone....1726

CUMMINS TRANSPORTATION CO.,
7 West 10th St.,
Wilmington, Del.
Sch.—Marie F. Cummins...1085

CUNARD S.S. CO. (LIM.),
Cunard Bldg.,
New York, N. Y.
Cunard Bldg.,
Liverpool, England.
Str.—Albania....7822
Str.—Andania....8391
Str.—Antonia....8445
Str.—Aquitania....20800
Str.—Aurania....8473
Str.—Ausonia....8527
Str.—Berengaria....22016
Str.—Brescia....2058
Str.—Carmania....9698
Str.—Caronia....9752
Str.—Franconia....12162
Str.—Laconia....11829
Str.—Lancastria....9645
Str.—Mauretania....12542
Str.—Pavia....1885
Str.—Phrygia....2147
Str.—Samaria....11834
Str.—Scythia....11938
Str.—Tyria....1884
Str.—Valacia....4154
Str.—Vardulia....3613
Str.—Vasconia....3613
Str.—Verbania....3180

CURTIS, CYRUS H. K.,
Independence Square,
Philadelphia, Pa.
Str.—Lyndonia.... 389

CURTIS BAY COPPER & IRON WKS.,
....
Curtis Bay, Md.
Str.—Sucrosa....3434

CURTIS BAY TOWING CO.,
1631 Munsey Bldg.,
Baltimore, Md.
Str.—Ashwaubemie.... 29
Str.—Curtis Bay.... 66
Str.—Port Covington.... 99

CURTIS CORP. (OF LONG BEACH),
1275 West 7th St.,
Los Angeles, Cal.
Str.—Bergen.... 132
Bkt.—Monfalcone....2270

CUYAHOGA LUMBER CO.,
....
Cleveland, Ohio.
Str.—C. H. Starke.... 266

TONS

CUYAMEL FRUIT CO.,
410 Camp St.,
New Orleans, La.
Puerto Cortes,
Honduras.
Str.—Choluteca....1374
Str.—Comayagua....1532
Str.—Copan....1019
Str.—Cuyamapa....2005
Brg.—Cuyamel Fruit Co. No. 1.... 196
Brg.—Cuyamel Fruit Co. No. 2.... 201
Brg.—Cuyamel Fruit Co. No. 3.... 201
Brg.—Cuyamel Fruit Co. No. 4.... 215
Str.—Lempira....2005
Str.—Managua.... 959
Str.—Nicarao.... 819
Str.—Olancho....1532
Str.—Omoa....1094
Str.—Quimistan....1037
Str.—Rama.... 957

D

D., M. & N. RY.,
....
Duluth, Minn.
Str.—William A. McGonagle 183

D'AZEVEDO, JOAO JOSE,
15 Griffin St.,
New Bedford, Mass.
Sch.—Nourmahal.... 86

DADY ENG. & CONST. CO., M. J.,
373 Fulton St.,
Brooklyn, N. Y.
Sts.—Artic.... 125
Str.—Craftsman.... 197

DALY, RICHARD F.,
322 East 30th St.,
New York, N. Y.
SW.—Steinway.... 269

DALZELL & CO., FRED. B.,
21 State St.,
New York City.
Str.—Dalzellace.... 30
Str.—Dalzellea.... 87
Str.—Dalzelline.... 85
Str.—Dalzellite.... 29
Str.—Fred. B. Dalzell.... 108
Str.—W. F. Dalzell.... 100

DANE, ERNEST B.,
6 Beacon St.,
Boston, Mass.
MV.—Ara.... 213

DANTZLER, G. B. & L. N.,
....
Biloxi, Miss.
Trn.—Mildred B.... 363

DAPHNE BOAT CO.,
....
Daphne, Ala.
MV.—Newdaphne.... 113

DARLINGTON, MRS. HENRY,
42 Fidelity Bldg.,
Pittsburgh, Pa.
Str.—Elreba.... 137

DARYAW, CHAUNCEY,
....
Kingston, Ont.
Sch.—Mary A. Daryaw.... 195

DAVENPORT, J. E.,
Balfour Bldg.,
351 California St.,
San Francisco, Cal.
Sch.—K. V. Kruse....1554
Sch.—Monterey....1143

DAVENPORT, J. O.,
112 Market St.,
San Francisco, Cal.
Str.—Tiverton.... 336

TONS

DAVIDSON, JAMES E.
....
Bay City, Mich.
Brg.—Chieftain....2392
Brg.—Granada....1643
Sch.—Matanzas....2525
Brg.—Montezuma....2710
Str.—Sacramento....1903
(Davidson S.S. Co.)
Str.—Cottonwood....1367
Str.—Lake George....1782

DAVIDSON S.S. CO.,
7 Bridge St.,
Milwaukee, Wis.
(See Crosby Trans. Co.)

DAVIDSON S.S. CO.,
....
Bay City, Mich.
(See James E. Davidson.)

DAVIDSON & SMITH,
....
Port Arthur, Ont.
Str.—Robert L. Fryer....1158

DAVIS, JR., CHAS. E.,
318 Walnut St.,
Philadelphia, Pa.
Str.—Newcastle.... 75

DAVIS & CO., 49 F. L.,
49 Rogers St.,
Gloucester, Mass.
Sch.—American.... 93

DAVIS TRANSP. LINES, INC.,
50 Union Square,
New York, N. Y.
Str.—Mary E. Gordon.... 113

DAVISON CHEMICAL CO.,
Garrett Bldg.,
Baltimore, Md.
Brg.—Ashland....2120
Str.—Astrea.... 197
Brg.—Calvin F. Davison... 440
Brg.—Dover....2129
Str.—Volant.... 197

DAY, ADELAIDE,
....
Newbern, N. C.
Sch.—Adelaide Day.... 607

DE BARDELEBEN COAL CO., INC.,
(See W. G. Coyle & Co.)

DE COSTA, LEANDRO,
22 Prince St.,
Boston, Mass.
Sch.—Josephine De Costa.. 84

DE MILLE PICTURES CORP., CECIL B.,
....
Los Angeles, Cal.
S.—Bohemia....1528
S.—Indiana....1413

DE SANTOS, LUTHER,
30 Spring St.,
New Bedford, Mass.
Sch.—William A. Graber... 100

DE TORRES, B. G.,
....
Havana, Cuba.
Sch.—Gran Canaria.... 396

DEARBORN, GEORGE S.,
8 Bridge St.,
New York, N. Y.
Str. Yct.—Colonia.... 151

TONS

DEEP SEA FISHERIES CO.,
ROCKLAND, ME.
Str.—Brant..... 209
Str.—Coot..... 169
Str.—Curlew..... 209
Str.—Heron..... 208
Str.—Kingfisher..... 209
Str.—Loon..... 169
Str.—Osprey..... 169
Str.—Penguin..... 183
Str.—Plover..... 208
Str.—Sheldrake..... 208
Str.—Teal..... 209
Str.—Widgeon..... 205
Str.—Wild Goose..... 209

DEERING CO., G. G.,
726 WASHINGTON ST.,
BATH, ME.
Sch.—Gardiner G. Deering.1714
Sch.—Mary F. Barrett.....1564
(CROWELL & THURLOW, AGENTS),
131 STATE ST.,
BOSTON, MASS.
Sch.—Maude M. Morey....1245

DEGE JR., AUGUST,
29 VAN NOSTRAND AVE.,
JERSEY CITY, N. J.
Str.—Thomas B. Wattson.. 91

DELAWARE BEACH CORP.,
905 LAFAYETTE BLDG.,
PHILADELPHIA, PA.
SW.—Thomas Clyde ..... 510

DELAWARE, LACKAWANNA & WESTERN R.R. CO.,
PRODUCE EXCHANGE BLDG.,
NEW YORK, N. Y.
HOBOKEN, N. J.
SW.—Bath..... 102
SW.—Bergen..... 746
SW.—Bernardsville..... 123
Str.—Binghamton..... 676
Str.—Blairstown..... 263
Str.—Buffalo..... 279
Str.—Buffalo..... 879
Str.—Chatham..... 834
Str.—Chester..... 179
Str.—Commander..... 49
Str.—Corning..... 102
Str.—Elmira..... 675
Str.—Fulton..... 156
Str.—Hoboken..... 118
Str.—Hoboken..... 879
Str.—Hopatcong..... 672
Str.—Ithaca..... 676
Str.—Lackawanna..... 123
Str.—Madison..... 123
Str.—Maplewood..... 823
Str.—Montclair..... 88
SW.—Montclair..... 901
Str.—Montrose..... 316
Str.—Morristown..... 123
Str.—Netherlands..... 689
Str.—New York..... 118
Str.—Newark..... 135
Str.—Orange..... 88
SW.—Orange..... 902
Str.—Scandinavia..... 676
Str.—Scranton..... 123
Str.—Scranton..... 675
Str.—Syracuse..... 279
Str.—Washington..... 123

DELAWARE RIVER FERRY CO. OF N. J.,
READING TERMINAL,
PHILADELPHIA, PA.
Str.—Atlantic City..... 548
Str.—Cape May..... 695
SW.—City of Reading..... 521
Str.—Margate..... 406

DELAWARE RIVER FRANKLIN CO., INC.,
PIER 3, NORTH WHARVES,
PHILADELPHIA, PA.
Str.—Elizabeth River.....1613

DELAWARE RIVER NAV. CO.,
PHILADELPHIA, PA.
SW.—Franklin..... 536

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311 CALIFORNIA ST.,
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DONOVAN S.S. CO., WILLIAM,
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453 CHURCH ST.,
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Str.—Long Island..... 1

DOULLUT & EWIN, INC.,
MEAHER BLDG.,
MOBILE, ALA.
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DO VILLE LAKE SAND & GRAVEL CO., THE,
TOLEDO, O.
Str.—Commerce.....
Str.—R. E. Do Ville.....

DOWNEY, WM., H.,
52 WILLIAM ST.,
NEW YORK, N. Y.
Str.—Kismet.....

DOYNE CO., P. H.,
COTTAGE ST.,
SO. PORTLAND, ME.
Str.—Ajax..... 1
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DRAPER, WM. H.,
702 UNION TRUST BLDG.,
PROVIDENCE, R. I.
Trn.—Fairhaven ..... 1

DRAVO CONTRACTING CO.,
COMMERCIAL TRUST BLDG.,
PHILADELPHIA, PA.
Str.—Peace.....
St.W.—Victory.....

DRESS, HARRY G.,
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DREXEL, GEO. W. C,
212 SOUTH 7TH ST.,
PHILADELPHIA, PA.
Str.—Actus.....
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DUBOIS SONS CO., H.,
17 STATE ST.,
NEW YORK, N. Y.
Str.—Ariosa.....
Str.—Dubois.....

DUFF, WM.,
LUNENBURG, N. S.
Sch.—D. D. McKenzie ....
Sch.—Gilbert B. Walters ...
Sch.—Grace P. Brown.....
Sch.—J. H. Sinclair.....
Sch.—Madeline E. Adams..
Sch.—Ruth D. Adams. ....

DULUTH STEAMSHIP CO.,
700 BOARD OF TRADE,
DULUTH, MINN.
(See G. A. Tomlinson.)

DULUTH SUPERIOR DREDGI CO.,
DULUTH, MINN.
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808 Broome St., Wilmington, Del.
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EAGLE HARBOR TRANS. CO.,
Seattle, Wash.
Str.—Bainbridge..... 202

EAGLE OIL TRANSPORT CO. (LIM.),
16 Finsbury Circus, London, E. C. 2.
Str.—San Dunstano.....3965
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Eagle Oil Transport Co. (Lim.)—*Cont*
Str.—San Fabian.....8216
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Str.—San Fernando.....8335
Str.—San Florentino.....8107
Str.—San Fraterno.....7584
Str.—San Gaspar.....8152
Str.—San Gerardo.....8150
Str.—San Gregorio.....9075
Str.—San Jeronimo.....7710
Str.—San Lamberto.....3664
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Str.—San Lorenzo.....9003
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120 Broadway, New York, N. Y.
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(See Southern Pacific Co.)

EAST COAST SHIP CO., INC.,
131 State St., Boston, Mass.
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EAST JERSEY RAILROAD & TERMINAL CO.,
11 Broadway, New York.
Str. —Chas. R. Norman.... 92
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111 Church St., New Haven, Conn.
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Str.—Prince Arthur..... 923
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Str.—Robert E. Lee.....3167

EASTERN TRANSPORTATION CO., INC.,
1331 Munsey Bldg., Baltimore, Md.
Ford Bldg., Wilmington, Del.
Brg.—A. H. Olwine.....1051
Str. —A. L. Walker..... 187
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27 State St., Boston, Mass.
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Foot of Washington St., Jersey City, N. J.
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805 American National Insurance Bldg., Galveston, Tex.
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ELDREDGE & ROBINSON,
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115 Broadway, N. Y., N. Y.
M.V.—Chas. W. Culkin.....268
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ELIZABETH CITY BOAT LINE, INC.
129 Bush St., Norfolk, Va.
Str.—Virginia Dare..... 129

ELIZABETHPORT LIGHTERAGE CO.,
115 Broadway, New York, N. Y.
MV.—Worthington..... 225

ELKIN, R. C. (LIM.),
19 Market Sq., St. John, N. B.
Trn.—Frederick P. Elkin... 435

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Land Title Bldg., Philadelphia, Pa.
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ELLIOTT, J. A.,
116 Broad St., New York, N. Y.
(Carver & Elliott)
Sch.—Virginia Dare.....1425

ELLIS S.S. CORP.,
(See United Fruit Corp.)

ELVERSON, JAS.,
1109 Market St., Philadelphia, Pa.
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EMEAIL, SADDY,
315 Ohio St., Cairo, Ill.
SW.—Henry Marquand.... 395

EMERSON, ISAAC E.,
308 W. Lombard St., Baltimore, Md.
Str.—Adroit..... 100

EMERY, JOHN M.,
90 West St., New York, N. Y.
Str.—Haven..... 632

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EMERY, W. L.,
Detroit, Mich.
Str.—John R. Emery..... 250

EMPIRE LIMESTONE CO.,
19 Hudson St., Buffalo, N. Y.
Brg.—Empire..... 325
Brg.—Kathryn..... 629

EMPRESA HONDURENA DE FOMENTO,
410 Camp St., New Orleans, La.
Str.—Baja California..... 811
Str.—Sinaloa..... 811

EMPRESA NAVIERA DE CUBA, S. A.
(P. O. Box 1641), 6 San Pedro.
Havana, Cuba.
SW.—Antolin del Collado.. 539
Str.—Baracoa.....1133
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ERIE BASIN TOWING & HOISTING CO.,
25 Broadway, New York City.
Str.—James Dougherty..... 141

ERIE LAND & IMPROVEMENT CO.,
50 Church St., New York, N. Y.
Brg.—Maywood..... 869
Brg.—Weehawken..... 694

ERIE RAILROAD CO.,
Hudson Terminal Bldg., 50 Church St., New York.
Str.—Alice Stafford..... 96
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Str.—Charles P. Crawford.. 116
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ERIE & MICHIGAN R. R. & NAV. CO.,
Chicago, Ill.
Str.—M. T. Greene..... 422

ERIE & ST. LAWRENCE CORP.,
42 Broadway, New York, N. Y.
MV.—I. L. I. 101..... 797
MV.—I. L. I. 102..... 797
MV.—I. L. I. 103..... 797
MV.—I. L. I. 104..... 797
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ESCHEN & MINOR CO.,
24 California St.,
San Francisco, Cal.
Bkt.—Georgina..... 870

ESKRIDGE, JOHN R.,
.....
Seaford, Del.
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ESTHER ADELAIDE CO.,
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ETHYL GASOLINE CORP.,
% E. I. du Pont de Nemours & Co.,
Wilmington, Del.
Str.—Ethyl.....1665

EUBANK TANKARD CO., INC.,
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Kilmarnock, Va.
Str.—Pocahontas..... 147

EVANSVILLE & BOWLING GREEN PACKET CO.,
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Evansville, Ind.
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EWING, R. B.,
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EXPORT S.S. CORP.,
25 Broadway,
New York, N. Y.
Str.—Blair.....3070
Str.—Blue Triangle.....3117
Str.—Carenco.....3116
Str.—City of Eureka.....3541
Str.—City of St. Joseph....3119
Str.—Clontarf.....3037
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FAHY, M.,
1 Broadway,
New York, N. Y.
Brg.—Bessie Fahy..... 415

FAIR OAKS STEAMSHIP CORP.,
17 Battery Pl., Room 2428,
New York, N. Y.
Str. —Blue Point..... 220
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FAIRFIELD S.S. CORP.,
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FAIRHOPE TRANSP. & EXCURSION CO.,
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404 Terrace Ave.,
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FAMOUS PLAYERS-LASKY CORP.,
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11 Broadway,
New York, N. Y.
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71 Broadway,
New York N. Y.
Str.—Calumet..... 87

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127 Olive St.,
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FEDERAL S. B. CO.,
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Kearny, N. J.
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FEENEY, BERNARD R.,
29 Broadway,
New York, N. Y.
Brg.—John J. Feeney..... 406

FEENY, JOHN P.,
% J. Horan,
59 Pearl St.,
New York, N. Y.
Brg.—Mary A. Kennelly... 480

FEI LUN S.S. CO. (LIM.),
.....
Hong Kong, China.
Str.—Lok Sun.....1044

FEINBERG, ABRAHAM,
2564 Bedford Ave.,
Brooklyn, N. Y.
Str.—Radium..... 54

FERRY HOLDING CORP.,
Pier 11, N. R.,
New York, N. Y.
SW.—Henry L. Joyce..... 660

FIDELITY TRUST CO.,
Long Island City, L. I.
(See Long Island R.R. Co.)

FIELDER, W. M.,
.....
Tampa, Fla.
Sch.—C. H. Hackley..... 197

FIELDS, JAMES,
1 Broadway,
New York City.
Brg.—John C. Fields..... 444

FIFE SHIPPING CO.,
330 California St.,
San Francisco, Cal.
Sch.—Gamble..... 626

FINDLEY, HOWARD M.,
Coleman Bldg.,
Seattle, Wash.
MV.—Anvil..... 276

FINKBINE-GUILD TRANSP. CO.,
.....
Gulfport, Miss.
Str.—Abron.....3049
Str.—Democracy.....2811
Str.—Dio.....3038
Str. Dochet.....3045
Str.—Manhattan Island....3045
Str.—Sabotawan.....3045

FISHER, CARL G.,
.....
Pt. Washington, N. Y.
MV.—Shadow K..... 211

FISHERIES CO.,
1047 Drexel Bldg.,
Philadelphia, Pa.
Str.—Arizona..... 121
Str.—Estelle..... 109
Str.—Portland..... 97
Str.—Quickstep..... 128

TONS

FISHERIES PRODUCTS CO.,
.....
New London, Conn.
Str.—Herbert N. Edwards.. 145
Str.—J. W. French..... 105
Str.—Leander Wilcox..... 101
Str.—Martin J. Marran..... 144
Str.—Rollin E. Mason..... 145
Str.—William B. Murray... 172

FISHERMENS UNION TRADING CO.,
.....
Trn.—Hillcrest..... 299

FISHERS' ID. NAV. CO.,
.....
Fishers Island, N. Y.
Str.—Fisher's Island..... 563
Str.—Restless..... 291

FITZSIMMONS CONNELL DREDGE & DOCK CO.,
.....
Chicago, Ill.
Str.—Charles J. Connell.... 67

FLANNERY, HATTY M.,
1 Broadway,
New York, N. Y.
Brg.—John H. Flannery.... 449

FLANNERY, JOSEPH J.,
11 Moore St.,
New York, N. Y.
Str.—Joseph J. Flannery... 73

FLANNERY TOWING LINE, INC.
11 Moore St.,
New York, N. Y.
Str.—James H. Flannery... 99
Str.—Joan Flannery..... 74
Str.—Keran Flannery..... 92

FLECHAS, M. M.,
.....
Pascagoula, Miss.
Trn.—Flechas..... 399
Trn.—W.J. Colle..... 391

FLEISCHEL, M. L.,
P. O. Box 136,
Jacksonville, Fla.
Sch.—Commack.....1330

FLINT TRANSP. CO.,
DUTEE W.,
Allens Avenue,
Providence, R. I.
Str.—Halcyon..... 109

FLOATING HOSPITAL,
Boston, Mass.
Str.—The Boston Floating Hospital..... 417

FLORIDA EAST COAST CAR FERRY CO., INC.,
120 Broadway,
New York, N. Y.
Str.—Estrada Palma.....1340
Str.—Henry M. Flagler.... 878
Str.—Joseph R. Parrott.....1114

FLORIDA R.R. & NAV. CORP.,
Everglades,
Collier Co., Fla.
MV.—City of Punta Gorda.. 197
Str.—Collier County..... 388

FLOWER LIGHTERAGE CO., INC.,
80 South St.,
New York, N. Y.
Brg.—Tremont..... 192
Brg.—Vesta..... 184

FLUSHING TOWING LINE,
11 Moore St.,
New York, N. Y.
Str.—Gerry..... 133

FONTANA S.S. CO.,
(See Cleveland-Cliffs Iron Co.)

TONS

FORD, HENRY,
.....
Detroit, Mich.
MV.—Sialia..... 407

FORD MOTOR CO.,
.....
Detroit, Mich.
1710 Broadway,
New York, N. Y.
Str. —Allies.....2256
Str. —Ballcamp..... 200
Str. —Barlow..... 200
Str. —Barrallton..... 200
Str. —Bathalum..... 200
Str. —Baymead..... 200
MV.—Benson Ford.....6393
Str. —Buttercup..... 200
Str. —Calaveras.....1447
Str. —Chattanooga.....2179
Str. —Chicago Bridge.....2004
Str. —Consort.....2002
Str. —Coquitt.....1996
Str. —Daniel L. Hebard.... 79
Str. —Decatur Bridge.....2256
Str. —Delavan.....1996
MV.—East Indian .....5160
Str. —Faraby.....2002
Str. —Fort Pitt Bridge.....2001
MV.—Henry Ford II.....7074
Str. —Hillsborough County.2003
Str. —Humrick..... 190
Str. —Independent Bridge..2174
Str. —Indiana Bridge.....2174
Str. —Jackson.....2001
Str. —Jefferson County....2000
Str. —Johnson City.....2060
Str. —Lackawanna Valley..2067
Str. —Lake Akkra.....1437
Str. —Lake Allen.....1378
Str. —Lake Annette.....1287
Str. —Lake Belnona.....1418
Str. —Lake Benbow.....1445
Str. —Lake Berdan.....1413
Str. —Lake Blanchester....1436
Str. —Lake Bledsoe.....1368
Str. —Lake Buckeye.....1431
Str. —Lake Canaveral.....1404
Str. —Lake Cannonsburg...1404
Str. —Lake Charlotte.....1341
Str. —Lake Crystal.....1378
Str. —Lake Dancey.....1407
Str. —Lake Daraga.....1447
Str. —Lake Delancey.....1368
Str. —Lake Deval.....1453
Str. —Lake Eliko.....1435
Str. —Lake Elsinore.....1435
Str. —Lake Ennis.....1447
Str. —Lake Farge.....1628
Str. —Lake Fear.....1399
Str. —Lake Flume.....1604
Str. —Lake Folcroft.....1604
Str. —Lake Fontana.....1604
Str. —Lake Fontanet.....1604
Str. —Lake Fossil.....1622
Str. —Lake Fostoria.....1601
Str. —Lake Fouche.....1601
Str. —Lake Frazee.....1617
Str. —Lake Freeborn.....1621
Str. —Lake Freeland.....1617
Str. —Lake Frugality.....1613
Str. —Lake Frumet.....1614
Str. —Lake Fugard.....1603
Str. —Lake Furlough.....1604
Str. —Lake Gakona.....1445
Str. —Lake Gardner.....1367
Str. —Lake Gedney.....1428
Str. —Lake Gormania.....1479
Str. —Lake Govan.....1443
Str. —Lake Grainger.....1602
Str. —Lake Grampus.....1602
Str. —Lake Granby.....1605
Str. —Lake Grandon.....1617
Str. —Lake Gratis.....1617
Str. —Lake Grattan.....1617
Str. —Lake Gravella.....1617
Str. —Lake Gretna.....1604
Str. —Lake Grogan.....1604
Str. —Lake Harris.....1340
Str. —Lake Hemlock.....1378
Str. —Lake Hewes.....1448
Str. —Lake Inaha.....1619
Str. —Lake Kyttle.....1285
Str. —Lake Larga.....1447
Str. —Lake Lasang.....1447
Str. —Lake Lemando.....1451
Str. —Lake Lida.....1287
Str. —Lake Louise.....1362
Str. —Lake Mary.....1367
Str. —Lake Mattato.....1431
Str. —Lake Maurepas.....1362
Str. —Lake Medford.....1471

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Ford Motor Co.—*Continued*
Str. —Lake Narka.....12
Str. —Lake Ontario.....14
Str. —Lake Ormoc.....14
Str. —Lake Osweya.....14
Str. —Lake Pachuta.....14
Str. —Lake Pewaukee.....12
Str. —Lake Pleasant.....13
Str. —Lake Saba.....14
Str. —Lake Sapor.....16
Str. —Lake Shawano.....12
Str. —Lake Silver.....13
Str. —Lake Strabo.....14
Str. —Lake Wilson.....12
Str. —Lake Winona.....13
Str. —Lake Winooski.....14
Str. —Lake Yahara.....14
Str. —Lake Yemassee.....14
Str. —Lake Ypsilanti.....14
Str. —Lake Zaliski.....14
Str. —Lakehurst.....13
Str. —Lakeview.....12
Str. —Lakeville.....13
Str. —Margus.....21
Str. —Massick.....21
Str. —Monomac.....19
Str. —Oneida.....14
Str. —Onekama.....21
Str. —Onondaga.....14
Str. —Parksville.....21
Str. —St. Johns County....19
Str. —Vincennes Bridge....21

FOREST CITY S.S. CO.,
1964 Union Trust Bldg.,
Cleveland, Ohio.
Str.—A. D. MacBeth.....25
Str.—David S. Troxel.....35
Str.—F. A. Bailey.....54
Str.—Samuel H. Squire.....32

FOREST KING CO., INC.,
911 Securities Bldg.,
Seattle, Wash.
Str.—Forest King.....17

FOREST S.S. CO.,
.....
Cleveland, Ohio.
Str.—H. A. Rock.....20

FOREST TRANSPORT CORP.,
810 Porter Bldg.,
Portland, Ore.
Str.—Laurel.....36
Str.—Myrtle.....36

FORT LEE FERRY CO.,
Foot of W. 130th St.,
New York, N. Y.
SW.—Englewood..... 3

FORT MYERS S.S. CO.,
.....
Tampa, Fla.
Str.—Royal Palm..... 1

FOSS CO.,
Bolcom Dock,
Ballard Station,
Seattle, Wash.
MV.—Capt. Barker..... 1

FOSS, E. B., & CO.,
.....
Bay City, Mich.
Brg.—Clarence J. Fillmore... 3

FOSS, HAROLD G.,
141 Milk St.,
Boston, Mass.
Sch.—General Leon Jurado. 9

FOSS LAUNCH & TUG CO.,
.....
Tacoma, Wash.
Str.—Andrew Foss.....

FOX ISLAND GRAVEL CO.,
.....
Detroit, Mich.
Str.—Joyland.....10

FOX RIVER IMPROVEMENT CO
.....
Oshkosh, Wis.
Drg.—Forinaco..... 1

TONS

FRANKLIN, T. H.,
80 Broad St.,
New York, N. Y.
Str.—Maple..... 613

FRANKLIN S.S. CO.,
1329 Union Trust Bldg.,
Cleveland, O.
(See H. K. Oakes.)

FREDERICA AND PHILA. TRANS. CO.,
.....
Frederica, Del.
Str.—Frederica..... 256

FREEMAN, R. R.,
131 State St.,
Boston, Mass.
Sch.—Orleans..... 605

FREEMAN S.S. CO.,
Fife Bldg.,
San Francisco, Cal.
Str.—Daisy..... 379
Str.—Daisy Gadsby..... 478
Str.—Daisy Gray..... 655
Str.—Daisy Matthews..... 513
Str.—Daisy Putnam..... 476
MV.—Sierra..... 743

FREEPORT SULPHUR TRANS. CO., INC.,
61 Broadway,
N. Y. City.
Str.—Freeport Sulphur Co. No. 1.....1552
Str.—Freeport Sulphur Co. No. 2..... 252
Str.—Freeport Sulphur Co. No. 5.....2440
Str.—Freeport Sulphur Co. No. 6.....2649

FRENCH, JOHN H.,
2330 First Nat'l. Bank Bldg.,
Detroit, Mich.
MV.—Siele..... 124

FROST, A. W., & CO.,
(See Albert B. Hall, Mgr.)
(Also see Nathan W. Thompson, Agts.)

FRY, EUGENE W.,
.....
.....
Brg.—Anaconda.....2100

FURNESS LINES,
Pier 95, N. R.,
New York, N. Y.
(Bermuda & West Indies S.S. Co., Lim.)
(Furness House, Leadenhall Street, London, E. C. 3.)
Str.—Fort St. George.....4539
Str.—Fort Victoria.....4539
Str.—Maraval.....3329
Str.—Matura.....2927
Str.—Mayaro.....2511

## G

GAGE, W. S.,
Vanderbilt Hotel,
New York, N. Y.
Sch.—Amanap..... 48

GAHAGAN DREDGING CO.,
147 Remsen St.,
Brooklyn, N. Y.
Brg.—Charles M. Hall..... 828

GALENA NAV. CO.,
17 Battery Pl.,
New York, N. Y.
(Houston, Tex.)
Str.—Franklin.....1670
Str.—Galena.....3542
Brg.—Galena No. 1..... 957

GALLAGHER, J. H.,
.....
Boyne City, Mich.
Str—Griffin.....1527

GALVESTON PILOTS ASS'N.,
918 American Nat'l Ins. Bldg.,
Galveston, Texas.
Str.—Colonel Roosevelt.... 130

GARDINER MILL CO.,
16 California St.,
San Francisco, Cal.
Brg.—Caroline..... 434
Sch.—Louise..... 328

GARDNER, M. M.,
.....
Lunenberg, N. S.
Sch.—Jean Smith..... 108

GAREY, C. E.,
.....
Saginaw, Mich.
Str.—Miami..... 191

"GARIBALDI" SOC. AN. COOP.,
.....
Genoa, Italy.
Str.—Andrea Costa.....3537

GARLAND, MRS. M. T.,
.....
Buzzards Bay, Mass.
Sch.—Blue Moon..... 66

GARLAND S.S. CORP.,
25 Broadway,
New York, N. Y.
244 California St.,
San Francisco, Cal.
Str.—Albert Jeffress.....3586
Str.—Carolinian.....2707
Str.—Edgar Bowling.....3439
Str.—George Allen.....3636
Str.—James B. Duke.....3600
Str.—William Campion.....3573
Str.—William Perkins.....3463

GARTLAND S.S. CO.,
.....
Chicago, Ill.
Str.—William H. Wolf.....4767

GARY & PUTNAM, C. E. & ELI,
.....
Saginaw, Mich.
MV.—Oscar Newhouse..... 67

GENERAL CHEMICAL CO.,
40 Rector St.,
New York, N. Y.
Brg.—Vitric..... 702

GENERAL ELECTRIC CO.,
.....
Schenectady, N. Y.
Sch.—Jessie..... 201

GENERAL PETROLEUM CORP.,
Higgins Bldg.,
Los Angeles, Cal.
310 Sansome St.,
San Francisco, Cal.
Bk.—Diamond Head..... 952
Brg.—Falls of Clyde.....1748
M. V.—General..... 364
Brg.—General Petroleum No. 4..... 306

GENERAL TRANSATLANTIC CO.,
(See Cie. Gen. Transatlantique.)

GENERAL TRANS. CO.,
949 Leader-News Bldg.,
Cleveland, Ohio.
Str.—E. W. Oglebay.....3019
Str.—Thomas Maytham....1973
Brg.—Tyrone.....1862

GERACI, N.,
.....
Tampa, Fla.
Str.—Utila..... 90

GERHARDT CO., ANNIE B.,
.....
Lunenberg, N. S.
Sch.—Annie B. Gerhardt... 115

GETSON, DANIEL,
.....
Le Have, N. S.
Trn.—Charles & Vernon... 296
Trn.—Daniel Getson..... 295
Trn.—William A. Naugler.. 294

GIFFORD, MRS. E. B.,
1231 S. Elmolino Ave.,
Pasadena, Cal.
MV.—Conquista..... 67

GILDERSLEEVE, LOUIS,
1 Broadway,
New York City.
Brg.—Charles..... 378
Brg.—Donald..... 434
Brg.—Egbert..... 427
Brg.—Elsie..... 278
Brg.—G. K. Mellen..... 427
Brg.—Hattie..... 278
Brg.—Joseph..... 428
Brg.—Junior McCann..... 433
Brg.—Louis..... 427
Brg.—Malcolm..... 433
Brg.—Peters..... 286
Brg.—Philip..... 379
Brg.—Stewart..... 427
Brg.—Sylvester..... 365

GILDERSLEEVE, OLIVER & SON, INC.,
.....
Gildersleeve, Conn.
Brg.—Alden..... 303
Brg.—Andrew..... 310
Brg.—Anson..... 310
Brg.—Arthur..... 226
Brg.—Clifford..... 311
Brg.—Cyrus..... 311
Brg.—Edgar..... 310
Brg.—Enoch..... 306
Brg.—Robert..... 310
Brg.—Wesley..... 310
Brg.—William..... 309

GILKEY BROS. TOWING CO.,
.....
Anacortes, Wash.
Str.—Bahada..... 90
Str.—Intrepid..... 55
Str.—Sea King..... 91

GILMARTIN & CO.,
116 Broad St.,
New York, N. Y.
Trn.—G. J. Cherry..... 468

GINZEL, JOHN,
.....
Wyandotte, Mich.
Brg.—Ginzel No. 1..... 416
Brg.—Swift..... 274

GLADSTONE TRANSP. CO., Inc.
.....
.....
Str.—Overbrook.....3507

GLEASON COAL CO., F. D.,
28 Campan Bldg.,
Detroit, Mich.
Str.—Harlow..... 482
Str.—Jay A. Pearson..... 985
Str.—Tampico.....1654
Str.—Usona..... 814

GLEN LINE (LIM.),
(See Great Lakes Transp. Co. Lim.)

GLEN TRANS. CO.,
Toronto, Ont.
(See Matthews S.S. Co.)

GLENDARUEL S.S. CORP.,
C. D. Mallory, Mgr.,
11 Broadway,
New York, N. Y.
MV.—Glendaruel.....1434

GLENDOLA S.S. CORP.,
17 Battery Place,
New York, N. Y.
Str.—Glendola.....1348

GLENDOYLE S.S. CO.,
17 Battery Place,
New York, N. Y.
Str.—Glendoyle.....1348

GLOBE STEAMSHIP CO.,
700 Board of Trade,
Duluth, Minn.
(See G. A. Tomlinson.)

GOELET, ROBT,
9 West 17th St.,
New York, N. Y.
Str.—Nahma..... 969

GOLD SHELL S.S. CO.,
(See Asiatic Petroleum Co.,Lim.)

GOLDEN, A. J.,
1 Broadway,
New York City.
Brg.—W. A. Golden..... 402

GOLDEN GATE FERRY CO.,
58 Sutter St.,
San Francisco, Cal.
Str. —Golden City..... 233
MV.—Golden Gate..... 387
MV.—Golden State..... 481
Str. —Harry E. Speas..... 385

GOODREAU, HENRY,
.....
Champlain, N. Y.
Brg.—Armand G. Auger.... 94

GOODRICH TRANSIT CO.,
Foot of Michigan Ave.,
Chicago, Ill.
228 Lake Ave., South
Duluth, Minn.
Str.—Alabama.....1684
Str.—Carolina..... 887
Str.—Christopher Columbus 945
SW.—City of Benton Harbor 811
Str.—City of Grand Rapids.1572
SW.—City of Holland.....1277
SW.—City of St. Joseph....1012
SW.—City of Saugatuck...1282
Str.—Illinois.....1468
Str.—Indiana.....1562
Str.—Wisconsin.....1567

GOODWIN, GALLAGHER SAND & GRAVEL CORP.,
21 East 40th St.,
New York City.
Str.—Cockatoo..... 101
Str.—Condor..... 101

GOODWIN STEAMBOAT CORP.,
Battery Park Pier,
New York, N. Y.
Str.—Tourist..... 176

GOODYEAR REDWOOD LUMBER CO.,
Hobart Bldg.,
San Francisco, Cal.
Sch.—Helen P. Drew..... 142

GORMAN, JOS. W.,
Park Bldg.,
Worcester, Mass.
Sch.—Snetind.....1305

GORTON-PEW VESSELS CO.,
327 Main St.,
Gloucester, Mass.
MV.—Acushla..... 70
MV.—Bay State..... 81
Sch.—Catherine Burke..... 68
Sch.—Corinthian..... 97
Sch.—Elk..... 66
Sch.—Elmer E. Gray..... 84
Sch.—Harmony..... 66
Sch.—Ingomar..... 85
Sch.—John J. Fallon..... 60
Sch.—Killarney..... 73
Sch.—Louisa R. Sylva..... 92
Sch.—Mary F. Curtis..... 65
Sch.—Mildred Robinson.... 73
Sch.—Rhodora..... 70
Sch.—Teazer..... 59
Sch.—Thomas S. Gorton... 93

GOSS, GUY C., CO.,
1808 L. C. Smith Bldg.,
Seattle, Wash.
Bk.—Guy C. Gross.....1430

GOSS, JOHN L. CORP.,
.....
Stonington, Me.
Sch.—Annie & Reuben..... 122
Str. —Eugenie Spoffard..... 24

GOTHAM ASSETS CORP.,
Pier 11, North River,
New York, N. Y.
SW.—Harry B. James..... 548

GOULD, CHAS. A.,
66 Park Ave.,
New York, N. Y.
Str.—Neaira..... 212

GOULD, GEO. J.,
67th St. & 5th Ave.,
New York, N. Y.
Str.—Atalanta..... 379

GOWAN, ALBERT Y.,
.....
Neponset, Mass.
MV.—Speejacks..... 129

GRACE & CO., W. R.,
(See Grace S.S. Co.)

GRACE S.S. CO.,
7 Hanover Square,
New York City.
Str. —Cacique.....3888
Str. —Colusa.....3636
Str. —Curaca.....4067
Str.—Deucl.....3465
Str. —Garfield.....1538
Str. —Nora.....7170
Str. —Orcus.....3074
Str. —Rotarian.....2925
Str. —Santa Ana.....2892
Str. —Santa Elisa.....3021
Str. —Santa Luisa.....2889
Str. —Santa Teresa.....2888
Str.—West Inskip.....3457
Str.—West Kasson.....4525

GRAHAM, HAROLD S. & SUCRS DE ABARCA,
.....
San Juan, P. R.
MV.—Cerrito..... 259

GRAMMER S.S. CO.,
(C. O. Jenkins, Mgr.)
Union Trust Bldg.
Cleveland, Ohio.
Str.—G. J. Grammer.....3703

GRAND TRUNK RAILWAY SYSTEM WESTERN LINES,
.....
Detroit, Mich.
Str.—Grand Haven.....1678
Str.—Milwaukee.....1755

GRAVES, EUGENE,
.....
Rouses Point, N. Y.
Brg.—Albert J. Graves..... 92

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GRAW, PRIMITIVIA,
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MAYAGUAY, P. R.
Sch.—Chiquimula..... 615

GRAY, FRASER,
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LA HAVE, N. S.
Sch.—Vera P. Thornhill.... 128

GRAY, JR., W. J.,
310 CALIFORNIA ST.,
SAN FRANCISCO, CAL.
MV.—Frank Lynch.....1125

GRAY, Z.,
.....
ALTIDINA, CAL.
Sch.—Fisherman..... 351

GRAYS HARBOR MOTORSHIP CORP.,
911 SECURITIES BLDG.,
SEATTLE, WASH.
Bkt.—Forest Dream.....1427
Bkt.—Forest Friend.....1436
Bkt.—Forest Pride.....1424

GREAT EASTERN GRAVEL CORP.,
.....
PORT JEFFERSON, N. Y.
Str.—George A. Keating.... 63

GREAT LAKES DREDGE & DOCK CO.,
104 MICHIGAN AVE.,
CHICAGO, ILL.
17 BATTERY PL.,
NEW YORK, N. Y.
Str. —Fred E. Richards.... 174
MV.—Martha C..... 67
MV.—Mary C..... 67
Brg.—Napoleon..... 423
Brg.—No. 78..... 681
Str. —Roger C. Sullivan.... 122
MV.—William A. Lydon... 132

GREAT LAKES STEAMSHIP CO.,
UNION TRUST BLDG.,
CLEVELAND, O.
Str.—A. E. Nettleton.....5006
Str.—B. Lyman Smith.....3017
Str.—Belgium.....3057
Str.—Charles Hubbard.....4287
Str.—Charles M. Warner...2733
Str.—Denmark.....4434
Str.—George B. Leonard....2844
Str.—Harry Coulby.....4939
Str.—Horace S. Wilkinson..6829
Str.—Hurlbut W. Smith....3415
Str.—J. F. Durston.....3500
Str.—John B. Cowle.....5134
Str.—John Dunn, Jr.....4802
Str.—Lyman C. Smith.....4916
Str.—Monroe C. Smith.....3016
Str.—Norway.....5315
Str.—Smith Thompson.....4227
Str.—Sweden.....3418
Str.—Wilbert L. Smith.....3039
Str.—William Nottingham..3070

GREAT LAKES TOWING CO.,
UNION TRUST BLDG.,
CLEVELAND, O.
Str. —America..... 63
Str. —E. M. Pierce..... 51
Str. —Favorite..... 393
Str.—Florida..... 31
Str. —Illinois..... 51
Str.—John M. Truby..... 50
Str. —Minnesota..... 60
Str. —New York..... 51
Str. —Ohio..... 51
Str. —Pennsylvania..... 30
Str. —Q. A. Gilmore..... 59
Brg.—Reliance.....1612
Brg.—Rescue..... 790
Str. —T. C. Lutz..... 51
Brg.—T. F. Newman.....1133
Str. —Vermont..... 51
Str. —Virginia..... 51
Str.—Yale..... 36

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GREAT LAKES TRANSIT CORP.,
MARINE BANK BLDG.,
BUFFALO, N. Y.
Str.—Alfred H. Smith.....3982
Str.—Chicago.....2546
Str.—Daniel Willard.....3295
Str.—Delaware.....3250
Str.—Delos W. Cooke.....2067
Str.—Duluth.....3912
Str.—Edw. E. Loomis.....3311
Str.—F. D. Underwood.....2499
Str.—George D. Dixon.....3159
Str.—J. M. Davis.....3475
Str.—Juniata.....2619
Str.—Milwaukee.....2424
Str.—Muncy.....2946
Str.—North Lake.....2941
Str.—North Sea.....3045
Str —North Star.....2928
Str.—Octorara.....2652
Str.—P. E. Crowley.....3398
Str.—Superior.....3845
Str.—Tionesta.....2652
Str.—Toledo..... 846
Str.—Troy.....2966
Str.—Utica.....2658
Str.—W. J. Conners.....3735
Str.—W. W. Atterbury.....2967

GREAT LAKES TRANSP. CO. (LIM.),
.....
MIDLAND, ONT., CANADA.
(Glen Line, Lim.)
MV.—Glenbeg.....5846
Str.—Gleniffer.....6021
MV.—Glenluce.....4120
Str.—Glensanda.....4068
Str.—Glenshane.....4012
MV.—Glentara.....4123

GREAT NORTHERN PAPER CO.,
.....
SEARSPORT, ME.
Str.—Ripogenus.....1379

GREEN, CYRUS T.,
.....
Trn.—Zampa..... 322

GREEN, FRANK L.,
79 SUMMER ST.,
ROCKLAND, ME.
Sta.—Radium..... 54

GREEN, GEORGE W.,
.....
SEAFORD, DEL.
Sch.—Nellie..... 135

GREENE, GORDON C.,
.....
CINCINNATI, OHIO.
St.W.—Tom Greene..... 339

GREENWOOD S.S. CO.,
336 MAIN ST.,
SAN FRANCISCO, CAL.
Str.—Greenwood..... 144

GRENFELL MISSION,
156 5TH AVE.,
NEW YORK.
Trn.—George B. Cluett..... 283

GREYHOUND TRANSP. CO.,
.....
PORTLAND, ORE.
SW.—Interstate..... 308

GREYLOCK S.S. CORP.
(See Seas Shipping Co.)

GRIFFITHS & SONS, JAMES,
502 BURKE BLDG.,
SEATTLE, WASH.
Str.—S. A. Perkins.....2978
MV.—Sueja III..... 121
(Coastwise S.S. & Barge Co.)
Str. —Amur..... 988
Str. —Anyox..... 754
Brg.—Baroda.....1353
Str.—City of Lordsburg....2179
Brg.—Granco.....2114
Str.—Griffco..... 812
Trn.—Griffson.....2149
Brg.—Henry Villard.....1452
Str. —Marmion..... 124

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GRIMALDI, AUGUST,
407 WHITNEY BLDG.,
NEW ORLEANS, LA.
Str.—Dorothea..... 205

GROVER & RATHBUN,
.....
CLEVELAND, OHIO.
Brg.—Thomas Gawn..... 522

GRUEBY, GEORGE S.,
36 FISH PIER,
BOSTON, MASS.
MV.—Commonwealth..... 93

GUANACASTE SHIP CORP.,
.....
PENSACOLA, FLA.
Brg.—Guanacaste..... 548

GUARANTEE TRUST CO.,
TRUSTEES,
(See Ore S.S. Corp.)

GUGGENHEIM, MURRAY,
120 BROADWAY,
NEW YORK, N. Y.
MV.—Leonie..... 111

GUGGENHEIM, S. R.,
HOTEL PLAZA,
NEW YORK, N. Y.
Str.—Trillora..... 198

GUILDS, S. A.,
.....
CHARLESTON, S.C.
Str.—Barrenfork..... 200
Str.—Waban..... 111

GUINAN, B. A.,
41 SOUTH ST.,
NEW YORK, N. Y.
Trn.—Iraques..... 319

GUINAN, DANIEL J.,
1 BROADWAY,
NEW YORK, N. Y.
Brg.—Kathleen..... 481

GULF BARGE & TOWING CO.,
CLIO & MAGNOLIA STS.,
NEW ORLEANS, LA.
Brg.—A. W. Thompson....2125
Brg.—Altamaha.....2542
Brg.—City of San Antonio..1223
Brg.—S. D. Warriner.....2125
Sch.—Semper Fidelis.....1037

GULF COAST S.S. CO.,
306 WATER ST.,
TAMPA, FLA.
MV.—Jeannette Scott..... 80

GULF COAST TRANSP. CO.,
912 WHITNEY BLDG.,
NEW ORLEANS, LA.
Str.—Bascobel..... 196

GULF CRUSHING CO.,
HOWARD AVE.,
NEW ORLEANS, LA.
Str.—W. H. Williams..... 50

GULF EXPORT & TRANS. CO.,
.....
BEAUMONT, TEX.
Brg.—Colonel Keith..... 820
Str.—Col. Rockwell..... 109
Str. —Keechi..... 166
Sch.—Nomis..... 411

GULF IRON & WRECKING CO.,
.....
QUEBEC, CANADA.
Sta.—Arabian..... 770

GULF MAIL S.S. CO.,
1 DRUMM ST.,
SAN FRANCISCO, CAL.
Str. —Alliance..... 522

GULF PULP & PAPER CO.
.....
CHARLOTTETOWN, P. E. I., CAN.
Str.—Amherst..... 93

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GULF REFINING CO.,
21 STATE ST.,
NEW YORK, N. Y.
PORT ARTHUR, TEX.
MV.—Captain Collier..... 78
MV.—Choctaw..... 209
Brg.—Conemaugh.....1714
Brg.—Conneaut.....1620
Str. —Currier.....2869
Str. —Delanco..... 92
Str. —Gulfbreeze.....4159
Str. —Gulfcoast.....3202
MV.—Gulfcrest.....5578
Str. —Gulfking.....4098
Str. —Gulfland.....3207
Str. —Gulflight.....3202
Str. —Gulfmaid.....3248
Str. —Gulfoil.....3202
Str. —Gulf of Mexico.....4867
MV.—Gulf of Venezuela....4130
Str. —Gulfpoint.....4293
Str. —Gulfprince.....4098
Str. —Gulfqueen.....4904
Str. —Gulfstar.....5316
Str. —Gulfstate.....4452
Str. —Gulfstream.....3202
Str. —Gulftrade.....4948
Str. —J. M. Guffey.....1593
Str. —Ligonier.....2396
Brg.—Mahoning..... 229
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Brg.—Neshannock..... 229
Brg.—Ohio.....1560
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MV.—Radium..... 230
Brg.—Raritan..... 552
Str. —Robert P. Clark..... 147
Str. —Senator Bailey..... 31
Brg.—Shenango.....1824
Str. —Trinidadian.....1765
Str. —Winifred.....1520

GULF SHIP CO.,
.....
TAMPA, FLA.
Sch.—Lady Marian..... 398

GULF TRANSPORTATION CO.,
.....
GULFPORT, MISS.
Brg.—Bert..... 550

GULF & INTERSTATE R.R. CO.
UNION DEPOT,
GALVESTON, TEX.
Str.—J. W. Terry..... 88

GULF & SOUTHERN S.S. CO.,
17 BATTERY PLACE,
NEW YORK, N. Y.
PIER 18, N. R.,
NEW YORK, N. Y.
FOOT OF LIBERTY ST.,
JACKSONVILLE, FLA.
Str. —Louisiana.....1658
Str.—Madison.....2406
Str. —Tampa.....1966

GURNEY, ALLEN,
26 CUSTOM HOUSE ST.,
PROVIDENCE, R. I.
Sch.—Altana M. Jagger.... 125

GUYTON, W. A.,
.....
GALVESTON, TEX.
Brg.—Guyton No. 2..... 124

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HADEN, W. D.,
818 AMERICAN NAT'L INS. BLDG.,
GALVESTON, TEXAS.
Str.—Orion..... 74

HADNOT CORP.,
17 BATTERY PLACE,
NEW YORK, N. Y.
Str.—Manatawny.....3105

HAIGHT, R. S.,
17 STATE ST.,
NEW YORK, N. Y.
Brg.—Elizabeth..... 345
Brg.—Madge..... 336
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HAINESPORT MINING & TRANSPORTATION CO.,
BEACH AND BERKS STS.,
PHILADELPHIA, PA.
Str.—Rancocas.....

HALDT TRANS. CO.,
7 WEST 10TH ST.,
WILMINGTON, DEL.
Sch.—Albert D. Cummins..10

HALFHILL PACKING CORP.,
456 So. SPRING ST.,
LOS ANGELES, CAL.
Trn.—Oceania Vance..... 3

HALL, ALBERT B.,
54 EXCHANGE ST.,
PORTLAND, ME.
Sch.—Edward B. Winslow..19

HALL CORP., GEORGE,
52 WATER ST.,
OGDENSBURG, N. Y.
Str. —A. D. MacTier.....11
Str. —Adrian Iselin.....12
Str. —Harvey J. Kendall... 2
Str. —Lucius W. Robinson..11
Str. —Robert M. Thompson.15
Str. —Ruby.....15
Brg.—Walter A. Sherman.. 4

HALL, JR., IRVING G.,
114 STATE ST.,
BOSTON, MASS.
Sch.—Charles Whittemore.. 5
Sch.—Sarah Eaton..... 1

HALL, REINHARD,
7822 TWELFTH AVE.,
BROOKLYN, N. Y.
Brg.—Gibson..... 7

HALL COAL & SHIPPING COR
GEORGE,
MCGILL BLDG.,
MONTREAL, CAN.
Str. —Frank A. Augsbury..12
Str.—Glenbuckie.....11
Str.—Glenburnie.....11
Str.—Glencalvie.....11
Str.—Glencassie.....11
Str.—Glencorrie.....10
Str.—Glengeldie.....11
Str.—Glenlinnie.....11
Str.—Glenlochie.....11
Str.—Glenorvie.....11
Str. —Ignifer..... 8
Str. —John B. Ketchum II. 7
Str. —John C. Howard.....12
Str. —John F. Morrow.....11
Str. —Lehigh..... 8
Str. —N. H. Botsford.....12
Str. —Royan..... 8

HAM, COLIN E.,
88 BROAD ST.,
Sch.—Ethel N..... 2

HAMBURG-AMERICAN LINE
39 BROADWAY,
NEW YORK CITY.
Str.—Albert Ballin.....117
MV.—Ermland .....38
Str.—Feodosia .....18
Str.—Kellerwald.....29
Str.—Liguria.....28
MV.—Odenwald.....30
Str.—Wasgenwald.....29
Str.—Westphalia.....7

HAMLEN & SON, JAMES C
415 CONGRESS ST.,
Portland, Me.
Sch.—James C. Hamlen....1

HAMMERMILL PAPER CO.,
Box 700,
ERIE, PA.
Str.—C. W. Jacob.....1
Brg.—Crete.....1

TONS

HAMMOND LUMBER CO.,
New Hall Bldg.,
San Francisco, Cal.
Str.—Astoria.....1358
Str.—Covena.....1413
Str.—Missoula.....2721
Str.—Samoa.....1172
Str.—San Pedro.....1360
Str.—Santiam..... 543
Str.—Trinidad..... 551

HAMPTON ROADS TRANSP. CO., INC.,
912 Water St.,
Norfolk, Va.
SW.—City of Norfolk..... 308
SW.—Old Point Comfort... 298

HANCOCK, G. ALLAN,
.....
Wilmington, Cal.
MV.—Velero II..... 104

HANIFY CO., J. R.,
24 Market St.,
San Francisco, Cal.
Str.—Anne Hanify..... 756
Str.—Ryder Hanify..... 756
Str.—Santa Barbara..... 527
Str.—Santa Monica..... 318
Str.—Wellesley..... 432

HANLEY, CHAS. E.,
.....
Kingston, N. Y.
Brg.—Rose E. Hanley..... 100

HANLEY, WILLIAM,
.....
Kingston, N. Y.
Brg.—Marie C. Hanley... 100

HANLEY S.S. CO.,
1023 A St.,
Tacoma, Wash.
Str.—Hanley.....4825

HANLON, D. J.,
112 Market St.,
Oakland, Cal.
Str.—Bertie M. Hanlon.... 257

HANNA, M. A., & CO.,
Perry Payne Bldg.,
Cleveland, O.
Str.—Geo. B. Raser..... 401
(Calumet Transportation Co.)
Str.—Edward A. Uhrig....5049
Str.—Edward N. Saunders, Jr.....5140
Str.—J. J. Turner.....5376
Str.—Quincy A. Shaw.....5013
Str.—R. L. Agassiz.....4910
(Cambria S.S. Co.)
Str.—Edward Y. Townsend5673
(Donner S.S. Co.)
Str.—Herbert F. Black.....4824
(Eastern S.S. Co.)
Str.—George H. Ingalls....3679
Str.—Henry P. Werner.....2725
Str.—John A. Halloway....1119
Str.—Joseph Wood.....4921
Str.—Morris S. Tremaine..3879
(La Belle S.S. Co.)
Str.—La Belle.....4876
(Mahoning S.S. Co.)
Str.—Leonard C. Hanna...4922
Str.—Powell Stackhouse...4919
Str.—William H. Donner...4843
(Producers S.S. Co.)
Str.—Carmi A. Thompson..5658
Str.—Louis W. Hill.....5648
Str.—William A. Amberg...5642
(Virginia S.S. Co.)
Str.—William D. Crawford.4899

HANNEVIG CORP.,
.....
Oslo, Norway.
(Ekvator A/S.)
MV.—Ekvator.....1547

HANSON, JOSEPH W. (M. O.),
Pier 12, E. R.,
New York, N. Y.
Str.—Corsica..... 306

TONS

HARBOR LIGHTERAGE CO.,
167 Water St.,
Brooklyn, N. Y.
Brg.—Atlantic..... 445
Brg.—Crystal..... 460
Brg.—Frank..... 456
Brg.—Jack..... 131
Brg.—Nora..... 144
Brg.—Pacific..... 436
Brg.—Venus..... 464

HARBOR NAV. CO.,
.....
Hoquiam, Wash.
Sch.—Elinor H.....1409

HARDY, F. P.,
39 Norway Road
Bangor, Me.
Sch.—Katherine May..... 816

HARKINS TRANSPORTATION CO.,
Foot of Alder St.,
Portland, Ore.
Str.—Georgiana..... 198
St. W.—Madeline..... 336

HARKNESS, EDITH HALL,
4 East 66th St.,
New York, N. Y.
Str.—Cythera..... 186

HARRAH, C. W.,
.....
Detroit, Mich.
Brg.—Nelson Bloom..... 521

HARRIS, ALEXANDER B.,
522 Fifth Ave.,
New York, N. Y.
Brg.—John F. Harris..... 368

HARRIS, GEO. C.,
.....
Grand Bank, Nfld.
Sch.—General Gough..... 198
Trn.—General Plumer..... 149
Trn.—General Trenchard... 149

HARRIS, JOHN F.,
52 Broadway,
New York, N. Y.
MV.—Chelsea..... 80

HARRISON, JOHN & SONS CO., LTD.,
.....
Owen Sound, Ont.
Str.—Harrison..... 149

HARRISS, DR. JOHN A.,
511 Fifth Ave.,
New York, N. Y.
Str.—Greyhound..... 70

HART TRANSPORTATION CO.,
42 Whitehall St.,
New York, N. Y.
Green Bay, Wis.
Str.—North Shore..... 67

HART-WOOD LUMBER CO.,
1 Drumm St.,
San Francisco, Cal.
Str.—Avalon..... 512
Str.—Claremont..... 712
Str.—Hartwood..... 545
Str.—Point Arena.....1285
Str.—Point Loma.....1289
Str.—Quinault..... 610
Sch.—San Diego..... 835
Str.—Solono..... 525
Str.—Willapa..... 604

HARTFORD & NEW YORK TRANSPORTATION CO.,
285 State St.,
Hartford, Conn.
Str.—Comet..... 70
Str.—Georgia.....1188
Str.—Hartford.....1012
Str.—Middletown.....1008
Str.—Sachem..... 132
Str.—Seaboard..... 563
Str.—Tennessee..... 743

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HARVEY, F. D.,
437 Clinton St.,
Brooklyn, N. Y.
Brg.—Lizzie Harvey..... 426

HARVEY & CO., LTD.,
.....
St. John's, Nfld.
Sch.—Lilla B. Hirtle..... 99
Trn.—Sunset Glo..... 244

HASTINGS BROS.,
Seaboard Bank Bldg.,
Norfolk, Va.
Brg.—S. A. Souder..... 277

HATCH, MARGARET T. W.,
175 West 72nd St.,
New York, N. Y.
SW.—Rockland..... 304

HATFIELD, CAPT. FREEMAN,
% Connecticut Adamant Plaster Co.,
New Haven, Conn.
Sch.—Ada Tower..... 528

HAVEMEYER & ELDER,
50 Broad St.,
New York.
Str.—Invader..... 40

HAYES, J. E.,
160 Front St.,
New York, N. Y.
MV.—Ava..... 133

HAYES, RICHARD C.,
59 Pearl St.,
New York, N. Y.
Brg.—Severn..... 762

HAZELTON & CO., H. W.,
Grand Central Terminal Bldg.,
New York, N. Y.
Sch.—Vimy.....1469

HECATE TOWING CO., INC.,
1408 Hoge Bldg.,
Seattle, Wash. & Vancouver, B. C.
Sch.—Betsey Ross..... 735

HEDGER, W. E., CO.,
25 Beaver St.,
New York, N. Y.
Str.—Ballenas..... 203
Str.—Barryton..... 200
Brg.—Dykes.....1631

HEFFRON S. S. CO.,
Tacoma, Wash.,
Str.—Heffron.....4886

HEGIRA S. S. CO.,
1023 A. Street,
Tacoma, Wash.
Str.—Hegira.....5054

HEILNER, JULIUS,
67 Fifth Ave.,
New York, N. Y.
MV.—Irwin..... 136

HEMBREE, W. H.,
190 Boundry Ave.,
Portland, Ore.
St. W.—Relief..... 198

HENDERSON BROS. (LIM.)
(See Anchor Line.)

HENRY, THOS.,
1 Broadway,
New York City.
Brg.—H. L. Parnell..... 413

HEPBURN BROS.,
.....
Picton, Ont.
Str.—Glen Allen..... 112

HERCULES POWDER CO.,
.....
Wilmington, Del.
Brg.—Bacchus..... 294

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HERMANOS, FERNANDEZ,
109 Juan Luna,
Manila, P. I.
Str.—Albay..... 574
Str.—Fernandez Hermanos. 482
Str.—Islas Filipinas..... 578
Str.—Yazoo..... 902

HERMANOS, GUTIERREZ,
116–122 Calle Berterio,
Manila, P. I.
Str.—Dos Hermanos..... 540
Str.—Magallanes..... 832
Str.—Montanes..... 210
Str.—Serantes..... 80

HERMOSA AMUSEMENT CORP.,
441 California St.,
San Francisco, Cal.
Bk.—Olympic.....1353

HERRICK, ROBERT F.,
1 Federal St.,
Boston, Mass.
Str—Gypsy..... 195

HESSLER SHIPPING CO., LIM.,
Royal Liner Bldg.,
Liverpool, Eng.
(See Furness, Withy & Co.)

HESTON, JOHN E.,
1821 East 2nd St.,
Long Beach, Cal.
Sch.—Heslon..... 227

HETTLER LUMBER CO.,
2601 Elston Ave.,
Chicago, Ill.
Str.—T. S. Christie..... 471

HEYN & SONS, Mgrs.,
Ulster Chambers,
Belfast, Ire.
Str.—Melmore Head.....3329

HIBBARD, D. F.,
Perry,
Washington Co., Me.
Sch.—Kennebec..... 157

HICKMAN CO. (LIM.), A. E.,
.....
St. Johns, Nfld.
Trn—Isobel Moore.....157
Trn.—Olive Moore..... 158

HIGGINS, CHARLES H.,
2825 Webster St.,
Berkeley, Calif.
Str.—Sea Foam..... 205

HIGGINS, JOSEPH M.,
P. O. Box 233,
Ellsworth, Me.
Sch.—Wesley Abbott..... 137

HIGGINS LUMBER & EXPORT CO.,
414 Audubon Bldg.,
New Orleans, La.
Sch.—Jacksonville..... 547

HILDEBRAND, JOHN C.,
31 Water St.,
New York, N. Y.
Trn.—Edward R. Smith.... 942

HILL, WALTER CO.,
.....
Saginaw, Mich.
Str. Raleigh.....805

HILL, WHITE TRANSIT CO.,
.....
Green Bay, Wis.
MV.—Marold II.....

HILLER, INC. STANLEY,
.....
Oakland Pier, Cal.
Str.—Lake Miraflores.....1660

TONS

HILLMAN TRANSP. CO.,
First Nat'l Bank Bldg.,
Pittsburgh, Pa.
St.W.—A. B. Sheets..... 112
St.W.—A. R. Budd..... 149

HILTEBRANT DRY DOCK CO.,
.....
So. Rondout, N. Y.
Brg.—H. B. Brainard..... 470
Str.—Kill van Kull..... 320

HINCKLEY, A. R.,
.....
Oswego, N. Y.
Brg.—F. A. Georger..... 751
Str.—Pentland..... 617

HINCKLEY FORWARDING CO.,
.....
Oswego, N. Y.
Str.—Hinckley..... 177
Str.—Isabella H..... 141

HIND, GEO. U.,
(See Hind, Rolph & Co.)

HIND, ROLPH & CO.,
230 California St.,
San Francisco, Cal.
Bkt.—Conqueror.....1221
Bkt.—Hawaii.....923
Bk.—W. M. T. Lewis.....1964
(Barkentine Kohala Co.),
Bkt.—Kohala..... 776
(Barkentine Makaweli Co.),
Bkt.—Makaweli..... 821
(Lahaina Co.),
Brg.—Lahaina..... 994

HIRTLE, JAMES,
.....
Lunenburg, N. S.
Sch.—Mary H. Hirtle..... 110

HORQUE, THEODORE,
84 State St.,
Boston, Mass.
Str.—Louis M. Winslow.... 166

HOBBS, WALL & CO.,
1 Drumm St.,
San Francisco, Cal.
Str.—Crescent City..... 380
Str.—Westport..... 154

HOFSTAD, OTTAR,
1426 North 47th St.,
Seattle, Wash.
½B.—Esther..... 256

HOGAN, FELIX,
106 Hudson St.,
Somerville, Mass.
Sch.—L. A. Dunton..... 94

HOLDEN CO., INC.,
804 S. Palafox St.,
Pensacola, Fla.
Sch.—Willis A. Holden.....1040

HOLDING CO., H. & E.,
51 Chambers St.,
New York, N. Y.
Str.—Western..... 282

HOLLAND CO., THE,
.....
West Orange, N. J.
Str.—Hackensack..... 890
Str.—Tenafly..... 890

HOLLAND-AMERICAN LINE,
Rotterdam, Hol.
24 State St.,
New York, N. Y.
Str.—Andijk.....4037
Str.—Beemsterdijk.....4241
Str.—Bilderdijk.....4228
Str.—Binnendijk.....4240
Str.—Breedijk.....4229
Str.—Burgerdijk.....4230
Str.—Dinteldijk.....5814

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Holland-American Line—*Cont.*
Str.—Drechtdijk.....5808
Str.—Edam.....5412
Str.—Eemdijk.....4799
Str.—Gaasterdijk.....5167
Str.—Grootendijk.....5168
Str.—Kinderdijk.....4798
Str.—Leerdam.....5404
Str.—Moerdijk.....4495
Str.—Nieuw Amsterdam...10497
Str.—Noorderdijk.....5437
Str.—Poeldijk.....2711
Str.—Rijndam.....7592
Str.—Rotterdam.....15056
Str.—Schiedijk.....4435
Str.—Sommelsdijk.....4030
Str.—Spaarndam.....5406
Str.—Stadsdijk.....4958
Str.—Vechtdijk.....4211
Str.—Veendam.....9202
Str.—Veendijk.....4262
Str.—Waaldijk.....3135
Str.—Westerdijk.....5235
Str.—Yseldijk.....4521
Str.—Zaandijk.....2832
Str.—Zijldijk.....2621

HOLLINGSHEAD, R. M.,
.....
Riverton, N. J.
MV.—Marcheta..... 78

HOLLYWOOD BOAT & TRANSP. CO.,
.....
Hollywood, Fla.
Str.—Clinchco..... 203
Sch.—Estherk..... 908
MV.—Jessie Fay..... 142

HOLT, A., & CO.,
India Bldgs., Water St., Liverpool, Eng.
(Ocean S.S. Co., Lim.)
Str.—Achilles.....7199
Str.—Aeneas.....6256
Str.—Agamemnon.....4261
Str.—Agapenor.....4798
Str.—Ajax.....4285
Str.—Anchises.....6213
Str.—Antilochus.....5768
Str.—Ascanius.....6262
Str.—Bellerophon.....5713
Str.—Calchas.....6313
Str.—Circe..... 314
Str.—City of Birmingham..4760
Str.—Cyclops.....5775
Str.—Deucalion.....4313
Str.—Eumaeus.....4849
Str.—Euryades.....3620
Str.—Eurybates.....3507
Str.—Glaucus.....4792
Str.—Gorgon.....1734
Str.—Helenus.....4810
Str.—Knight Companion...4594
Str.—Laertes.....3664
Str.—Machaon.....4909
Str.—Mentor.....4732
Str.—Nestor.....9101
Str.—Peleus.....4800
Str.—Perseus.....6299
Str.—Phemius.....4751
Str.—Priam.....2905
Str.—Pyrrhus.....4823
Str.—Stentor.....4308
Str.—Talthybius.....6514
Str.—Teiresias.....4813
Str.—Telamon.....2844
Str.—Telemachus.....4792
Str.—Teucer.....5762
Str.—Theseus.....4295
Str.—Titan.....5744
Str.—Tydeus.....4780
Str.—Tyndareus.....7172

HOMEGARDNER, J.
Wayne St., Sandusky, O.
Str.—Mary H..... 165

HONOLULU S.S. CO. (LIM.)
(See Moore & McCormack.)

HOOPER, TIMOTHY J.,
.....
Catonsville, Md.
Brg.—Aransas..... 1210
Brg.—Carroll..... 1210
Brg.—Catonsville..... 1210

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Hooper, Timothy J.—*Cont.*
Brg.—Druid Hill..... 1210
Brg.—Hallowell..... 1182
Brg.—Millville..... 1093
Brg.—Nahant..... 1181
Brg.—Ramos..... 1145
Brg.—Ruxton..... 1210
Brg.—Sherwood..... 1210
Str.—Traveller..... 218

HOPKINS STEAMSHIP CO.,
Union Trust Bldg., Cleveland, O.
(See Cleveland Cliffs Iron Co.)

HORAN, MARTIN P.,
59 Pearl St., New York, N. Y.
Brg.—Minnie D. Kennelly.. 411

HORAN, THOMAS J.,
59 Pearl St., New York, N. Y.
Brg.—S. A. Horan..... 204

HOSFORD, O. W.,
181 Oak St., Portland, Ore.
St.W.—G. K. Wentworth... 285
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HOUGHTON, R.,
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Detroit, Mich.
Brg.—Ice King..... 209

HOUSTON PILOTS,
.....
Houston, Tex.
MV.—Houston Pilot No. 2. 26

HOWARD LUMBER CO.,
.....
Alexandria, Va.
Sch.—Irene S. Wilkinson.... 708

HOWARD, THOS. J.,
1 Broadway, New York, N. Y.
Brg.—Bessie..... 626
Brg.—Buck Ridge..... 847
Brg.—Draper..... 823
Brg.—George S. Repplier... 395
Brg.—Glendower..... 823
Str.—Julia Howard..... 199
Brg.—Katherine Howard... 583
Brg.—Mahanoy..... 823
Str.—Margaret A. Howard. 218
Brg.—Mary B. Howard..... 642
Brg.—Merriam..... 823
Brg.—Monitor..... 866
Brg.—Paul Howard.....2125
Brg.—Silver Brook..... 842
Str.—Thomas J. Howard... 63
Brg.—Victorious..... 447
Str.—Wm. G. Howard..... 218

HOWE, RICHARD F.,
.....
Glen Cove, L. I.
MV.—Seaborn..... 255

HOWELL, THOMAS M.,
.....
Chicago, Ill.
MV.—Thalia..... 119

HOWES, OSBORNE,
45 Woodland Road, Chestnut Hill, Mass.
MV.—Santanta..... 74

HUASTECA PETROLEUM CO.,
120 Broadway, New York, N. Y.
Security Bldg., Los Angeles, Cal.
Str.—Mexoil..... 760
Str.—Panoil..... 760
Str.—St. Heliers..... 9

TONS

HUBBARD, GEORGE W.,
Harford Road & Fairfield Ave., Baltimore, Md.
SW.—Baltimore..... 545

HUBBELL, F. C.,
Hubbell Bldg., Des Moines, Ia.
MV.—Black Swan..... 96

HUBBLE, GEO. E.,
.....
Montesano, Wash.
Brg.—H. S. & D. Co. No. 2. 105

HUDSON BAY CO.,
1 Lime St., London E. C. 3, Eng.
Str.—Baychimo..... 796

HUDSON RIVER DAY LINE,
Ft. Desbrosses St., New York.
SW.—Albany..... 815
SW.—Alexander Hamilton..1252
Str.—Chauncey M. Depew. 282
Brg.—Day Line No. 2..... 143
Brg.—Day Line No. 3..... 143
Str.—De Witt Clinton.....2246
SW.—Hendrick Hudson....1598
SW.—Robert Fulton.....1344

HUDSON RIVER NAV. CO.,
Pier 32 North River, New York, N. Y.
Str.—Berkshire.....2918
SW.—Fort Orange.....2800
SW.—Rensselaer.....1796
SW.—Trojan.....1739

HUDSON TOWBOAT CO.,
Foot 17th St., Hoboken, N. J.
Str.—Hudson..... 88

HUDSON TRANSPORTATION CO.,
334-336 Law Bldg., Norfolk, Va.
Brg.—Nathan Lawrence.... 615

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1083 Fifth Ave., New York, N. Y.
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33 Coenties Slip, New York, N. Y.
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HURON PORTLAND CEMENT CO.,
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HURON TRANS. CO.,
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Str.—John W. Boardman...3148

HUTCHINSON & CO., Mgrs.,
1448 Union Trust Bldg., Cleveland, O.
(Inland S.S. Co.)
Str.—Joseph Block.....4939
Str.—N. F. Leopold.....5245
Str.—Wilpen.....5851
(Pioneer S.S. Co.)
Str.—A. A. Augustus.....4869
Str.—Amazon.....2680
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Str.—G. A. Tomlinson.....4862
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Str.—James E. Ferris.....4153
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Str.—S. B. Coolidge.....2818
Str.—W. D. Calverley, Jr..2735
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250 Park Ave., New York, N. Y.
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Str.—Brazil.....1655

IMPERIAL OIL CO. (LIM.),
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Str.—Albertolite.....5960
Str.—Calgarolite.....5510
Str.—Imperial..... 412
Str.—Imperoyal.....1384
Str.—Iocolite.....1549
Str.—Mina Brea.....2566
Str.—Royalite.....1542
Str.—Sarnolite.....1548
Str.—Talaralite.....1394
MV.—Trontolite.....3943

INDEPENDENT NAV. CO.,
19–21 Dover Green, Dover, Del.
MV.—Oregon.....1357

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INDEPENDENT PIER CO.,
Pier 34 South, Philadelphia, Pa.
Str.—Triton.....

INDEPENDENT S.S. CO.,
Foot of Orleans St., Detroit, Mich.
Str.—Baccarat.....
Str.—Cayuga.....
Str.—Chippewa.....
Str.—Kiowa.....
Str.—Montfaucon.....
Str.—Seneca.....

INDEPENDENT TRANSP. C
Foot of Pine St., Portland, Ore.
MV.—Sea Wolf.....

INDIA TRANS. CO.,
Coristine Bldg., Montreal, Que.
Str.—India.....

INDIANA S.S. CO.,
.....
Michigan City, Ind.
Str.—Black Rock.....

INDUSTRIE NAVALI SOCIE ANONINA,
Portici Vittorio Ema uele 614
Genoa, Italy.
Str.—Boba Secondo.....
Str.—Grazia Terzo.....

INLAND S.S. CO.,
Pier 5, Pratt St., Baltimore, Md.
Str.—Tompkins.....

INLAND STEAMSHIP CO.,
1448 Union Trust Bldg., Cleveland, O.
(See Hutchinson & Co.)

INLAND WATERWAYS CO.,
.....
Louisville, Ky.,
St. Louis, Mo.
Str. —Cordova.....
Str. —Demopolis.....
Brg. —I. W. C. 580.....
St.W.—Margaret.....
St.W.—Minnesota.....
Str. —Montgomery.....
Str. —Tuscaloosa.....

INSLEY, LEE W.,
.....
Bethel, Del.
Brg.—Wm. T. Lank.....

INSULL, SAMUEL,
72 W. Adams St., Chicago, Ill.
Str.—Truant.....

INTER-COAST S.S. CO.,
33 Washington St., Boston, Mass.
(Gt. Lakes Mgr., J. T. Hutchins Cleveland, Ohio.
Str.—Maruba.....

INTER-ISLAND STM. NAV. C
42 Queen St., Honolulu, Hawaii.
Str.—Claudine.....
Str.—Haleakala.....
Str.—Hawaii.....
Str.—Helene.....
Str.—Hornet.....
Brg.—I. I. S. N. Co. Pine Barge No. 1.....
Brg.—I. I. S. N. Co. Pine Barge No. 2.....
MV.—Kailua.....
Str.—Kilauea.....
Str.—Kinau.....
Str.—Like Like.....
Str.—Maui.....
Str.—Mauna Kea.....
Str.—Mauna Loa.....
Str.—Mikahala.....
MV.—Molokai.....
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INTERLAKE NAV. CO. (LIM.),
ROOM 201, 43 SAINT SACRAMENT ST.,
MONTREAL, CAN.
Str.—Dalrymple.....1167
Str.—Metcalfe.....1301
Str.—Saskatoon.....1149

INTERLAKE S.S. CO.,
WESTERN RESERVE BLDG.,
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Str.—Adriatic.....3391
Str.—Amasa Stone.....4930
Str.—Arcturus.....5263
Str.—Argus.....3091
Str.—Augustus B. Wolvin..5311
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Str.—Calumet.....3385
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Str.—Colonel James Pickands.....6442
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INTERNATIONAL MERCANTILE MARINE CO.,
1 BROADWAY,
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Str.—Finland.....7052
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INTERNATIONAL PACKING CO.,
ROOM 3, FERRY DOCK,
SEATTLE, WASH.
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INTERNATIONAL PETROLEUM CO.,
120 BROADWAY,
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IMPERIAL OIL BUILDING,
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INTERSTATE S.S. CO.,
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CLEVELAND, OHIO.
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JACKSON TRANSIT CO.,
420-21 PERRY PAYNE BLDG.,
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JACKSONVILLE FORWARDING CO.,
FOOT OF LAURA ST.,
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24 STONE ST.,
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814 HOWARD AVE.,
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Str.—Sir Thomas Shaughnessy.....3996
Str.—Wm. F. Fitch.....2632

JENSEN, ALBERT,
8 BRIDGE ST.,
NEW YORK, N. Y.
Str.—Kirsten Jensen.....1780

JENSEN LINIEN AKTIESELSKOB,
COPENHAGEN, DEN.
ALBERT JENSEN, INC., AGTS.,
17 BATTERY PLACE,
NEW YORK, N. Y.
Str.—Anna Jensen.....1857

JERSEY CITY STOCK YARDS CO.,
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11 BROADWAY,
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1 JINKEE ROAD,
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KEANSBURG S.S. CO.,
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Str.—C. Russell Hubbard...5389
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Str.—Harvey D. Goulder...5219
Str.—Howard M. Hanna, Jr.4689
Str.—John A. Topping.....6553
Str.—Joseph H. Frantz.....6436
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390 FOURTH ST.
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7 WATER ST.,
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KENNELLY, JOHN W.,
1 BROADWAY.
NEW YORK, N. Y.
Brg.—Kennelly Bros..... 489
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78 BROAD ST.,
NEW YORK, N. Y.
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KEY, JOHN L.,
74 New Montgomery St.,
San Francisco, Cal.
Brg.—Rufus E. Wood.....1350

KEY SYSTEM TRANSIT CO.,
22d & Grove Sts.,
Oakland, Cal.
Str.—Claremont..... 774
Str.—Fernwood..... 789
Str.—Hayward.....1048
Str.—San Francisco..... 727
Str.—San Leandro.....1048

KILLIAN, HARRY A.,
154 Spring St.,
Kingston, N. Y.
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KING, BERTELL W.,
17 Battery Place,
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93 North 9th St.,
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KING, GEORGE F.,
164 81st St.,
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Scw.—A. T. Kinney.....4686
Str.—Andrew S. Upson.....3120
Str.—J. S. Ashley.....4789
Str.—Robert B. Wallace....5140
Str.—Robert L. Ireland.....4889

KINNEY S.S. CO.,
Union Trust Bldg.,
Cleveland, O.
(See A. T. Kinney.)

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KINSMAN TRANSIT CO.,
Union Trust Bldg.,
Cleveland, O.
(See H. Steinbrenner.)

KIR ZADE CHEFKI & CO.
Siege Central,
Constantinople, Turkey,
Str.—Kir Zade.....1708

KIRKCONNELL, R. B.
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24 California St.,
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Str.—Elizabeth..... 284
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KRUSE & BANKS S. B. CO.,
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North Bend, Ore.
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KUNG CHUNG S. S. CO., THE
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Str.—Confucius.....1588

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KURZ & CO., INC., MGRS., CHAS.
Pier 70, North Wharf,
Beach St. and Susquehanna Ave.,
Philadelphia, Pa.
(Adelphia S.S. Corp.)
Str.—Philip Publicker.....1439
(Antietam S.S. Corp.)
Str.—Antietam.....4293

KUSKOKWIM COM'L CO.,
7 Colman Dock,
Seattle, Wash.
StW.—Quickstep..... 2

KUSKOKWIN FISHING & TRANSP. CO.,
1st Ave., South and Jackson Sts.,
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LA COMPANIA CUBANA DE CEMENTO PORTLAND,
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LAKE ARLINE S. S. CO.,
811 Sellwood Bldg.,
Duluth, Minn.
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LAKE CHAMPLAIN TRANS. CO.,
11 Moore St.,
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LAKE FRANCES S.S. CO.,
1 Drumm St.,
San Francisco, Cal.
Str.—Lake Frances.....1193

LAKE GILTEDGE S. S. CO., INC.,
Mobile Liners, Inc., Mgrs.
7 St. Michael St.,
Mobile, Ala.
Str.—Lake Giltedge.....1654

LAKE GRAVEL CO.,
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Marysville, Md.
Str.—Marysville..... 430

LAKE GUNNI NAV. CO.,
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Trust and Savings Bank,
New Orleans, La.
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LAKE TREBA S. S. CORP. INC.,
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7 St. Michael St.,
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129 So. Water St.,
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143 Liberty St.,
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LAMPORT & HOLT (LIM.),
42 Broadway,
New York, N. Y.
101 Royal Liver Bldg.,
Liverpool, England.
(Liverpool, Brazil & River Plate S. N. Co., Lim.)
Str.—Archimedes.....3380
Str.—Balfe.....3225
Str.—Balzac.....3210
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MV.—Linnell.....4494
Str.—Marconi.....4519
Str.—Meissonier.....4432
Str.—Millais.....4457
Str.—Moliere.....4427
Str.—Murillo.....4432
Str.—Nasmyth.....4015
Str.—Newton.....4015
Str.—Phidias.....3565
Str.—Plutarch.....3587
Str.—Raeburn.....4050
Str.—Raphael.....3652
Str.—Romney.....3568
Str.—Rossetti.....4100
Str.—Sheridan.....2876
Str.—Socrates.....3173
Str.—Strabo.....3064
Str.—Swinburne.....2883
Str.—Theapis.....2735
Str.—Tintoretto.....2643
Str.—Vandyck.....7960
Str.—Vasari.....6352
Str.—Vauban.....6699
Str.—Vestris.....6623
Str.—Voltaire.....7996

LANCASTER FISH & GUANO CO.,
.....
Hilmarnock, Va.
Str.—William S. Brusstar... 99

LANCASTER S.S. CORP.,
32 Nassau St.,
New York, N. Y.
Str.—Lancaster.....3530

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LANG, FRANK T.,
Metropolitan Ave.,
Brooklyn, N. Y.
Sch.—Anna Sophia..... 146

LANGELL TRANSP. CO.,
.....
Sarnia, Ont.
Str.—Simon Langell..... 677

LANK, WM. T.,
.....
Seaford, Del.
Trn.—Abel W. Parker..... 148

LARA, H. PINANGO,
Calle de Facon No. 8,
Havana, Cuba.
Str.—Pinango Lara.....1933

LARKIN TRANSP. CO.,
Pier 23,
San Francisco, Cal.
St. W.—Napa City..... 162

LARSEN, J. L.,
.....
Green Bay, Wis.
Brg.—Alice B. Norris..... 589
MV.—C. E. Redfern..... 639

LAUGHLAN, ALEXANDER,
.....
Sewickley, Pa.
MV.—Bonito..... 152

LAW, ROBERT, JR.,
41 East 42d St.,
New York, N. Y.
MV.—Robador..... 183

LAWRENCE S.S. CO.,
80 Broad St.,
New York, N. Y.
Str.—C. H. Lawrence, Jr....1225
Str.—C. T. Lawrence.....1122
Str.—G. M. Lawrence.....1779
Str.—H. J. Lawrence.....1223

LAWTON, D. C.,
.....
Fall River, Mass.
SW.—Mount Hope..... 440

LEACH, JOHN F.,
29 Broadway,
New York City.
Brg.—Leach Bros..... 424

LEARY & REED,
Ft. Provost St.,
Greenpoint, Bklyn.
Sch.—Jean..... 859

LEE, DON, INC.,
1000 Van Ness Ave.,
San Francisco, Cal.
Sch.—Invader..... 141

LEE, G. PETERS,
1216 Peabody Ave.,
Memphis, Tenn.
St.W.—Harry Lee..... 343

LEE S.S. CORP., ROBERT E.
(See Eastern S. S. Lines)

LEEDS SHIPPING CO. (LIM.),
(See W. R. Smith & Sons)

LEHIGH COAL & NAVIGATION CO.,
143 Liberty St.,
New York.
Brg.—Coaldale..... 73
Brg.—Easton..... 73
Brg.—Greenwood..... 88
Brg.—Hauto..... 73
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LEHIGH VALLEY COAL SALES CO.,
.....
Buffalo, N. Y.
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LEHIGH VALLEY R.R. CO.,
L. V. R.R. Terminal.
Jersey City, N. J.
(See Bee Line Trans. Co.)
Str.—Honeybrook..... 253
Brg.—L.&W.-B.C.Co. No. 1 817
Brg.—L.&W.-B.C.Co. No. 2 866
Brg.—L.&W.-B.C.Co. No. 3 865
Brg.—L.&W.-B.C.Co. No. 4 654
Brg.—L.&W.-B.C.Co. No. 5 654
Brg.—L.&W.-B.C.Co. No. 6 654
Brg.—L.&W.-B.C.Co. No. 7 654
Brg.—L.&W.-B.C.Co. No. 8 861
Brg.—L.&W.-B.C.Co. No. 9 654
Brg.—L.&W.-B.C.Co. No.10 828
Brg.—L.&W.-B.C.Co. No.11 828
Brg.—L.&W.-B.C.Co. No.14 861
Brg.—L.&W.-B.C.Co. No.15 861
Str.—Nottingham..... 204
Str.—Plymouth..... 187
Brg.—Wilkesbarre.....1626

LENAHAN, R. & CO.,
Kingston, N. Y.
Brg.—Alice Killian..... 100
Brg.—Daniel F. Flanagan... 346
Brg.—Patrick A. Dee..... 97
Brg.—Sarah A. Tucker..... 97
Brg.—W. Ferdinand Armstrong..... 371

LEONARD, CLIFFORD M.,
37 So. Wabash Ave.,
Chicago, Ill.
MV.—Ripple..... 144

LESTER, NATHANIEL K.,
Osgoods Wharf,
Norwich, Conn.
Trn.—Ida B. Gibson..... 224

LEWERS & COOKE (LIM.),
169-177 South King St.,
Honolulu, Hawaii.
Sch.—Alice Cooke..... 722
Sch.—Commodore.....1339

LEWIS FERTILIZER CO.,
Wilmington, Del.
Str.—James M. Gifford..... 106

LEWIS, JOHN,
Brownsville, Maine.
Sch.—Cashier..... 663

LEYLAND CO., F. (LIM.), (LEYLAND LINE),
New York, N. Y.
27 James St.,
Liverpool, England.
Str.—Alexandrian.....2842
Str.—Antillian.....3678
Str.—Barbadian.....3266
Str.—Belgian.....3228
Str.—Bolivian.....3154
Str.—Caledonian.....3210
Str.—Canada.....5707
Str.—Colonian.....4230
Str.—Dakarian.....4065
Str.—Dakotian.....4065
Str.—Davisian.....4065
Str.—Daytonian.....4066
Str.—Delilian.....4064
Str.—Devonian.....7693
Str.—Dorelian.....4069
Str.—Huronian.....5634
Str.—Median.....4067
Str.—Meltonian.....4066
Str.—Mercian.....4066
Str.—Napierian.....4101
Str.—Nessian.....4012
Str.—Nevisian.....4097
Str.—Ninian.....4068
Str.—Nitonian.....4066
Str.—Nortonian.....4097
Str.—Norwegian.....4018
Str.—Novian.....4096
Str.—Nubian.....4067
Str.—Oranian.....2448
Str.—Oxonian.....4123
Str.—Philadelphian.....4058

TONS

Leyland Co., F. (Lim.)—*Con.*
Str.—Regina.....9874
Str.—Rimouski.....5590
Str.—Scythian.....3028
Str.—Welshman.....3670
Str.—Winifredian.....6812

LI SENG GIAP & CO.,
Manila, P. I.
Str.—Warren.....2289

LIBBY, McNIELL & LIBBY, INC.,
417 Market St.,
San Francisco, Cal.,
and Chicago, Ill.
S. —Abner Coburn.....1878
Str.—Gen. W. C. Gorgas...2723
Bk. —George Curtis.....1680
Str. —Geo. F. Haller..... 107
Sch.—Henry Wilson..... 430
MV.—Libby Maine.....1458
Brg.—Number 1..... 363
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S. —Oriental.....1550
Str. —Otsego.....2595
Sch.—Salvator..... 385
Bk.—W. B. Flint..... 876
Sch.—W. F. Burrows.....1258

LIEBES & CO., H.,
136 Grant St.,
San Francisco, Cal.
Trn.—Charles Brower..... 325

LINDERMAN, FRED,
110 Market St.,
San Francisco, Cal.
Scw.—Buford.....3042

LITTLE RIVER-REDWOOD CO.,
Balfour Bldg.,
San Francisco, Cal.
Str.—Washington..... 367

LITTLE RIVER S.S. CO.,
Balfour Bldg.,
San Francisco, Cal.
Str.—Tamalpais..... 422

LIVERMORE, JESSE L.,
8 West 76th St.,
New York, N. Y.
MV.—Athero II..... 396
MV.—Gadfly..... 159

LIVERPOOL, BRAZIL & RIVER PLATE S. N. CO. (LIM.),
(See Lamport & Holt, Lim.)

LLOYD BOULONNAIS,
Boulogne Sur Mer,
France.
Str.—Chantecler..... 181

LLOYD BRAZILIERO, CIA. DE NAV. PRACA SERVULO DOURADO,
Rio de Janeiro, Brazil.
Str.—Affonso Penna.....2179
Str.—Almirante Jacequay... 793
S. —Almirante Saldanha...1921
Str.—Amazonas..... 927
Str.—Bahia.....2084
Str.—Bocaina.....1044
Str.—Borborema.....1082
Str.—Braganca..... 751
Str.—Brazil.....1260
Str.—Cabedello.....2180
Str.—Campos Salles.....3041
Str.—Ceara.....2078
Str.—Commandante Capella 933
Str.—Commandante Vasconellos..... 918
Str.—Cubatao.....1080
Str.—Diamantino..... 540
Str.—Goyaz..... 981
Str.—Guajara..... 927
Str.—Ibiapaba.....1082
Str.—Iris..... 899
Str.—Javary..... 793
Str.—Joao Alfredo.....1240
Str.—Ladario..... 540
Str.—Laguna..... 320
Str.—Manaos.....1169
Str.—Mantiqueira.....1045
Str.—Marnahao.....1303

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Lloyd Braziliero, Cia. de Nav. Praca Servulo Dourado—*Con.*
Str.—Miranda..... 505
Str.—Murtinho..... 511
Str.—Oyapock..... 439
Str.—Para.....2097
Str.—Prudente de Moraes..2213
Str.—Purus.....2495
Str.—Pyrineus.....1044
Str.—Rodrigues Alves.....1555
Str.—Ruy Barbosa.....6172
Str.—S. Salvador..... 1240
Str.—Satellite..... 892
Str.—Sergipe..... 990
Str.—Tapajoz.....2442
Str.—Taubate.....3228
Str.—Tocantins.....2685
(Brazilian Government.)
Str.—Alfenas.....3041
Str.—Aracaju.....2182
Str.—Atalaia.....3490
Str.—Ayuruoca.....4245
Str.—Baependy.....3066
Str.—Bage.....4969
Str.—Barbacena.....2984
Str.—Cabedello.....2180
Str.—Camamu.....2845
Str.—Campos.....3018
Str.—Caxambu.....2999
Str.—Curityba.....2362
Str.—Curvello.....3967
Str.—Cuyaba.....4086
Str.—Guaratuba.....2866
Str.—Iguassu.....2355
Str.—Inga.....2855
Str.—Jaboatao.....2896
Str.—Joazeiro.....2701
Str.—Lages.....3523
Str.—Macapa.....1569
Str.—Mandu.....4094
Str.—Maranguape.....1913
Str.—Parnahyba.....4126
Str.—Pelotas.....3666
Str.—Pocone.....4201
Str.—Ruy Barbosa.....6172
Str.—Sabara.....2312
Str.—Santarem.....4212
Str.—Santos.....3114
Str.—Tabatinga..... 677
Str.—Ypiranga..... 205

LLOYD TRIESTINO,
Trieste, Italy.
Str.—Celio..... .2203
Str.—Fenicia.....1586
Str.—Venezial.....4816

LLOYD'S PRODUCTIONS CO.,
Los Angeles, Cal.
Brg.—Muriel..... 483

LOCKHART, D. O.,
Detroit, Mich.
Str.—Robt. C. Wente..... 267

LONE STAR S.S. CO.,
2215 Avenue C,
Galveston, Tex.
Str.—Southlands.....1619
Str.—Southseas.....1613

LONG, ALBERT,
% W. A. Layton,
17 Battery Place,
New York, N. Y.
Brg.—Helderberg..... 203

LONG BELL FERRY CO.,
Longview, Wash.
MV.—Oregon..... 64
MV.—Washington..... 64

LONG ISLAND R.R. CO.,
Pennsylvania Station,
New York, N. Y.
Long Island City, N. Y.
Str. —Gladiator..... 83
Str. —Montauk..... 51
Str. —Patchogue..... 129
Str. —Syosset..... 120
Str.—Talisman..... 127

LOOP LUMBER CO., INC.,
Central Basin,
San Francisco, Cal.
Str.—Johan Poulsen..... 423

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LORAIN COAL & DOCK CO.,
Cleveland, O.
Brg.—Lorain..... 503

LORD, RUSSELL,
Railway Exchange Bldg.,
Chicago, Ill.
St.W.—A. I. Baker..... 140

LORENZ, OTTO,
Seattle, Wash.
Str.—Monticello..... 133

LOS ANGELES DREDGING CO.,
Long Beach, Cal.
Drg.—Miami..... 486

LOS ANGELES LUMBER PRODUCTS S.S. CO.,
San Pedro, Cal.
Str.—El Abeto.....1527
Str.—El Cedro.....1527
Str.—El Cicuta.....1440

LOS ANGELES S. B. & D. D. CO.,
San Francisco, Cal.
Brg.—Number 41..... 281

LOS ANGELES S.S. CO.,
Pier A,
Wilmington, Cal.
Str.—Calawaii.....4165
Str.—City of Honolulu.....5918
Str.—City of Los Angeles..6992
Str.—Harvard..... 514
Str.—Waimea..... 746
Str.—Yale..... 514

LOUISVILLE & CINCINNATI PACKET CO.,
Cincinnati, Ohio.
SW. —Cincinnati..... 866
St.W.—John W. Hubbard.. 300

LOVELAND, S. C.,
151 S. Front St.,
Philadelphia, Pa.
Brg.—Fred. Smartley, Jr.... 522
Brg.—Girard..... 295
Brg.—Pennsylvania..... 295
Str.—W. H. Hoodless..... 20
Brg.—Yenrut IV..... 556

LOWER HUDSON STEAMBOAT CO., INC.,
Ossining, N. Y.
Str.—Ossining..... 233

LOWERY, MICHAEL,
Creek Locks, N. Y.
Brg.—William Lowery..... 99

LUCKENBACH S.S. CO., INC.,
44 Whitehall St.,
New York, N. Y.
Str. —Andrea F. Luckenbach6826
Str. —Dorothy Luckenbach.5369
Str. —Edgar F. Luckenbach.5138
Str. —Edward Luckenbach..5087
Str. —F. J. Luckenbach....4951
Str. —Florence Luckenbach.3197
Str. —Harry Luckenbach...5489
Str. —Horace Luckenbach..4008
Str. —J. L. Luckenbach....5374
Str. —Jacob Luckenbach...4069
Str —Julia Luckenbach....5080
Str. —K. I. Luckenbach....5007
Str. —Katrina Luckenbach..4951
Str. —Lena Luckenbach ...4211
Str. —Lewis Luckenbach...6784
Str. —Lillian Luckenbach..5369
Str.—Mary Luckenbach....3382
Str. —Paul Luckenbach ....4125
Str. —Robert Luckenbach..3998
Str. —Walter A. Luckenbach5087

LUNDT, ERNEST G. C.,
264 Ogden Ave.,
Jersey City, N. J.
Sch.—Anandale.....1530

TONS

LUNENBURG SHIPPING CO. LIM.,
Lunenburg, N. S.
Trn.—Integral..... 343

LUTCHER & MOORE LUMBER CO.,
Orange, Texas.
Trn.—Geneva Kathleen.... 542

LYKES BROS. S.S. CO., INC.,
925 Whitney Central Bldg.,
New Orleans, La.
U. S. Nat'l Bank Bldg.
Galveston, Tex.
Str.—Almeria Lykes.....1658
Str.—Genevieve Lykes.....1667
Str.—Stella Lykes.....1610
Str.—Tillie Lykes.....1612

## M

MACDONALD, H. H.,
Seattle, Wash.
St.W.—Gleaner..... 279

MACDONALD NAV. CO.,
201 So. Front St.,
Philadelphia, Pa.
Bk.—John J. Phillips..... 905

MACDONALD, W. N.,
Sydney, N. S.
Str.—Clackamas.....1724

MacKEAN, W. K.,
P. O. Box 609,
Halifax, N. S.
Trn.—Amy G. MacKean... 397

MACKINAC TRANSPORTATION CO.,
St. Ignace, Mich.
Str.—Chief Wawatam.....1793
Str.—Sainte Marie.....1620

MACMILLAN, DONALD B.,
% E. F. Macdonald, Jr.,
310 So. Michigan Ave.,
Chicago, Ill.
Str.—Peary..... 129

MACON-ATLANTIC NAVIGATION CO.,
Macon, Ga.
MV.—Ocmulgee..... 236

MADDEN, GEORGE J.,
Ogdensburg, N. Y.
Str.—Jas. W. Simpson.....1315

MADISON TRANSP. CO.,
Perth Amboy, N. J.
Str.—John B. Collins..... 238

MADRIGAL & CO.,
1059 Muelle de la Industria,
Manila, P. I.
Str.—Antonio.....2697
Str.—Euzkadi..... 647
Str.—Macaria.....1344
Str.—Nipsic.....1257

MAGNOLIA PETROLEUM CO.,
Port Arthur, Texas.
Brg.—Chagres.....1132
Str.—George C. Greer..... 200
Brg.—Magnolene..... 840
Str. —Magnolia..... 124
SW.—Sag Harbor..... 474

MAGO, BERNARD N.,
Tonawanda, N. Y.
Str.—I. N. Foster..... 277

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MAHONEY, ANDREW F.,
1 Drumm St. (Fife Bldg.),
San Francisco, Cal.
Str.—Jane Nettleton..... 879
Str. —John C. Kirkpatrick 809
Sch.—Prentiss..... 267
Bkt.—Rose Mahoney.....1933
Str. —Santa Inez..... 982

MAHONING S.S. CO.,
.....
Cleveland, O.
(See M. A. Hanna & Co.)

MAINE CENTRAL RAILROAD CO.,
Union Station,
Portland, Me.
SW.—Ferdinando Gorges... 826
SW.—Hercules..... 696
Str.—Norumbega..... 142
Str.—Pemaquid..... 225

MAINE COAST & CANADA S.S. CO.,
88 Commercial Wharf,
Boston, Mass.
Str.—Massasoit..... 268

MALABAR S.S. CO.,
(See C. D. Mallory & Co.)

MALACCA S.S. CO.,
(See C. D. Mallory & Co.)

MALAYSIAN NAV. CO.,
1059 Muelle de La Industria,
Manila, P. I.
S. —Katherine.....1673

MALFODI, S.,
.....
Manila, P. I.
Str.—Bolinao..... 128

MALLORY & CO., C. D.,
11 Broadway,
New York, N. Y.
(Malabar S.S. Co.)
Str.—Malabar.....6364
(Malacca S.S. Co.)
Str.—Malacca.....4261
(Malsah S.S. Co.)
Str.—Malsah.....1667
(Matinicock S.S. Co.)
Str.—Matinicock.....4159
(Muskogee S.S. Co.)
Str.—Muskogee.....4435

MALLORY S.S. CO.,
Pier 36, N. R.,
New York City.
Str. —Agwidale.....3678
Str.—Alamo.....1660
Brg.—Belton..... 146
Brg.—Bonham..... 197
Str. —Brazos.....2793
Str. —Colorado.....1667
Str. —Comal.....2251
Str.—Comfort..... 122
Str. —Concho.....2640
Brg.—Denison..... 175
Brg.—El Paso..... 221
Brg.—Fort Worth..... 245
Brg.—Glenhurst..... 155
Str. —Henry R. Mallory....4519
Brg.—Laredo..... 190
Brg.—Lockhart..... 235
Str. —Medina.....3470
Str.—Neches.....1610
Str. —Nueces.....2465
Str. —Ocmulgee.....2042
Str. —Ossabaw.....2043
Str. —Pecos.....2903
Str. —San Jacinto.....3870
Brg.—Temple..... 285
Brg.—Terrell..... 295
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MALSAH S.S. CO.,
(See C. D. Mallory & Co.)

TONS

MALSTON CO., INC.,
(C. D. Mallory & Co., Inc., Mgrs.)
11 Broadway,
New York, N. Y.
Str.—Dillwyn.....4262
Str.—Durango.....4395
Str.—Halsey.....4389
Str.—Hoxbar.....4329
Str.—Hugoton.....4267
Str.—Imlay.....4352
Str.—Mevania.....4282

MANDLY, ANTONE J.,
105 Oak St.,
New Bedford, Mass.
Sch.—John R. Manta..... 98

MANHATTAN BARGE CO., INC.,
.....
Brg.—Navagadora No. 73... 419
Brg.—Navegadora No. 74... 419

MANHATTAN LIGHTERAGE CO.,
Pier 11, N. R.,
New York, N. Y.
Brg.—Brills..... 474

MANHATTAN STATE HOSPITAL,
Wards Island,
New York, N. Y.
Str.—Wanderer..... 161

MANNING, JOHN,
Davenport Neck,
New Rochelle, N. Y.
Sch.—John Manning..... 282

MANSON, W. C.,
.....
Wilmington, N. C.
Str.—Wilmington..... 110

MANTA, PHILIP P.,
221 Commercial St.,
Boston, Mass.
MV.—Progress..... 61

MARE ISLAND FERRY CORP.,
.....
Vallejo, Cal.
SW.—Vallejo..... 255

MARINE AMUSEMENT CO., INC.,
.....
Boston, Mass.
Brg.—Dansonia..... 956

MARINE EQUIPMENT CORP.,
17 Battery Pl.,
New York, N. Y.
Str.—Malicor..... 209

MARINE NAV. CO. OF BRAZIL, S. A.,
61 Rua Sao Pedro,
Rio de Janeiro, Brazil.
(See Mar. Nav. Co. of Canada.)

MARINE NAV. CO. OF CANADA,
119–120 Coristine Bldg.,
Montreal, Can.
Bk. —Garthneill.....1340
S. —Garthpool.....2652

MARINE PRODUCTS, INC.,
.....
Reedville, Va.
Str.—Gloucester..... 250

MARINE TRANSIT CORP.,
17 Battery Place,
New York, N. Y.
Str.—Edwin Chilton..... 69

MARINETTE TRANSIT CO.,
Stanton St.,
Marinette, Wis.
Str.—Pere Marquette No. 6. 303
Str.—Sydney O. Neff..... 338

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MARION TOWING CO.,
1 Exchange Pl.,
Jersey City, N. J.
Str.—Peerless..... 69

MARITIME ASSOCIATES (LIM.),
Herbert H. White, Mgr.,
University Press,
Cambridge, Mass.
Sch.—Cachalot III..... 61

MARKS, ARTHUR H.,
677 Fifth Ave.,
New York, N. Y.
Str.—Kehtoh..... 106

MARQUETTE & BESSEMER DOCK & NAVIGATION CO.,
Walkerville, Ont.
Str.—Marquette & Bessemer Number 1..... 998
Str.—Marquette & Bessemer Number 2.....1516

MARSHALL, G. S.,
.....
St. Johns, Nfld.
Str.—Edmund Donald..... 531

MARSHALL, J. MANUEL,
11 Pleasant St.,
Gloucester, Mass.
MV.—Grand Marshal..... 70

MARSHALL, WILSON,
Waldemere Ave.,
Bridgeport, Conn.
Str. —Ansantawae..... 107

MARTIN, DAVID, JR.,
274 East 21st St.,
New York, N. Y.
Str.—Giralda..... 145

MARTINS, WILLIAM M.,
.....
Sharptown, Md.
Sch.—Kenton..... 825
Trn.—Wm. H. Davidson.... 272

MARVIL PACKAGE CO.,
.....
Laurel, Del.
Brg.—Louise C. Crane..... 392

MARYLAND, DELAWARE & VIRGINIA RY. CO.,
Pier 1, Pratt St.,
Baltimore, Md.
Str. —Northumberland..... 675
SW.—Westmoreland..... 674

MARYLAND NAVIGATION CO.,
33 South Gay St.,
Baltimore, Md.
Sch.—B. S. Taylor.....1389
Sch.—G. A. Kohler.....1365
Sch.—Herdis.....1124

MARYLAND PILOTS ASSN.,
914 So. B'way,
Baltimore, Md.
MV.—Carmina..... 148
Str.—Maryland..... 271

MASABA S.S. CO.,
811 Sellwood Bldg.,
Duluth, Minn.
Str.—Joe S. Morrow.....3606

MASON, CHAS. E.,
.....
Milton, Fla.
Str.—City of Tampa..... 61

MASSACHUSETTS BAY S. S. CORP.,
400 Atlantic Ave.,
Boston, Mass.
Str.—Monhegan..... 212

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MASSACHUSETTS TRAWLING CO.,
22 Fish Pier,
South Boston, Mass.
Str. —Boston..... 114
MV.—Mariner..... 152

MASURY, JOHN M.,
Monticello Hotel,
Norfolk, Va.
Str.—Legonia II..... 119

MATHESON, J. A.,
.....
Anacortes, Wash.
Trn.—Fanny Dutard..... 252

MATHESON, WM. J.,
.....
Coconut Grove, Fla.
MV.—Coconut..... 89

MATHEWS S.S. CO. (LIM.),
703-4 Board of Trade Bldg.
Toronto, Can.
Str.—Arlington.....1117
Str.—Bayton.....3000
Str.—Berryton.....5023
Str.—Brookton.....1640
Sch.—Condor..... 113
Str.—Easton.....1129
Str.—Laketon.....3248
Str.—Lambton.....1016
Str.—Malton..... 988
Str.—Mathewston.....5918
Str.—Oakton.....1001
Str.—Riverton.....2684
Str.—Yorkton.....1136
(Glen Trans. Co.)
Str.—Wiarton..... 999

MATHIASEN, CONRAD,
15 Moore St.,
New York, N. Y.
Str.—Minnie..... 86

MATINICOCK S.S. CO.,
(See C. D. Mallory & Co.)

MATSON NAV. CO.,
215 Market St.,
San Francisco, Cal.
MV.—Carriso.....2452
Str. —Enterprise.....1679
Brg.—Helene..... 828
Str. —Lurline.....4096
Str. —Mahukona.....1531
Str. —Makaweli.....1534
Str. —Makena.....1653
Str. —Makiki.....3813
Str.—Maliko.....4280
Str.—Mana.....1996
Str. —Manoa.....4356
Str. —Manukai.....5895
Str. —Manulani.....5903
Str. —Matsonia.....5901
Str. —Maui.....6004
Str. —Mauna Ala.....4312
Str.—Maunalei.....4385
Str.—Maunawili.....4580
Str. —Wilhelmina.....4212

MATTON, JOHN E.,
.....
Waterford, N. Y.
Brg.—Edna M. Matton..... 98
Brg.—George E. Weightman 100
Brg.—Melinda Reilly..... 96
Brg.—Molly D. Robert..... 98
Brg.—Thomas Colombe..... 97
Brg.—W. A. Filion..... 98
Brg.—Wm. H. Flannery.... 98

MATTON, P. JESSE,
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Watervliet, N. Y.
Brg.—Louis P. Fortin..... 99

MAXWELL'S SONS, JOHN,
51 Chambers St.,
New York, N. Y.
Brg.—Walter..... 168

MAYER, FRANCIS R.,
120 Broadway,
New York, N. Y.
Trn.—Dauntless..... 521

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MAYTHAM TOWING CO.,
.....
Buffalo, N. Y.
Brg.—Jennette..... 329

MAZAMA S.S. CO.,
.....
Everett, Wash.
Str.—Mazama.....1503

McALLISTER, ANTHONY J.,
24 State St.,
New York, N. Y.
Str.—Spray..... 159

McALLISTER BROS.,
24 State St.,
New York City.
SW.—Bear Mountain.....
Brg.—McAllister Bros. No. 16..... 279
Brg.—McAllister Bros. No. 52..... 301
Brg.—McAllister Bros. No. 63..... 415

McALLISTER, DANIEL F.,
24 State St,
New York, N. Y.
Str.—Favorite..... 271

McALLISTER, JAMES P.,
24 State St.,
New York, N. Y.
Str.—Chas. D. McAllister.. 110
Str.—Underwriter..... 163
Str.—W. H. McAllister..... 104

McAVOY, FRANK,
1726 E. 93d St.,
Brooklyn, N. Y.
Str.—Zoraya..... 88

McCAFFREY'S SONS, OWEN,
1 Broadway,
New York, N. Y.
Str. —George F. McCaffrey. 100
Brg.—Helen..... 501

McCARTER, UZAL H.,
.....
Rumson, N. J.
MV.—Juniata..... 96

McCARTHY, CHAS. A.,
60 Market St.,
San Francisco, Cal.
Brg.—Jane L. Stanford..... 86

McCORMICK S.S. CO., CHAS. R.,
1 Drumm St.,
San Francisco, Cal.
Sch.—John W. Wells.....2374
Str. —Multnomah..... 583
(Chas. R. McCormick Lumber Co.)
215 Market St.,
Str. —Celilo..... 576
Str.—Charles R. McCormick3816
Str. —Hamlin F.McCormick2027
Str.—Pioneer..... 80
Str.—Sidney M. Hauptman.3816
Str.—Wahkeena..... 542
Str. —Wapama..... 584
Str. —Willamette..... 559
(Rose City S.S. Co.)
Str.—Rose City.....2154

McCOY, WM. F.,
.....
Palm Beach, Fla.
MV.—Siesta..... 11

McCULLOUGH & SPENCER,
.....
Napanee, Ont.
Sch.—Lyman M. Davis.... 138

McDONALD, ALEXANDER,
71 West 3d St.,
New York, N. Y.
Oswego, N. Y.
Str.—Louis Pahlow..... 290

TONS

McDONALD, D.,
Albion, Cal.
(Albion Lumber Co.)
Str.—Pasadena..... 236

McDONALD, FRANCIS J.,
(See McDonald Trans. Co., Inc.)

McDONALD TRANS. CO., INC.,
7 West 10th St., Wilmington, Del.
Sch.—Francis J. McDonald. 965
Str.—Princeton..... 311

McDOUGAL, A. MILLER,
McDougall Terminal, Duluth, Minn.
(Ace S.S. Corp.,)
Str.—Ace.....1611
(Jack S.S. Corp.,)
Str.—Jack.....1617
(King S.S. Corp.,)
Str.—King.....1626
(Queen S.S. Corp.,)
Str.—Queen.....1604

McFALL, EUGENE,
Sandusky, O.
(Sandusky & Islands S.S. Co.)
SW.—Chippewa..... 285

McHORNEY, B. F.,
42 Lafayette Blvd., Norfolk, Va.
Str.—Severn..... 77

McINTYRE, A. F.,
Boothbay Harbor, Me.
Sch.—Annie M. Preble..... 97

McKEEVER CO.,
New York, N. Y.
Str.—Edward J. McKeever, Jr..... 104

McLAIN, B.,
7 Water St., New York, N. Y.
Brg.—Bloomfield..... 483

McLEAN, J. E.,
New York, N. Y.
Str.—Azua..... 613

McLOUTH, S. C.,
Port Huron, Mich.
Brg.—Genoa..... 674
Str.—Kalkaska..... 555

McMICKEN, MAURICE,
660 Coleman Bldg., Seattle, Wash.
MV.—Lotus..... 88

McMORRAN, H., MGR.,
Port Huron, Mich.
Sch.—Thos. H. Howland... 283

McMULLEN, JOHN R.,
55 Prospect St., Far Rockaway, N. Y.
Brg.—Frank C..... 197

McNALLY, JAMES J.,
308 Walnut St., Philadelphia, Pa.
Brg.—Helen McIlvaine..... 449
Str.—Mary C. McNally.... 82

McNEAL DODSON CO.,
Fairport, Va.
Str.—Kenneth L. McNeal... 194
MV.—William T. Covington 132

TONS

McNEAL, EDWARDS CO.,
Reedville, Va.
Str.—E. W. Edwards..... 99
Str.—Joseph Wharton..... 106
Str.—Pequot..... 192
MV.—Thomas C. McNeal.. 117

McWILLIAMS BROS., THE,
1 Broadway, New York, N. Y.
Str.—Battler..... 104
Brg.—Blue Crest..... 907
Brg.—Blue Feather..... 588
Brg.—Blue Gown..... 588
Brg.—Blue Oak..... 495
Str.—Chal. McWilliams.... 114
Str.—Daisy McWilliams... 81
Brg.—Irene..... 436
Str.—James McWilliams... 74
Brg.—Liberty.....1441
Brg.—Mabel L. Phillips.... 838
Str.—Pointer..... 29
Brg.—Red Lion..... 455
Brg.—Red Tiger..... 487
Str.—Setter..... 29
Brg.—Shirley..... 463
Brg.—Unity..... 396
(James McWilliams Blue Line, Inc.)
Brg.—Alden..... 303
Brg.—Blue Diamond..... 524
Brg.—Blue Seal..... 505
Brg.—Blue Thistle..... 515
Brg.—Blue Water..... 480
Brg.—Harriet..... 520
Brg.—Improvement..... 480
Brg.—John J. Flannery..... 449
Brg.—Kate..... 518
Str.—Salutation..... 125

MEDEZONA & CO.,
Manila, P. I.
Str.—San Nicolas..... 390

MEDINA, MANUEL O.,
Point Loma, Cal.
MV.—Atlantic..... 86

MEGILL McNEAL CO.,
Reedville, Va.
Str.—E. James Tull..... 73
Str.—Potomac..... 65
Str.—Rappahannock..... 71

MEIER, ARTHUR,
Oakwood Ave., Cedarhurst, N. Y.
Brg.—Ulak.....2211

MENHADEN FISHERIES CORP.,
100 W. 10th St., Wilmington, Del.
Str. George Curtis..... 65

MENTOR TRANSIT CO.
(See John T. Kelley, Mgr.)

MERCHANT, ORLANDO,
Gloucester, Mass.
Sch.—Avalon..... 69

MERCHANTS LIGHTERAGE CO.,
Chicago, Ill.
Str.—Commerce..... 190
Str.—Industry..... 138

MERCHANTS S.S. LINE,
Bridgeport, Conn.
Str.—Hatteras..... 207
Str.—Merchant..... 238

MERCHANTS TRANSP. CO.,
Mobile, Ala.
StW.—John Quill..... 270

MERCHANTS TRANSP. CO.,
Commercial Dock, Tacoma, Wash.
MV.—F. H. Marvin.....195
MV.—Seatac..... 221

TONS

MERCHANTS & MINERS TRANS. CO.,
112 South Gay St., Baltimore, Md.
Str.—Alleghany.....3261
Str.—Apollo..... 56
Str.—Berkshire.....3261
Str.—Chatham.....3456
Str.—Dorchester.....1875
Str.—Dorchester.....3456
Str.—Essex.....2155
Str.—Fairfax.....3456
Str.—Gloucester.....1976
Str.—Grecian.....1994
Str.—Howard.....2278
Str.—Indian.....1135
Str.—Juniata.....2537
Str.—Kershaw.....1654
Str.—Nantucket.....1767
Str.—Ontario.....1952
Str.—Persian.....1890
Str.—Quantico.....1391
Str.—Tuscan.....1335
Str.—Upshur.....1619
Str.—Volusia.....1669
Str.—Wyoming.....1665
Str.—York.....1177

MERCHANTS & PLANTERS FERRY CO.,
Columbus, Ga.
Str.—L. H. Marrero..... 163

MERLO, MERLO & RAY, LTD.,
Ford, Ontario.
Str.—Florence..... 30
SW.—Great Western..... 662

MEROE TRANSP. CO.,
% Park Central Motors Co., 46th St. and Park Ave., New York, N. Y.
Str.—Transford..... 487
Str.—Transford II..... 962

MERRILL BARGE CO. INC.,
Miami, Fla.
MV.—Eastern Star..... 66

MERRILL & RING LUMBER CO., INC.,
White Bldg., Seattle, Wash.
Str.—Humaconna..... 190

MERRITT-CHAPMAN & SCOTT CORP.,
17 Battery Place, New York City.
Str.—Alert..... 47
Str.—Champion..... 159
Str.—Chancellor..... 187
Str.—Chapman Bros..... 321
Brg.—Clermont..... 323
Str.—Commissioner..... 129
Brg.—Concord..... 404
Brg.—Consort..... 340
Brg.—Convoy..... 344
Sch.—F. R. Sharp..... 189
Sch.—Henry Seymour..... 160
Str.—Homer..... 331
Str.—Hustler..... 119
Str.—I. J. Merritt..... 396
Sch.—John W. Chittenden.. 186
Sch.—Laksco..... 163
Str.—Relief..... 322
Str.—Rescue..... 284
Str.—Resolute..... 219

MERRITT & CO., JOHN A.,
806 So. Palafox St., Pensacola, Fla.
Brg.—Dinty Moore..... 367

MESECK TOWING & TRANSPORTATION CO.,
Pier 59, N. R., New York, N. Y.
Str.—Bessie S. Meseck..... 70
Str.—Carrie T. Meseck..... 111
Str.—John A. Meseck..... 29
Str.—Margaret L. Meseck.. 29
Str.—Mary E. Meseck..... 70
Str.—Walter L. Meseck..... 84

TONS

MESICK & MESICK,
1 Broadway, New York City.
Brg.—Buck Hill..... 459
Brg.—C. D. S. Miller..... 397
Brg.—Harry W. Walker.... 189
Brg.—Thomas Reddy..... 447

METCALF, JESSE H.,
15 Westminster St., Providence, R. I.
MV.—Felicia..... 102

METCALF, MANTON B.,
45 East 17th St., New York, N. Y.
Str.—Sachem..... 123

METEOR S.S. CO.,
(See C. H. Sprague & Son.)

METROPOLITAN COAL CO.,
20 Exchange Place, Boston, Mass.
Brg.—Beattie.....1009
Str.—Georges Creek.. .... 184
Brg.—No. 5..... 796
Brg.—No. 14..... 807
Brg.—No. 15..... 796
Brg.—No. 18..... 817
Brg.—No. 19..... 823
Str.—Piedmont..... 214

METROPOLITAN SECURITIES CORP.,
17 Battery Place, New York, N. Y.
Str.—Ackerman Brothers... 100

MEXICAN GULF OIL CO.,
Beaumont, Tex.
Brg.—M. G. O. Co. 6..... 155
Brg.—M. G. O. Co. 7..... 258
Brg.—M. G. O. Co. 8..... 258
Brg.—M. G. O. Co. 9..... 350
Brg.—M. G. O. Co. 10..... 350
Brg.—M. G. O. Co. 12..... 331

MEXICAN PETROLEUM CO.,
120 Broadway, New York.
Security Bldg., Los Angeles, Cal.
Str.—Carteret..... 226
Str.—Crudoil..... 760
Str.—Fucloil..... 760
Brg.—M. P. No. 1..... 318
Brg.—M. P. No. 2..... 564
Brg.—M. P. No. 3..... 764
Brg.—M. P. No. 20..... 521
Brg.—M. P. No. 21..... 521
Brg.—M. P. No. 22..... 521
Brg.—M. P. No. 23..... 521
Brg.—M. P. No. 24..... 521
Brg.—M. P. No. 25..... 521
Str.—Mexpet..... 161
Str.—Pan.-Am..... 101
Brg.—Panamco..... 398

MEXICAN PETROLEUM CORP. OF LOUISIANA,
120 Broadway, New York, N. Y.
St.W.—Destrehan..... 242

MEXICAN TEL. CO.,
89 Broad St., New York, N. Y.
Str.—All America..... 880
Str.—Relay..... 742

MEYER, HENRY A.
98 Ferry Street, Milwaukee, Wis.
Str.—Conrad Starke..... 104

MIAMI IMPORT & SHIPPING CO.
207 Vail Arcade, Miami, Fla.
Sch.—Hope Sherwood..... 522

TONS

MIAMI S.S. CO.,
17 State St., New York, N. Y.
Str.—City of Seattle.....1143
Str.—Marina..... 759
Str.—Van..... 535
Str.—Wild Duck..... 117

MICHAEL'S ESTATE, W. G.,
(Wm. B. Vane, Managing Owner), Cambridge, Md.
Sch.—Gracie May..... 104

MICHIGAN LIMESTONE & CHEMICAL CO.,
Rogers, Mich.
Str.—Duncan City..... 45
Str.—Frederick T. Kellers.. 78
Str.—W. G. Mason..... 54

MICHIGAN STATE FERRY,
Lansing, Mich.
Str.—Mackinaw City..... 515
Str.—St. Ignace..... 206

MICHIGAN TRANSIT CO.,
Municipal Pier, Chicago, Ill.
Str.—Kansas..... 588
Str.—Manitou.....2392
Str.—Missouri.....1484
Str.—Puritan.....1267

MIDDLESEX TRANSPORTATION CO.,
Pier 45, E. R., New York City, and New Brunswick, N. J.
Str.—James W. Johnson.... 66

MID-WEST TRANSP. CO.,
1518 Buhl Bldg., Detroit, Mich.
Str.—Aetna.....1280

MILLS BROTHERS,
52 South St., New York, N. Y.
Str.—Postmaster General... 337

MILLS, MERRILL B.,
Manhattan Club, New York, N. Y.
Detroit, Mich.
Str.—Cynthia..... 70
MV.—Cynthia.....177

MILLS, R. G.,
Box 1031, Fort Lauderdale, Fla.
Sch.—Richmond..... 265

MILLS, WILLIAM M.,
52 South St., New York, N. Y.
SW.—Myles Standish..... 340
Str.—St. Andrews..... 141
SW.—South Shore..... 516

MILWAUKEE, CHICAGO & MICHIGAN CITY LINE,
Milwaukee, Wis.
Brg.—Wisconsin..... 532

MILWAUKEE ELECTRIC RY. & LIGHT CO., THE,
Milwaukee, Wis.
Sch.—A. A. Carpenter..... 524
Brg.—Emba..... 645
Brg.—Myron Butman..... 403

MILWAUKEE SAND & GRAVEL CO.,
779 N. Water St., Milwaukee, Wis.
Str.—Ellen..... 194

TONS

MILWAUKEE TERMINAL RY. CO.,
Seattle, Wash.
Brg.—M. T. Ry. No. 5..... 376
Str.—Milwaukee..... 101

MILWAUKEE TUG BOAT LINE,
Milwaukee, Wis.
Str.—W. H. Meyer..... 88

MINING PRODUCTS TRANSPORTATION CORP.,
111 Broadway,
New York, N. Y.
Brg.—Mining Products No. 1..... 219
Brg.—Mining Products No. 2..... 219
Brg.—Mining Products No. 3..... 242

MINNESOTA ATLANTIC TRANSIT CO.,
Duluth, Minn.
Woolworth Bldg.,
New York, N. Y.
MV.—Twin Cities..... 840
MV.—Twin Ports..... 840

MINOT, FRANCIS,
88 Broad St.,
Boston, Mass.
MV.—Radio..... 62

MINSINGER, C.,
Portland, Ore.
St.W.—C. Minsinger..... 143

MINTER, A. C.,
1940 Grandy Ave.,
Norfolk, Va.
Str.—Ocean View..... 105

MINTZ, W. H.,
Savannah, Ga.
Str.—Hildegarde..... 102

MIRAFLORES S.S. CORP.
(See Atlantic Fruit Co., Inc.)

MISNER, SCOTT,
Sarnia, Ont.
Str.—Claremont..... 829

MISSION TRANSPORTATION & REFINING CO.,
Union Oil Bldg.,
San Francisco, Cal.
(See Union Oil Co. of California.)

MISSOURI PACIFIC RY. CO.,
St. Louis, Mo.
St.W.—Gillespie..... 62
St.W.—James Y. Lockwood. 390

MISSOURI & ILLINOIS R.R. CO.,
Ste. Genevieve, Mo.
SW.—Ste. Genevieve.....1639

MITCHELL, H.,
New Castle, Ont.
Sch.—Katie Eccles..... 122

MOBILE COAL CO., INC.,
Mobile, Ala.
Brg.—Choctaw..... 649

MOBILE, MIAMI & GULF S.S. CO.,
617 First Nat'l Bank Bldg.,
Mobile, Ala.
Str.—Lake Benton.....1248
Str.—Lake Capens.....1200
Str.—Lake Fairport.....1612

TONS

MOBILE TOWING & WRECKING CO.,
Mobile, Ala.
Str.—Buzzard..... 101
Str.—Echo..... 68
Str.—Hulver..... 190
Str.—Nimrod..... 58

MONESSEN COAL & COKE CO.,
Union Trust Bldg.,
Pittsburgh, Pa.
Str.—Alicia..... 105
Str.—Collier..... 134

MONROE, CLARENCE L.,
Bay City, Mich.
Str.—C. & M..... 96

MONROE, W. S.,
St. Johns, N. F.
Trn.—Benevolence..... 277
Trn.—Nellie M..... 231
Sch.—Union Jack..... 242

MONSTAD, H. C.,
238 O'Farrell St.,
San Pedro, Cal.
Brg.—Fullerton.....1494

MONTAUK STEAMBOAT CO., (LIM.,)
Ft. of Borden Ave.,
Queens, N. Y.
SW.—Shinnecock..... 706

MONTE, JOSEPH J.,
491 Purchase St.,
New Bedford, Mass.
Sch.—Mary Elizabeth..... 114

MONTICELLO STEAMSHIP CO.,
Pier 1, Ferry Bldg.,
San Francisco, Cal.
Str.—Arrow..... 190
Str.—Asbury Park..... 1179
Str.—Calistoga.....1486
Str.—Gen. Frisbie..... 365
Str.—Napa Valley..... 814

MOORE CO., JOHN E.,
17 State St.,
New York, N. Y.
Str.—Machigonne.....289
Str.—Thomas C. Millard...242

MOORE CO., THE.,
106 East 50th St.,
Savannah, Ga.
Bk.—Belmont.....1399
Bk.—Susanne..... 962

MOORE, EDWARD,
1 Broadway,
New York, N. Y.
Brg.—Commodore..... 528
Brg.—Emma Keeler..... 473
Brg.—Harry E. Husted..... 379
Brg.—Kathryn A. Keeler... 473

MOORE, THOMAS J.,
Rouses Point, N. Y.
Brg.—McAndrew Bros..... 107

MOORE MILL & LUMBER CO., INC.,
Marshfield, Ore.,
68 Post St.,
San Francisco, Cal.
Str.—Bandon..... 350
Str.—Mary E. Moore.....1256

MOORE, W. H.,
MV.—City of Nome.....1286

MOORE & CO., GEORGE A.,
San Francisco, Cal.
Sch.—Sadie..... 295

TONS

MOORE & McCORMACK CO., INC.,
5 Broadway,
New York, N. Y.
(Commercial Courier S.S. Co.)
Str.—Commercial Courier..1278
(Commercial Spirit S.S. Co.)
Str.—Commercial Spirit....2905
(Commercial Traveler S.S. Co.)
Str.—Commercial Traveler..2890
(Honolulu S.S. Co.)
Str.—Commercial Trader...3001
(Nyanza S.S. Co.)
Str.—Commercial Guide....2890
(Osage S.S. Co.)
Str.—Commercial Pathfinder2953

MORAN, ROBT.,
Rosario, San Juan Co.,
Washington.
MV.—Sanwan..... 174

MORAN TOWING & TRANSPORTATION CO.,
17 Battery Place,
New York, N. Y.
Str.—Agnes A. Moran..... 29
Str.—Alice M. Moran..... 29
Str.—Eugene F. Moran..... 29
Str.—Joseph H. Moran.... 157
Str.—M. Moran..... 24
Brg.—M. T. & T. Co. No. 36 277
Brg.—M. T. & T. Co. No. 38 277
Brg.—M. T. & T. Co. No. 58 302
Brg.—M. T. & T. Co. No. 60 302
Brg.—M. T. & T. Co. No. 62 302
Brg.—M. T. & T. Co. No. 64 302
Str.—Margaret A. Moran.. 45
Str.—Marion Moran..... 71
Str.—Susan A. Moran..... 234
Str.—Thomas E. Moran... 143

MORECRAFT TRANSPT. CORP.,
17 Battery Place,
New York, N. Y.
Brg.—Camden..... 630
Sch.—Canisteo..... 643
Brg.—Chenango..... 643
Brg.—Devon..... 667
Sch.—Hatteras..... 754
Brg.—Haverford..... 644
Brg.—Hopatcong..... 804
Brg.—Indiana.....1506
Brg.—Kentucky.....1472
Brg.—Musconetcong..... 804
Brg.—Nay Aug..... 804
Sch.—Norseman..... 146
Sch.—Oakley C. Curtis.....2000
Brg.—Occidental.....1424
Brg.—Ohio.....1506
Str.—Paoli..... 224
Brg.—Pequest..... 804
Brg.—Rondout..... 764
Sch.—Ruth Martin..... 792
Brg.—Shickshinny..... 800
Brg.—Smith Line No. 1.... 412
Str.—Triton..... 130
Brg.—Upton..... 746
Str.—W. S. Taylor..... 216

MORGAN, J. P.,
23 Wall St.,
New York, N. Y.
St. Ycht.—Corsair..... 772

MORGAN, RANDAL,
398 E. Willow St.,
Germantown, Pa.
Str.—Waturus..... 388

MORGAN TRANSPORTATION CO.,
Traverse City, Mich.
Str.—Anna C. Wilson..... 56

MORGAN'S LOUISIANA & TEXAS R.R. & S.S. CO.,
New Orleans, La.
SW.—Carrier..... 734
Str.—El Listo..... 107
Str.—El Vivo..... 107

MORRIS LIGHTERAGE CO.,
420 East 125th St.,
New York, N. Y.
Brg.—Devotion..... 294

TONS

MORRISSY CO., CLAYTON E.,
12 Commonwealth Ave.,
Gloucester, Mass.
Sch.—Henry Ford..... 90

MORROW S.S. CO.,
11th Floor, Union Trust Bldg.
Cleveland, Ohio.
(See Cleveland-Cliffs Iron Co.)

MORSE, EDWARD P.,
47 Plaza St.,
Brooklyn, N. Y.
Str.—Elgrudor..... 70

MORTON, FLORENCE,
Peekskill, N. Y.
Str.—Fannie Woodall..... 146

MORTON, RICHARD,
80 Broad St.,
New York, N. Y.
Str.—Telegraph..... 235

MORTON SALT CO.,
717 Railway Exchange,
Chicago, Ill.
Brg.—Aurora.....2181
Str.—Covalt.....1485
Str.—Craigsmere.....1486

MORTON & PLANT,
New London, Conn.
Sch.—Elena..... 158

MOTOR TRANSPORT CO.,
Detroit, Mich.
Str.—Transmotor.....1147

MOULTON, JOHN T.,
Burgeo, Nfld.
Sch.—Catherine M. Moulton..... 168
Sch.—Ena A. Moulton..... 180
Trn.—Enid E. Legge..... 232
Trn.—Francis E. Moulton.. 208
Str.—Herbert Green..... 205
Trn.—Lila E. D. Young.... 165

MOUNT HOPE S.S. CO.,
% Corporation Trust Co.
of America,
10th & Market Sts.,
Wilmington, Del.
MV.—Bacoi.....1185
Str.—Mexicano.....1474

MOUNT VERNON & MARSHALL HALL S. B. CO. (LIM.),
Foot 7th St.,
Washington, D. C.
SW.—Charles Macalester... 463

MUGAN, WM. G.,
724 Merchants' Ex. Bldg.,
San Francisco, Cal.
Sch.—Wawona..... 414

MULLEN COAL CO.,
Amherstburg, Ont.
Str.—Alaska..... 592
Str.—E. A. Shores, Jr..... 310
Str.—John Mullen.....1312
Str.—John Otis..... 254

MULQUEEN, DANIEL J.,
681 Harrison Place,
W. New York, N. J.
Brg.—Electra..... 511
Brg.—Harry Parks..... 314
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MUNAIRES S.S. CORP.
(See Munson S.S. Line.)

MUNAMAR S.S. CO., INC.
(See Munson S.S. Line.)

MUNARGO S.S. CO.
(See Munson S.S. Line.)

MUNINDIES S.S. CORP.
(See Munson S.S. Line.)

MUNMOTOR S.S. CO.
(See Munson S.S. Line.)

MUNSON S.S. LINE,
67 Wall St.,
New York, N. Y.
Str.—American Legion.....
Str.—Colonia.....
Str.—Munami.....
Str.—Muneastern.....
Str.—Munleon.....
Str.—Munlisto.....
Str.—Munloyal.....
Str.—Munorleans.....
Str.—Munrio.....
Str.—Pan America.....
Str.—Southern Cross.....
Str.—Walter D. Munson...
Str.—Western World.....
(Munaires S.S. Corp.)
Str.—Munaires.....
Str.—Munalbro.....
(Munamar S.S. Corp.)
Str.—Munamar.....
(Munargo S.S. Corp.)
Str.—Munargo.....
(Muncove S.S. Co.)
MV.—Muncove.....
Str.—Mundelta.....
(Munindies S.S. Corp.)
Str.—Munindies.....
Str.—Munisla.....
(Munmotor S.S. Co.)
Str.—Munmotor.....
Str.—Munplace.....
Str.—Munsomo.....
(Munwood S.S. Corp.)
Str.—Munwood.....

MUNWOOD S.S. CORP.
(See Munson S.S. Line.)

MURPHY, DANIEL J.,
Kingston, N. Y.
Brg.—Nicholas Murphy...
Brg.—Thomas F. Murphy.

MURPHY, ETHAN,
12 State St.,
New York, N. Y.
Brg.—United States.....

MURPHY, JOHN G., Esq.,
19 No. Ann St.,
Mobile, Ala.
Str.—Northern Light.....
Str.—Rose Murphy.....

MURPHY, SIMON J.,
Green Bay, Wi.
Str.—Arca.....

MUSKOGEE S.S. CO.
(See C. D. Mallory & Co., M

MUTUAL LUMBER CO., IN
207 Produce Exchang
New York, N.
Str.—America.....

MYERS, GEORGE T.,
Colman Bldg.,
Seattle, Was
Brg.—Elwell.....

MYRA SHIPPING CO.,
HAZEL L.,
Lunenburg, N.
Trn.—Hazel L. Myra.....

TONS

YSTIC S.S. CO.,
111 Devonshire St.,
Boston, Mass.
Str. —A. L. Kent.....3664
Brg.—Alice..... 615
Brg.—Annie..... 989
Str. —Arlington.....1431
Brg.—Biwabik.....1332
Str. —Charles P. Greenough 145
Brg.—Edith..... 766
Str. —Edward Peirce.....3228
Brg.—Emilie..... 939
Str. —Everett.....3097
Str. —Fame..... 197
Str. —Felix Taussig.....3662
Brg.—Flora..... 769
Str. —Glen White.....3349
Brg.—Hattie.....1163
Brg.—Irene.....1075
Str. —Lemuel Burrows.....4787
Str.—Lewis K. Thurlow....2097
Str. —Melrose.....3096
Str. —Murrell..... 156
Str. —Neptune..... 51
Str. —Newton.....3093
Str. —Peter H. Crowell.....2423
Str. —Sewalls Point.....3373
Str. —Saturn..... 65
Str. —Stephen R. Jones.....3112
Str. —Thomas P. Beal.....3642
Str. —Walter D. Noyes....3114
Str. —William A. McKenny.3654
Str.—William N. Page.....3339
Str.—Winding Gulf.....3339

N

K-NEK PACKING CO.,
2 Pine St.,
San Francisco, Cal.
(See Frank B. Peterson.)

NTASKET BEACH STEAM-
BOAT CO.,
Rowe's Wharf,
Boston, Mass.
SW.—Betty Alden..... 447
SW.—Mary Chilton..... 392
SW.—Mayflower..... 528
SW.—Nantasket..... 436
SW.—Old Colony..... 434
SW.—Rose Standish..... 504

SSAU FERTILIZER & OIL
O., INC.,
.....
Fernandina, Fla.
Str.—Samuel S. Brown..... 102

SSAU SAND & GRAVEL CO.,
17 Battery Place,
New York, N. Y.
Str.—Luzerne..... 112

SSAU SHIP & DREDGE CO.,
.....
Chicago, Ill.
Str.—Nassau.....1265

TIONAL DREDGING CO.,
504 Builders Exchange,
Duluth, Minn.
Drg.—Lake Ellendale.....1038
Drg.—Lake Fithian.....1038

TIONAL OIL TRANSPORT CO.
Room 1608, Woolworth Bldg.,
New York City.
(See New National Oil Co.)

TIONAL S.S. CO.,
700 Board of Trade,
Duluth, Minn.
(See G. A. Tomlinson.)

TIONAL S.S. CO.,
1008 Crocker Bldg.,
San Francisco, Cal.
Str.—Brunswick..... 283
Str.—Noyo..... 836

TIONAL TOWING CO.,
% C. D. Mallory & Co.,
11 Broadway,
New York, N. Y.
Str.—Interstate No. 2..... 89

TONS

NAUTILUS S.S. CO.,
26 Beaver St.,
New York, N. Y.
Str.—Charles H. Cramp....3812
Str —Henry S. Grove.....3812

NAVARRO, J. M.,
.....
Marguerita, Venezuela.
Sch.—Amy M. Sacker..... 114

NAV. & CANAL COMMISSION,
.....
Houston, Texas.
MV.—Port Houston..... 145

NAVIGAZIONE GENERALE
ITALIANA,
6 Via Bali,
Genoa, Italy.
1 State St.,
New York, N. Y.
Str.—Adige.....3922
Str.—America.....5050
Str.—Armando.....3540
Str.—Duca D' Aosta.....4507
Str.—Duca degli Abruzzi...4577
Str.—Duilo.....14657
Str.—Giulio Cesare.....12826
Str.—Principessa Mafalda..5087
Str.—Procida.....2435
Str.—Re Vittorio.....4363
Str.—Stromboli.....3844
Str.—Taormina.....5106
Trn.—Tigre.....2297
Str.—Vesuvio.....3492
Str.—Vulcano.....3450

NAVY YARD ROUTE, INC.
(See Puget Sound Nav. Co.)

NECHES TRANSPORTATION CO.
1085 Magnolia Ave.,
Beaumont, Texas.
Sch.—Ralph S. Parsons..... 388

NEDERLANDSCH-AMERIK-
AANSCHE STOOM. MAATS.
(See Holland-American Line.)

NEFF, CHARLES S.,
333 Hathway Place,
Milwaukee, Wis.
Str.—Scranton.....1595

NELSON CO., THE CHAS.,
230 California St.,
San Francisco, Cal.
Sch.—Aurora.....1070
Str.—Buffalo Bridge.....1987
Str.—Cadaretta.....1621
Str.—Caddopeak.....1769
Str.—Castle Town.....2029
Sch.—Charles Nelson..... 603
Str.—Chetopa.....1989
Str.—Daisy Freeman..... 436
Str.—Doylestown.....1610
Sch.—Fort Laramie.....2140
Str.—Glymont.....1672
Str.—Griffdu..... 828
Str.—Jacox.....1621
Bkt.—James Johnson..... 993
Str.—Marsodak.....2174
Str.—Mayfair..... 420
Sch.—Minnie A. Caine..... 779
Bkt.—Monitor.....2102
Bkt.—Monongahela.....2546
Bkt.—Monterey.....1694
Bk.—Moshulu.....2911
Str.—Mukilteo..... 690
Sch.—Nome City..... 597
Str.—Plow City.....1988
Str.—Port Angeles..... 760
Str.—Saginaw..... 498
Str.—Tashmoo.....1996
Sch.—Thistle.....1462
Bkt.—Thomas P. Emigh... 923
Brg.—William H. Smith....1868
Str.—Wilmington..... 571

NELSON, JAMES K.,
230 California St.,
and Pier 17,
San Francisco, Cal.
Str.—Cleone..... 126
Str.—Humboldt..... 689
Str.—San Antonio..... 521
Str.—San Juan.....1308

TONS

NELSON LAGOON PACK-
ING CO., INC.,
.....
So. Bellingham, Wash.
MV.—Breaker..... 181

NEMESIO RUIZ & BROS.,
Tuxpan,
Vera Cruz, Mexico
MV.—Lobos X..... 55

NEPTUNE LINE, INC.,
1 Broadway,
New York, N. Y.
Brg.—Binghamton..... 565
Brg.—Brooklyn.....1791
Str.—Capt. Savidge..... 91
Brg.—E. B. Sutton.....1686
Brg.—Edgewater..... 845
Brg.—General Knox.....1550
Brg.—Hawthorne..... 608
Bk.—I. F. Chapman.....2016
Scw.—Jupiter..... 366
Brg.—Luzon.....1182
Brg.—Marion..... 684
Str.—Mercury..... 72
Str.—Neptune..... 373
Brg.—Neptune Line No. 11. 496
Brg.—New Jersey.....1177
Brg.—Old Dominion.....1727
Brg.—Riverside..... 845
Str.—Roger Williams..... 101
Brg.—San Joaquin.....1523
Brg.—Seneca.....2070
Brg.—Solitaire.....1384
Brg.—Troy..... 635
Str.—Warrior..... 233
Brg.—West Point.....1168

NEPTUNE S.S. CO. (LIM.),
.....
St. Johns, Nfld.
(See Job Bros. & Co., Lim.)

NESSEN TRANS. CO.,
1007 Peoples Gas Bldg.,
Chicago, Ill.
Str.—Argo..... 490

NEW, G. H.,
.....
Deltaville, Va.
Sch.—Florence A..... 126

NEW BEDFORD, MARTHA'S
VINEYARD & NANTUCKET
STMBT. CO.,
.....
New Bedford, Mass.
Str.—Islander..... 456
Str.—Nobska..... 428

NEW ENGLAND FISH CO.,
44 Boston Fish Pier,
Boston, Mass.
Str.—New England..... 70

NEW ENGLAND MARITIME CO.,
131 State St.,
Boston, Mass.
Sch.—A. Ernest Mills..... 841
Sch.—Augusta G. Hilton...1412
Sch.—Bradford E. Jones....1510
Sch.—Doris Hamlin..... 960
Sch.—Elizabeth Freeman...1540
Sch.—Ella Pierce Thurlow..1348
Sch.—Frances L. Taussig... 972
Sch.—Freeman..... 959
Sch.—Gladys M. Taylor.... 891
Sch.—Herbert L. Rawding..1109
Sch.—Ida S. Dow.....1280
Sch.—James E. Newsom.... 629
Sch.—Jessie G. Noyes.....1253
Sch.—Josiah B. Chase.....1518
Sch.—Lucia P. Dow..... 891
Sch.—M. Vivian Peirce.....1380
Sch.—Mable A. Frye.....1036
Sch.—Mary Bradford Peirce.1029
Sch.—Paul E. Thurlow.....1453
Sch.—Sally Persis Noyes.... 912
Sch.—Velma L. Hamlin.... 986
Sch.—William H. Harriman.1345

TONS

NEW ENGLAND, NEW YORK &
TEXAS S. S. CORP.,
Pier 7, East River,
New York, N. Y.
Str.—Brunswick.....1280
Str.—Lake Giddings.....1613
Str.—Palatka.....1157

NEW ENGLAND OIL
REFINING CO.,
60 Federal St.,
Boston, Mass.
11 Broadway,
New York, N. Y.
SW.—Carmania..... 103
MV.—Pinthis..... 635

NEW ENGLAND OIL S.S. CO.,
% Corporation Trust Co.
of America,
DuPont Bldg.,
Wilmington, Del.
Str.—Swiftarrow.....5091
Str.—Swifteagle.....5091
Str.—Swiftlight.....5091
Str.—Swiftscout.....5091
Str.—Swiftsure.....5091
Str.—Swiftwind.....5091

NEW ENGLAND STEAMSHIP
CO.,
Pier 14, North River.
New York, N. Y.
Pier 9,
New Bedford, Mass.
Str.—Boston.....2466
Str.—Chester W. Chapin....1822
SW.—City of Brockton.....1912
Str.—City of Lowell.....1877
SW.—City of Taunton.....1999
SW.—Commonwealth.....2500
Str.—General..... 201
Str.—Mohawk.....2150
Str.—Mohegan.....2150
Str.—Naugatuck..... 655
Str.—New England..... 265
Str.—New Haven.....1986
Str.—Pequonnock.....1986
Str.—Pequot..... 102
SW.—Plymouth.....2280
SW.—Priscilla.....2673
SW.—Providence.....2502
Str.—Richard Peck.....1819
Str.—Transfer No. 3..... 65
SW.—Uncatena..... 370

NEW JERSEY & STATEN
ISLAND FERRY CO.,
St. George, S. I.,
New York, N. Y.
SW.—Aquehonga..... 217

NEW LONDON SHIP & ENG.
CO.,
.....
New London, Conn.
MV.—Leon..... 56
MV.—Nelseco II..... 147

NEW NATIONAL OIL CO.,
Room 1608—Woolworth Bldg.,
New York, N. Y.
Str.—A. A. Daugherty.....2668
Str.—P. J. Reilly.....2550
Brg.—W. A. Ebsen.....3249

NEW ORLEANS COAL & BISSO
TOWBOAT CO.,
123 Walnut St.,
New Orleans, La.
Str.—Barranca..... 200
Str.—H. C. Cadmus..... 209
Str.—Independent..... 112

NEW ORLEANS,
TEXAS & MEXICO R.R.,
.....
New Orleans, La.
SW.—Geo. H. Walker.....1987

NEW ORLEANS & LOUISIANA
TRANSP. CO., INC.,
.....
New Orleans, La.
Str.—Radha.....116

TONS

NEW ORLEANS & SOUTH
AMERICAN S. S. CO.,
1111 Q. & C. Bldg.,
New Orleans, La.
Str.—Mineola.....1456
Str.—Santa Tecla.....1483

NEW YORK, ALBANY &
WESTERN S.S. CO.,
82 Wall St.,
New York, N. Y.
SW.—Lancaster..... 692

NEW YORK BANKERS,
250 Park Ave.,
New York, N. Y.
Str.—Colonel John F. Gaynor 76

NEW YORK CANAL & GREAT
LAKES CORP.,
67 Wall St.,
New York, N. Y.
Str.—Albany..... 164
Str.—Greene..... 164
Str.—Monroe..... 164
Str.—Montgomery..... 164
Str.—Orange..... 164
Str.—Schuyler..... 152
Str.—Saratoga..... 152
Str.—Ulster..... 152

NEW YORK CENTRAL
LIGHTERAGE CO.
(See N. Y. Central R.R. Co.)

NEW YORK CENTRAL R.R. CO.,
Produce Exchange Bldg.,
New York, N. Y.
Str.—Albany..... 944
Brg.—Amherst..... 467
Brg.—Brandon..... 462
Brg.—Brewster..... 269
Brg.—Buffalo..... 269
Brg.—Cleveland..... 462
Brg.—Detroit..... 269
Brg.—Elkhart..... 269
Brg.—Inwood..... 269
Brg.—Marysville..... 268
Brg.—Mentor..... 232
Str.—New York Central
No. 3..... 143
Str.—New York Central
No. 5..... 278
Str.—New York Central
No. 9..... 149
Str.—New York Central
No. 12..... 51
Str.—New York Central
No. 13..... 51
Str.—New York Central
No. 14..... 357
Str.—New York Central
No. 15..... 155
Str.—New York Central
No. 17..... 74
Str.—New York Central
No. 18..... 173
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No. 18..... 52
Str.—New York Central
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Str.—New York Central
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Str.—New York Central
No. 28..... 345
Str.—New York Central
No. 29..... 191
Str.—New York Central
No. 30..... 160
Str.—New York Central
No. 31..... 160
Str.—New York Central
No. 32..... 160
Brg.—New York Central
Oil Barge No. 1..... 357
Brg.—New York Central
Oil Barge No. 2..... 357
Brg.—New York Central
Oil Barge No. 3..... 357
Brg.—New York Central Oil
Barge No. 4..... 357
Str.—Niagara..... 850
Brg.—South Bend.....1268
Str.—Stony Point..... 946
Str.—Syracuse..... 914
Brg.—Tarrytown..... 268
Str.—Weehawken..... 953

TONS

**NEW YORK, CITY OF,**
New York, N. Y.
(See City of New York.)

**NEW YORK DOCK CO.,**
44 Whitehall St.,
New York, N. Y.
Str.—Brooklyn..... 131
Brg.—No. 8..... ...
Brg.—No. 9..... ...

**NEW YORK-FLORIDA NAV. CORP.,**
8 Bridge St.,
New York, N. Y.
Str.—Henry W. Breyer.....1909

**NEW YORK MARINE CO.,**
Pier 13, North River,
New York, N. Y.
Str.—Dixie..... 74
Str.—New York Marine Co. No. 1..... 139
Str.—New York Marine Co. No. 2..... 139
Str.—New York Marine Co. No. 3..... 139
Str.—New York Marine Co. No. 6..... 122
Str.—New York Marine Co. No. 7..... 45
Str.—New York Marine Co. No. 8..... 45
Str.—New York Marine Co. No. 9..... 45
Str.—New York Marine Co. No. 10..... 72
Str.—Planet..... 208

**NEW YORK, NEW HAVEN & HARTFORD RAILROAD CO.,**
Pier 19, N. R.,
New York, N. Y.
Str.—Charles McAllister.... 68
Str.—Transfer Number 6.. 71
Str.—Transfer Number 7.. 64
Str.—Transfer Number 8.. 65
Str.—Transfer Number 9.. 98
Str.—Transfer Number 10.. 108
Str.—Transfer Number 11.. 109
Str.—Transfer Number 12.. 110
Str.—Transfer Number 14.. 189
Str.—Transfer Number 15.. 189
Str.—Transfer Number 16.. 182
Str.—Transfer Number 17.. 182
Str.—Transfer Number 18.. 182
Str.—Transfer Number 19.. 183
Str.—Transfer Number 20.. 183
Str.—Transfer Number 21.. 155

**NEW YORK-ONTARIO FERRIES, INC.,**
1529 Marine Trust Bldg.,
Buffalo, N. Y.
Str.—Chicora..... 171
Str.—Newtown..... 209
Str.—Orleans..... 183
Str.—Ossian Bedell..... 192

**N. Y., ONTARIO & WESTERN R.R. CO.,**
Produce Exch. Bldg.,
New York, N. Y.
Brg.—Cadosia..... 651
Brg.—Delhi..... 457
Sch.—Ellenville..... 757
Brg.—Metacomet..... 819
Str.—Ontario..... 282
Sch.—Sidney..... 648
Brg.—Smyrna..... 626
Brg.—Walton..... 457

**NEW YORK, PHILADELPHIA & NORFOLK RAILROAD CO.,**
Cape Charles, Va.
Str.—Cape Charles..... 201
Str.—Crisfield..... 160
Str.—Delmar..... 138
Str.—Maryland..... 827
Brg.—N. Y., P & N. R.R. Barge No. 18.....1458
Str.—New York..... 523
Str.—Norfolk..... 106
Str.—Parksley..... 201
Str.—Pennsylvania..... 857
Str.—Pocomoke..... 199
Str.—Portsmouth..... 107
Str.—Salisbury..... 164

TONS

**NEW YORK TOWING & TRANSP. CO.,**
80 Broad St.,
New York, N. Y.
Str.—Philip J. Kenny..... 104

**N. Y. & ALBANY LIGHTERAGE CO.,**
Pier 39, North River,
New York, N. Y.
Brg.—Ethel and Lillian..... 289

**N. Y. & CUBA MAIL S.S. CO.,**
Foot of Wall St.,
New York City.
Str.—Agwistar.....2921
Str.—Antilla.....2143
Str.—Auxiliar..... 196
Brg.—Bahamia..... 160
Brg.—Bellport..... 265
Brg.—Bucksport..... 332
Str.—Camaguey.....2162
Str.—Cauto.....2160
Brg.—Eastport..... 235
Brg.—Export..... 340
Str.—Guantanamo.....2043
Brg.—Import..... 184
Brg.—Mayport..... 271
Str.—Mexico.....3700
Str.—Monterey.....2877
Str.—Nautilus..... 71
Str.—Neptuno..... 92
Brg.—Northport..... 235
Brg.—Oakport..... 270
Str.—Orizaba.....3420
Str.—Panuco.....2151
Brg.—Passport..... 533
Brg.—Report..... 161
Brg.—Searsport..... 346
Str.—Siboney.....3420
Brg.—Southport..... 235
Brg.—Support..... 368
Brg.—Transport..... 221
Brg.—Westport..... 235
Str.—Yumuri.....1133

**NEW YORK & HASTINGS STEAMBOAT CO., INC.,**
Hastings, N. Y.
Str.—Naconca..... 162

**NEW YORK & NEW JERSEY S. B. CO.,**
Penn R.R. Dock,
Perth Amboy, N. J.
Str.—Safety..... 91
Str.—South River..... 100

**NEW YORK & NEW ORLEANS S.S. CO.,**
Pier 39, N. R.,
New York, N. Y.
Str.—Cambridge.....1399

**N. Y. & PORTO RICO S.S. CO.,**
25 Broadway,
New York, N. Y.
Str.—Carib.....1259
Str.—Choctaw.....1277
Str.—Corozal.....1920
Str.—Isabela.....1920
Str.—Manta.....1283
Str.—Mariana.....1920
Str.—Montoso.....1920
Str.—Ozama.....1259
Str.—Ponce.....2192
Str.—Porto Rico.....2396
Str.—San Juan.....2194
Str.—San Lorenzo.....4016
Str.—Sioux.....1265

**COAMO S. S. CO.,**
Str.—Coamo.....4208

**NEW YORK & STATEN ISLAND LTG. CO.,**
New York, N. Y.
Str.—Ella G..... 91

**NEW ZEALAND SHIPPING CO. (LIM.),**
Rochester Bldg.,
138 Leadenhall St.,
London, E. C. 3, Eng.
Christchurch, N. Z.
Str.—Hororata.....7184
Str.—Kaikoura.....5631

TONS

New Zealand Shipping Co. (Lim.)—*Cont.*
Str.—Opawa.....5890
Str.—Orari.....5905
Str.—Otaki.....4934
Str.—Otarama.....4873
Str.—Piako.....5126
Str.—Remuera.....7113
Str.—Rimutaka.....5724
Str.—Ruahine.....6770
Str.—Ruapehu.....5798
Str.—Tasmania.....5765
Str.—Tekoa.....5369

**NEWAYGO TOWING LINE,**
11 Broadway,
New York, N. Y.
Appleton, Wis.
Str.—Butterfield..... 203

**NEWCASTLE-PENNSVILLE FERRIES CO., INC.,**
Newcastle, Del.
SW.—Pennsville..... 839

**NEWCOMB, M. H.,**
Pepin, Wis.
Brg.—Manitou..... 263

**NEWCOMBE, GEO. W.,**
114 State St.,
Boston, Mass.
Sch.—Moonlight..... 160

**NEWFOUNDLAND PRODUCE CO.,**
Water Street,
St. Johns, Nfld.,
Trn.—John W. Miller..... 266

**NEWPORT & PROVIDENCE R.R. CO.,**
Newport, R. I.
SW.—Bristol..... 181

**NEYLAND, HARRY,**
Middle St.,
So. Dartmouth, Mass.
Bk.—Chas. W. Morgan..... 298

**NIAGARA SAND CORP.,**
Buffalo, N. Y.
Brg.—Pennsylvania..... 532

**NICHOLSON, S. M.,**
71 George St.,
Providence, R. I.
MV.—Four Winds..... 103

**NICHOLSON, THOS. M.**
Bucksport. Me.
Sch.—Gladiator..... 75

**NICHOLSON TRANS. CO.,**
Union Trust Bldg.,
Detroit, Mich.
Str.—City of Bangor.....2847
Str.—Fellowcraft.....1712
Str.—Fleetwood.....1175
Str.—Hilton..... 141
Str.—Roumania.....1441
SW.—Silver Spray..... 374
Str.—Sonora.....2731
Str.—Sultana.....2731
Str. Thos. Davidson.....1937

**NICHOLSON, W. AND G. W. HAYWOOD,**
Brg.—Liberty..... 509

**NICHOLSON, WM. AND FRANK,**
Detroit, Mich.
Str.—Annie Moiles..... 49
Brg.—Hustler.....

**NOBLE, JAMES H.,**
Rome, N. Y.
Brg.—George L. Vodra..... 97

TONS

**NOEL, DENNIS,**
Whitehall, N. Y.
Brg.—Empire..... 99

**NOLAND S. S. CO., INC.**
Stearnes Bldg.,
Newport News, Va.
Str.—Lake Charles.....1245

**NORFOLK, BALTIMORE & CAROLINA LINE, INC.,**
Norfolk, Va.
MV.—New Berne..... 51

**NORFOLK DREDGING CO., INC.,**
Norfolk, Va.
Str.—Virginia..... 72

**NORFOLK FERRY CO.,**
Portsmouth, Va.
SW.—City of Portsmouth... 309

**NORFOLK LIGHTERAGE CO.,**
Ft. of Commerce St.,
Norfolk, Va.
Str.—J. Alvah Clark..... 65
Ltr.—John Hagerty..... 223

**NORFOLK & MOBJACK BAY STMBT. CO.,**
Norfolk, Va.
Str.—General Mathews..... 318

**NORFOLK & WASHINGTON STEAMBOAT CO.,**
Foot 7th St.,
Washington, D. C.
Str.—District of Columbia..1240
Str.—Northland.....1205
Str.—Southland.....1215

**NORMA S.S. CORP.,**
17 Battery Pl.,
New York, N. Y.
Str.—Norma.....1513

**NORTH ALASKA SALMON CO.,**
1110 Market St.,
San Francisco, Cal.
MV.—Expansion..... 113
Stw.—Milwaukee..... 219

**NORTH AMERICAN COAL CORP.,**
1 Broadway,
New York, N. Y.
Str.—Nebraskan.....3363

**NORTH AMERICAN FISHERIES**
553 Coleman Bldg.,
Seattle, Wash.
Sch.—Rosamond.....1068

**NORTH PACIFIC PRODUCTS CO.,**
705 Plymouth Bldg.,
Seattle, Wash.
Str.—Kodiak..... 170
Str.—Tanginak..... 71
Str.—Unimak..... 101

**NORTH RIVER LINE, INC.,**
Elizabeth City, N. C.
Str.—Annie L. Vansciver... 132

**NORTH RIVER STEAMBOAT CO.**
95 Liberty St.,
New York, N. Y.
Str.—Nyack..... 510

**NORTH SHORE TRANS. CO.,**
Port Huron, Mich.
Str.—W. J. Crosby.....1491

**NORTH & EAST RIVER NAV. CO.,**
Pier 30, E. R.,
New York, N. Y.
Str.—City of Stamford..... 260

**NORTH & SOUTH SHIPPING**
504 Press Bldg.,
Portland, Me.
Sch.—Bright.....

**NORTHERN BARGE CORP.,**
Equitable Bldg.,
Wilmington, Del.
Str.—Boston.....
Str.—John T. Donohue....
Brg.—Maryland.....
Str.—Norfolk.....
Brg.—Northern No. 11.....
Brg.—Northern No. 12.....
Brg.—Northern No. 14.....
Brg.—Northern No. 16.....
Brg.—Northern No. 17.....
Brg.—Northern No. 18.....
Brg.—Northern No. 19.....
Brg.—Northern No. 21.....
Brg.—Northern No. 29.....
Brg.—Northern No. 30.....
Brg.—Northern No. 31.....
Brg.—Northern No. 32.....
Brg.—Northern No. 35.....
Brg.—Northern No. 36.....

**NORTHERN COM'L CO.,**
310 Sansome St.,
San Francisco, Cal.
Brg.—Marten.....

**NORTHERN FISHERIES CO**
141 Clay St.,
San Francisco, Cal.
Bk.—City of Sydney.....
Str.—Costa Rica.....
Str.—Glacier.....
Bkt.—Kate G. Pedersen...
S.—McLaurin.....

**NORTHERN NAVIGATION**
St. Michaels, Alaska
Brg.—Caribou.....
Brg.—Moose.....
StW.—Pilgrim.....
StW.—St. Michael.....
StW.—Sarah.....
StW.—Seattle.....
SW.—Seattle No. 3.....
StW.—Susie.....
StW.—Tacoma .....
StW.—Victoria.....

**NORTHERN OHIO LUMBER TIMBER CO.,**
Cleveland, Ohi
Str.—I. Watson Stephenso

**NORTHERN TRANSP. CO.,**
Ketchikan, Alask
MV.—Bellingham.....

**NORTHERN WHALING & T ING CO.,**
3442 Salisbury St.,
Oakland, Ca
MV.—Nanuk.....
MV.—Patterson.....

**NORTHLAND TRANSP. CO**
Ketchikan, Alaska,
Also Seattle, Wash.
MV.—Norco.....

**NORTHWESTERN PACIFIC RAILROAD CO.,**
64 Pine St.,
San Francisco, Ca.
SW.—Cazardero.....
SW.—Eureka.....
SW.—James M. Donahue.
SW.—Sausalito.....
SW.—Tamalpais .....
SW.—Tiburon... .....

**NORWEGIAN-AMERICA L**
(See Norske Amerikalinje.

**NOYES, HARRY K.,**
857 Commonwealth
Boston, Ma
MV.—Seyon.....

**NYANZA S. S. CO.**
(See Moore & McCormack Co

## O

TONS

O. W. R. & N. CO.,
.....
PORTLAND, ORE.
SW.—Lewiston..... 442

OAKES, H. K.,
1329 UNION TRUST BLDG.,
CLEVELAND, O.
(Franklin S.S. Co.)
Str.—Edward J. Berwind...6517
Str.—Emory L. Ford.....6225
Str.—Fred. G. Hartwell....6942

OAKLAND, ANTIOCH AND EASTERN R.R.,
105 MONTGOMERY ST.,
SAN FRANCISCO, CAL.
MV.—Ramon..... 527

OAKMAN, ROBERT,
.....
DETROIT, MICH.
MV.—Mamie O..... 130

OAKWIN S.S. CO.,
(See W. R. Smith & Sons.)

O'BOYLE, ANTHONY,
15 MOORE ST.,
NEW YORK, N. Y.
Brg.—Anthony McCue..... 485
Str.—Anthony O'Boyle....1485
MV.—Catherine O'Boyle... 805
Brg.—Francis O'Boyle..... 368
Brg.—High Falls..... 434
Brg.—Highview..... 435
Brg.—Jess Willard..... 456
Brg.—Lake Erie..... 432
Brg.—Lake Huron..... 488
Brg.—Lake Michigan..... 480
Brg.—Mary O'Boyle..... 383
Brg.—Summitville..... 471
Brg.—William R. Rose..... 389

O'BOYLE, JOSEPH F.
15 MOORE ST.,
NEW YORK CITY.
Brg.—John Boyle..... 436
Brg.—Molfetta.....2229
Str.—Seal..... 249

O'BOYLE LIGHTERAGE CO.,
15 MOORE ST.,
NEW YORK, N. Y.
Brg.—Anna O'Boyle.....2200
Brg.—Edward O'Boyle.....2200
MV.—J. F. Penrose.....2807
Brg.—James A. O'Boyle....2200
Brg.—Jerry E. O'Boyle....2200
Brg.—Joseph F. O'Boyle...2200
Brg.—Loretto O'Boyle.....2200
Brg.—Neal O'Boyle.....2200
Brg.—Nellie O'Boyle.....2200
Brg.—O'Boyle Brothers....2200
Brg.—O'Boyle Sisters.....2200
Brg.—Terence O'Boyle.....2200
Brg.—Theresa O'Boyle.....2200
(O'BOYLE BROS.)
MV.—Arco Felice II..... 681

O'BRIEN BROS. TOWING CO., INC.,
80 SOUTH ST.,
NEW YORK, N. Y.
Str.—O'Brien..... 200
Str.—O'Brien Girls..... 79
Str.—Thomas F. O'Brien... 123

O'BRIEN, JOS. F.,
201 W. RIVER ST.,
SAVANNAH, GA.
Sch.—Sally Wren..... 754

OCEAN FISHERIES CO.,
.....
WILMINGTON, N. C.
MV.—Nellie B. Dey..... 79

OCEAN MOTORSHIP CO.,
310 CALIFORNIA ST.,
SAN FRANCISCO, CAL.
(See Pacific Freighters Co.)

TONS

OCEAN S.S. CO. (LIM.),
INDIA BLDGS., WATER ST.,
LIVERPOOL, ENGLAND.
(See A. Holt & Co., Lim.)

OCEAN S.S. CO. OF SAVANNAH,
PIER 50, N. R.,
NEW YORK, N. Y.
Str.—Charles H. Markham.. 73
Str.—City of Albany.....1658
**Str.—City of Atlanta.....4111**
Str.—City of Birmingham..4343
Str.—City of Chattanooga..4343
**Str.—City of Columbus.....4111**
**Str.—City of Montgomery..4025**
Str.—City of Rome.....2300
**Str.—City of St. Louis.....4025**
**Str.—City of Savannah.....4379**
**Str.—Gen'l G. M. Sorrell... 115**

OCEAN TRANSPORT CO.,
16 CALIFORNIA ST.,
SAN FRANCISCO, CAL.
Str.—Pacific Fir.....3500
Str.—Pacific Pine.....3522
Str.—West Canon.....3517

OCEAN TRAWLING CO.,
84 STATE ST.,
BOSTON, MASS.
Str.—Alden A. Mills..... 175

OCEANIC STEAM NAV.CO.(LIM.),
30 JAMES ST.
LIVERPOOL, ENG.
(White Star Line.)
Str.—Adriatic.....14939
Str.—Arabic.....9657
Str.—Athenic.....7592
Str.—Baltic.....14549
Str.—Bardic.....4879
Str.—Canopic.....7593
Str.—Cedric.....12746
Str.—Celtic.....13021
Str.—Ceramic.....11718
Str.—Corinthic.....7646
Str.—Doric.....9870
Str.—Gallic.....4888
Str.—Homeric.....18058
Str.—Ionic.....7623
Str.—Majestic.....26370
Str.—Megantic.....9183
Str.—Olympic.....21823
Str.—Runic.....7989
Str.—Suevic.....8001
Str.—Vedic.....5620

OCEANIC S.S. CO.,
2 PINE ST.,
SAN FRANCISCO, CAL.
Str.—Sierra.....3623
Str.—Sonoma.....3911
Str.—Ventura.....3918

O'CONNOR, J. V.,
.....
KINGSTON, N. Y.
Brg.—Augustine O'Connor.. 447

O'DONNELL, J. T.,
116 BROAD ST.,
NEW YORK CITY.
Brg.—F. W. Gwinn, Jr..... 421
Brg.—Ivernia..... 360
Brg.—John M. Lowe..... 443
Brg.—Kosciusko..... 362
Brg.—M. J. O'Donnell..... 463
Brg.—Reno..... 361

O'DONNELL, M. J.,
116 BROAD ST.,
NEW YORK, N. Y.
Brg.—H. F. O'Donnell.... 326

OGDENSBURG COAL & TOWING CO.,
.....
OGDENSBURG, N. Y.
Str.—Denver..... 164

OGILVIE, WALLACE,
.....
PARRSBORO, N. S.
Trn.—Mina Nadeau..... 316

TONS

O'HAGEN, JOHN J.,
144 GROVE ST.,
TONAWANDA, N. Y.
(See Bison S.S. Co.)

O'HARA BROS. CO.,
22 FISH PIER,
BOSTON, MASS.
MV.—Gossoon..... 51
MV.—Lark..... 121
MV.—Shamrock..... 68

OHIO RIVER TRANSIT CO.,
128 East 6th St.,
CINCINNATI, O.
St.W.—A. C. Ingersoll, Jr... 128
St.W.—Kentucky..... 378

OHIO & MUSKINGUM RIVER TRANSP. CO.,
BOX 642,
ZANESVILLE, OHIO.
St.W.—Liberty..... 196

OIL TRANSFER CO.,
17 BATTERY PLACE,
NEW YORK, N. Y.
Brg.—Oil Transfer No. 11.. 323
Brg.—Oil Transfer No. 14.. 269

OIL TRANSPORT CO., INC.,
1600 CONTINENTAL BLDG.,
BALTIMORE, MD.
Str.—Cecil County.....4678
**Str.—Clement Smith.....4612**
Str.—Hampton Roads.....4623

OLD TIME MOLASSES CO.,
.....
HAVANA, CUBA.
Brg.—Navegadora No. 72... 419
Str.—San Pasqual.....4082

OLIVER, JAMES,
.....
KINGSTON, ONT.
Sch.—Hattie Hutt..... 188

OLIVER, JOSEPH A.,
1235 BURK ST.,
SAN FRANCISCO, CAL.
Sch.—Melrose..... 542

OLIVETTI, MARIO,
399 BROADWAY,
NEW YORK, N. Y.
Str.—Brindilla.....2582

OLSEN, ANDREW,
39 UNION ST.,
BROOKLYN, N. Y.
Str.—Oregon..... 442

OLSEN WATER & TOWING CO.,
59 PEARL ST.,
NEW YORK, N. Y.
Str.—Aries..... 57
Str.—Revere..... 76

OLSON & CO., OLIVER J.,
1 DRUMM ST.,
SAN FRANCISCO, CAL.
Str.—Florence Olson..... 891
Str.—George L. Olson..... 814
Str.—Whitney Olson..... 880

OLYMPIA TOWING CORP.,
.....
.....
Str.—William Simmons..... 90

OLYMPIC S.S. CO., INC.,
1519 RAILROAD AVE., SOUTH,
SEATTLE, WASH.
Str.—Olympic .....3352

ONTARIO GRAVEL FREIGHTING CO.,
.....
WINDSOR, ONT.
Brg.—Badger..... 300
Str.—Peter Pan II..... 58
Str.—Thomas A. Tees..... 37

TONS

ORE S.S. CO.,
25 BROADWAY,
N. Y. CITY.
(Guaranty Trust Co.)
Str.—Bethore.....4198
Str.—Chilore.....8393
MV.—Cubore.....4222
Str.—Feltore.....4498
Str.—Firmore.....4431
Str.—Lebore.....4546
Str.—Mangore.....2416
Str.—Marore.....4172
Str.—Santore.....4498
Str.—Steelore.....4172

OREGON CITY TRANSPORTATION CO.,
.....
PORTLAND, ORE.
St.W.—Pomona..... 295

OREGON FIR, INC.,
436 RAILWAY EXCHANGE BLDG.,
PORTLAND, ORE.
Sch.—Oregon Fir.....2350

OREGON RAILROAD & NAVIGATION CO.,
.....
PORTLAND, ORE.
St.W.—Harvest Queen ..... 511
St.W.—Hassalo..... 503

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.,
.....
ASTORIA, WASH.
Str.—Nahcotta..... 112

ORIENT S.S. CORP.,
(See Oriental Nav. Corp.)

ORIENTAL NAV. CORP.,
17 BATTERY PL.,
NEW YORK CITY.
Str.—Oran.....3634
Str.—Oritani..... 768
Str.—Orinoco.....3059
Str.—Oriole.....3634
Str.—Ormes..... 768
(Orient S.S. Corp.)
Str.—Orient.....3058
Str.—Orleans.....3841

ORIVE HERMANOS,
LAS PALMAS,
CANARY ISLANDS.
Trn.—Paquita Orive..... 572

ORLEANS S.S. CO.
(See Oriental Nav. Corp.)

ORMIDALE S.S. CO.,
% Corp. Trust Co. of Amer.
.....
WILMINGTON, DEL.
MV.—Ormidale.....1434

ORTIGO HNOS CIA,
.....
MANILA, P. I.
Str.—Ortiga Hermanos..... 269
Str.—Panglima..... 245

OSAGE S.S. CO.,
(See Moore & McCormack Co., Inc.)

OSCEOLA S. S. CO.,
17 BATTERY PLACE,
NEW YORK, N. Y.
Str.—Osceola.....1667

OTTIS, BLAINE,
2720 PALM GROVE AVE.,
LOS ANGELES, CAL.
Sch.—Sequoia..... 263

OTTMAN, DIDRICH,
42 CLAY ST.,
SAN FRANCISCO, CAL.
Sch.—Alumna..... 644

TONS

OWEN SOUND TRANSP. CO. (Lim.),
OWEN SOUND,
ONTARIO, CANADA.
Str.—John Haggart..... 63
Str.—Modjeska..... 461

OWEN TRANSP. CO., J. E.,
924 FORD BLDG.,
DETROIT, MICH.
(See Gray & Gray.)

## P

P. O. STEAM NAV. CO.,
.....
.....
Str.—Bendigo.....7925

PACIFIC AMERICAN FISHERIES
HARRIS AVE.,
So. BELLINGHAM, WASH.
Str.—Catherine D.....1624
Str.—Mary D.....2977
Str.—Modoc..... 69
Str.—Norwood.....1017
Str.—Redwood.....1045

PACIFIC ARGENTINE BRAZIL LINE, INC.,
McCormick S. S. Co. Agts.,
MATSON BLDG.,
SAN FRANCISCO, CAL.
Sch.—Hollywood.....3526
Str.—West Cactus.....3523
Str.—West Camargo.....3659
Str.—West Mahwah.....3467
Str.—West Nilus.....3485
Str.—West Notus.....3522

PACIFIC COAST CODFISH CO.,
PIER 1,
SEATTLE, WASH.
Trn.—C. A. Thayer..... 390
Sch.—Charles R. Wilson.... 328
Sch.—John A..... 235

PACIFIC FREIGHTERS CO.,
310 CALIFORNIA ST.,
SAN FRANCISCO, CAL.
Bkt.—Alicia Haviside.....2132
Bkt.—Anne Comyn.....2137
Bkt.—Charles F. Crocker... 709
Bkt.—Katherine Mackall...2119
Bkt.—Phyllis Comyn.....2129
Bkt.—Russell Haviside.....2132
(California S.S. Co.)
Str.—Arcadia .....3412
Str.—Isonomia.....2475
Str.—Pawnee.....2837

PACIFIC LIGHTERAGE CO.,
.....
SEATTLE, WASH.
Str.—Warrior..... 83

PACIFIC MAIL S.S. CO.,
508 CALIFORNIA ST.,
SAN FRANCISCO, CAL.
10 HANOVER SQ.,
NEW YORK CITY.
MV.—City of Panama.....1384
MV.—City of San Francisco.2594

PACIFIC MOTORSHIP CO.
(See Pacific S.S. Co.)

PACIFIC SECURITIES CORP.,
BALFOUR BANK BLDG.,
SAN FRANCISCO, CAL.
Str.—Dorothy Wintermote..1227

PACIFIC SPRUCE CORP.,
ROOM 1330,
NORTHWESTERN BANK BLDG.,
PORTLAND, ORE.
Str.—C. D. Johnson III....1202
Str.—Robert Johnson.....1227

PACIFIC STATES LUMBER CO.,
351 CALIFORNIA ST.,
SAN FRANCISCO, CAL.
and MARSHFIELD, ORE.
Str.—Coos Bay.....3176
Str.—Johanna Smith.....1084

TONS

PACIFIC STATES TRADING CO.,
MERCHANTS EXCHANGE BLDG.,
SAN FRANCISCO, CAL.

PACIFIC STEAM NAVIGATION CO.,
26 BROADWAY,
NEW YORK, N. Y.
GOREE, WATER ST.,
LIVERPOOL, ENG.
Str.—Acajutla..... 654
Str.—Almagro..... 1438
Str.—Alvarado..... 1448
Str.—Ballena..... 3216
Str.—Bogota..... 3127
Str.—Duendes..... 2948
Str.—Ebro..... 5174
Str.—Essequibo..... 5134
Bk.—Guardadora..... 2987
Str.—Jamaica..... 602
MV.—La Paz..... 4052
MV.—Lagarto..... 3208
MV.—Laguna..... 4033
MV.—Lobos..... 3997
MV.—Loreto..... 4105
MV.—Loriga..... 4051
MV.—Losada..... 4021
Str.—Magellan..... 4055
Str.—Manavi..... 615
Str.—Orcoma..... 7181
Str.—Orduna..... 9470
Str.—Oriana..... 4549
Str.—Orita..... 5811
Str.—Oropesa..... 8607
Str.—Oroya..... 7380
Str.—Ortega..... 4510
Str.—Salvador..... 650

PACIFIC S.S. CO.,
ARTHUR RUST BLDG.,
TACOMA, WASH.
1519 RAILROAD AVE.,
SO. SEATTLE, WASH.
17 STATE ST.,
NEW YORK, N. Y.
(Admiral Line)
Str.—Admiral Dewey..... 1336
Str.—Admiral Evans..... 1278
Str.—Admiral Farragut..... 1361
Str.—Admiral Fiske..... 1450
MV.—Admiral Peary..... 1144
Str.—Admiral Rodman..... 837
Str.—Admiral Rogers..... 1350
Str.—Admiral Schley..... 1336
Str.—Admiral Sebree..... 1866
Str.—Admiral Watson..... 1255
Brg.—Commodore..... 961
Str.—Curacao..... 1144
Sch.—Dawnlite..... 1601
Sch.—Daylite..... 1601
Str.—Dorothy Alexander..... 2546
Str.—Emma Alexander..... 4428
Brg.—Ensign..... 853
Str.—H. F. Alexander..... 3708
Str.—Queen..... 1672
Str.—Ruth Alexander..... 4988
Sch.—Sunlite..... 1601
(PACIFIC MOTORSHIP CO.,
L. C. SMITH BLDG.,
SEATTLE, WASH.)
ARTHUR RUST BLDG.,
TACOMA, WASH.
MV.—Boobyalla..... 2457
MV.—Cethana..... 1777
MV.—Challamba..... 1791
MV.—Culburra..... 1776

PACIFIC TRANSPORT CO.,
430 SANSOME ST.,
SAN FRANCISCO, Cal.
(See Swayne & Hoyt.)

PACKARD CORP., BENJ. F.,
542-5TH AVE.,
NEW YORK, N. Y.
S.—Benj. F. Packard..... 2014

PACKARD DREDGING CO., J. S.
1004 TURKS HEAD BLDG.,
PROVIDENCE, R. I.
BRG.—Cohocton..... 642

PAISLEY S.S. CO.,
11TH FLOOR, UNION TRUST BLDG.,
CLEVELAND, OHIO.
(See Cleveland Cliffs Iron Co.)

TONS

PALAFOX S. B. CO.,
PENSACOLA, FLA.
MV.—Palafox..... 531

PALATKA & JACKSONVILLE STMBT. CO.,
.....
PALATKA, FLA.
SW.—Pilot Boy..... 126

PALMER, EDGAR,
.....
RYE, N. Y.
MV.—Guinevere..... 345

PAN AMERICAN PETROLEUM & TRANSP. CO.,
120 BROADWAY,
NEW YORK, N. Y.
1015 SECURITY BLDG.,
LOS ANGELES, CAL.
Str.—C. A. Canfield..... 3898
Str.—Cerro Azul..... 5540
Str.—Cerro Ebano..... 5543
Str.—Charles E. Harwood..1738
Str.—Comet..... 1258
Str.—Crampton Anderson..4303
Str.—Dean Emery..... 4148
Str.—Edward L. Doheny..4326
Str.—Elisha Walker..... 4526
Str.—F. H. Wickett..... 4709
Str.—Franklin K. Lane..... 4302
Str.—Frederic Ewing..... 4157
Str.—Frederic R. Kellogg..4418
Str.—George G. Henry..... 3849
Str.—George W. Barnes..... 4703
Str.—Harold Walker..... 3925
Str.—Herbert G. Wylie..... 2579
Str.—I. C. White..... 4325
Str.—J. M. Danziger..... 3748
Str.—J. Oswald Boyd..... 1273
Str.—Norman Bridge..... 2673
Str.—Oscar D. Bennett..... 3587
Str.—Paul H. Harwood..... 3957
Str.—R. W. Stewart..... 4596
Str.—S. M. Spalding..... 4361
Str.—W. L. Steed..... 3938
Str.—William Green..... 3925
Str.—William H. Doheny..4294

PANAMA MAIL S. S. CO.,
508 CALIFORNIA ST.,
SAN FRANCISCO, CAL.
Str.—Colombia..... 3448
Str.—Corinto..... 1161
Str.—Ecuador..... 3435
Str.—Venezuela..... 3443

PANAMA RAILROAD CO.
(Panama R.R. S.S. Line)
24 STATE ST.,
NEW YORK, N. Y.
Str.—Achilles..... 5970
Str.—Ancon..... 7531
Str.—Buenaventura..... 1610
Str.—Cristobal..... 7026
Str.—General O. H. Ernst..2259
Str.—Guayaquil..... 1613
Str.—Panama..... 3476
Brg.—U. S. Darien..... 3760
Brg.—U. S. Mamei..... 3760
Str.—Ulysses..... 6026

PANDA S.S. CO.,
(See G. A. Tomlinson)

PARAMINO, FRANK,
1 DRUMM ST.,
SAN FRANCISCO, CAL.
(See Pacific Securities Co.)

PARKER, ARTHUR L.,
14 FISH PIER,
BOSTON, MASS.
M. V.—Isabelle Parker..... 48

PARKER, GEO. W.,
% LINCOLN HOTEL,
DETROIT, MICH.
Str.—Geo. W. Parker..... 121

PARKER, JAMES W.,
390 COMMERCIAL ST.,
PORTLAND, ME.
Sch.—Oakes Ames..... 209

TONS

PARSONS, G. M.,
.....
CHEVERIE, NOVA SCOTIA.
Sch.—Ena F. Parsons..... 171

PATERSON, N. M., & CO. (LIM.)
.....
FORT WILLIAM, ONT.
Str.—Mary H. Boyce..... 478

PATERSON S. S., LIM.,
.....
FORT WILLIAM, ONT.
Str.—Quedoc..... 1874

PATTEN, J. B.,
.....
GRAND BANKS, NFLD.
Trn.—Emily H. Patten..... 152

PAUL, C. C., & CO.,
203 STEWART BLDG.,
BALTIMORE, MD.
Sch.—Ada J. Campbell..... 133
Sch.—Albert F. Paul..... 661
Sch.—B. P. Gravenor..... 138
Sch.—Charles G. Joyce..... 117
Trn.—Edward R. Baird, Jr. 238
Trn.—Edwin and Maud..... 178
Sch.—Jennie D. Bell..... 171
Trn.—John L. Martino..... 213
Sch.—L. E. Williams..... 96
Sch.—Levin J. Marvel..... 174
Trn.—Lucie Wheatley..... 180
Trn.—Lydia Middleton..... 187
Sch.—Ruth Decker..... 85
Sch.—Walter..... 95
Trn.—William Linthicum..... 148
Sch.—Wm. T. Parker..... 169

PAULSEN, A. R.,
535—40TH ST.,
SAN PEDRO, CAL.
Brg.—William Bowden..... 695

PAWTUCKET & N. Y. TRANS. CO.,
163 EXCHANGE ST.,
PAWTUCKET, R. I.
Str.—Woodsocket..... 336

PAXON CO., J. W.,
1045 N. DELAWARE AVE.,
PHILADELPHIA, PA.
Str.—Belle Miller..... 201
Str.—Ethel..... 161

PEACOCK & CO., W. H.,
.....
PORT HOPE, ONT.
Sch.—Julia B. Merrill..... 190

PEARCE CO., FRANK C.,
401 MAIN ST.,
GLOUCESTER, MASS.
Sch.—Elsie..... 66

PEARL SHELL S.S. CO.
(See Asiatic Petroleum Co., Lim.)

PEARSON, PHILIP C.,
% Provost Bros.,
20 BROAD ST.,
NEW YORK, N. Y.
Sch.—Lieut. Sam Mengel... 660

PECTON S.S. CO.
(See Union Oil Co. of California.)

PEDERS, THORWALD,
% Montgomery & Peabody,
15 WILLIAM ST.,
NEW YORK, N. Y.
Sch.—Anthony D. Nichols... 564

PEJEPSCOT PAPER MILLS,
.....
BATH, ME.
Str.—Pejepscot..... 79

PENDLETON BROS.,
ISLESBORO, ME., AND
15 MOORE ST.,
NEW YORK CITY.
Sch.—Alice L. Pendleton...1295
Sch.—Brina P. Pendleton...1404

TONS

Pendleton Bros.—*Continued.*
Sch.—City of Portland..... 1263
Sch.—Dunham Wheeler..... 1765
Trn.—F. C. Pendleton..... 340
Str.—Gonzalis..... 1534
Sch.—Guilford D. Pendleton. 1456
Bkt.—Marsala..... 2173
Sch.—Rachel W. Stevens..... 1032
Sch.—Virginia Pendleton..... 1388

PENDLETON, FIELDS S.
(Estate of)
(See Pendleton Bros.)

PENINSULA LUMBER CO.,
G. F. MATTHEWS, MGR.,
PORTLAND, ORE.
Sch.—Undaunted..... 2094

PENINSULAR OIL CO.,
.....
JACKSONVILLE, FLA.
Str.—Sunoco, Jr..... 81

PENINSULAR STATE S. S. CORP.,
338 WASHINGTON ST.,
NEW YORK, N. Y.
Str.—Lake Galewood..... 1667

PENINSULAR STEAMBOAT CO.,
.....
SANDUSKY, O.
(See A. Schmidt.)

PENINSULA TERMINAL CO.,
FISHERS PROPERTIES BLDG.,
MIAMI, FLA.
MV.—Dan Hardie..... 176
MV.—Hardie..... 176
MV.—J. N. Lummus..... 141

PENINSULAR TUG & TOWING CO.,
.....
WIARTON, ONT.
Str.—Edward Buckley..... 134
Brg.—G. K. Jackson..... 353

PENINSULAR & NORTHERN NAV. CO.,
24 WEST 43D ST.,
NEW YORK, N. Y.
.....
HOUGHTON, MICH.
Str.—United States..... 1122

PENINSULAR & OCCIDENTAL S.S. CO.,
42 CHURCH ST.,
NEW HAVEN, CONN.
Str.—Cuba..... 1100
Str.—Governor Cobb..... 1556
Str.—Miami..... 1311

PENN TRANSIT NAV. CORP. (LIM.),
30 CHURCH ST.,
NEW YORK, N. Y.
(See Transit Nav. Corp.)

PENNSYLVANIA COAL CO.,
165 BROADWAY,
NEW YORK, N. Y.
Brg.—Pittston..... 440

PENNSYLVANIA-ONTARIO TRANSPORTATION CO.,
UNION TRUST BLDG.,
CLEVELAND, O.
Str.—Ashtabula..... 1525

PENNSYLVANIA RAILROAD CO.,
PENNSYLVANIA STATION,
NEW YORK, N. Y.
Str.—Chicago..... 521
Str.—Cincinnati..... 727
Str.—Harrisburg..... 93
Str.—Johnstown..... 93
Str.—Mercer..... 75
Str.—Newark..... 509
Brg.—Number 605..... 1475
Brg.—Number 608..... 1439
Brg.—Number 801..... 536
Brg.—Number 802..... 536
Brg.—Number 803..... 536
Str.—Overbrook..... 89
Str.—Palmyra..... 55
Str.—Philadelphia..... 561
Str.—Pittsburg..... 540

TONS

Pennsylvania Railroad Co.
—*Continued*
Str.—P. R.R. No. 1..... 74
Str.—P. R.R. No. 4..... 82
Str.—P. R.R. No. 5..... 126
Str.—P. R.R. No. 6..... 119
Str.—P. R.R. No. 10..... 126
Str.—P. R.R. No. 14..... 126
MV.—P. R. R. No. 18..... 126
MV.—P. R. R. No. 26..... 126
Str.—P. R.R. No. 32..... 137
Str.—P. R.R. No. 35..... 255
Str.—P. R.R. No. 151..... 219
Str.—P. R.R. No. 153..... 372
Str.—P. R.R. No. 154..... 373
Str.—P. R.R. No. 155..... 371
Str.—P. R.R. No. 156..... 371
Brg.—P. R.R. No. 271..... 253
Brg.—P. R.R. No. 402..... 419
Brg.—P. R.R. No. 406..... 416
Brg.—P. R.R. No. 407..... 447
Brg.—P. R.R. No. 464..... 418
Brg.—P. R.R. No. 467..... 433
Brg.—P. R.R. No. 469..... 443
Brg.—P. R.R. No. 470..... 440
Brg.—P. R.R. No. 475..... 440
Brg.—P. R.R. No. 476..... 439
Brg.—P. R.R. No. 478..... 428
Brg.—P. R.R. No. 479..... 428
Brg.—P. R.R. No. 483..... 440
Brg.—P. R.R. No. 485..... 448
Brg.—P. R.R. No. 486..... 448
Brg.—P. R.R. No. 487..... 464
Brg.—P. R.R. No. 488..... 448
Brg.—P. R.R. No. 489..... 456
Str.—St. Louis..... 538
Str.—Washington..... 503
MV.—Wicomico..... 17
Str.—Wilmington..... 93

PENNSYLVANIA SALT MFG. CO
WIDENER BLDG.,
PHILADELPHIA, PA.
Brg.—Wyandotte..... 326

PENNY & SONS, JOHN,
.....
RAMEA, NFLD.
Trn.—Edith M. Cavell..... 13
Trn.—Faustina..... 17

PENOBSCOT S.S. CO.
(See C. H. Sprague & Son.)

PENSACOLA, ST. ANDREWS & GULF S.S. CO.,
.....
PENSACOLA, FLA.
Str.—Tarpon..... 28

PEOPLES EXCURSION LINE,
4 HIGH ST.,
PAWTUCKET, R. I.
Str.—Mineola..... 10

PERALTA PORTLAND CEMEN CO.,
1015 FRENCH BANK BLDG.,
SAN FRANCISCO, CAL.
Brg.—Peralta..... 370

PERE MARQUETTE LINE STEAMERS,
MANISTEE, MICH.
Str.—Nevada..... 121
Str.—Pere Marquette 8..... 54
Str.—Virginia..... 64

PERE MARQUETTE RAILROA CO.,
.....
LUDINGTON, MICH.
Str.—Pere Marquette 14..... 16
Str.—Pere Marquette 15..... 16
Str.—Pere Marquette 17..... 16
Str.—Pere Marquette 18..... 16
Str.—Pere Marquette 19..... 15
Str.—Pere Marquette 20..... 14
Str.—Pere Marquette 21..... 15
Str.—Pere Marquette 22..... 15

PERIERA, JOSE J.,
396 PURCHASE ST.,
NEW BEDFORD, MASS.
Sch.—Matthew S. Greer.....

PERIVOLARIS, GEORGE,
25 BEAVER ST.,
NEW YORK, N. Y.
Str.—Demokratia..... 23

TONS

PERKINS, S. A.,
P. O. Box 1630,
TACOMA, WASH.
Str.—El Primero..... 73
Brg.—Palmyra.....1251

PETALUMA & SANTA ROSA R.R.,
.....
PETALUMA, CAL.
St.W.—Gold..... 275

PETERS, THOMAS J.,
12 HALCYON ARCADE,
MIAMI, FLA.
Str.—Esmeralda..... 149

PETERS, WM. G.,
.....
WABASHA, MINN.
St.W.—Aldebaran..... 122
St.W.—Altair..... 184

PETERSON & CO., FRANK B.,
69-71 MAIN ST.,
SAN FRANCISCO, CAL.
(Nak-Nek Packing Co.)
Bk.—B. P. Cheney.....1200
Str.—Hyades.....2668
Bk.—Pactolus.....1564

PETERSON, FRANK J.,
TEN EYCK HOTEL,
ALBANY, N. Y.
Str.—James W. Follette.... 86

PETERSON, HENRY C., INC.
PIER 12,
SAN FRANCISCO, CAL.
Str.—Tatoosh..... 154

PETERSON S. S. CO.,
.....
LAKEWOOD, OHIO.
Str.—Frank J. Peterson....1349

PETOSKEY TRANSP. CO.,
.....
MICHIGAN CITY, IND.
Str.—J. B. John.....1401

PETROLEUM NAVIGATION CO.,
806 MAIN ST.,
HOUSTON, TAXAS.
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Brg.—E. E. Walling..... 808

PHILADELPHIA PACKET LINE,
403 BOURSE BLDG.,
PHILADELPHIA, PA.
Brg.—Oak Hill..... 843

PHILADELPHIA STEAMBOAT CO.,
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.....
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PIER 5, DELAWARE AVE.,
WILMINGTON, DEL.
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Str.—Hampton Roads.....1667
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PHILADELPHIA & READING CO.,
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MARDELLA SPRINGS, MD.
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787 FIFTH AVE.,
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21 EAST 40TH ST.,
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PILLSBURY & CURTIS,
351 CALIFORNIA ST.,
SAN FRANCISCO, CAL.
Str.—Coquina.....1281
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PILOTS' ASSOCIATION,
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68 E. WATER ST.,
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PITTALUGA, DITTA LUIGI,
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Str.—Pennsilvania.....3637

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PITTSBURG STEAMSHIP CO.,
.....
DULUTH, MINN. &
UNION TRUST BLDG.,
CLEVELAND, O.
Str.—A. F. Harvey.....3005
Str.—Alexander McDougall 2824
Brg.—Alfred Krupp.....3125
Str.—Alva C. Dinkey.....5822
Str.—August Zeising.....6398
Brg.—Bryn Mawr.....3412
Str.—Clarence A. Black....2155
Str.—Coralia.....3264
Str.—Cornell.....3439
Str.—Crescent City.....3028
Str.—D. G. Kerr.....6026
Str.—D. M. Clemson.....6020
Str.—Douglass Houghton..4034
Str.—E. C. Collins.....3001
Str.—Elbert H. Gary.....4988
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Brg.—Geo. H. Corliss.....2718
Str.—George Stephenson...3502
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Str.—Henry C. Frick.....5016
Str.—Henry Cort.....1465
Str.—Henry H. Rogers.....5444
Str.—Henry Phipps.....5450
Str.—Homer D. Williams..6029
Str.—Howard L. Shaw.....3064
Str.—Isaac L. Ellwood.....4018
Str.—J. P. Morgan, Jr.....5824
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Str.—James A. Farrell.....5967
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Str.—James J. Hill.....4058
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Brg.—John Fritz.....3840
Str.—John H. McLean.....2886
Brg.—John Smeaton.....4217
Str.—John W. Gates.....4440
Str.—Joshua A. Hatfield....6213
Str.—Macgilvray Shiras....3519
Brg.—Magna.....2718
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Str.—Malietoa.....3870
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Str.—Maricopa.....2966
Str.—Mariposa.....1763
Str.—Maritana.....1770
Brg.—Marsala.....4667
Brg.—Martha.....2633
Str.—Mataafa.....3501
Str.—Maunaloa.....3239
Str.—Norman B. Ream....5444
Brg.—Number 137.....2368
Str.—Pentecost Mitchell...3386
Str.—Percival Roberts, Jr..5862
Str.—Peter A. B. Widener..5444
Str.—Princeton.....3379
Str.—Queen City.....2574
Str.—R. R. Richardson.....2925
Str.—Rensselaer.....3411
Str.—Richard Trimble.....5868
Str.—Richard V.Lindabury.6213
Str.—Robert Fulton.....2680
Str.—Robert W. E. Bunsen.2815
Str.—Samuel F. B. Morse..3376
Brg.—Sidney G. Thomas...2913
Str.—Simon J. Murphy....3064
Str.—Sir Henry Bessemer..2709
Brg.—Sir Isaac Lothian Bell.3159
Str.—Sir William Fairbairn.2760
Str.—Sir Wm. Siemens.....3293
Str.—Thomas F. Cole.....5484
Str.—Thomas Lynch.....5450
Brg.—W. Le Baron Jenney.3280
Str.—WilliamA.McGonagle.6006
Str.—William B. Dickson...5712
Str.—William B. Schiller...5819
Str.—William E. Corey....5045
Str.—William Edenborn....4531
Str.—William J. Filbert....6189
Str.—William J. Olcott.....5712
Str.—William P. Palmer....5746
Str.—William R. Linn.....3137
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.....
CLEVELAND, OHIO.
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Str.—Clauseus.....3417
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60 WEST JACKSON BLVD.,
CHICAGO, ILL.
Sch.—Charles H.MacDowell.1159

PLYMOUTH S.S. CO.,
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POCAHONTAS S.S. CO., INC.,
DUPONT BLDG.,
WILMINGTON, DEL.
1 BROADWAY,
NEW YORK, N. Y.
Str.—Bylayl.....1980
Str.—Freeman.....1949
Str.—Isaac T. Mann.....3354
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PONTIN BOAT CORP.,
90 WEST ST.,
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Str.—Herbert T. Pontin.... 88
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PORT COLBORNE, ONT.
Str.—Benmaple.....1074

PORT HURON & SARNIA FERRY CO.,
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PORTO RICO COAL CO.,
11 BROADWAY,
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PORTO RICO MERCANTILE CO.
27 WILLIAM ST.,
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350 GRAND RIVER AVE.,
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POUGHKEEPSIE & HIGHLAND FERRY CO.,
47 CARROLL ST.,
POUGHKEEPSIE, N. Y.
Str.—Poughkeepsie..... 390

PRESQUE ISLE TRANSPORTATION CO.,
11TH FLOOR, UNION TRUST BLDG.,
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PRESSED STEEL CAR CO.,
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332 S. LA SALLE ST.,
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PRINGLE BARGE LINE CO., INC.,
327 UNION TRUST BLDG.,
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PROGRESS S.S. CO.,
A. E. R. SCHNEIDER, MGR.,
UNION TRUST BLDG.,
CLEVELAND, O.
Str.—Fontana.....2935

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PROVIDENCE, FALL RIVER & NEWPORT STEAMBOAT CO., 136 Dyer St., Providence, R. I.
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PUGET SOUND FREIGHT LINES, Pier 3, Seattle, Wash.
MV.—Chaco..... 96

PUGET SOUND MILLS & TIMBER CO., American Bank Bldg., Seattle, Wash.
Str.—Wallowa..... 127

PUGET SOUND NAV. CO., Colman Dock, Seattle, Wash.
Str.—Chippewa..... 644
Str.—City of Angeles..... 347
Str.—Comanche..... 447
Str.—Indianapolis..... 520
Str.—Kulshan..... 573
Str.—Morning Star..... 112
MV.—Mount Vernon..... 114
Str.—Olympic..... 886
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PUGET SOUND TUG BOAT CO., 207 Walker Bldg., Seattle, Wash.
Str.—Wanderer..... 125
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PUGSLEY, J. N., ..... Parrsboro, Nova Scotia.
Trn.—Esther Adelaide..... 425

PUJALTE & CO., ..... Manila, P. I.
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PURE OIL S.S. CO., 817 Lafayette Bldg., Philadelphia, Pa.
Brg.—Pure Oil S.S. Co. No. 3 743
Brg.—Pure Oil S.S. Co. No. 9.....1108
Brg.—Pure Oil S.S.Co. No.10 1125
Str.—W. E. Hutton.....4359
Str.—W. F. Burdell.....4351
Str.—W. W. Mills.....4245
(Cape S.S. Co.)
Str.—Cape Ann.....4526
Str.—Cape Cod.....4357
Str.—Cape Henlopen.....4306

PUTNAM, H. W., JR., 108 Chambers St., New York, N. Y.
MV.—Alcyone..... 220

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PUTNAM LUMBER CO., P. O. Box 136 Jacksonville, Fla.
Sch.—Bainbridge..... 496
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## Q

QUEBEC S.S. CO. (LIM.), 34 Whitehall St., New York, N. Y.
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QUEBEC & LEVIS FERRY CO., ..... Quebec, Canada
Str.—Chas. H. Shaw..... 951
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QUEEN S.S. CORP.,
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QUINCY S.S. CO., (Potter S.S. Co., Agts.) 11 Broadway, New York, N. Y.
Str.—Quincy.....3193

QUINN, ROBERT, ..... Rondout, N. Y.
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RADCLIFF, R. H., Ft. Palmetto St., Mobile, Ala.
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RAJAH S.S. CO., INC., Louisiana Bldg., New Orleans, La.
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RAMSDELL, ESTATE OF HOMER, ..... Newburgh, N. Y.
Str.—Orange..... 405

RAMSELIUS, CAPT. JOHANNES, 112 Market St., San Francisco, Cal.
Str.—Dan F. Hanlon..... 791

RANKIN, O. P., ..... Astoria, Ore.
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RANSOM, F. H., Trustee, 21st & Front St., Portland, Ore.
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READING CO., Twelfth & Market Sts., Philadelphia, Pa.
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Brg.—Enterprise..... 838
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Brg.—Glenside..... 900
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Brg.—Kimberton..... 866
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RED ASH TOWING LINE, INC., 11 Moore St., New York, N. Y.
Str.—Red Ash..... 58
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RED "D" LINE OF S.S.
(See Atlantic & Caribbean Steam Nav. Co.)

RED SALMON CANNING CO., 73 Main St., San Francisco, Cal.
Bk.—Hecla.....1435
Str.—Lehua..... 129
MV.—Mount Baker.....2429
Bk.—St. Katherine.....1090

RED STAR LINE,
(See Societe Anonyme de Nav. Belge Americaine.)

RED STAR NAVIGATION CO., ..... Toledo, Ohio.
SW.—Greyhound..... 748

REDBIRD S.S. CORP., Du Pont Bldg., Wilmington, Del.
Str.—Redbird.....1965

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REDERIAK TIESELSKABET TRANS., 43 Amaliegd St., Copenhagen, Den.
Sch.—Atlas..... 606

REDMAN S.S. CORP., Dupont Bldg., Wilmington, Del.
Str.—Redman.....1965

REDWOOD S.S. CO., 947 Monadnock Bldg., San Francisco, Cal.
Str.—Katherine..... 292

REESE, EDWARD S., ..... Brooklyn, N. Y.
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REGUENA, DR. RAFAEL, ..... Caracas, Venezuela
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REICHERT TOWING LINE, INC., 85 Commercial St., Brooklyn, N. Y.
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REID, W. C., Provost St., Brooklyn, N. Y.
Trn.—Abbie C. Stubbs..... 295
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REID, WALTER E., % North & South Shipping Co., 504 Press Bldg., Portland, Me.
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REID TOWING & WRECKING CO. 205 Board of Trade Bldg., Port Huron, Mich.
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REID TOWING & WRECKING CO., LTD., ..... Sarnia, Ont.
Brg.—J. R. Edwards..... 422
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REISS S.S. CO., 2106 Hammond Ave., Superior, Wis.
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Str.—Clemens A. Reiss.....3367
Str.—J. L. Reiss.....4102
Str.—John P. Reiss.....4963
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Str.—Peter Reiss.....4217
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REMCO S.S. CO., INC., Hobart Bldg., San Francisco, Cal.
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RENDELL, A. S., & CO., ..... St. Johns, N. F.
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REPUBLIC IRON CO., 1107 Arcade Bldg., Philadelphia, Pa.
(See M. A. Hanna & Co.)

REPUBLIC OF CUBA.
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REVILLON FRERES TRADING CO., 134 McGill St., Montreal, Que.
Trn.—Albert Revillon..... 17
Sch.—Jacques Revillon..... 7
Sch.—Jean Revillon..... 9

RHODE ISLAND STEAMBOAT & LIGHTERAGE CO., 561 South Main St., Providence, R. I.
Str.—Island Belle..... 7

RICE, JACOB, 25 Broadway, New York, N. Y.
Brg.—Anna R..... 31
Brg.—Augusta R..... 30
Brg.—James R..... 29
Brg.—Kenneth W. McNeil.. 57
Brg.—Martha S. Chandler.. 30
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Brg.—R. B.Du Bois..... 31
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RICHARDSON, H. A., 320 Market St., San Francisco, Cal.
Str.—Unimak..... 14
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RICHFIELD OIL CO., INC., 215 West 7th St., Los Angeles, Cal.
Str.—Richfield.....143
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RICHLAND COAL CO., Wheeling, W. Va.
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Brg.—Richmond Cedar Wks. No. 5..... 3
Brg.—Richmond Cedar Wks. No. 6..... 2

RICHMOND LIGHTERAGE CO., INC., 78 Broad St., New York, N. Y.
Str.—Wauwatosa..... 1

RICHMOND & SAN RAFAEL FERRY & TRANS. CO., 5th & Hooper Sts., San Francisco, Cal.
SW.—Charles Van Damme.
SW.—City of San Rafael...

RICKENBACH, JAMES, 1290 27th St., Camden, N. J.
Brg.—Bordentown.....
Brg.—Leslie.....

RIGOULET, WILLIAM A., 350 Fulton St., Brooklyn, N. Y.
Str.—Raleigh.....

RILEY, HUBERT, Ft. of Mechanic St., Buffalo, N. Y.
Str.—Oakwood.....1

RINDGE, MRS. M. K., ..... ..... MV.—Malibu.....

RITCEY, C. H., Mgr., ..... La Have, N. S.
Trn.—Audrey P. Brown....
Sch.—Marjorie Hennigar...
Sch.—Russell S. Zinck.....

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RIVER SAND & GRAVEL TRANSIT CO.,
Marine City, Mich.
Str.—Penobscot..... 200

RIVERSIDE & FORT LEE FERRY CO.,
80 Park Pl.,
Newark, N. J.
Str.—Fort Lee..... 726

ROBBINS, GEORGE E.,
Stonington, Me.
Sch.—Gilbert Stancliff..... 111

ROBERTS, D. C.,
P. O. Box 74,
El Cajon, San Diego, Cal.
MV.—Jeanette R..... 52

ROBERTS, W. S.,
Baltimore, Md.
Sch.—Alvena..... 687

ROBERTSON, HAROLD D.,
Toronto, Ont.
Str.—Overland..... 398

ROBIN LINE S.S. CO.
(See Seas Shipping Co.)

ROBINSON, EMMETT E.,
Aragon Hotel,
Jacksonville, Fla.
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ROBINSON FISHERIES CO.,
Seattle, Wash.
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Plaquemine, La.
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ROBINSON, RAY R.,
Seattle, Wash.
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ROCHESTER STEAMSHIP CO.,
1204 Prudential Bldg.,
Buffalo, N. Y.
(See Boland & Cornelius.)

ROCK CREEK STMBT. CO., INC.,
Foot of Broadway,
Baltimore, Md.
Str.—Riverside..... 373

ROCKAWAY WHITE SAND CO.,
160 Fifth Ave.,
New York, N. Y.
Str.—Sand Beach..... 168

ROCKLAND TRANSP. CO.,
Rockland, Me.
Brg.—Rock Harbor..... 915
Brg.—Rock Haven..... 915
Brg.—Rockland..... 915
Brg.—Rockport..... 915
Brg.—Rockville..... 915

ROCKPORT GRANITE CO.,
83 Granite St.,
Rockport, Mass.
Slp.—Albert Baldwin..... 117
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ROCKPORT S.S. CO.,
Cleveland, O.
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RODEO VALLEJO FERRY CO.,
Rodeo, Cal.
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ROE TOWING & TRANSP. CO., DANIEL,
1 Broadway,
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ROEN, JOHN J.,
Charlevoix, Mich.
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ROGERS, C. G.,
Balboa, Cal.
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ROGERS, GEORGE D.,
110 State St.,
Boston, Mass.
Sch.—James E. Coburn.... 898

ROGERS LIGHTERAGE CO., INC.,
59 Pearl St.,
New York City.
Brg.—Anna..... 169

ROGERS & WEBB,
110 State Street,
Boston, Mass.
Sch.—Albert H. Willis.....487
Str.—Corapeak.....1280
Str.—Cornucopia.....1280
Trn.—Edwin G. Farrar..... 484
Trn.—Frank A. Morey..... 481
Sch.—Hesper.....1231
Trn.—James M. W. Hall... 491
Sch.—Luther Little.....1119
Trn.—Wm. E. Litchfield.... 472

ROLLINS, A. E.,
Astoria Apts., 7th & Center Sts.,
Los Angeles, Cal.
MV.—Progress..... 115

ROLPH, JAMES J.,
(See Rolph Nav. & Coal Co., Inc.)

ROLPH NAV. & COAL CO., INC.,
60 California St.,
San Francisco, Cal.
Str.—Annette Rolph.....1391
S.—Annie M. Reid.....2079
Bkt.—Annie M. Rolph.....1226
Sch.—Charles B. Kenney... 981
Bkt.—Edward May..... 815
Bkt.—George U. Hind.....1224
Str.—Georgina Rolph.....1385
S.—Golden Gate.....2161
Sch.—Golden Shore..... 626
Bkt.—Hesperian.....1215
S.—James Rolph.....1927
Str.—Relief..... 8
Bkt.—Rolph.....1224
Scw.—Storm King..... 219

ROMKEY, MILTON J.,
La Have, N. S.
Sch.—Alicante..... 100

RONEY, J. C.,
% Emory Sexton,
35 South William St.,
New York, N. Y.
Sch.—Lydia McLellan Baxter.....1153

ROOD, CHARLES D.,
75 State St.,
Boston, Mass.
Sch.—Rebecca J. Moulton.. 448

ROOME, B. R.,
167 Water St.,
New York, N. Y.
Brg.—Quality..... 281

ROSE CITY S.S. CO.,
(See Chas. R. McCormick S.S. Co., Mgrs.)

TONS

ROSELAND CORP.,
305 Commercial Arcade,
Miami, Fla.
Sch.—Tolima..... 840

ROSS CO., BARK GUY C.,
Bk.—Guy C. Ross.....1430

ROSS, JAMES A.,
201 Devonshire St.,
Boston, Mass.
Str.—Albatross..... 384

ROSS, INC., P. SANFORD,
277 Washington St.,
Jersey City, N. J.
Brg.—P. Sanford Ross, Inc., No. 18..... 460

ROSS TOWING CO.,
66 Exchange St.,
Bangor, Me.
Str.—Walter Ross..... 73

ROSS & SANFORD,
277 Washington St.,
Jersey City, N. J.
Str.—Emma Kate Ross..... 63

ROURKE, JAMES A.,
Savannah, Ga.
Str.—Condor..... 134

ROUSS, PETER W.,
549 Broadway,
New York, N. Y.
Str.—Winchester..... 213

ROWE & CO., HENRY C.,
70 East Ferry St.,
New Haven, Conn.
(Steamer H. C. Rowe & Co.)
Str.—H. C. Rowe & Co..... 77
(Steamer Rowe, Inc.)
Str.—Rowe..... 394

ROYAL ROUTE CO. (LIM.),
Natchez, Miss.
Stw.—Uncle Oliver..... 156

RUSSELL, JOHN E.,
Toronto, Ont.
Brg.—Colpet..... 994
Brg.—George T. Davie..... 680
Brg.—Isabel Reed..... 480
Brg.—James F. Cahill..... 396
Brg.—Quebec..... 989
Brg.—Rickarton.....1105
Brg.—Stuart H. Dunn..... 458

RUTH, FRANCIS J.,
241 No. Lakewood Ave.,
Baltimore, Md.
Bkt.—City of Beaumont....1883

RUTLAND-LAKE MICHIGAN TRANSIT CO.,
(See D. Sullivan & Co., Mgrs.)

RYAN, JOHN,
Whitehall, N. Y.
Brg.—Charles A. Riley..... 100

RYAN TOWBOAT CO., INC., D.W.,
Houston, Texas.
Brg.—Duke..... 253

RYHAVE, H. THOMSEN,
Korson, Den.
Sch.—A. Andersen..... 480

## S

S. S. T. NAV. CO.
(See Schuckman, Schelling & Tesdorpf Nav. Co.)

TONS

SABINE FISH OIL & FERTILIZER CO.,
Sabine, Texas.
Str.—Nat Strong..... 126

SABINE TOWING CO.,
Box 252,
Port Arthur, Tex.
Str.—Asher J. Hudson..... 68
Scw.—Empire..... 196
Brg.—Purol.....2029
Str.—Satoco..... 200
Brg.—Tiolene.....1087

SACRAMENTO NAVIGATION CO.
1400 Front St.,
Sacramento, Cal.
St.W.—Valletta..... 368

SACRAMENTO TRANSPORT CO.,
Pier 9,
San Francisco, Cal.
St.W.—Dover..... 191
St.W.—Jacinto..... 182
St.W.—Red Bluff..... 185

SAGADAHOC S.S. CORP.,
26 Beaver St.,
New York, N. Y.
Str.—Sagadahoc.....3849

SAGADAHOC TOWING CO.,
Topsham, Me.
Brg.—S. T. Co. No. 2..... 430
Brg.—S. T. Co. No. 4..... 421
Brg.—S. T. Co. No. 7..... 178
Brg.—S. T. Co. No. 8..... 178

SAGINAW BAY TRANSPORTATION CO.,
Cleveland, O.
Brg.—R. Bottsford..... 474

SAGUENAY LUMBER CO.,
Portland, Me.
Brg.—A. D..... 462
Brg.—Katie H..... 370

ST. CLAIR THERIAULT SHIPPING CO.,
Belliveau's Cove,
Digby, N. S.
Sch.—St. Clair Theriault... 274

ST. HELENS TOWING CO.,
Portland, Ore.
St.W.—Skookum..... 173
St.W.—Tahoma..... 68

ST. JOHNS D. D. & S. B. CO.,
St. Johns, N. B.
Str.—J. H. Hackett..... 80
Str.—Ocean Hawk..... 83

ST. JOHN'S GUILD,
52 Vanderbilt Ave.,
New York, N. Y.
Brg.—Helen C. Juilliard....1300

ST. JOHNS RIVER TRANSP. CO.,
Orlando, Fla.
Str.—Augusta..... 290

ST. JUST S.S. CO. (LIM.)
(See W. R. Smith & Sons.)

ST. LOUIS & TENNESSEE RIVER PACKET CO.,
St. Louis, Mo.
St.W.—Alabama..... 259
St.W.—Paducah..... 296

ST. MARY S.S. CORP.,
(See Atlantic Fruit Co.)

TONS

ST. MAURICE PAPER CO. (LIM.),
42 St. Sacrament St.,
Montreal, Can.
Sch.—Agnes Wilson..... 225
Sch.—Alexander McLaurin. 279

ST. SIMON'S TRANSIT CO.,
Brunswick, Ga.
Str.—Emmeline..... 68

ST. THOMAS LUMBER & TRADING CO.,
% U. Mueller,
St. Thomas, B. W. I.
Trn.—Blandford..... 293
Trn.—Lydia H. Roper..... 305

SALE, W. M.,
Augusta, Ark.
St.W.—Karlina..... 118

SALISBURY, DR. E. A.,
Los Angeles, Cal.
MV.—Wisdom II..... 78

SALVAGE PROCESS CORP.,
30 Broad St.,
New York, N. Y.
Str.—Salvager..... 71

SAMPSON MACHINE & SUPPLY CO.,
Charters & Canal Sts.,
Houston, Texas.
Brg.—Ellora.....1697

SAN DIEGO & CORONADO FERRY CO.,
208 Union Bldg.,
San Diego, Cal.
StW.—Morena..... 232
SW.—Ramona..... 263

SAN FRANCISCO BOARD OF FIRE COMMISSIONERS,
San Francisco, Cal.
Str.—Dennis T. Sullivan... 140

SAN JUAN FISH & PACKING CO.,
Foot of Stacy St.,
Seattle, Wash.
Str.—San Juan..... 128
Str.—Starr..... 309

SANDERS & KIRCHMANN, INC.,
Merchants Exchange,
San Francisco, Cal.
Sch.—Commerce..... 621
Sch.—Forester..... 598
Sch.—Philippine..... 491
Sch.—Samar..... 673

SANDERSON, CHAS. J.,
Milwaukee, Wis.
Sch.—Lucia A. Simpson.... 215

SANDRINGHAM,
405 Lexington Ave.,
New York, N. Y.
MV.—Day Dream..... 97

SANDUSKY & ISLANDS S.S. CO.,
Sandusky, O.
(See E. McFall.)

SANTA ANA S.S. CO.,
Walter Langley, Mgr.,
508 Alaska Bldg.,
Seattle, Wash.
Str.—Santa Ana..... 730
Str.—W. M. Tupper.....1100

SANTA FE TERMINAL CO.,
605 Market St.,
San Francisco, Cal.
SW.—San Pablo..... 966

TONS

SAVANNAH LINE
(See Ocean Steamship Co.)

SAVANNAH-NEW YORK TRANSPORTATION CO.,
29 Broadway,
New York, N. Y.
Brg.—Altamaha..... 922
Brg.—Beaufort..... 922
Brg.—Belfast..... 922
Brg.—Chehaw..... 922
Brg.—Darien..... 922
Brg.—Satilla..... 922
Brg.—Savannah ..... 922
Brg.—Vale Royal..... 922
Str. —W. B. Keene..... 269

SAVANNAH RIVER LUMBER CO.
.....
Savannah, Ga.
St.W.—Edwin Shaw..... 164

SAWYER, JOHN V.,
.....
Jonesport, Me.
Sch.—Marguerite..... 96

SAYRE & FISHER CO.,
.....
Sayreville, N. J.
Brg.—S. & F. Co. No. 21... 155

SCANDINAVIAN AMERICAN BANK,
.....
Seattle, Wash.
MV.—Muriel.....1596

SCANES BOAT & DOCK CO., JAMES,
401 Ohio St.,
Toledo, Ohio.
SW.—Fort Meigs..... 95

SCHIFF, MORTIMER L.,
52 William St.,
New York, N. Y.
MV.—Dolphin..... 214

SCHINASI COMMERCIAL CORP.,
522 Fifth Ave.,
New York, N. Y.
Str.—Surf..... 270

SCHLOSSER, WM.,
242 S. Water St.,
Milwaukee, Wis.
Sch.—City of Grand Haven. 190
Sch.—Our Son..... 684

SCHLOTTMAN, JOS. B.,
.....
Grosse Pointe Farms, Mich.
Scw.—Stellaris..... 230

SCHMIDT, A.,
.....
Sandusky, O.
(Peninsular Steamboat Co.)
Str.—Lakeside..... 229

SCHNARE, ARTEMAS,
.....
Lunenburg, N. S.
Sch.—Frank Baxter..... 99

SCHNEIDER, C. A.,
.....
Seattle, Wash.
MV.—Eleanor W..... 116

SCHOONER COLUMBIA,
37 Rogers St.,
Gloucester, Mass.
Sch.—Columbia..... 96

SCHOONER J. EDWARD DRAKE CORP.
(See Wm. H. Knox & Co., Inc.)

SCHOONER MAYFLOWER CORP.,
% Chas. H. W. Foster,
50 State St.,
Boston, Mass.
Sch.—Mayflower..... 113

TONS

SCHROEDER LUMBER CO., JOHN,
.....
Milwaukee, Wis.
Str.—Ashland..... 57

SCHWARZ, GUSTAV A.,
80 Maiden Lane,
New York.
(Tremley Transportation Co.)
Str. —Eugene Grasselli..... 106

SCOPES, JOHN E.,
53 Maiden Lane,
Albany, N. Y.
MV.—Willena..... 124

SCOTT, J. M. & CO.,
29 Broadway,
New York, N. Y.
409 City Bank Bldg.,
Mobile, Ala.
Sch.—Rosemary..... 790
(J. M. Scott Shipping Co., Inc.)
Sch.—Else..... 724
Sch.—Mabel Gale..... 619
Sch.—Salem..... 698
Sch.—W. H. Marston.....1110

SCOTT, L. A.,
409 City Bank Bldg.,
Mobile, Ala.
Sch.—Albert Meyer..... 398
Sch.—Blakeley..... 632
Sch.—Catherine G. Scott... 674
Sch.—Harrison T. Beacham 266
Sch.—Rebecca C. Scott..... 724

SCOTTO, JOSEPH,
238 Columbia St.,
Brooklyn, N. Y.
Str.—St. Michael..... 824

SEABOARD FISHING & NAVIGATION Co.,
.....
Seattle, Wash.
Str.—Ace..... 81

SEABOARD OIL & GUANO CO., INC.,
.....
Reedville, Va.
Str.—Chas. J. Colonna..... 101
Str.—Chesapeake..... 83
Str.—McKeever Bros..... 104
Str.—Stephen W. McKeever, Jr..... 104
Str.—William Blundon..... 129

SEABOARD SHIPPING CO.,
113 Broad St.,
New York, N. Y.
Brg.—Seaboard No. 333.... 552

SEABOARD TRANSP. & LIGHTERAGE CO.,
44 Whitehall St.,
New York, N. Y.
Brg.—John J. King..... 269

SEABORN, H. G.,
White Bldg.,
Seattle, Wash.
Sch.—Camano..... 631
Sch.—Sea Sprite..... 518
Sch.—Spokane..... 570

SEARS, HERBERT M.,
53 State St.,
Boston, Mass.
Sch.—Constellation..... 118

SEAS SHIPPING CO.,
39 Cortlandt St.,
New York City.
Str.—Robin Adair.....4267
Str.—Robin Hood.....4263
(Fairfield S.S. Corp.)
Str.—Maine.....3737
(Greylock S.S. Corp.)
Str.—Greylock.....4520
(Robin Line S.S. Co.)
Str.—Robin Goodfellow.....4260
Str.—Robin Gray.....4267

TONS

SECURITY STEAMBOAT CO.,
.....
Point Pleasant, W. Va.
StW.—Homer Smith..... 332

SEELY, F. L.,
Grove Park Inn.,
Asheville, N. C.
MV.—North State..... 90

SEGRAVE, ROBERT,
% B. W. Haff,
1 Broadway,
New York, N. Y.
Brg.—Judson..... 305

SENECA WASHED GRAVEL CORP.,
Pearl St.,
Buffalo, N. Y.
Str.—Vicking..... 727

SENECAL, AMOS J.,
.....
Champlain, N. Y.
Brg.—Amos J. Senecal..... 112

SERVICE GRAVEL CO.,
.....
Marysville, Mich.
Str.—H. Houghton..... 151

SHANGHAI BLDG., CO.,
1213 Porter Bldg.,
Portland, Ore.
Sch.—Ecola.....2050

SHANNON, CHARLES R.,
246 West 73rd St.,
New York, N. Y.
Sch.—W. T. Bell..... 180

SHAVER TRANSPORTATION CO.,
180 Davis St.,
Portland, Ore.
Stw.—Cascades..... 350
Stw.—Henderson..... 372
Stw.—Hercules..... 293
Stw.—No Wonder..... 235
Stw.—Shaver..... 305

SHAW, HOWARD L.,
.....
Bay City, Mich.
(Lake Transit Co.)
Str.—Penobscot.....2841

SHAW, J. C.,
.....
Hoquiam, Wash.
Sch.—Ella A.....1413

SHAW, L. B.,
139 So. Third St.,
Philadelphia, Pa.
425 N. Fourth St.,
Camden, N. J.
Brg.—Bernice W. Shaw.... 451
Brg.—Charles H. Shaw..... 628
MV.—Lorraine D..... 62
Brg.—Ruth Shaw..... 451

SHELL CO. OF CALIFORNIA,
200 Bush St.,
San Francisco, Cal.
(See Asiatic Petroleum Co., Lim.)

SHELTON TRANS. CO.,
.....
Shelton, Wash.
St.W.—S. G. Simpson..... 168

SHENANGO STEAMSHIP & TRANSPORTATION CO.,
812 Oliver Bldg.,
Pittsburgh, Pa.
Union Trust Bldg.,
Cleveland, Ohio.
Str.—William P. Snyder, Jr.6650
(Shenango Furnace Co.)
Str.—Col. James M. Schoonmaker.....6650
Str.—Shenango.....6498

TONS

SHERBURNE TRANSP. CO.,
.....
Plaquemine, La.
MV.—H. N. Sherburne..... 90

SHEWAN, EDWIN A.,
Foot of 27th St.,
Brooklyn, N. Y.
MV.—Pastime..... 196

SHEWAN, JAMES, & SON
Foot of 27th St.,
Brooklyn, N. Y.
32 Broadway,
New York, N. Y.
Str. —Owera..... 187
Str. —Patricia..... 393
Str. —Tartar..... 197
Str. —Wisconsin Bridge....2179

SHIELDS, J. E.,
Room 62, Pier 1,
Seattle, Wash.
Sch.—Sophie Christenson... 570

SHIELDS, SAMUEL,
309 Barbeau St.,
Sault Ste. Marie, Mich.
Brg.—Delaware..... 487
Sch.—Stafford..... 189

SHIMOMURA, MASAS,
.....
Honolulu, Hawaii.
Sch.—Ka Moi..... 108

SHIP OWNERS & MERCHANTS TUG BOAT CO.,
Pier 15, Green St. Whf.,
San Francisco, Cal.
Str.—Fearless..... 85
Str.—Sea Lion..... 255
Str.—Sea Queen..... 56
Str.—Sea Ranger..... 250
Str.—Sea Salver..... 229
Str.—Sea Scout..... 250

SHIP TUSITALA, INC.,
80 Broad St.,
New York, N. Y.
S.—Tusitala.....1624

SHIPPERS' PACKET CO.,
.....
Pittsburgh, Pa.
St.W.—Senator Cordill..... 280

SHORE, PHILIP & CO.,
Franklin Square Bldg.,
Tampa, Fla.
Str. —Edgar F. Coney..... 104
Sch.—Matanzas..... 342
MV.—Narwhal..... 160

SIBERIAN FISH & COLD STORAGE CO.,
453 Coleman Bldg.,
Seattle, Wash.
Trn.—Apollo..... 269

SICKLER, HARVEY C.,
.....
.....
Str.—East Hampton..... 208

SIESEL CO., S. M.,
.....
Milwaukee, Wis.
Brg.—John Oades..... 968

SIGNAL S.S. CO., INC.,
.....
Oakland, Cal.
Str.—Hoquiam ..... 440
Str.—Tahoe ..... 419

SILVA, MANUEL G.,
.....
Gloucester, Mass.
Sch.—A. M. Nicholson..... 100
MV.—Elsie G. Silva..... 50

SILVER SHELL S.S. CO.,
(See Asiatic Petroleum Co., Lim.)

SILVER SHIPPING CO., RICHARD B.,
.....
Lunenburg, N. S.
Trn.—Abundance.....

SILVERADO S.S. CO.,
215 Market St.,
San Francisco, Cal.
Str.—Silverado.....

SILVIA, ANTONE F.,
274 Orchard St.,
New Bedford, Mass.
Sch.—Claudia.....

SIMON LAKE TORPEDO BOAT CO.,
.....
Bridgeport, Conn.
MV.—Argosy & Argonaut 3rd.....

SIMS, E. A.,
.....
Port Townsend, Wash.
Str.—Gedney.....

SINCENNES McNAUGHTON LINE,
75 Common St.,
Montreal, Can.
Brg.—Andron L.....
Sch.—Arthur Morgan.....
Brg.—Ashland.....
Brg.—Augustus.....
Brg.—Bernon L.....
Brg.—Burma.....
Str. —C. W. Chamberlain..
Brg.—Compton.....
Brg.—Dunmore.....
Str. —Fredmac.....
Brg.—Fredon L.....
Brg.—Gladys H.....
Brg.—Hector.....
Brg.—Henry Witbeck.....
Brg.—Isaac Stephenson.....
Brg.—J. I. Case.....
Str. —Jeanette R.....
Brg.—Jeannon L.....
Trn.—Kildonan.....
Brg.—Kingston.....
Brg.—Lapwing.....
Brg.—Laureon L.....
Brg.—Melrose.....
Brg.—Menominee.....
Brg.—Nellie Redington.....
Str. —Virginia.....
Brg.—Woodlands.....

SINCLAIR CUBA NAV. CO.,
(See Sinclair Nav. Co.)

SINCLAIR NAVIGATION CO
45 Nassau St.,
New York, N.
Str. —Albert E. Watts.....
Brg.—Badger.....
Brg.—Brittania.....
Str. —E. R. Kemp.....
Str. —E. W. Sinclair.....
Str. —Eugene V. R. Thayer.
Str. —Gene Crawley.....
Str. —Harry Farnum.....
Str. —J. Fletcher Farrell...
Str. —Joseph M. Cudahy...
Str. —Panuco.....
Str. —Roy Hoober.....
Brg.—S. N. 103.....
Brg.—S. N. 105.....
Brg.—S. N. 106.....
Str. —Samuel L. Fuller....
Str. —W. L. Connelly.....
Str. —Wm.Boyce Thompson
(Compania Terminal de La
Str.—Gulfport.....
(Sinclair Cuba Nav. Co
Str.—Manuel Rionda.....
Brg.—S. N. 104.....
Str.—W. E. Ogilvie.....

SINCLAIR OIL CO.
(See Sinclair Nav. Co.)

SINGER MFG. CO., THE,
149 Broadway,
New York, N. Y
Str.—Douglas Alexander...

TONS

SIPSEY BARGE & TOWING CO.,
337 Carondelet St.,
New Orleans, La.
Brg.—Coastwise.....1328
Brg.—Oriole.....1056

SIY CONG BIENG & CO., INC.,
123 Juan Luna, Binondo,
Manila, P. I.
Str.—Ban Yek..... 337
Str.—Chiat Yek..... 747
Str.—Tong Yek..... 242

SKAGIT RIVER NAV. & TRADING CO.,
.....
Seattle, Wash.
St.W.—Harvester..... 402

SKAGWAY S.S CO.,
Central Bldg.,
Los Angeles, Cal.
Str.—Skagway..... 955

SKANSIE S. B. & TRANSP. CO.,
.....
Gig Harbor, Wash.
MV.—City of Steilacoom... 87

SMALL, CLARENCE A., AND BARTLETT F.,
.....
Machiasport, Me.
Trn.—Frederick J. Lovatt.. 446
Trn.—Leona and Marion... 263
Trn.—Lillian E. Kerr..... 475
Trn.—Rebecca R. Douglas. 399

SMEED BOX CO.,
.....
Cleveland, O.
Brg.—Halsted..... 471

SMITH, ALEXANDER,
366 Madison Ave.,
New York, N. Y.
MV.—Cutty Sark..... 168

SMITH, B. A.,
.....
Gloucester, Mass.
Sch.—Herbert Parker..... 78

SMITH, BENJAMIN C.,
.....
Lunenburg, N. S.
Sch.—Mahaska..... 96
Sch.—Margaret K. Smith... 94

SMITH, HENRY,
.....
Sydney, N. S.
Trn.—Marion G. Douglas.. 438

SMITH CLIFFS CO., LEATHEM D.
.....
Cleveland, Ohio.
Str.—Andaste.....1121

SMITH, MILTON,
.....
Rainier, Ore.
St.W.—Service..... 375

SMITH NAVIGATION CORP.
(R. Lawrence Smith, Mgr.)
17 Battery Pl.,
New York, N. Y.
Brg.—A. No. 1..... 227

SMITH, R. LAWRENCE,
(See Smith Navigation Corp.)

SMITH, R. W. (Receiver),
.....
Manistee, Mich.
Str.—Wotan..... 712

SMITH, SYLVANUS, & CO.,
.....
Gloucester, Mass.
Sch.—Bohemia..... 86
Sch.—Titania..... 77

TONS

SMITH-TRUBY SAND CO.,
.....
Sturgeon Bay, Wis.
Str. Bay State..... 914

SMITH, WM. C.,
.....
Lunenburg, N. S.
Sch.—J. Henry McKenzie... 100

SMITH, W. R., & SONS,
Merthyr House, James St.,
Cardiff, Wales.
(Cornborough Ship. Line.)
Str.—Dungeness.....1747
(Leeds Shipping Co., Lim.)
Str.—Bradavon.....3164
Str.—Bradburn.....2934
Str.—Bradclyde.....3558
Str.—Riol.....3418
(Oakwin S.S. Co.)
Str.—General Lukin.....1866
Str.—Wastness.....1852
(St. Just S.S. Co., Lim.)
Str.—Atlantic City.....3902
Str.—Bradford City.....3178
Str.—Cornish City.....3239
Str.—Devon City.....2686
Str.—Eastern City.....3714
Str.—Falls City.....2917
Str.—General Smuts.....2698
Str.—Great City.....3341
Str.—Homer City.....3051
Str.—Indian City.....3889
Str.—Jersey City.....3937
Str.—King City.....1822
Str.—Madras City.....3467
Str.—Norwich City.....3513
Str.—Orient City.....3547
Str.—Paris City.....3959
Str.—Quebec City.....3134
Str.—Royal City.....3481
Str.—Siam City.....3296
Str.—Truro City.....2903
Str.—York City.....4054

SMITH & TERRY, INC.,
11 Broadway,
New York City.
(Smith & Terry Coastwise Co.)
Brg.—Smith & Terry No. 1. 1097
(Smith & Terry Transp. Co.)
Brg.—Smith & Terry No. 2. 1198

SNOW, I. L., & CO.,
79 Mechanic St.,
Rockland, Me.
Trn.—Helvetia..... 424
Trn.—Lavinia M. Snow.... 292
Sch.—Marie de Ronde.....2181
Trn.—Seth W. Smith..... 157
Sch.—Wawenock..... 258
Trn.—William Bisbee..... 206

SNOW MARINE CO.,
79 Mechanic St.,
Rockland, Me.
Str.—Sophia..... 50

SOBRINO, TY CAMCO,
116 Calle Hormiga,
Manila, P. I.
Brg.—Progreso..... 786

SOCIETE ANONYME DE NAV. BELGE AMERICAINE,
22 Rue des Pergnes,
Antwerp, Belgium.
(Red Star Line.)
Str.—Belgenland.....15352
Str.—Gothland.....4729
Str.—Lapland.....11607
Str.—Samland.....7421
Str.—Zeeland.....7335

SOCIETY ISLANDS LINE, LD.,
.....
MV.—Beulah.....1042

SONTUA, Y., & CO.,
.....
Manila, P. I.
Str.—Y. Sontua..... 585

SOREL SAND CO.,
.....
Sorel, Que.
Str.—Cataract..... 451

TONS

SOUTH ATLANTIC TOWING CO.,
.....
Brunswick, Ga.
Str.—Inca..... 51

SOUTH COAST S.S. CO.,
268 Market St.,
San Francisco, Cal.
SW.—South Coast..... 225

SOUTH PHILIPPINES S.S. CO.,
.....
Mindanao, P. I.
Str.—Borneo..... 87

SOUTH SHORE PORT CORP.,
.....
Mountain View, Cal.
MV.—South Shore II..... 259

SOUTHEASTERN SHIPPING CO.,
% Emery Sexton,
35 So. William St.,
New York, N. Y.
Sch.—Georgette..... 757

SOUTHERN COTTON OIL CO.,
.....
Dublin, Ga.
StW.—Dorothy T..... 160

SOUTHERN MENHADEN CORP.,
.....
Apalachicola, Fla.
Sch.—Alexis I. du Pont..... 41

SOUTHERN NAV. CO.,
.....
New Orleans, La.
MV.—Victoria..... 90

SOUTHERN PACIFIC CO.,
Pier 49, N. R.,
New York City.
165 Broadway,
New York City.
(Atlantic S.S. Lines.)
Str.—Ajax..... 71
SW.—Alameda.....1320
Brg.—Alexandria..... 281
St.W.—Apache..... 723
Brg.—Austin..... 245
SW.—Bay City..... 933
Brg.—Beaumont..... 245
Str.—Berkeley.....1245
Brg.—Bowie..... 284
St.W.—Cherokee..... 609
Str.—Comus.....2920
St.W.—Contra Costa.....3276
Str.—Creole.....3849
Brg.—Denison..... 283
Str.—Despatch..... 133
Str.—El Alba.....2897
Str.—El Almirante.....4055
Str.—El Amigo..... 82
Str.—El Capitan.....4055
Str.—El Chico..... 103
Str.—El Cid.....2801
Str.—El Coston.....4509
Str.—El Dia.....2798
Str.—El Estero.....2557
Str.—El Isleo.....2557
Str.—El Lago.....2557
Str.—El Mundo.....3747
Str.—El Norte.....2925
Str.—El Occidente.....3747
Str.—El Oriente.....3747
Str.—El Oceano.....4171
Str.—El Paso..... 926
Str.—El Rey..... 106
Str.—El Siglo.....2800
Str.—El Sol.....3747
Str.—El Toro..... 104
Str.—El Valle.....2896
SW.—Encinal.....1633
Str.—Express..... 132
Brg.—Fresnor..... 242
St.W.—Fruto..... 392
SW.—Garden City..... 730
Brg.—Globe..... 281
Brg.—Iberia..... 281
Str.—Klamath..... 925
Brg.—Laredo..... 283
Str.—Louise..... 59
Str.—Manhattan..... 75
Brg.—Maricopa..... 281

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Southern Pacific Co.—*Cont.*
SW.—Melrose.....1677
St.W.—Modoc..... 779
Str.—Momus.....3893
Brg.—Monterey..... 229
St.W.—Navajo..... 714
Brg.—Nevada..... 486
Str.—New Orleans..... 925
SW.—Oakland.....1108
Brg—Ogden..... 238
Brg.—Orange..... 283
Brg.—Oregon..... 516
Brg.—Pecos..... 285
Brg.—Phœnix..... 293
SW.—Piedmont.....1170
Brg.—Portland..... 255
Brg.—Reno..... 236
SW.—Sacramento.....1758
Str.—San Mateo.....1120
SW.—Santa Clara.....1308
Brg.—Shasta..... 243
Str.—Shasta.....1120
SW.—Solano.....3057
Brg.—Sonoma..... 239
Brg.—Stockton..... 240
Str.—Tamiahua.....8155
Brg.—Texas..... 524
SW.—Thoroughfare.....1731
Str.—Topila.....3146
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SW.—Transit.....1079
Brg.—Tucson..... 283
Brg.—Utah..... 522
Brg.—Waco..... 242
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SOUTHERN R.R. CO.,
.....
Norfolk, Va.
Str.—Memphis..... 121
Brg.—Southern No. 22..... 360

SOUTHERN S.S. CO.,
320 Commercial Trust Bldg.,
Philadelphia, Pa.
Str.—City of Dallas.....1586
Str.—City of Fort Worth...1612
Str.—City of Houston.....1610
Str.—City of Philadelphia...1663
Str.—G. A. Flagg.....1864
Str.—San Antonio.....1667
Str.—Union Liberty.....1586
Str.—West Texas.....1665

SOUTHERN TRANSPORTATION CO.,
Commercial Trust Bldg.,
Philadelphia, Pa.
Brg.—Absecon..... 888
Brg.—Agram.....2049
Brg.—Albemarle..... 388
Brg.—Allegheny..... 888
Brg.—Anastasia.....1212
Brg.—Antietam..... 375
Brg.—Appomattox..... 298
Brg.—Armistead.....2100
Brg.—Atlas..... 392
Str.—Augustine..... 88
Brg.—Bango.....2049
Brg.—Barnegat..... 888
Str.—Bathgate..... 200
Str.—Battleboro..... 200
Brg.—Beaufort..... 445
Str.—Bermuda..... 200
Brg.—Biscayne..... 473
Brg.—Brandywine..... 387
Brg.—Breton..... 456
Brg.—Brunswick..... 473
Str.—Carolina..... 61
Brg.—Catawba..... 473
Brg.—Cayuga..... 374
Brg.—Champlain..... 473
Brg.—Chaptico..... 238
Brg.—Charleston..... 473
Brg.—Chelsea.....1169
Brg.—Chenango.....2049
Brg.—Cherokee..... 473
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Brg.—Chowan..... 375
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Brg.—Connecticut..... 473
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Brg.—Currituck..... 382
Brg.—Cutler.....1170

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Brg.—Diascond..... 373
Brg.—Hampton..... 432
Brg.—Hatteras..... 457
Brg.—Henlopen..... 740
Str.—Henrico..... 122
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Brg.—Jonesport.....1174
Brg.—Juniper..... 473
Str.—Kaleen..... 187
Str.—Kenmore..... 80
Brg.—Kennebec..... 473
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Str.—Liberty..... 158
Brg.—Lynnhaven..... 341
Brg.—Machodoc..... 367
Brg.—Manokin.....1213
Brg.—Matagorda.....1210
Brg.—Mattapony..... 363
Str.—Menominee..... 118
Brg.—Mobjack..... 426
Brg.—Moccasin..... 473
Brg.—Mohawk..... 466
Brg.—Monocacy..... 466
Brg.—Nanjemoy..... 300
Brg.—Nansemond..... 360
Str.—Nassau..... 91
Brg.—Nassau..... 477
Brg.—Newark..... 772
Brg.—Newport.....1193
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Brg.—Ontario..... 490
Brg.—Orinoco..... 477
Brg.—Pamlico..... 431
Brg.—Pamunkey..... 363
Brg.—Patapsco..... 325
Brg.—Patuxent..... 231
Brg.—Penobscot..... 490
Brg.—Pensacola..... 466
Brg.—Perquimans..... 346
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Brg.—Portsmouth.....2128
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Brg.—Raleigh..... 740
Brg.—Rancocas..... 455
Brg.—Raritan..... 477
Brg.—Roanoke..... 388
Brg.—Sakonnet.....2159
Brg.—Salem..... 703
Brg.—Sangamon..... 888
Brg.—Saranac..... 473
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Brg.—Savannah..... 466
Brg.—Shenandoah..... 330
Brg.—Southern.....1797
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Brg.—Susquehanna..... 391
Brg.—Suwannee..... 466
Brg.—Tampa..... 473
Brg.—Tenas.....2146
Brg.—Tennessee..... 888
Brg.—Tuckahoe..... 466
Str.—Virginian..... 122
Brg.—Warwick..... 405
Brg.—White Haven.....1217
Brg.—Wilmington..... 740
Brg.—Winnegance.....1182
Brg.—Wissahickon..... 400

SOUTHGATE MARINE CORP.,
.....
Norfolk, Va.
Str.—Gaston..... 463

SOUTHGATE, T. S.,
.....
Norfolk, Va.
Str.—Venator..... 627

SOWARDS, JOHN F.,
Ontario St.,
Kingston, Ont.
Str.—Brantford..... 540

SPANISH ROYAL MAIL S.S. LINE
(See Compania Trasatlantica.)

SPARKS, I. C.,
.....
Newport Beach, Cal.
Brg.—Esther Buhne..... 388

SPAULDING LOG CO., CHAS.,
Front and Ferry Sts.,
Salem, Ore.
St.W.—Grey Eagle..... 141

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SPENCER & SON CORP., WM.,
40 Rector St.,
New York, N. Y.
Str.—Diamond S..... 92
Str.—Diamond S. No. 87... 305
Str.—Diamond S. No. 88... 305

SPLANE, CHRISTOPHER,
.....
St. Johns, N. B.
Trn.—Nettie C..... 382

SPOKANE S.S. CO.,
.....
Port Huron, Mich.
Str.—C. F. Bielman.....1709
Str.—Spokane.....1974

SPRAGG, WILLARD B.,
% Emory Sexton,
33 South William St.,
New York, N. Y.
Trn.—Georgia D. Jenkins... 398

SPRAGUE, C. H., & SON,
141 Milk St.,
Boston, Mass.
(Meteor S.S. Co.)
Str.—Eastern Crown .....3266
(Penobscot S.S. Co.)
Str.—Penobscot.....1490
(Plymouth S.S. Co.)
Str.—Plymouth.....3354

SPRECKELS, JOHN D.,
90 Clay St.,
San Francisco, Cal.
Str.—Venetia..... 211

SPRECKELS SECURITIES CO.,
J. D. & A. B.,
Oceanic Bldg.,
San Francisco, Cal.
SW.—Potrero..... 452

STANDARD AMERICAN DREDGING CO.,
.....
Oakland, Cal.
rg.—Ballard..... 414

STANDARD CONTRACTING CO.,
35 Wade Bldg.,
Cleveland, O.
Brg.—Fannie Neil..... 428

STANDARD DREDGING CO.,
Woolworth Bldg.,
New York, N. Y.
15 Exchange Place,
Jersey City, N. J.
Str.—Caucus..... 644
Brg.—M4..... 246
Brg.—M5..... 246
Str.—St. Hilda..... 306

STANDARD FRUIT & S.S. CO.,
Q. & C. Bldg.,
New Orleans, La.
Str.—Caloria.....2543

STANDARD OIL CO. (CALIFORNIA),
Standard Oil Bldg.,
San Francisco, Cal.
MV.—Alaska Standard..... 768
MV.—Benicia..... 212
Str.—Captain A. F. Lucas.3257
MV.—Charlie Watson..... 998
MV.—Contra Costa..... 497
Str.—D. G. Scofield.....4323
Str.—El Segundo.....2228
Str.—F. H. Hillman.....6006
Str.—H. M. Storey.....6007
MV.—H. T. Harper.....2300
MV.—Hawaiian Standard.. 663
Str.—J. A. Moffett.....4012
Str.—J. C. Fitzsimmons....4119

TONS

Standard Oil Co. (California)—*Cont.*
Str.—K. R. Kingsbury.....4425
Str.—Lubrico.....4290
MV.—Petroleum II..... 139
StW.—Petroleum No. 3.... 159
MV.—Pico..... 101
Str.—R. J. Hanna .....4388
Str.—Richmond.....3962
Str.—S. C. T. Dodd.....4374
Brg.—S. O. Co., No. 2..... 250
Brg.—S. O. Co., No. 3..... 346
Brg.—S. O. Co., No. 4..... 425
Brg.—S. O. Co., No. 5..... 212
Brg.—S. O. Co. No. 7..... 425
Brg.—S. O. Co. No. 9..... 277
Brg.—S. O. Co. No. 93.....1857
Brg.—S. O. Co. No. 95.....3708
Str.—Standard No. 1..... 62
Str.—Standard Service..... 765
Str.—W. S. Miller.....4311
Str.—W. S. Rheem.....6018

STANDARD OIL CO. (INDIANA),
910 So. Michigan Ave.,
Chicago, Ill.
Str.—Outagamie..... 91
Str.—Renown.....2098
Brg.—S. O. Co. C.....2903
Str.—Wm. P. Cowan.....3962

STANDARD OIL CO. (LA.),
.....
Baton Rouge, La.
Str.—Istrouma..... 296
St.W.—James Moran..... 371
St.W.—John A. Wood..... 687
Str.—McDougall..... 383
St.W.—Standard..... 176
St.W.—Wanderer II..... 115

STANDARD OIL CO. (N. J.),
26 Broadway,
New York, N. Y.
Str.—A. C. Bedford.....5899
Str.—Aladdin..... 197
Str.—Benjamin Brewster...3677
Str.—Caddo.....3877
Str.—Charles G. Black....9161
Str.—Charles Pratt.....5644
Str.—E. J. Sadler .....6014
Str.—E. T. Bedford.....5978
Str.—F. Q. Barstow.....5616
Str.—Fred. W. Weller.....5899
Str.—Geo. H. Jones.....4165
Str.—Glenpool.....3195
Str.—H. H. Rogers.....5488
Str.—H. M. Flagler.....6183
Str.—Hera.....2912
Str.—J. A. Bostwick.....5866
Str.—J. A. Moffett, Jr....5978
MV.—J. H. Senior..... 728
Str.—James McGee.....5920
Str.—John D. Archbold....8790
Str.—John Worthington....5934
Str.—Joseph Seep.....4393
Str.—L. J. Drake.....4786
Str.—Livingston Roe.....5934
MV.—Loki.....3087
Str.—M. F. Elliott.....4353
Str.—Niobe.....4230
Str.—O. T. Waring.....3379
Str.—Pawnee.....3002
MV.—Petrolia No. 6..... 101
MV.—Petrolia No. 7..... 166
Str.—Pioneer.....3026
Str.—Polarine.....2389
Str.—Princeton.....3049
Str.—S. B. Hunt.....4268
Str.—S. O. Co. No. 12..... 107
Str.—Standard.....6138
Brg.—Standoil No. 2..... 407
Brg.—Standoil No. 3..... 504
Brg.—Standoil No. 4..... 580
Brg.—Standoil No. 5..... 930
Brg.—Standoil No. 101..... 160
Brg.—Standoil No. 102..... 160
Brg.—Standoil No. 103..... 160
Brg.—Standoil No. 104..... 160
Brg.—Standoil No. 105..... 160
Brg.—Standoil No. 106..... 160
Str.—T. J. Williams.....5108
Str.—Thomas H. Wheeler..4352
Str.—W. C. Teagle.....5920
Str.—W. H. Libby.....5116
Str.—W. H. Tilford.....3379
Str.—W. J. Hanna.....5188
Str.—Walter Jennings.....5978
Str.—Wm. G. Warden.....5686
Str.—Wm. Rockefeller.....8790
MV.—Wotan.....3399

TONS

STANDARD OIL CO. (NEW YORK),
26 Broadway,
New York, N. Y.
MV.—Albany Socony..... 401
MV.—Buffalo Socony..... 401
Str.—E. M. Clark.....6020
Str.—Mei Hsia.....
MV.—Rochester Socony.... 401
MV.—Syracuse Socony..... 401
MV.—Utica Socony..... 401

STANDARD TRANSPORTATION CO.,
26 Broadway,
New York, N. Y.
Str.—Acme.....4304
Str.—Aladdin.....4223
Str.—Algonquin.....4475
MV.—Amsterdam Socony.. 753
Str.—Argon.....4271
Str.—Ario.....4271
Str.—Astral.....5195
MV.—Boston Socony..... 753
Str.—Broad Arrow.....4760
MV.—Burlington Socony... 753
Str.—China Arrow.....5228
MV.—Delivery No. 3..... 66
MV.—Delivery No. 5..... 128
Str.—Dixie Arrow.....4960
Str.—Eagle.....3834
Str.—Emidio .....4248
Str.—Empire Arrow.....4960
Str.—Eocene.....1156
MV.—Hartford Socony..... 753
Str.—India Arrow.....5176
Str.—Japan Arrow.....5176
Str.—Java Arrow.. .....5176
Str.—Lebec .....4250
Str.—Levant Arrow.....4960
Str.—Liebre.....4327
Str.—Lio.....4351
Str.—Los Alamos.....2002
Str.—Mojave.....4255
MV.—Oswego Socony..... 753
MV.—Providence Socony... 753
Str.—Rayo.....2223
MV.—Rome Socony..... 753
Str.—Royal Arrow.....4800
MV.—Schenectady Socony.. 753
Str.—Socony.....2223
Brg.—Socony 1..... 504
Str.—Socony 2..... 84
Brg.—Socony 2..... 504
Str.—Socony 3..... 119
Str.—Socony 4..... 161
Brg.—Socony 4..... 504
MV.—Socony 5..... 631
MV.—Socony 6..... 514
Str.—Socony 7..... 79
Brg.—Socony 7..... 374
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Brg.—Socony 55..... 482
Brg.—Socony 56..... 589
Brg.—Socony 57.....1310
Brg.—Socony 58.....1600
Brg.—Socony 59..... 200
Brg.—Socony 60..... 200
Brg.—Socony 61..... 482
MV.—Socony 62..... 721
Brg.—Socony 72..... 407
Brg.—Socony 75..... 481
Brg.—Socony 76..... 797
Brg.—Socony 77..... 332
Brg.—Socony 78..... 332
Brg.—Socony 81.....1402
Brg.—Socony 82.....2070
Brg.—Socony 83.....2040
Brg.—Socony 84.....2040
Brg.—Socony 85.....2042

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Standard Transportation Co —*Cont.*
Brg.—Socony 86..... 999
Brg.—Socony 88.....1612
Brg.—Socony 90.....2052
Brg.—Socony 92.....3044
Brg.—Socony 94.....3934
Brg.—Socony 97..... 333
Brg.—Socony 98..... 333
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Brg.—Socony 101..... 402
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Brg.—Socony 108..... 402
Brg.—Socony 109..... 402
Brg.—Socony 113.....1066
Brg.—Socony 114.....1066
Brg.—Socony 115.....1066
Brg.—Socony 116.....1065
Brg.—Socony 117.....1065
Brg.—Socony 118.....1065
Brg.—Socony 119.....1065
Brg.—Socony 120.....1097
Brg.—Socony 121.....1101
Brg.—Socony 122.....1101
Brg.—Socony 123..... 952
Brg.—Socony 124..... 952
Str.—Standard Arrow.....4800
Str.—Standard II..... 418
Str.—Sylvan Arrow.....4858
Str.—Tejon .....4349
Str.—Tiger.....3832
MV.—Troy Socony..... 601
Str.—Vesta.....2223
Str.—Yankee Arrow.....4960
Str.—Yorba Linda .....4250

STANDARD TRANSPORTATION CO. (LIM.). (Hong Kong.)
Bk.—Daylight.....3599
Str.—Satanta.....3354
Str.—Shabonee.....3230
Str.—Tacoma.....4233
Str.—Tahchee.....4055
Str.—Tamaha.....4047
Str.—Tascalusa.....4052
Str.—Tecumseh.....4247
Str.—Winamac.....3606

STAPLES TRANSPORTATION CO.,
404 Davol St.,
Fall River, Mass.
11 Broadway,
New York, N. Y.
Brg.—Atlantic.....1680
Brg.—Barnstable.....1484
Brg.—Bourne.....1484
Str.—Bristol..... 193
Brg.—Brockton..... 799
Brg.—Cardenas.....1428
Brg.—Chatham.....1581
Brg.—Easton..... 448
Str.—Eureka..... 186
Brg.—Fall River.....1545
Brg.—Falmouth.....2073
Brg.—Mount Hope.....1584
Str.—Narragansett..... 95
Brg.—Orleans.....1426
Brg.—Randolph..... 499
Brg.—Remus..... 464
Brg.—Rockland..... 403
Brg.—Somerset..... 253
Brg.—Tipton..... 729
Brg.—Truro.....1473
Str.—Waltham..... 186
Brg.—Warren..... 220
Str.—Wellfleet..... 202
Brg.—Whitehead.....1137
Brg.—Wollaston.....1214

STAR-COLE LINE STEAMERS,
21 Atwater St., W.,
Detroit, Mich.
SW.—Idlewild..... 284

STAR & CRESCENT BOAT CO.,
.....
San Diego, Cal.
Brg.—S. & C. Barge No. 2... 341

STARIN NEW HAVEN LINE,
Pier 13, N. R.,
New York, N. Y.
Str.—Yale.....1136

TONS

STARK MASON NAVIGATION CO.,
.....
San Francisco, Cal.
Str.—Centralia..... 324

STATE OF ALABAMA
.....
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Brg.—Alabama..... 635

STATEN ISLAND S. B. CO.,
.....
Staten Island, N. Y.
MV. —Gov. Albert C. Ritchie 384

STATLER, E. M.,
25 West 43rd St.,
New York, N. Y.
MV.—Miramar..... 131

STEAMER BELLE ISLAND CO., INC.,
Ft. of East 7th St.,
New York, N. Y.
Str.—Belle Island..... 420

STEAMER DAVENPORT CO.,
112 Market St.,
San Francisco, Cal.
Str.—Davenport..... 525

STEAMER FREEPORT CORP.
U. S. Tank Ship Corp,, Mgrs.
565 Fifth Ave.,
New York, N. Y.
Str.—City of Freeport.....2628

STEAMER H. C. ROWE & CO.
(See H. C. Rowe & Co.)

STEAMER ROWE, INC.
(See H. C. Rowe & Co.)

STEAMER SEA GATE,
Main and Point Sts.,
New Hamburgh, N. Y.
Str.—Sea Gate..... 165

STEAMER WINCHESTER CORP.,
.....
Reesport, Ore.
Str.—Winchester..... 265

STEAMSHIPS, (LIM.,)
9–11 Victoria Square,
Montreal, Can.
Str.—Brignogan..... 892
Brg.—Glenbogie.....2819
Str.—Gleneagles.....4780
Str.—Glenelg.....1199
Str.—Huguenot.....1538
Str.—Marquette.....3789
Str.—Portsmouth.....1875
Str.—Prescott.....4267
Str. -Renfrew.....1472
Str.—Saskatchewan.....1989

STEEL, HELEN C.,
.....
Chesapeake City, Md.
MV.—Joseph H. Steele.... 82

STEAMSHIP NEWPORT, INC.,
318 Market St.,
San Francisco, Cal.
Str.—Newport.....1653

STEINBRENNER, HENRY.
Union Trust Bldg.,
Cleveland, O.
(Kinsman Transit Co.)
Str.—Henry Steinbrenner...3175
Str.—Matthew Andrews....5497
Str.—Philip Minch..... 447
Str.—Worrell Clarkson.....6605

STERLING, RAY M.,
.....
Seattle, Wash.
Sch.—Margaret F. Sterling 869

STERLING SHIP CO.,
943 Sixteenth Ave., N.,
Seattle, Wash.
Bkt.—E. R. Sterling.....2351

TONS

STERLING S. S. CORP.,
AMERICAN BANK BLDG.,
SEATTLE, WASH.
Sch.—Columbia..... 584
Bkt.—Hawaii..... 923
Sch. —Dorothy H. Sterling..2350

STEVENS, A. A.,
.....
WELLS BEACH, ME.
Trn.—Frank Brainerd..... 198

STEWART FURNACE CO.,
UNION TRUST BLDG.,
CLEVELAND, OHIO.
Str.—Elton Hoyt II.....5492
Str.—Fayette Brown.....4860
Str.—Harry W. Croft.....4865
Str.—Harvey H. Brown....4927
Str.—M. A. Bradley.....4127

STEWART, L. H.,
78 BROAD ST.,
NEW YORK, N. Y.
Str.—Champlain.....2181

STILLMAN, C. O.
(See Imperial Oil Co., Lim.)

STILLMAN, JAMES A.,
20 EAST 43D ST.,
NEW YORK, N. Y.
MV.—Wenonah II..... 97

STIMSON MILL CO.,
.....
SEATTLE, WASH.
Brg.—Stimson No. 9..... 181

STOCKWELL, ALEXANDER L.,
11 PEMBERTON SQUARE,
BOSTON, MASS.
Sch.—J. O. Webster..... 373

STONE, GALEN,
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BOSTON, MASS.
MV.—Arcadia..... 251

STONE, R. R.,
.....
WILMINGTON, N. C.
Bkt.—S. G. Wilder..... 557

STONE'S EXPRESS, INC.,
.....
LYNN, MASS.
Brg.—Alice..... 250

STONEGA COKE & COAL CO.,
25 BROADWAY,
NEW YORK, N. Y.
Brg.—Stonega No. 1..... 430

STONY CREEK IMPROVEMENT CO.,
FOOT OF BROADWAY,
BALTIMORE, MD.
Str.—Stony Creek..... 216

STOREY, WILLIAM F.,
27 MAIN ST.,
SAN FRANCISCO, CAL.
Brg.—Gratia.....1462

STORM KING CO.,
115 WALNUT ST.,
PHILADELPHIA, PA.
Str.—Storm King..... 87

STORY, ARTHUR D.,
WINTHROP ST.,
ESSEX, MASS.
Trn.—Lincoln..... 352
Sch.—Ruth & Margaret.... 77

STOUT LUMBER CO.,
.....
COOS BAY, ORE.
Str.—Martha Buehner..... 465

STREETER, EGBERT M.,
.....
LOS ANGELES, CAL.
Sch.—Fox..... 266

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STROUT, W. H.,
.....
MILLBRIDGE, ME.
Sch.—Alaska..... 164

STRUVEN, CHARLES M.,
114 SO. FREDERICK ST.,
BALTIMORE, MD.
Sch.—Charles M. Struven .. 562
Sch.—Richard Cromwell.... 112

STURGEON BAY STONE & TRANS. CO.,
.....
STURGEON BAY, WIS.
Brg.—Ida Corning..... 422
Brg.—Oak Leaf..... 375

STURPAVANT, W. J.,
.....
CRESCENT CITY, CAL.
MV.—Bayocean..... 64

SUDDEN & CHRISTENSON,
230 CALIFORNIA ST.,
SAN FRANCISCO, CAL.
Str.—Annie Christenson.... 452
Str.—Brooklyn..... 216
Str.—Carmel..... 349
Str.—Charles Christenson...3495
Str.—Chehalis..... 421
Str.—Edna.....1090
Str.—Edwin Christenson...3498
Str.—Eleanor Christenson..3386
Str.—Jane Christenson.....3615
Str.—Raymond..... 350
(Western Mercantile Marine Corp.)
Str.—Catherine G. Sudden.1218
Str.—Edna Christenson....1321

SUDDEN & HEITMAN LUMBER CO.,
1950 THIRD ST.,
SAN FRANCISCO, CAL.
Str.—Alvarado.....1400
Str.—Yellowstone..... 456

SUDERMAN & YOUNG TOWING CO.,
U. S. NAT'L BANK BLDG.,
GALVESTON, TEX.
Str.—Mariner..... 46
Str.—Propellor..... 123

SULLIVAN, D., & CO., MGRS.,
208 SOUTH LA SALLE ST.,
CHICAGO, ILL.
(Chicago Nav. Co.)
Str.—Otto M. Reiss.....1367
Str.—W. E. Fitzgerald.....3701
(Rutland-Lake Michigan Transit Co.)
Str.—Back Bay.....1393
Str.—Bennington.....1222
Str.—Brandon.....1432
Str.—Brockton.....1729
Str.—Burlington.....1222

SULLIVAN, JOHN W.,
FOOT OF 9TH ST.,
NEW YORK, N. Y.
Brg.—Aberfoil.....2357
Str.—Eckmuhl..... 216
Str.—Leoben..... 194
Str.—Molosse.....
Brg.—Winapie .....2301

SULLIVAN, M.,
179 IROQUOIS AVE.,
DETROIT, MICH.
Brg.—Hercules..... 495

SUN OIL CO.,
FINANCE BLDG.,
PHILADELPHIA, PA.
Str.—Atlantic Sun.....4044
Str.—Chester Sun.....4091
Str.—Delaware Sun.....5617
Str.—J. N. Pew.....6473
Str.—Paraguay.....1583
Str.—Pennsylvania Sun....5535
Brg.—Pittsburgh..... 633
Str.—Sabine Sun.....4083
Brg.—Silverthorne..... 191
Str.—Sun.....2926
Str.—Sunbeam.....4148
MV.—Sunoco..... 738
MV.—Sunoco No. 4..... 218
Str.—Sunoil.....5217
Brg.—Trenton..... 200

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SUN S. B. & D. D. CO.,
FINANCE BLDG.,
PHILADELPHIA, PA.
MV.—Bidwell .....4339
MV.—Challenger.....5764
MV.—Miller County.....4339

SUPERIOR STEAMSHIP CO.,
700 BOARD OF TRADE,
DULUTH, MINN.
(See G. A. Tomlinson.)

SUPERIOR TRANSIT CO.,
DIME BANK BLDG.,
DETROIT, MICH.
Str.—N. J. Nessen..... 368

SWAN, EDWARD L.,
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BROOKLYN, N. Y.
Sch.—Anna R. Heidritter... 610

SWAN, JOHN B.,
19 HILLSBORO ST.,
BOSTON, MASS.
Str.—Standard..... 254

SWAYNE & HOYT,
430 SANSOME ST.,
SAN FRANCISCO, CAL.
Str.—Point Bonita.....2000
Str.—Point Fermin.....2000
Str.—Point Judith.....1348
Str.—Point Lobos.....1325
Str.—Point Reyes.....2030
Str.—Point Sur .....2030
(Pacific Transport Co.)
Str.—Iris.....1736
(Western Transport Co.)
Str.—Eldorado.....1289

SWENSON, JULIUS F.,
18 NEWTON AVE.,
JAMESTOWN, N. Y.
Sch.—Wellington..... 880

SWIFT, C. M.,
GROOSE POINTE,
FERRISBURG, VT.
MV.—Bolo..... 104

SWIFT COAL CO., JAS.,
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KINGSTON, ONT.
Sch.—Burt Barnes.....

SYLVIA, ANTONE,
274 ORCHARD ST.,
NEW BEDFORD, MASS.
Sch.—Athlete..... 96

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TACOMA FERRY CO.,
1106 NORTH K ST.,
TACOMA, WASH.
Str.—City of Tacoma..... 179
Str.—Gig Harbor..... 108

TACONY-PALMYRA FERRY CO.,
.....
PALMYRA, N. J.
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TAHOE TRANSP. CO,
65 MARKET ST.,
SAN FRANCISCO, CAL.
Str.—Tahoe..... 121

TAMARA SHIPPING CO.
(See Job Bros. & Co., Ltd., Mgrs.)

TAMPA-ST. PETERSBURG TRANSP. CO.
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TAMPA SAND & SHELL CO.,
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TAMPA, FLA.
Drg.—Atlas..... 158

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TAMPICO NAV. CO., INC.,
120 BROADWAY,
NEW YORK, N. Y.
Brg.—Arthur L. Haber..... 420
Str. —Cotillion.....
Brg.—Georgiana..... 201
Str. —Hornpipe..... 251
Str. —Minuet..... 251
Brg.—Navegadora No. 75. 436
Brg.—Navegadora No. 76. 436
Brg.—Navegadora No. 77. 437
Brg.—Navegadora No. 78. 432
Brg.—Navegadora No. 100.. 754
Beg.—Navegadora No. 101.. 754
Brg.—Navegadora No. 102.. 754
Brg.—Navegadora No. 103.. 754
Brg.—Navegadora No. 104.. 754

TANKERS CORPORATION, MGRS.,
17 BATTERY PLACE,
NEW YORK, N. Y.
(Steamer Freeport Corp.)
Str.—Cedarhurst.....3105
Str.—Vaba.....3105

TARNATE, F.,
.....
MANILA, P. I.
Str.—Lemery..... 89
Str.—Ramoncita..... 114
Str.—Vicentica..... 94

TAYABAS SAW MILL & LUMBER CO.,
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MANILA, P. I.
Sch.—Betis..... 238

TAYLOR, A. G.,
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WASHINGTON, D. C.
Str.—M. Mitchell Davis.... 79

TAYLOR DREDGING CO.,
FT. OF COMMUNIPAW AVE.,
JERSEY CITY, N. J.
Str.—Savage ..... 279

TEXAS CO.,
17 BATTERY PLACE,
NEW YORK.
Str. —Alabama.....2173
Str. —American..... 75
Str.—Aryan.....4062
Str. —Brabant.....1758
Brg.—Dallas.....1148
Str. —Derbyline.....4348
Str.—Dirigo.....4063
Str. —Dungannon .....4485
Scw.—Georgia.....3194
Brg.—Hobson..... 221
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Str. —Illinois.....4142
Brg.—Jennings..... 136
Str.—Latin American..... 75
Str. —Lightburne.....4054
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TEXAS PACIFIC R.R. CO.,
195 BROADWAY,
NEW YORK, N. Y.
SW.—Gouldsboro..... 469

TEXAS S.S. CO.,
17 BATTERY PLACE,
NEW YORK, N. Y.
Str. —Harvester.....4059
Str. —North American..... 14
Brg. —Number 58..... 433
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Brg. —Number 63..... 427
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Str. —Pennsylvania.....4035
Str. —Reaper.....5160
Str. —Roanoke.....4053
MV.—Solitaire.....2627
Brg. —Texaco 171..... 634
Brg. —Texaco 172..... 634
Brg. —Texaco 173..... 634
Str. —Virginia.....4036

TEXAS & GULF STEAMSHIP CO.,
915 AM. NAT. INS. BLDG.,
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Brg.— General Pettibone... 768

THAMES RIVER LINE, INC.,
44 WHITEHALL ST.,
NEW YORK, N. Y.
Str.—Cape Cod..... 355
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THAMES TOW BOAT CO., THE,
224 BANK ST.,
NEW LONDON, CONN.
Str. —Bess..... 106
Brg.—Carl..... 252
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Brg.—Edith..... 466
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Str. —Harold..... 93
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Brg.—Hornet..... 566
Brg.—Lawrence..... 427
Brg.—Mobile..... 746
Brg.—Pequot..... 662
Brg.—Ray..... 367
Brg.—South America..... 331
Brg.—Theodora Palmer..... 910
Brg.—Valentine..... 295
Brg.—Vasty..... 376
Brg.—Virginia Palmer..... 777
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THANN NAV. CORP.,
33 EAST 26TH ST.,
NEW YORK, N. Y.
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THERIAULT, A. A.,
BELLIVEAUS COVE,
DIGBY, N. S.
Trn.—E. P. Theriault ..... 369
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THETIS S.S. CO.,
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THOMPSON, ROBT. M.,
527 FIFTH AVE.,
NEW YORK, N. Y.
MV.—Everglade..... 217

THOMPSON TRANSIT CORP.,
KEITH BLDG.,
CLEVELAND, O.
Str.—E. C. Pope.....1887
Str.—Progress.....1762

THOMPSON TUG CO.,
.....
PT. HURON, MICH.
Brg.—Isabella Sands..... 219

THOMSON, LOGAN C.,
COLLEGE HILL,
CINCINNATI, OHIO.
MV.—Sylvia..... 165

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THURLOW, LOUIS K.,
131 State St.,
Boston, Mass.
(See Crowell & Thurlow.)

TICE TOWING LINE,
17 Battery Place,
New York, N. Y.
Str.—Panther..... 88
Str.—Viatic..... 67

TIDE WATER OIL CO.,
11 Broadway,
New York City.
Str.—Byron D. Benson.....4932
Str.—David McKelvy.....4242
Str.—Robert E. Hopkins....4117
Str.—Samuel Q. Brown....4117
Str.—Veedol..... 698
(Tidewater Associated Oil Co.)
Str.—Priscilla.....4160

TIMBER TRANSIT CO.,
.....
Michigan City, Ind.
Str.—Peirce McLouth..... 389

TODD, HOUSTON W.,
1913 Wilkins Ave.,
Baltimore, Md.
Sch.—Lucy May..... 98

TODD, WM. H.,
25 Broadway,
New York, N. Y.
MV.—Harmony..... 90
Str.—Levanter..... 89
Str.—Saelmo..... 206

TOLCHESTER BEACH IMPROVEMENT CO.,
Pier 16, Light St.,
Baltimore, Md.
SW.—Emma Giles..... 444
Str.—Susquehanna..... 314

TOLEDO BUILDERS' SUPPLY CO.,
.....
Toledo, O.
Str.—T. B. S..... 242
Str.—Walter D..... 123

TOLEDO PLASTER & SAND CO.,
.....
Toledo, Ohio.
Str.—Mary Groh..... 69

TOMLINSON CO., THE,
(See G. A. Tomlinson)

TOMLINSON, G. A.,
700 Board of Trade,
Duluth, Minn.
(Continental S.S. Co.)
Str.—L. M. Bowers.....6436
(Duluth S.S. Co.)
Str.—D. M. Philbin.....4826
(Globe S.S. Co.)
Str.—Ball Bros.....4438
Str.—Cuyler Adams.....3768
Str.—Frank C. Ball.....5459
Str.—James Davidson.....6387
(Inter-Ocean S.S. Co.)
Str.—James E. Davidson...4943
Str.—Sierra.....4287
(National S.S. Co.)
Str.—C. W. Watson.....2825
Str.—Frank W. Hart.....3108
(Panda S.S. Co.)
Str.—William H. Warner...6277
(Superior S.S. Co.)
Str.—G. G. Barnum.....4826
(Tomlinson Co., The)
Str.—Coulee.....1485
(Triton S.S. Co.)
Str.—Rufus P. Ranney.....3505
(Zenith S.S. Co.)
Str.—Hoover & Mason.....4578
Str.—Merton E. Farr.....6387

TONSMIERE, S. A.,
.....
Biloxi, Miss.
Brg.—Pat Harrison.....1032

TONS

TORONTO, HAMILTON & BUFFALO R.R. CO.,
.....
Hamilton, Ont.
Str.—Maitland No. 1.....1653

TOWER, B.,
Woodpoint, Westmoreland Co.,
New Brunswick, C. B.
Trn—W. N. Reinhardt..... 271

TRACY, M. & J., INC.
1 Broadway,
New York, N. Y.
Str.—Charles L. O'Connor..1433
Str.—Evansville.....2370
Str.—John Tracy.....1502
Str.—M. & J. Tracy.....1395
Str.—Maurice Tracy.....1509
Str.—Michael Tracy.....1433
Str.—Michael Tracy..... 93
Str.—Thomas Tracy.....1892
Str.—Tracy Brothers.....3511

TRACY, THOMAS,
1 Broadway,
New York, N. Y.
Str.—Helen L. Tracy..... 29

TRACY TOWING LINE,
1 Broadway,
New York, N. Y.
Str.—Thomas Tracy..... 29

TRADERS TRANSP. CO.,
209 West Jackson St.,
Chicago, Ill.
Sch.—De Witt Brown.....1159

TRANSATLANTIC S.S. CO.,
(See James W. Elwell & Co., Inc.)

TRANSMARINE CORP.,
P. O. Box 392,
11 Pine St.,
New York, N. Y.
Str.—Suboatco.....1997
Str.—Sucarseco.....1977
Str.—Sucubaco.....1997
Str.—Sudawsonco.....1997
Str.—Sudurco.....2174
Str.—Suedco.....2174
Str.—Suelco.....1997
Str.—Sugillenco.....1997
Str.—Suholco.....2174
Str.—Sujameco.....1997
Str.—Sujerseyco.....1977
Str.—Sulanierco.....1997
Str.—Sumanco.....1997
Str.—Sunelseco.....2174
Str.—Sunewarkco.....1997
Str.—Sunewco.....2174
Str.—Sunugentco.....1997
MV.—Suphenco.....2174
Str.—Suportco.....1997
Str.—Surailco.....1997
Str.—Suremico.....1997
Str.—Surichco.....1997
Str.—Surico.....1977
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Str.—Susherico.....1997
Str.—Suspearco.....1984
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TRANSPORTATION PRODUCTS CO.,
300 Park Ave.,
New York, N. Y.
St.Yt.—Intrepid..... 224

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TRANSPORTATION & SHIPPING CO. (LIM.),
99 Dalhousie St.,
Quebec, Can.
Str.—Gedeon L..... 95

TRAVERSE CITY TRANSPORTATION CO.,
.....
Traverse City, Mich.
Str.—M. H. Stuart..... 130

TREE LINE NAV. CO.,
.....
.....
Str.—Palmbay..... 905
Str.—Pinebay..... 657

TREMBLAY, J.,
.....
Chicoutimi, Can.
SW.—Tremblay..... 78

TREMLEY TRANSPORTATION CO.,
80 Maiden Lane,
New York.
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TRENHOLM, CHAS. C.,
52 Taylor St.,
Fall River, Mass.
Sch.—Cameo..... 200

TRENTON-PHILA. STEAMBOAT CO.,
% Corp. Trust Co. of America,
7 West 10th St.,
Wilmington, Del.
SW.—William Penn..... 200

TRENTON TRANSP. CO.,
Pier 4, N. Delaware Ave.,
Philadelphia, Pa.
Str.—John W. Garrett..... 221
SW.—Trenton..... 516

TREXLER LUMBER CO.,
.....
Allentown, Pa.
Brg.—Lehi..... 164

TRITON OIL & FERTILIZER CO.,
101 Beekman St.,
New York, N. Y.
Str.—Annie L. Wilcox..... 70
Str.—John L. Lawrence.... 150
Str.—Sterling..... 97

TRITON S.S. CO.,
700 Board of Trade,
Duluth, Minn.
(See G. A. Tomlinson.)

TROMBLEY, E. E.,
.....
Buffalo, N. Y.
Str.—Lily..... 67

TROPICAL FRUIT CO.,
.....
Tampa, Fla.
Str.—Artemis..... 272

TRUITT, HIRAM W.,
15 Moore St.,
New York, N. Y.
Brg.—Cohocton..... 642

TRYNOR, CHARLES R.,
30 High St.,
Eastport, Me.
Sch.—Dorothy..... 758

TUARR CONTRACTING CO.,
1014 Gates Ave.,
Brooklyn, N. Y.
Str.—Tuarr..... 254

TUCKER, CARLE,
733 Park Ave.,
New York, N. Y.
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TUCKER, THOMAS,
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New York, N. Y.
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TUG, JOHN F. LEWIS, CO.,
.....
Philadelphia, Pa.
Str.—John F. Lewis..... 101

TUGBOAT ADRIATIC CO.,
114 Walnut St.,
Philadelphia, Pa.
Str.—Adriatic..... 76

TUGBOAT CASPIAN CO.,
111 Walnut St.,
Philadelphia, Pa.
Str.—Caspian..... 85

TUGBOAT MARS CO.,
111 Walnut St.,
Philadelphia, Pa.
Str.—Mars..... 139

TUGBOAT PRUDENCE CO.,
111 Walnut St.,
Philadelphia, Pa.
Str.—Prudence..... 198

TULL, WM. W.,
112 S. Gay St.,
Baltimore, Md.
SW.—Minerva..... 769

TURNER, H. C.,
Van Antwerp Bldg.,
Mobile, Ala.
Sch.—Stimson..... 605

TURNER, HORACE,
Turner Terminal,
Mobile, Ala.
Sch.—Addison E. Bullard...1223
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TURNEY, JOHN J.,
.....
Philadelphia, Pa.
Brg.—Barber..... 238

TYLER, GEORGE F.,
1231 Land Title Bldg.,
Philadelphia, Pa.
MV.—Starling..... 121

TYSON, JAMES,
230 California St.,
San Francisco, Cal.
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UMPQUA TRANSP. CO.,
811 Gasco Bldg.,
Portland, Ore.
MV.—Patsy..... 92
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Brg.—Washtucna..... 675

UNDERCLIFFE TERMINAL & WAREHOUSE CO.,
79 Wall St.,
New York, N. Y.
Brg.—Highcliff..... 758
Brg.—Stonecliff..... 754

UNDERWOOD, FREDERICK D.,
300 West End Ave.,
New York, N. Y.
Str.—Alicia..... 118

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UNIFRUITCO S.S. CO. (LIM.),
17 Battery Pl.,
New York, N. Y.
(Clark & Service, Mgrs.)
21 Bothwell St.,
Glasgow, Scot.
MV.—La Marea.....214
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UNION BARGE LINE,
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Pittsburgh, Pa.
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UNION CONSTRUCTION CO.,
.....
San Francisco, Cal.
Str.—Sheridan.....562

UNION D. D. & REPAIR CO.
(See H. W. Sullivan)

UNION FERRY CO.,
1 Atlantic Ave.,
Brooklyn, N. Y.
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UNION FISH CO.,
141 Clay St.,
San Francisco, Cal.
Trn.—Beulah..... 33
4B —Galilee..... 3
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UNION OIL CO. OF CALIFORNI
Union Oil Bldg.,
Los Angeles, Cal.
Mills Bldg.,
San Francisco, Cal.
Str.—Cathwood.....43
Str.—Deroche.....43
Brg.—Erskine M. Phelps...26
MV.—Kern..... 1
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Str.—Warwick.....26
(Mission Transportation & Refini Co.)
Sch.—Santa Paula..... 6
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UNION S. B. CO.,
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Baltimore, Md.
Str.—Arbutus.....

UNION STEAMSHIP CO.,
Union Oil Bldg.,
Los Angeles, Cal.
(See Union Oil Co. of Californ

UNION SULPHUR CO.,
33 Rector St.,
New York City.
Str.—Arcturus.....1
Str.—C. A. Snider.....1
Str.—Frieda.....1
Str.—Henry D. Whiton....2
Str.—Herman Frasch.....2
Str.—J. R. Gordon.....3
Str.—Severance.....3

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UNION TRANSIT CO., INC.,
10124 Ave. M.,
Chicago, Ill.
Str.—Lake Traverse.....1177

UNION TRANSPORTATION CO.,
(See Union Oil Co. of California.)

UNIT BOAT CO.,
84 River St.,
Hoboken, N. J.
Str.—Unit..... 100

UNITED AMERICAN LINES,
39 Broadway,
New York, N. Y.
(American Ship & Commerce Nav. Corp.)
Str.—Ipswich.....3399
Str.—Kermit.....4119
Str.—Monticello.....4321
Str.—Montpelier.....2813
Str.—Mt. Clay.....4706
Str.—Mystic.....3413
Str.—Sudbury.....2980

UNITED FRUIT CO.,
17 Battery Place,
New York, N. Y.
1 Federal St.,
Boston, Mass.
(United Fruit S.S. Corp.)
Str.—Abangarez.....2808
Str.—Atenas.....2808
Str.—Calamares.....3846
Str.—Carrillo.....2769
Str.—Cartago.....2801
Str.—Coppename.....1938
Str.—Ellis.....1251
Str.—Esparta.....2071
Str.—Heredia.....2801
Str.—Levisa.....1259
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Str.—San Mateo.....1878
Str.—Santa Marta.....2811
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Str.—Tivives.....2769
Str.—Turrialba.....2808
Str.—Zacapa.....2772
(Ellis S.S. Corp.)
Str.—Ellis.....1251
(United Fruit Tanker Corp.)
Str.—Camden.....4153

UNITED FRUIT S.S. CORP.
(See United Fruit Co.)

UNITED FRUIT TANKER CO.,
17 Battery Pl.,
New York, N. Y.
(See United Fruit Co.)

UNITED FUEL & SUPPLY CO.
Free Press Bldg.,
Detroit, Mich.
Str. —C. H. Little..... 241
Str. —C. W. Cadwell..... 212
Str. —Charles Heiden..... 446
Str. —Charlie O. Smith.... 39
Str. —F. E. Harvey..... 288
Str. —Frank C. Osborn.... 345
Str. —H. Dahlke..... 409
Brg. —Homer..... 527
Str. —Pearson..... 160
Str. —Sachem..... 542
Brg. —Whale..... 572

UNITED NEW YORK SANDY HOOK PILOTS ASSN.,
17 State St.,
New York City.
Str. —New York..... 301
Str.—Sandy Hook..... 213

UNITED OIL & FERTILIZER CORP.,
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Chincoteague, Va.
Str.—F. H. Beckwith..... 118
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U. S. GOVERNMENT,
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Washington, D. C.
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Str.—Amackassin..... 181
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Str.—Catherine Johnson.... 99
Str.—Colonel P. S. Michie..
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U. S. GOVERNMENT
(Coast & Geodetic Survey)
Str.—Discover.....
Str.—Hydrographer..... 79
Str.—Surveyor.....

U. S. GOVERNMENT
(Division of Naval Reserve)
Chicago, Ill.
Str.—Commodore.....1927
Str.—Sturgeon Bay..... 826

U. S. GOVERNMENT
(Engineer Corps)
St.W.—Capt. Chas. D. Harris
Str.—Degolia..... 92
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(Federal Barge Line)
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U. S. GOVERNMENT
(Miss. Warrior River Service),
Custom House Bldg.,
New Orleans, La.
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Str. —Barneygat..... 246
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Str. —Beaver.....2779
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Str. —Blackhawk.....3857
Str. —Bobolink.....
Str. —Boreas.....3716
Str. —Boston.....1538
Str. —Brant.....
Str. —Bridgeport.....4808
Str. —Bushnell.....1756
Str. —Camden.....2872
Str. —Canopus.....3083
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Str. —Howard Green..... 81
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Str. —Kittery..... 924
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Str. —Laramie.....5393
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Str. —Manna-Hata..... 735
Str. —Mattole.....5395
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Str. —Nahant..... 275
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Str.—Birmingham City.....3715
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U. S. SUPERVISORS,
(PORT OF NEW YORK),
39 WHITEHALL ST.,
NEW YORK, N. Y.
Str.—Cerberus.....

UNITED STATES TANK SHIP CORP.,
565 FIFTH AVE.,
NEW YORK, N. Y.
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Str.—Castana.....3105

UNTERMYER, SAMUEL,
120 BROADWAY,
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(I.M.),
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Calais, Me.
Sch.—R. R. Govin..... 779

WATERMAN, JOHN BARNETT,
(See Mobile, Miami & Gulf S.S. Co.)

WATHEN, LOTTIE V.,
Pratt & Frederick Sts.,
Baltimore, Md.
Sch.—Annie E. Webb..... 96
Brg.—Northern No. 20..... 692
Sch.—Sandy Hook..... 101

WATHEN, ROBERT B.,
Pratt and Frederick Sts.,
Baltimore, Md.
Brg.—Hackensack..... 791

WATHEN & CO.,
Pratt and Frederick Sts.
Baltimore, Md.
(Estate of R. Duke Wathen)
Trn.—Beulah Land..... 157
Brg.—Cora..... 452
Brg.—Duke..... 456
Sch.—Eva D. Rose..... 100
Brg.—Lloyd..... 496
Brg.—Lottie..... 580
Brg.—Pacific..... 399
Trn.—Robert..... 147
Sch.—Virginia..... 122
Brg.—Wicomico..... 418

WEBB, CHAS. F.,
110 State St.,
Boston, Mass.
(See Rogers & Webb.)

WEBB, GEORGE,
Halifax, N. S.
Trn.—Cote Nord..... 147

WEBSTER, J. S.,
49 B, Orange St.,
Kingston, Jam.
Str.—Remlik..... 210

WEDDELL, ROBERT G.,
Trenton, Ont.
Brg.—Hilda..... 418
Brg.—Katie Brainard..... 382
Str.—M. Sicken..... 161
Brg.—Montreal..... 337
Brg.—Nadine..... 484
Brg.—White & Friant..... 278

WEISS, A. E.,
Pensacola, Fla.
Str.—Rotarian..... 264

WELD, MARY,
50 Goddard Ave.,
Brookline, Mass.
Str.—Malay II..... 111

WELLS CONST. CO., L.A.,
Cleveland, Ohio.
Brg.—Interstate..... 303

WENONAH TRANSP. CO.,
Michigan City, Ind.
Str.—Herman H. Hettler... 536

TONS

WEST BAY LUMBER CO.,
.....
AQUATHUNA, NFLD.
Str.—Strandhill.....1726

WEST KENTUCKY COAL CO.,
.....
PADUCAH, KY.
St.W.Charles F. Richardson. 544

WEST PENN SAND & GRAVEL CO.,
615 PARK BLDG.
PITTSBURGH, PA.
St.W.—B. R. Davison..... 97

WEST PORTS S.S. LINE,
27 ERIE ST.,
MILWAUKEE, WIS.
Str.—Waukegan..... 519
Str.—Charles McVea..... 263
Str.—City of Marquette.... 295
Str.—Kenosha..... 519
Str.—Sheboygan..... 519

WESTCHESTER FERRY CORP.,
.....
YONKERS, N. Y.
SW.—Musconetcong..... 618
SW.—Paunpeck..... 627

WESTERN MARINE & SALVAGE CO.,
.....
ALEXANDRIA, VA.
Str.—Basco.....1556

WESTERN MARYLAND RAILWAY CO.,
71 BROADWAY,
NEW YORK, N. Y.
Brg.—Number 10.....1317
Brg.—Number 11.....1317
Brg.—Number 12..... 498

WESTERN MERCANTILE MARINE CORP.,
110 MARKET ST.,
SAN FRANCISCO, CAL.
(See Sudden & Christenson.)

WESTERN PACIFIC R.R. CO.,
FERRY BLDG.,
SAN FRANCISCO, CAL.
Str.—Edward T. Jeffery....1025
Str.—Hercules..... 81
Str.—Virgil G. Bogue..... 91

WESTERN RESERVE NAV. CO., THE,
.....
CLEVELAND, OHIO.
SW.—City of St. Ignace....1324
SW.—Colonial..... 402

WESTERN TRANSPORT CO.,
430 SANSOME ST.,
SAN FRANCISCO, CAL.
(See Swayne & Hoyt.)

WESTERN TRANSPORTATION CO.,
35 No. DEARBORN ST.,
CHICAGO, ILL.
SW.—Florida..... 564

WESTERN TRANSPORTATION CO.,
733 PITTOCK BLOCK,
PORTLAND, ORE.
St.W.—Annie Comings..... 414
St.W.—N. R. Lang..... 381

WESTERN UNION TELEGRAPH CO.,
195 BROADWAY,
NEW YORK.
Str.—Western Union..... 129

TONS

WESTLAND S. S. CO.,
FT. OF EAST 10TH ST.,
CLEVELAND, OHIO.
Str.—Westland.....1622

WESTMORELAND COAL CO.,
224 SOUTH THIRD ST.,
PHILADELPHIA, PA.
Brg.—Carpender.....1520
Brg.—Charles F. Prichard.. 753
Brg.—George R. Stetson.... 577
Brg.—Horace A. Allyn..... 748
Brg.—Hutchinson..... 959
Brg.—Irwin.....1150
Brg.—Manor.....1437
Brg.—Osceola.....1472
Trn.—Westmoreland.....1418
Brg.—Winsor..... 959

WESTWEGO & WALNUT ST. FERRY CO.,
.....
NEW ORLEANS, LA.
SW.—H. O. Penick..... 169

WHETSTONE, A. A.,
.....
-FORT PIERCE, FLA.
Trn.—J. K. Mitchell..... 319

WHIDBY ISLAND TRANS. CO.,
PIER 3,
SEATTLE, WASH.
Str.—Whidby..... 142

WHITCOMB, HAYNES & CO.
.....
ELLSWORTH, ME.
Sch.—Lavolta..... 173
Sch.—Storm Petrel..... 166

WHITE, CLARA,
15 WALNUT PARK,
ROXBURY, MASS.
Sch.—Jas. L. Maloy..... 147

WHITE DIAMOND S.S. CO. (LIM.),
ROYAL LIVER BLDG.,
LIVERPOOL, ENG.
(See Furness, Withy & Co.)

WHITE, JOSEPH M.,
114 S. FREDERICK ST.,
BALTIMORE, MD.
Sch.—Robt. McClintock.... 126

WHITE OAK TRANSPORTATION CO.,
70 KILBY ST.,
BOSTON, MASS.
Brg.—Baravia.....1167
Brg.—Bombay.....1231

WHITE, R. B.,
% C. C. PAUL & CO.,
STEWART BLDG.,
BALTIMORE, MD.
Sch.—Clarence A. Holland.. 179
Sch.—Ida O. Robinson..... 128
Sch.—Jacob W. Hook..... 576
Sch.—Purnell T. White.... 688

WHITE STAR LINE,
(See Oceanic Steam Nav. Co., Ltd.)

WHITE STAR LINE.
FOOT OF GRISWOLD ST.,
DETROIT, MICH.
(See C. F. Bielman)

WHITE STAR NAVIGATION CO.,
FT. of GRISWOLD ST.,
DETRIOT, MICH.
SW.—Tashmoo..... 766

TONS

WHITE STAR TOWBOAT CO.,
70 SOUTH ST.,
NEW YORK, N. Y.
Str.—Guiding Star..... 71

WHITE, THOMAS B.,
5842 CAMERFORD AVE.,
HOLLYWOOD, CAL.
S. —Santa Clara.....1453
Sch.—W. F. Jewett..... 407

WHITE, WILLIAM, CAPT.
15 WALNUT PARK,
ROXBURY, MASS.
Sch.—Ella Clifton..... 92

WHITNEY BROS. CO.,
.....
SUPERIOR, WIS.
Str.—William A. Whitney.. 47

WHITNEY, DAVID C.,
.....
DETROIT, MICH.
MV.—SUMAR..... 319

WHITNEY, E. L.,
(See Whitney & Bodden.)

WHITNEY, H. PAYNE,
120 BROADWAY,
NEW YORK, N. Y.
Str.—Whileaway..... 225

WHITNEY, PAYNE,
14 WALL ST.,
NEW YORK, N. Y.
Str. —Aphrodite..... 654
MV.—Captiva..... 218

WHITNEY & BODDEN SHIPPING CO., INC.,
822 CITY BANK BLDG.,
MOBILE, ALA.
Sch.—Fearless..... 653
Trn.—Golden Rod..... 349
Sch.—M. Turner..... 763
Trn.—Marion N. Cobb..... 360
Sch.—Resolute..... 610
Trn.—Stranger..... 510
Sch.—William E. Burnham. 643

WHITON, HENRY,
33 RECTOR ST.,
NEW YORK, N. Y.
MV.—Alacrity..... 69

WICKES, HARRY T.,
.....
SAGINAW, MICH.
Str.—Capitola..... 83

WICOMICO FISHERIES, INC.,
.....
REEDVILLE, VA.
Str.—G. S. Allyn..... 136
Str.—Peconic..... 91

WIGGINS-MEYER S.S. CO.,
910 YEON BLDG.,
PORTLAND, ORE.
Str.—David C. Meyer.....1519

WILCOX FERTILIZER CO.,
.....
STONINGTON, CONN.
Str.—Rowland H. Wilcox .. 119

WILEY, C. W.,
.....
SEATTLE, WASH.
MV.—Alician..... 101

TONS

WILKIE, E. A.,
.....
LA HAVE, N. S.
Trn.—Eveline Wilkie..... 348

WILKINSON, ELLIOTT,
.....
BELLE RIVER,
ONTARIO, CANADA.
Str.—Fred B..... 194

WILLAMETTE & COLUMBIA RIVER TOWING CO.,
175½ E. WATER ST.,
PORTLAND, ORE.
St.W.—F. B. Jones..... 271
St.W.—J. N. Teal..... 456
St.W.—Twin Cities..... 375

WILLAMETTE NAVIGATION CO.,
.....
OREGON CITY, ORE.
SW.—Ruth..... 392

WILLIAMS, J. A.,
.....
CLEVELAND, OHIO
MV.—Oswichee..... 91

WILLIAMS LINE, THE, INC.,
19 SOUTH ST.,
NEW YORK, N. Y.
Brg.—Williams Line No. 22. 206

WILLIAMS STEAMSHIP CO., INC.,
11 MOORE ST.,
NEW YORK CITY.
Str.—Willfaro.....3036
Str.—Willhilo.....3567
Str.—Willpolo.....3036
Str.—Willsolo.....3567

WILLIGAR, E.,
.....
PARRSBORO, N. S.
Trn.—Frances Parsons..... 237

WILLOUGHBY, CAPT., W. J.,
.....
WINDSOR, ONT.
Str.—Case.....1902

WILLYS, JOHN N.,
.....
TOLEDO, OHIO.
Str.—Emerald..... 134

WILMINGTON STEAMBOAT CO.
(See Wilson Line.)

WILMINGTON S.S. CO.,
.....
BALTIMORE, MD.
Str.—Vesper..... 292

WILMINGTON TERMINAL CO.,
% CLYDE S.S. CO.,
PIER 36, NO. RIVER,
NEW YORK, N. Y.
Str.—Seneca.....1612

WILMINGTON TOWING CO.,
P. O. Box 34,
WILMINGTON, N. C.
Str.—Leopold Adler..... 121

TONS

WILMINGTON TRANSPORTATION CO.,
594 P. F. BLDG.,
LOS ANGELES, CAL.
Str.—Avalon.....1186
Str.—Cabrillo..... 387
Str.—Catalina.....1161
Str.—Hermosa..... 334
MV.—John N. Stewart..... 72
MV.—Milton S. Patrick.... 72
Brg.—W. T. Co., No. 8..... 173
Brg.—W. T. Co., No. 9..... 173
Brg.—W. T. Co. No. 12.... 330
Brg.—W. T. Co. No. 14.... 330
Brg.—William Muller..... 487

WILMINGTON & PENNSGROVE TRANSP. CO.,
4TH STREET WHARF,
WILMINGTON, DEL.
SW.—Cape May..... 532
SW.—City of Reading..... 445
SW.—Harding Highway.... 458

WILSON BROS. & CO.,
112 MARKET ST.,
SAN FRANCISCO, CAL.
Str. —Idaho..... 558
Str. —Oregon..... 628
Str. —Svea..... 370

WILSON FISHERIES CO. INC.,
2701 SMITH BLDG.,
SEATTLE, WASH.
Sch.—Apex..... 635

WILSON, L.,
.....
LOS ANGELES, CAL.
MV.—Katharine R..... 212

WILSON LINE,
4TH ST. WHARF,
WILMINGTON, DEL.
CHESTNUT ST. WHARF,
PHILADELPHIA, PA.
(Christiana Ferry Co.)
SW.—Arctic..... 289
SW.—Long Beach..... 360
Str. —Peerless..... 186
(Tampa-St. Petersburg Transp. Co.)
Str. —Pokanoket..... 186
(Wilmington Steamboat Co.)
Str. —Brandywine..... 215
Str. —City of Camden..... 414
Str. —City of Chester..... 327
Str. —City of Philadelphia.. 435
Str. —City of Wilmington.. 435
Str. —State of Delaware ... 336
Str. —State of Pennsylvania. 336

WILSON, R. C.,
.....
WEEMS, VA.
Trn.—William L. Franklin. 117

WILSON SAND & SUPPLY CO.,
.....
HUNTINGTON, W. VA.
St. W.—Charles R. Wilson.. 146

WILSON TRANSIT CO.,
UNION TRUST BLDG.,
CLEVELAND, O.
Str.—A. W. Osborne.....2630
Str.—Capt. Thomas Wilson.3091
Str.—Charles S. Hebard....4854
Str.—Frank E. Taplin.....3632
Str.—General Garretson....4910
Str.—H. P. McIntosh.....4910
Str.—Henry W. Oliver.....3617
Str.—J. E. Upson.....4853
Str.—James MacNaughton.6608
Str.—S. H. Robbins.....3617
Str.—W. D. Rees.....2992
Str.—William C. Atwater...6281

TONS

WINDSOR & PELEE ISLAND S.S. CO. (LIM.),
.....
AMHERSTBURG, ONT.
Str.—Pelee..... 243

WINKWORTH TRANSIT CO.,
.....
DETROIT, MICH.
Str.—W. A. Hazard..... 267

WINSHIP, W. E.,
WHITNEY CENTRAL BLDG.,
NEW ORLEANS, LA.
Brg.—Caney Fork..... 872
Brg.—Old Hickory..... 872

WINTER HARBOR TRANSP. CO.,
.....
WINTER HARBOR, ME.
Str.—Schoodic..... 59

WIRSCHING, HENRY S.,
169 S. WATER ST.,
PROVIDENCE, R. I.
Str.—May Archer..... 49

WISCONSIN & MICHIGAN TRANSP. CO.,
85 MICHIGAN ST.,
MILWAUKEE, WIS.
Str.—E. G. Crosby.....1010

TONS

WOOD LUMBER CO., E. K.,
1 DRUMM ST. (FIFE BLDG.),
SAN FRANCISCO, CAL.
Str. —Cascade.....1109
Str. —El Capitan.....1340
MV.—Lassen..... 443
Str. —Olympic.....1128
Sch.—Shasta..... 517
Str. —Sierra..... 704
Str. —Siskiyou..... 523
Sch.—Vigilant.....1439

WOOD TOWING CORP.,
FOOT ROANOKE DOCK,
NORFOLK, VA.
Str.—Alvah H. Boushell.... 60
Str.—Dauntless..... 76
Str.—Dauntless..... 83
Str.—Edna V. Crew..... 109
Str.—Goliah..... 221
Str.—Helen..... 53
Str.—John G. Chandler..... 56
Str.—Joseph D. Wood..... 141
Str.—Nonpareil..... 99
Str.—Peerless..... 98

WOODALL, ANDREW,
.....
PERTH AMBOY, N. J.
Str.—Fannie..... 224

WOODHOUSE, H.,
.....
KINGSTON, ONT.
Sch.—St. Louis..... 334

WOODS BROS. CONST. CO.,
.....
LINCOLN, NEB.
St.W.—C. A. Culberson.... 133

TONS

WOOTTEN, ALPHONSO,
.....
SALISBURY, MD.
MV.—Victor Lynn..... 127

WRIGHT, FRANK,
L. C. SMITH BLDG.,
SEATTLE, WASH.
Sch.—Retriever..... 178

WRIGHT, JOHN,
.....
.....
Str.—Eker..... 496

WRIGHT, M. G.,
.....
ELIZABETH CITY, N. C.
Sch.—Harriet C. Whitehead 211
Sch.—Sarah Quinn..... 108

WRIGHTSON, WALTER,
ASHLAND PLACE,
MOBILE, ALA.
Sch.—Charles D. Stanford.. 627

WYANDOTTE TRANSPORTATION CO.,
(Vessels used only on the Lakes),
1622 FORD BLDG.,
DETROIT, MICH.
Str.—Alpena.....1787
Str.—Conneaut.....3027
Str.—Huron.....3051
Str.—Wyandotte.....1541

## Y

YALE TRANSPORTATION CO.,
1204 PRUDENTIAL BLDG.,
BUFFALO, N. Y.
(See Boland & Cornelius.)

TONS

YANGCO S.S. CO.,
.....
MANILA, P. I.
Str.—Antipolo..... 87
Str.—Filipino..... 71
Str.—Isabel I..... 93

YANGCO, T. R.,
.....
MANILA, P. I.
Str.—Luis Rafael Yangco... 170

YANGTSE RAPID S.S. CO., INC., THE,
.....
SHANGHAI, CHINA
Str.—Chi Chuen.....
Str.—Chi Ping..... 284

YAP TICO,
.....
CEBU, P. I.
Str.—Tirso Lizarraga..... 75

YBARRA & CO.,
CALLE SAN JOSE 5,
SEVILLE, SP.
Str.—Cabo Santa Maria....3002
Str.—Cabo Torres.....3407
MV.—Cabo Tortosa.....3403

YELLOWSTONE NAVIGATION CO.,
1 DRUMM ST.,
SAN FRANCISCO, CAL.
(See Swayne & Hoyt.)

YNCHAUSTI Y CIA,
.....
MANILA, P. I.
Str.—Sorsogon..... 812
Str.—Venus..... 597
Str.—Vizcaya..... 749

TON

YORK CO., CHAS. W.,
.....
BOSTON, MASS.
Brg.—Pocahontas No. 1.... 3

YOUNG BROS.,
.....
HONOLULU, H. I.
MV.—Mahoe..... 6

YOUNGSTOWN S.S. CO.,
UNION TRUST BLDG.,
CLEVELAND, OHIO.
Str.—Youngstown.....643

## Z

ZENITH DREDGE CO.,
.....
DULUTH, MINN.
Brg.—Oswego..... 2

ZENITH STEAMSHIP CO.,
700 BOARD OF TRADE BLDG.,
DULUTH, MINN.
(See G. A. Tomlinson.)

ZINCK, ELEAZER,
.....
LUNENBURG, N. S.
Trn.—Ida M. Zinck..... 1

ZWICKER & CO., A. H. (LIM.),
.....
LUNENBURG, N. S.
Sch.—Arthur H. Zwicker... 5
Sch.—Bernice Zinck..... 1
Trn.—Chautauqua..... 3
Sch.—Excellence..... 1
Sch.—Versailles..... 1

# SHIPBUILDERS, DRY DOCKS AND MARINE RAILWAYS

ALSO

CONSTRUCTORS OF

## MARINE MACHINERY AND BOILERS

THROUGHOUT THE

## UNITED STATES

AND

## CANADA

ABBREVIATIONS USED
D.D. = Dry Dock
F. D. = Floating Dock
G.D. = Graving Dock
M.R. = Marine Railway

# SHIPBUILDERS, DRY DOCKS, MARINE RAILWAYS, ETC. IN THE UNITED STATES AND CANADA

| LOCATION AND NAME OF YARD | Building Ways | Number of Dry Docks or Marine Railways | Dry Dock or Marine Railway Dimensions | | | | Lifting Capacity, G. T. | BUILDERS OF | | Capacity (I. H. P.) | Miscellaneous Data |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Length | Breadth | Depth Over Keel Blocks | | | HULLS | MACHINERY | | |
| | | | | | Fore | Aft | | Material or Type | Description | | |
| **ABERDEEN, WASH.** | | | | | | | | | | | |
| Endresen Spar & Timber Co. | | | | | | | | | | | Spars |
| **ALAMEDA, CAL.** (See San Francisco) | | | | | | | | | | | |
| **ALEXANDRIA, VA.** | | | | | | | | | | | |
| Virginia S.B. Corp. | 4 | | | | | | | Steel | | | |
| **ALGIERS, LA.** (See New Orleans) | | | | | | | | | | | |
| **AMBRIDGE, PA.** (See Pittsburgh) | | | | | | | | | | | |
| **ASHLAND, MASS.** | | | | | | | | | | | |
| Lombard Governor Co. | | | | | | | | | Oil Engines | | |
| **ASHTABULA, OHIO.** | | | | | | | | | | | |
| Great Lakes Engineering Works | 4 | One G. D. | 650′ | 102′ | 13′ | 16′ | | Steel | Marine Eng. | | Concrete |
| **BALLARD, WASH.** (See Seattle) | | | | | | | | | | | |
| **BALTIMORE, MD.** | | | | | | | | | | | |
| Arundel S. B. Co. (Fairfield, Md.) | | One M. R. | 192′ | 42′ | 13′ | 13′ | 900 | | | | |
| Baltimore Ship Repair Co | | | | | | | | Hulls | Machinery | | Repairs only |
| Bethlehem S. B. Corp., Ltd. (Baltimore D. D. Plant) | 3 | Two G. D. | 470′ | 54′ | 22′ | 22′ | 6,500 | Steel | | 700 | Max. size vessel, 13,000 DWT. |
| | | | 614′ | 66′ | 22′ | 22′ | 10,000 | | | 900 | |
| | | Two M. R. | 268′ | 31′ | 15′ | 15′ | 800 | | | 100 | |
| | | | 198′ | 30′ | 15′ | 15′ | 400 | | | 60 | |
| Bethlehem Steel Co. (Ship Repair Plant) (Sparrow's Point) | | Two F. D. | 600′ | 100′ | 25′6″ | 25′6″ | 20,000 | Steel | Engines | 1,200 | Max. size vessel, 20,000 DWT. |
| | | | 418′ | 75′ | 18′ | 18′ | 6,000 | | | 770 | |
| Booz Bros. | 1 | One M. R. | 260′ | 32′ | 8′ | 15′ | 1,800 | Wood | | 100 | Max. size vessel, 500 DWT. |
| Cathell Bros. & Co | | | | | | | | Hulls | Machinery | | Repairs only |
| Chas. L. Rohde & Sons Co. | 4 | Two F. D. | 198′ | 68′ | 14′ | 14′ | 1,200 | Wood | | | |
| | | | 150′ | 62′ | 12′ | 12′ | 500 | | | | |
| Chesapeake Marine Railway Co. | | Four M. R. | 180′ | 32′ | 6′ | 18′ | 600 | | | 35 | |
| | | | 160′ | 28′ | 6′ | 14′ | 500 | | | 25 | |
| | | | 96′6″ | 21′ | 5′ | 12′ | 100 | | | 35 | |
| | | | 76′ | 19′ | 5′ | 9′ | 80 | | | 15 | |
| Durham Boat Building Co. | | One F. D. | 90′ | 22′ | 7′ | 7′ | 200 | Wood Yachts | | | |
| E. J. Codd Co. | | | | | | | | Hulls | Machinery | | Repairs only |
| Ellicott Machine Corp. | | | | | | | | Hydraulic Dr'dgs | Marine Eng. and Machinery | | |
| M. M. Davis & Sons (Solomons, Md.) | 6 | One M. R. | 165′ | 30′ | 5′ | 14′ | 600 | Wood | | | Max. 3,000 DWT. |
| Marine Engine & Machine Co. | | | | | | | | Hulls | Machinery | | Repairs only |
| Maryland Drydock Co. (Fairfield, Md.) | 2 | One F. D. (6 Pontoons) | 440′ | 80′2″ | 25′ | 25′ | 9,000 | Steel | | 480 | Max. size vessels, 9,000 DWT. |
| Obrecht Lynch Corp. | | | | | | | | Hulls | Machinery | | Repairs only |
| Redman-Vane S.B. Co. | | Two M. R. | 234′ | 32′ | 7′ | 20′ | 800 | | | 60 | |
| | | | 165′ | 24′ | 5′6″ | 14′ | 350 | | | 30 | |
| Rohde, Theodore H. | | | | | | | | | | | Repair Steel Hulls and Machinery |
| Spedden S. B. Co. | 2 | One M. R. | 200′ | 30′ | 6′ | 16′ | 800 | Steel | Engines and Boilers | 75 | Max. size vessel 2,400 DWT. |
| Unger & Mahon | | One M. R. | 95′ | 18′ | 4′ | 8′ | 200 | Wood Yachts | | 220 | Repair Engines |
| Union S.B. Co. (Fairfield, Md.) | 5 | One M. R. | 380′ | 70′ | 15′ | 20′ | 4,000 | Steel | | 230 | |
| Wm. E. Woodall & Co. | 2 | One F. D. | 204′ | 52′ | 10′ | 10′ | 1,000 | Wood | | 200 | Build max. 2,500 DWT. |
| **BANGOR, ME.** | | | | | | | | | | | |
| Bangor Brewer S.B. Co. | 2 | | | | | | | Wood | | | Schooners |
| Bangor S.B. Co. | 2 | | | | | | | Wood | | | Schooners |
| John C. Wilson | 2 | | | | | | | Wood | | | Schooners |
| **BARBADOS, W. I.** (See West Indies) | | | | | | | | | | | |
| **BATH, ME.** | | | | | | | | | | | |
| Bath Iron Works | 4 | | | | | | | Steel | | | |
| G. G. Deering Co. | 1 | | | | | | | Wood | | | Schooners |
| Hyde Windlass Co. | | | | | | | | | Auxiliary Machinery | | |
| Kelley-Spear Co. | 4 | | | | | | | Wood | | | Schooners, Barges |
| Pendleton Bros. | 1 | | | | | | | Wood | | | Schooners, Barges |
| Percy & Small | 2 | | | | | | | Wood | | | Schooners |
| The Texas S.S. Co. | 7 | | | | | | | Steel | | | Inactive |

# SHIPBUILDERS, DRY DOCKS, MARINE RAILWAYS, ETC., IN THE UNITED STATES AND CANADA.

| LOCATION AND NAME OF YARD | Building Ways | Number of Dry Docks or Marine Railways | Dry Dock or Marine Railway Dimensions | | | | Lifting Capacity, G. T. | BUILDERS OF | | Capacity (I. H. P.) | Miscellaneous Data |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Length | Breadth | Depth Over Keel Blocks | | | HULLS | MACHINERY | | |
| | | | | | Fore | Aft | | Material or Type | Description | | |
| **BAY CITY, MICH.** | | | | | | | | | | | |
| Defoe Boat & Motor Works | | One M. R. | 125′ | 28′ | 5′ | 7′ | 100 | | | | |
| James Davidson (Bay City D. D.) | | One D. D. | 435′ | 80′ | 14′6″ | 15′6″ | | | | | Wood |
| **BAYONNE, N. J.** (See New York) | | | | | | | | | | | |
| **BEAUMONT, TEXAS.** | | | | | | | | | | | |
| Pennsylvania Shipyards, Inc. | | One M. R. | 278′ | 54′ | 11′ | 18′ | 2,750 | Steel and Wood | | | Oil Barges |
| **BELFAST, ME.** | | | | | | | | | | | |
| Mathews' Bros | 2 | | | | | | | Wood | | | Schooners |
| **BELLINGHAM, WASH.** | | | | | | | | | | | |
| Bellingham Marine Railway | | One M. R. | | | | | 100 | | | | |
| Pacific American Fisheries | 1 | | | | | | | | | | |
| **BENTON HARBOR, MICH.** | | | | | | | | | | | |
| Dachel-Carter Co | 2 | | | | | | | | | | |
| **BERKLEY, VA.** (See Norfolk, Va.) | | | | | | | | | | | |
| **BERWICK, LA.** | | | | | | | | | | | |
| Berwick Bay Shipyard | | Three M. R. | 300′ | 12′ | | | 300 | | | 40 | |
| | | | 200′ | 10′ | | | 75 | | | 15 | |
| | | | 125′ | 5′ | | | 10 | | | 6 | |
| **BETHLEHEM, PA.** | | | | | | | | | | | |
| Bethlehem S.B. Corp., Ltd | | | | | | | | | Marine Auxiliary Machinery | | |
| **BIDDEFORD, ME.** | | | | | | | | | | | |
| Biddeford S.B. Co | 1 | | | | | | | Wood | | | Small vessels |
| **BOOTHBAY HARBOR, ME.** | | | | | | | | | | | |
| Atlantic Coast Co | 2 | One M. R. (2 Cradles) | 100′ | 40′ | 12′ | 14′ | 300 | Wood | | | Schooners |
| New England Maritime S. B. Co. | | One M. R. | | | | | | | | | |
| Reed, Cook Const. Co | 1 | | | | | | | Wood | | | Schooners |
| **BOSTON, MASS.** | | | | | | | | | | | |
| Bethlehem S. B. Corp., Ltd (Simpson's D.D. Plant) (East Boston) | | Three G. D. | 464′6″ | 52′4″ | 17′6″ | 17′6″ | 6,500 | | Steam Mach. | | Ship and Engine repairs |
| | | | 256′5″ | 39′ | 17′6″ | 17′6″ | 1,500 | | | | |
| | | | 163′10″ | 22′ | 12′ | 12′ | 300 | | | | |
| | | One F. D. | 480′ | 90′ | 24′ | 24′ | 10,000 | | | | 1-15 Ton Traveling Crane |
| Boston Engineering Co. | | | | | | | | Hulls | Machinery | | Repairs only |
| Boston Forge Co (East Boston) | | | | | | | | | | | Marine Forgings |
| Geo. Lawley & Sons Corp. (Neponset, Mass.) | 6 | Three M. R. | 200′ | 30′ | 17′ | 20′ | 800 | Steel and Wood Yachts | | | |
| | | | 120′ | 25′ | 8′ | 11′ | 150 | | | | |
| | | | 100′ | 18′ | 7′ | 9′ | 75 | | | | |
| Hodge Boiler Works (East Boston) | | | | | | | | | Boilers | | Boilers and Ship repairs |
| Murray Engine Co. (East Boston) | | One M. R. | 180′ | 36′ | 8′ | 13′ | 1,000 | | Eng. Repairs | | |
| Richard T. Green, Plant No. 1 (Chelsea, Mass.) | 2 | Three M. R. | 260′ | 60′ | 13′ | 18′ | 2,200 | Wood | | | |
| | | | 100′ | 23′ | 13′ | 18′ | 250 | | | | |
| | | | 225′ | 40′ | 14′ | 19′ | 1,600 | | | | |
| Plant No. 2 | 1 | One M. R. | 335′ | 68′ | 14′ | 19′ | 3,500 | Wood | Repairs | | Build to 260′ long |
| The Atlantic Works (East Boston) | 2 | Three M. R. | 200′ | 65′ | 12′ | 18′ | 1,000 | Steel and Wood | Steam Eng. and Boilers | | General Service |
| | | | 250′ | 75′ | 12′ | 15′ | 2,000 | | | | |
| | | | 135′ | 32′ | 12′ | 16′ | 500 | | | | |
| | | Two F. D. | 110′ | 45′ | 15′ | 15′ | 450 | | | | |
| Turner & Gilbert (East Boston) | | | 425′ | 75′ | 75′ | 21′ | 3,000 | | | | Repair wood vessels |
| U. S. Navy Yard (Boston, Mass.) | | Two G.D. | 374′ | 86′1½″ | 19′6″ | 22′ | | | | | |
| | | | 738′ | 114′ | 29′11″ | 29′11″ | | | | | |
| | | One M. R. | 350′ | 52′ | 16′11″ | 13′5½″ | 2,000 | | | | |
| (Commonwealth D. D.) (So. Boston, Mass.) | | One G. D. | 1,200′ | 133′ | 35′ | 35′ | | | | | |
| Wardwell & Curtis (East Boston) | | Two Piers | | | | | | Repairs | | | Piers 400′ long with 10′ depth LW. |
| Worthington Pump & Mach. Corp. | | | | | | | | | Pumps and Int. C. Eng. | | |
| **BREMERTON, WASH.** | | | | | | | | | | | |
| Navy Yard, U. S. Government | 2 | Three G. D. | 602′ | 74′ | 28′ | | | | | | |
| | | | 800′8″ | 113′1″ | 35′6″ | | | | | | |
| | | | 936′ | 130′ | 18′ | | | | | | |
| **BRIDGEPORT, CONN.** | | | | | | | | | | | |
| The Lake Torpedo Boat Co. | 15 | One M. R. | 145′ | 38′ | 10′ | 18′ | 500 | Steel | Steam Mach. | 20 | |
| **BROOKLYN, N. Y.** (See New York) | | | | | | | | | | | |
| **BRUNSWICK, GA.** | | | | | | | | | | | |
| Brunswick Marine Construction Corp. | | One M. R. | 200′ | 40′ | 3′ | 14′ | 1,000 | | | | 40-ton derrick for lifting boats to pier |
| Carpenter-Watkins Co. | | | | | | | | | | | |
| **BUCKSPORT, ME.** | | | | | | | | | | | |
| Thos. M. Nicholson | 1 | | | | | | | Wood | | | Schooners |

| LOCATION AND NAME OF YARD | Building Ways | Number of Dry Docks or Marine Railways | Dry Dock or Marine Railway Dimensions | | | | Lifting Capacity, G. T. | BUILDERS OF | | Capacity (I. H. P.) | Miscellaneous Data |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Length | Breadth | Depth Over Keel Blocks | | | HULLS | MACHINERY | | |
| | | | | | Fore | Aft | | Material or Type | Description | | |
| **BUFFALO, N. Y.** | | | | | | | | | | | |
| Buffalo Dry Dock Co. | | Three D. D. No. 1 | 470′ | 61′10″ | 16′ | | | | | | |
| | | No. 2 | 630′ | 79′4½″ | 15′ | | | | | | |
| | | No. 3 | 401′ | 49′4″ | 12′6″ | | | | | | |
| Buffalo Marine Construction Corp. | 1 | | | | | | | Wood | | | Small vessel |
| Cowles, Lenahan Dry Docks, Inc. | 1 | One F. D. | 105′ | 70′ | | | | Wood | | | Small vessel |
| Globe Shipyard | | | | | | | | | | | Repairs |
| Riley Dry Dock Co. | | One F. D. | 150′ | 40′ | | | | | | | Small incline |
| H. G. Trout Co. | | | | | | | | | | | Recip. Engines |
| Worthington Pump & Mach. Corp. | | | | | | | | | | | Diesel Engines |
| **CAMBRIDGE, MD.** | | | | | | | | | | | |
| The Cambridge Man'f'g Co. | | One M. R. | 95′ | 24′ | | | 200 | Wood | | | Build max. 300 DWT. |
| **CAMDEN, ME.** | | | | | | | | | | | |
| American Dredging Co. | | | | | | | | | | | |
| Camden Anchor Rockland Machine Co. | | | | | | | | | Steam and Gas Machinery and Repairs | | |
| Camden Yacht Building & Railway Co. | 2 | Two M. R. | 165′ | 60′ | 10′ | 17′ | 800 | | | | Winter Yacht Basin |
| | | | 90′ | 33′ | 7′ | 10′ | 250 | | | | |
| Geo. E. Dailey | | | | | | | | Wood | | | Small vessels |
| R. L. Bean | 2 | | | | | | | Wood | | | Schooners |
| **CAMDEN, N. J.** | | | | | | | | | | | |
| American Shipyard Co. | | One M. R. | 278′ | | 13′ | 17′ | 2,000 | | | | |
| Camden S.B. Co. | | One M. R. | 250′ | | 14′ | 18′ | 2,000 | | | | |
| Moecker & Ake | | Two F. D. | 230′ | 82′ | | 12′ | 1,500 | | | | |
| | | | 140 | 45′ | | 7′ | | | | | |
| New York S.B. Corp.: | | | | | | | | | | | |
| North Yard | 18 | | | | | | | Steel | | | |
| South Yard | 4 | | | | | | | Steel | | | |
| | 22 | | | | | | | | | | |
| John H. Mathis Co. | 3 | One M. R. | 220′ | 40′ | 8′6″ | 15′ | 1,000 | Steel and Wood | | | Build up to 150′ long |
| Quigley & Dorp | | One M. R. | 200′ | | 9′6″ | 15′6″ | 1,200 | | | | |
| **CANAL ZONE.** (See Panama Canal) | | | | | | | | | | | |
| **CHAGAURAMAS BAY, W. I.** (See West Indies) | | | | | | | | | | | |
| **CHARLESTON, S. C.** | | | | | | | | | | | |
| Charleston Dry Dock & Machine Co. | | One F. D. | 440′ | 89′ | 22′6″ | 22′6″ | 8,000 | | | | |
| | | Two M. R. | 220′ | | 15′ | 15′ | 1,600 | | | | |
| | | | 100′ | | | 9′ | 700 | | | | |
| U. S. Navy Yard | | One D. D. | 575′ | 113′ | 34′ | 34′ | | | | | Available for merchant vessels |
| **CHARLESTON, W. VA.** | | | | | | | | | | | |
| Chas. Ward Engineering Works | 1 | | | | | | | Steel | Engines and Boilers | | |
| **CHARLESTOWN, MASS.** | | | | | | | | | | | |
| U. S. Navy Yard | | Two G. D. | 393′ | 61′ | 25′ | 25′ | | | | | |
| | | | 750′ | 101′ | 30′ | 30′ | | | | | |
| | | One M. R. | | | | | 2,000 | | | | |
| **CHATTANOOGA, TENN.** | | | | | | | | | | | |
| Bible Sand Co. | 4 | | | | | | | | | | Repairs only |
| **CHELSEA, MASS.** (See Boston) | | | | | | | | | | | |
| **CHESTER, PA.** | | | | | | | | | | | |
| Sun S.B. & D. D. Co. | 8 | Two F. D. | 560′ | 78′ | 23′ | 23′ | 11,000 | Steel | Engines and Boilers and Iron Fdrs. | | Three Wet Docks All repairs |
| | | | 464′ | 94′ | 20′ | 20′ | 10,000 | | | | |
| **CHICAGO, ILL.** | | | | | | | | | | | |
| Chicago S.B. Co. | 3 | Two G. D. | 570′ | 71′8″ | 15′ | | | | | | |
| (So. Chicago) | | | 727′ | 90′ | 15′ | | | | | | |
| Kraft Ship Yard & Dry Dock Co. (So. Chicago) | 2 | One F. D. | 90′ | 60′ | 10′ | 12′ | 600 | | | | |
| Marine Iron Works | | | | | | | | | Steam Machinery | | |
| Great Lakes Dredge & Dock Co. | | One F. D. | 175′ | 60′ | 14′ | 14′ | 1,000 | Steel and Wood | | | |
| **CINCINNATI, OHIO.** | | | | | | | | | | | |
| The Chas. Barnes Co. | 3 | | | | | | | Steel | Steam Machinery | | |
| **CITY ISLAND, N. Y.** (See New York) | | | | | | | | | | | |
| **CLEVELAND, OHIO.** | | | | | | | | | | | |
| American S.B. Co. | 2 | Two D. D. No. 1 | 547′ | 88′ | 13′9″ | | | | | | |
| | | No. 2 | 455′ | 55′ | 16′ | | | | | | |
| Interlake Engineering Co. | | | | | | | | | | | Build Scows |

# SHIPBUILDERS, DRY DOCKS, MARINE RAILWAYS, ETC., IN THE UNITED STATES AND CANADA.

| LOCATION AND NAME OF YARD | Building Ways | Number of Dry Docks or Marine Railways | Dry Dock or Marine Railway Dimensions | | | | Lifting Capacity, G. T. | BUILDERS OF | | Capacity (I. H. P.) | Miscellaneous Data |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Length | Breadth | Depth Over Keel Blocks | | | HULLS | MACHINERY | | |
| | | | | | Fore | Aft | | Material or Type | Description | | |
| **COHOES, N. Y.** | | | | | | | | | | | |
| John E. Matton | | One D. D. | | | | | 1,000 | | | | Builds Barges, Canal Boats, etc. |
| **COLLINGWOOD, ONT., CANADA.** | | | | | | | | | | | |
| The Collingwood S.B. Co., Ltd. | 4 | Two D. D. No. 1 | 518′ | 78′ | 11′10″ | 15′6″ | | Steel and Wood. | Engines and Boilers. | | Stone |
| | | No. 2 | 412′ | 104′ | 14′ | 15′8″ | | | | | Stone |
| **COOS BAY, ORE.** | | | | | | | | | | | |
| (See North Bend) | | | | | | | | | | | |
| **CURTIS BAY, MD.** | | | | | | | | | | | |
| (See Baltimore) | | | | | | | | | | | |
| **DARTMOUTH, N. S.** | | | | | | | | | | | |
| Halifax Shipyard, Ltd. | 4 | Four M. R. (6 Cradles) | | | | | 2,000 | | | | Build 500′ Boats. Repair Machinery |
| **DENNYSVILLE, ME.** | | | | | | | | | | | |
| Dennsyville S.B. Co. | 1 | | | | | | | Wood. | | | Schooners |
| **DETROIT, MICH.** | | | | | | | | | | | |
| Detroit S.B. Co. | | One D. D. | 387′ | 93′3″ | 16′ | | | | | | |
| Imperial S.B. Co. | | One M. R. | 186′ | 37′ | 13′6″ | | | | | | |
| **DOCKTON, WASH.** | | | | | | | | | | | |
| John Martinolich | | One M. R. | 140′ | 40′ | 6′ | 10′ | 500 | | | | |
| **DORCHESTER, N. J.** | | | | | | | | | | | |
| Harry Stoneman Sons | | One M. R. | 110′ | 35′ | 6′ | 9′ | 350 | | | | |
| **DRAVOSBURG, PA.** | | | | | | | | | | | |
| (See Pittsburgh) | | | | | | | | | | | |
| **DULUTH, MINN.** | | | | | | | | | | | |
| McDougall Duluth S.B. Co.: | | | | | | | | | | | |
| Lake Ways | 4 | | | | | | | Steel | | | |
| Ocean Ways | 8 | | | | | | | Steel | | | |
| | 12 | | | | | | | | | | |
| Marine Iron & S.B. Co. | | One F. D. | 60′ | 57′6″ | 12′ | | | | | | |
| **EAST BOOTHBAY, ME.** | | | | | | | | | | | |
| Adams S.B. Co. | 2 | | | | | | | Wood. | | | |
| Hodgdon Bros. | 2 | | | | | | | Wood. | | | Yachts |
| Rice Bros., Inc. | 4 | | | | | | | | | | Trawlers |
| **EAST BOSTON, MASS.** | | | | | | | | | | | |
| (See Boston) | | | | | | | | | | | |
| **EAST CAMBRIDGE, MASS.** | | | | | | | | | | | |
| (See Boston) | | | | | | | | | | | |
| **EAST GREENWICH, R. I.** | | | | | | | | | | | |
| Fred. S. Nock | 3 | One M. R. | 90′ | 30′ | 8′ | 16′ | 250 | | | | |
| **EAST HAMPDEN, ME.** | | | | | | | | | | | |
| The Banner S.B. Co. | 2 | | | | | | | Wood. | | | Schooners |
| **EAST MACHIAS, ME.** | | | | | | | | | | | |
| (See Machias) | | | | | | | | | | | |
| **EAST PROVIDENCE, R. I.** | | | | | | | | | | | |
| (See Providence) | | | | | | | | | | | |
| **ECORSE, MICH.** | | | | | | | | | | | |
| (See River Rouge) | | | | | | | | | | | |
| **EDMANDS, ME.** | | | | | | | | | | | |
| E. L. White & Sons | | | | | | | | Wood. | | | Schooners |
| **ELIZABETH CITY, N. C.** | | | | | | | | | | | |
| Elizabeth City Shipyard Co. | | Two M. R. | 210′ | 40′ | 20′ | 30′ | | | Boilers. | | |
| | | | 110′ | 26′ | 10′ | 12′ | | | Gas Engines. | | |
| **ELIZABETHPORT, N. J.** | | | | | | | | | | | |
| (See New York) | | | | | | | | | | | |
| **ERIE, PA.** | | | | | | | | | | | |
| Erie City Iron Works | | | | | | | | | Engines and Boilers. | | |
| General Electric Co. | | | | | | | | | Turbines | | |
| **ESQUIMALT, B. C.** | | | | | | | | | | | |
| (See Victoria) | | | | | | | | | | | |
| **ESSEX, CONN.** | | | | | | | | | | | |
| Dauntless Shipyard, Inc. | | Two M. R. | 200′ | 40′ | 8′ | 12′ | | | | | 1 Docking Slip |
| | | | 200′ | 40′ | 8′ | 12′ | | | | | |
| **ESSEX, MASS.** | | | | | | | | | | | |
| Arthur D. Story | 2 | | | | | | | Wood. | | | Fishing Schooners |
| John F. James & Sons | 2 | | | | | | | Wood. | | | Fishing Boats |
| **EUREKA, CAL.** | | | | | | | | | | | |
| (See San Francisco) | | | | | | | | | | | |

| LOCATION AND NAME OF YARD | Building Ways | Number of Dry Docks or Marine Railways | Dry Dock or Marine Railway Dimensions | | | | Lifting Capacity, G. T. | BUILDERS OF | | Capacity (I. H. P.) | Miscellaneous Data |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Length | Breadth | Depth Over Keel Blocks | | | HULLS | MACHINERY | | |
| | | | | | Fore | Aft | | Material or Type | Description | | |
| **EVERETT, WASH.** | | | | | | | | | | | |
| American Marine Railway | | One M. R. | 125′ | 40′ | 4′ | 12′ | 400 | | | | |
| Everett Marine Railway | 2 | | | | | | | | | | |
| **FAIRFIELD, MD.** (See Baltimore) | | | | | | | | | | | |
| **FALL RIVER, MASS.** | | | | | | | | | | | |
| Crowninshield S.B. Co. (Somerset, Mass.) | 6 | Three M. R. | 60′ | 20′ | 5′ | 8′ | 100 | | | | |
| | | | 175′ | 38′ | 7′ | 13′ | 800 | | | | |
| | | | 300′ | 50′ | 11′ | 16′ | 2,500 | | | | |
| **FERNANDINA, FLA.** | | | | | | | | | | | |
| E. N. Sorensen | | | | | | | | Hulls | Machinery | | Repairs only |
| Old Town Machine Works | | | | | | | | Hulls | Machinery | | Repairs only |
| **FITCHBURG, MASS.** | | | | | | | | | | | |
| D. M. Dillon Steam Boiler Works | | | | | | | | | Marine Boilers | | |
| **FREEPORT, ME.** | | | | | | | | | | | |
| Freeport S.B. Co. | 3 | | | | | | | Wood | | | Schooners |
| **FRIENDSHIP, ME.** | | | | | | | | | | | |
| Wilbur A. Morse | 2 | | | | | | | Wood | | | Schooners |
| **GALVESTON, TEXAS.** | | | | | | | | | | | |
| Galveston D. D. & Construction Co. | | One F. D. | *522′6″ | 86′ | 22′ | | 10,000 | | | | 2 Sections |
| | | One M. R. | 185′ | 41′ | 13′6″ | | 1,200 | | | | |
| Gulf Fisheries Co. | | One M. R. | 100′ | 32′ | 13′ | 13′ | 250 | | | | |
| J. L. Bludworth | | One M. R. | 97′ | 26′ | 8′ | 14′ | 250 | | | | |
| Taylor & Roberts (Port Neches) | | One M. R. | 210′ | 32′ | 8′ | 4′ | 800 | | | | |
| **GLOUCESTER, N. J.** | | | | | | | | | | | |
| Pusey & Jones Co.: | | | | | | | | | | | |
| North Yard | 6 | | | | | | | Steel | | | |
| South Yard | 5 | | | | | | | Steel | | | |
| | 11 | | | | | | | | | | |
| **GLOUCESTER, MASS.** | | | | | | | | | | | |
| Burnham Bros. | | Two M. R. | 100′ | 28′ | 9′ | 15′ | | | | | Build Fishing Boats |
| | | | 90′ | 28′ | 9′ | 15′ | | | | | |
| Cape Ann Anchor & Forge Co. | | | | | | | | | | | Ship Forgings |
| Gorton Pew Vessels Co. | | | | | | | | | | | Engine Repairs only |
| Parkhurst Marine Railway | 2 | Two M. R. | 100′ | 32′ | 10′ | 16′ | 250 | | | | Build Fishing Boats |
| | | | 90′ | 30′ | 8′ | 14′ | 150 | Wood | | | |
| Rocky Neck Marine Railway | | Two M. R. | 120′ | 34′ | 15′ | 17′ | 400 | | | | |
| | | | 120′ | 34′ | 15′ | 17′ | 400 | | | | |
| **GRAND HAVEN, MICH.** | | | | | | | | | | | |
| Mechanics Dry Dock | | One F. D. | | | | | | | | | For Small Boats only |
| **GREENPOINT, N. Y.** (See New York) | | | | | | | | | | | |
| **GREENPORT, L. I.** | | | | | | | | | | | |
| H. W. Sweet, S. Y. & Machine Works, Inc. | | Four M. R. | 175′ | 35′ | 12′5″ | 6′ | | | | | |
| | | | 80′ | 28′ | 11′ | 5′5″ | | | | | |
| | | | 45′ | 15′ | 7′5″ | | | | | | |
| | | | 30′ | 12′ | 6′ | | | | | | |
| **GREENWICH, N. J.** | | | | | | | | | | | |
| Greenwich Piers Marine Railway Co. | | Two D. D. | 60′ | | | | 50 | | | | |
| | | | 100′ | 28′ | 5′ | 9′ | 150 | | | | |
| **GROTON, CONN.** | | | | | | | | | | | |
| New London Ship & Engine Co. | | | | | | | | Submarine Parts | Heavy Oil Engines | | |
| **HALIFAX, N. S.** | | | | | | | | | | | |
| Halifax Shipyards, Ltd. | 4 | One G. D. | 550′ | 102′6″ | 27′ | 30′ | | Steel | | | |
| **HARRIMAN, PA.** | | | | | | | | | | | |
| Merchants S. B. Corp. | 12 | | | | | | | Steel | | | |
| **HARRINGTON, ME.** | | | | | | | | | | | |
| Charles Ward | 2 | | | | | | | Wood | | | Schooners |
| Frye Flynn Co. | 2 | | | | | | | Wood | | | Build up to 2,000 D. W. T. |
| Norton & Clark | 2 | | | | | | | Wood | | | |
| **HARTFORD, CONN.** | | | | | | | | | | | |
| Hartford & New York Trans. Co. | | | | | | | | Hulls | | | Repair |
| **HAVANA, CUBA.** | | | | | | | | | | | |
| Havana Marine Railway Inc. | | One M. R. | 340′ | 60′ | 15′ | 17′ | 3,000 | | | | |
| **HAVRE de GRACE, MD.** | | | | | | | | | | | |
| Deibert Barge Building Co. | 4 | One M. R. | 75′ | 23′ | 4′ | 6′ | 100 | Wood | | | Light Machine Works. Wet Basin, 12′ LW |

| LOCATION AND NAME OF YARD | Building Ways | Number of Dry Docks or Marine Railways | Dry Dock or Marine Railway Dimensions | | | | Lifting Capacity, G. T. | BUILDERS OF | | Capacity (I. H. P.) | Miscellaneous Data |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Length | Breadth | Depth Over Keel Blocks | | | HULLS | MACHINERY | | |
| | | | | | Fore | Aft | | Material or Type | Description | | |
| **HOBOKEN, N. J.** (See New York) | | | | | | | | | | | |
| **HONOLULU, T. H.** | | | | | | | | | | | |
| Inter-Island Steam Navigation Co.: | | | | | | | | | | | |
| At Kakaako | | Two F. D. | 352′ | 84′ | 19′6″ | 22′ | 4,500 | | | 400 | |
| | | | 53′6″ | | 10′ | | 150 | | | 15 | |
| At Iwilei | | One F. D. | 163′ | 84′ | 14′ | 17′6″ | 3,500 | | | 300 | |
| **HOQUIAM, WASH.** | | | | | | | | | | | |
| Chillman Shipyards | | One M. R. | 140′ | 40′ | 6′ | 10′ | 500 | | | 200 | |
| **HOUGHTON, WASH.** | | | | | | | | | | | |
| Lake Washington Shipyards | 1 | Two M. R. | 170′ | 60′ | 8′ | 12′ | 1,500 | Wood | | | Alterations and Repairs Specialized |
| | | | 125′ | 40′ | 8′ | 10′ | 500 | Wood | | | |
| **HOUSTON, TEXAS.** | | | | | | | | | | | |
| B. H. Elliott, Inc. (Harrisburg) | | One M. R. | 110′ | 24′ | 5′ | 11′ | 400 | Steel and Wood | | | Yachts, Tugs and Barges |
| Clinton Ship Yard | | One M. R. | 180′ | 35′ | 10′ | | 750 | | | | |
| **HUNTER'S POINT, CAL.** (See San Francisco) | | | | | | | | | | | |
| **INDIANAPOLIS, IND.** | | | | | | | | | | | |
| Dean Bros. | | | | | | | | | Marine Pumps | | |
| **JACKSONVILLE, FLA.** | | | | | | | | | | | |
| Merrill-Stevens D. D. & Repair Co. | | Two F. D. | 332′ | 65′ | 20′ | 20′ | 4,000 | | | | |
| | | | 397′ | 80′ | 23′ | 23′ | 6,000 | | | | |
| | | Two M. R. | 125′ | 40′ | 10′ | 14′ | 500 | | | | |
| | | | 250′ | 45′ | 12′ | 20′ | 2,500 | | | | |
| | | Three Lifting Docks | 40′ | 12′ | 5′ | 6′ | 15 | | | | |
| | | | 60′ | 17′ | 6′ | 7′ | 30 | | | | |
| | | | 80′ | 23′ | 8′ | 8′ | 240 | | | | |
| **JEFFERSONVILLE, IND.** | | | | | | | | | | | |
| Howard S. Y. & Dock Co. | 6 | | | | | | | | | | River Boats |
| **JERSEY CITY, N. J.** (See New York) | | | | | | | | | | | |
| **KEARNY, N. J.** (See New York) | | | | | | | | | | | |
| **KEY WEST, FLA.** | | | | | | | | | | | |
| Jerguson Iron Works | | | | | | | | Hulls | Machinery | | Repairs |
| U. S. Government | | One M. R. | 176′ | | 13′ | 15′ | 1,000 | | | | |
| Wm. Curry Sons Co. | | One M. R. | 165′ | | 10′ | 14′ | 900 | | | | |
| **KINGSTON, N. Y.** | | | | | | | | | | | |
| Kingston D. D. & Const. Co. | 2 | One M. R. | 265′ | 51′ | 6′ | 13′ | 2,000 | Steel and Wood Tugs | | | |
| **KINGSTON, ONT., CANADA.** | | | | | | | | | | | |
| Davis D. D. Co. | | One G. D. | 215′ | 43′ | 8′ | 12′ | | | Engines and Boilers | | |
| Kingston Graving Dock (Operated by The Collingwood S.B. Co., Ltd.) | 1 | One G. D. | 280′ | 79′ | 21′4″ | | | Steel | | | |
| Kingston S.B. Co. | | One D. D. | 323′ | 79′ | 16′ | | | | | | |
| **LAKE CHARLES, LA.** | | | | | | | | | | | |
| Clooney Shipyard | | One M. R. | 90′ | | 5′ | 5′ | | | | | Small Craft |
| **LAUZON, QUEBEC, CANADA.** | | | | | | | | | | | |
| Davie S.B. & Repairing Co., Ltd. | | Two D. D. | 600′ | 62′ | 25′ | | | Steel and Wood | | | |
| | | | 1,150′ | 120′ | 40′ | | | | | | |
| **LEETSDALE, PA.** | | | | | | | | | | | |
| Riter Conley Co. | 1 | | | | | | | Steel | | | Barges |
| **LIVERPOOL, N. S.** | | | | | | | | | | | |
| Liverpool Marine Railway Co., Ltd. | 1 | One Slip | 120′ | 33′6″ | 8′ | 12′6″ | 750 | | | | |
| Thompson Bros. Mach. Co. | | One M. R. | | | | | 500 | | Rep. Blrs. and Mach. | | |
| **LOCKPORT, N. Y.** | | | | | | | | | | | |
| Lockport Dry Dock Co. | | One G. D. | 160′ | 36′ | 9′ | 10′ | | | | | |
| **LONG BEACH, CAL.** | | | | | | | | | | | |
| Long Beach S.B. Co. | 5 | One F. D. | 310′ | 76′ | 21′ | 21′ | 3,000 | Steel | Steam Machinery | 3,000 | |
| **LONG ISLAND CITY, N. Y.** (See New York) | | | | | | | | | | | |
| **LORAIN, OHIO.** | | | | | | | | | | | |
| American S.B. Co. | 4 | Two D. D. No. 1 | 605′ | 94′ | 15′ | | | | | | |
| | | No. 2 | 774′ | 125′ | 15′ | | | | | | |
| **LOS ANGELES, CAL.** | | | | | | | | | | | |
| Los Angeles S.B. & D. D. Corp. (San Pedro) | 6 | One F. D. | 540′ | 84′ | 23′ | 23′ | 12,000 | Steel | Steam | 4,500 | |
| Bethlehem S.B. Corp., Ltd. | | | | | | | | | | | |
| San Pedro Plant | | One F. D. | 516′ | 90′ | 25′ | 25′ | 15,000 | Steel | | | 5 Sections. |
| Parke & Kibele | | | | | | | | | | | Engine, Hull and Boiler Repairs |

| LOCATION AND NAME OF YARD | Building Ways | Number of Dry Docks or Marine Railways | Dry Dock or Marine Railway Dimensions | | | | Lifting Capacity, G. T. | BUILDERS OF | | Capacity (I. H. P.) | Miscellaneous Data |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Length | Breadth | Depth Over Keel Blocks | | | HULLS | MACHINERY | | |
| | | | | | Fore | Aft | | Material or Type | Description | | |
| **LUNENBURG, N. S.** | | | | | | | | | | | |
| Lunenburg Marine Railway Co., Ltd | | Three M. R.: No. 1 | 120′ | 36′ | 10′ | 16′ | 400 | | | 34 | |
| | | No. 2, Upper Cradle | 85′ | 36′ | 10′ | 14′ | 300 | | | | |
| | | Lower Cradle | 100′ | 36′ | 14′ | 16′ | 500 | | | | |
| | | No. 3 | 180′ | 46′ | 9′ | 16′3″ | 1,000 | | | | |
| **LYNN, MASS.** | | | | | | | | | | | |
| General Electric Co | | | | | | | | | Turbines and Generators | | |
| **MACHIAS, ME.** | | | | | | | | | | | |
| Chas. H. Ingalls | 2 | | | | | | | Wood | | | Schooners |
| (East Machias) | | | | | | | | | | | |
| Job Shipyard, Inc | 3 | | | | | | | Wood | | | Schooners |
| **MADISON, IND.** | | | | | | | | | | | |
| (See also Mound City, Ill.) | | | | | | | | | | | |
| Howard Shipyard & Dock Co | | Two M. R | | | | | 1,500 | | | | |
| | | | | | | | 2,000 | | | | |
| **MAHONE BAY, N. S.** | | | | | | | | | | | |
| Ernst S.B. Co., Ltd | | | | | | | | Wood | | | |
| **MANITOWOC, WIS.** | | | | | | | | | | | |
| Burger Boat Co | 2 | One M. R | 70′ | | | | 70 | | Marine Machinery | | |
| Manitowoc S. B. Corp | 3 | One D. D | 600′ | | 15′ | | | Steel | | | |
| **MARBLEHEAD, MASS.** | | | | | | | | | | | |
| Fraser Yacht Yard | | One M. R | 49′ | 20′ | 10′ | 14′ | 100 | | | | Yacht Storage |
| James C. Graves | | | | | | | | Wood | | | Yacht Storage |
| Stearns & McKay | | Two M. R | | | | | 25 | | | | Yacht Storage |
| | | | | | | | 100 | | | | |
| **MARINE CITY, MICH.** | | | | | | | | | | | |
| S. C. McLouth S.B. Co | 3 | | | | | | | | | | Small Boats |
| **MARINERS' HARBOR, S. I.** | | | | | | | | | | | |
| (See New York) | | | | | | | | | | | |
| **MARTINQUE, W. I.** | | | | | | | | | | | |
| (See West Indies) | | | | | | | | | | | |
| **MAURICETOWN, N. J.** | | | | | | | | | | | |
| Harry Stoneman Sons | | One M. R | 60′ | 25′ | 3′ 6″ | 6′ | 80 | | | | |
| **METEGHAN, N. S.** | | | | | | | | | | | |
| Meteghan M. R. & S.B. Co | | One M. R | 160′ | 40′ | 15′ | 23′ | 900 | | | | |
| **MIAMI, FLA.** | | | | | | | | | | | |
| Merrill-Stevens Dry Dock Company | 1 | | 100′ | 30′ | 2½′ | 7′ | 250 | | Yachts | | |
| | 2 | | 130′ | 43′ | 9′6″ | 12′6″ | 1,500 | | | | |
| | | Lifting Dock | 60′ | 15′ | 1′6″ | 4′6″ | 75 | | | | |
| West End Boat Yard Company | 1 | | 100′ | 20′ | 3′ | 6′ | 150 | | Yachts | | |
| | 1 | | 20′ | 10′ | 3′ | 4′6″ | 10 | | | | |
| | | Lifting Dock | 80′ | 22′ | 5′ | 5′ | 100 | | | | |
| Fogal Boat Yard | 1 | | 65′ | 24′ | 6′ | 8′ | 120 | | Yachts | | |
| | 3 | | 50′ | 18′ | 4′ | 8′ | 90 | | | | |
| Atlantic Boat Yard Company | 1 | | 60′ | 15′ | 4′6″ | 4′6″ | 28 | | | | |
| **MIDLAND, ONT., CANADA.** | | | | | | | | | | | |
| Georgian Bay S.B. & Wrecking Co | | One M. R | 400′ | 30′ | | | 400 | Wood | | | Yachts, Tugs, etc. |
| | | One D. D | 200′ | 35′ | 8′ | 14′ | | | | | |
| Midland S.B. Co | 1 | | | | | | | Steel | | | Lake and Ocean Vessels |
| **MIDLAND, PA.** | | | | | | | | | | | |
| Midland Barge Co | 3 | | | | | | | Steel | | | Hulls, Barges |
| **MILLBRIDGE, ME.** | | | | | | | | | | | |
| Sawyer Mitchell Co | 2 | | | | | | | Wood | | | Schooners |
| **MILTON, FLA.** | | | | | | | | | | | |
| Hoodless Shipyard | | Two M. R | 90′ | 30′ | 5′ | 7′ | 90 | Wood | | | Small Boats |
| | | | 105′ | 38′ | 8′ | 10′ | 150 | | | | |
| **MILWAUKEE, WIS.** | | | | | | | | | | | |
| Milwaukee Dry Dock Co | | One G. D | 445′ | 85′ | 13′ | 14′ 6″ | | | | | |
| Great Lakes Boat Building Corp | | One M. R | | | | | 100 | | | | Express Cruisers |
| **MOBILE, ALA.** | | | | | | | | | | | |
| Alabama D. D. & S.B. Co | | Four F. D | 480′ 2″ | 90′ | 23′ 3″ | 23′ 3″ | 10,000 | Steel and Wood | Engines and Boilers | 1,500 | |
| | | | 310′ | 62′ 10″ | 18′ | 18′ | 3,400 | | | | |
| | | | 172′ | 52′ 8″ | 10′ | 10′ | 980 | | | | |
| | | | 99′ 5″ | 41′ 4″ | 10′ | 10′ | 428 | | | | |
| | | Two M. R | 200′ | 54′ | 10′ 6″ | 12′ | 1,200 | | | | |
| | | | 101′ 5″ | 30′ | 5′ | 6′ | 428 | | | | |
| Harrison Bros | | Three M. R | 75′ | 30′ | 2′ | 8′ | 150 | Wood | | | River Barges |
| | | | 100′ | 30′ | 2′ | 9′ | 300 | | | | |
| | | | 200′ | 38′ | 3′ | 13′ | 600 | | | | |
| Henderson S.B. Co., Inc | | One M. R | 290′ | 60′ | 14′ | 19′ | 3,500 | | | | River Barge Repairs |
| Murnan S.B. Co | 2 | One M. R | 165′ | 40′ | 4′ | 12′ | 500 | Wood | | | Repair Yard |
| Southern Dry Dock & S.B. Co | | One M. R | 280′ | 60′ | 11′ | 17′ | 2,500 | | | | |
| Todd S.B. & D. D. Co., Inc | 2 | Two F. D | 428′ | 114′ | 22′ | 22′ | 8,500 | | | 600 | |
| | | | 269′ | 117′ | 21′ | 21′ | 6,000 | | | | Electrically Driv. |

| LOCATION AND NAME OF YARD | Building Ways | Number of Dry Docks or Marine Railways | Dry Dock or Marine Railway Dimensions | | | | Lifting Capacity, G. T. | BUILDERS OF | | Capacity (I. H. P.) | Miscellaneous Data |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Length | Breadth | Depth Over Keel Blocks | | | HULLS | MACHINERY | | |
| | | | | | Fore | Aft | | Material or Type | Description | | |
| **MONTREAL, QUEBEC, CANADA.** | | | | | | | | | | | |
| Canadian Allis-Chalmers, Ltd. | | | | | | | | | Marine Engines, Boilers and Winches | | |
| Canadian Vickers, Ltd. | | One F. D. | 601′ | 98′ | 27′ 6″ | 27′ 6″ | 25,000 | Steel | Steam | | 2 Sections |
| Cantins D. D. Co. (On Lachine Canal) | | One D. D. | 400′ | 80′ | 10′ | 10′ | | | | | 2 Sections |
| Fraser, Brace, Ltd. (On Lachine Canal) | | One D. D. | 580′ | 45′ | 15′ | 15′ | 2,500 | Steel | Machinery Parts | 2,000 | |
| Montreal Dry Dock & Ship Rep'g Co. | | One D. D. | 430′ | 47′ | 10′ 9″ | | | Steel and Wood | | | |
| **MOREHEAD CITY, N. C.** | | | | | | | | | | | |
| The Bell-Wallace Co. | | One M. R. | | | | | | | | | |
| **MORRIS HEIGHTS, N. Y.** (See New York) | | | | | | | | | | | |
| **MOUND CITY, ILL.** (See also Madison, Ind.) | | | | | | | | | | | |
| Howard Shipyards & Dock Co. | | Two M. R. | | | | | 1,500 | | | | |
| | | | | | | | 2,000 | | | | |
| **NEPONSET, MASS.** (See Boston) | | | | | | | | | | | |
| **NEVILLE ISLAND, PA.** (See Pittsburgh) | | | | | | | | | | | |
| **NEWARK, N. J.** | | | | | | | | | | | |
| Riverside Steel Casting Co. (Lincoln Highway) | | | | | | | | | | | Steel Castings |
| **NEW BALTIMORE, N. Y.** | | | | | | | | | | | |
| New Baltimore S.B. & Repair Corp. | | One M. R. | 150′ | 34′ | 8′ | 15′ | 400 | | | | |
| **NEWBERN, N. C.** | | | | | | | | | | | |
| Meadows & Co. | | One M. R. | | | | | 500 | | | | |
| **NEWBURGH, N. Y.** | | | | | | | | | | | |
| Newburgh S.B. Co. | 4 | | | | | | | | | | |
| **NEWCASTLE, ME.** | | | | | | | | | | | |
| Newcastle S.B. Co. | 2 | | | | | | | Wood | | | Schooners, Fishing Boats |
| **NEW LONDON, CONN.** | | | | | | | | | | | |
| New London Marine Iron Works | | Three M. R. | 275′ | 64′ | 16′ | 19′ | 2,500 | | Boilers | | |
| | | | 175′ | 45′ | 12′ | 14′ | 1,000 | | | | |
| | | | 175′ | 45′ | 15′ | 17′ | 1,500 | | | | |
| **NEW ORLEANS, LA.** | | | | | | | | | | | |
| Alex. Dussel Iron Works | | | | | | | | | Boilers and Machinery Repairs | | |
| Algiers Iron Works & D. D. Co. (Algiers) | | One F. D. | 225′ | 66′ | 18′ | 18′ | 2,000 | | | | Repairs |
| Union Iron Works, Inc. | | | | | | | 10,000 | | | | |
| | | | | | | | | | | | General Repairs, Elect. Welding |
| Jahncke D. D. & Ship Repair Co., Inc. | | Two F. D. | 520′ | 84′ 6″ | 24′ | 24′ | 10,000 | | | 700 | 2 Sections |
| | | | 420′ | 80′ | 24′ | 24′ | 8,000 | | | 480 | 6 Sections |
| Johnson Iron Works Dry Dock and S.B. Co., Inc. (Algiers, La.) | | Two F. D. | 334′ | 72′ | 21′ | 21′ | 5,000 | Steel | Steam Machinery | 500 | Tugs, barges, etc. |
| | | | 232′ | 62′ | 15′ | 15′ | 2,000 | | | | |
| U.S. Naval Station | | One D. D. | 525′ | 100′ | 28′ 6″ | | 18,000 | | | | |
| **NEWPORT NEWS, VA.** | | | | | | | | | | | |
| Newport News S.B. & D. D. Co. | 9 | Three G. D. | 592′ 8″ | 130′ | 24′ 9″ | 24′ 9″ | Unlimited | Steel | Heavy and Light Forgings | | Build Vessels to 1,000′ |
| | | | 804′ | 162′ | 30′ | 30′ | Unlimited | | | | |
| | | | 536′ 6″ | 147′ | 24′ | 24′ | Unlimited | | | | |
| Southern Shipyard Corp. | | One M. R. | 288′ | 60′ | 12′ | 18′ | 3,000 | | | | Build Barges |
| Warwick Machine Co. | | One Pier | 1,200′ with fresh water for ships. | | | | | | | | Machinery Repairs |
| **NEW YORK, N. Y.** | | | | | | | | | | | |
| A. C. Brown & Sons (Staten Island) | 6 | One M. R. | 212′ | 42′ | 16′ | 16′ | 300 | Wood | | | Tugs. |
| Alderton Dock Yards, Ltd. (Brooklyn) | | Two F. D. | 442′ | 95′ | 21′ | 21′ | 7,000 | Steel and Wood | Steam | 480 | 4 Sections |
| | | | 459′ 2″ | 120′ | 23′ | 23′ | 10,000 | | | | 5 Sections |
| Atlantic, Gulf & Pacific Co. (Brooklyn) | 2 | | | | | | | Steel and Wood | | | Ten additional Ways for Barges |
| B. F. Wood (City Island) | | Two M. R. | 450′ | 30′ | 16′ | | 300 | Wood | | | |
| | | | 100′ | 20′ | 10′ | | 100 | | | | |
| Brewer D. D. Co. (Staten Island) | 2 | Three D. D. | 151′ | 73′ | 12′ | 12′ | 1,248 | | | | |
| | | | 130′ | 60′ | With 61′ outrigger 10′ | 10′ | 614 | | | | |
| | | | 410′ | 110′ | With 40′ outrigger 22′ | 22′ | 6,000 | | | | |
| Brighton Marine Repair Co. (Staten Island) | | One F. D. | 330′ | 85′ | 35′ | | 2,000 | | | | |

# SHIPBUILDERS, DRY DOCKS, MARINE RAILWAYS, ETC., IN THE UNITED STATES AND CANADA.

| LOCATION AND NAME OF YARD | Building Ways | Number of Dry Docks or Marine Railways | Dry Dock or Marine Railway Dimensions | | | | Lifting Capacity, G. T. | BUILDERS OF | | Capacity (I. H. P.) | Miscellaneous Data |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Length | Breadth | Depth Over Keel Blocks | | | HULLS | MACHINERY | | |
| | | | | | Fore | Aft | | Material or Type | Description | | |
| **NEW YORK, N. Y.** | | | | | | | | | | | |
| **Clinton Dry Docks, Inc** | | Two D. D. | 428′ | 114′ | 14′ | 14′ | 8,500 | | | 600 | 4 Sections |
| (Brooklyn) | | | 188′ | 67′ | 7′ 10″ | 7′ 10″ | 800 | | | 60 | 1 Section |
| **Consolidated S.B. Corp** | 6 | Four M. R. | 120′ | 20′ | 7′ | 9′ | 200 | Steel and | Steam and | 50 | |
| (Morris Heights) | | | 96′ | 20′ | 7′ | 9′ | | Wood. | Gas Engines | 50 | |
| | | | 40′ | 12′ | 3′ | 5′ | 20 | | W. T. Boilers | 20 | |
| | | | 70′ | 12′ | 5′ | 7′ | 50 | | | 50 | |
| **Downey S.B. Corp** | 4 | | | | | | | Steel | Steam Machinery | | |
| (Arlington, S. I.) | | | | | | | | | | | |
| **Elco Works** | | One M. R. | 80′ | 18′ | 6′ | | 75 | | | | 1 Yacht Slip |
| (Bayonne, N. J.) | | | | | | | | | | | |
| **Federal S.B. and D.D. Co** | 12 | One F. D. (9 pontoons) | 437′ | 84′ | 24′ | 24′ | 8,000 | Steel | Machinery and Boilers | | Have Floating Machine Shop |
| (Kearny, N. J.) | | | | | | | | | | | |
| **T. Ferguson & Son** | | | | | | | | | | | Brass, Bronze and Iron Castings |
| **Frank McWilliams, Inc** | | Four D. D. | 210′ | 67′ | 17′ | | 2,000 | | | | |
| (W. New Brighton) | | | 190′ | 60′ | 19′ | | 1,000 | | | | |
| (Staten Island) | | | 128′ | 40′ | 13′ | | 600 | | | | |
| | | | 180′ | 52′ | 18′ | | 1,100 | | | | |
| **Henry B. Nevins, Inc** | | Three M. R. | 140′ | 25′ | 11′6″ | 11′ | 150 | Wood | | | |
| (City Island) | | | 100′ | 25′ | 10′6″ | 11′ | 100 | | | | |
| | | | 100′ | 25′ | 10′6″ | 11′ | 100 | | | | |
| **Hunter's Point Dry Docks** | | Two F. D. | 140′ | 58′ | 12′ | 14′ | 500 | | | | |
| (Long Island City) | | | 120′ | 51′ | 10′ | 12′ | 300 | | | | |
| **Ira S. Bushey & Sons** | 4 | Two F. D. | 175′ | 65′ | 15′ | 15′ | 1,200 | Wood | Electric | 50 | |
| (Brooklyn) | | | 330′ | 92′ | 21′ | 21′ | 6,500 | | | 400 | |
| **James Shewan & Sons, Inc** | | Ten F. D. | 160′ | 52′ | 14′ | | 700 | Steel and | | 100 | |
| (Brooklyn) | | | 180′ | 50′ | 15′ 6″ | | 800 | Wood. | Steam | 100 | |
| | | | 276′ | 76′ 6″ | 22′ | | 3,500 | | | 150 | |
| | | | 240′ | 68′ | 20′ | | 2,500 | | | 125 | |
| | | | 422′ | 71′ 10″ | 23′ | | 6,250 | | | 300 | |
| | | | 160′ | 49′ | 14′ | | 700 | | | 100 | |
| | | | 450′ | 92′ | 35′ | | 12,000 | | | 700 | Steel Dock |
| | | | 125′ | 33′ 6″ | 11′ 6″ | | 500 | | | 75 | |
| | | | 209′ 10″ | 58′ | 17′ | | 1,500 | | | 100 | |
| | | | 422′ | 80′ | 24′ | | 7,200 | | | 350 | |
| **James Tregarthen & Sons Co., Inc** | | Three D. D. | | | | | 1,000 | | | | |
| | | | | | | | 3,000 | | | | |
| | | | | | | | 2,000 | | | | |
| **John B. Caddell** | | Two D. D. | 130′ | 55′ | 12′ | 12′ | 500 | | | | |
| (W. New Brighton) | | | 190′ | 67′ | 16′ | 16′ | 1,500 | | | | |
| (Staten Island) | | | | | | | | | | | |
| **Kyle & Purdy** | 5 | One M. R. | 120′ | 42′ | 12′ | | 300 | Wood | | | |
| (City Island) | | | | | | | | | | | |
| **Liberty D. D. & Repair Co** | | Two F. D. | 203′ | 70′ | 18′ | | 2,000 | | | | |
| (Greenpoint) | | | 140′ | 60′ | 18′ | | 1,000 | | | | |
| **Morse D. D. & Repair Co** | | Two F. D. | 478′ | 83′ | 22′ | 22′ | 15,000 | | | | Pontoon Sectional Docks |
| | | | 685′ | 100′ | 28′ | 28′ | 30,000 | | | | |
| **New Jersey D. D. & Trans. Co** | | One M. R. | 250′ | 80′ | 8′ | 14′ | 2,500 | Steel and | | | |
| (Elizabethport, N. J.) | | One F. D. | 150′ | 45′ | 13′ | 13′ | 500 | Wood | | | |
| **N. Y. Yacht, Launch & Engine Co** | 3 | Two M. R. | 75′ | 22′ | 5′ | 6′ | 70 | | Gas Engines, Machinery Repairs | | |
| (Morris Heights) | | | 55′ | 16′ | 3′ | 4′ | 25 | | | | |
| **N. Y. Harbor D. D. Corp** | | Two F. D. | 380′ | 85′7″ | 23′ | 23′ | 8,000 | | | | |
| (Rosebank, Staten Island) | | | 545′ | 85′7″ | 23′ | 23′ | 12,000 | | | | |
| **Perth Amboy D. D. Co** | | Four F. Box Docks | 125′ | 41′ | 12′ | 12′ | 500 | Steel and | Marine Machinery and Boilers | | |
| (Perth Amboy, N. J.) | | | 160′ | 46′ | 14′ | 14′ | 1,000 | Wood. | | | |
| | | | 213′ | 52′ | 17′ | 17′ | 2,000 | | | | |
| | | | 250′ | 62′ | 18′ | 18′ | 2,500 | | | | |
| | | One F. Sectional Dock | 462′ | 88′ | 24′ | 24′ | 10,000 | | | | |
| **Ramberg D. D. & Repair Co** | | One F. D. | 380′ | 90′ | 22′ | 22′ | 6,000 | | | 300 | |
| (Brooklyn) | | | | | | | | | | | |
| **Robert Jacob** | | Three M. R. | 200′ | 30′ | 18′ | | 101 | Steel and | | | |
| (City Island) | | | 125′ | 30′ | 18′ | | 60 | Wood. | | | |
| | | | 60′ | 30′ | 18′ | | 50 | | | | |
| **Robert Lankford** | | One F. D. | 100′ | 36′ | 8′ | 8′ | 250 | | | | Box Dock |
| (Bayonne, N. J.) | | | | | | | | | | | |
| **Robins D. D. & Repair Co** | | Two G. D. | 510′ | 115′ | 22′ | 22′ | 9,000 | | Steam | 350 | |
| (Brooklyn) | | | 612′ | 111′ | 26′ | 26′ | 11,000 | | | 350 | |
| | | Three F. D. | 365′ | 100′ | 20′ | 20′ | 6,000 | | | 600 | |
| | | | 552′ | 126′ | 25′ | 25′ | 16,500 | | | 1,200 | |
| | | | 341′ | 102′ | 20′ | 20′ | 6,000 | | | 400 | |
| **Staten Island S.B. Co** | | Three F. D | 300′ | 69′ | 23′ | 23′ | 2,840 | | Steam | 200 | |
| (Port Richmond, S. I.) | | | 201′ | 64′ | 19′ 6″ | 19′ 6″ | 1,400 | | | 75 | |
| | | | 201′ | 54′ | 18′ | 18′ | 833 | | | 75 | |
| (Mariners' Harbor, S. I.) | 4 | Three F. D | 222′ | 58′ | 22′ 6″ | 22′ 6″ | 1,700 | Steel and | | 75 | |
| | | | 198′ | 49′ | 17′ 6″ | 17′ 6″ | 890 | Wood. | Steam | 75 | |
| | | | 458′ | 86′ | 22′ | 22′ | 10,000 | | | 1,000 | |
| **Tebo Yacht Basin** | 3 | Three F. D. | 265′ | 88′ | 17′ | 17′ | 3,000 | | Steam | 300 | |
| (Brooklyn) | | | 190′ | 72′ | 15′ | 15′ | 1,600 | Steel and | Machinery | 125 | |
| | | | 124′ | 66′ | 14′ | 14′ | 800 | Wood | | 50 | |
| **The Babcock & Wilcox Co** | | | | | | | | | Boilers | | |
| **The Ballou Dry Dock & Repair Co** | | Two F. D. | 150′ | 71′ | 18′ | 18′ | 1,400 | | | 325 | Box Docks |
| (Bayonne, N. J.) | | | 135′ | 40′ | 10′ | 10′ | 500 | | | | |
| | | One F. D. | 150′ | 60′ | 12′ | 12′ | 500 | | | | Sectional |
| **The Sperry Gyroscope Co** | | | | | | | | | Gyro-Compass. Navigating Instruments | | |
| (Brooklyn) | | | | | | | | | | | |
| **The Superheater Co** | | | | | | | | | | | Boiler Auxiliaries |
| **Theo. A. Crane's Sons Co** | | Four F. D. No. 1 | 284′ | 80′ | 15′ | 15′ | 2,100 | | | 120 | Ship and Engine Repairs |
| (Brooklyn) | | No. 2 | 358′ | 90′ | 19′ | 19′ | 4,600 | | | 300 | |
| | | No. 3 | 185′ | 66′ | 16′ | 16′ | 900 | | | 75 | |
| | | No. 4 | 446′ | 122′ | 25′ | 25′ | 12,000 | | | 1,000 | |

| LOCATION AND NAME OF YARD | Building Ways | Number of Dry Docks or Marine Railways | Dry Dock or Marine Railway Dimensions | | | | Lifting Capacity, G. T. | BUILDERS OF | | Capacity (I. H. P.) | Miscellaneous Data |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Length | Breadth | Depth Over Keel Blocks | | | HULLS | MACHINERY | | |
| | | | | | Fore | Aft | | Material or Type | Description | | |
| **NEW YORK, N. Y.** | | | | | | | | | | | |
| **Tietjen & Lang D. D. Co.** (Hoboken, N. J.) | | Nine D. D. | 140′ | 48′ | 12′ | | 300 | | | | |
| | | | 238′ | 81′ | 16′ | | 1,500 | | | | |
| | | | 170′ | 60′ | 15′ | | 400 | | | | |
| | | | 170′ | 68′ | 17′ | | 800 | | | | |
| | | | 229′ | 81′ | 16′ | | 1,200 | | | | |
| | | | 468′ | 96′ | 22′ | | 7,000 | | | | |
| | | | 170′ | 68′ | 17′ | | 800 | | | | |
| | | | 190′ | 65′ | 15′ | | 600 | | | | |
| | | | 330′ | 87′ | 22′ | | 4,000 | | | | |
| **Union D. D. & Repair Co.** (Weehawken, N. J.) | | | | | | | | | | | Wood and Iron Repairs |
| **Vulcan Iron Works** (Jersey City, N. J.) | | Four F. D. | 126′ | 66′ | 10′ | 12′ | 600 | | Turbine Engines | | Second and Fourth Docks worked in unison. Cap., 2,200 G. T. |
| | | | 142′ | 74′ | 14′ | 14′ | 1,100 | | | | |
| | | | 90′ | 60′ | 8′ | 8′ | 350 | | | | |
| | | | 152′ | 75′ | 14′ | 14′ | | | | | |
| **W. & A. Fletcher Co.** (Hoboken, N. J.) | | One D. D. | 400′ | 88′ | 19′ | | 8,000 | | Turbine Engines | | |
| **NOANK, CONN.** | | | | | | | | | | | |
| **Palmer's Shipyard** | 4 | One M. R. | 250′ | 50′ | 10′ | 14′ | 1,500 | Wood | | | Build Light Steel Vessels also |
| **Groton Iron Works** | | One M. R. | 250′ | | | | | Wood | | | |
| **NORFOLK, VA.** | | | | | | | | | | | |
| **Colonna Marine Railway Corp.** (Berkley, Va.) | | Four M. R. | 415′ | | 14′ | 18′ | 5,000 | | | | |
| | | | 326′ | | 8′ | 18′ | 1,500 | | | | |
| | | | 220′ | | 5′ | 14′ | 500 | | | | |
| | | | 220′ | | 7′ | 16′ | 750 | | | | |
| **NORFOLK VA.** | | | | | | | | | | | |
| **Craig Bros. Marine Railway** | | Two M. R. | 175′ | 36′ | 6′ | 14′ 6″ | 600 | | | | |
| | | | 106′ | 26′ | 4′ | 10′ 6″ | 300 | | | | |
| **Gas Engine & Boat Corp.** | | One M. R. | 110′ | 22′ | 5′ | 9′ | 200 | | | | |
| **G. T. Taylor Marine Railway Corp.** | | Two M. R. | 175′ | 32′ | 8′ | 14′ | 750 | Tugs and Barges | | | |
| | | | 135′ | 28′ | 8′ | 12′ | 300 | | | | |
| | | One Lift Way | 75′ | 20′ | 6′ | | 100 | | | | |
| **Jos. M. Clark Co.** | | One M. R. | 160′ | | 10′ | 13′ | 700 | | | | |
| **Norfolk Marine Railway Co., Inc.** (Berkley, Va.) | | Two M. R. | 225′ | 34′ | 7′ 6″ | 22′ | 1,200 | | | | |
| | | | 206′ | 26′ | 6′ | 19′ | 700 | | | | |
| **Norfolk Navy Yard** (Portsmouth, Va.) | | Six G. D. | 303′ | 51′ 2″ | 25′ 1¾″ | 20′ 10″ | | | | | Dock Granite |
| | | | 459′ 8″ | 57′ | 25′ 6¾″ | 24′ 10″ | | | | | Dock Wood |
| | | | 732′ | 98′ 1″ | 34′ 0¾″ | 31′ | | | | | Dock Granite |
| | | | 1,005′ | 118′ | 43′ 9″ | 40′ 3″ | | | | | Dock Concrete |
| | | | 471′ | 64′ 3″ | 20′ | 18′ 10″ | | | | | Dock Concrete |
| | | | 471′ | 64′ 3″ | 20′ | 15′ 10″ | | | | | Dock Concrete |
| **Norfolk S.B. & D. D. Co.** | 2 | One F. D. | 310′ | 65′ | 19′ | 19′ | 4,000 | Steel | Machinery | 1,000 | 4 Sections |
| | | One M. R. | 230′ | | 7′ | 17′ | 1,000 | | | | |
| **Old Dominion Marine Railway Corp.** (Berkley, Va.) | | Two M. R. | 275′ | | 7′ | 18′ | 2,000 | | | | Repair Engine and Boilers |
| | | | 250′ | | 6′ | 17′ | 1,000 | | | | |
| **Southern Trans. Co.** | | One M. R. | 212′ | 42′ | 10′ | 15′ | 1,000 | | | | |
| **W. E. Thomas Co.** (Berkley, Va.) | | One M. R. | 200′ | | 5′ | 14′ | 800 | | | | |
| **NORTH BEND, ORE.** | | | | | | | | | | | |
| **Kruse & Banks S.B. Co.** (Coos Bay) | 3 | | | | | | | Wood | | | |
| **NORTH SYDNEY, N. S.** | | | | | | | | | | | |
| **The North Sydney Marine Railway Co., Ltd.** | | Two Cradles | 100′ | 32′ | 9′ | 11′ | 250 | | | | |
| | | | 100′ | 32′ | 11′ | 13′ | 300 | | | | |
| **NORTH TONAWANDA, N. Y.** | | | | | | | | | | | |
| **E. I. Rose** | | One Incline | | | | | | | | | Small Vessels |
| **Richardson Boat Co.** | | | | | | | | | | | Small Vessels |
| **NORTH VANCOUVER, B. C.** (See Vancouver) | | | | | | | | | | | |
| **NYACK, N. Y.** | | | | | | | | | | | |
| **Julius Petersen** | | Seven M. R. | 100′ each | | | | | | | | |
| **OAKLAND, CAL.** (See San Francisco) | | | | | | | | | | | |
| **OCEAN BEACH, CAL.** | | | | | | | | | | | |
| **Jewett-Palmer-Harris Co.** | | Dry Dock | | | | | | | | | |
| **OGDENSBURG, N. Y.** | | | | | | | | | | | |
| **St. Lawrence Marine Railway Co.** | | One M. R. | 300′ | 50′ | 8′ | 12′ | 2,000 | | | | |
| **ORANGE, TEX.** | | | | | | | | | | | |
| **Joseph Weaver & Son** | | One M. R. | 188′ | | 13′ | 13′ | 1,500 | Wood | | | |
| **OSWEGO, N. Y.** | | | | | | | | | | | |
| **Ames Iron Works** | | | | | | | | | Boilers | | |
| **Kingsford Foundry & Machine Works** | | | | | | | | | Boilers | | |
| **PADUCAH, KY.** | | | | | | | | | | | |
| **Ayer & Lord Tie Co.** | | Eight Cradles and Tracks. One D. D. | | | | | | Small Hulls | | | |
| **PALMER, MASS.** | | | | | | | | | | | |
| **Wickwire Spencer Steel Co.** | | | | | | | | | | | Wire Rope |

| LOCATION AND NAME OF YARD | Building Ways | Number of Dry Docks or Marine Railways | Dry Dock or Marine Railway Dimensions | | | | Lifting Capacity, G. T. | BUILDERS OF | | Capacity (I. H. P.) | Miscellaneous Data |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Length | Breadth | Depth Over Keel Blocks | | | HULLS | MACHINERY | | |
| | | | | | Fore | Aft | | Material or Type | Description | | |
| **PANAMA CANAL** (Balboa) | | | | | | | | | | | |
| **U. S. Government** | | Dry Dock | 1,000′ | 110′ | 45′ | | | Unlimited | | | Additional Small Dock, Salvage Service, Seagoing Tugs, etc. Floating Cranes, Foundry and Shops |
| **PARRSBORO, N. S.** | | | | | | | | | | | |
| **W. R. Huntley** | | Marine Blocks | | | | | | | | | Blocks to any length |
| **PASCAGOULA, MISS.** | | | | | | | | | | | |
| **Gulf Ship Co.** | 1 | | | | | | | Wood | | | Barges |
| **PENSACOLA, FLA.** | | | | | | | | | | | |
| **Bruce D. D. Co.** | | Two F. D. | 380′ | 94′ | 18′ | 18′ | 6,000 | | | | |
| | | | 176′ | 66′ | 12′ 6″ | 12′ 6″ | 1,200 | | | | |
| **Pensacola S.B. Co.** | 5 | | | | | | | Steel | | | Build Vessels up to 16,000 DWT. Ways side launch |
| **Warren Fish Co.** | | One M. R. | 90′ | 30′ | 7′ | 12′ | 300 | Wood | | | |
| **PERTH AMBOY, N. J.** (See New York) | | | | | | | | | | | |
| **PHILADELPHIA, PA.** | | | | | | | | | | | |
| **General Engineering Works** | | | | | | | | | | | General Repairs |
| **John Baizley Iron Works** | | | | | | | | | | | General Repairs |
| **Philadelphia Ship Repair Co.** | | Two F. D. | 185′ | 65′ | 14′ | 14′ | 1,200 | | | | |
| | | | 250′ | 85′ | 17′ | 17′ | 3,500 | | | | |
| **U. S. Navy Yard** | | Three D. D. | 500′ | 86′ | | 25′6″ | | | | | |
| | | | 754′ | 102′7″ | | 30′2″ | | | | | |
| | | | 1,022′ | 127′6″ | | 43′5″ | | | | | |
| **Wm. Cramp Ship & Engine Building Co.** | 8 | One Basin Dock | 432′ | 70′ | 19′ | 20′ | 8,000 | Steel | | | |
| **Kensington Yard** | | Two M. R. | 240′ | | 7′ 6″ | 20′ | 1,000 | | | | |
| | | | 288′ | | 13′ | 17′ | 2,500 | | | | |
| **PHIPPSBURG, ME.** | | | | | | | | | | | |
| **C. V. Minnott** | 1 | | | | | | | Wood | | | Schooners |
| **F. S. Bowker** | 1 | | | | | | | Wood | | | Schooners |
| **PINEWOOD, FLA.** | | | | | | | | | | | |
| **Bay Point Marine Ways** | | One M. R. | 150′ | 40′ | 8′ | 8′ | 250 | | | | |
| **PITTSBURGH, PA.** | | | | | | | | | | | |
| **American Bridge Co.** (Ambridge, Pa.) | | | | | | | | Steel | | | Continuous ways for 6-175′ Vessels. Build Barges, Floats |
| **Dravo Contracting Co.** (Neville Island, Pa.) | 6 | One F. D. | 46′ | 34′ | 9′ | 9′ | 250 | | Boilers, River Type | | River Barges and Dredges. Ways side launch |
| **Dravosburg Dock and Const. Co.** (Dravosburg, Pa.) | 1 | Three F. D. | 45′ | 26′ | 4′ | 4′ | 60 | Wood | | | |
| | | | 45′ | 20′ | 4′ | 4′ | 60 | | | | |
| | | | 45′ | 24′ | 4′ | 4′ | 40 | | | | |
| **John Eichlaey, Jr., & Co.** | 2 | One D. D. | 26′ | 52′ | | | 400 | Steel and Wood | | | Build River Boats |
| **Jones & Laughlin Steel Corp** | | | | | | | | Steel | | | Barges |
| **POCOMOKE CITY, MD.** | | | | | | | | | | | |
| **E. James Tull** | | One M. R. | 150′ | 24′ | | | | | | | |
| **POINT MARION, PA.** | | | | | | | | | | | |
| **McClain Sand Co.** | 1 | | | | | | | Wood | | | |
| **POINT PLEASANT, W. VA.** | | | | | | | | | | | |
| **Marietta Man'f'g Co.** | 4 | | | | | | | | Engines and Boilers | | Western River Boat Builders |
| **POINT TUPPER, N. S.** | | | | | | | | | | | |
| **Strait of Canso Marine Railway Co.** | | Three Haul-out Ways | 160′ | 86′ 6″ | 11′ | 17′ | 800 | | | | |
| | | | 90′ | 27′ | 10′ | 16′ | 150 | | | | |
| | | | 75′ | 27′ | 6′ | 8′ | 100 | | | | |
| **PONCE, P. R.** | | | | | | | | | | | |
| **Porto Rico Iron Works** | | | | | | | | | | | General repairs |
| **PORT ARTHUR, ONT., CANADA.** | | | | | | | | | | | |
| **Port Arthur S.B. Co., Ltd.:** | | | | | | | | | | | |
| **Lake Berths** | 2 | One G. D. | 708′ 3″ | 98′ | 14′ 0½″ | 16′ 1″ | | Steel | | | |
| **Ocean Berths** | 4 | | | | | | | Steel | | | |
| | 6 | | | | | | | | | | |
| **Western D. D. Co.** | | One D. D. | 736′ | 99′ | 15′ 6″ | | | | | | |
| **PORT ARTHUR, TEXAS.** | | | | | | | | | | | |
| **McEwen S.B. Co.** | | | | | | | | | | | Repairs |
| **PORT BLAKELEY, WASH.** | | | | | | | | | | | |
| **J. C. Johnson** | 1 | | | | | | | Wood | | | Small Craft |

| LOCATION AND NAME OF YARD | Building Ways | Number of Dry Docks or Marine Railways | Dry Dock or Marine Railway Dimensions | | | | Lifting Capacity, G. T. | BUILDERS OF | | Capacity (I. H. P.) | Miscellaneous Data |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Length | Breadth | Depth Over Keel Blocks | | | HULLS | MACHINERY | | |
| | | | | | Fore | Aft | | Material or Type | Description | | |
| **PORT DALHOUSIE, ONT., CANADA.** | | | | | | | | | | | |
| Muir Bros. D. D. Co., Ltd | | One D. D | | | | | | | | | Will accommodate three Wood Vessels abreast |
| | | Two G. D | 250′ | 45′ | 10′ | 11′ 6″ | | | | | |
| | | | 185′ | 45′ | 10′ | 11′ 6″ | | | | | |
| Port Dalhousie D. D | | One D. D | | | | | | | | | |
| The Montreal Trans. Co., Ltd | | Two D. D | 250′ | 44′ | | 12′ | | | | | |
| | | | 180′ | 30′ | | 10′ | | | | | |
| **PORT GREVILLE, N. S.** | | | | | | | | | | | |
| Geo. E. Wagstaff | | | | | | | | | | | 250′ Marine Blocks |
| **PORT HURON, MICH.** | | | | | | | | | | | |
| Wolverine D. D | | One F. D | 240′ | 38′ | 14′6″ | 14′6″ | | | | | Small Wood Boat Repairs |
| **PORTLAND, ME.** | | | | | | | | | | | |
| C. E. Babbitt | | | | | | | | | Machinery and Boilers | | |
| Cumberland S.B. Co. (So. Portland) | 4 | One M. R | 300′ | 55′ | 12′ | 14′ | 2,500 | Wood | | | Schooners |
| Howard & Horne | 4 | | | | | | | Hull | Machinery | | Repairs only |
| Maine Electric Co | | | | | | | | | Machinery | | |
| Noyes Machine Co | | | | | | | | | Machinery | | |
| P. H. Doyen (So. Portland) | | | | | | | | Wood | | | Barges |
| Portland S.B. Co. (So. Portland) | 2 | Three M. R | 240′ | 45′ | 12′ | 16′ | 1,300 | Wood | | | |
| | | | 240′ | 45′ | 12′ | 16′ | 1,300 | | | | |
| | | | 110′ | 30′ | 10′ | 15′ | 275 | | | | |
| The Portland Co | | | | | | | | | Propelling Machinery and Scotch Boilers | | |
| **PORTLAND, ORE.** | | | | | | | | | | | |
| Albina Engine & Machine Works | | | | | | | | | | | Engine and Boiler Repairs |
| Albina Marine Iron Works | | | | | | | | | | | Steel Ship Repairs |
| Commercial Iron Works | | | | | | | | | | | Hull and Machinery Repairs |
| Columbia Steel Co | | | | | | | | | | | Steel Castings |
| Electric Steel Foundry | | | | | | | | | | | Steel Castings |
| Oregon Brass Works | | | | | | | | | | | Propeller Blades |
| Peninsula Shipbuilding Co | | Four Ways | | | | | | | | | Builder of Wood Vessels |
| Port of Portland Dry Dock (St. Johns, Ore.) | | Two F. D. (5 pontoons each) | 468′ | 82′ | 25′ | 25′ | 10,000 | | | 350 | |
| | | | 492′ | 94′ 6″ | 27′ 6″ | 27′ 6″ | 18,000 | | | 1,000 | |
| Smith & Watson Iron Works | | | | | | | | | | | Boiler Makers, Hull and Machinery Repairs. Steel Shpbldrs. |
| Willamette Iron and Steel Works | | | | | | | | | | | Boiler Makers, Hull and Machinery Repairs |
| Western Spar Co | | | | | | | | | | | Spar Makers |
| **PORT NECHES, TEX.** (See Galveston) | | | | | | | | | | | |
| **PORT NORRIS, N. J.** | | | | | | | | | | | |
| Harry Stoneman Sons | | One M. R | 60′ | 25′ | 3′ 6″ | 6′ 8″ | | | | | |
| **PORT RICHMOND, S. I.** (See New York) | | | | | | | | | | | |
| **POTRERO, CAL.** (See San Francisco) | | | | | | | | | | | |
| **PRINCE RUPERT, B. C.** | | | | | | | | | | | |
| Grand Trunk Pacific D. D. & Ship Repair Plant (Operated by Wallace S.B. & D. D. Co.) | | One F. D | 601′ | 100′ | 28′ | 28′ | 20,000 | Steel | | 2,400 | 3 Sections |
| **PROVIDENCE, R. I.** | | | | | | | | | | | |
| Lord Dry Dock Corp | | One M. R | 320′ | 58′ | 16′ | 18′ | 3,500 | | | | |
| Providence D. D. & M. R. Co. (E. Providence) | 1 | One F. D | 200′ | 40′ | 16′ | 16′ | 1,000 | Wood | | | |
| Providence Engineering Corp | | | | | | | | | Marine Machinery | | |
| **QUINCY, MASS.** | | | | | | | | | | | |
| Baker Yacht Basin, Inc | | One M. R | 200′ | 30′ | 18′ | 20′ | 800 | | | | Yacht Storage |
| Bethlehem S.B. Corp (Fore River) | 8 | | | | | | | | Steam & Oil Machinery | | Also 6 Submarine Ways |
| Murray & Tregurtha | 1 | | | | | | | | Gas Engines | | |
| **RED BANK, N. J.** | | | | | | | | | | | |
| Charles P. Irwin | | Two M. R | 100′ | 12′ | 6′ | 6′ | 25 | | | | Storage Basin for Boats up to 175′ |
| | | | 100′ | 12′ | 6′ | 6′ | 25 | | | | |
| **RICHMOND, ME.** | | | | | | | | | | | |
| Crosby Navigation Co | 1 | | | | | | | Wood | | | Schooners |
| **RIVER ROUGE, MICH.** | | | | | | | | | | | |
| Great Lakes Engineering Works (Ecorse) | | Two F. D | 624′ | 88′ | 18′ | 18′ | | Steel | Marine Engines | | Steel |
| | | | 162′ | 88′ | 18′ | 18′ | | | | | Steel |

| LOCATION AND NAME OF YARD | Building Ways | Number of Dry Docks or Marine Railways | Dry Dock or Marine Railway Dimensions | | | | Lifting Capacity, G. T. | BUILDER OF | | Capacity (I. H. P.) | Miscellaneous Data |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Length | Breadth | Depth Over Keel Blocks | | | HULLS | MACHINERY | | |
| | | | | | Fore | Aft | | Material or Type | Description | | |
| ROCHE HARBOR, WASH. | | | | | | | | | | | |
| Roche Harbor Lime Co. (H. R. James, Agent, Seattle, Wash.) | | One M. R. | 187′ | 44′ | 7′ | 20′ | 1,200 | | | | |
| ROCHESTER, N. Y. | | | | | | | | | | | |
| Rochester Boat Works, Inc. | | One M. R. | 200′ | 10′ | 10′ | 15′ | 75 | | | | |
| ROCKLAND, ME. | | | | | | | | | | | |
| I. L. Snow | 2 | Two M. R. | 175′ | 39′ | 9′ | 15′ | 650 | Wood | | | Schooners |
| | | | 150′ | 34′ | 8′ | 17′ | 400 | | | | |
| Southern Marine Railway | 1 | Two M. R. | 180′ | 50′ | 12′ | | 800 | Wood | | | |
| | | | 150′ | | 8′ | | | | | | |
| ROCKPORT, MASS. | | | | | | | | | | | |
| D. M. Waddell | 2 | | | | | | | Wood | | | Fishing Boats |
| ROCKPORT, TEXAS. | | | | | | | | | | | |
| Heldenfels Bros. | 1 | | | | | | | Wood | | | |
| ROSEBANK, S. I. | | | | | | | | | | | |
| (See New York) | | | | | | | | | | | |
| SAGINAW, MICH. | | | | | | | | | | | |
| Jackson & Church Co. | | | | | | | | | Hoisting Engines | | |
| ST. HELENS, ORE. | | | | | | | | | | | |
| St. Helens S.B. Co. | 4 | | | | | | | Wood | | | |
| ST. THOMAS, V. I. | | | | | | | | | | | |
| St. Thomas Dock Engineering & Coaling Co., Ltd. | | One F. D. | 250′ | 70′ | | | 3,000 | | | | |
| | | One M. R. | 40′ | 18′ | | | 50 | | | | For Lighters |
| SANDUSKY, OHIO. | | | | | | | | | | | |
| Lake Erie D. D. & Mill Co. | | One M. R. | 160′ | | 8′ 6″ | | | | | | |
| SANDY POINT, ME. | | | | | | | | | | | |
| Sandy Point S.B. Corp. | 2 | | | | | | | Wood | | | Schooners |
| SAN FRANCISCO, CAL. | | | | | | | | | | | |
| Bethlehem S.B. Corp., Ltd. | 6 | Two M. R. | 320′ | 70′ | 14′ | 18′ | 4,000 | Steel | Steam Machinery | 225 | |
| (Alameda Plant) | | | 270′ | 65′ | 14′ | 18′ | 2,000 | | | 175 | |
| (Hunters Point) | 2 | Two G. D. | 750′ | 86′ | 30′ | 30′ | 25,000 | | | 1,050 | |
| | | | 1,020′ | 110′ | 40′ | 40′ | 60,000 | | | 3,200 | |
| (Potrero Plant) | | Three F. D. | 450′ | 80′ | 19′ | | 6,500 | | | 460 | |
| | | | 270′ | 66′ | 17′ | | 2,000 | | | 100 | |
| | | | 301′ | 68′ | 19′ | 17′ | 2,600 | | | | |
| (San Pedro) | | One F. D. | 460′ | 92′ | 28′ 8″ | | 15,000 | | | 800 | 4 Sections |
| Chas. R. McCormack & Co. | | | | | | | | Wood | | | |
| Down Pump & Engine Works | | | | | | | | | Pumps: Gas and Diesel Engine | | |
| Eureka Boiler Works | | | | | | | | | Engines and Boilers | | |
| F. W. Stone & Son | 2 | | | | | | | Wood | | | |
| General Eng. & D. D. Co. | 3 | Two M. R. | 340′ | 66′ | 17′ | 23′ | 4,000 | Steel | | 350 | Build to 500′ |
| (Alameda) | | | 288′ | 60′ | 13′ | 18′ | 2,500 | | | 200 | |
| Hanlon D. D. & S.B. Co. | 3 | Two M. R. | 432′ | 76′ | 12′ 10″ | 22′ 10″ | 7,000 | | | 600 | |
| (Oakland) | | | 265′ | 64′ | 13′ | 13′ | 3,500 | Steel | | 300 | |
| Main Iron Works | | | | | | | | | Engines and Boilers | | |
| (Alameda) | | | | | | | | | | | |
| Moore S.B. Co. | 8 | Three M. R. | 470′ | 76′ | 23′ 6″ | 17′ 6″ | 8,000 | Steel | Steam and Diesel Engines and Scotch Boilers | 500 | 7 Outfitting Wharves |
| (Oakland) | | | 410′ | 76′ | 21′ | 14′ 6″ | 7,500 | | | 500 | |
| | | | 400′ | 76′ | 21′ 6″ | 15′ 6″ | 5,200 | | | 400 | |
| | | Two F. D. No. 4 | 423′ | 90′ | 30′ | 30′ | 12,000 | | | 800 | |
| | | No. 5 | 423′ | 80′ | 30′ | 30′ | 12,000 | | | 800 | |
| | | Nos. 4 and 5 Combined | 701′ | 90′ | 30′ | 30′ | 21,000 | | | 1,400 | |
| Munders | 6 | | | | | | | Barges and Tugs | | | Roller Ways |
| (So. San Francisco) | | | | | | | | | | | |
| Pacific Diesel Engine Co. | | | | | | | | | Diesel Engines | | |
| (Oakland) | | | | | | | | | | | |
| Schultz & Schultz | 2 | | | | | | | Barges and Tugs | | | Roller Ways |
| (So. San Francisco) | | | | | | | | | | | |
| Side Launch | 1 | | | | | | | | | | |
| | 3 | | | | | | | | | | |
| Southern Pacific Co. | | One M. R. | 416′ | 80′ | | 11′ | 4,000 | | | | |
| (Oakland) | | | | | | | | | | | |
| Thompsons | 4 | | | | | | | Barges and Tugs | | | Roller Ways |
| (So. San Francisco) | | | | | | | | | | | |
| Union Const. Co. | 4 | | | | | | | Steel | | | |
| (Oakland) | | | | | | | | | | | |
| Union Machine Co. | | | | | | | | | Engines | | |
| United Engineering Co. | | | | | | | | | Engines and Boilers | | |
| SAN JUAN, P. R. | | | | | | | | | | | |
| Sucesores de Abarca | | | | | | | | Hulls | Machinery | | Repairs only |
| SAN PEDRO, CAL. | | | | | | | | | | | |
| (See Los Angeles) | | | | | | | | | | | |

| LOCATION AND NAME OF YARD | Building Ways | Number of Dry Docks or Marine Railways | Dry Dock or Marine Railway Dimensions | | | | Lifting Capacity, G. T. | BUILDERS OF | | Capacity (I. H. P.) | Miscellaneous Data |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Length | Breadth | Depth Over Keel Blocks | | | HULLS | MACHINERY | | |
| | | | | | Fore | Aft | | Material or Type | Description | | |
| **SANTURCE, P. R.** | | | | | | | | | | | |
| Vulcan Iron Works (J. Suarez & Co.) | | | | | | | | | Engine Repairs | | |
| **SAULT STE. MARIE, MICH.** | | | | | | | | | | | |
| Hickler Bros. | | One M. R. | 190′ | 50′ | 5′ 6″ | 16′ | 1,000 | | | | |
| **SAUSALITO, CAL.** | | | | | | | | | | | |
| Reliance Boat & Ways Co. | | One M. R. | | | | | 150 | Wood | | | 2 Cradles for Boats 100′ with less 12′ draft |
| **SAVANNAH, GA.** | | | | | | | | | | | |
| John Rourke & Son | | One M. R. | 147′ | | 9′ | 12′ | 500 | | | | |
| Forest City Machine Co. | | | | | | | | | | | General Repairs |
| Kehoes Iron Works | | One M. R. | 190′ | 50′ | 10′ | 15′ | 1,200 | | | | |
| **SEATTLE, WASH.** | | | | | | | | | | | |
| Ballard Marine Railway (Ballard) | 1 | Two M. R. | 130′ | 28′ | 8′ | 15′ | 500 | Wood | | | |
| | | | 50′ | 18′ | 7′ | 10′ | 200 | | | | |
| Commercial Boiler Works | | | | | | | | | Steam Boilers | | |
| **SEATTLE, WASH.** | | | | | | | | | | | |
| King & Winge Shipyards | | Two M. R. | 125′ | 40′ | 10′ | 14′ | 300 | Dorys | Winches | | |
| | | | 95′ | 30′ | 8′ | 12′ | 100 | | | | |
| Lake Union D. D. & Machine Works | | Five F. D. | 340′ | 62′ | 20′ | 20′ | 3,500 | | | | |
| | | | 100′ | 35′ | 14′ | 14′ | 500 | | | | |
| | | | 85′ | 30′ | 14′ | 14′ | 160 | | | | |
| | | | 69′ | 32′ | 14′ | 14′ | 110 | | | | |
| | | | 71 | 30′ | 14′ | 14′ | 100 | | | | |
| McAteer S.B. Co. | | One M. R. | 127′ | 48′ | 7′ | 12′ | 1,000 | Wood | | | |
| Marine Iron Works | | Four M. R. | 100′ | 30′ | 8′ | 12′ | 400 | | | | |
| | | | 86′ | 30′ | 7′ | 10′ | 160 | | | | |
| | | | 60′ | 30′ | 6′ | 8′ | 100 | | | | |
| | | | 50′ | 30′ | 5′ | 7′ | 75 | | | | |
| Maritime Boat & Engine Works, Inc. | 2 | Three M. R. | 85′ | 32′ | 8′ | 14′ | 100 | | | | |
| | | | 75′ | 24′ | 8′ | 12′ | 50 | | | | |
| | | | 40′ | 16′ | 6′ | 10′ | 25 | | | | |
| **N. H. Blanchard Boat Co.** | | | | | | | | | | | |
| **Olson & Sunde** | | One M. R. | 85′ | 30′ | 7′ | 12′ | 50 | | | | |
| **Port Commission** | | One M. R. | 130′ | 28′ | 8′ | 15′ | 500 | | | | Two Mooring Ways |
| **Puget Sound Boiler Works** | | | | | | | | | Steam Boilers | | |
| **Seattle Machine Works** | | | | | | | | | Steam and Diesel Eng. | | |
| **Standard Boiler Works** | | | | | | | | | Steam Boilers | | |
| **Todd Dry Docks, Inc.** | | Three F. D. | 468′ | 113′ | 26′ | 26′ | 12,000 | | | | |
| | | | 521′ | 127′ | 26′ | 26′ | 15,000 | | | | |
| | | | 200′ | 80′ | 20′ | 20′ | 2,500 | | | | |
| **Tregoning Boat Co.** | | | | | | | | Small Craft | | | Life Boats, etc. |
| Washington Iron Works | | | | | | | | | | | Diesel Engines |
| **West Waterway Boat Building Co.** | | | | | | | | Wood | | | |
| **SHOOTER'S ISLAND, N. Y.** (See New York) | | | | | | | | | | | |
| **SLIDELL, LA.** | | | | | | | | | | | |
| Canulette S.B. Co. | | One D. D. | 325′ | 61′ | 15′ | | | | | | General Repairs |
| | 4 | Four M. R. | 5′ | 45′ | 12′ | | 1,000 | | | | |
| | | | 200′ | | | | 500 | | | | |
| | | | 150′ | | | | 500 | | | | |
| | | | 75′ | | | | 100 | | | | |
| **SOLOMONS, MD.** (See Baltimore) | | | | | | | | | | | |
| **SOMERSET, MASS.** (See Fall River) | | | | | | | | | | | |
| **SOUTH BOSTON, MASS.** (See Boston) | | | | | | | | | | | |
| **SOUTH CHICAGO, ILL.** (See Chicago) | | | | | | | | | | | |
| **SOUTH FREEPORT, ME.** | | | | | | | | | | | |
| **Freeport S.B. Co.** | 3 | | | | | | | Wood | | | 2 Docks for laying up for Repairs 15′ LW. |
| **SOUTH JACKSONVILLE, FLA.** | | | | | | | | | | | |
| Gibbs Gas Engine Co. | | One F. D. | 140′ | 60′ | 16′ | 16′ | 1,200 | | | | |
| South Atlantic D. D. Co. | | One F. D. | 105′ | 52′ | 12′ | 12′ | 500 | | | | |
| **SOUTH ORRINGTON, ME.** | | | | | | | | | | | |
| **Boston & Penobscot S.B. Co.** | 1 | | | | | | | Wood | | | Schooners |
| **SOUTH PORTLAND, ME.** (See Portland, Me.) | | | | | | | | | | | |
| **SOUTH RONDOUT, N. Y.** | | | | | | | | | | | |
| **C. Hiltebrant D. D. Co.** | | Three F. D. | 182′ | | 17′ | 17′ | 1,100 | | | | |
| | | | 182′ | | 17′ | 17′ | 1,100 | | | | |
| | | | 150′ | | 14′ | 14′ | 800 | | | | |

| LOCATION AND NAME OF YARD | Building Ways | Number of Dry Docks or Marine Railways | Dry Dock or Marine Railway Dimensions | | | | Lifting Capacity, G. T. | BUILDERS OF | | Capacity (I. H. P.) | Miscellaneous Data |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Length | Breadth | Depth Over Keel Blocks | | | HULLS | MACHINERY | | |
| | | | | | Fore | Aft | | Material or Type | Description | | |
| **SPARROWS POINT, MD.** (See Baltimore) | | | | | | | | | | | |
| **SPRINGFIELD, ILL.** | | | | | | | | | | | |
| Springfield Boiler Works | | | | | | | | | Steam Boilers | | |
| **STAMFORD, CONN.** | | | | | | | | | | | |
| Lüders Marine Const. Co. | 3 | Two M. R. | 80′ | 20′ | 6′ | | 75 | Steel and | | | |
| | | | 80′ | 20′ | 6′ | | 75 | Wood | | | |
| **STATEN ISLAND, N. Y.** (See New York) | | | | | | | | | | | |
| **STOCKTON SPRINGS, ME.** | | | | | | | | | | | |
| Stockton Yards, Inc. | 1 | | | | | | | Wood | | | Schooners |
| **STURGEON BAY, WIS.** | | | | | | | | | | | |
| Leathem Smith Coal & Dock Co. | 3 | One M. R. | 100′ | 25′ | | | 120 | | | | |
| Riebolt, Wolters & Co. | | Two F. D. No. 1 | 225′ | | 13′ 6″ | | | | | | |
| | | No. 2 | 150′ | | 12′ 6″ | | | | | | |
| Sturgeon Bay S.B. & D. D. Co. | 2 | Two D. D. | 95′ | 40′ | 13′ 6″ | 13′ 6″ | 1,200 | | | | |
| | | | 70′ | 40′ | | | | | | | |
| **SUNNYVALE, CAL.** | | | | | | | | | | | |
| Joshua Hendy Machine Works | | | | | | | | | Engines and Boilers | | |
| **SUPERIOR, WIS.** | | | | | | | | | | | |
| The Superior S.B. Co. | | Two D. D. | 609′ | 84′ | 12′ | 13′ 6″ | | Steel | Steam Machinery | | |
| | | | 620′ | 107′ | 16′ | 17′ 6″ | | | | | |
| **SYDNEY, N. S.** | | | | | | | | | | | |
| Sydney Foundry & Machine Wks., Ltd. | | One M. R. | 200′ | 50′ | 11′ | 17′ | 1,200 | | | | |
| **TACOMA, WASH.** | | | | | | | | | | | |
| Babare Bros. | 2 | Two M. R. | 100′ | 30′ | 7′ | 12′ | | Small Craft only | | | |
| | | | 50′ | 30′ | 4′ | 8′ | | | | | |
| Nickerson & MacFarlane Machine Co. | | | | | | | | | Engines | | Marine Equipment |
| Western Boat Bldg. Co. | 1 | One M. R. | 120′ | 40′ | 8′ | 12′ | | Wood | | | |
| **TAMPA, FLA.** | | | | | | | | | | | |
| Tampa Dock Co. | | One M. R. | 300′ | 60′ | 15′ | 18′ | 2,500 | Steel and Wood | | | |
| Tampa Marine Railway | | One M. R. | 115′ | | 7′ 6″ | | | | | | |
| Tampa S.B. & Engineering Co. | 5 | | | | | | | Steel | | | |
| (Leased by Oscar Daniels) | | | | | | | | | | | |
| Tampa Steam Ways Co. | | Two M. R. | 180′ | 40′ | 6′ | 10′ | 800 | | | | |
| | | | 180′ | 40′ | 6′ | 10′ | 800 | | | | |
| **THOMASTON, ME.** | | | | | | | | | | | |
| Atlantic Coast Co. | 2 | | | | | | | Wood | | | Schooners |
| Dunn & Elliot Co. | 2 | | | | | | | Wood | | | Schooners |
| Geo. A. Gilchrist Co. | 2 | | | | | | | Wood | | | Schooners |
| **TOLEDO, OHIO.** | | | | | | | | | | | |
| A. Gilmore | | One M. R. | 240′ | 55′ | 9′ | | | | | | |
| James Scanes | | One M. R. | 103′ | 30′ | 5′ | 10′ 6″ | 600 | | | | |
| (Toledo Marine Railway) | | | | | | | | | | | |
| Toledo S.B. Co. | 3 | Two D. D. No. 1 | 659′ 6″ | 96′ | 14′ 6″ | 11′ 6″ | | | | | Dock Concrete |
| | | No. 2 | 560′ | 101′ | 13′ | 13′ | | | | | Dock Wood |
| **TORONTO, ONT., CANADA.** | | | | | | | | | | | |
| Canadian Allis-Chalmers, Ltd. | | | | | | | | | Engines, Boilers and Winches | | |
| Toronto Dry Dock Co., Ltd. | | One F. D. | 175′ | 45′ | 12′ | 12′ | | | | | |
| **TRENTON, N. J.** | | | | | | | | | | | |
| De Laval Steam Turbine Co. | | | | | | | | | Turbines | | |
| **VANCOUVER, B. C.** | | | | | | | | | | | |
| B. C. Marine Engineers & Shipbuilders, Ltd. | | One M. R. | 250′ | 50′ | 14′ | 17′ | 1,150 | | | | |
| Burrard D. D. Co. | | | | | | | | | | | |
| Vancouver Shipyard, Ltd. | | One M. R. | 100′ | 33′ | 8′ | 14′ | 400 | | | | |
| Wallace S.B. & D. D. Co., Ltd. | | Three M. R. | 273′ | 46′ | | | 2,000 | | | | |
| (North Vancouver) | | | 130′ | 38′ | | | 1,000 | | | | |
| | | | 500′ | 132′ | 42′ | | 15,000 | | | | Under Constr'tion |
| **VANCOUVER, WASH.** | | | | | | | | | | | |
| G. M. Standifer Const. Corp. | 5 | | | | | | | Steel | | | |
| **VICTORIA, B. C.** | | | | | | | | | | | |
| Yarrows, Ltd. | | One M. R. | 300′ | 55 | | | 3,000 | | | | Canadian Government Yard |
| (Esquimalt) | | One D. D. | 480′ | 65′ | 46′ | 46′ | | | | | |
| **VINAL HAVEN, ME.** | | | | | | | | | | | |
| O. B. Hyland Co. | | | | | | | | Wood | | | Small Craft only |
| **WALDOBORO, ME.** | | | | | | | | | | | |
| Medomak S.B. Co. | 2 | | | | | | | Wood | | | Schooners |

| LOCATION AND NAME OF YARD | Building Ways | Number of Dry Docks or Marine Railways | Dry Dock or Marine Railway Dimensions | | | | Lifting Capacity, G. T. | BUILDERS OF | | Capacity (I. H. P.) | Miscellaneous Data |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Length | Breadth | Depth Over Keel Blocks | | | HULLS | MACHINERY | | |
| | | | | | Fore | Aft | | Material or Type | Description | | |
| WAREHAM, MASS. | | | | | | | | | | | |
| Cape Cod S.B. Co. | | | | | | | | Wood | | | |
| WASHBURN, WIS. | | | | | | | | | | | |
| Anchor S.B. Co. | 2 | | | | | | | | | | |
| Side Launch | 1 | | | | | | | | | | |
| | 3 | | | | | | | | | | |
| WATERVLIET, N. Y. | | | | | | | | | | | |
| Adirondack Steel Foundry Co. | | | | | | | | | | | Steel Castings |
| WEEHAWKEN, N. J. (See New York) | | | | | | | | | | | |
| WEEMS, VA. | | | | | | | | | | | |
| The Humphreys Railway, Inc. | | Two M. R. | 204′ | 30′ | 6′ | 14′ | 1,000 | Hulls | Steam Machinery Repairs | | |
| | | | 137′ | 24′ | 5′ | 13′ | 600 | | | | |
| WELLAND, ONT., CANADA. | | | | | | | | | | | |
| Welland Ship Yard | 2 | | | | | | | | | | |
| WEST INDIES | | | | | | | | | | | |
| John Blackwood Ltd. (Barbados) | | One Lifting Dock | 240′ | 44′ | 12′ | 12′ | 1,000 | | | | |
| Gove't of Colony (Martinique) | | One D D | 419′9″ | 91′8″ | | 27′8″ | | | | | |
| Trinidad Gov't (Chagauramas Bay) | | One F D | 365′ | 65′ | 18′ | 18′ | 4,000 | | | | |
| WEST NEW BRIGHTON, S. I. (See New York) | | | | | | | | | | | |
| WEST NEW YORK, N. J. (See New York) | | | | | | | | | | | |
| WILLIAMS WHARF, VA. | | | | | | | | | | | |
| Mathews Marine Railway | | One M. R. | 100′ | 24′ | 4′ 11″ | 8′ 11″ | 100 | | | | |
| WILMINGTON, CAL. | | | | | | | | | | | |
| Fellows & Stewart | | Five M. R. | 100′ | 22′ | 10′ | 15′ | 350 | | | | |
| | | | 80′ | 20′ | 10′ | 12′ | 200 | | | | |
| | | | 60′ | 15′ | 8′ | 10′ | 75 | | | | |
| | | | 60′ | 15′ | 8′ | 10′ | 75 | | | | |
| | | | 60′ | 15′ | 8′ | 10′ | 75 | | | | |
| Seacraft Corp. | | Four M. R. | 70′ | 16′ | 8′ | 10′ | 100 | | | | |
| | | | 70′ | 16′ | 8′ | 10′ | 100 | | | | |
| | | | 70′ | 16′ | 8′ | 10′ | 100 | | | | |
| | | | 70′ | 16′ | 8′ | 10′ | 100 | | | | |
| WILMINGTON, DEL. | | | | | | | | | | | |
| American Car & Foundry Co. | 6 | One M. R. | 165′ | 42′ | 10′ | 12′ | 600 | Steel and Wood | | | |
| Bethlehem S.B. Corp., Ltd. (Harlan Plant) | 5 | One Basin Dock | 349′ | 51′ | 23′ 4″ | 23′ 4″ | | Steel | Machinery and Boilers | | |
| Pusey & Jones Co. | 5 | | | | | | | Steel | | | |
| Wilson Line Steamship Co. | | One M. R. | 200′ | 45′ | 9′ | 13′ | 1,000 | | | | |
| WILMINGTON, N. C. | | | | | | | | | | | |
| Hamme Marine Railway, Inc. | | Two M. R. | 72′ | 25′ | 3′ | 8′ | 100 | | | 5 | |
| | | | 154′ | 36′ | 6′ | 12′ 6″ | 600 | | | 15 | |
| Newport S.B. Co. | | | | | | | | Concrete | | | |
| WINSLOW, WASH. | | | | | | | | | | | |
| Winslow Marine Railway & D. D. Co. | 1 | Two M. R. | 140′ | 30′ | 12′ | 15′ | 500 | Wood | | | |
| | | | 325′ | 81′ | 17′ | 21′ | 3,700 | | | | |
| WORCESTER, MASS. | | | | | | | | | | | |
| American Steel & Wire Co. | | | | | | | | | Ship Wire Ropes and Hawsers | | |
| Osgood Bradley Co. | | | | | | | | | Ship Chain | | |
| WYANDOTTE, MICH. | | | | | | | | | | | |
| Detroit S.B. Co. | 3 | | | | | | | Steel | | | |

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| | | |
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| | N Y | See Grays Harbor. |
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| ABERTHAW | Llds. | Capt. Wm. Price, Sub-Agent. |
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| ACAJUTLA | Llds. | Capt. L. R. J. C. Dale, Sub-Agt. |
| ACAPULCO | U S & Llds. | Wm. McCann Hudson (Hudson, Billings & Co.). |
| ACCRA | Llds. | The Agent of F. & A. Swanzy (Lim.). |
| ADDAH | Llds. | The Agent of The Volta Trans. Co. |
| ADELAIDE (S. Australia) | Llds. | Elder, Smith & Co. (Lim.) |
| | U S | American Trading Co. |
| | N Y | Marine Underwriters Assn. of So. Aus. (Lim.) |
| ADEN | Llds. | Luke Thomas & Co. (Lim.) |
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| ALEXANDRETTA | Llds. | Joseph Catoni. |
| ALEXANDRIA | U S | Gill & Co. |
| | Llds. | Manley & Co. |
| | N Y | R. Ott & Co. |
| ALGECIRAS | Llds. | G. L. Baldwin, Sub-Agent. |
| ALGIERS | U S & Llds. | Mediterranean Ports Coaling Co. (Lim.) |
| | N Y | C. W. Cranford. |
| ALICANTE | Llds. | Manuel Rodrigo. |
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| ALLOA | Llds. | John W. Ure. |
| ALMERIA | N Y | Romero Hermanos. |
| | Llds. | MacAndrews & Co. (Lim.) |
| ALS ODDE | Llds. | K. Petersen, Sub-Agent. |
| ALTEA | Llds. | H. Javaloyes, Sub-Agent. |
| ALTENGAARD | | See Hammerfest. |
| AMAPALA | N Y | Teodoro Kohncke & Co. |
| | Llds. | Pablo Uhler & Co. |
| AMBON | Llds. | Moluksche Handelsvennootschap, Sub-Agent. |
| AMELAND (Isld. of) | Llds. | G. de Boer, Sub-Agent. |
| AMLWCH | Llds. | Wm. Thomas & Sons. |
| AMOY | Llds. | Boyd & Co. |
| | U S & N Y | Tait & Co. |
| AMRUM | | See Wyk. |
| AMSTERDAM | N Y | De Vos & Zoon. |
| | U S & Llds. | Alfred Schröder. |
| ANCONA | N Y | Comm. V. G. Marchetti, Sub-Correspondent. |
| | Llds. | U. Servadio. |
| ANDRAITX | Llds. | G. Alemany, Sub-Agent. |
| ANDROS ISLAND | Llds. | Const. L. Goulandris, Sub-Agent. |

EXPLANATION.—Llds. Lloyds (London).—N. Y. New York.—S. F. San Francisco.—U. S. United States Salvage Association.

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|---|---|
| ANEGADA | Llds. |
| ANGUILLA | |
| ANHOLT (Isld. of) | |
| ANTIBES | Llds. |
| ANTIGONISH | Llds. |
| ANTIGUA | Llds.<br>N Y |
| ANTILLA | Llds.<br>N Y |
| ANTOFAGASTA (Chile) | U S<br>N Y<br>Llds. |
| ANTUNG | Llds. |
| ANTWERP | U S<br>Llds.<br>N Y |
| ANZIO | Llds. |
| APALACHICOLA | N Y & Llds. |
| APIA (Samoa) | U S |
| APPLECROSS | Llds. |
| APPLEDORE | Llds. |
| AQUIN | Llds. |
| ARACAJU (Brazil) | Llds. |
| ARACATI | Llds. |
| ARBROATH | Llds. |
| ARCHANGEL | N Y |
| ARDESSIE (Little Loch Broom) | Llds. |
| ARDRISHAIG | Llds. |
| ARDROSSAN | Llds. |
| ARECIBO (Porto Rico) | N Y<br>Llds. |
| ARENDAL | Llds. |
| ARENSBURG (Isld. of Oesel) | Llds. |
| AREQUIPA | Llds. |
| ARICA | Llds.<br>U S |
| ARICHAT (C. B.) | Llds. |
| ARKLOW | Llds. |
| ARROYO | Llds.<br>N Y |
| ARUBA (W. I.) | N Y |
| ARZEW | Llds. |
| ASPY BAY | Llds. |
| ASSINIE | Llds. |
| ASTORIA (Oregon) | Llds. |
| ASUNCION | Llds. |
| ATHENS (Piræus) | Llds. |
| AUCKLAND (N. Z.) | N Y<br>U S<br>Llds. |
| AUDIERNE | Llds. |
| AUGUSTA | Llds. |
| AULTBEA | Llds. |
| AUX CAYES (Hayti) | N Y |
| AVEIRO | Llds. |
| AXIM | Llds. |
| AYAMONTE | Llds. |
| AYR | Llds. |
| AZUA | Llds.<br>N Y |
| BAGHDAD | N Y & Llds. |

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|---|---|
| B. G. Fonseca, Sub-Agent. | |
| See Antigua. | |
| See Elsinore. | |
| G. Gansard, Sub-Agent. | |
| C. E. Whidden, Sub-Agt. | |
| Noel Scott Johnston. | |
| Geo. W. Bennett, Bryson & Co. (Lim.) | |
| W. L. Macdonald (British Vice-Consul). | |
| W. L. Macdonald, Sub-Correspondent. | |
| Wessel, Duval & Co. | |
| C. E. Heubel. | |
| Barnett & Co. | |
| G. L. Shaw, Sub-Agent. | |
| P. Varlez. | |
| Gellatly, Hankey & Co. | |
| Leon Van Peborg. | |
| Carlo Genesi, Sub-Agent. | |
| John G. Ruge. | |
| O. F. Nelson. | |
| Murdo Gillanders. | |
| W. Harris, Sub-Agent. | |
| Roberts, Dutton & Co., Sub-Agent. | |
| Cruz, Irmao & Co., Sub-Agents. | |
| A. R. da Silva Figueiredo, Sub-Agent. | |
| Capt. George McGlashan, Sub-Agent. | |
| Cyril Boye (Acting). | |
| Peter MacRae, Sub-Agent. | |
| Joseph Ellard, Sub-Agent. | |
| R. L. Alpine & Co. | |
| E. F. Canals. | |
| Roses & Co., Successors. | |
| Salve Kallevig & Son, Sub-Agt. | |
| Carl Bergmann, Sub-Agent. | |
| W. J. Donnelly, Sub-Agent. | |
| W. G. Sheriff. | |
| Tomas Bradley. | |
| John E. Jean, Sub-Agent. | |
| Kearon & Tyrrell, Sub-Agent. | |
| Juan Calafat, Sub-Agent. | |
| Jose F. Alsieux, Sub-Correspondent. | |
| A. Lacle. | |
| L. Delporte, Sub-Agent. | |
| Rupert Zwicker, Sub-Agent. | |
| Cie Francaise de l'Afrique Occidentale, Sub-Agent. | |
| E. M. Cherry (British Vice-Consul). | |
| W. R. Haywood. | |
| R. Henderson (Athens). | |
| Henderson & Macfarlane, Ltd. | |
| L. C. Gillespie & Sons. | |
| The Campbell & Ehrenfried Co. (Lim.) | |
| J. Donnart-Penanros, Sub-Agt. | |
| P. A. Guida, Sub-Agent. | |
| Angus Stewart, Sub-Agent. | |
| E. M. Conde. | |
| Jeremias V. Ferreira, Sub-Agent. | |
| The Agt. of F. & A. Swanzy (Lim.) | |
| Juan Delgado Perez, Sub-Agt. | |
| James Hamilton & Son, Sub-Agt. | |
| M. A. Recio, Sub-Agent. | |
| Miquiel Angel Recio, Sub-Correspondent. | |
| Mesopotamia-Persia Corp. (Lim.) | |

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|---|---|
| BAHIA | Llds.<br>U S & N Y |
| BAHIA, ECUADOR | Llds. |
| BAHIA BLANCA | Llds.<br>N Y |
| BAHREIN | Llds. |
| BAIA | Llds. |
| BALBOA (C. Z.) | N Y<br>U S |
| BALBRIGGAN | Llds. |
| BALIK PAPAN | Llds. |
| BALLINA | Llds. |
| BALLYCASTLE | Llds. |
| BALLYHALBERT | Llds. |
| BALLYMARTIN | Llds. |
| BALLYVAINE | Llds. |
| BALTASOUND (Unst.) | Llds. |
| BALTCHIK | Llds. |
| BALTIMORE (Ireland) | Llds. |
| BALTIMORE (U. S.) | N Y & Llds. |
| BALTISCHPORT | Llds. |
| BANDA | Llds. |
| BANDER ABBAS | Llds. |
| BANDHOLM | Llds. |
| BANDJERMASIN | Llds. |
| BANFF | Llds. |
| BANGKOK | Llds.<br>U S<br>N Y |
| BANGOR | Llds. |
| BANJOEWANGIE | Llds. |
| BANNOW | Llds. |
| BANTRY | Llds. |
| BARACOA | Llds.<br>N Y |
| BARBADOS | Llds. & N Y |
| BARCELONA (Spain) | U S<br>N Y & Llds. |
| BARI | N Y<br>Llds. |
| BARLETTA | Llds. |
| BARMOUTH | Llds. |
| BARRANQUILLA | N Y<br>U S<br>Llds. |
| BARRINGTON (N.S.) | Llds. |
| BARROW-IN-FURNESS | Llds. |
| BASRAH | N Y |
| BASSEIN | N Y & Llds. |
| BATA | Llds. |
| BATAVIA | N Y<br>U S<br>Llds. |
| BATHURST (N. B.) | Llds. |
| BATHURST (River Gambia) | Llds. |
| BATTICALOA | Llds. |

| | |
|---|---|
| E. P. W. Duder. | |
| Newman & Co. (Lim.) | |
| M. Pierre Discomps, Sub-Agent. | |
| C. H. Richards, Sub-Agent. | |
| C. H. Richards, Sub-Correspondent. | |
| The Mesopotamia-Persia Corp. (Lim.), Sub-Agent. | |
| Luigi Punzo (Pozzuoli), Sub-Agt. | |
| Capt. Clifford Payne, Sub-Correspondent. | |
| J. Driscoll. | |
| Thomas Knight, Sub-Agent. | |
| The Administrator for the Bataafsche Petroleum Maats. | |
| M. O'Boyle, Sub-Agent. | |
| John A. Byrne, Sub-Agent. | |
| J. & A. Bell, Sub-Agents. | |
| Frank Orr, Sub-Agent. | |
| Donald Smith (Drumalea), Sub-Agent. | |
| C. G. D. Sandison, Sub-Agent. | |
| Panaghis G. Cambitzis, Sub-Agent. | |
| R. Salter, Sub-Agent. | |
| Cunningham, Coale & Co. | |
| G. F. Hinrichsen, Sub-Agent. | |
| Moluksche Handelsvennootschap (Ambon), Sub-Agent. | |
| The Mesopotamia-Persia Corp. (Lim.), Sub-Agent. | |
| H. C. L. Hovmand (Brit. V.-Consul), Sub-Agent. | |
| Borneo Sumatra Handel Maatschappij, Sub-Agent. | |
| Alex. Brodie, Sub-Agent. | |
| The Manager of the Borneo Co. (Lim.). | |
| Anglo Siam Corp. (Lim.) | |
| Syme & Co. | |
| W. O. Griffiths, Sub-Agent. | |
| E. F. R. Rosberger, Jr., Sub-Agent. | |
| Andrew Cullen, Sub-Agent. | |
| Murphy & O'Connor (Lim.) | |
| R. C. Arrue, Sub-Agent. | |
| R. C. Arrue, Sub-Correspondent. | |
| H. B. Gardiner Austin (Bridgetown). | |
| MacAndrews & Co. (Lim.) | |
| Pietro Manara, Sub-Correspondent. | |
| P. Lorusso & Co. | |
| Antonio Scorcin, Sub-Agent. | |
| Capt. J. J. Griffith, Sub-Agent. | |
| Tracey Bros. (Lim.) | |
| H. W. Baker. | |
| Tracey Bros. (Lim.) (British Consulate). | |
| W. W. Gray, Sub-Agent.<br>Thomas W. Robertson, Sub-Agent. | |
| James Fisher & Sons. | |
| Mesopotamia-Persia Corp. (Lim.) | |
| Bulloch Bros. & Co. (Lim.). | |
| John Holt & Co. (Liverpool) (Lim.), Sub-Agent. | |
| The Borneo Co., (Lim.) | |
| Francis Peek & Co. (Lim.) | |
| The Manager of Borneo Co. (Lim.) | |
| C. J. Melanson, Sub-Agent. | |
| Bathurst Trading Co. (Lim.). | |
| V. M. Vadivelu & Bros., Sub-Agents. | |

EXPLANATION.—Llds. Lloyds (London).—N. Y. New York.—S. F. San Francisco.—U. S. United States Salvage Association.

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|---|---|
| BAY ST. LAWRENCE | Llds. |
| BAY SHORE (N. Y.) | N Y |
| BAY VERTE (N. B.) | Llds. |
| BAYONNE | Llds. |
| BEACHPORT | Llds. |
| BEAUFORT (N. C.) | N Y |
| BEAUMARIS | Llds. |
| BEIRA | Llds. |
| BEIRUT | N Y |
| BELFAST (Ire.) | N Y<br>Llds. |
| BELGRADE | Llds. |
| BELIZE (Honduras) | Llds.<br>N Y |
| BELLE ISLE | Llds. |
| BELLOCHANTUY | Llds. |
| BENBECULA | Llds. |
| BENGHAZI | Llds. |
| BENICARLO | Llds.<br>N Y |
| BENISAF | Llds. |
| BENI-SOUEF | Llds. |
| BENKOELEN | Llds. |
| BERBICE | Llds. |
| BERGAMO | N Y |
| BERGEN | Llds.<br>N Y |
| BERLIN (Ger.) | Llds. |
| BERMUDA | Llds. |
| BERWICK | Llds. |
| BEYROUT | Llds. |
| BIDEFORD | Llds. |
| BILBAO | U S<br>Llds. |
| BIMLIPATAM | Llds. |
| BISCEGLIE | Llds. |
| BISSAO | Llds. |
| BIZERTA | Llds. |
| BJORKO | Llds. |
| BJORNEBORG | Llds. |
| BLACK RIVER (Ja) | Llds.<br>N Y |
| BLAKENEY | Llds |
| BLENHEIM | Llds. |
| BLOCK ISLAND | N Y |
| BLOEMFONTEIN | Llds. |
| BLUEFIELDS (Nic.) | Llds. & N Y |
| BLYTH | Llds. |
| BOA VISTA (Island of) | Llds. |
| BODO | Llds. |
| BOGOTA | Llds.<br>N Y |
| BOLAMA | Llds. |
| BOLIVAR | |
| BOLOGNA | N Y |
| BOMA | Llds. |
| BOMBAY | U S & N Y<br>Llds. |
| BONA | Llds.<br>N Y |
| BONANZA | Llds. |

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|---|---|
| Rupert Zwicker (Aspy Bay), Sub-Agent. | |
| Albert V. Rogers. | |
| Chas. H. Read, Amherst, N. S. | |
| P. Schoedelin. | |
| Capt. R. E. Solly, Sub-Agent. | |
| Albert I. Lewis. | |
| S. M. Owen, Sub-Agent. | |
| Manica Trading Co. (Lim.) | |
| Bucher & Co. | |
| Sinclair & Boyd | |
| H. & Ch. Vogeli. | |
| Belize Estate & Produce Co. (Lim.) | |
| A. R. Usher. | |
| Rene Lanco, Sub-Agent. | |
| D. Smith, Sub-Agent. | |
| I. D. Macleod, Sub-Agent. | |
| Antonio Ellul. | |
| F. A. Lores, Sub-Agent. | |
| F. Arnau Lores, Sub-Correspondent. | |
| Joseph Noel, Sub-Agent. | |
| Anglo-Egyptian Bank (Lim.), Sub-Agent. | |
| Borneo Sumatra Handel Mij, Sub-Agent. | |
| S. Davson & Co. (Lim.). | |
| Ernesto Poloni, Sub-Correspondent | |
| Jacob C. Christensen. | |
| Thv. Halvorsen. | |
| T. Robbins, M. C. | |
| Harnett & Richardson (Hamilton). | |
| Robert Logan. | |
| African & Eastern (Near East) (Lim.) | |
| Smyth-Richards, Stapledon & Fox. | |
| Pedro J. de Galindez. | |
| James Innes (British Vice-Consul) | |
| The Coromandel Co. (Lim.), Sub-Agent. | |
| Sergio Simone fu Vincenzo, Sub-Agent. | |
| Georges Janssens. | |
| Major W. H. Fox (British Consul). | |
| A. Kemppi, Sub-Agent. | |
| A. B. Lars Krogius & Co. | |
| W. G. Hendriks, Sub-Agent. | |
| John Connacher, Sub-Correspondent. | |
| J. Mitchell, Sub-Agent. | |
| Dalgety & Co. (Lim.), Sub-Agts. | |
| Henry K. Littlefield. | |
| Fraser & Scott, Sub-Agent. | |
| Thomas W. Waters. | |
| Geo. Emerson Tynemouth. | |
| Benholiel & Benholiel, Sub-Agt. | |
| Magnus Fische, Sub-Agent. | |
| George E. Child. | |
| Tracey Bros., Ltd. | |
| Leon Lebrun, Sub-Agent. | |
| See Ciudad Bolivar. | |
| Avv. Erardo Gajani, Sub-Correspondent. | |
| Compagnie Francaise du Bas Congo, Sub-Agents. | |
| F. E. Hardcastle & Co. | |
| Capt. S. E. C. White. | |
| G. C. Bowker (British Vice-Con.) | |
| George C. Bowker. | |
| J. M. Ruiz Martinez, Sub-Agent. | |

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|---|---|
| BONESS | Llds. |
| BONIFACIO (Corsica) | Llds. |
| BONNY | Llds. |
| BOOTHBAY HARBOR | N Y<br>Llds. |
| BORDEAUX | N Y & Llds.<br>U S |
| BORGA | Llds. |
| BORNHOLM (Island of) | Llds. |
| BOSCASTLE | Llds. |
| BOSTON (U. S.) | Llds.<br>N Y |
| BOSTON (Eng.) | Llds. |
| BOTWOOD | Llds. |
| BOUGIE | Llds. |
| BOULMER | Llds. |
| BOULOGNE-SUR-MER | N Y & Llds. |
| BOURGAS | Llds.<br>N Y |
| BOWEN (Queensland) | Llds. |
| BRAILA | Llds.<br>N Y |
| BRÄNFORS | Llds. |
| BRASS | Llds. |
| BRATISLAVA | Llds. |
| BRAVA (Isld. of) | Llds. |
| BRAZZAVILLE | Llds. |
| BREDASDORP | Llds. |
| BREMEN | Llds, N Y & U S |
| BRESCIA | N Y |
| BREST | N Y<br>U S<br>Llds. |
| BRIDGEHAMPTON | N Y |
| BRIDGETOWN (Barbados) | N Y<br>U S |
| BRIDGWATER | Llds. |
| BRIDLINGTON | Llds. |
| BRIDPORT | Llds. |
| BRIGHTLINGSEA | Llds. |
| BRIGHTON | Llds. |
| BRINDISI | N Y<br>Llds. |
| BRISBANE | N Y<br>U S<br>Llds. |
| BRISTOL | Llds.<br>N Y |
| BRITISH SOLOMON ISLANDS | Llds. |
| BRITONFERRY | Llds. |
| BRIXHAM | Llds. |
| BROADFORD | Llds. |
| BROOME (West Australia) | Llds. |
| BROUWERSHAVEN | Llds. |
| BRUGES | Llds. |
| BRUNSWICK | Llds.<br>N Y |
| BRUSSELS | Llds. |

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|---|---|
| Harrower, Welsh & Co., Sub-Agents. | |
| Carrega & Santini, Sub-Agent. | |
| The Agent of the African & Eastern Trade Corp. (Lim.). Ben Ledi Factory, Bonny. | |
| Sewall T. Maddocks. | |
| Sewall T. Maddocks, Sub-Agts. | |
| Comite des Assureurs Maritimes de Bordeaux. | |
| See Havre. | |
| Gosta Kyntzell, Sub-Agent. | |
| Capt. Chr. Möller, Ronne, Sub-Agent. | |
| Harry Bowering. | |
| F. G. Macomber. | |
| A. J. Daigneau. | |
| Alf H. Read & Son, Sub-Agents. | |
| Thos. Arklie, Sub-Agent. | |
| Laurent Schiaffino, Sub-Agent. | |
| W. Stephenson, Sub-Agent. | |
| Banque Adam. | |
| A. C. Kendall (British Vice-Consul). | |
| A. C. Kendall. | |
| Burns, Philp & Co. (Lim.) | |
| Watson & Youell Shipping Agency (Lim.) | |
| Ard. G. S. Youghaperian. | |
| A. Högman, Sub-Agent. | |
| The Agent of the African & Eastern Trade Corp. (Lim.), Swan Beach, Brass, Southern Nigeria. | |
| A. E. Dowden, Sub-Agent. | |
| S. Benoliel, Sub-Agent. | |
| Compagnie Francaise du Bas Congo. | |
| F. J. P. du Toit, Sub-Agent. | |
| Frederick Reck & Co. | |
| Giulio Cabrini, Sub-Correspondent. | |
| R. De la Ménardière, Sub-Correspondent. | |
| Alfred Pitel. | |
| R. Arnault de la Ménardière. | |
| Geo. H. Hildreth. | |
| H. B. G. Austin. | |
| Gardiner, Austin & Co. (Lim.) | |
| Sully & Hurman. | |
| Chas. H. Gray. | |
| Norman Good. | |
| W. H. Fieldgate. | |
| W. R. Steer, Sub-Agent. | |
| Edmondo Musciacco & Fllo., Sub-Correspondents. | |
| Teodoro Titi. | |
| Richard S. Taylor. | |
| American Trading Co. | |
| Gibbs, Bright & Co. | |
| F. H. C. Barnard. | |
| William Henry James. | |
| Lever's Pacific Plantations (Lim.), Gavutu. | |
| M. G. Roberts & Co., Sub-Agt. | |
| R. S. Dugdall. | |
| John MacInnes, Sub-Agent. | |
| A. Male. | |
| J. de Kater, Sub-Agent. | |
| Wm. Neuts & Co., Sub-Agent. | |
| Capt. Rosendo Torras. | |
| Capt. A. Maddison. | |
| Thomas & Ellis, Sub-Agent. | |

EXPLANATION.—Llds. Lloyds (London).—N. Y. New York.—S. F. San Francisco.—U. S. United States Salvage Association.

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|---|---|
| Bucaramanga | Llds. N Y |
| Bucharest | Llds. |
| Buckie | Llds. |
| Budapest | Llds. |
| Bude | Llds. |
| Buenaventura | Llds. U S N Y |
| Buenos Aires | U S & N Y Llds. |
| Buffalo | Llds. |
| Bukoba | Llds. |
| Buluwayo | Llds. |
| Bunbury | Llds. |
| Buncrana | Llds. |
| Bundaberg | Llds. |
| Burnham-on-Crouch | Llds. |
| Burntisland | Llds. |
| Burriana | Llds. N Y |
| Burryport | Llds. |
| Burtonport | Llds. |
| Burutu | Llds. |
| Bushire | Llds. |
| Busreh | N Y & Llds. |
| Cadiz | U S, N Y & Llds. |
| Caen | Llds. |
| Cagliari | N Y Llds. |
| Caherciveen | Llds. |
| Caibarien | Llds. N Y |
| Caicos Islands | Llds. |
| Cairns (Queensland) | Llds. |
| Cairo | Llds. |
| Calabar | Llds. |
| Calais (France) | Llds. |
| Calcutta | N Y & Llds. U S |
| Caldera | Llds. |
| Caleta Buena | Llds. |
| Caleta Coloso | Llds. |
| Calgary | Llds. |
| Cali | N Y & Llds. |
| Calicut | Llds. |
| Callao | U S |
| Calmar | Llds. |
| Cameroons | Llds. |
| Camocim | Llds. |
| Campbeltown (Scotland) | Llds. |
| Campeche | N Y Llds. |
| Canary Islands | N Y |
| Candia | Llds. |
| Canea (Island of Crete) | N Y |
| Canisbay | Llds. |
| Canna | Llds. |
| Cannes | Llds. |

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|---|---|
| J. C. Mutis, Sub-Agent. | |
| Pedro E. Novoa, Sub-Correspondent. | |
| Watson & Youell Shipping Agency (Ltd.) | |
| J. L. McNaughton, Sub-Agent. | |
| Capt. Thomas Domaille. | |
| J. W. Banbury & Son. | |
| Annibale Pagnamenta & Co. | |
| Llano & Cia. | |
| Carlo Pagnamento. | |
| F. B. O'Grady & Co. | |
| Edward Cooper & Son. | |
| J. A. Weisbeck. | |
| British East African Corp. (Lim.), Sub-Agents. | |
| H. B. Ellenbogen, Sub-Agent. | |
| T. Hayward & Sons, Sub-Agt. | |
| Wm. Moore, Sub-Agent. | |
| W. E. Curtis & Co. (Lim.) | |
| F. J. Prior, Sub-Agent. | |
| William Erskine. | |
| Telmo Selma, Sub-Agent. | |
| Telmo Selma, Sub-Correspondent. | |
| F. J. Evans, Sub-Agent. | |
| J. F. O'Donnell, Sub-Agent. | |
| Colonial Bank, Sub-Agents. | |
| The Mesopotamia Persia Corp. (Lim.) | |
| The Mesopotamia Persia Corp. (Lim.) | |
| Daniel MacPherson. | |
| G. Lecerf, Sub-Agent. | |
| Dr. Emanuele Armeni, Sub-Correspondent. | |
| Dr. Emanuele Armeni, Sub-Agt. | |
| W. J. Leslie. | |
| Frederico Causo, Sub-Agent. | |
| Mario Figueroa, Sub-Correspondent. | |
| W. S. Jones (Grand Turk). | |
| Burns, Philp & Co. (Lim.) | |
| Gerald C. Delany. | |
| The Agent of the African & Eastern Trade Corp. (Lim.), Matilda Factory, Calabar, S. Nigeria. | |
| Geo. Foissey. | |
| Gladstone, Wyllie & Co. | |
| Gladstone, Wyllie & Co. | |
| D. J. Mackenzie. | |
| Thomas W. Pye (British Vice-Consul), Sub-Agent. | |
| A. E. Danks (British Vice-Consul), Sub-Agent. | |
| Toole, Peet & Co. (Lim.) | |
| Ricardo Price, Sub-Agent. | |
| Madura Co. (Lim.) | |
| See Lima. | |
| Johan Gustav Kreuger | |
| John Holt & Co. (Lim.) (Bell Beach, Duala). | |
| Joao N. F. Cavalcante, Sub-Agts. | |
| Robt. McEachran. | |
| Domingo Diego, Sucs., Sub-Correspondents. | |
| Luis P. Florencia, Sub-Agent. | |
| Blandy Bros. & Co. (Las Palmas) | |
| P. Th. Alepoudelis & Co., Sub-Agent. | |
| Henry Preve. | |
| Wm. Kennedy, Sub-Agent. | |
| A. G. Thom, Sub-Agent. | |
| F. Flory, Sub-Agent. | |

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|---|---|
| Canso (N. S.) | Llds. & N Y |
| Canton | Llds. U S N Y |
| Cape Chatte | Llds. |
| Cape Coast Castle | Llds. |
| Cape Gracias | Llds. N Y |
| Cape Haitien (Haiti) | Llds. U S N Y |
| Cape Palmas (Liberia) | Llds. |
| Capetown | N Y Llds. & U S |
| Cape Verde Islands | Llds. N Y |
| Caravellas | Llds. |
| Cardenas | N Y Llds. |
| Cardiff | Llds., N Y |
| Cardigan | Llds. |
| Carloforte (Sardinia) | Llds. N Y |
| Carlshamn | Llds. |
| Carnarvon | Llds. |
| Carne | Llds. |
| Carradale | Llds. |
| Carro | Llds. |
| Cartagena (Rep. of Colombia) | Llds. N Y |
| Cartagena (Spain) | Llds. N Y |
| Carupano | Llds. |
| Casablanca (Morocco) | N Y & Llds. |
| Castellamare di Stabia | Llds. |
| Castellon | Llds. N Y |
| Castellorizo | Llds. |
| Castletown | Llds. |
| Castletown Berehaven | Llds. |
| Castries (St. Lucia, W.I.) | N Y & U S |
| Castro Urdiales | Llds. |
| Catania | N Y Llds. |
| Catanzaro | Llds. |
| Cattaro | Llds. |
| Cavalla | Llds. |
| Cayenne | Llds. & N Y |
| Cayman Islands | Llds. N Y |
| Ceara | Llds. |
| Cebu | Llds. N Y |
| Cephalonia | Llds. |
| Cette | N Y Llds. |
| Ceuta | Llds. |
| Ceylon | |
| Chalkis | Llds. |

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|---|---|
| A. N. Whitman & Son, Ltd., Sub-Correspondents. | |
| Deacon & Co., Sub-Agents. | |
| See Hong-Kong. | |
| Arnhold & Co. (Lim.) | |
| J. S. Russell, Sub-Agent. | |
| The Agent of the African & Eastern Trade Corp. (Lim.). | |
| Chas. A. Hodgson, Sub-Agent. | |
| Chas. A. Hodgson, Jr., Sub-Correspondent. | |
| Jules Dévé | |
| C. C. Woolard. | |
| Jules Dévé. | |
| W. D. Woodin & Co. (Lim.), Sub-Agent. | |
| Wm. Spilhaus & Co. (Lim.). | |
| Thomson, Watson & Co. | |
| Millers & Corys (Lim.) (St. Vincent). | |
| Millers & Corys (Lim.) | |
| G. Costa & Co., Sub-Agent. | |
| Octavio F. Gonzalez, Sub-Correspondent. | |
| Rene Villa, Sub-Agent. | |
| John Bovey & Co. | |
| R. Thomas. | |
| P. G. Mercalli, Sub-Agent. | |
| P. G. Mercalli, Sub-Correspondent. | |
| W. Schmidt & Co. | |
| John Edwards Jones. | |
| Harvey Boxwell, Sub-Agent. | |
| J. Ritchie, Sub-Agent. | |
| Auguste Lafont, Sub-Agent. | |
| C. Stevenson | |
| Carlos Stevenson. | |
| Peter Miller (British Vice-Consul). | |
| MacAndrews & Co. (Lim.) | |
| Orsini & Hijos, Sub-Agent. | |
| Murdoch, Butler & Co. | |
| E. S. Albanese (V. C.), Sub-Agt. | |
| Salvador Mayor, Sub-Agent. | |
| Salvador Mayor, Sub-Correspondent. | |
| Pandeli Anastassiade, Sub-Agt. | |
| Thos. Kewish, Sub-Agent. | |
| Denis F. MacCarthy, Sub-Agent. | |
| Barnard, Sons & Co. | |
| Antonio Ybanez (British Vice-Consul), Sub-Agent. | |
| Gioacchino Napoli & Figli, Sub-Correspondents. | |
| Frank Elford. | |
| Vincenzo Bruno. | |
| E. Kamenarovic, Sub-Agent. | |
| Manthos Zoides, Sub-Agent. | |
| A. Quintrie. | |
| W. M. Cochran (Grand Cayman.) | |
| Albert E. Panton (Georgetown, Grand Cayman). | |
| Salgado Filho & Co. | |
| Smith, Bell & Co. (Lim.). | |
| Macleod & Co., Inc. | |
| G. Carafas, Sub-Agent. | |
| Jean Comolet. | |
| Cie. Nouvelle de Navigation Busck, Sub-Agent. | |
| Jacob A. Benasayag, Sub-Agent. | |
| See Colombo. | |
| C. J. Caracostas, Sub-Agent. | |

Explanation.—Llds. Lloyds (London).—N. Y. New York.—S. F. San Francisco.—U. S. United States Salvage Association.

| | |
|---|---|
| Chanaral | Llds. |
| Changsha | Llds. |
| Charente & Rochfort | Llds. |
| Charleston, S. C. | N Y<br>Llds. |
| Charlestown | Llds. |
| Charlottetown (P. E. I.) | N Y<br>Llds. |
| Chatham (Cape Cod) | N Y |
| Chatham Islands | Llds. |
| Chee-Foo | Llds.<br>U S |
| Chemulpo | U S<br>Llds. |
| Cherbourg | Llds. |
| Cheribon | Llds. |
| Chicago | N Y & Llds. |
| Chicoutimi | Llds. |
| Chincoteague (Va.) | N Y |
| Chinde | Llds. |
| Chindio | Llds. |
| Chio | Llds.<br>N Y |
| Chittagong (Bengal) | N Y & Llds. |
| Christchurch (N. Z.) | Llds. & N Y |
| Christiansand | N Y<br>Llds. |
| Christiansted | Llds. |
| Christiansund | Llds. |
| Chungking | Llds. |
| Cienfuegos (Cuba) | N Y<br>Llds. |
| Cincinnati | Llds. |
| Ciudad Bolivar | Llds.<br>N Y |
| Civitavecchia | Llds.<br>N Y |
| Clachan | Llds. |
| Clacton-on-Sea | Llds. |
| Clarke City | Llds. |
| Cleveland | Llds. |
| Clifden | Llds. |
| Clochkiel | Llds. |
| Clovelly | Llds. |
| Clynnog | Llds. |
| Coast of Finland, from Kristinestad to Gamlah Kareeby | |
| Cocanada | Llds. |
| Cochabamba | Llds. |
| Cochin | N Y<br>Llds. |
| Cocos or Keeling Islands | Llds. |
| Coleraine | Llds. |
| Colima | Llds. |
| Coll | Llds. |
| Cologne | Llds.<br>N Y |
| Colombo (Ceylon) | Llds.<br>N Y |
| Colon (Pan.) | N Y<br>Llds. |

| | |
|---|---|
| Sheriff Bros. (British Consular Agency). | |
| Jardine, Matheson & Co. (Lim.), Sub-Agents. | |
| Grenfell Williamson. (Tonnay-Charente.) | |
| B. F. Alston. | |
| James C. Roach, Acting British Vice-Consul. | |
| John Addison, Sub-Agent. | |
| Carvell Brothers. | |
| Hyndman & Co. (Lim.). | |
| Harry A. Bearse. | |
| J. H. Prenderville, Sub-Agent. | |
| Cornabe, Eckford & Co. | |
| See Shanghai. | |
| See Shanghai. | |
| Bennett & Co. | |
| Henri Buhot. | |
| Netherlands Trading Co., Sub-Agents. | |
| D. W. MacDonald. | |
| Capt. J. W. Foster, Sub-Agent. | |
| Nathaniel S. Smith. | |
| W. A. Duquid (British Vice-Consul), Sub-Agent. | |
| The African Lakes Corp. (Lim.), Sub-Agent. | |
| Jean Pissis, Sub-Agent. | |
| John Pissis, Sub-Correspondent. | |
| Bulloch Brothers & Co. (Lim.) | |
| Kinsey & Co. (Lim.) | |
| Gunnar E. Due. | |
| F. Reinhardt & Co. (British Vice-Consulate). | |
| R. L. Merwin & Co., Sub-Agents. | |
| J. C. Loennechen, Sub-Agent. | |
| Jardine, Matheson & Co. (Lim.), Sub-Agents. | |
| Emilio Hernandez, Sub-Correspondent. | |
| Juan de Mazarredo | |
| Neare, Gibbs & Co., Sub-Agts. | |
| Dalton & Co. | |
| Dalton & Co., Sucs. | |
| A. Bellettieri & Co. | |
| Antonio Bellettieri & Co., Sub-Correspondents. | |
| Morris McMurchy, Sub-Agent. | |
| S. J. R. Legerton, Sub-Agent. | |
| F. W. Clark, Sub-Agent. | |
| R. Parry-Jones. | |
| J. J. D'Arcy, Sub-Agent. | |
| James McGeachy, Sub-Agent. | |
| J. Whitfield, Sub-Agent. | |
| Edward Watkins, Sub-Agent. | |
| See Wasa. | |
| The Coromandel Co. (Lim.). | |
| Q. Darby Pictor. | |
| Volkart Bros. | |
| Peirce, Leslie & Co. (Lim.). | |
| J. S. Clunies Ross, Correspondent. | |
| Capt. Fredk. Henry Watt, J. P. | |
| D. G. C. MacNeil (British Con.) | |
| R. Sturgeon, Sub-Agent. | |
| Gellatly, Hankey & Co. | |
| Carl Kissinger. | |
| Aitken, Spence & Co. | |
| Delmege, Forsyth & Co. (Lim.) | |
| Joseph Fidanque. | |
| D. S. Webster. | |

| | |
|---|---|
| Colonsay | Llds. |
| Como | N Y |
| Comodoro Rivadavia | Llds. |
| Conakry | Llds. |
| Concarneau | Llds. |
| Concepcion | U S<br>Llds. |
| Concepcion del Uruguay | Llds. |
| Concordia | Llds. |
| Connah's Quay | Llds. |
| Constantinople | Llds.<br>U S<br>N Y |
| Constantza | Llds.<br>U S |
| Conway | Llds. |
| Coos Bay (Oregon) | Llds. |
| Copenhagen | Llds.<br>U S<br>N Y |
| Coquimbo | Llds.<br>N Y |
| Corcubion | Llds. |
| Corfu | Llds. |
| Corinto | Llds.<br>U S<br>N Y |
| Cork | Llds. |
| Corner Brook | Llds. |
| Coronel | Llds. |
| Corsica, Island of | Llds. |
| Corunna | Llds.<br>N Y |
| Corunna (and Spanish Ports in Bay of Biscay) | U S |
| Cos | Llds. |
| Cotrone | Llds. |
| Crail | Llds. |
| Craster | Llds. |
| Cresswell by Morpeth | Llds. |
| Crete (Island of) | Llds.<br>N Y |
| Cromer | Llds. |
| Crookhaven | Llds. |
| Croyde | Llds. |
| Crubesdale | Llds. |
| Cuddalore | Llds. |
| Cullera | Llds.<br>N Y |
| Curacao | Llds.<br>U S & N Y |
| Cushendall | Llds. |
| Cuxhaven | Llds. |
| Cymaran | Llds. |
| Dairen (Manchuria) | N Y<br>Llds. |
| Daitotei (Japan) | N Y |
| Dakar | N Y<br>Llds. |
| Dalbeattie | Llds. |
| Dalny (Manchuria) | U S |
| Damascus | Llds. |
| Danzig | Llds.<br>N Y |

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|---|---|
| Malcolm McIntyre, Sub-Agent. | |
| Rag. Francesco Bergna, Sub-Correspondent. | |
| M. M. Venter (British Vice-Consul), Sub-Agent. | |
| Paterson, Zochonis & Co., Sub-Agents. | |
| M. Deyrolle-Guillon, Sub-Agent. | |
| Wessel, Duval & Co. | |
| Gibbs & Co. | |
| J. J. Terenzi, Sub-Agent. | |
| John McLeod, Sub-Agent. | |
| Coppack Bros. & Co. | |
| J. W. Whittall & Co. (Lim.) | |
| U. E. Guerrini. | |
| Ed. La Fontaine & Sons. | |
| Watson & Youell Shipping Agency (Lim.). | |
| See Constantinople. | |
| Wm. Roberts, Sub-Agent. | |
| G. R. Theiring, Sub-Agent. | |
| H. J. Sonne. | |
| Gron & Witzke (Lim.) | |
| Jansen & Co. | |
| Huth & Co. | |
| A. V. Goudie. | |
| Compania General de Carbones, Sub-Agent. | |
| Alfred Woodley. | |
| C. L. Hinckel, Sub-Agent. | |
| J. L. Griffith & Co. | |
| Charles A. Hinckel. | |
| A. C. Horne & Co. | |
| Capt. Roland Geary, Sub-Agent. | |
| Franklin & Co., Sub-Agents. | |
| A. Bezert (Vice-Consul) (Bastia). | |
| Rafael Hervada. | |
| Alvaro Cornide. | |
| Viuda de Daniel Alvarez. | |
| John Economides, Sub-Agent. | |
| N. Giannini, Sub-Agents. | |
| G. W. S. Morris. | |
| Henry Grey, Sub-Agent. | |
| Robert Brown, Sub-Agent. | |
| Anthony A. Petychakis (British Vice-Consul) (Canea). | |
| Henry Preve. | |
| G. Miller Wight, Sub-Agent. | |
| John Beamish (Skibbereen). | |
| A. V. Youings, Sub-Agent. | |
| W. Watson, Sub-Agent. | |
| Parry & Co., Sub-Agents. | |
| J. Ferrer y Villarroya, Sub-Agent. | |
| J. Ferrer y Villarroya, Sub-Correspondent. | |
| J. & D. Jesuran (Willemstad.) | |
| J. A. Correa. | |
| Jas. C. McElheron, Sub-Agent. | |
| Gellatly, Hankey & Co., Hamburg. | |
| Evan Hughes, Jr., Sub-Agent. | |
| Frederick John Bardens. | |
| Cornabé, Eckford & Winning. | |
| Tait & Co. | |
| V. Cuthbertson Smith. | |
| R. P. H. Davies (Elder Dempster & Co., Lim.) | |
| G. Wilson & Sons, Sub-Agents. | |
| See Shanghai. | |
| Siouffi, Sabbagh & Co., Sub-Agents. | |
| British Trade Corp. | |
| Erich Pusinelli, G. m. b. H. | |

Explanation.—Llds. Lloyds (London).—N. Y. New York.—S. F. San Francisco.—U. S. United States Salvage Association.

| | |
|---|---|
| DARDANELLES | Llds. |
| DAR-ES-SALAAM | Llds. |
| DARTMOUTH | Llds. |
| DARWIN (No. Australia) | Llds. |
| DEAL (Eng.) | Llds. |
| DEGAMA | Llds. |
| DELAGOA BAY | U S<br>Llds. |
| DELFZYL (including Groningen) | Llds. |
| DEMERARA | Llds. |
| DENIA (Spain) | N Y<br>Llds. |
| DERNA | Llds. |
| DETROIT (Michigan) | Llds. |
| DIEGO SUAREZ | Llds. |
| DIEPPE | Llds.<br>N Y |
| DIGBY (N. S.) | Llds. |
| DINGLE | Llds. |
| DIXCOVE | Llds. |
| DJAMBI | Llds. |
| DJIBOUTI | Llds. |
| DOMINICA | N Y & Llds. |
| DONAGHADEE | Llds. |
| DORDRECHT | Llds. |
| DOUGLAS | Llds. |
| DOVER | Llds. |
| DRAMMEN | Llds. |
| DROGHEDA | Llds. |
| DRUMANY | Llds. |
| DRUMMORE | Llds. |
| DUBAI | Llds. |
| DUBLIN | Llds. |
| DUBROVNIK (Jugoslavia) | N Y |
| DUBROVNIK (Ragusa) | Llds. |
| DULUTH | Llds. |
| DUMFRIES | Llds. |
| DUNBAR | Llds. |
| DUNCANNON | Llds. |
| DUNDALK | Llds. |
| DUNDEE | Llds. |
| DUNEDIN (N. Z.) | N Y & Llds. |
| DUNFANAGHY | Llds. |
| DUNGARVAN | Llds. |
| DUNKIRK (Fr.) | N Y<br>Llds.<br>U S |
| DURAZZO | Llds. |
| DURBAN | N Y<br>U S |
| EASINGTON | Llds. |
| EAST-LONDON (S. Africa) | Llds.<br>N Y |
| EAST-LOOE | Llds. |
| EAST MORICHES (L. I.) | N Y |
| EASTBOURNE | Llds. |
| EDMONTON | Llds. |
| EGERSUND | Llds. |

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| ELBING | See Konigsberg. |
| ELLESMERE PORT | Llds. C. Whitridge, Sub-Agent. |
| ELSINORE | N Y Niels-Christian Jansen.<br>Llds. Martin Larsen, Sub-Agent. |
| EMDEN | Llds. Schulte & Bruns, Sub-Agents. |
| ERGASTERIA (Laurium) | Llds. Kitsos M. Vlassis, Sub-Agent. |
| ERTHOLMS (ISLAND OF) | Llds. Capt. Chr. Möller, Ronne, Sub-Agent. |
| ESBJERB | Llds. C. Breinholt. |
| ESMERALDAS | Llds. M. A. Quintera, Sub-Agent. |
| ETEN | Llds. J. M. Araujo, Sub-Agent. |
| EUREKA | Llds. Thos. Langford, Sub-Agent. |
| EXMOUTH | Llds. Ellett & Son. |
| EYEMOUTH | Llds. J. Weatherhead, Sub-Agent. |
| FAABORG | Llds. Carl Thrane, Sub-Agent. |
| FABRICA COLON | Llds. R. E. B. Lyons, Sub-Agent. |
| FAHAN | Llds. J. J. Rogan, Sub-Agent. |
| FAIR ISLE | Llds. J. Stout, Sub-Agent. |
| FALKENBERG | Llds. Swen Boman, Sub-Agent. |
| FALKLAND ISLANDS | Llds. Falkland Islands Co. (Lim.)<br>N Y Falkland Islands Co. (Lim.) (Stanley). |
| FALMOUTH (Eng.) | Llds. Wm. Broad & Sons.<br>N Y G. C. Fox & Co. |
| FALMOUTH (Jamaica) | N Y Percy E F. Robertson.<br>Llds. Percy E. F. Robertson, Sub-Agt.<br>Llds. Walter Coke Kerr. |
| FALSTER ISLANDS | Llds. H. F. Caroe (Stege, Isle of Moen). |
| FAMAGUSTA | Llds. A. D. Francoudi, Sub-Agent. |
| FANNING ISLAND | Llds. F. A. Winspear, Correspondent. |
| FAR ROCKAWAY (N. Y.) | N Y Edward Roche. |
| FARO | Llds. C. P. dos Santos (Vice-Consul). |
| FAROE ISLANDS | Llds. Jacob Lutzen. |
| FARSUND | Llds. M. A. Berntsen, Sub-Agent. |
| FATHER POINT | Llds. Thos. M. Wyatt, Sub-Agent. |
| FAVERSHAM | Llds. J. S. Mears, Sub-Agent. |
| FAYAL (Azores) | Llds. & N Y E. L. Bulcão. |
| FÉCAMP | Llds. Jerome Malandain, Sub-Agent. |
| FEDALAH | Llds. Emile Allègre, Sub-Agent. |
| FEICHAIG | Llds. J. McIntyre, Sub-Agent. |
| FELANITX | Llds. C. Fuster, Sub-Agent. |
| FEORLINE | Llds. Alexr. Russell, Sub-Agent. |
| FERNANDO-PO | Llds. John Holt & Co. (Lim.) (Liverpool). |
| FERROL | Llds. Viuda de Nicasio Perez. |
| FERRY-SIDE | Llds. Chas. Thomas, Sub-Agent. |
| FETLAR | Llds. John Hughson, Sub-Agent. |
| FEZ | Llds. Lt. Col. Gilbert Mackereth, M. C. (British Vice-Consul), Sub-Agent. |
| FIGUEIRA | Llds. Rendell & Co. |
| FILEY | Llds. Richard Cammish, Sub-Agent. |
| FISHGUARD | Llds. Thos. H. Evans. |
| FIUME | Llds. Capt. S. Raicich, Sub-Agent.<br>N Y Capt. S. Raicich, Sub-Correspondent. |
| FLEETWOOD | Llds. Jno. N. Ward & Son. |
| FLEKKEFJORD | Llds. B. Hanssen, Sub-Agent. |
| FLORENCE | N Y Emilio Enriques, Sub-Correspondent. |
| FLORES | Llds. Alvaro C. Flores (Acting), Santa Cruz. |
| FLORIANOPOLIS | N Y G. H. Chaplin, Sub-Correspondent.<br>Llds. J. Moura, Jr., Sub-Agent. |
| FLORO | Llds. O. Faye Olsen, Sub-Agent. |
| FLUSHING (Holland) | Llds. Pieter De Bruyne (Vice-Consul). |
| FOGO (Island of) | Llds. Antonio Barboza da Silva, Sub-Agent. |
| FOHR | Llds. L. Heymann & Sohne, Wyk Auf Fohr. |
| FOLKESTONE | Llds. Leon Dattè, Sub-Agent. |
| FOO-CHOW | U S See Shanghai.<br>Llds. Bathgate & Co. |

Godfrey Whittall.
Smith, Mackenzie & Co., Sub-Agent.
**E. M. Turnor & Son.**
A. E. Jolly & Co.
M. E. Shrubb, Sub-Agent.
**The Agent of the African & Eastern Trade Corp. (Lim.), Salisbury Factory, Degama, via Bonny.**
J. O. Spence, Spence & Weedon (Ltd.).
John T. Rennie & Sons (Lourenco Marques).

Wynn & Barends, Sub-Agent.
**Booker Bros., McConnell & Co.** (Lim.), (Georgetown).
MacAndrews & Co. (Lim.).
James Morand & Co. (British Vice-Consulate).
**Hatjidakis & Pallavicino, Sub-Agent.**
Stevens T. Mason.
**A. E. Moinard, Sub-Agent.**
R. Delarue & Fils & Gendre.
**R. Delarue & Fils & Gendre.**
**H. B. Short, Sub-Agent.**
Michael Long, Sub-Agent.
The Agent of F. & A. Swanzy (Lim.), Sub-Agent.
Borneo Sumatra Handel Mij. Sub-Agent.
**Society Commerciale d'Affretements et de Commission.**
**C. H. Grell.**
John Baird, Sub-Agent.
G. Mauritz, Sub-Agent.
Alex. Baird, Sub-Agent.
**Geo. Hammond & Co.**
Seeberg & Nielsen (Lim.), Sub-Agent.
**Thos. J. Byrne, Sub-Agent.**
John Boyce, Sub-Agent.
**John Marshall, Sub-Agent.**
**The Mesopotamia-Persia Corp.** (Lim.), Sub-Agent.
**George Bell & Co.**
Banaz & Rusko, Sub-Correspondents.
Banaz & Rusko.
D. MacPhail, Sub-Agent.
R. MacMillan (Kirkcudbright), Sub-Agent.
R. Kirkwood, Sub-Agent.
A. J. Stephens, Sub-Agent.
**Wm. H. Patterson.**
**W. O. Taylor & Co.**
**G. L. Denniston.**
Wm. T. Arnold, Sub-Agent.
**P. Curran, Sub-Agent.**
Ed. Dryburgh, Fils & Co.
**A. Bourbonnaud & Co.**
Benjamin Morel-Spiers.
S. Giovanni di Medua, Sub-Agts.
**W. Dunn & Co.**
John T. Rennie & Sons.
**J. Biggenden, Sub-Agent.**
**F. Dyer (Dyer & Dyer Co., Lim).**
**Dunn & Co.**
**Bishop & Peter, Sub-Agents.**
Scott E. Raynor.
**H. J. Chartres, Sub-Agent.**
R. L. Greene & Co. (Lim.), Sub-Agents.
**O. H. Böe, Sub-Agent.**

EXPLANATION.—Llds. Lloyds (London).—N. Y. New York.—S. F. San Francisco.—U. S. United States Salvage Association.

| | |
|---|---|
| Formosa (Isld. of) | Llds. / N Y |
| Fort de France (Mart.) | N Y & U S |
| Fort Johnston | Llds. |
| Fortune | Llds. |
| Foundiougne | Llds. |
| Fourchu | Llds. |
| Fowey | Llds. |
| Fraserburgh | Llds. |
| Fray Bentos | Llds. |
| Fredericia | Llds. |
| Frederickshald | Llds. |
| Frederickstadt | Llds. |
| Frederikshamm | Llds. |
| Frederikshavn | Llds. |
| Freetown | N Y / U S |
| Fremantle (Australia) | U S |
| Friendly Islands | Llds. |
| Frontera | Llds. |
| Funchal (Madeira) | N Y |
| Fusan | Llds. |
| Gaboon | Llds. |
| Gairloch | Llds. |
| Galatz | N Y |
| Galatz & Braila | U S / Llds. |
| Galle (Ceylon) | N Y |
| Galveston (Texas) | Llds., N Y |
| Galway | Llds. |
| Gandia | Llds. |
| Garrucha | Llds. |
| Gaspe | Llds. |
| Geelong | Llds. |
| Gefle | Llds. / N Y |
| Genoa | Llds. / U S, N Y |
| Georgetown (Gr. Cayman) | N Y / U S |
| Georgetown (S. C.) | N Y |
| Geraldton (West Australia) | Llds. |
| Ghent | Llds. / U S |
| Gibara (Cuba) | N Y / Llds. |
| Gibraltar | Llds. / N Y / U S |
| Gijon | Llds. |
| Girardot | Llds. |
| Girvan | Llds. |
| Gisborne | Llds. |
| Glasgow | N Y / Llds. |
| Glen Ballinskelligs | Llds. |
| Gloucester (Eng.) | Llds. |
| Golspie | Llds. |
| Gonaives (Haiti) | N Y / Llds. |
| Goole | Llds. |
| Gopaulpore | Llds. |
| Gorontalo | Llds. |

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|---|---|
| Boyd & Co. (Taipeh). | |
| Tait & Co. (Taipeh). | |
| J. Theodore Bellonnie. | |
| African Lakes Corp., Sub-Agent. | |
| Lake & Lake, Sub-Agents. | |
| Maurel Frères, Sub-Agent. | |
| D. E. MacLean, Sub-Agent. | |
| Sydney James Samuel. | |
| W. Macconnachie & Co. | |
| M. Suarez, Sub-Agent. | |
| Jens W. Brochner-Mortensen. | |
| Alf. Röd, Sub-Agent. | |
| O. Thiis (V.-Consul). | |
| H. Ahlqvist, Sub-Agent. | |
| P. J. Kall. | |
| John C. Newton (Sierra Leone). | |
| Chas. C. Roberts (Sierra Leone). | |
| American Trading Co. | |
| Burns, Philp (South Sea) Co., (Lim.) | |
| Romano & Co., Sub-Agents. | |
| Blandy Brothers & Co., Lda. | |
| Holme Ringer & Co. (Nagasaki). | |
| J. Holt & Co. (Lim.), Liverpool, (British Vice-Consulate). | |
| A. W. Burgess, Sub-Agent. | |
| Watson & Youell Shipping Agency (Lim). | |
| See Constantinople (Galatz). | |
| Watson & Youell, Braila. | |
| E. Coates & Co. (Galle) (Lim.) | |
| Wm. F. Beers. | |
| Robt. Allan Tennant. | |
| F. Romaguera (British Vice-Consul), Sub-Agent. | |
| Simon de Fuentes, Sub-Agent. | |
| S. A. Veit, Sub-Agent. | |
| Dalgety & Co. (Lim.), Sub-Agt. | |
| Robert Carrick (British Vice-Consul) | |
| Robert Carrick. | |
| Amministrazione MacKenzie. | |
| Evan Mackenzie. | |
| Albert E. Panton. | |
| Pairaudeau & Co. | |
| Fraser & Co. | |
| Burns, Philp & Co. (Lim.) | |
| Aug. Bulcke & Co., Sub-Agents. | |
| See Antwerp. | |
| Beola & Co., Sub-Correspondent. | |
| Rey & Co., Sub-Agents. | |
| Smith, Imossi & Co. | |
| Judah Levy, Jr. | |
| Arthur Defferary & Son. | |
| Arthur Lovelace (British Vice-Consul). | |
| Sucesores de Manuel Nunezu, Sub-Agents. | |
| Andrew McCreadie, Sub-Agent. | |
| Williams & Kettle (Lim.), Sub-Agents. | |
| Brand Bros. & Co. | |
| Thos Dunlop & Sons. | |
| Michael Smith, Sub-Agent. | |
| F. W. Harris, Sub-Agent. | |
| A. Lindsay, Sub-Agent. | |
| J. William Woel. | |
| F. D. McGuffie. | |
| Alex. Meek & Sons. | |
| The Coromandel Co. (Lim.). | |
| W. B. Ledeboer & Co. Sub-Agent. | |

| | |
|---|---|
| Gothenburg | U S / Llds. / N Y |
| Gothland (Isld. of) | Llds. |
| Gourdon | Llds. |
| Grahamstown | Llds. |
| Grand-Bassam | Llds. |
| Grand-Canary | Llds. |
| Grand Lahou | Llds. |
| Grand Manan | Llds. |
| Grand Turk (T. Is.) | N Y |
| Grangemouth | Llds. |
| Granton | Llds. |
| Granville | Llds. |
| Grasse | Llds. |
| Gravesend | Llds. |
| Grays Harbor (Wash.) | N Y |
| Great Inagua | Llds. |
| Great Yarmouth | Llds. |
| Greenport (N. Y.) | N Y |
| Grenaa | Llds. |
| Grenada | N Y & Llds. |
| Greymouth | Llds. |
| Greytown (Nic.) | N Y |
| Grimsby | Llds. |
| Grimstad (Norway) | Llds. |
| Grindstone (Magdalen Islands) | N Y |
| Guadalatara | Llds. |
| Guadeloupe | Llds. / N Y / U S |
| Guam Island | Llds. |
| Guantanamo, Cuba | N Y |
| Guatemala | Llds. / N Y |
| Guayaquil | N Y & Llds. / U S |
| Guaymas | Llds. / U S |
| Guernsey | Llds. |
| Gulfport (Miss.) | N Y / Llds. |
| Guysborough (N. S.) | Llds. / N Y |
| Gwelo | Llds. |
| Haapai | Llds. |
| Hadersley | Llds. |
| Haifa | Llds. |
| Haiphong | U S / Llds. |
| Hakodate | Llds. / N Y |
| Half Assinie | Llds. |

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| Moore & McCormack. |
| Lindahl & Collin. |
| James Sinclair & Son. |
| E. R. Cramer (Wisby). |
| David V. Mowat, Sub-Agent. |
| Eastern Province Guardian Loan and Investment Co., Sub-Agents. |
| Cie. Francaise de l'Afrique Occidentale. |
| Blandy Bros. & Co. (Las Palmas). |
| Cie. Francaise de l'Afrique Occidentale, Sub-Agents. |
| S. D. Guptill, Sub-Agent. |
| W. Stanley Jones & Sons. |
| J. T. Salvesen & Co., Sub-Agts. |
| A. MacGillivray, Sub-Agent. |
| Capt. Robert Benoist. |
| J. G. R. Francois, Sub-Agent. |
| Chas. Percy Bowen. |
| H. M. Delanty, Sub-Correspondent (Aberdeen, Wash.) |
| Arthur L. Symmonett, Sub-Agt. |
| A. H. Cartwright, Sub-Agent. |
| C. P. Brigham. |
| M. A. Praest, Sub-Agent. |
| Alex. Hubbard & Co. (Lim.) (St. George). |
| M. J. Fogarty. |
| H. Arthur Paton. |
| H. Bruce Buckley. |
| Anders Isachsen, Sub-Agent. |
| See Christiansand. |
| Wm. Leslie & Co. |
| Capt. P. G. Holms (Brit. Vice-Consul). |
| J. E De Vaux (British Vice-Consul) (Pointe à Pitre). |
| J. E. DeVaux. |
| E. Fleurot. |
| The Supt. of the Commercial Pacific Cable Co., Correspondents. |
| J. de la Cruz, Sub-Correspondent. |
| Dalgliesh Hermanos. |
| Rosenthal e Hijos. |
| Sociedad Comercial Anglo-Ecuatoriana, Ltda. |
| Martin Reinberg, Andean Trading Co. |
| John Davidson (British Vice-Consul). |
| J. A. McPherson & Cia. |
| Wm. H. Smith. |
| M. Hunkin, Sub-Agent. |
| John J. Clark. |
| A. O. Thompson (British Vice-Consul), Sub-Agent. |
| B. & G. Jost, Sub-Agents. |
| B. & G. Jost (Lim.), Sub-Correspondents. |
| Maj. W. J. Boggie, Sub-Agent. |
| Burns Philp (South Sea) Co. (Lim.), Sub-Agents. |
| C. Hansen, Sub-Agent. |
| African & Eastern (Near East) (Lim), Sub-Agents. |
| See Hong-Kong. |
| Henri Bleton. |
| Peter Joss & Co., Sub-Agent. |
| Howell & Co. |
| The Agent of Messrs. Millers (Lim.), Sub-Agent. |

Explanation.—Llds. Lloyds (London).—N. Y. New York.—S. F. San Francisco.—U. S. United States Salvage Association.

| | |
|---|---|
| Halifax (N. S.) | US<br>N Y<br>Llds. |
| Halmstad | Llds. |
| Hamburg | Llds.<br>U S & N Y |
| Hamilton (Bda.) | N Y<br>U S |
| Hamilton (Ontario) | Llds. |
| Hammerfest | Llds. |
| Hango | Llds.<br>N Y |
| Hankow | Llds.<br>N Y<br>U S |
| Hanoi | U S |
| Hansweerd | Llds. |
| Hapsal | Llds. |
| Harbin | Llds. |
| Harbour Island | N Y |
| Harlingen | Llds. |
| Harstad | Llds. |
| Harwich | Llds. |
| Haugesund | Llds. |
| Hauxley | Llds. |
| Havana | N Y<br>Llds.<br>U S |
| Havre | Llds.<br>N Y<br>U S |
| Hawaiian Islands | Llds. |
| Hayle | Llds. |
| Heath Point (Anticosti) | Llds. |
| Helsingborg | Llds. |
| Helsingfors | N Y<br>U S<br>Llds. |
| Hernosand | Llds. |
| Heysham | Llds. |
| Hobart (Tasmania) | Llds.<br>N Y |
| Hodeidah | Llds. |
| Holbaek | Llds. |
| Holy Island | Llds. |
| Holyhead | Llds. |
| Homs | Llds. |
| Honda | N Y<br>Llds. |
| Hong-Kong | Llds.<br>N Y<br>U S |
| Honolulu (Hawaii) | U S & N Y<br>S F |
| Hook of Holland | Llds. |
| Hornsea | Llds. |
| Horsens | Llds. |
| Houston (Texas) | Llds. |
| Hudiksvall | Llds. |
| Huelva | U S<br>Llds. |
| Hull (England) | Llds. |
| Humansdorp | Llds. |
| Hunstanton | Llds. |
| Hyannisport (Mass.) | N Y |
| Ibo | Llds. |

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|---|---|
| Halifax (N. S.) | Neil Hall.<br>Geo. W. Hensley.<br>Pickford & Black (Lim.). |
| Halmstad | Otto Boman, Sub-Agent. |
| Hamburg | Gellatly, Hankey & Co.<br>Henry Schmidt, Nfl. |
| Hamilton (Bda.) | Harnett & Richardson.<br>Wm. H. Allen. |
| Hamilton (Ontario) | A. B. Lambe, Sub-Agent. |
| Hammerfest | Emil Ellefsen. |
| Hango | A. B. Lars Krogius & Co., O. Y., Sub-Agent.<br>Anton W. Soderstrom. |
| Hankow | Jardine, Matheson & Co. (Lim.)<br>Arnhold & Co. (Lim.).<br>See Shanghai. |
| Hanoi | See Hong-Kong. |
| Hansweerd | F. V. de Groof, Sub-Agent. |
| Hapsal | J. Blauberg, Sub-Agent. |
| Harbin | Cornabé, Eckford & Winning, Sub-Agents. |
| Harbour Island | Wm. T. Pettee. |
| Harlingen | F. Fontein, Jr., Sub-Agent. |
| Harstad | Capt. S. Nielsen, Sub-Agent. |
| Harwich | H. J. Cann (Groom & Son). |
| Haugesund | T. Evers, Sub-Agent. |
| Hauxley | Robt. Taylor, Sub-Agent. |
| Havana | Rene Dussaq.<br>Capt. C. H. Stapleton.<br>Frederick D. Graves. |
| Havre | John Preston Beecher (British Vice-Consul).<br>Paul Giblain.<br>Ernest C. Robinson. |
| Hawaiian Islands | T. H. Davies & Co. (Lim.), (Honolulu). |
| Hayle | Chas. Vivian Wills. |
| Heath Point (Anticosti) | C. Hubert, Sub-Agent. |
| Helsingborg | Otto H. Hillerstrom. |
| Helsingfors | A. B. Victor Ek, O. Y.<br>A/B Nordenfueldske & Stray O/Y.<br>A. B. Lars Krogius & Co., O. Y. |
| Hernosand | Ferdinand Nordin. |
| Heysham | J. Fisher & Sons, Sub-Agents. |
| Hobart (Tasmania) | Wm. Crosby & Co.<br>Marine Underwriters' Ass'n of Tasmania. |
| Hodeidah | Capt. Fazlin Din, I. M. S. (Brit. Political Officer), Sub-Agent. |
| Holbaek | J. L. Fisker, Sub-Agent. |
| Holy Island | George Wilson, Sub-Agent. |
| Holyhead | Thomas Hugh Roberts. |
| Homs | U. Zammit, Sub-Agent. |
| Honda | E. J. Hughes.<br>Ed. Hughes (British Consular Agent), Sub-Agent. |
| Hong-Kong | Gilman & Co. (Lim.).<br>Arnhold & Co. (Lim.).<br>J. Oram Sheppard. |
| Honolulu (Hawaii) | Bruce Cartwright.<br>Bishop Ins. Agency. |
| Hook of Holland | L. F. H. Dirkzwager, Sub-Agt. |
| Hornsea | W. Buttimer, Sub-Agent. |
| Horsens | Carl Wang, Sub-Agent. |
| Houston (Texas) | G. R. Christie, Sub-Agent. |
| Hudiksvall | E. Arndt, Sub-Agent. |
| Huelva | William J. Alcock. |
| Hull (England) | Major A. T. Gough, O.B.E., M.C.<br>William Brown, Atkinson & Co. (Lim.). |
| Humansdorp | A. M. Watkins, Sub-Agent. |
| Hunstanton | J. Riches, Sub-Agent. |
| Hyannisport (Mass.) | Maurice R. Phinney. |
| Ibo | Nyassa Consolidated (Lim.)., Sub-Agent. |

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|---|---|
| Iceland (Danish) | Llds. |
| Ichang | Llds. |
| Ile Rousse | Llds. |
| Ilfracombe | Llds. |
| Iloilo | N Y |
| Imperia | Llds.<br>N Y |
| Imperia (Porto Maurizio) | Llds. |
| Ineboli | U S<br>Llds. |
| Ingonish Beach | Llds. |
| Inhambane | Llds. |
| Invercargill (N. Z.) | Llds. |
| Invergordon | Llds. |
| Inverness | Llds. |
| Iona (Scotland) | Llds. |
| Ipoh | Llds. |
| Ipswich | Llds. |
| Iquique | Llds.<br>N Y |
| Iquitos | Llds. |
| Isaac's Harbor (N. S.) | Llds.<br>N Y |
| Isafjord | Llds. |
| Isle of Barra | Llds. |
| Isle of Bute | Llds. |
| Isle of Colonsay | Llds. |
| Isle of Gigha | Llds. |
| Isle of Islay | Llds. |
| Isle of Jura | Llds. |
| Isle of Man | Llds. |
| Isles of North & South Uist | Llds. |
| Isle of Sanda | Llds. |
| Isle of Skye | Llds. |
| Isle of Wight | Llds. |
| Isle Ornsay | Llds. |
| Iviza | Llds. |
| Jacksonville (Fla.) | Llds.<br>N Y |
| Jacmel (Hayti) | N Y<br>Llds. |
| Jaffa | N Y<br>Llds. |
| Jaffna | Llds. |
| Jakobstad | Llds. |
| Jaraqua (Maceio) | N Y |
| Javea | Llds. |
| Jeddah | Llds.<br>N Y |
| Jeremie (Hayti) | N Y |
| Jersey | Llds. |
| Jerusalem | Llds. |
| Jesselton | Llds. |
| Jinja | Llds. |
| Johannesburg | Llds.<br>N Y |
| Johnshaven | Llds. |
| Jonesport (Me.) | N Y |
| Jucaro | Llds. |
| Junin | Llds. |
| Kalamata | Llds. |
| Kalkudah | Llds. |

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| Iceland (Danish) | Trolle & Rothe (Lim.), Reykjavik. |
| Ichang | Jardine, Matheson & Co. (Lim.), Sub-Agents. |
| Ile Rousse | J. A. Costa, Sub-Agent. |
| Ilfracombe | F. W. Birmingham, Sub-Agent. |
| Iloilo | W. F. Stevenson & Co. (Lim.). |
| Imperia | Lorenzo Lanaro, Sub-Agent.<br>Natale Gibelli, Sub-Corres. |
| Imperia (Porto Maurizio) | Cav. Natale Gibelli, Sub-Agent. |
| Ineboli | See Constantinople.<br>Ercole Leonardi, Sub-Agent. |
| Ingonish Beach | M. L. Peters, Sub-Agent. |
| Inhambane | J. de S. Teixeira, Sub-Agent. |
| Invercargill (N. Z.) | Thos. Brodrick & Co. |
| Invergordon | A. W. Brook, Sub-Agent. |
| Inverness | Donald MacGillivray. |
| Iona (Scotland) | Alexander Ritchie, Sub-Agent. |
| Ipoh | Aylesbury & Nutter (Lim.), Sub-Agent. |
| Ipswich | Lewcock & Pemberton, Sub-Agts. |
| Iquique | Gibbs & Co.<br>E. H. Le Mare. |
| Iquitos | Booth & Co. (London) (Lim.). |
| Isaac's Harbor (N. S.) | Capt. J. McConnell, Sub-Agent.<br>Capt. Jas. McConnell, Sub-Correspondent. |
| Isafjord | Jon. A. Jonsson, Sub-Agent. |
| Isle of Barra | Ranald MacKinnon (Castlebay). |
| Isle of Bute | R. Houston (Rothesay), Sub-Agent. |
| Isle of Colonsay | Jno. Joss (Bowmore, Islay). |
| Isle of Gigha | John MacPherson, Sub-Agent. |
| Isle of Islay | Jno. Joss (Bowmore, Islay). |
| Isle of Jura | Jno. Joss (Bowmore, Islay). |
| Isle of Man | G. E. Kelly (Douglas). |
| Isles of North & South Uist | Donald Ferguson, J.P. (Boisdale). House, Lochboisdale, So. Uist). |
| Isle of Sanda | Archibald Cameron, Sub-Agent. |
| Isle of Skye | Jno. Mackenzie (Dunvegan). |
| Isle of Wight | Alb. Edw. Marvin (Cowes). |
| Isle Ornsay | W. Macdonald, Sub-Agent. |
| Iviza | Juan Escandells, Sub-Agent. |
| Jacksonville (Fla.) | Walter Mucklow (British Consul).<br>Walter Mucklow. |
| Jacmel (Hayti) | Alexandre Vital, Sub-Correspondent.<br>Emile Vital. |
| Jaffa | B. Alonzo & Fils.<br>J. B. Amzalak. |
| Jaffna | W. Mather & Son, Sub-Agent. |
| Jakobstad | Capt. W. Lackstrom, Sub-Agt. |
| Jaraqua (Maceio) | Kenneth C. Macray, Sub-Correspondent. |
| Javea | John Ramos, Sub-Agent. |
| Jeddah | Gellatly, Hankey & Co.<br>G. Lazzerini & Co. |
| Jeremie (Hayti) | Kleber Villedrouin. |
| Jersey | F. J. Renouf (St. Helier), Acting. |
| Jerusalem | E. Shelley, Sub-Agent. |
| Jesselton | Harrisons & Crosfield (Borneo). (Lim.), Sub-Agent. |
| Jinja | British East African Corp. (Lim.) |
| Johannesburg | Wm. Hosken & Co. (Lim.).<br>A. H. Rennie. |
| Johnshaven | James McBay, Sub-Agent. |
| Jonesport (Me.) | E. A. Mansfield, Jr. |
| Jucaro | Clemente, Perez e Hijo, Sub-Agent. |
| Junin | D. S. Henderson (British Vice-Consul), Sub-Agent. |
| Kalamata | Denis A. Pantasopoulo, Sub-Agent. |
| Kalkudah | V. M. Vadivelu & Bros., Sub-Agents. |

Explanation.—Llds. Lloyds (London).—N. Y. New York.—S. F. San Francisco.—U. S. United States Salvage Association.

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|---|---|---|
| KALUNDBORG | Llds. | O. L. Omoe, Sub-Agent. |
| KAMPALA & ENTEBBE | Llds. | British East African Corporation (Lim.). |
| KANO | Llds. | T. Spiers, Sub-Agent. |
| KAOLACK | Llds. | Cie. du Niger Francois, Sub-Agt. |
| KARACHI | U S<br>N Y<br>Llds. | J. G. Smith.<br>Capt. J. G. Smith.<br>Mackinnon, Mackenzie & Co. |
| KARAVOSTASSI | Llds. | C. E. Sides, Sub-Agent. |
| KARONGA | Llds. | African Lakes Corp., Sub-Agts. |
| KATAKOLO | Llds. | C. Cadouni, Sub-Agent. |
| KEARNEY | Llds. | John Orr, Sub-Agent. |
| KEELUNG (Formosa) | U S | Tait & Co. |
| KELANTAN | Llds. | Duff Development Co. (Lim.), Sub-Agent. |
| KELOWNA (Okanagan District, B. C.) | Llds. | H. G. M. Wilson, Sub-Agent. |
| KEMI | Llds. | Joel Jankala, Sub-Agent. |
| KENITRA | N Y | E. Allègre, Sub-Correspondent. |
| KENITRA | Llds. | E. M. Allègre, Sub-Agent. |
| KERASSONDE | Llds. | J. J. Hochstrasser & Co., Sub-Agents. |
| KERTELL (Dagoe Island) | Llds. | Ernest Baron Ungern-Sternberg, Sub-Agent. |
| KEY WEST (Florida) | Llds.<br>N Y | William R. Porter.<br>D. P. Dorgan (Acts in Agent's absence). |
| KHARTOUM | Llds. | William R. Porter. |
| KIAO-CHOW | U S | Gellatly, Hankey & Co., Sub-Agents. |
| KIEL | Llds. & N Y | See Shanghai. |
| KILKEEL | Llds. | Sartori & Berger. |
| KILLORGLIN | Llds. | H. Fry, Sub-Agent. |
| KILLYBEGS | Llds. | Geo. K. Evans, Sub-Agent. |
| KILMORE | Llds. | C. E. Rogers, Sub-Agent. |
| KILMORIE (Arran) | Llds. | Nicholas White, Sub-Agent. |
| KILMUCKRIDGE | Llds. | Jas. Cook, Sub-Agent. |
| KILRUSH | Llds. | Matthew Connors, Sub-Agent. |
| KING'S LYNN | Llds. | M. Glynn & Sons. |
| KINGSTON (Jamaica) | Llds.<br>U S<br>N Y | Garland & Flexman.<br>R. S. Gamble & Son (Kingston).<br>S. D. List (Kingston). |
| KINGSTON (Aust.) | Llds. | E. Haughton Sanguinetti. |
| KINGSTON (Ontario) | Llds. | Dalgety & Co. (Lim.), Sub-Agts. |
| KINGSTOWN (St. Vincent) | N Y | Chas. S. Kirkpatrick. |
| KINSALE | Llds. | John H. Hazell Sons & Co. |
| KINSHASA | Llds. | R. A. Williams, Sub-Agent. |
| KIRKCALDY | Llds. | Compagnie Francaise du Bas Congo, Sub-Agents. |
| KIRKCUDBRIGHT | Llds. | Geo. Todd, Sub-Agent. |
| KIRKENES | Llds. | R. MacMillan, Sub-Agent. |
| KIRKWALL | Llds. | D. H. Andersen, Sub-Agent. |
| KISUMU | Llds. | Capt. Peter Shearer Cooper. |
| KNYSNA | Llds. | British East African Corp.(Lim.) |
| KOBE | U S<br>Llds. & N Y | Thesen & Co., Sub-Agents.<br>A. C. Watson.<br>Cornes & Co. |
| KODIAK | Llds. | W. J. Erskine Coy, Sub-Agent. |
| KOLDING | Llds. | J. E. Damkier Petersen, Sub-Agent. |
| KONIGSBERG | Llds.<br>N Y | Capt. H. Wade (British Pro-Consul).<br>Gustav Herme, Sub-Correspondent. |
| KOPERVIK | Llds. | Magnus Östrem, Sub-Agent. |
| KORSÖR | Llds. | H. Fischer (British Vice-Consul), Sub-Agent. |
| KOTKA | Llds. | H. Melart, Sub-Agent. |
| KOWEIT | Llds. | The Mesopotamia Persia Corp. (Lim.), Sub-Agent. |
| KRAGERO | Llds. | K. Salvesen, Sub-Agent. |
| KRISTINESTAD | Llds. | Wilh. Starck, Sub-Agent. |
| KUALA LUMPUR | Llds. | A. C. Harper & Co. (Lim.), Sub-Agent. |
| LA CALLE | Llds. | G. Magliulo, Sub-Agent. |
| LA CEIBA | Llds. | D. H. McCullough, Sub-Agent. |
| LA CIOTAT | Llds. | E. Jeanselme, Sub-Agent. |
| LA GUAIRA | N Y<br>Llds. | A. Wallis, Sucs.<br>La Guaira Harbour Corp.(Lim.) |
| LA LIBERTAD | Llds. | Manuel y Iraheta, Sub-Agent. |
| LA MADDALENA | N Y<br>Llds. | Ambrogio Courneletti, Sub-Correspondent.<br>Aurelio Susini, Sub-Agent. |
| LA NOUVELLE | Llds. | Cie. Nouvelle de Navigation Busck (Cette.), Sub-Agent. |
| LA PALMA (Isld. of) | Llds. | R. F. Millar (British Vice-Consul), Sub-Agent. |
| LA PAZ | N Y & Llds. | A. G. Thompson. |
| LA PLATA | Llds. | Puleston & Co. (British Vice-Consulate), Sub-Agents. |
| LA ROCHELLE | Llds. | Edouard Prudhomme. |
| LA ROMANA | N Y | D. A. Wetherall, Sub-Correspondent. |
| LA UNION (C. A.) | Llds. | Capt. J. E. Griffiths, Sub-Agent. |
| LAALAND (Isld. of) | | See Moen. |
| LABRADOR COAST | Llds. | Dr. W. T. Grenfell. |
| LABUAN (Isld. of) | Llds. | A. Gurner Vanscolina (Victoria Harbor). |
| LAGOS (Africa) | N Y & Llds.<br>U S | L. A. Archer (Acting), Elder Dempster & Co. (Lim.).<br>Robert S. Sparrow (% Bull West African Line). |
| LAGOS (Portugal) | Llds. | J. P. d'Azevedo (British Vice-Consul), Sub-Agent. |
| LAGUNA DE TERMINOS | Llds. | Geo. A. Ludewig (Campeche). |
| LAMLASH (Arran) | Llds. | James Hodge, Sub-Agent. |
| LAMU | Llds. | Smith, Mackenzie & Co., Sub-Agents. |
| LANCASTER | Llds. | James Nicholson, A. M. I. N. A. (Glasson Dock). |
| LARACHE | Llds. | Lewis Forde (Acting Brit. Vice Consul). |
| LARCHEVEQUE | Llds. | Donald Kemp, Sub-Agent. |
| LARNACA (Cyprus) | Llds.<br>N Y | Luke Zeno Pierides.<br>G. & F. Cirilli. |
| LARNE | Llds. | Howden Bros., Sub-Agent. |
| LARVIK | Llds. | Jos. Clemens, Sub-Agent. |
| LAS PALMAS (Grand Canary) | N Y | Blandy Brothers & Co. (Grand Canary), Ltda. |
| LATTAKIA | Llds. | Th. Vitali, Sub-Agent. |
| LAUGHARNE | Llds. | Wilfred Morgan Pendine, Sub-Agent. |
| LAUNCESTON (Tasmania) | Llds. | Charles H. Smith & Co. (Lim.) |
| LAUTOKA | Llds. | Morris Hedstrom (Lim.), Sub-Agents. |
| LEGHORN | Llds.<br>N Y | Claude H. Henderson.<br>Enrico Fernandez Affricano, Sub-Correspondent. |
| LEGUCIGALPA (Hon.) | Llds. | G. Abadie, Sub-Agent. |
| LEIPZIG | N Y | Dr. Reydt (Kaden & Thiele), Sub-Correspondent. |
| LEITH | Llds. | Furness, Withy & Co. (Lim.) |
| LEMVIG | N Y & Llds. | Lars Kier. |
| LENINGRAD | Llds.<br>N Y | E. Sporleder of Revel (Acting).<br>Wm. Schoenefeldt, Sub-Correspondent. |
| LERWICK | Llds. | Hay & Co. |
| LESSOE (Isld. of) | | See Frederikshavn. |
| LEVUKA (Fiji Islands) | Llds. | Morris Hedstrom (Lim.) |
| LEWES (Del.) | N Y | David W. Burbage. |
| LEWIS | Llds. | M. MacDonald, Sub-Agent (Bernera). |
| LIBAU | Llds. | Helmsing & Grimm. |
| LICATA (Sicily) | N Y<br>Llds. | Angelo Verderame fu Matteo, Sub-Correspondent.<br>Arthur Verderame. |
| LIÉGE | Llds. | Menage & Jowa, Sub-Agents. |
| LILLE | Llds. | L. Sargant, Sub-Agent. |
| LILLESAND | Llds. | H. Hansen, Sub-Agent. |
| LIMA | U S<br>N Y, Llds. | Wessel, Duval & Co.<br>H. M. Beausire & Co. |
| LIMASSOL (Cyprus) | Llds. | Cecil D. Hay. |

EXPLANATION.—Llds. Lloyds (London).—N. Y. New York.—S. F. San Francisco.—U. S. United States Salvage Association.

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|---|---|
| LIMERICK | Llds. |
| LINDI | Llds. |
| LINGAH | Llds. |
| LINWOOD (N. J.) | N Y |
| LISBON | Llds., N Y U S |
| LISCOMB (N. S.) | Llds. N Y |
| LITTLE CAYMAN | Llds. |
| LITTLEHAMPTON | Llds. |
| LIVERPOOL | N Y & Llds. |
| LIVERPOOL (N. S.) | Llds. |
| LIVINGSTON | Llds. |
| LLANAELHAIARN | Llds. |
| LLANDDWYN | Llds. |
| LLANELLY | Llds. |
| LLANFAIR | Llds. |
| LLANFUROG | Llds. |
| LLANGENITH | Llds. |
| LLANRHYDDLAD | Llds. |
| LLYSFAEN | Llds. |
| LOANGO | Llds. |
| LOBITA BAY | Llds. |
| LOCH DONHEAD | Llds. |
| LOCH INVER | Llds. |
| LOCH MADDY (N. Uist.) | Llds. |
| LOCKEPORT (N. S.) | Llds. |
| LODZ | Llds. |
| LOLLAND ISLAND | Llds. |
| LOME | Llds. |
| LONDON | Llds. |
| LONDON | U S, N Y |
| LONDONDERRY | Llds. |
| LORIENT | Llds. |
| LOS ANGELES | Llds. |
| LOSSIEMOUTH | Llds. |
| LOUISBURG | Llds. |
| LOURENCO MARQUES | U S N Y |
| LOVISA | Llds. |
| LOWESTOFT | Llds. |
| LUARCA | Llds. |
| LUBEC (Me.) | N Y |
| LUBECK | Llds. |
| LUDERITZ BAY | Llds. |
| LULEA | Llds. |
| LUNDY ISLAND | Llds. |
| LUNENBURG (N. S.) | Llds. N Y |
| LYBSTER | Llds. |
| LYDNEY | Llds. |
| LYNGÖR | Llds. |
| LYNTON | Llds. |
| LYONS | Llds. |
| LYSEKIL | Llds. |
| MAASS LUIS | Llds. |

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|---|---|
| Mullock & Sons. | |
| Smith, Mackenzie & Co., Sub-Agents. | |
| The Mesopotamia Persia Corp. (Lim.), Sub-Agent. | |
| Mark Townsend (Acting). | |
| James Rawes & Co. | |
| Chester R. Merrill. | |
| James Hemlow, Sub-Agent. | |
| James Hemlow, Sub-Correspondent. | |
| Wm. Hunter, Sub-Agent. | |
| Lt.-Com. A. R. T. Williams, Sub-Agent. | |
| Liverpool & Glasgow Salvage Association. | |
| A. W. Hendry, Sub-Agent. | |
| Edward Reed (Acting) (British Vice-Consul). | |
| Penmaenmawr Welsh Granite Co., (Lim.) Sub-Agents. | |
| Henry Jones, Sub-Agent. | |
| H. F. M. Coombs. | |
| W. I. Williams (Port Dinorwic), Sub-Agent. | |
| E. R. Williams, Sub-Agent. | |
| Jos. Jenkins, Sub-Agent. | |
| Hugh Jones (Penryhn), Sub-Agt. | |
| F. S. Morrell, Sub-Agent. | |
| Compagnie Francaise du Bas Congo, Sub-Agent. | |
| R. A. Duthie (British Vice-Consul), Sub-Agent. | |
| Alex. MacLachlan, Sub-Agent. | |
| James Gordon, Sub-Agent. | |
| Evan Robertson, J. P., Sub-Agent. | |
| W. McMillan, Sub-Agent. | |
| United Baltic Corp. (Ltd.), Sub-Agents. | |
| H. F. Caroe (Stege, Isle of Moen). | |
| The Agent of F. & A. Swanzy (Ltd.), Sub-Agent. | |
| L. H. Scrandrett & Co., Sub-Agents. | |
| W. K. Webster & Co. | |
| Thos. Hugo Corbett. | |
| Ch. & R. Dufilhol. | |
| A. Lester Best, Sub-Agent. | |
| James Grant, Sub-Agent. | |
| A. A. Martell, Sub-Agent. | |
| J. O. Spence, Spence & Weedon (Ltd.). | |
| Delagoa Bay Agency Co. (Lim.). | |
| Anders C. Gjording. | |
| Fredk. Spashett. | |
| F. A. Cascos, Sub-Agent. | |
| Jacob C. Pike. | |
| Wolfgang Gaedertz & Co. | |
| Mann, George & Co., S. A. (Lim.), Sub-Agent. | |
| Capt. K. H. Falkland, Brit. Vice-Consul. | |
| F. W. Allday, Sub-Agent. | |
| A. H. Zwicker, Sub-Agent. | |
| A. H. Zwicker, Sub-Correspondent. | |
| Ch. Ferguson Reid, Sub-Agent. | |
| Grantley Smith, Sub-Agent. | |
| T. Hansen, Sub-Agent. | |
| E. J. Pedder, Sub-Agent. | |
| F. Harcourt Williams (F. W. Angus, Sub-Agent). | |
| Henry Backman, Sub-Agent. | |
| L. F. H. Dirkzwager, Sub-Agent. | |

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|---|---|
| MACAO | Llds. U S |
| MACASSAR (Celebes) | N Y Llds. |
| MACDONELL BAY (S. A.) | Llds. |
| MACEIO | Llds. N Y |
| MACHRIHANISH | Llds. |
| MACKAY (Queensland) | Llds. |
| MACRI | Llds. |
| MADAGASCAR | N Y |
| MADDALENA (Sardinia) | Llds. N Y |
| MADEIRA | Llds. |
| MADRAS | U S N Y & Llds. |
| MADRID | N Y & Llds. |
| MAGDALEN ISLANDS | Llds. N Y |
| MAHDIA | Llds. |
| MAJUNGA | Llds. |
| MALACCA | Llds. |
| MALAGA | U S, Llds. N Y |
| MALDONADO | Llds. |
| MALIN HEAD | Llds. |
| MALMO | U S, Llds., N Y |
| MALTA | Llds., N Y |
| MAN (Isle of) | |
| MANAGUA | N Y Llds. |
| MANAOS | Llds. |
| MANASQUAN (N. J.) | N Y |
| MANCHESTER | Llds. |
| MANDAL | Llds. |
| MANDALA | Llds. |
| MANGALORE | Llds. |
| MANILA | Llds. N Y U S |
| MANIZALES | Llds. |
| MANNHEIM | Llds. |
| MANOE (Isld.) | |
| MANSOURAH | Llds. |
| MANTA | Llds. |
| MANTEO (N. C.) | N Y |
| MANZANILLO (Cuba) | Llds. N Y |
| MANZANILLO | Llds. |
| MAR DEL PLATA | Llds. |
| MARACAIBO (Venez.) | N Y & Llds. U S |
| MARANHAM | Llds. N Y |
| MARBELLA | Llds. |
| MARGATE | Llds. |
| MARIN | Llds. |
| MARSALA | Llds. |
| MARSEILLES | Llds. U S & N Y |
| MARSTRAND | Llds. |
| MARTINIQUE | Llds. N Y |

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|---|---|
| F. Rodrigues, Sub-Agent. | |
| See Hong-Kong. | |
| Sluyters & Co. | |
| Michael, Stephens & Co. (Lim.). | |
| W. Carrison, Sub-Agent. | |
| K. C. Macray (British Vice-Consul) Sub-Agent. | |
| K. C. Macray, Sub-Correspondent. | |
| Donald Fraser, Sub-Agent. | |
| W. H. Paxton & Co. (Lim.). | |
| Ibrahim Effendi Zade Salih Zeki, Sub-Agent. | |
| Cie. Lyonnaise de Madagascar (Tamatave) (Acting). | |
| A. Courneletti, Sub-Agent. | |
| Ambrogio Courneletti, Sub-Correspondent. | |
| Blandy Bros. & Co. | |
| Best & Co. | |
| Wilson & Co. | |
| MacAndrews & Co. (Lim.). | |
| F. W. Leslie, Sub-Agent. | |
| Wm. Leslie & Co. (Grindstone). | |
| E. Boccara, Sub-Agent. | |
| M. Barriquand & Co. | |
| Sime Darby & Co., Sub-Agent. | |
| MacAndrews & Co. (Lim.). | |
| A. Utrera y Hermano. | |
| H. W. Burnett (Vice-Consul), Sub-Agent. | |
| T. Robert Doherty, Sub-Agent. | |
| Frick & Frick (Lim.). | |
| O. F. Gollcher & Sons (Valletta). | |
| See Castletown. | |
| Arthur O. Wallace. | |
| Anglo-Central American Commercial Bank (Lim ). | |
| Booth & Co. (London) (Lim.). | |
| Frank B. Conover. | |
| Stewart & Esplen (Lim.). | |
| H. P. Tallaksen (British Vice-Consul), Sub-Agent. | |
| African Lakes Corp. (Lim.); Mandala (Blantyre), Nyasaland (via Cape Town and Beira). | |
| Peirce, Leslie & Co. (Lim.) | |
| Ker & Co. | |
| Macleod & Co., Inc. | |
| George P. Bradford. | |
| Alejandro Gutiérrez. | |
| Friedrich Hartmann. | |
| See Wyk. | |
| Anglo-Egyptian Bank (Lim.), Sub-Agent. | |
| C. A. Balda, Sub-Agent. | |
| Theo. S. Meekins. | |
| Beattie Shipping Co. | |
| Odon Ferrer, Sub-Correspondent. | |
| Adolf Stoll & Co., Sub-Agent. | |
| John N. Macintosh. | |
| H. L. Boulton, Jr., & Co. | |
| A. A. Cuenca. | |
| Booth & Co. (London) (Lim.). | |
| C. S. d'Oliveira Neves & Co. | |
| G. King-Spark, Sub-Agent. | |
| E. S. Whitehead, Sub-Agent. | |
| Hijos de Rocafort, Sub-Agent. | |
| Nicolo Gerardi, Sub-Agent. | |
| Consortium Savon Frères. | |
| L. Ytier & Co. | |
| E. Rutgerson, Sub-Agent. | |
| Henry Jos. Meagher (British Consul), Fort-de France. | |
| J. T. Bellonnie (Fort de France). | |

EXPLANATION.—Llds. Lloyds (London).—N. Y. New York.—S. F. San Francisco.—U. S. United States Salvage Association.

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|---|---|
| MARYBOROUGH (Queensland) | Llds. |
| MARYPORT | Llds. |
| MASSOWA | Llds. |
| MASTERTON | Llds. |
| MASULIPATAM | Llds. |
| MATADI | Llds. |
| MATANE | Llds. |
| MATANZAS | N Y |
| | Llds. |
| MATTHEWTOWN (Inagua) | N Y |
| MAULMAIN | N Y & Llds. |
| MAURITIUS | Llds. |
| | N Y |
| MAYAGUEZ (Porto Rico) | N Y |
| | Llds. |
| MAZAGAN | Llds. |
| MAZAMET | Llds. |
| MAZARRON | Llds |
| MAZATLAN | Llds. |
| | U S |
| McKINLEY (Maine) | N Y |
| MEDAN | U S |
| | Llds. |
| | N Y |
| MEDELLIN | N Y & Llds. |
| MEJILLONES | Llds. |
| MELBOURNE (Victoria) | N Y |
| | U S |
| | Llds. |
| MELILLA | Llds. |
| MEMEL | Llds. |
| MEMPHIS | Llds. |
| MENADO | Llds. |
| MERIDA (Mexico) | Llds. |
| | N Y |
| MERSINA | Llds. |
| | N Y |
| MESSINA | Llds. |
| | N Y |
| METHIL | Llds. |
| MEXICO CITY | N Y |
| | Llds. |
| MIAMI (Fla.) | N Y |
| MIDDLEFART (I. of Fyen) | Llds. |
| MIDDLESBROUGH | Llds. |
| MIDWAY ISLAND | Llds. |
| MILAN | Llds. |
| | N Y |
| MILFORD HAVEN | Llds. |
| MILLOM | Llds. |
| MIQUELON (St. Pierre) | Llds. |
| | N Y |
| MIRAMICHI (N. B.) | Llds. |
| MISTLEY | Llds. |
| MISURATA | Llds. |
| MITYLENE (Aegean Sea) | N Y |

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|---|---|
| Walkers (Lim.). | |
| W. Walker & Son, Sub-Agent. | |
| Gellatly, Hankey & Co., Sub-Agents. | |
| Dalgety & Co. (Lim.), Sub-Agts. | |
| Maiden & Co., Sub-Agents. | |
| Compagnie Francaise du Bas Congo. | |
| W. Russell, Sub-Agent. | |
| Juan Macias, Sub-Correspondent. | |
| J. J. Urquiza y Bea, Sub-Agent. | |
| A. L. Symmonett. | |
| Bulloch Bros. & Co. (Lim.) | |
| Ireland, Fraser & Co. (Port Louis): | |
| Scott & Co. (Port Louis). | |
| Hiram Gomez. | |
| Thomas Boothby, Jr. (British Vice-Consul). | |
| P. Netto & Sons. | |
| Jean Roux & Co., Sub-Agent. | |
| C. E. Pearse (Brit. Vice-Consul), Sub-Agent. | |
| G. E. S. Watson (British Vice-Consul). | |
| C. W. Norton. | |
| Wm. H. Thurston. | |
| Francis Peek & Co. (Lim.). | |
| Harrisons & Crosfields (Lim.). (British Vice-Consul). | |
| Sluyters & Co. | |
| Tracey Bros. (Lim.). | |
| Thomas R. Brinley, Sub-Agent. | |
| The Marine Underwriters' and Salvage Association of Victoria (Lim.) | |
| American Trading Co. | |
| Dalgety & Co. (Lim.). | |
| W. E. Calver & Co., Sub-Agent. | |
| Raleigh Le May (British Vice-Consul). | |
| Tom. Wellford & Sons, Sub-Agts. | |
| Michael, Stephens & Co. (Lim.), Sub-Agents. | |
| Escalante & Co. | |
| Frank Vallado. | |
| Max & N. Brazzafolli (Acting). | |
| Max & N. Brazzafolli. | |
| A. A. Barrett (Brit. Vice-Consul) | |
| Giuseppe Bozzo, Sub-Correspondent. | |
| S. H. Ohlsen & Co. | |
| Wm. B. Woodrow Co., S. A. | |
| Watson, Phillips & Co.'s, Succrs. | |
| Charles A. Auld. | |
| Johan Behrendt. | |
| Kennedy Bros. | |
| The Superintendents of the Commercial Pacific Cable Co., Correspondents. | |
| Amministrazione Mackenzie, Sub-Agent. | |
| Amministrazione Mackenzie, Sub-Correspondent. | |
| G. S. Kelway. | |
| Capt. A. R. Hudson, Sub-Agent. | |
| Andrew Paturel. | |
| J. Moraze. | |
| Robt. Murray, K. C. (Chatham, N. B.). | |
| F. W. Horlock, Sub-Agent. | |
| Bartolomeo Maccotta, Sub-Agt. | |
| H. O. Paterson, Sub-Correspondent. | |

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|---|---|
| MITYLENE | Llds. |
| MO | Llds. |
| MOBILE | Llds. |
| | N Y |
| MOELFRA | Llds. |
| MOEN (Isle of) | Llds. |
| MOGADOR | N Y |
| | Llds. |
| MOHAMMERAH & KARUN RIVER | Llds. |
| MOLDE | |
| MOLFETTA | Llds. |
| MOLLENDO (Peru) | U S, Llds. & N Y |
| MOMBASA | Llds. |
| MONACO | Llds. |
| MONKDEN | Llds. |
| MONOPOLI | Llds. |
| MONROVIA (Liberia) | Llds. |
| MONTE CHRISTI | Llds. |
| MONTEGO BAY (Jamaica) | N Y & Llds. |
| MONTEVIDEO | U S & N Y |
| | Llds. |
| MONTREAL | Llds. |
| | N Y |
| MONTROSE | Llds. |
| MONTSERRAT | Llds. |
| MOOSE FACTORY (Hudson Bay) | Llds. |
| MORMUGAO | Llds. |
| MORONDAVIA | Llds. |
| MORPHOU BAY | Llds. |
| MOSCOW | N Y |
| MOSS | Llds. |
| MOSSAMEDES | Llds. |
| MOSSEL-BAY (S. Africa) | Llds. |
| MOSTAGANEM | Llds. |
| MOTRIL | Llds. |
| MOVILLE | Llds. |
| MOZAMBIQUE | Llds. |
| MULLION | Llds. |
| MURORAN | Llds. |
| MUROS | Llds. |
| MUSCAT | Llds. |
| MWANZA | Llds. |
| NAGASAKI | N Y & Llds. |
| NAIROBI | Llds. |
| NAKSKOV | Llds. |
| NAMSOS | Llds. |
| NANAIMO | Llds. |
| NANTES | Llds. |
| | N Y |
| NANTUCKET (Mass.) | N Y |
| NAPIER (N. Z.) | Llds. |
| | N Y |
| NAPLES | U S |
| | N Y |
| | Llds. |
| NARVA | Llds. |
| NARVIK | Llds. |

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| R. J. Wilkinson, Sub-Agent. | |
| E. G. Kylberg, Sub-Agent. | |
| T. M. Ross (British Vice-Consul) | |
| G. Russell Ladd. | |
| Capt. Robt. Williams, Sub-Agt. | |
| H. F. Caroe (Stege). | |
| Samuel S. Bendahan. | |
| Leòn Corcos. | |
| The Mesopotamia Persia Corp. (Lim.), Sub-Agent. | |
| See Christiansund. | |
| Pasquale Spadavecchia, Sub-Agent. | |
| W. J. Donnelly. | |
| Smith, Mackenzie & Co. | |
| Commander W. T. Davis, O. B. E., R. N. V. R. (W. G. Henley, Sub-Agent). | |
| Wm. Forbes & Co., Sub-Agents. | |
| Girolamo Santostasi & Figli, Sub-Agent. | |
| W. D. Woodin & Co. (Lim.). | |
| Petit & Co., Sub-Agents. | |
| Walter Coke Kerr. | |
| A. O. Crocker. | |
| Edw. Cooper & Son. | |
| Rob. J. Dale. | |
| Canadian Board of Mar. Udrs. | |
| A. F. Henry & MacGregor (Lim.) | |
| Wm. Llewellyn Wall. | |
| Officer of the Hudson Bay Co. | |
| Killick, Nixon & Co., Sub-Agents. | |
| Dadabhoy & Co., Sub-Agents. | |
| C. E. Sides, Sub-Agent. | |
| J. Foulis Munro (Acting). | |
| Vogt. & Holst (British Vice-Consulate), Sub-Agents. | |
| Eastern & South African Telegraph Co. (Lim.). | |
| Hudson, Vreede & Co. | |
| Jean Courcier, Sub-Agent. | |
| R. M. Martin, Sub-Agent. | |
| John Kane, Sub-Agent. | |
| Eastern & South African Telegraph Co. (Lim.) | |
| Richard Thomas, Sub-Agent. | |
| Peter Joss & Co. (Hakodate), Sub-Agents. | |
| S. P. Pardinas, Sub-Agent. | |
| The Mesopotamia Persia Corp. (Ltd.), Sub-Agents. | |
| British East African Corp. (Lim.), Sub-Agents. | |
| Holme, Ringer & Co. | |
| Smith, Mackenzie & Co., Sub-Agent. | |
| O. Jessen, Sub-Agent. | |
| T Sommerschield (British Vice-Consul), Sub-Agent. | |
| M. C. Ironside, Sub-Agent. | |
| Alfred Trillot. | |
| Frenzer Bonet. | |
| John Killen. | |
| Dalgety & Co. (Lim.). | |
| Robert M. Chadwick. | |
| Evan Mackenzie. | |
| Mariano Maresca fu G., Sub-Correspondent. | |
| Holme & Co. | |
| Nikolai Birkenberg, Sub-Agent. | |
| Johannes Nicolai Aagaard, M. B. E. (British Vice-Consul) | |

EXPLANATION.—Llds. Lloyds (London).—N. Y. New York.—S. F. San Francisco.—U. S. United States Salvage Association.

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|---|---|---|
| Nassau (N. P.) | Llds. & U S N Y | R. H. Curry & Co. |
| Natal | N Y Llds. | Robt. H. Curry. |
| Natal (Rio Grande do Norte) | N Y Llds. | W. Dunn & Co. (Durban). |
| Nauplia | Llds. | John T. Rennie & Sons, Durban. |
| Nauru Island | Llds. | Fernando G. Pedroza (Acting). |
| Navarino | Llds. | Julius von Sohsten, Sub-Agent. |
| Navigator Islands | Llds. | T. P. Angelides, Sub-Agent. |
| Nazareth | Llds. | Capt. P. J. Roberson. |
| | | D. N. Tsiclitiras, Sub-Agent. |
| Nederkalix | Llds. | D. Morrison (Acting). |
| Negapatam | Llds. | H. d'Almeida Laborinho, Sub-Agent. |
| Neiva | Llds. | E. Lindgren, Sub-Agent. |
| Nelson (Kootenay District, B. C.) | Llds. | The Madura Co. (Lim.). |
| Nelson (N. Z.) | Llds. | F. A. Gutierrez & Co., Sub-Agts. |
| Nemours | Llds. | |
| New Bedford (Mass.) | N Y | John Fraser, Sub-Agent. |
| New Caledonia | Llds. | John H. Cock & Co. (Lim.) |
| New Haven (Ct.) | N Y | Octave Llabador, Sub-Agent. |
| New Hebrides | Llds. | Henry H. Dixon. |
| | | T. Johnston (Noumea). |
| New London (Ct.) | N Y | F. H. Mason. |
| New Orleans (La.) | Llds. & N Y | Burns, Philp & Co. (Lim.) (Port Vila). |
| New Plymouth (N. Z.) | Llds. | A. C. Stearns. |
| New Quay | Llds. | |
| New Romney | Llds. | Wm. J. Hardin. |
| | | Newton King (Lim.) |
| New Westminster (Vancouver) | Llds. | H. P. Thomas, Sub-Agent. |
| New York | Llds. S F | Capt. Geo. B. Anderson, Sub-Agent. |
| Newbiggin | Llds. | |
| Newburgh | Llds. | F. J. Coulthard, Sub-Agent. |
| Newcastle (N. S. W.) | Llds. N Y | H. K. Fowler. |
| Newcastle on the Tyne | Llds. | Willcox, Peck & Hughes. |
| Newchwang | Llds. U S | Thomas Hindmarsh, Sub-Agent. |
| Newfoundland | N Y | J. Crombie, Sub-Agent. |
| Newhaven (C. B.) | Llds. | Gibbs, Bright & Co. |
| Newhaven (Eng.) | Llds. | John Graham Brisco. |
| Newport (Wales) | Llds. | Col. Andrew Henderson, C.M.G. |
| Nice | N Y & Llds. | Jardine, Matheson & Co. (Lim.). |
| Nicosia | Llds. | See Shanghai. |
| Nieuwe-Diep | Llds. | See St. Johns, Nfld. |
| | | Reuben Payne, Sub-Agent. |
| Nordmaling | Llds. | Fred. J. Thyer. |
| Norfolk (Va.) | Llds. N Y | T. Beynon & Co. (Lim.). |
| Norfolk Island | Llds. | L. Peruggia. |
| Normanton (Queensland) | Llds. | A. D. Francoudi, Sub-Agent. |
| Norrkoping | Llds. | Duinker, Goedkoop & Co., Sub-Agents. |
| | | E. G. Kylberg, Sub-Agent. |
| North Long Branch (N. J.) | N Y | Capt. John D. Leitch. |
| North Roe | Llds. | James T. Christie. |
| North Ronaldshay | Llds. | C. J. Sullivan (Correspondent). |
| North Somercotes | Llds. | Burns, Philp & Co. (Lim.). |
| North Sunderland | Llds. | Capt. John E. Osterlund, Sub-Agent. |
| North Sydney (C. Breton) | Llds. N Y | |
| Nossibé | Llds. | Chas. B. Lockwood. |
| Nueva Gerona (Isle of Pines) | N Y | Gideon Nicolson, Sub-Agent. |
| | | D. Thomson, Sub-Agent. |
| Nuevitas (Cuba) | Llds. N Y | G. W. Humberstone, Sub-Agt. |
| | | R. J. Cuthbertson, Sub-Agent. |
| Nyborg (Isle of Fyen) | Llds. | Joseph Salter's Sons |
| Nyköbing | Llds. | Joseph Salter's Sons (Lim.) |
| Nyköping | Llds. | Alfred Ardoin, Sub-Agent. |
| | | |
| | | Oscar Schneider, Sub-Correspondent. |
| | | Ramon Alvarez. |
| | | Alberto Hernandez e Hijo, Sub-Correspondent. |
| | | Thos. Wang. |
| | | Marquardt & Tornöe, Sub-Agt. |
| | | Capt. Nils C. Malmberg, Sub-Agent. |

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| Oban | Llds. | C. H. Bisshopp. |
| Ocean City (Md.) | N Y | Jas. H. Mumford. |
| Ocean Island | Llds. | Geo. Wm. W. Cozens. |
| Ocos | | See Guatemala. |
| Odense | N Y Llds. | Chr. Clemmensen. |
| Odessa | N Y | O. M. Friis, Sub-Agent. |
| Oland | Llds. | Curt Schiller (Acting). |
| Old Harbour | | A. Eklof, Sub-Agent. |
| Opobo | Llds | See Kingston. |
| | | The Agent of Miller Bros. (of Liverpool) (Lim.),Newberries. |
| Oporto (Portugal) | N Y & Llds. U S | Rawes & Co. |
| Opunake | Llds. | Blackett & Co. |
| Oran (Algeria) | N Y Llds. | G. W. Rogers, Sub-Agent. |
| Orange (Texas) | Llds. | Pascalin Freres. |
| Oregrund | Llds. | F. C. Strick & Co., Ltd. |
| Örnsköldsvik | Llds. | F. H. Farwell, Sub-Agent. |
| Orotava | Llds. | Karl Storm, Sub-Agent. |
| | | Capt. Philip P. Björkeroth. |
| Ortona | Llds. | T. M. Reid (British Vice Consul), Sub-Agent. |
| Oruro | N Y & Llds. | T. Napoleone, Sub-Agent. |
| Oscarshamn | Llds. | L. L. Ellis. |
| Oslo | U S Llds. N Y | E. Hagstrom, Sub-Agent. |
| Osorno | Llds. | Peter Thr. Duborgh. |
| | | Christen Thorbjornsen. |
| Ospedaletti Ligure (San Remo) | N Y | Wesmans Havaribureau. |
| Ostend | N Y & Llds. U S | Luis Robert, Sub-Agent. |
| Otaru | Llds. | |
| | | Pietro Laura, Sub-Corres. |
| Ottawa (Canada) | Llds. | Wm. Neuts & Co. |
| Overton | Llds. | See Antwerp. |
| Oxelosund | Llds. | Peter Joss & Co. (Hakodate), Sub-Agents. |
| Pacasmayo | Llds. | D. S. Robertson & Sons. |
| Padang | Llds. N Y | Chas. Bevan, Sub-Agent. |
| Padstow | Llds. | Capt. George Solberg, Sub-Agt. |
| Pago Pago (Tutuila) | Llds. & N Y | C. G. Salas & Salinas, Sub-Agts. |
| Pakan Baroe | Llds. | Maatschappij t. v. d. z. Van Houten, Steffan & Co. |
| | | Van Houten, Steffan & Co. |
| Palamos | Llds. | Frank B. Harvey. |
| Palembang | Llds. | George H. C. Reid. |
| | | Borneo Sumatra Handel Mij, Sub-Agent. |
| Palermo | Llds. N Y | Julio Mataz, Sub-Agent. |
| | | The Borneo-Sumatra Handel Maatschappij, Sub-Agent. |
| Palheiros de Mira | Llds. | William A. Morrison (British Vice-Consul). |
| Palheiros de Tocha | Llds. | G. B. De Marchi, Sub-Correspondent. |
| Palma (Majorca) | Llds. | J. R. Macarico, Sub-Agent. |
| Palmerston North | Llds. | Manoel M. d'Andrade, Sub-Agt. |
| Panama | N Y N Y Llds. | L. Karakadze-Fermonde. |
| | | Dalgety & Co. (Lim.), Sub-Agts. |
| | | Joshua Piza. |
| | | S. L. Maduro B., Sub-Correspondent. |
| | | E. S. Humber (British Vice-Consul.) |
| Panderma | Llds. | M. Summa, Sub-Agent. |
| Papeete (Tahiti) | N Y | S. R. Maxwell & Co. (Lim.). |
| Paphos | Llds. | S. Pavlides, Sub-Agent. |
| Par | Llds. | Capt. F. Harris, Sub-Agent. |
| Para | Llds. N Y | Booth & Co. (London) (Lim.). |
| Parahyba | N Y | Pickerell & Co. |
| | | Robt. V. Kerr, Sub-Correspondent. |
| Parahyba do Norte | Llds. | R. Kerr (British Pro-Consul), Sub-Agent. |
| Paramaribo (Surinam, D. G.) | N Y | |
| Paranagua | N Y Llds. | Adolph F. C. Curiel. |
| | | Adolpho Ribeiro, Sub-Correspondent. |
| | | Adolpho Ribeiro, Sub-Agent. |

Explanation.—Llds. Lloyds (London).—N. Y. New York.—S. F. San Francisco.—U. S. United States Salvage Association.

| | |
|---|---|
| PARGA | Llds. |
| PARIS | N Y<br>Llds. |
| PARMA | N Y |
| PARNAHYBA | Llds.<br>N Y |
| PARRSBORO' | Llds.<br>N Y |
| PASCAGOULA | Llds.<br>N Y |
| PASOEROEAN | Llds. |
| PASPEBIAC | Llds. |
| PASSAGE, EAST | Llds. |
| PASTO | Llds. |
| PATCHOGUE (N. Y.) | N Y |
| PATEA | Llds. |
| PATRAS | Llds. |
| PAYSANDU | Llds. |
| PAYTA | Llds. |
| PEEL | Llds. |
| PEKALONGAN | Llds. |
| PEKING | Llds. |
| PELLWORM | |
| PELOTAS (Brazil) | Llds.<br>U S |
| PENANG | U S<br>N Y & Llds. |
| PENICHE | Llds. |
| PENINVER | Llds. |
| PENSACOLA | Llds.<br>N Y |
| PENSARN | Llds. |
| PENZANCE | Llds. |
| PERIM ISLAND | Llds. |
| PERNAMBUCO | N Y & Llds. |
| PERNAU | Llds. |
| PERTH (Scot.) | Llds. |
| PERTH (W. Australia) | N Y<br>Llds. |
| PETERHEAD | Llds. |
| PETIT GOAVE | Llds.<br>N Y |
| PETROGRAD | N Y |
| PHILADELPHIA | N Y<br>Llds. |
| PHILIPPEVILLE | Llds. |
| PIACENZA | N Y |
| PICTOU (N. S.) | Llds.<br>N Y |
| PIETERMARITZBURG | Llds. |
| PIMENTAL | Llds. |
| PIOMBINO (Italy) | Llds. |
| PIRÆUS (Athens) | N Y |
| PISAGUA | Llds. |
| PISCO | Llds. |
| PITEA | Llds. |
| PLEASANT BAY (C. B.) | Llds. |
| PLYMOUTH (Mass.) | N Y |
| PLYMOUTH (England) | Llds.<br>N Y |
| PNOM-PENH | Llds. |

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| C. A. Zaniani, Sub-Agent. | |
| Comite des Assureurs Maritimes de Paris. | |
| Toplis & Harding (S. A.). | |
| Sommi Calisto, Sub-Correspondent. | |
| Booth & Co. (London) (Lim.) (British Vice-Consulate). | |
| Berringer & Co., Sub-Correspondent. | |
| Edward Gillespie, Sub-Agent. | |
| Edward Gillespie. | |
| J. J. Clark, Sub-Agent. | |
| J. J. Clark. | |
| Naam Looze Vennootschap Afscheep-en Commissiezaak v/h J. F. Esser, Sub-Agents. | |
| J. C. Le Quesne, Sub-Agent. | |
| Captain Wm. Hollott, Sub-Agt. | |
| A. S. Hodges (British Vice-Consul), Sub-Agent. | |
| George Jones. | |
| J. K. Mitchell, Sub-Agent. | |
| Hancock & Wood. | |
| Martin Majo, Sub-Agent. | |
| C. B. G. Wilson, Sub-Agent. | |
| John Wilson, Sub-Agent. | |
| Netherlands Trading Co., Sub-Agents. | |
| Wm. Forbes & Co., Sub-Agents. | |
| See Wyck. | |
| Cranston Woodhead & Co., Sub-Agents. | |
| Feddersen Thomsen & Cia. | |
| R. T. Reid & Co. (Lim.) | |
| Sandilands, Buttery & Co. | |
| Jose B. da Conceicao, Sub-Agt. | |
| R. McCallum, Sub-Agent. | |
| C. W. Oliver. | |
| Frederick Gillmore. | |
| D. Richards, Sub-Agent. | |
| W. D. Mathews & Sons. | |
| Perim Coal Co. (Lim.). | |
| J. A. Thom. | |
| W. A. Schmidt. | |
| Capt. J. Young, Sub-Agent. | |
| Marine Underwriters' Assn. of Western Australia. | |
| Elder, Smith & Co. (Lim.). | |
| Leask & Co. | |
| M. Riccardi, Sub-Agent. | |
| J. B. Vital, Sub-Correspondent. | |
| Wm. Schoenefeldt, Sub-Correspondent. (See Reval.) | |
| Chas. S. Samuels. | |
| Wm. S. Samuels & Sons. | |
| A. Polliard, Sub-Agent. | |
| Rag. Vittorio Poggi Longostrevi, Sub-Correspondent. | |
| Wm. Fraser, Sub-Agent. | |
| Wm. Fraser, Sub-Correspondent. | |
| E. J. Foggitt (% Parker, Wood & Co., Lim.), Sub-Agent. | |
| J. M. Araujo (Eten), Sub-Agt. | |
| Ant. Bellettieri & Co., Sub-Agts. | |
| Manussi & Gialistra. | |
| George H. Jones, Sub-Agent. | |
| Divizia, Quiñones & Co., Sub-Agents. | |
| Capt. Axel Dynesius, Sub-Agent. | |
| A. H. MacIntosh, Sub-Agent. | |
| Alfred Holmes. | |
| Orlando Davis & Co. (Lim.). | |
| Fox, Sons & Co. | |
| Denis Freres d'Indochine Soc. Anon, Sub-Agents. | |

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|---|---|
| POINT-A-PITRE (Guadeloupe) | N Y |
| POINT-DE-GALLE (Ceylon) | Llds. |
| POINT PEDRO | Llds. |
| POINTE NOIRE | Llds. |
| PONCE (Porto-Rico) | N Y<br>Llds. |
| PONDICHERY | Llds. |
| PONTIANAK | Llds. |
| POOLE | Llds. |
| POOREE | Llds. |
| POPAYAN | Llds. |
| PORSGRUND | Llds. |
| PORT ANTONIO | Llds. |
| PORT ARTHUR | Llds. |
| PORT ARTHUR (Tex.) | Llds.<br>N Y |
| PORT ASKAIG (Islay) | Llds. |
| PORT AUGUSTA | Llds. |
| PORT-AU-PRINCE (Hayti) | U S<br>N Y<br>Llds. |
| PORT DARWIN (No. Australia) | Llds. |
| PORT DE BOUC | Llds. |
| PORT DE PAIX | N Y |
| PORT DINORWIC | Llds. |
| PORT ELIZABETH (Algoa Bay) | U S, N Y & Llds. |
| PORT ELLEN (Islay) | Llds. |
| PORT ERIN | Llds. |
| PORT ERROLL | Llds. |
| PORT ETIENNE | Llds. |
| PORT GENTIL | Llds. |
| PORT HARCOURT | Llds. |
| PORT HAWKESBURY | N Y<br>Llds. |
| PORT HEDLAND | Llds. |
| PORT HERALD | Llds. |
| PORT HILLFORD | N Y |
| PORT HOOD (N. S.) | Llds. |
| PORT LIMON (Costa Rica) | N Y<br>U S |
| PORT LINCOLN | Llds. |
| PORT LOUIS (Mauritius) | N Y |
| PORT MADRYN | Llds. |
| PORT MAHON (Minorca) | Llds. |
| PORT MARIA | Llds. |
| PORT MORESBY (Papua) | Llds. |
| PORT NATAL | N Y |
| PORT NOLLOTH | Llds. |
| PORT OF SPAIN (Trinidad) | N Y<br>U S |
| PORT PIRIE (S. A.) | Llds. |
| PORT SAID | Llds. & N Y<br>U S |
| PORT ST. MARY | Llds. |
| PORT SAN JOSÈ | Llds. |
| PORT SUDAN (Red Sea) | Llds. |
| PORT SWETTENHAM | Llds. |
| PORT TALBOT | Llds. |
| PORT TOWNSEND | Llds. |

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| J. E. De Vaux. | |
| Clark, Spence & Co. | |
| V. M. Vadivelu & Bros., Sub-Agents. | |
| Compagnie Francaise du Bas Congo. | |
| Otto Wantzelius. | |
| F. M. Toro (British Vice-Consul) | |
| Best & Co. (Lim.). | |
| Borneo Sumatra Handel Maatschappij, Sub-Agent. | |
| Henry Burden. | |
| The Coromandel Co. (Lim.), Sub-Agents. | |
| Pardo & Iragorri, Sub-Agents. | |
| L. P. Larsen & Co., Sub-Agent. | |
| C. H. Phillips, Sub-Agent. | |
| Jarvis Agency, Fort William, Sub-Agent. | |
| W. H. Gilliland, Sub-Agent. | |
| R. D. Steele. | |
| D. McLean, Sub-Agent. | |
| Elder, Smith & Co. (Lim.), Sub-Agents. | |
| E. F. Clements. | |
| Simmonds Freres. | |
| Geo. A. Payne. | |
| A. E. Jolly & Co. | |
| Marc Lanfranchi, Sub-Agent. | |
| Carl Abegg, Sub-Correspondent. | |
| W. I. Williams, Sub-Agent. | |
| Mackie, Dunn & Co. | |
| Archibald Fraser, Sub-Agent. | |
| Wm. Elliott, Sub-Agent. | |
| J. Cruickshank, Sub-Agent. | |
| Armand Geiger, Sub-Agent. | |
| F. A. Drew, Sub-Agent. | |
| The Agent of the African & Eastern Trade Corp. (Lim.). | |
| G. O. Forsythe, Sub-Correspondent. | |
| G. O. Forsythe, Sub-Agent. | |
| Dalgety & Co. (Lim.), Sub-Agts. | |
| African Lakes Corp., Sub-Agts. | |
| See Isaacs Harbor. | |
| R. M. Smith, Sub-Agent. | |
| John M. Keith (address San Jose, Costa Rica). | |
| Thos. P. McGuinness. | |
| W. B. White, Sub-Agent. | |
| Scott & Co. | |
| H. C. H. James, Sub-Agent. | |
| Bartolmé Escudero, M. V. O. (British Vice-Consul), Sub-Agt. | |
| E. H. Kerr, Sub-Agent. | |
| Burns, Philp & Co. (Lim.). | |
| W. Dunn & Co. | |
| Smith, Webster & Co., Sub-Agts. | |
| George Grell. | |
| Grell & Co. | |
| Elder Smith Co. (Lim.), Sub-Agents. | |
| L. Savon & Company's Docks & Coal Depot (Lim.). | |
| Gill & Co. | |
| Wm. Elliott (Port Erin), Sub-Agent. | |
| D. M. Savage, Sub-Agent. | |
| Gellatly, Hankey & Co. | |
| A. C. Harper & Co. (Lim.). | |
| David Jenkins & Sons, Sub-Agts. | |
| Oscar Klocker. | |

EXPLANATION.—Llds. Lloyds (London).—N. Y. New York.—S. F. San Francisco.—U. S. United States Salvage Association.

| | |
|---|---|
| Port Vendres | Llds. |
| Port Victor (S. A.) | Llds. |
| Port Victoria | Llds. |
| Port William | Llds. |
| Portaferry | Llds. |
| Portdinllaen | Llds. |
| Porthleven | Llds. |
| Portimao | Llds. |
| Portland (England) | Llds. |
| | N Y |
| Portland (Me.) | Llds. & N Y |
| Portland (Oregon) | N Y |
| | Llds. |
| Portmadoc | Llds. |
| Portnahaven (Islay) | Llds. |
| Porto Alegre | Llds. |
| | U S |
| | N Y |
| Porto Amelia | Llds. |
| Porto Empedocle | Llds. |
| Porto Ferraja (Elba) | Llds. |
| Porto Maurizio | Llds. |
| Porto Novo | Llds. |
| Porto Novo (India) | Llds. |
| Porto S. Stefano | Llds. |
| Porto Torres (Sardinia) | Llds. |
| | N Y |
| Porto Vecchio | Llds. |
| Portsalon | Llds. |
| Portsmouth (Eng.) | Llds. |
| Portsmouth (N. H.) | N Y |
| Poti | Llds. |
| Pozzallo | Llds. |
| Pozzuoli | Llds. |
| Prague | Llds. |
| Praia | Llds. |
| Pram Pram | Llds. |
| Prestatyn | Llds. |
| Preston | Llds. |
| Pretoria | Llds. |
| Prevesa | Llds. |
| Prince Rupert | Llds. |
| | U S |
| Principe (Island of) | Llds. |
| Progreso | Llds. |
| | N Y |
| Propriano | Llds. |
| Providence (R. I.) | N Y |
| Provincetown (Mass.) | N Y |
| Puerto Barrios | Llds. |
| Puerto Cabello (Venezuela) | N Y |
| | Llds. |
| Puerto Cortes | N Y |
| | Llds. |
| Puerto Deseado | Llds. |
| Puerto Mexico | Llds. |
| Puerto Montt | Llds. |
| Puerto Padre | Llds. |

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| Pams Freres, Sub-Agents. | |
| A. H. Landseer (Lim.), Sub-Agents. | |
| Lewis McArthur, Sub-Agent. | |
| R. F. Patterson, Sub-Agent. | |
| John Orr, Sub-Agent. | |
| Capt. Robt. Jones, Sub-Agent. | |
| W. M. Thomas, Sub-Agent. | |
| J. P. d'Azevedo (Lagos) (British Vice-Consul), Sub-Agent. | |
| R. T. Cox, Sub-Agent. | |
| Fox Sons & Co. | |
| Chase, Leavitt & Co. | |
| Jewett & Barton. | |
| Stanley G. Jewett. | |
| John James Jones (Parry & Co.). | |
| Alex. McNab, Sub-Agent. | |
| Dr. T. C. Dillon, O. B. E. (British Consul). | |
| Feddersen Thomsen & Cia. | |
| Adolf Dorken. | |
| Nyassa Consolidated (Lim.), Sub-Agent. | |
| Vincenzo Burgio, Sub-Agent. | |
| Raffaello Ballini, Sub-Agent. | |
| Cav. Natale Gibelli, Sub-Agent. | |
| James R. Birtwistle (John Walkden & Co., Lim.). | |
| Parry & Co. (Cuddalore), Sub-Agent. | |
| Leopold de Dominicis, Sub-Agt. | |
| A. B. Gilly, Sub-Agent. | |
| Andrea Bonta Gilly, Sub-Correspondent. | |
| Carrega & Santini, Sub-Agents. | |
| J. Boyce, Sub-Agent. | |
| H. D. Gilbert. | |
| John Sise & Co. | |
| John Pavoni (Acting British Vice-Consul). | |
| Raffacle Pandolfi, Sub-Agent. | |
| Luigi Punzo, Sub-Agent. | |
| Capt. J. W. Taylor (British Vice-Consul). | |
| A. Barboza da Silva, Sub-Agent. | |
| The Agent of F. & A. Swanzy (Lim.), Sub-Agent. | |
| W. D. Prescott, Sub-Agent. | |
| Fisher & Iddon. | |
| F. T. Heys, Sub-Agent. | |
| Const. P. Tzorjis, Sub-Agt. | |
| John Barnsley, Sub-Agent. | |
| McCaffery & Gibbons (Lim.). | |
| West African Telegraph Co. (Lim.), Sub-Agent. | |
| Escalante & Co. (Merida); M. Reyes (Brit. Pro-Consul), Sub-Agent. | |
| Agapito Echanove, Sub-Correspondent. | |
| T. Sorba, Sub-Agent. | |
| Allen Gurney. | |
| Jas. M. Burke. | |
| D. H. Gent, Sub-Agent. | |
| Rivas, Hermanos & Co. | |
| Boulton & Co. | |
| La C. J. Warren Comercial, S. A. (At San Pedro Sula). | |
| John Hepburn (Acting British Consul). | |
| H. A. Binfield, Sub-Agent. | |
| W. P. Howes (Acting). | |
| Carlos Braemer, Sub-Agent. | |
| Pintado & Hermanos, Sub-Agt. | |

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|---|---|
| Puerto Plata | N Y |
| | U S |
| | Llds. |
| Pugwash (N. S.) | Llds. |
| Pulo Laut | Llds. |
| Puntarenas (C.R.) | N Y |
| | U S |
| Punta Arenas (Magellan) | Llds. |
| | U S & N Y |
| Pwllheli | Llds. |
| Pyttis | Llds. |
| Quebec | Llds. |
| | N Y |
| Queenstown | N Y |
| | Llds. |
| Quezaltenango | N Y |
| Quiaios | Llds. |
| Quilimane | Llds. |
| Quillebœuf | Llds. |
| Quilon | Llds. |
| Quito | Llds. |
| | N Y |
| Quittah | Llds. |
| Rabat | N Y & Llds. |
| Rabaul | Llds. |
| Ramsey | Llds. |
| Ramsgate | Llds. |
| Randers | Llds. |
| Rangoon | Llds. |
| | N Y |
| Rarotonga (Hervey Islds.) | Llds. |
| Rathlin (Isld. of) | Llds. |
| Raumo | Llds. |
| Ravenna (Italy) | N Y |
| Raymond (Wash.) | N Y |
| Reay | Llds. |
| Redcar | Llds. |
| Reichenberg | Llds. |
| Rengat | Llds. |
| Requejada | Llds. |
| Retalhuleu | Llds. |
| | N Y |
| Rethymo | Llds. |
| Reunion | Llds. |
| Reval | Llds. & N Y |
| Rhodes Island | Llds. |
| Rhoscolyn | Llds. |
| Rhosneigr | Llds. |
| Rhyl | Llds. |
| Richibucto | Llds. |
| Riga | Llds. |
| | N Y |
| Rio de Janeiro | Llds. |
| | N Y |
| | U S |
| Rio Gallegos | Llds. |

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| E. T. Heinsen. | |
| C. H. Loinaz & Co. | |
| Stewart Hamilton (Acting Brit. Vice-Consul). | |
| Newton P. Wilson. | |
| Hoofdadministratie der Steenkolen Maatschappij "Poeloe. Laoet," Sub-Agent. | |
| Chas. D. Scott (Address San Jose, Costa Rica). | |
| H. T. Purdy. | |
| J. Dickson. | |
| Townsend & Co. | |
| Capt. J. Evans, Sub-Agent. | |
| H. Melart (Kotka), Sub-Agent. | |
| Geo. Ed. Fry. | |
| Dale & Law (Lim.). | |
| Scott & Co. (Queenstown), Lim. | |
| A. C. Horne & Co. | |
| Enrique Weissenberg, Sub-Correspondent. | |
| A. Marianno, Sub-Agent. | |
| Société du Madal, Sub-Agent. | |
| Leon Le Bret, Sub-Agent. | |
| Harrisons & Crosfield (Lim.), Sub-Agent. | |
| Louis Teran, Sub-Agent. | |
| Alfonzo Teran, Sub-Correspondent. | |
| The Agent of F. & A. Swanzy (Lim.), Sub-Agent. | |
| Ernest Blizard Lee. | |
| Burns, Philp & Co. (Lim.). | |
| T. A. Fargher, Sub-Agent. | |
| Acock & Son. | |
| Victor Hugo Nisted (British Vice-Consul). | |
| Steel Bros. & Co. (Lim.). | |
| Gillanders, Arbuthnot & Co. | |
| Edward Mathews. | |
| Neil McCouaig, Sub-Agent. | |
| A. B. Grundstrom & Heinrichs, O. Y., Sub-Agent. | |
| Pilade Turchi, Sub-Correspondent. | |
| See Willapa Harbor. | |
| David McLeod, Sub-Agent. | |
| Capt. J. T. Shaw, Sub-Agent. | |
| S. P. Elliott (British Vice-Consul), Sub-Agent. | |
| Borneo Sumatra Handel Mij, Sub-Agent. | |
| José Diaz, Sub-Agent. | |
| S. Martinez, Sub-Agent. | |
| Enrique Weissenberg, Sub-Correspondent. | |
| M. A. Scouloudis Sub-Agent. | |
| John T. Piat (Brit. Consul) (St. Denis). | |
| E. Sporleder. | |
| Albert Biliotti (British Vice-Consul). | |
| T. J. James, Sub-Agent. | |
| O. G. Owen, Sub-Agent. | |
| Chas. Jones & Sons (Lim). | |
| H. H. James, Sub-Agent. | |
| Helmsing & Grimm. | |
| P. Bornholdt & Co. | |
| Capt. C. L. Willatts and F. J. Squier. | |
| E. R. Zander & L. C. Irvine (Acting). | |
| Perrin C. Cothran. | |
| Elbourne & Slater, Sub-Agents. | |

Explanation.—Llds. Lloyds (London).—N. Y. New York.—S. F. San Francisco.—U. S. United States Salvage Association.

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|---|---|---|
| Rio Grande do Sul | Llds. | Edw. Wigg & Sons (British Consulate). |
| | U S | Feddersen Thomsen & Cia. |
| | N Y | G. C. Feddersen. |
| Riposto | Llds. | G. Granata, Sub-Agent. |
| Risör | Llds. | J. M. Skaugen, Sub-Agent. |
| Rivadeo | Llds. | Francisco Diaz Garcia, Sub-Agt. |
| Rivadesella | Llds. | Fernandez Hermanos y Cia, Sub-Agent. |
| Robin Hood's Bay | Llds. | G. Moorsom, Sub-Agent. |
| Rochester | Llds. | E. W. Gill, Sub-Agent. |
| Rockhampton (Queensland) | Llds. | Walter Reid & Co. (Lim.). |
| Rockland (Me.) | N Y | Geo. W. Roberts. |
| Rodosto | Llds. | Herman Summa, Sub-Agent. |
| Roebourne (West Australia) | Llds. | Dalgety & Co. (Lim.) |
| Rome | Llds. | Antonio Bellettieri & Co., Sub-Agents. |
| | N Y | Antonio Bellettieri & Co., Sub-Correspondents. |
| Romo (Isld. of) | | See Wyk. |
| Rosario | N Y | A. P. Ferguson, Sub-Correspondent. |
| | Llds. | Barnett & Co. |
| Rosas (Gerona) | Llds. | Baudilio Llorens, Sub-Agent. |
| Roseau, Dominica, B. W. I. | N Y | Chas. H. Grell. |
| Rosslare Strand | Llds. | Captain James Murphy, Sub-Agent. |
| Rostock | Llds. | Ernst Brockelmann. |
| Rotterdam | Llds. | Jno. Hudig & Son. |
| | U S, N Y | Wambersie & Son. |
| Rottumeroog Island | Llds. | H. Toxopeus, Sub-Agent. |
| Roubaix | Llds. | L. Sargant (Lille), Sub-Agent. |
| Rouen | Llds. | E. W. Taylor. |
| Rudkjobing | Llds. | Erik Andersen, Sub-Agent. |
| Rufisque | Llds. | Maurel Frères, Sub-Agent. |
| Runcorn | Llds. | G. Millington, Sub-Agent. |
| Rye | Llds. | G. Coote, Sub-Agent. |
| S. Martinho do Porto | Llds. | A. H. Primo, Sub-Agent. |
| S. Pedro de Muel | Llds. | Ernesto de Barros, Sub-Agent. |
| Sabang | Llds. | Sabang Bay Harbour & Coal Co. (Lim.). |
| Sables d'Olonne | Llds. | Aristide Naud, Sub-Agent. |
| Saffi | Llds. | Murdoch, Butler & Co. |
| Sagua La Grande (Cuba) | Llds. | E. M. Castaneda, Sub-Agent. |
| | N Y | Manuel Rasco, Jr., Sub-Correspondent. |
| Saigon | Llds. | Denis Freres d'Indochine Soc. Anon. |
| | U S | See Hong-Kong. |
| | N Y | Wm. G. Hale & Co., (Lim.). |
| St. Agnes | Llds. | John Hitchins, Sub-Agent. |
| St. Andrews (Scot.) | Llds. | D. Wilson, Sub-Agent. |
| St. Andrew's Bay | Llds. | W. C. Yonge, Sub-Agent. |
| St. Ann's Bay (Jamaica) | N Y | A. B. D. Rerrie. |
| | Llds. | A. B. D. Rerrie, Sub-Agent. |
| St. Augustine | N Y | Wm. W. Dewhurst. |
| St. Brieuc | Llds. | Georges Gaudu. |
| St. Croix (W. I.) | Llds., N Y | Robt. L. Merwin & Co., Inc |
| St. David's | Llds. | A. O. Williams, Sub-Agent. |
| St. George (Grenada, W. I.) | N Y | A. Hubbard & Co. (Lim.). |
| St. Helena | Llds. | Solomon & Co. |
| St. Ives | Llds. | J. Daniel & Sons. |
| St John (N. B.) | N Y | Vroom & Arnold, (Lim.). |
| | U S | A. C. Currie. |
| | Llds. | Capt. A. J. Mulcahy. |
| St. John (Antigua) | N Y | Geo. W. Bennett, Bryson & Co. (Lim.). |
| St. John's (N. F.) | N Y | Harvey & Co. (Lim.) |
| | U S | Furness, Withy & Co. (Lim.). |
| | Llds. | Bowring Bros., Ltd. |
| St. Kitts | Llds. & N Y | Emile S. Delisle. |
| St. Louis (Mo.) | Llds. | Geo. X. Ruegger, Sub-Agent. |
| St. Louis | Llds. | Barthes & Lesieur, Sub-Agent. |
| St. Louis du Rhone | Llds. | Daher & Co., Sub-Agent. |
| St. Lucia | Llds. | Minvielle& Chatsanet(Castries). |
| | N Y | Barnard Sons & Co. (Castries). |
| St. Malo | Llds. | Philip B. Hamon. |
| St. Marc (Hayti) | Llds. | Emile Miot, Sub-Agent. |
| | N Y | P. D'Meza, Sub-Correspondent. |
| St. Martin | Llds. | W. Netherwood, Sub-Agent. |
| St. Mary's Island | Llds. | John Crisp, Sub-Agent. |
| St. Michaels (Azores) | N Y | W. W. Nicholls. |
| | U S | Augusto S. Moreiro. |
| | Llds. | Robert T. Hayes (British Consul), Ponta Delgada. |
| St. Nazaire | Llds. | Alfred Trillot (Nantes). |
| St. Paul de Loanda | Llds. | The Angola Coaling Co. (Lim.) |
| St. Paul's Island | Llds. | A. J. McLeod, Sub-Agent. |
| St. Peters | Llds. | A. A. Morrison, Sub-Agent. |
| St. Pierre (Miquelon) | Llds. | Sons of Andrew Paturel (Acting) |
| | N Y | J. Moraze. |
| St. Thomas (Virgin Is., W. I.) | Llds. | E. G. Larkin (British Consul). |
| | N Y | E. A. Berne. |
| St. Valery en Caux | Llds. | M. Santais, Sub-Agent. |
| St. Valery-Sur-Somme | Llds. | Alfred Angot, Sub-Agent. |
| St. Vincent (Cape Verde Is.) | N Y | Millers & Corys, Cape Verde Islands, Lim. |
| St. Vincent (W. I.) | N Y & Llds. | John H. Hazell Sons & Co. |
| Sal (Island of) | Llds. | Augusto Diogo Abrantes, Successors, Sub-Agent. |
| Salaverry | Llds. | Floyd Sears, Sub-Agent. |
| Salcombe | Llds. | J. W. Vivian, Sub-Agent. |
| Salerno | Llds. | Societa Meridionale Trasporti, Sub-Agents. |
| Salina Cruz | U S & Llds. | Guzman & Nyrup. |
| Salisbury | Llds. | Salisbury Board of Executors (Lim.), Sub-Agents. |
| Salonica | Llds. | Saunders & Co. |
| | N Y | J. Nehama & Co. |
| Salt Pans | Llds. | R. Rae, Sub-Agent. |
| Saltpond | Llds. | The Agent of F. & A. Swanzy (Lim.). |
| Samarai (Papua) | Llds. | Burns, Philp & Co. (Lim.) |
| Samarang (Java) | N Y | Mirandolle Voute & Co. |
| | Llds. | Matts.voor Uitvoer-en Commissiehandel. |
| Samarinda | Llds. | Borneo-Sumatra Maats, Sub-Agents. |
| Samoa | Llds. | D. Morrison (Acting). |
| Samos | Llds. | G. D. L. Marc (V.-C.), Sub-Agt. |
| Samsö | Llds. | Gunder Boch, Sub-Agent. |
| Samsoun | Llds. | J. J. Hochstrasser & Co., Sub-Agents. |
| | U S | See Constantinople. |
| San Andreas (Colombia) | Llds. | M. P. Martinez, Sub-Agent. |
| San Antonio | Llds. | W. J. Cuthbert, Sub-Agent. |
| San Benito | Llds. | R. O. Stevenson (British Vice-Consul), Sub-Agent. |
| San Carlos de la Rapita | Llds. | Juan Torne, Sub-Agent. |
| San Diego (Cal.) | Llds. | J. A. Heap (British Vice-Consul), Sub-Agent. |
| San Feliu de Guixols | Llds. | Julio Mataz (Palamos), Sub-Agent. |
| San Fernando de Apure | Llds. | Juan Frustuck, Sub-Agent. |
| | N Y | Ligeron Sucesor, Sub-Correspondent. |
| San Francisco | N Y | Board of Marine Underwriters of San Francisco. |
| | Llds. | Capt. Wm. R. Kennedy. |
| San Jose (C. R.) | N Y | (See Puntarenas, Costa Rica.) |
| | Llds. | Arthur P. Lyon. |
| San Juan (Porto Rico) | N Y | Korber & Co., Inc. |
| | U S | Behn Bros., Inc. |
| | Llds. | Finlay, Waymouth & Lee, Inc. |
| San Juan Bautista (Mexico) | Llds. | Romano & Co., Sub-Agents. |

Explanation.—Llds. Lloyds (London).—N. Y. New York.—S. F. San Francisco.—U. S. United States Salvage Association.

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|---|---|
| St. Juan del Sur | Llds. / N Y |
| San Julian | Llds. |
| San Julian (Arg. Rep.) | N Y |
| San Miguel | Llds. |
| San Nicolas | Llds. |
| San Pedro de Macoris | N Y / Llds. |
| San Remo (Italy) | N Y |
| San Salvador (C. A.) | Llds. / NY |
| San Sebastian | Llds. |
| San Thome | Llds. |
| Sanchez | Llds. & N Y |
| Sandakan | Llds. |
| Sanday | Llds. |
| Sandefjord | Llds. |
| Sandnessjoen | Llds. |
| Santa Ana | Llds. |
| Santa Cruz (Chili) | Llds. |
| Santa Cruz del Sur | Llds. |
| Santa Marta | Llds. / U S |
| Santa Maura | Llds. |
| Santa Rosalia (Mex.) | Llds. |
| Santander | Llds. / U S |
| Sante Fe | Llds. |
| Santi Quaranta | Llds. |
| Santiago (Chile) | N Y |
| Santiago de Cuba | Llds. / N Y |
| Santo Antao (Island of) | Llds. |
| Santo Domingo City (Dom. Rep.) | U S / N Y & Llds. |
| Santo Nicolau (Island of) | Llds. |
| Santona | Llds. |
| Santos (Brazil) | N Y / Llds. / U S |
| Sao Francisco do Sul | Llds. / N Y |
| Sao Paulo | Llds. |
| Sapele | Llds. |
| Sarawak (Borneo) | Llds. |
| Sarpsborg | Llds. |
| Sassandra | Llds. |
| Sault Ste. Marie | Llds. |
| Savanna La Mar (Jam.) | N Y |
| Savannah (Ga.) | Llds. & N Y |
| Savona | Llds. / N Y |
| Scalloway | Llds. |
| Scalpay (Harris) | Llds. |
| Scarborough | Llds. |
| Scarpantos | Llds. |
| Schiermonnikoog | Llds. |
| Scilly Islands | N Y & Llds. |
| Scranton, Miss. | N Y |
| Scutari | U S / Llds. |
| Seaham | Llds. |

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| C. Holman, Jr., Sub-Agent. | |
| Carlos Holmann, Jr. | |
| S. Abrines, Sub-Agent. | |
| Julio Aloyz, Sub-Correspondent. | |
| Samuel Lord, Sub-Agent. | |
| Morteo & Toulet, Sub-Agents. | |
| J. W. Tatem. | |
| J. W. Tatem, Sub-Agent. | |
| Pietro Laura, Sub-Correspondent. | |
| W. G. Gibson (British Vice-Consul). | |
| Marc Bunnell. | |
| Hijos de F. de Azqueta. | |
| Eastern Telegraph Co. (Lim.). | |
| M. de Moya, Hijo & Co., C.por A. | |
| Harrisons & Crosfield (Borneo) (Lim.) | |
| Benj. Swanson, Sub-Agent. | |
| J. B. Linaae, Sub-Agent. | |
| Helge Mœller, Sub-Agent. | |
| Isidoro Nieto, Sub-Agent. | |
| P. W. MacLean, Sub-Agent. | |
| Rodriguez y Angel, Sub-Agent. | |
| G. H. White (Acting). | |
| Wm. A. Trout. | |
| G. S. Maniachi, Sub-Agent. | |
| Compania del Boleo. | |
| Modesto Pineiro & Co., Sub-Agts. | |
| Modesto Pineiro & Co. | |
| Norman Bros., Sub-Agents. | |
| Constantine Hariton, Sub-Agent. | |
| J. S. Davis. | |
| Brooks & Co. | |
| Jose E. Salcedo, Sub-Correspondent. | |
| Jose C. Pereira Serra, Sub-Agt. | |
| T. Colon Morales. | |
| Geo. McN. Lockie | |
| E. C. St. Aubyn, Sub-Agent. | |
| Alfonso Albó, Sub-Agent. | |
| J. G. Cramer. | |
| E. Johnston & Co. (Lim.). | |
| C. E. Demarest. | |
| R. O'Neill Addison (British Vice-Consul), Sub-Agent. | |
| R. O'Neill Addison | |
| Brazilian Warrant Co., Sub-Agents. | |
| The Agent of the African & Eastern Trade Corp. (Lim.), Queensberry Estate, Southern Nigeria. | |
| The Manager of the Borneo Co. (Lim.), Kuching. | |
| Oswald Mörch, Sub-Agent. | |
| Cie Francaise de l'Afrique, Occidentale, Sub-Agent. | |
| E. W. West, Sub-Agent. | |
| B. A. Kirkham, Sub-Correspondent. | |
| Andrew L. Farie (Acting). | |
| E. Bandini, Sub-Agent. | |
| E. Bandini, Sub-Correspondent. | |
| James Scott, Sub-Agent. | |
| Kenneth M. Campbell, Sub-Agt. | |
| Capt. W. H. Carr. | |
| Emanuel Matsakis, Sub-Agent. | |
| H. W. Van den Berg, Sub-Agt. | |
| Harold J. W. Sandrey. | |
| John J. Clark (Gulfport). | |
| See Constantinople. | |
| Luigi Jakovic, Sub-Agent. | |
| John Adamson, Sub-Agent. | |

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|---|---|
| Seattle | N Y / Llds. |
| Seccondee | Llds. |
| Seremban | Llds. |
| Sestri Levante | N Y |
| Setubal | Llds. |
| Seville | Llds. / N Y |
| Seychelles (Islands) | Llds. |
| Seydisfjord | Llds. |
| Sfax | Llds. |
| Shanghai | Llds. / U S / N Y |
| Shapinshay | Llds. |
| Sheerness | Llds. |
| Shelburne (N. S.) | Llds. |
| Sherbro (Africa) | Llds. |
| Shetland (Islds. of) | |
| Shimonoseki | N Y / Llds. |
| Shippegan | Llds. |
| Shirehampton | Llds. |
| Shoreham | Llds. |
| Sibolga | Llds. |
| Sierra Leone | Llds. |
| Sikea | Llds. |
| Silloth | Llds. |
| Simbrishamn | Llds. |
| Simons Town | Llds. |
| Singapore | N Y & Llds. / U S |
| Sinoe | Llds. |
| Sirte | Llds. |
| Skagen | |
| Skelleftea | Llds. |
| Skerries (Ire.) | Llds. |
| Skibbereen | Llds. |
| Skien | Llds. |
| Skipness | Llds. |
| Skutskar | Llds. |
| Sligo | Llds. |
| Smyrna | U S / N Y, Llds. |
| Soderhamn | Llds. |
| Sofia | Llds. |
| Soller | Llds. |
| Sonderborg | Llds. |
| Sonsonate | Llds. |
| Sourabaya | Llds. / N Y / U S |
| Sousse | Llds. |
| Southampton | Llds. |
| Southend | Llds. |
| Southend (Argyll) | Llds. |
| Southerdown | Llds. |
| South Point (Anticosti) | Llds. |
| South Ronaldshay | Llds. |
| South West Point (Anticosti) | Llds. |
| Southwold | Llds. |

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| Frank G. Taylor. | |
| Balfour, Guthrie & Co. | |
| W. M. Grundy. | |
| A. C. Harper & Co. (Lim.), Sub-Agent. | |
| Marcello Bo & Nipoti, Sub-Correspondents. | |
| W. S. Morrison, Sub-Agent. | |
| MacAndrews & Co. (Lim.). | |
| Jose Ma. de Sierra. | |
| Baty, Bergne & Co., Successors (Lim.), (Mahé). | |
| Sigurdur Jonsson, Sub-Agent. | |
| Olaf Henriksen. | |
| Gibb, Livingston & Co. (Lim.). | |
| Leonard Everett. | |
| Frazar & Co. | |
| Wm. Dennison, Sub-Agent. | |
| E. W. Gill, Sub-Agent. | |
| Frank C. Blanchard, Sub-Agent. | |
| The Agent of the African & Eastern Trade Corp. (Lim.) (Sierra Leone). | |
| See London. | |
| Wuriu Shokwai, Sub-Correspondent. | |
| Wuriu Shokwai (Holme, Ringer & Co.), Sub-Agent. | |
| G. R. Marquis, Sub-Agent. | |
| F. Poole, Sub-Agent. | |
| John Brown & Son. | |
| Borneo Sumatra Handel Mij, Sub-Agent. | |
| The Sierra Leone Coaling Co., Freetown. | |
| A. Abrahamson, Sub-Agent. | |
| John Stronach, Sub-Agent. | |
| Fred. Norberg, Sub-Agent. | |
| W. Runciman & Co., Sub-Agt. | |
| Syme & Co. | |
| Francis Peek & Co. (Lim.). | |
| Oost Afrikaanische Compagnie, Sub-Agent. | |
| E. Vaccari, Sub-Agent. | |
| See Frederikshavn. | |
| Axel E. Ohlin, Sub-Agent. | |
| S. Evans, Sub-Agent. | |
| John Beamish. | |
| D. Gasmann, Sub-Agent. | |
| John Smith, Sub-Agent. | |
| Axel Roselius, Sub-Agent. | |
| Capt. F. Devaney. | |
| See Constantinople. | |
| Paterson & Co. | |
| Nils A. Brolin. | |
| Edwards & Sons (Near East). | |
| G. Bernat, Sub-Agent. | |
| C. C. Albretsen, Sub-Agent. | |
| Fausto A. Gutierrez, Sub-Agent. | |
| Maatschappij voor Uitvoer-en-Commissiehandel. | |
| Mirandolle, Voute & Co. | |
| Francis Peek & Co. (Lim.) | |
| Society Commercial Tunisienne, Sub-Agent. | |
| Dawson Bros. (Lim.) | |
| W. Waller Robinson, Sub-Agent. | |
| Hugh McKay, Sub-Agent. | |
| Thos. Rowe, Jr., Sub-Agent. | |
| E. Laprise, Sub-Agent. | |
| Wm. Sinclair, Sub-Agent. | |
| A. Lemieux, Sub-Agent. | |
| E. R. Cooper, Sub-Agent. | |

Explanation.—Llds. Lloyds (London).—N. Y. New York.—S. F. San Francisco.—U. S. United States Salvage Association.

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|---|---|---|
| Spezia | Llds. N Y | H. Alinghieri, Sub-Agent. Hector Alinghieri, Sub-Correspondent. |
| Staffin | Llds. | John Mackinnon, Sub-Agent. |
| Stanley (Falkland I.) | N Y | Falkland Islands Co. (Lim.) |
| Stavanger | Llds. N Y | S. Bergesen. |
| Stettin & Swinemunde | N Y Llds. | Fr. Pitzschky & Co. Thomas Evans (British Pro-Consul). |
| Stockholm | Llds. N Y U S | Olson & Wright (Lim.) Nyman & Schultz (Lim.) |
| Stonehaven | Llds. | Joseph Main, Sub-Agent. |
| Stonington (Conn.) | N Y | Moses A. Pendleton. |
| Stornoway | Llds. | Norman MacIver. |
| Stranraer | Llds. | Wm. Downie. |
| Strasbourg | Llds. | Daniel Freysz. |
| Stromness | Llds. | Capt. Wm. Sutherland, Sub-Agt. |
| Stronsay | Llds. | Jas. H. Aitchison, Sub-Agent. |
| Suakim | Llds. | Gellatly, Hankey & Co., Sub-Agent. |
| Suez & Suez Canal | Llds. U S | L. Savon & Co.'s Dock & Coal Depots, Lim. (Port Said), Sub-Agent. Gill & Co. |
| Suez | N Y | G. Lazzerini & Co. |
| Sulina | Llds. | Watson & Youell Shipping Agency (Ltd.). |
| Sumburgh (Dunrossness) | Llds. | W. L. Macdougall, Sub-Agent. |
| Sunderland | Llds. | G. Palmer & Co. |
| Sundswall | Llds. | Capt. F. K. Kronberg. |
| Surinam | Llds. | J. D. Fernandes, Paramaribo. |
| Suva (Fiji Islands) | Llds. | Morris, Hedstrom (Lim.) |
| Sutton Bridge | Llds. | J. A. Burton, Sub-Agent. |
| Sutton-on-Sea | Llds. | Benj. Simons (J. T. Simons, Sub-Agent). |
| Svendborg | Llds. | Aage Hans Weibel Thejll (E. W. v. d. Hude & Son). |
| Svolvœr | Llds. | O. J. Kaarbö, Sub-Agent. |
| Swanage | Llds. | Alf. Ward, Sub-Agent. |
| Swansea | Llds. | T. R. W. Mason (Lim.). |
| Swatow | Llds. U S | Bradley & Co. (Lim.) See Hong-Kong. |
| Swinemunde | N Y | See Stettin. |
| Switzerland | Llds. | C. Ott, D. L. (Neuchatel). |
| Sydney (N. S. W.) | U S Llds. N Y | American Trading Co. Hogg, Robinson & Co. Sydney Marine Underwriters & Salvage Assn. (Lim.). |
| Sylt (Isld. of) | | See Wyk. |
| Symi | Llds. | Les fils de M. Petrides, Sub-Agents. |
| Syra | Llds. | J. Frydda. |
| Syracuse | Llds. | Gaetano Bozzanca & Sons, Sub-Agents. |
| Tabasco (Mexico) | | See San Juan Bautista. |
| Tabora | Llds. | British East Africa Corp. (Lim.), Sub-Agent. |
| Tabou | Llds. | W. D. Woodin & Co. (Lim.) Sub-Agent. |
| Tabriz | Llds. | Chas. Stevens (V.-C.). |
| Tacumshane | Llds. | Harvey Boxwell, Sub-Agent. |
| Tahiti | Llds. U S | A. B. Donald (Lim.) (Papeete). T. E. Bunkley. S. R. Maxwell & Co. (Lim.). |
| Taipeh (Japan) | N Y | Tait & Co. |
| Taiping | Llds. | Aylesbury & Nutter (Lim.), Sub-Agent. |
| Talcahuano | N Y U S | Edward Hyde. Wessel, Duval & Co. |
| Taltal | Llds. N Y | Williamson & Co. Alex. Campbell (Acting). |
| Tamatave | Llds. N Y | A. Rollo (Acting). Cie Lyonnaise de Madagascar (Acting). |
| Tampa | N Y Llds. | Thomas E. Gillett. J. W. Morris, Sub-Agent. |
| Tampico (Mexico) | N Y U S Llds. | R. G. Pulford. W. A. Jacobson. J. S. Hutchison (British Consul). |
| Tananarive | Llds. | Dadabhoy & Co., Sub-Agent. |
| Tanera Isle | Llds. | D. Matheson, Sub-Agent. |
| Tanga | Llds. | Smith, Mackenzie & Co., Sub-Agent. |
| Tangier | N Y & Llds. | E. Chappory. |
| Tantah | Llds. | Anglo-Egyptian Bank (Lim.), Sub-Agent. |
| Taranto | Llds. N Y | Cacace, Roncagli & Co. Carlo Gennarini, Sub-Correspondents. |
| Tarbert | Llds | J. McKechnie, Sub-Agent. |
| Tarquah | Llds. | W. H. Phillips, Sub-Agent. |
| Tarragona | Llds. | MacAndrews & Co. (Lim.). |
| Tayinloan | Llds. | M. Smith, Sub-Agent. |
| Tegal (Java) | Llds. | Netherlands Trading Co., Sub-Agents. |
| Tegucigalpa (Honduras) | Llds. | G. Abadie, Sub-Agent. |
| Teheran | Llds. | The Mesopotamia Persia Corp. (Lim.), Sub-Agent. |
| Teignmouth | Llds. | J. A. Matthew, Sub-Agent. |
| Tellicherry | Llds. | Madura Co. (Lim.), Sub-Agent. |
| Telok Anson | Llds. | Aylesbury & Nutter (Lim.), Sub-Agent. |
| Telok Betong (Java) | Llds. | N. V. Het. Batavia Veem, Sub-Agent. |
| Tenby | Llds. | H. S. Morris, Sub-Agent. |
| Tenerife | N Y & Llds. | Hamilton & Co. |
| Tenes | Llds. | Laurent Esposito, Sub-Agent. |
| Terceira | Llds. | Thomé de Castro. |
| Ternate | Llds. | Moluksche Handelsvennootschap, Sub-Agent. |
| Terneuzen (Holland) | Llds. | H. van Cantfort, Sub-Agent. |
| Terranova Pausania | Llds. | Pietro Sardo, Sub-Agent. |
| Terschelling | Llds. | J. Wilkens, Sub-Agent. |
| Tetuan | Llds. | H. S. Nahon, Sub-Agent. |
| Texel | Llds. | B. M. Lap, Sub-Agent. |
| The Labrador Coast | Llds. | Dr. W. T. Grenfell. |
| Thisted | Llds. | Axel J. Dolleris. |
| Thornham | Llds. | E. Sutherland, Sub-Agents. |
| Thursday Island (Torres Straits) | Llds. | Burns, Philp & Co. (Lim.). |
| Thurso | Llds. | D. Coghill, J. P. |
| Tien-Tsin | N Y Llds. U S | Arnhold & Co. (Lim.). Wm. Forbes & Co. See Shanghai. |
| Timaru (N. Z.) | Llds. | National Mortgage and Agency Co. of New Zealand (Lim.). |
| Tiree | Llds. | Malcom McLean, Sub-Agent, Kirkapol. |
| Tjilatjap | Llds. | Netherlands Trading Co., Sub-Agents. |
| Tobago | Llds. | Duncan McGillivray. |
| Tobermory | Llds. | Donald Mitchell, Sub-Agent. |
| Tocopilla | Llds. | Chas. W. Nicholls (British Vice-Consul). |
| Tonga | Llds. | Burns, Philp (South Sea) Co. (Lim.). |
| Tongue (Scotland) | Llds. | Jno. Munro, Sub-Agent. |
| Tonsberg | Llds. | S. Dahl, Sub-Agent. |
| Torino | N Y | Ray Alberto Melli, Sub-Correspondent. |
| Toronto (Canada) | N Y & Llds. | W. G. A. Lambe & Co. |
| Torquay | Llds. | Renwick, Wilton & Co. (Lim.). |
| Torre Annunziata | Llds. | L. Manzillo, Sub-Agent. |
| Torrevieja | Llds. | Ballester & Co. (British Vice-Consulate), Sub-Agent. |
| Tortola | Llds. | Hon. F. A. Pickering. |
| Tortosa | Llds. | Eduardo Roca, Sub-Agent. |
| Tory Island | Llds. | Neil Ward, Sub-Agent. |

Explanation.—Llds. Lloyds (London).—N. Y. New York.—S. F. San Francisco.—U. S. United States Salvage Association.

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|---|---|---|
| Toulon | Llds. | S. A. des Charbons & Agglemeres du Littoral du Mediterraneen, Sub-Agent. |
| Tourane | Llds. | Denis Freres d'Indochine Soc. Anon, Sub-Agents. |
| Tourcoing | Llds. | L. Sargant (Lille), Sub-Agent. |
| Townsville | N Y<br>Llds. | J. R. Y. Bartlam.<br>Burns, Philp & Co. (Lim.). |
| Tralee | Llds. | Robert McCowen & Sons (Lim.) |
| Trapani | Llds. | Achille Ponte. |
| Trebizonde | N Y<br>Llds.<br>U S | A. Triantaphyllides (Acting).<br>J. J. Hochstrasser & Co., Sub-Agents.<br>See Constantinople. |
| Trelleborg | Llds. | Sture Eruths, Sub-Agent. |
| Treport | Llds. | E. J. Gelée, Sub-Agent. |
| Trevandrum | Llds. | Harrisons & Crosfield (Lim.), Sub-Agents. |
| Trieste | N Y & Llds.<br>U S | Edgar H. Greenham.<br>See Genoa. |
| Trincomalee | Llds. | C. Tamoterampillai, Sub-Agent. |
| Trinidad (Pt. Spain) | Llds.<br>N Y | G. F. Huggins & Co. (Lim.)<br>Geo. Grell. |
| Tripoli | Llds.<br>N Y | Wm. F. Riley.<br>S. Haggiag. |
| Tripoli (Trk.) | Llds. | African & Eastern (Near East) (Lim.), Sub-Agents. |
| Tromsö | Llds. | Captain Ove Höegh. |
| Trondhjem | N Y & Llds. | H. & F. Bachke. |
| Troon | Llds. | James Clark. |
| Trouville | Llds. | Georges Drumare, Sub-Agent. |
| Truro | N Y | Chas. W. Snow. |
| Truxillo (Honduras) | Llds. | A. H. Tatum (British Consul). |
| Tsingtao | U S<br>Llds. | See Shanghai.<br>Cornabé Eckford & Sears. |
| Tulear | Llds. | Dadabhoy & Co., Sub-Agents. |
| Tumaco | Llds. | W. Jarvis, Sub-Agent. |
| Tunis | N Y<br>Llds. | G. Attia.<br>Savon Frères. |
| Tunja | Llds. | P. E. C. Acosta, Sub-Agent. |
| Turin | Llds. | A. Melli, Sub-Agent. |
| Turks Islands | Llds. | W. Stanley Jones (Acting). |
| Tuticorin | Llds. | Madura Co. (Lim.), Sub-Agent. |
| Tuxpam (Mexico) | Llds. | E. J. Strong (British Vice-Consul), Sub-Agent. |
| Tvedestrand (Nor.) | Llds. | C. Davidsen, Sub-Agent. |
| Tynemouth | Llds. | Jas. Fry & Sons, Sub-Agents. |
| Uddevalla | Llds. | W. R. Swanberg, Sub-Agent. |
| Uleaborg | Llds. | K. W. Bystrom. |
| Ullapool | Llds. | Kenneth Cameron. |
| Ulsta (Yell) | Llds. | A. D. Clark, Sub-Agent. |
| Umea | Llds. | Berndt Lundstedt. |
| Umtali | Llds. | Hodgson & Myburgh, Sub-Agt. |
| Ungava Bay | Llds. | Officer of the Hudson Bay Co. |
| Valdivia | Llds.<br>N Y<br>U S | Carlos Prochelle.<br>Arthur S. Weiss.<br>Wessel, Duval & Co. |
| Valencia | U S, N Y & Llds. | MacAndrews & Co. (Lim.) |
| Valetta (Malta) | N Y & U S | O. F. Gollcher & Co. |
| Valona | Llds. | U. F. Matkovic, Sub-Agent. |
| Valparaiso | N Y<br>U S<br>Llds. | Rea Hanna.<br>Wessel, Duval & Co.<br>Huth & Co. |
| Vancouver (B. C.) | N Y | Percy G. Shallcross. |
| Vancouver City | Llds. | Capt. B. L. Johnson, D. S. O. |
| Vardo | Llds. | Bjorn Gundersen. |
| Varna | N Y & Llds. | F. P. Baker. |
| Vavau | Llds. | Burns Philp (South Sea) Co., (Lim.), Sub-Agents. |
| Vejle | Llds. | F. H. Lauenborg-Christensen, Sub-Agent. |
| Venice | U S<br>Llds.<br>N Y | See Genoa.<br>G. Radonicich & Co.<br>Giacinto Agostini, Sub-Correspondent. |
| Vera Cruz | Llds.<br>N Y<br>U S | A. R. Hogg (Brit. Vice-Consul) Acting.<br>Agencia Comercial y Maritima |
| Verona | N Y | J. H. Drake. |
| Verviers | Llds. | Cesare Lonardi, Sub-Correspondent.<br>Menage & Jowa (Liége), Sub-Agents). |
| Vianna | Llds. | J. A. Cerquiera, Sub-Agent. |
| Victoria (Brazil) | Llds. | Hard, Rand & Co., Sub-Agents. |
| Victoria | Llds. | E. King, Sub-Agent. |
| Vienna | Llds. | Lt. Commdr. Cecil M. Dillon, R.N.V.R.(Acting). |
| Vigo | U S<br>Llds. | A. Cardona.<br>Manuel Barcena y Andrés. |
| Villa Concepcion | Llds. | Pietranera & Co., Sub-Agent. |
| Villa Nueva y Geltrú | Llds. | Francisco Navarro, Sub-Agent. |
| Villa Real de San Antonio | Llds. | J. A. Muchado, Sub-Agent. |
| Villagarcia de Arosa | Llds. | Major H. Williamson (British Vice-Consul). |
| Vinaroz | Llds.<br>N Y | F. A. Lores(Benicarlo),Sub-Agt.<br>F. Arnau Lores, Sub-Correspondent. |
| Vineyard Haven (Mass.) | N Y | Edward C. Lord. |
| Visby | N Y | See Gothland. |
| Vivero | Llds. | F. B. Diez, Sub-Agent. |
| Vizapatam | Llds. | The Coromandel Co. (Lim.). |
| Vladivostock | Llds.<br>U S | G. P. Paton.<br>See Shanghai. |
| Vlieland | Llds. | Capt. C. Bruyn, Sub-Agent. |
| Volo (Thessaly) | Llds. | Henderson & Co., Sub-Agents. |
| Wad Medani | Llds. | Gellatly, Hankey & Co. (Sudan) (Ltd.). |
| Waitara | Llds. | H. E. Vaughan, Sub-Agent. |
| Walfish Bay | Llds. | Mann, George & Co., S. A., Lim., Sub-Agents. |
| Wallaroo (S. A.) | Llds. | Thomas Davies & Co., Sub-Agents. |
| Walls | Llds. | P. Georgeson, Sub-Agent. |
| Wanganui | Llds. | Dalgety & Co. (Lim.), Sub-Agts. |
| Warberg | Llds. | Donald Jobson, Sub-Agent. |
| Warkworth | Llds. | Jas. Earnshaw (Amble). |
| Warren Point & Newry | Llds. | Joseph Fisher & Sons (Newry). |
| Warri | Llds. | The Agent of the African & Eastern Trade Corp. (Lim.), Fergusson Factory, Warri, Southern Nigeria. |
| Warsaw | Llds. | United Baltic Corps, Lim. |
| Wasa | Llds. | Capt. Emil Theodor Wallenius. |
| Watchet | Llds. | Capt. Gowen Hunt, Sub-Agent. |
| Waterford | Llds. | W. E. Jacob. |
| Wei-hai-wei | Llds. | Cornabé, Eckford & Co., Sub-Agents. |
| Wellington (N. Z.) | Llds.<br>N Y | Dalgety & Co. (Lim.)<br>R. W. Cameron & Co. |
| Wells | Llds. | Capt. Frank Smith, Sub-Agent. |
| West Hatrlepool | Llds. | Capt. P. F. Perry. |
| West Mersea | Llds. | A. J. Hempstead, Sub-Agent. |
| West Point (Anticosti) | Llds. | A. Malouin, Sub-Agent. |
| Westervik | Llds. | Knut Sjogren. |
| Westport (Ireland) | Llds. | Wm. A. Murphy. |
| Westport (N. S.) | Llds. | H. P. Bowers, Sub-Agent. |
| Westport, (N. Z.) | Llds. | W. T. Slee. |
| Westray | Llds. | James Scott, Sub-Agent. |
| Wexford | Llds. | Jasper Walsh & Co. |
| Weymouth | Llds. | Percy Boyle. |
| Whalsay | Llds. | D. J. Williamson, Sub-Agent. |
| Whitburn | Llds. | W. M. Purvis, Sub-Agent. |
| Whitby | Llds. | Milburn, Lund & Co. |
| Whitehaven | Llds. | J. & W. Jackson. |
| Whiting Bay (Arran) | Llds. | A. Currie, Sub-Agent. |
| Whitstable | Llds. | A. W. Daniels. |
| Wiborg | Llds. | C. H. Seymour. |

Explanation.—Llds. Lloyds (London).—N. Y. New York.—S. F. San Francisco.—U. S United States Salvage Association.

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|---|---|---|
| WICK | Llds. | Donald Waters & Son. |
| WICKLOW | Llds. | H. J. MacPhail, Sub-Agent. |
| WIGTOWN | Llds. | William C. Lawrie (Isle of Whithorn). |
| WILLAPA HARBOR (Wash.) | N Y | Fred. V. Nielsen, Sub-Correspondent, Raymond, Washington. |
| WILMINGTON (N. C.) | Llds.<br>N Y | A. Sprunt & Son, Inc.<br>M. S. Willard. |
| WINDAU | Llds. | Helmsing & Grimm. |
| WINDSOR (N. S.) | Llds. | Capt. L. Porter, Sub-Agent. |
| WINNEBAH | Llds. | The Agent of Messrs. F. & A. Swanzy (Lim.), Sub-Agent. |
| WINNIPEG | Llds. | Wm. R. Allan. |
| WISBECH | Llds. | Garland & Flexman. |
| WISBY | N Y | Axel Ekman. |
| WOODBRIDGE | Llds. | Samuel Langmaid (Alderton, near Woodbridge), Sub-Agt. |
| WORKINGTON | Llds. | J. G. Oldfield & Co. |
| WORTHING | Llds. | Reginald C. Paine, Sub-Agent. |
| WYK (Island of Fohr) | N Y | L. Heymann & Sohne. |
| YARMOUTH (N. S.) | N Y<br>U S<br>Llds. | Albert H. Hood.<br>Wm. Law & Co.<br>Wm. C. Purney. |
| YLOILO (Isld. of Panay) | Llds. | Smith, Bell & Co. (Lim). |
| YOKOHAMA | U S<br>N Y & Llds. | A. C. Watson.<br>Cornes & Co. |
| YORK FACTORY (Hudson Bay) | Llds. | Officer of the Hudson Bay Co. |
| YOUGHAL | Llds. | C. P. Carroll, Sub-Agent. |
| YSTAD | Llds. | Carl Gram (Ltd.), Sub-Agent. |
| ZAGAZIG | Llds. | Anglo-Egyptian Bank (Lim.), Sub-Agent. |
| ZAGREB | Llds. | Julio Schmidlin & Co., Sub-Agents. |
| ZAMBOANGA | Llds. | W. F. Stevenson & Co. (Lim.) Sub-Agents. |
| ZANTE | Llds. | G. H. Sargint, Sub-Agent. |
| ZANZIBAR | Llds. | Smith, Mackenzie & Co. |
| ZEA ISLAND | Llds. | J. Glioudis, Sub-Agent. |
| ZIERIKZEE | Llds. | J. de Kater, Sub-Agent. |
| ZLEITEN | Llds. | P. B. Galea, Sub-Agent. |

EXPLANATION.—Llds. Lloyds (London).—N. Y. New York.—S. F. San Francisco.—U. S. United States Salvage Association.

## Numbers to Be Used for Identification of Vessels When Entered in Supplements for 1927 Record

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| A .... | 16000—16300 | H .... | 17401—17600 | O .... | 18411—18510 | U .... | 19351—19450 |
| B .... | 16301—16550 | I .... | 17601—17700 | P .... | 18511—18700 | V .... | 19451—19550 |
| C .... | 16551—16800 | J .... | 17701—17800 | Q .... | 18701—18800 | W .... | 19551—19770 |
| D .... | 16801—16950 | K .... | 17801—17900 | R .... | 18801—18950 | X .... | 19771—19820 |
| E .... | 16951—17100 | L .... | 17901—18050 | S .... | 18951—19150 | Y .... | 19821—19870 |
| F .... | 17101—17250 | M .... | 18051—18260 | T .... | 19151—19350 | Z .... | 19871—19920 |
| G .... | 17251—17400 | N .... | 18261—18410 | | | | |

RECORD OF

# AMERICAN AND FOREIGN SHIPPING.

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## KEY TO ABBREVIATIONS.